

Colorado Transportation Commission

Schedule & Agenda
September 14-15, 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, September 14, 2022

- 11:30 a.m. Working Commissioner Lunch (optional)
- 12:00 p.m. Joint Transportation Commission - Colorado Transportation Investment Office Workshop (Nick Farber) – Wolf Creek Pass (virtual viewing option will be added later)
- 1:00 p.m. Right of Way Condemnation (Steve Harelson)
- 1:15 p.m. GHG Transportation Reports for CDOT, DRCOG, NFRMPO (Lisa Hickey, Rebecca White, DRCOG, NFRMPO)
- 2:45p.m. 10-Year Plan Adoption Workshop (Rebecca White and Marissa Gaughan)
- 3:15 p.m. BTE 10-year Plan Overview Workshop (Patrick Holinda)
- 3:45 p.m. Budget Workshop (Jeff Sudmeier and Bethany Nicholas)
- 4:30 p.m. FY26-27 Asset Management Planning Budgets (William Johnson and Toby Manthey)

5:00 p.m. Adjournment

TRANSPORTATION COMMISSION ADDITIONAL MEETING NOTICE

Wednesday, September 14, 2022

6:00 p.m. Commission Dinner with MOVE CO: Kiewitt Regional Headquarters:
10055 Train Station Circle, Lone Tree

TRANSPORTATION COMMISSION MEETING

Thursday, September 15, 2022

8:00 a.m. Commissioner Breakfast

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

9:05 a.m. 2. Public Comments

9:35 a.m. 3. Comments of the Chair and Individual Commissioners

9:55 a.m. 4. Executive Director's Management Report (Shoshana Lew)

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

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

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

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

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

a) Proposed Resolution #1: Approve the Regular Meeting Minutes of August 18, 2022 (Herman Stockinger)

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

c) Proposed Resolution #3: Disposal: SE-10 (Project NH 1601-036), La Plata County (Julie Constan)

d) Proposed Resolution #4: Disposal: US 34 Business & 77th Ave, Greeley (Heather Paddock)

e) Proposed Resolution #5: Disposal: I-70 Bighorn Lots, Vail (Jason Smith)

f) Proposed Resolution #6: Disposal: Hwy 40 Parcel 10-EX (Jessica Myklebust)

g) Proposed Resolution #7: Disposal: 285 & Irving, 1-EX and 2-EX (Jessica Myklebust)

h) Proposed Resolution #8: Senate Bill 22-151 Wildlife Mitigation Fund Utilization (Tony Cady)

10:25 a.m. 10. Discuss and Act on Proposed Resolution #9: Condemnation (Steve Harelson)

10:30 a.m. 11. Discuss and Act on Proposed Resolution #10: Budget Amendment of FY2023 (Jeff Sudmeier and Bethany Nicholas)

- 10:35 a.m. 12. Discuss and Act on Proposed Resolution #11: Budget Supplement of FY 2023 (Jeff Sudmeier and Bethany Nicholas)
- 10:40 a.m. 13. Discuss and Act on Proposed Resolution #12: 10-Year Plan Adoption (Rebecca White)
- 10:45 a.m. 14. Discuss and Act on Proposed Resolution #13: DRCOG GHG Report Acceptance
- 10:50 a.m. 15. Discuss and Act on Proposed Resolution #14: NFR GHG Report Acceptance
- 10:55 a.m. 16. Discuss and Act on Proposed Resolution #15: CDOT GHG Report Acceptance
- 11:00 a.m. 17. Discuss and Act on Proposed Resolution #16: FY26/27 Asset Management Planning Budgets (William Johnson)
- 11:05 a.m. 18. Discuss and Act on Proposed Resolution #17: Adoption of Changes to CCR 601-22 Rules Governing Transportation Planning (Herman Stockinger)
- 11:10 a.m. 19. Recognition
- 11:10 a.m. 20. Other Matters
- 11:15 a.m. 21. Adjournment

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Est. Start Time: 11:15 a.m.

BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS MEETING

Thursday, September 15, 2022

- 11:15 a.m. 1. Call to Order and Roll Call
2. Public Comments (provided to commissioners in writing before meeting)
3. Act on Consent Agenda
- Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of August 18, 2022 (Herman Stockinger)
4. Discuss and Act on Proposed Resolution #BTE2: Bridge & Tunnel Enterprise 3rd Budget Supplement for FY'23 (Jeff Sudmeier)
5. FY2022 Fiscal Year End Newsletter (Patrick Holinda)
6. Other Matters
7. Adjournment

INFO ONLY

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- SIB Year End Memo (Jeff Sudmeier)
- TC Grants Memo (Hannah Reed)
- Bridge and Tunnel Enterprise Q4 FY2022 Quarterly Report (Patrick Holinda)

MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: NICK FARBER, DIRECTOR, COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)
DATE: SEPTEMBER 14, 2022
SUBJECT: OVERVIEW OF CTIO

Purpose

This joint Colorado Transportation Investment Office (CTIO) Board of Directors and Transportation Commission workshop is designed to provide an overview of CTIO and how it supports key CDOT projects and initiatives.

Action

No action is requested. This is an informational-only item.

Background

CTIO was formed in 2009 as an independent, government-owned business within CDOT, but what is CTIO and what are its cover functions in supporting CDOT in project development and financing?

This joint workshop, requested by several TC members, is designed to answer these questions, and provide commissioner's insight into the core functions of CTIO, how it has accelerated project development, and helped finance major projects in the state.

Attachments

- A. CTIO overview presentation.



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Overview of CTIO

Joint TC/CTIO Workshop

September 14, 2022

About CTIO

- Formed in 2009 with the passage of Senate Bill 09-108, known as FASTER (Funding Advancements for Surface Transportation and Economic Recovery) Act
- The Colorado Transportation Investment Office (CTIO), which continues to be known as the High Performance Transportation Enterprise (HPTE) for legislative and legal documents, operates as a government-owned business within CDOT to pursue innovative means of more efficiently financing important transportation projects

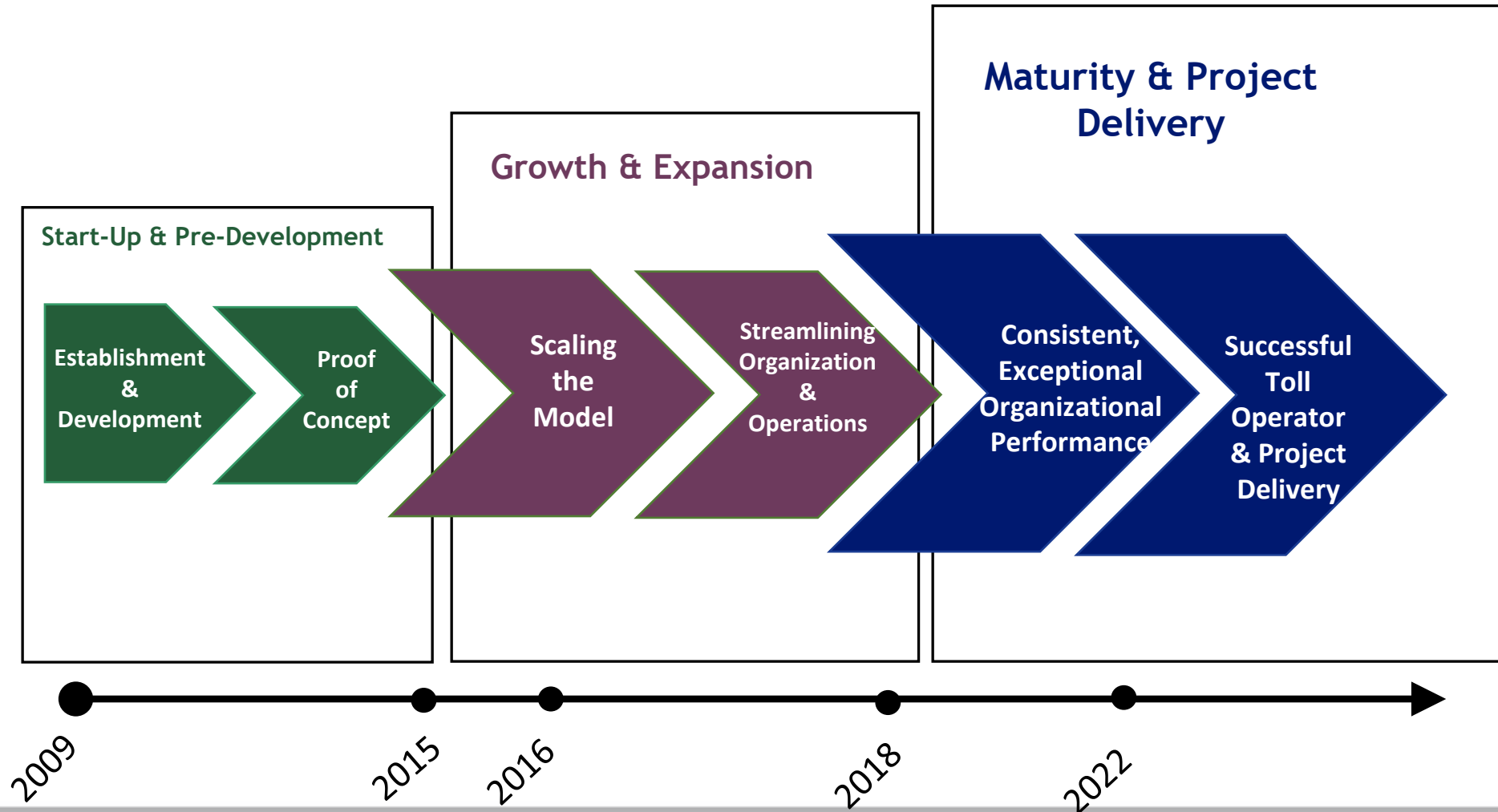
CTIO's Legal Framework

- Passed in 2009 as part of larger Funding Advancement for Surface Transportation and Economic Recovery (“FASTER”) legislation
- Passed during the Recession when securing funds for transportation was extremely challenging
- Meant to bridge the funding gap for transportation projects
- Allows for independent financing outside the confines of CDOT and TABOR
- Required to “***aggressively pursue***” innovative means of more efficiently financing important transportation projects:
 - Public Private Partnerships
 - Operating concession agreements
 - User fee-based project financing (tolls)
 - Annual performance payment agreements

CTIO's Mission

- Partner with CDOT, private industry, and local communities;
- Aggressively pursue innovative financing alternatives not otherwise available to the state;
- Quickly deliver transportation infrastructure options that improve mobility; and
- Communicate openly with all stakeholders

CTIO Phases of Growth



CTIO Staff and Governance

Organizational Chart: Internal

CTIO Board of Directors

External
Enterprise
Oversight



Internal
Program
Management



External
Program
Support

Nick Farber
Director

Kelly Brown
Tolling Operations
Manager

Piper Darlington
Budget and Special
Projects Manager

John Gregory
Major Projects
Manager

Maria Johnson,
Tolling
Operations
Supervisor

Josh Gerace
Tolling
Maintenance
Supervisor

Pam
Hutchins
Contract
Support

Simon Logan
Special Projects
Lead and Policy
Analyst

Karen Delgado
Program
Assistant

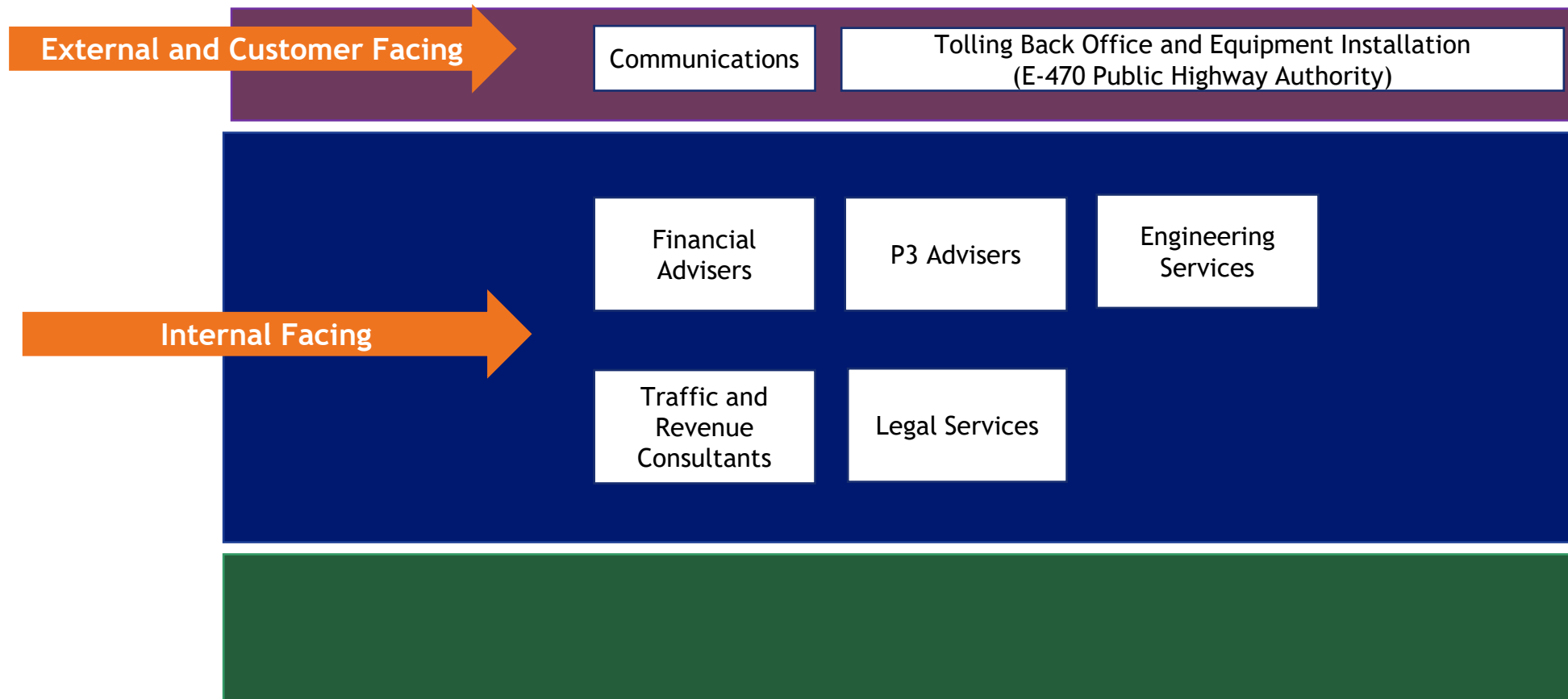
Kay Hruska
Enterprises
Controller

Randall Dingle
Contracts &
Procurement

Tim Hoover
Communications

George Hypolite
Attorney
General

CTIO Organizational Chart: External Support



CTIO Board of Directors

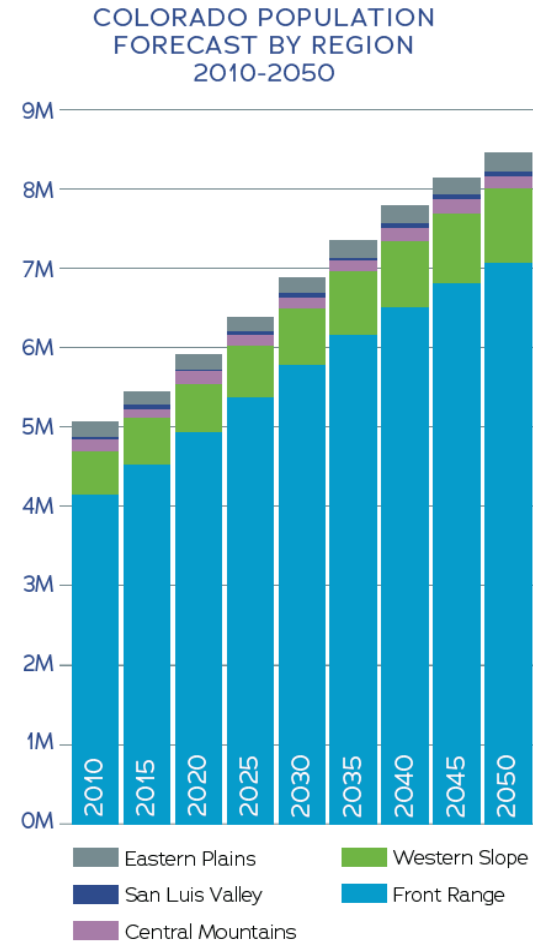
The CTIO Board of Directors consists of three members of the Transportation Commission (TC) and four members appointed by the Governor from each of the following geographic areas: (1) the planning area of the Denver Regional Council of Governments (DRCOG), (2) the planning area of the North Front Range Metropolitan Planning Organization (NFRMPO), (3) the planning area of the Pikes Peak Area Council of Governments, and (4) the I-70 Mountain Corridor area.

Board Members	Region	Term Expires
Chair: Margaret Bowes	I-70 Mountain Corridor	10/2023
Vice-Chair: Karen Stuart	Transportation Commission	At will of the TC
Travis Easton	Pikes Peak Area COG Planning Area	10/2025
Cecil Gutierrez	NFRMPO Planning Area	10/2023
Joel Noble	DRCOG Planning Area	10/2025
Don Stanton	Transportation Commission	At will of the TC
Eula Adams	Transportation Commission	At will of the TC

Express Lanes Network

Rapid Population Growth and the Need for Action

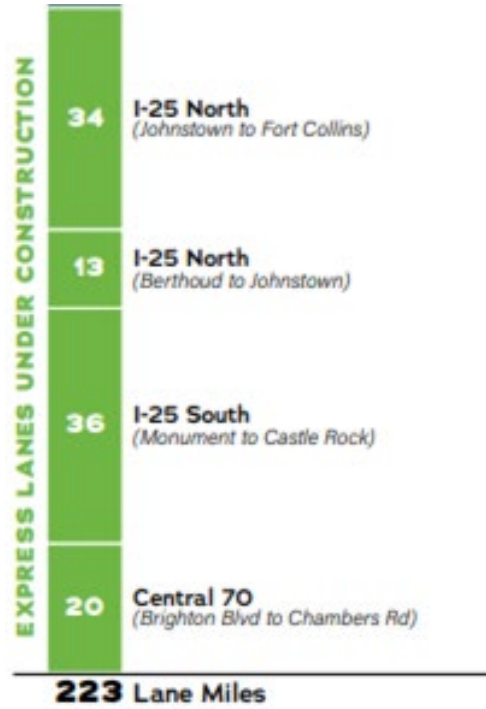
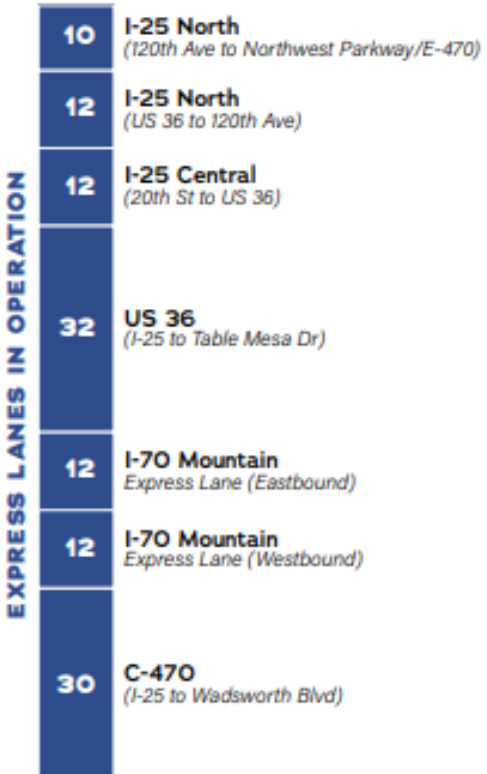
- Colorado added almost a million new residents (774, 518) between 2010 and 2020, growing the states population by 14.8% to 5.8 million residents.
- The rapid growth of Colorado's population points to even greater congestion unless innovative ways to accelerate key mobility projects are pursued.



Source: Colorado State Demography Office

Express Lane Network

LANE MILES OF EXPRESS LANES



EXPRESS LANES NETWORK USAGE

18%
AVERAGE HOV USE

12.7
million total vehicles
USING THE EXPRESS LANES

2
million total
FREE TRIPS BY HOV3+ USERS

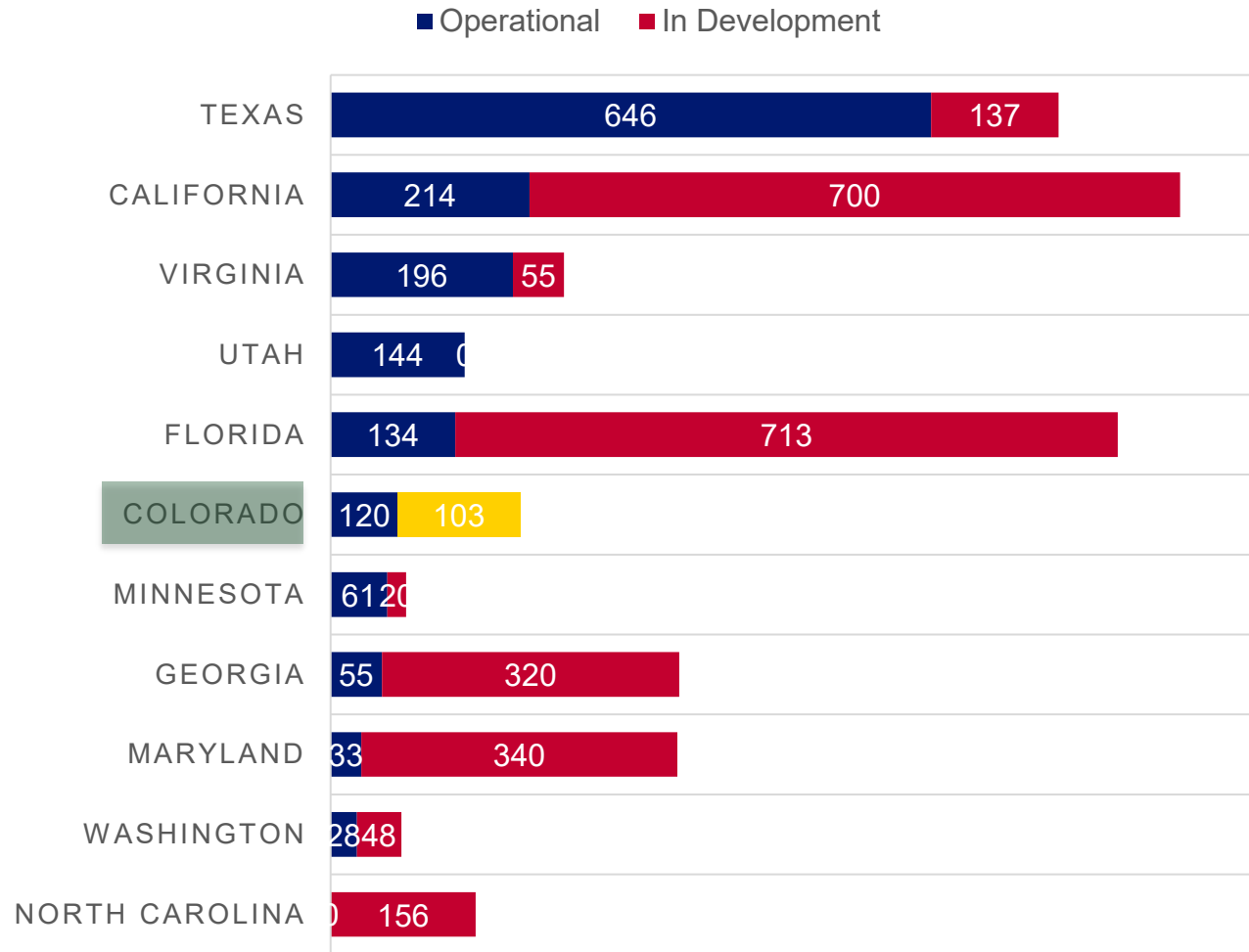


Benefits of Express Lanes

- Increase roadway capacity and help manage congestion on Colorado highways by adding lanes that provide a choice to drivers.
- Colorado's Express Lanes work for everyone—those who choose not to pay and stay in the non-tolled general purpose lanes and Express Lanes customers. Express Lanes benefits include:
 - Reduced delay on the most seriously congested corridors
 - Reliable travel times
 - Flexible and reliable mobility choices
 - Improved travel speeds in the general purpose lanes

US Comparison

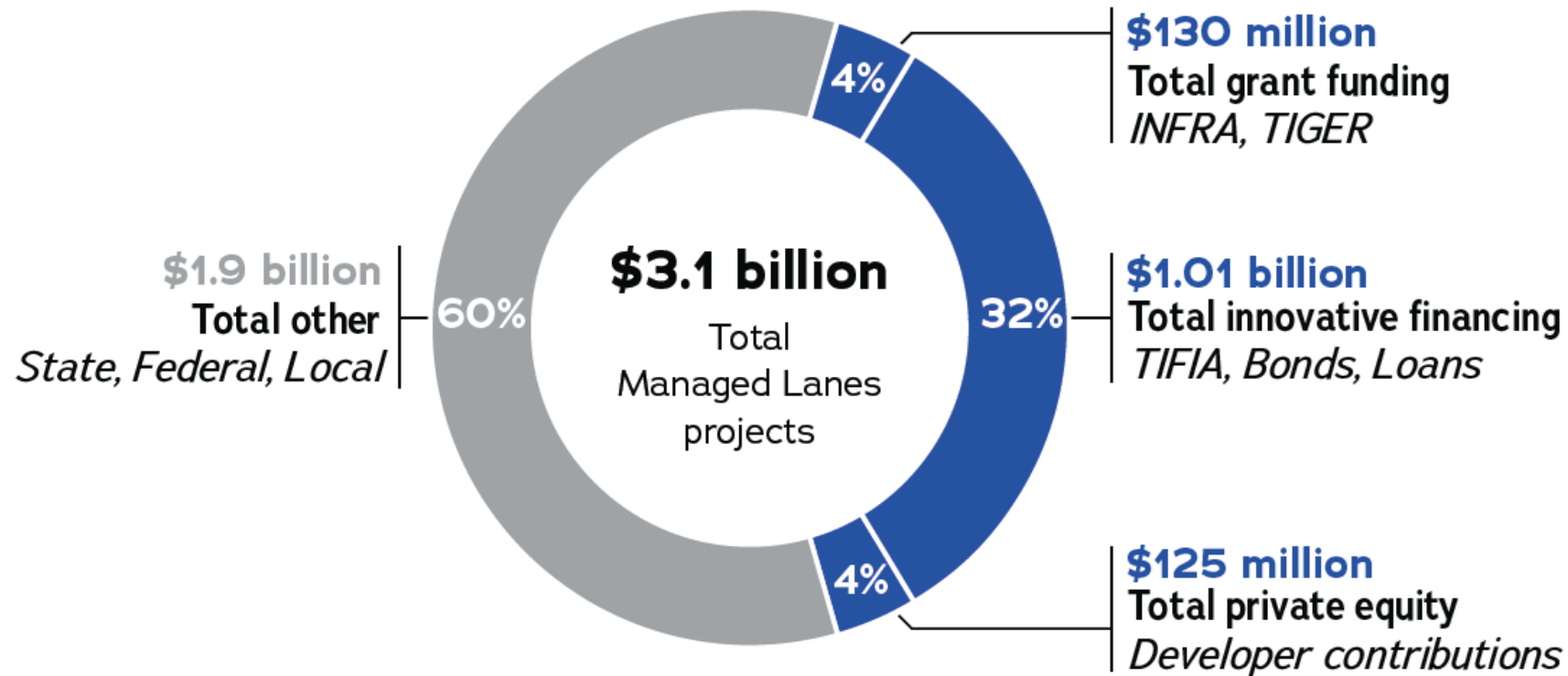
- Colorado has approximately 120 operational lane miles of Express Lanes.
- Colorado ranks #6 of 11 states with Express Lanes.



How CTIO Supports Key Projects and Initiatives

Project Financing Secured Through Managed Lanes

\$1.27 billion (41%) secured through use of Managed Lanes:



Important Considerations in Private Investment and Alternative Financing

Accelerated Timing

- Will it allow the project to start earlier, get built faster, and be completed sooner?

Reduced Upfront Costs

- Will it significantly reduce the upfront capital required from the state?

Expanded Scope

- Will it deliver more of the project's planned improvements and maximize value to Colorado residents?

Innovation

- Will the project provide unique opportunities for design, construction, and operational innovation?

Risk Transfer

- Will it permit CTIO/CDOT to shift significant project risks, such as cost overruns and revenue shortfall, to the private partner?

Reliability

- Will the state benefit from guaranteed performance on long-term operations and maintenance?

CTIO Supporting Project Acceleration and Financing

Express Lane Corridors: Ongoing Management and Implementation

- I-70 MEXL, I-25 South GAP, I-25 North

Public-Private Partnership (P3): Oversight and Contract Management

- US 36, Central 70

Innovative Financing

- TIFIA, Loans, Bonds

Project Development

- Floyd Hill, I-270

Public Outreach and Communications

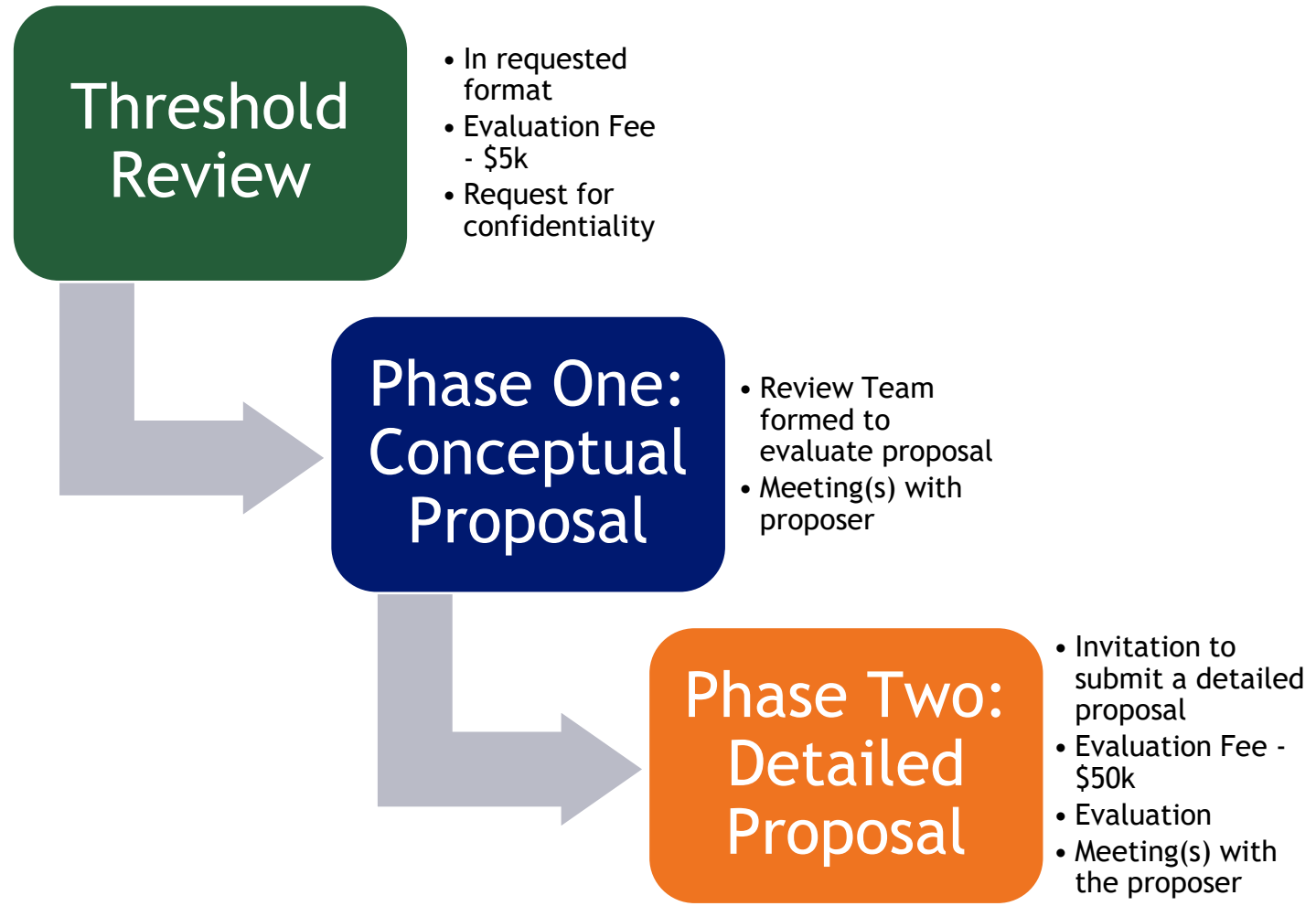
- Safety Campaigns

Public and Stakeholder Engagement

- **P3 programs and projects require more public outreach and a comprehensive involvement plan.**
- **Each P3 project will have unique project characteristics, possibly the CDOT Region, the location, and interested parties.**
- **There are two main guiding documents CTIO uses to determine the best approach to public and stakeholder engagement:**
 1. **CTIO P3 Management Manual (2020)**
 2. **CTIO Transparency Policy (2015)**

Review and Evaluation of Unsolicited Proposals

- CTIO updated its unsolicited proposal policy in 2020 after direction from the Board to increase engagement with the market.
- CTIO reviews and evaluates unsolicited proposals on behalf of the Department and has received 14 unsolicited proposals since the new policy was executed.
- CTIO draws on relevant expertise from CDOT staff and pays for their time.
- There are three main phases of evaluation.



Back Office

What is a back office?

The back office is the backbone of the Express Lanes system.

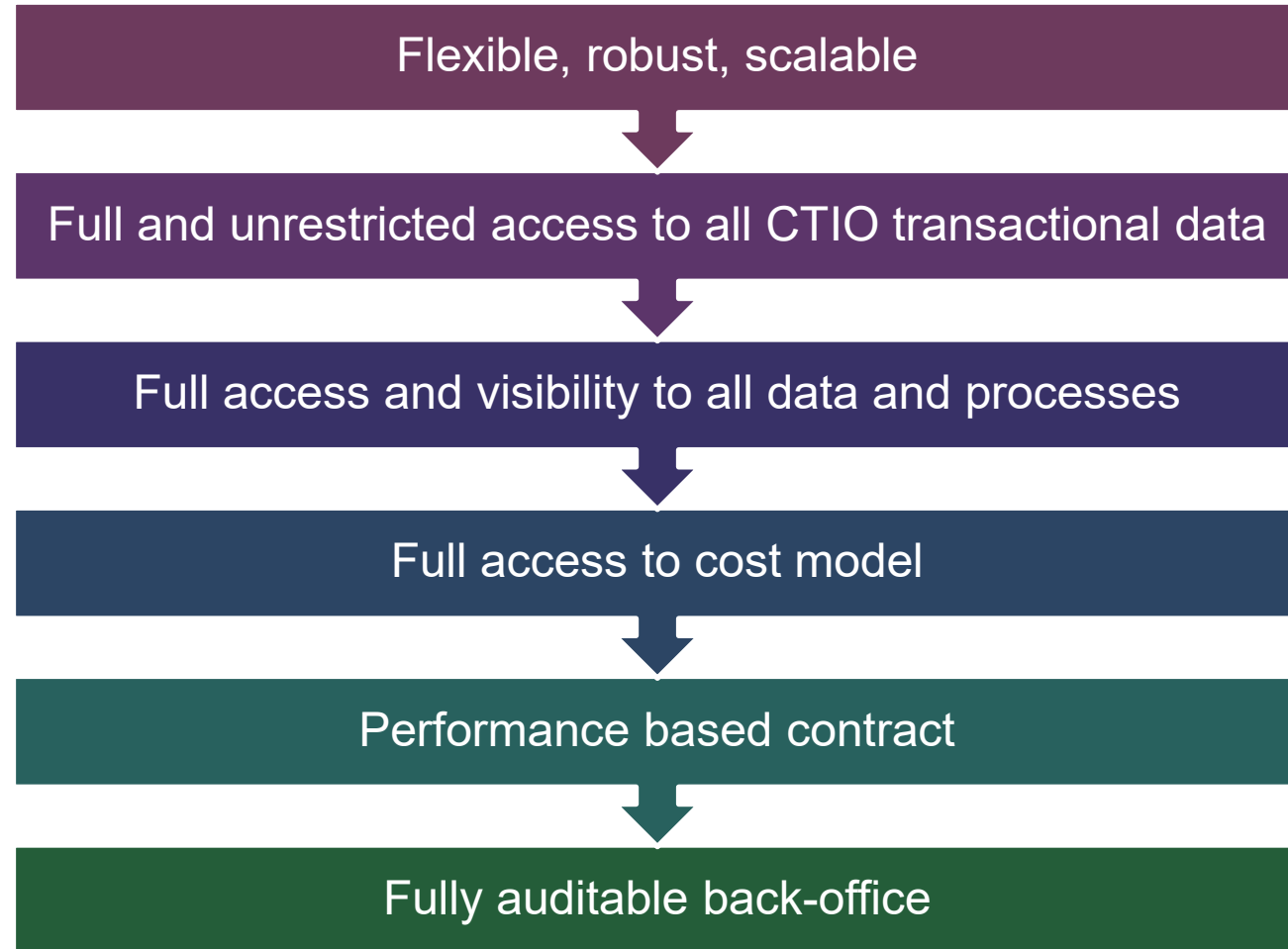
All Express Lanes have toll collection technology on the roadway that collects transaction data sent to the back office for processing.

Key functions of the current back office, provided by E-470, include:

- Toll collection
- Customer service and support
- Image review and validation of license plate tolls
- Transponder mailing and HOV3+ processing

Back Office: Goals For The Future System

By 2027 it is anticipated that CTIO's Express Lanes will generate approximately 45 million transactions a year.



Thank you!



COLORADO

Department of Transportation

Division of Transportation Development

2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
THERESA TAKUSHI, GREENHOUSE GAS PROGRAM SPECIALIST
HERMAN STOCKINGER, DEPUTY DIRECTOR
DATE: SEPTEMBER 14, 2022
SUBJECT: CDOT GHG COMPLIANCE

Purpose

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

Action

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."

Background

The GHG Planning Rule requires CDOT to update its 10 Year Plan to be in compliance with the Rule by October 1, 2022. This determination is made by modeling the 10 Year Plan using CDOT's travel demand model and EPA's MOVES model. CDOT's modeling team conducted several model runs and analyzed potential reductions from various mitigation measures--as outlined in Policy Directive 1610.

Details

CDOT's analysis has determined that the 10 Year Plan, as updated, along with mitigation measures can fully attain the GHG Standard for all four compliance periods.

Additionally, CDOT has met the following requirements set forth by the GHG Planning Rule:

- 30 days prior to the adoption/amendment of any applicable planning document (August 16, 2022), CDOT must submit a GHG Transportation Report to the Transportation Commission. Staff is planning to bring the GHG Transportation Report to the Transportation Commission Workshop in August for review.
- Submitted technical details of the GHG Report to CDPHE 45 days before adoption of a new plan (August 1, 2022) for their review.



- Requested TC adoption of the updated 10 Year Plan to comply with the GHG Planning Rule. CDOT staff is planning to bring the updated 10 Year Plan to the TC Workshop in September.

Next Steps

October

- Presentation on a transportation trends report required by the Rule.

December

- Changes to PD1610 to address disproportionately impacted communities as required by the TC resolution adopting the PD.

April

- CDOT and MPOs must provide a status report for each GHG Mitigation Measure identified to the Commission annually by April 1.

Attachments

GHG Pollution Standard for Transportation Planning - CDOT Compliance Presentation

GHG Transportation Report Redline

GHG Transportation Report Clean

Memo providing comments on NFR GHG Transportation Report

Memo providing comments on DRCOG GHG Transportation Report





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

September 2022

Page 31 of 269



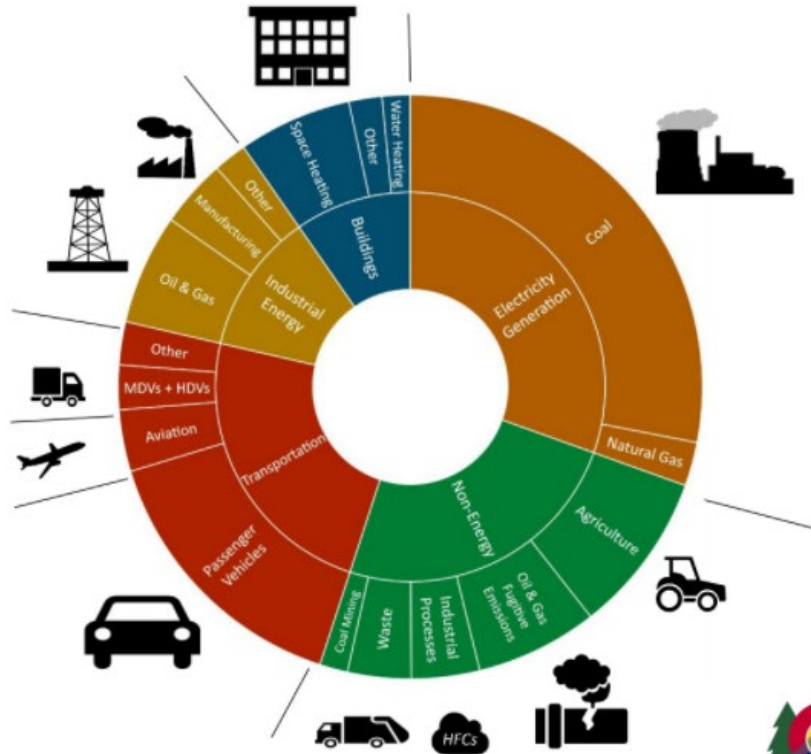
Overview

1. Background on GHG Roadmap and role of GHG Planning Rule
2. Changes to 2030 modeling approach
3. New mitigations to close gap
4. GHG Transportation Report structure and compliance
5. Next steps



GHG Roadmap--2020

- Transportation as largest contributor to GHGs.
- Identified range of strategies to reduce emissions, including the concept of addressing transportation planning.





Context of the GHG Rule and Colorado's Transportation Sector Goals in the GHG Roadmap

Reduce transportation GHG pollution ~12.7 million tons by 2030

1.5 MMT reduction

GHG Transportation Planning Standard

2 MMT reduction

Low & Zero Emissions Vehicle rules

6 MMT reduction

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

~3.2 MMT reduction

Collectively, the other strategies will target remaining 3.2 MMT

Incentivize land use to increase housing near jobs and reduce VMT pollution

Clean truck strategy

Participate in developing post 2025 vehicle standards (state and federal)

AQCC evaluation of indirect source rules

Expansion of public transit, including setting the stage for the Front Range Rail



Ongoing collaboration with the Agency Coordination Committee (ACC)

The ACC has been meeting continuously through the development of the GHG Planning Rule, PD 1610 (GHG Mitigation Measures) and as CDOT staff have worked to demonstrate compliance with the GHG Rule.

The CDOT team appreciates the considerable time invested by the ACC in guiding the development of these important milestones.

- Commissioner Hickey, Chair of ACC
- Commissioner Stuart
- Commissioner Vasquez



CDOT's 2030 Compliance Adjustment



What changes were made to the 2030 model runs?

In 2050, expected bike/ped funding is large enough that CDOT modelers and planners expect it to have a “game changing” effect upon active mode safety, speed, and convenience.

To simulate this effect, modelers eliminated biases around bike/ped modes in the model for 2050.

As a more realistic depiction of a ramp up to this level of bike/ped infrastructure by 2050, the biases around bike/ped were reduced to 50% in 2030, rather than 100% (as was presented in August).



NEW Compliance Run Results : 2030

	August Run 2030 (MMT)	September Run 2030 (MMT)
Table 1 Required Reduction Amount	0.36	0.36
Total GHGs Reduced in Compliance Run	0.23	0.21
Difference	0.13 (shortfall)	0.15 (shortfall)

With the changes made to the model, CDOT needs an additional 20,000 MT of GHG reduction to be in compliance in 2030.



Achieving 2030 Reduction Level

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



How does the built environment affect transportation GHG emissions?

An increase in **residential density** results in shorter and fewer trips by single-occupancy vehicles.

- When paired with an increase in **job density**, the cumulative densification from these measures can result in highly walkable and bikeable areas, yielding increased co-benefits in VMT reductions, improved public health, and social equity.

Transit-oriented development - projects built in compact, walkable areas that have easy access to public transit, ideally in a location with a mix of uses, including housing, retail offices, and community facilities.



Complete Results - 2025 and 2030

	2025	2030
Table 1 Reduction Target (MMT)	0.12	0.36
Reductions achieved through Modeling	0.30	0.21
Reductions achieved through GHG Mitigations	n/a	0.157
Total Reductions achieved	0.30	0.367
Compliance Result	Met	Met



Complete Results - 2040 and 2050

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



GHG Reduction Levels Required by GHG Planning Standard

Table 1: GHG Transportation Planning Reduction Levels in MMT of CO₂e

Regional Areas	2025 Reduction Level (MMT)	2030 Reduction Level (MMT)	2040 Reduction Level (MMT)	2050 Reduction Level (MMT)
DRCOG	0.27 ✓	0.82 ✓	0.63 ✓	0.37 ✓
NFRMPO	0.04 ✓	0.12 ✓	0.11 ✓	0.07 ✓
PPACG	N/A	0.15	0.12	0.07
GVMPO	N/A	0.02	0.02	0.01
PACOG	N/A	0.03	0.02	0.01
CDOT/Non-MPO	0.12 ✓	0.36 ✓	0.30 ✓	0.17 ✓
TOTAL	0.43	1.5	1.2	0.7

Current planned reductions:

1.3	1.04	0.31
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CDOT Compliance Demonstration

Preparation of a GHG Transportation Report ✓

- GHG emissions analysis and, if applicable, a GHG Mitigation Action Plan demonstrating that the Applicable Planning Document is in compliance with the GHG Reduction Levels in MMT of CO₂e for each compliance year in Table 1 or that the requirements in Rule 8.02.6.4 have been met.
- Identification and documentation of the MPO Model or the Statewide Travel Model and the MOVES Model used to determine GHG emissions in MMT of CO₂e. 8.02.6.3.
- Provide to TC at least 30 days prior to plan adoption.

Review by CDPHE's Air Pollution Control Division ✓

- At least forty-five (45) days prior to adoption of any Applicable Planning Document, CDOT for Non-MPO areas and the MPOs for their areas shall provide to APCD for review and verification of the technical data contained in the draft GHG Transportation Report required per Rule 8.02.6

Model Documentation ✓

- Prepare and publish (on a publicly accessible website) a calibration and validation report for their respective travel model. The report shall document model components and key parameters and should address how models account for induced travel demand associated with changes to the transportation system.



Next Steps

September

- Staff is requesting that the Commission approve the GHG Transportation Reports as submitted by CDOT, NFRMPO and DRCOG.
 - TC Packet included memos summarizing the team's review of DRCOG and NFRMPO's analysis.

October

- Presentation on a transportation trends report required by the Rule.

December

- Changes to PD1610 to address disproportionately impacted communities as required by the TC resolution adopting the PD.

April

- CDOT and MPOs must provide a status report for each GHG Mitigation Measure identified to the Commission annually by April 1. [Page 45 of 269](#)



COLORADO
Department of Transportation

Questions?
Page 46 of 269



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
DATE: SEPTEMBER 14, 2022
SUBJECT: CDOT STAFF RECOMMENDATION -
DRCOG GHG TRANSPORTATION REPORT - AUGUST 5, 2022

CDOT staff have been working collaboratively with DRCOG over many months in order to establish a process for how to comply with the GHG rule. This included numerous consultations between the two agencies as the GHG rule and associated GHG Mitigation Measures Policy Directive were being developed. DRCOG also served as a key participant in the Statewide Model Coordination Group, which agreed on a set of modeling standards, as codified in the May 16, 2022 memo “Modeling Requirements to Meet Greenhouse Gas Standards” (Modeling Requirements).

In this context, CDOT has reviewed DRCOG’s GHG plan update report, “Appendix T: Transportation Greenhouse Gas Report”, August 5, 2022, and makes the following observations:

- DRCOG’s travel model meets or exceeds all standards in the Modeling Requirements memo. In particular, DRCOG maintains and operates a leading-edge activity-based travel model, one of the best in the US, which meets all current and future modeling standards in the Modeling Requirements memo.
- DRCOG’s approach to depicting in their model the various programs and projects in their updated plan has been reviewed extensively together with CDOT, and CDOT modeling staff and management find these approaches reasonable.
- Appendix C of the DRCOG report presents a variety of analysis describing the results of DRCOG’s model runs for the years 2025, 2030, 2040 and 2050, both baseline and compliance scenarios. CDOT finds this analysis to be reasonable.
- The greenhouse gas emission totals presented in Table 1 of the report appear reasonable and well-supported.

CDOT has also reviewed DRCOG’s GHG Mitigation Plan calculation methodology to confirm accuracy. CDOT has recommended minor adjustments to reflect rounding accuracy.

In summary, CDOT recommends approval by the Transportation Commission of the DRCOG GHG Transportation Report.

MEMORANDUM

TO: Transportation Commission
CC: Shoshana Lew, CDOT Executive Director
Herman Stockinger, Deputy Executive Director, CDOT
Sally Chafee, Chief of Staff, CDOT
FROM: Ron Papsdorf, Transportation Planning & Operations Division
Director, DRCOG
Jacob Riger, Multimodal Transportation Planning Manager, DRCOG
DATE: September 2022
SUBJECT: DRCOG 2050 Regional Transportation Plan Compliance with
Greenhouse Gas Planning Standard

Purpose

DRCOG's 2050 Regional Transportation Plan (2050 RTP) has been revised to demonstrate compliance with the state's new [Greenhouse Gas Planning Standard](#) (GHG rule). DRCOG staff will provide an overview of the updated 2050 RTP and GHG compliance framework.

Action

CDOT staff has prepared a memo for Transportation Commission action this month, finding DRCOG and its GHG Transportation Report to be in compliance with 2 CCR 601-22.

Background

DRCOG's 2050 RTP sets the vision for the Denver region's multimodal transportation system and guides investment in projects and programs to achieve that vision. The 2050 RTP was originally adopted in April 2021. The 2022 Update revised the plan to achieve compliance with the state's new [Greenhouse Gas Planning Standard](#) (GHG rule), and to incorporate sponsor-requested amendments to a few projects in the 2050 RTP.

Details

Per SB21-260 and the state GHG rule, by October 1, 2022, DRCOG must update the 2050 RTP to comply with the rule's emission reduction levels for the DRCOG MPO area for the 2025, 2030, 2040, and 2050 analysis years. The rule requires DRCOG to prepare and submit a GHG Transportation Report (Appendix T) to the Transportation Commission.

DRCOG's GHG Transportation Report documents the analysis conducted and proposed strategies for the 2050 RTP to meet the GHG Rule's emission reduction levels and contains the following required information:



- The 2050 RTP’s GHG emissions analysis (2021 adopted plan baseline and for the revised plan)
- Documentation of the specific strategies and 2050 RTP changes necessary to meet the required reduction levels
- Mitigation Action Plan (as part of the overall framework to meet the required reduction levels)
- Documentation of DRCOG’s Focus travel model and the EPA MOVES model (used by the Colorado Department of Public Health and Environment) to determine GHG emissions)

The GHG technical analysis occurred from December 2021 through July 2022. The draft updated 2050 RTP was [released for public comment](#) on August 7, with comments accepted through September 6. DRCOG then held a public hearing as part of a special Board meeting on September 7.

Key Benefits

DRCOG, in collaboration with CDOT, RTD, local government partners, and other stakeholders, has developed a comprehensive strategy framework to both demonstrate compliance with the GHG rule and to build on the Denver region’s legacy of thoughtful transportation planning and investment for all travel modes.

Next Steps

The DRCOG Board is anticipated to act on the draft updated 2050 RTP at its September 21 meeting.

Attachments

DRCOG 2050 Regional Transportation Plan GHG Transportation Report

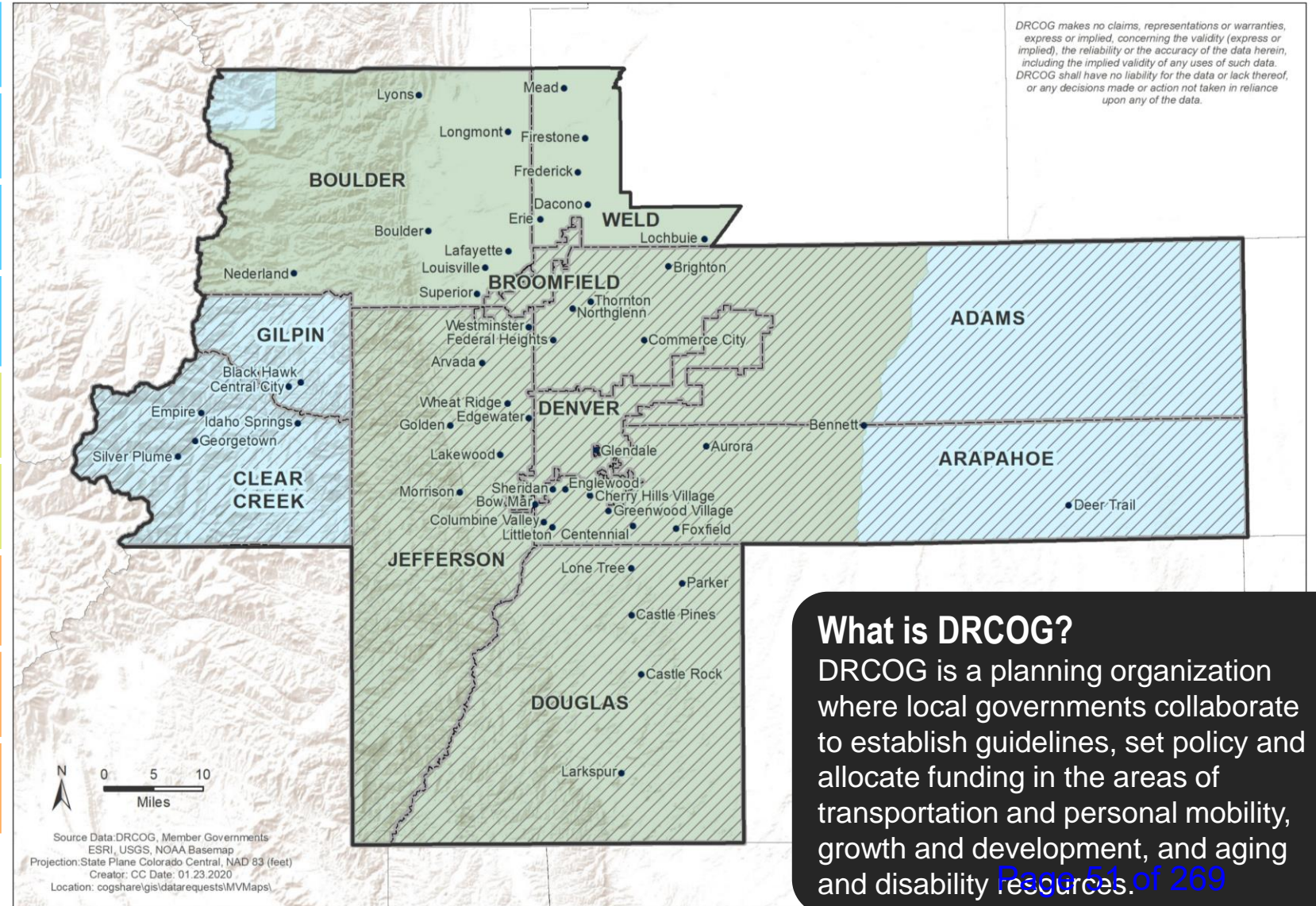
2050 Regional Transportation Plan 2022 Update & Greenhouse Gas Rule Compliance

**Transportation Commission Workshop
September 14, 2022**

Ron Papsdorf & Jacob Riger, AICP

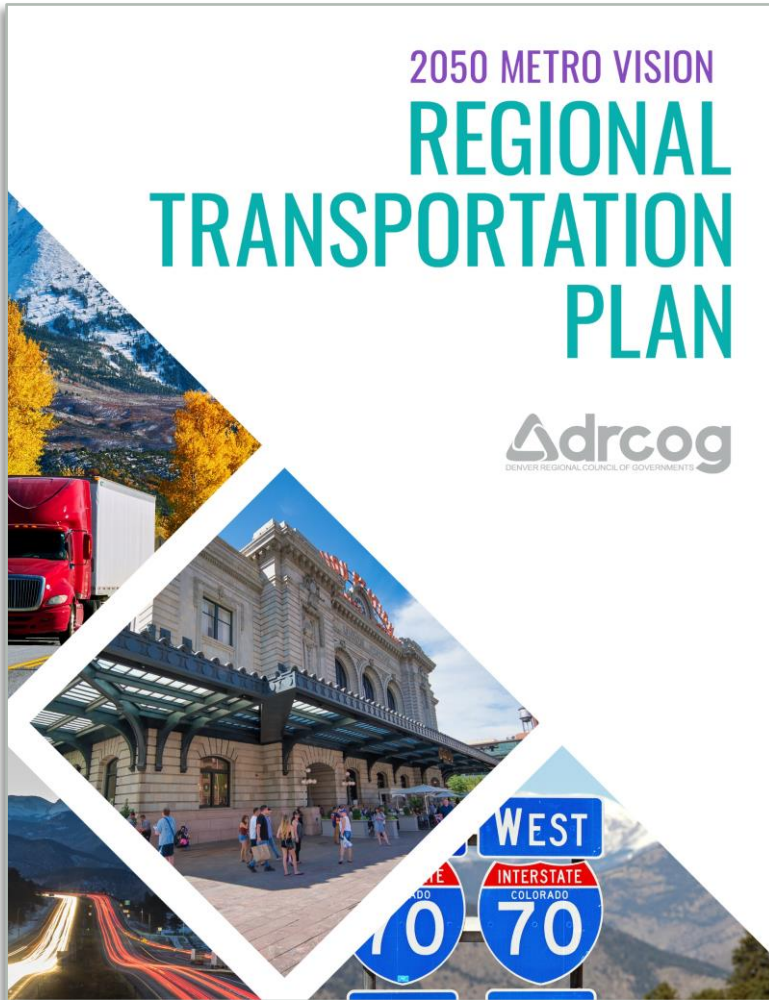
Denver Regional Council of Governments

Area	~10 counties (58 member governments)
	5,288 square miles (comparable to Connecticut)
	3.4 million people (comparable to Utah)
	Ute, Cheyenne, and Arapaho peoples (traditional territory)
Elevation	From Grays Peak (14,278 feet)
	To South Platte River (4,432 feet)
Roles	Regional planning commission (state statute)
	Area Agency on Aging (federal)
	Metropolitan planning organization (federal)



What is DRCOG?
DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation and personal mobility, growth and development, and aging and disability resources.

What is the 2050 Regional Transportation Plan?



**Implements
Metro Vision**



**Region's
multimodal vision**



**Fiscally constrained
(what's feasible)**



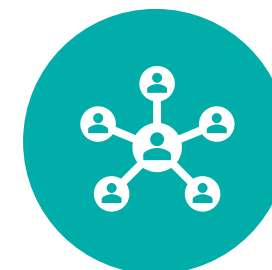
**TIP funding for road
& transit projects**



**Updated frequently
(every 4 years)**



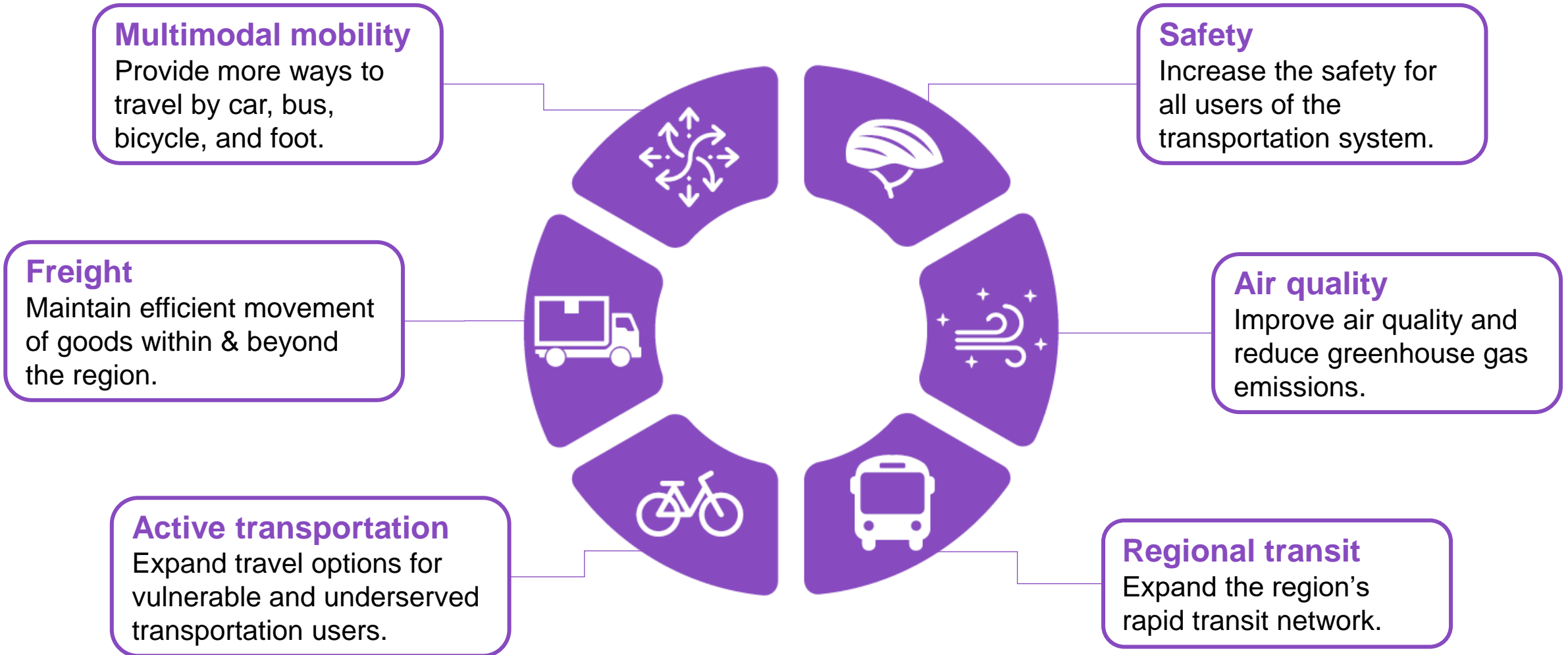
**Developed with
partners**



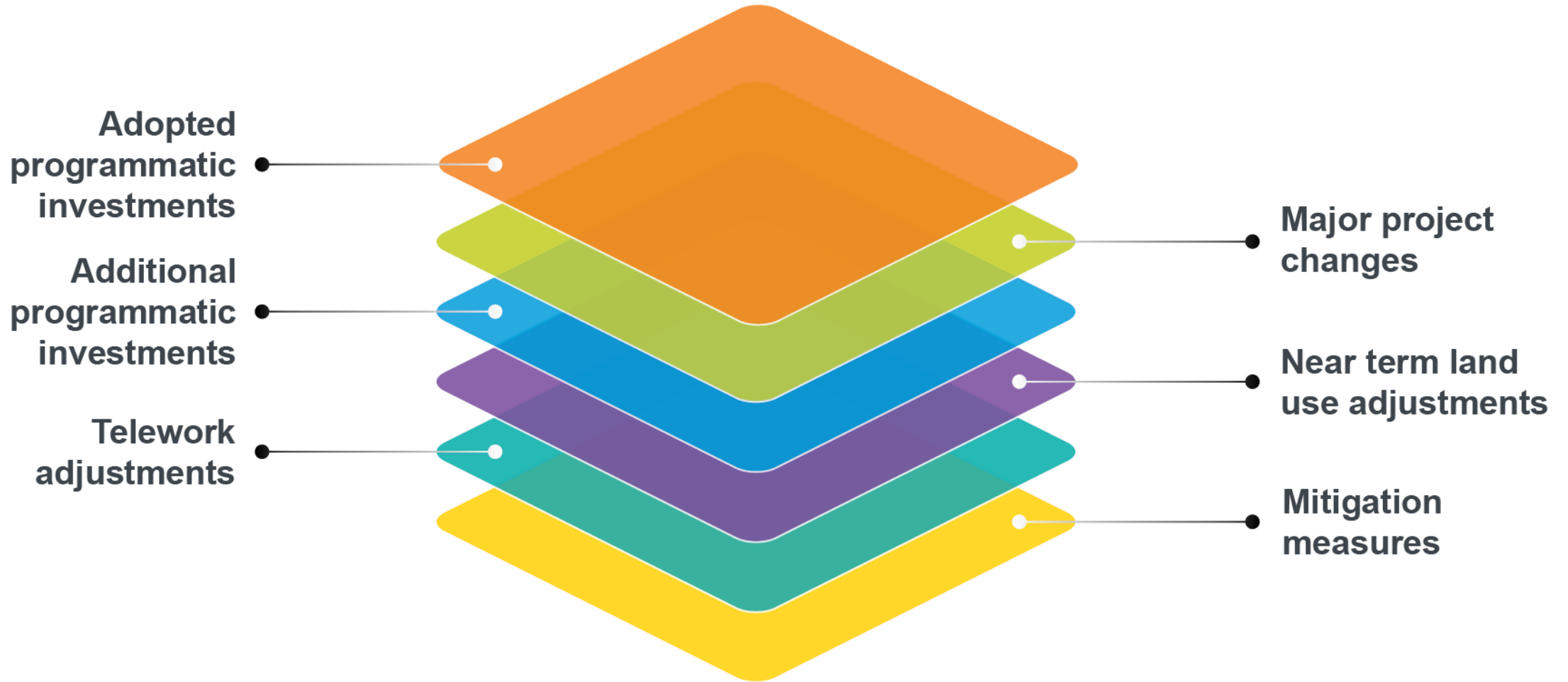
**Federally required
(MPO function)**



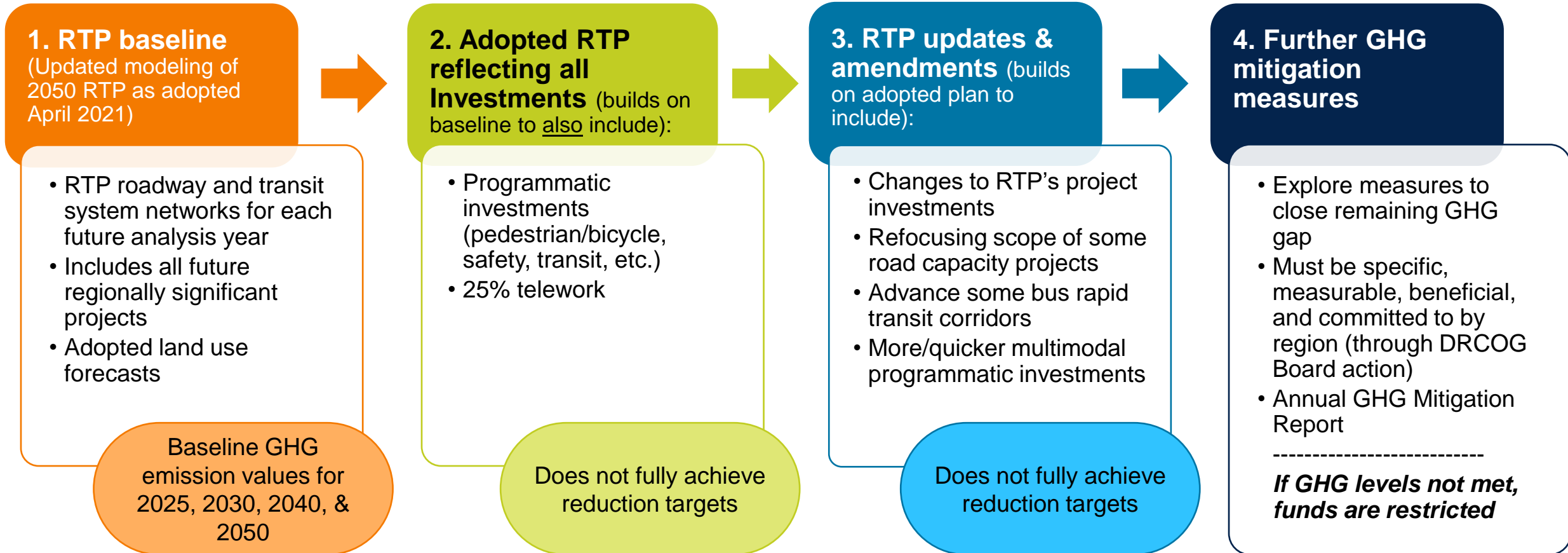
Project and program investment priorities



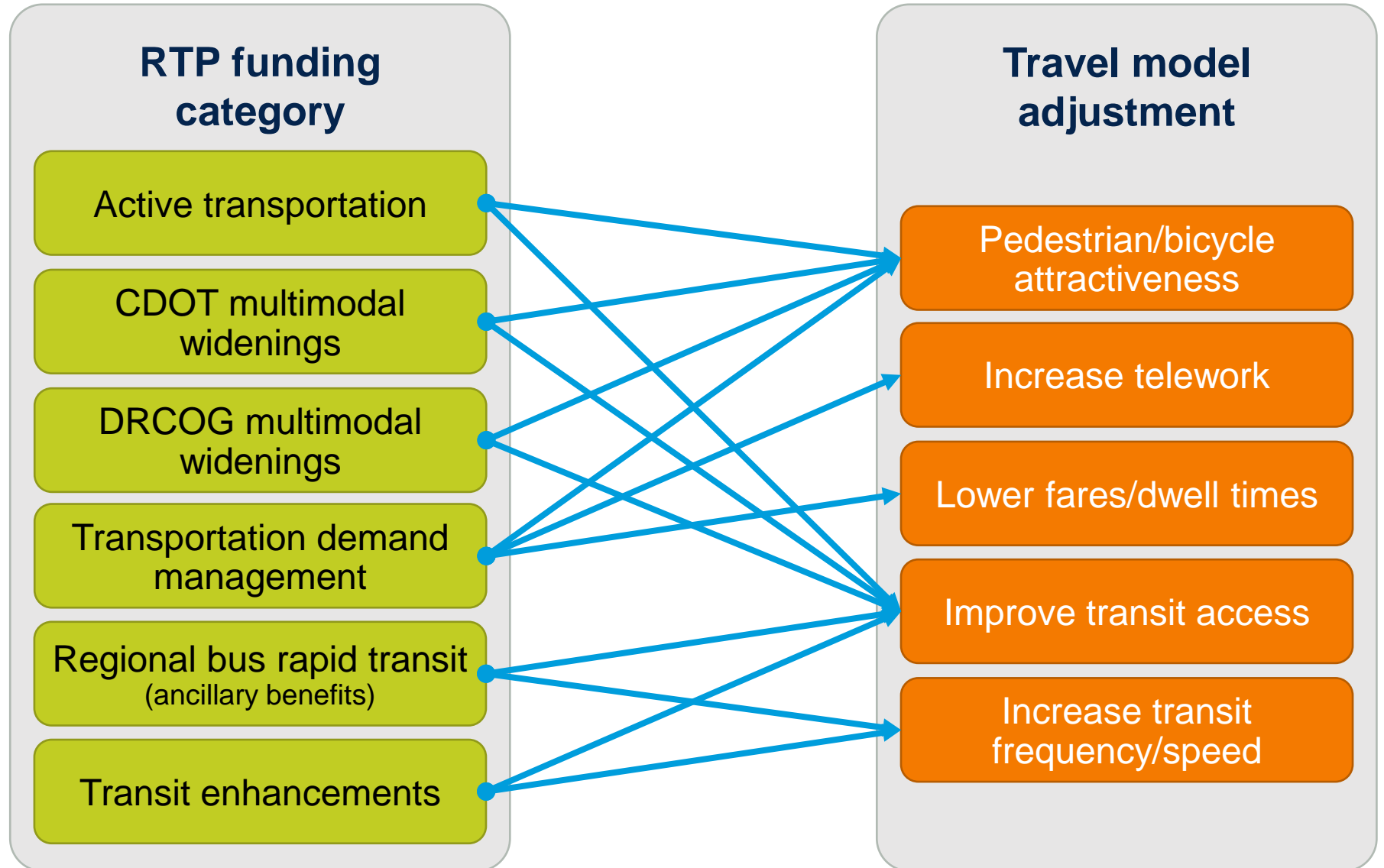
Framework to meet GHG reduction levels



Process to meet GHG reduction levels



Representing programmatic funding in the travel model



- **Modify freeway managed lane projects** to increase focus on safety, operational, transit, and other multimodal improvements and associated GHG benefits.
- Modify scope of multiple DRCOG-administered roadway projects to **remove “6- laning” components** to re-focus these projects on multimodal, safety, transit, and complete streets investments
- **Complete five bus rapid transit corridors by 2030:** East Colfax & Ext., SH-119, Federal, and Colorado; **advance Broadway/Lincoln BRT** to 2030-2039
- Additional multimodal programmatic investments by **re-allocating and financing \$900 million** (\$500 million by 2030, \$200 million more by 2040, \$200 million more by 2050)

Table 3.1 Regionally funded projects and program investment priorities (marked-up)

Table 3.1: Regionally funded project and program investment priorities (Public review draft: August 2022)

Project name/ Corridor	Location/Limits	Project description	County	Project cost (2020)	Staging period
2050 Metro Vision Regional Transportation Plan: regionally funded projects and programs					
Colorado Department of Transportation administered multimodal capital projects and programs					
C-470	Wadsworth to I-70	New managed lanes	Jefferson	\$410,000,000	2030-2039
C-470	U.S. Route 285/Morrison/Quincy	Interchange complex reconstruction	Jefferson	\$150,000,000	2030-2039
Federal Blvd.	6th Ave. to Howard Pl.	Widen from 5 to 6 lanes	Denver	\$23,400,000*	2020-2029
I-25 North (Segment 5)	State Hwy. 66 to Weld County Rd. 38 (DRCOG boundary)	Add 1 toll/managed lane each direction	Weld	\$175,000,000	2020-2029
I-25 North (Segment 4)	State Hwy. 7 to State Hwy. 66	Managed lanes, State Hwy. 119 mobility hub, intelligent transportation systems, bicycle and pedestrian trail connections	Broomfield/ Weld	\$150,000,000	2030-2039
I-25 North	E-470 to State Hwy. 7	Managed lanes, State Hwy. 7 interchange reconstruction and State Hwy. 7 mobility hub	Broomfield	\$200,000,000	2030-2039
I-25 North	84th Ave. to 104th Ave.	Operational improvements, center-loading transit station at 88th Ave. and general purpose lane	Adams	\$230,000,000	2040-2050
I-25 Central Boulevard Improvements	Coffey Ave. to 20th St. - Santa Fe Blvd. to 20th St.	Ultimate build-out of corridor improvements - Safety, operations, multimodal mobility, transit and community connections	Denver	\$420,000,000 - \$645,000,000	2040-2050
I-25 Valley Highway/Burnham Yard	Santa Fe Blvd. to Coffey Ave. - Speer Blvd./23rd Ave.	Managed lanes, includes right-of-way, Burnham Yard, Central Main Line, reversible bridge replacements with safety and multimodal mobility improvements	Denver	\$600,000,000 - \$75,000,000	2040-2050 - 2020-2029
I-25	Santa Fe Dr. (U.S. Route 85) to Alameda Ave.	Interchange capacity, bridge replacement, intersection safety, and multimodal mobility improvements	Denver	\$30,000,000 - \$35,000,000	2020-2029
I-25	Bellevue	Interchange reconstruction and pedestrian connections	Arapahoe	\$112,000,000	2030-2039
I-25	El Paso County Line to north of Crystal Valley Pkwy.	Add 1 toll/managed-lane each direction	Douglas	\$300,000,000*	2020-2029
I-270	I-25/U.S. Route 36 to I-70	New managed lanes	Adams	\$600,000,000	2030-2039 - 2020-2029
I-270	I-25/U.S. Route 36 and I-70	New freeway "direct connects" at each end of I-270	Adams	\$300,000,000	2030-2039
I-70 Floyd Hill eastbound improvements	Floyd Hill to Veterans Memorial Tunnel	TBD	Clear Creek	\$250,000,000	2030-2039 - 2020-2029
I-70 Floyd Hill westbound improvements	Floyd Hill to Veterans Memorial Tunnel	TBD	Clear Creek	\$450,000,000	2030-2039 - 2020-2029
I-70	Eisenhower-Johnson Memorial Tunnels	Major rehabilitation of the Eisenhower-Johnson Memorial Tunnels	Clear Creek	\$142,000,000	2020-2050
I-70	Twin Tunnels to Empire Junction (U.S. Route 40)	Add 1 westbound peak period managed lane	Clear Creek	\$50,000,000*	2020-2029
I-70	Kipling	Interchange reconstruction and pedestrian connections	Jefferson	\$80,000,000	2040-2050
I-70	I-25 to Chambers Rd.	Add 2 new managed lanes	Denver/Adams	\$1,175,700,000*	2020-2029
State Hwy. 66	Lyons to Hover Main St. (U.S. Route 287)	Widen from 2 to 4 lanes (Hover St. to Main St.) and Operational/safety improvements from Lyons to Longmont	Boulder	\$5,000,000	2030-2039
State Hwy. 66	Hover St. to Main St. (U.S. Route 287)	Widen from 2 to 4 lanes	Boulder	\$5,000,000	2020-2029
State Hwy. 83 (Parker Rd.)	State Hwy. 86 to E. Mississippi Ave.	Corridor planning/investment for multimodal mobility, operations and safety	Arapahoe/ Douglas	\$150,000,000	2030-2039
U.S. Route 6	Wadsworth Blvd.	Interchange capacity	Jefferson	\$80,000,000	2020-2029
U.S. Route 85	120th Ave.	New interchange	Adams	\$100,000,000	2020-2029
U.S. Route 85	104th Ave.	New interchange	Adams	\$100,000,000	2020-2029

Table 3.1: Regionally funded project and program investment priorities (Public review draft: August 2022)

Continued on next page.
1

Mitigation Action Plan overview

- Needed as a **last step** to close the remaining reduction level gap
- Documents the **region's approach** to using mitigation measures
- Reports & analyzes measures at the **regional level**
- Implementation anticipated in a **small fraction** of the region in strategic/applicable geographies
- Ample opportunity to implement successfully **over time** to help achieve compliance
- Mitigation measures are **entirely voluntary and not required** to implement in any specific location



Proposed mitigation measures & reduction amounts

Increase residential density



40,116
metric tons

Increase job density



6,964
metric tons

Mixed-use transit-oriented development



78,921
metric tons

Reduce or eliminate minimum parking requirements



176,902
metric tons

Adopt local complete streets standards



656
metric tons

Draft progress towards achieving reduction levels

GHG emission reduction results (million metric tons per year)	2025	2030	2040	2050
2050 RTP update modeling (network updates, programmatic funding, and observed data)	0.68	0.68	0.57	0.35
Additional programmatic transportation investments (active transportation, complete street retrofits, signal timing, and CDOT Bustang)	N/A	0.07	0.05	0.03
Mitigation action plan (commitment to further action in Appendix A)	N/A	0.10	0.12	0.08
Total GHG reductions:	0.68	0.83	0.72	0.46
Reduction level requirement from GHG rule Table 1 (2 CCR 601-22, Section 8.02.6)	0.27	0.82	0.63	0.37
Reduction level achieved:	Yes	Yes	Yes	Yes



2050 RTP must address **ozone and PM10** pollutants



Air quality conformity is **regional** (entire 2050 RTP); **not based on individual projects**



Regionally significant transportation projects included in the regional travel model transportation **networks**



2050 MVRTP **passed pollutant emission tests** for regional air quality conformity

2050 Regional Transportation Plan components

Adopted plan (April 2021)

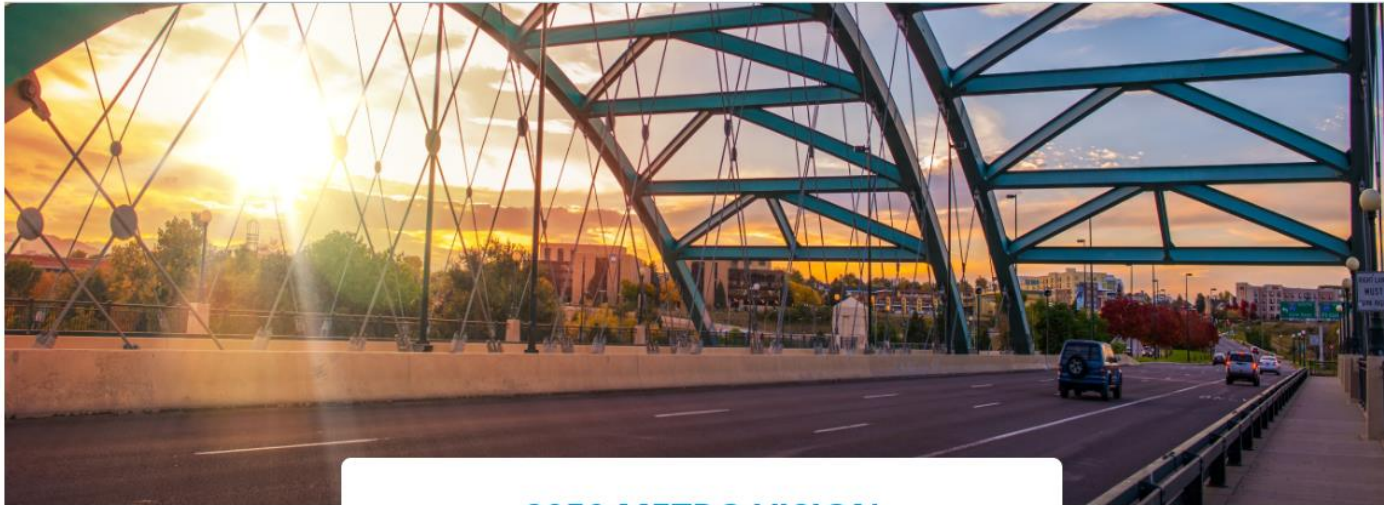
- 2050 RTP main document
- Appendices A-S, examples include:
 - Environmental and equity analysis
 - Public and stakeholder engagement
 - Financial plan
 - Performance measures and outcomes
 - Small area forecasts and scenario planning
 - Air quality conformity documents

2022 update

- Routine updates to plan document
- Routine/minor updates to a few appendices
- Updates to air quality conformity documents
- **New: GHG Transportation Report**
 - **Mitigation Action Plan** (appendix to GHG Report)



Social Pinpoint engagement site



2050 METRO VISION REGIONAL TRANSPORTATION PLAN 2022 Update

Welcome to our on-demand virtual open house! This site was created to help you explore the 2022 update to the 2050 Regional Transportation Plan (2050 RTP) and provide your comments! DRCOG, in coordination with local and regional partners, is updating the 2050 RTP to meet greenhouse gas emissions reduction levels set for the region by the state's adopted Greenhouse Gas Planning Standard. Review the draft of the 2022 update to the 2050 RTP and learn how to provide feedback.

<https://drcog.mysocialpinpoint.com/2050-rtp>

Public comment period activities & adoption schedule

- Public comment period from Aug. 7-Sept. 6
- Five virtual public open houses (two with live Spanish interpretation)
- Presentations, eblasts, social media, other engagement
- **Sept. 7: Virtual public hearing (Spanish & ASL interpretation)**
- Sept. 14: Transportation Commission meeting
- Sept. 19: Transportation Advisory Committee
- Sept. 20: Regional Transportation Committee meeting
- **Sept. 21: DRCOG Board meeting (adoption)**





Thank you!
Questions?

Ron Papsdorf | rpapsdorf@drcog.org
Jacob Riger, AICP | jriger@drcog.org



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: REBECCA WHITE, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT
DATE: SEPTEMBER 14, 2022
SUBJECT: CDOT STAFF RECOMMENDATION -
NFRMPO GHG TRANSPORTATION REPORT - AUGUST 16, 2022

CDOT staff have been working collaboratively with NFRMPO over many months in order to establish a process for how to comply with the GHG rule. This included numerous consultations between the two agencies as the GHG rule and associated GHG Mitigation Measures Policy Directive were being developed. NFRMPO also served as a key participant in the Statewide Model Coordination Group, which agreed on a set of modeling standards, as codified in the May 16, 2022 memo “Modeling Requirements to Meet Greenhouse Gas Standards” (Modeling Requirements).

In this context, CDOT has reviewed NFRMPO’s GHG plan update report, “NFRMPO GHG Transportation Report: Determining Compliance with the GHG Transportation Planning Standard” and makes the following observations:

- NFRMPO’s travel model is a high-quality trip-based model that meets minimum standards in the Modeling Requirements memo. Additionally, due to the MMOF funding provided by the Commission, NFRMPO is making significant upgrades to its model, which will be used in subsequent planning iterations.
- NFRMPO’s approach to depicting in their model the various programs and projects in their updated plan has been reviewed extensively together with CDOT, and CDOT modeling staff and management find these approaches reasonable.
- Tables 3 and 4 of the NFRMPO GHG report presents a variety of statistics describing the results of NFRMPO’s model runs for the years 2025, 2030, 2040 and 2050, both baseline and compliance scenarios. CDOT finds these statistics to be reasonable.
- The greenhouse gas emission totals presented in Table 1 of the report appear reasonable and well-supported.
- NFRMPO is not committing to mitigations as part of their compliance

CDOT recommends approval by the Transportation Commission of the NFRMPO GHG Transportation Report.

MEMORANDUM

To: Colorado Transportation Commission

**CC: Shoshana Lew, CDOT Executive Director
Herman Stockinger, Deputy Executive Director
Sally Chafee, Chief of Staff**

From: Becky Karasko, Transportation Planning Director, North Front Range MPO

Date: September 2022

Re: North Front Range MPO Greenhouse Gas (GHG) Transportation Report

Purpose

The NFRMPO is required to update the 2045 Regional Transportation Plan (RTP) to comply with the GHG Planning Standard specified in the Code of Colorado Regulations ([2 CCR 601-22](#)). As required in the GHG Planning Standard, the North Front Range Metropolitan Planning Organization (NFRMPO) submitted their Draft *GHG Transportation Report* to the Transportation Commission (TC) and the Air Pollution Control Division (APCD) of the Colorado Department of Public Health and the Environment (CDPHE) on August 16, 2022.

Action

NFRMPO Staff requests the TC review and find the NFRMPO's *GHG Transportation Report* submitted on August 16, 2022, to be in compliance with the Greenhouse Gas (GHG) Planning Standard and with the requirements set forth in SB21-260. CDOT staff has prepared a memo for TC action this month, finding NFRMPO and its *GHG Transportation Report* to be in compliance with 2 CCR 601-22.

Background

In 2021, SB21-260: *Sustainability of the Transportation System* was enacted. This bill substantially increased funding for transportation and required the TC to adopt implementing guidelines and procedures for addressing GHG emissions in transportation planning. In December 2021, the TC adopted revisions to the statewide transportation planning rules incorporating new GHG Planning Standard to address the GHG requirements in SB21-260.

The GHG Planning Standard requires the Colorado Department of Transportation (CDOT) and the Metropolitan Planning Organizations (MPOs) in Colorado to determine the amount of GHG emissions from transportation projects included in transportation plans and take steps to reduce GHG emissions relative to estimated emissions resulting from Baseline Plans. Baseline Plans are the plans in place at the time the GHG Planning Standard became effective on January 30, 2022. For NFRMPO, the Baseline Plan is the 2045 RTP, adopted September 3, 2019.



The NFRMPO is the MPO for the Fort Collins Transportation Management Area (TMA), which includes Berthoud, Fort Collins, Loveland, and portions of Johnstown, Timnath, and Windsor, and the Greeley Urbanized Area (UZA), which includes Greeley, Evans, and LaSalle. The NFRMPO has 15 local government members, including 13 municipalities and the urbanized portions of Larimer and Weld counties.

Details

The NFRMPO is required to update the 2045 RTP to comply with the GHG Planning Standard specified in the Code of Colorado Regulations ([2 CCR 601-22](#)). The GHG Planning Standard set GHG reductions levels compared to the current long-range transportation plan for the NFRMPO in four compliance years. The GHG reduction levels range from 0.04 million metric tons (MMT) in 2025 to 0.12 MMT in 2030, with reduction levels between those extremes for 2040 and 2050, as shown in **Table 1**.

The GHG reductions are relative to baseline GHG emissions. The baseline is the forecasted GHG emissions of the NFRMPO's 2045 RTP, adopted by the NFRMPO Planning Council on September 3, 2019. Baseline GHG estimates for the 2045 RTP are shown in **Table 1**, as well as the GHG reduction percentage for each compliance year. Given the NFRMPO's Regional Travel Demand Model currently only extends to 2045, not 2050, estimates for 2050 were extrapolated from 2045 using methodology developed by CDOT and APCD to set the GHG reduction levels for 2050 in the GHG Planning Standard.

Table 1. GHG Reduction Levels in Million Metric Tons (MMT) by Compliance Year

NFRMPO	2025	2030	2040	2050
GHG Reduction Level	0.04	0.12	0.11	0.07
Baseline GHG Estimates (2045 RTP)	1.73	1.60	1.22	0.82
GHG Reduction Percentage	2.3%	7.5%	9.0%	8.5%

Additionally, the NFRMPO has also met the requirements of the rule by publishing the calibration and validation report for the [Regional Travel Demand Model](#) on the NFRMPO's website, in compliance with section 8.02.2.1. of the GHG Planning Standard.

Key Benefits

The key benefit is the demonstration that GHG emissions will be reduced by the targets and that it addresses the desire for transportation plans to do their part in the reduction of GHG emissions.

Next Steps

Approval of the NFRMPO's *GHG Transportation Report* as compliant with the GHG Planning Standard through Resolution by the Transportation Commission.

Attachments

NFRMPO *GHG Transportation Report* Presentation

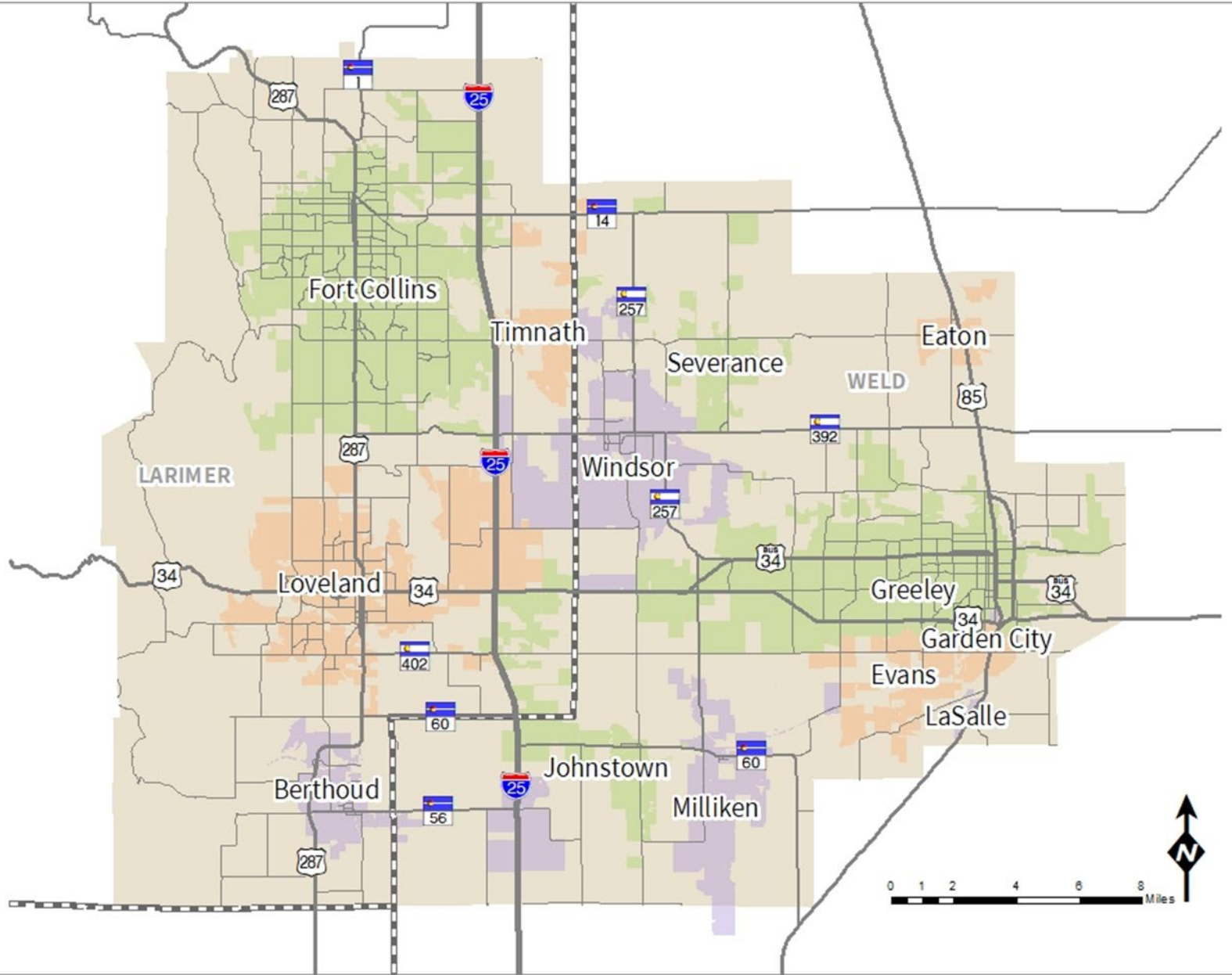


NFRMPO GHG Transportation Report

Colorado Transportation Commission Workshop



North Front Range
Metropolitan
Planning
Organization



- Formed in 1988 and expanded to current boundary in 2007
- Federally designated Transportation Management Area (TMA)
- Covers 675 square miles, with over 530,000 residents
- Funded through federal, state, and local government sources

Legend

 County Boundary  NFRMPO Boundary

May 2019
Sources: CDOT, NFRMPO



What is the NFRMPO's 2045 RTP?

The *2045 RTP* provides a long-range vision for the North Front Range regional transportation system and guides the implementation of multimodal transportation improvements, policies, and programs in the region.

The *2045 RTP* is a fiscally-constrained corridor-based plan, rather than a project-based plan, which allows for greater flexibility in meeting future needs and considers all modes.



How does the GHG Rule effect the NFRMPO's 2045 RTP?

The GHG Rule requires the NFRMPO to review the projects and travel model outputs within the *2045 RTP*.

Since the *2045 RTP* is a fiscally-constrained corridor-based plan, rather than a project-based plan, this allowed for greater flexibility in the program of corridor-based projects within the RTP's out-years (2030, 2040, and 2050) to achieve the GHG reductions while still maintaining the federally-required fiscal constraint.



Comments & Questions We Have Heard

- **The NFRMPO was able to achieve reduction levels without a Mitigation Action Plan.**

Progress Since 2045 RTP Adoption

- **2019 MMOF Call for Projects**
- **2021 CMAQ, STBG, and TA Call for Projects**
- **2022 MMOF Call for Projects**
- **COLT Route Expansion Plan**
- **Regional Mobility Hubs (I-25/US34, I-25/CO56, and US34 in Greeley)**
- **Increase in Bustang North Line frequency**
- **Increase in Work from Home rates**
- **New State and Federal legislation with additional funding for transportation in the future**



Comments & Questions We Have Heard

- The NFRMPO was able to achieve reduction levels without a Mitigation Action Plan.
- **How did the NFRMPO go from 44% to meeting the GHG reduction levels in the model?**

GHG Modeling Process



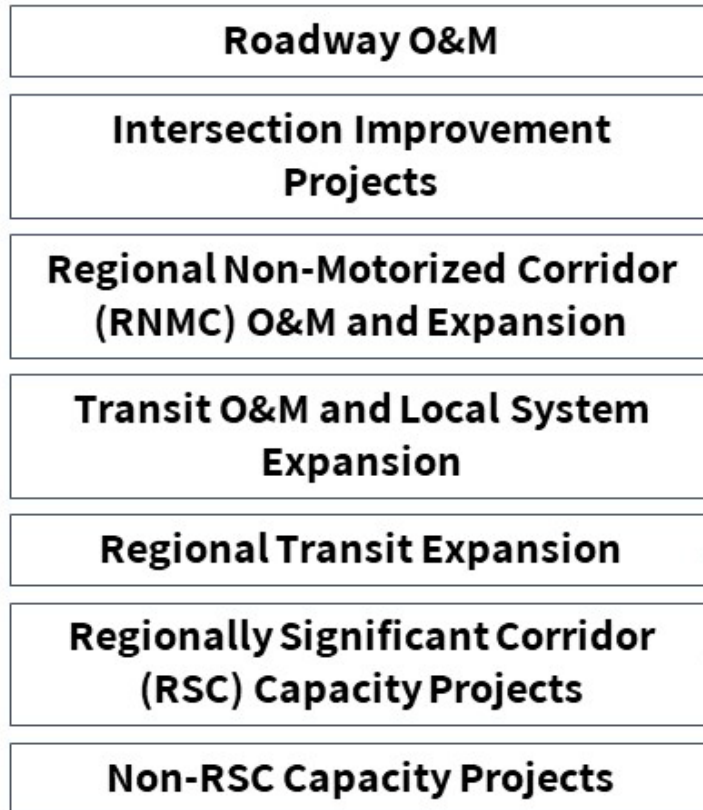
Modeling Year	Iterations	Strategies & Combinations Modeled
2025	1	N/A
2030	23	12
2040	9	12
2050	3	14

Comments & Questions We Have Heard

- The NFRMPO was able to achieve reduction levels without a Mitigation Action Plan?
- How did the NFRMPO go from 44% to meeting the GHG reduction levels in the model?
- **What changes to project mixes did NFRMPO make?**

2045 RTP 2022 Update

Expenditure Category



Amendment Strategy

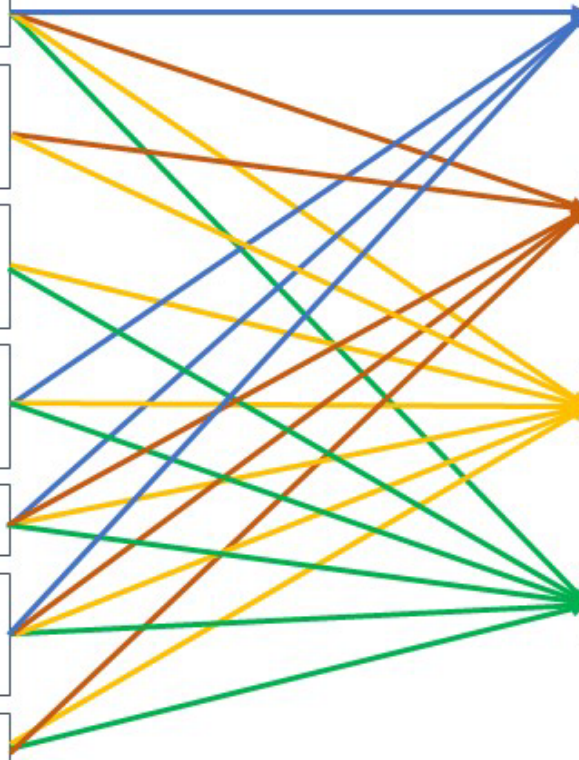
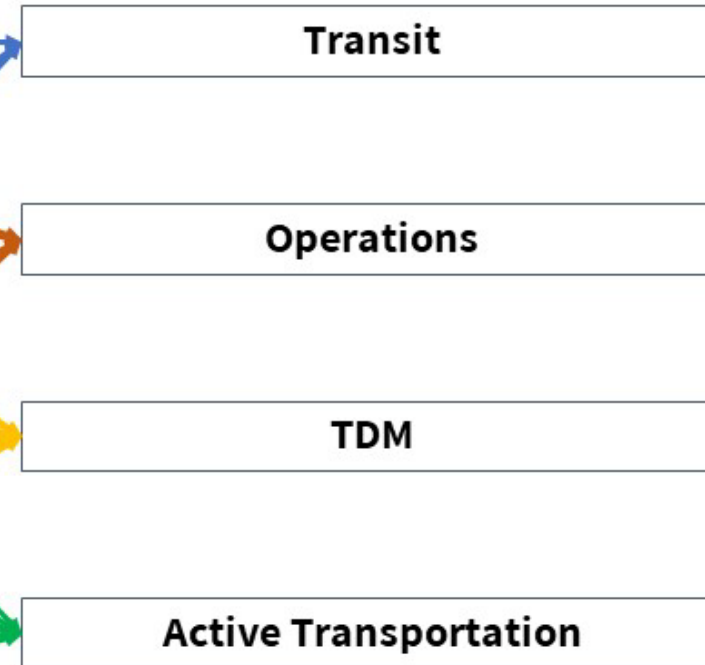


Table 2: Modeled Improvements and Funding Sources

Category	Improvement	Funding Source	Additional Funding
<i>Transit</i>	Advance US34 transit service between Loveland and Greeley from 2045 to 2030	CDOT 10-Year Plan, FTA, MMOF	\$147M
<i>Transit</i>	Expansion of COLT’s local transit network as identified in Connect Loveland by 2030	Connect Loveland, FTA, Local Funds	
<i>Transit</i>	Double frequency of Bustang North Line in all compliance years	CDOT 10-Year Plan	
<i>Transit</i>	Addition of mobility hubs and transit centers planned since 2019	CDOT 10-Year Plan, MMOF, IIJA, Local Funds	
<i>TDM</i>	Increase in work from home in all compliance years	MMOF, IIJA	\$40M
<i>TDM</i>	Development and expansion of TDM programs by 2030 and increasing scope through 2050	MMOF, IIJA	
<i>Operations</i>	Arterial signal timing improvements by 2030 and additional signal timing improvements through 2050	CDOT 10-Year Plan, IIJA, Local funds	\$51M
<i>Active Transportation</i>	Expansion of the local bicycle and pedestrian network by 2030 and increasing to 2050	IIJA, MMOF, Local Funds	\$283M
<i>Active Transportation</i>	Increased prevalence of e-bikes and scooters by 2030 and increasing to 2050	IIJA, MMOF, Local Funds	



Comments & Questions We Have Heard



- The NFRMPO was able to achieve reduction levels without a Mitigation Action Plan.
- How did the NFRMPO go from 44% to meeting the GHG reduction levels in the model?
- What changes to project mixes did NFRMPO make?
- **The NFRMPO's RTDM is reliable in predicting the GHG reduction levels.**

Table 5: NFRMPO Modeling Summary, Comparison of Baseline to Updated Plan

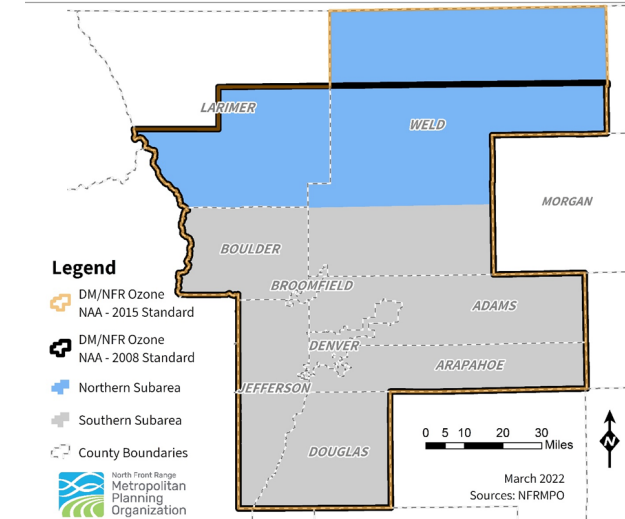
	2025	2030	2040	2050
Person Trip Mode Share (Percentage Point difference)				
Single occupancy in auto	- 2.0%	- 4.3%	- 4.6%	- 5.2%
Shared ride in auto	1.9%	- 0.5%	-0.4%	- 1.0%
Walk	0.2%	3.0%	2.9%	3.6%
Bicycle	- 0.1%	1.6%	1.6%	1.8%
Transit	0.0%	0.1%	0.0%	0.2%
Other non-vehicle	0.0%	0.1%	0.4%	0.4%
Vehicle and Transit Data – Typical Weekday (Percent change)				
Vehicle Miles Traveled	- 2.7%	- 6.2%	- 6.8%	- 5.9%
VMT per capita	- 2.8%	- 6.1%	- 6.8%	- 11.6%
Average vehicle speed (mph)	0.9%	2.7%	4.3%	4.2%
Vehicle Hours Traveled (VHT)	- 3.5%	- 8.9%	- 10.5%	- 19.2%
Hours of vehicle delay	- 8.1%	- 18.9%	- 20.3%	- 26.8%
Transit trips (linked)	- 0.7%	17.0%	16.5%	19.1%

Comments & Questions We Have Heard

- The NFRMPO was able to achieve reduction levels without a Mitigation Action Plan?
- How did the NFRMPO go from 44% to meeting the GHG reduction levels in the model?
- What changes to project mixes did NFRMPO make?
- The NFRMPO's RTDM is reliable in predicting the GHG reduction levels.
- **The NFRMPO does care about air quality.**

NFRMPO and Air Quality

- NFRMPO is the lead planning agency for Carbon Monoxide (CO) within the North Front Range and is responsible for conducting conformity determinations for all NAAQS pollutants for which the region is not in attainment.
- NFRMPO staff conducts outreach in member communities during the Ozone Season to promote air quality and ways the public can help contribute to better air quality.
- Partners with the RAQC on Air Quality outreach in the NFRMPO region, including Mow Down Pollution events and funding calls.
- NFRMPO provides air quality alerts on the homepage to ensure public awareness.



Ozone Action Alert



NFRMPO GHG Emissions Analysis

Table 1: GHG Emissions Results, Million Metric Tons (MMT) per Year

	2025	2030	2040	2050
Baseline Plan: 2045 RTP, 2019	1.73	1.60	1.22	0.82
Updated Plan: 2045 RTP, 2022 Update	1.68	1.48	1.11	0.72
Reduction	0.05	0.12	0.11	0.11
Required GHG Reduction Level	0.04	0.12	0.11	0.07
Pass/Fail	PASS	PASS	PASS	PASS

* Some numbers in this chart may not add correctly due to rounding.

NFRMPO GHG Transportation Report Timeline



Task	Date
Call for Amendments from member communities	January/February 2022
Multimodal Data Request	
Model runs	February 2022 to July 2022
MOVES runs	Summer 2022
Plan Development	Summer 2022
30-Day Public Comment Period on RTP Update & GHG Transportation Report	August 19-September 17, 2022
TAC and Council Discussions	July-September 2022
TC Workshop/Meeting Adoption	September 14 & 15, 2022
NFRMPO Council Adoption	October 6, 2022

Coordination between CDOT, CDPHE, DRCOG, NFRMPO

Next Steps

Task	Date
Travel Demand Model Update	January/February 2023
Multimodal Data Requests Completed	
Model runs	Winter 2023
MOVES runs	Spring 2023
2050 RTP and GHG Transportation Report Finalization	Summer 2022-Summer 2023
30 Day Public Comment Period on 2050 RTP Update & GHG Transportation Report	July-August 2023
TAC and Council Discussions	June-August 2023
TC Workshop/Meeting Adoption	August 2023
NFRMPO Council Adoption	September 7, 2023



NFRMPO GHG Contacts



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<https://nfrmpo.org/air-quality/ghg-rulemaking/>



COLORADO

Department of Transportation

Division of Transportation Development

2829 W. Howard Place
Denver, CO 80204-2305

DATE: September 15, 2022
TO: Transportation Commission
FROM: Rebecca White, Director, Division of Transportation Development
Amber Blake, Director, Division of Transit and Rail
SUBJECT: APPROVAL OF THE 10-YEAR PLAN UPDATE

Purpose

The purpose of this memorandum is to request the Transportation Commission's approval of the updated 10-Year Plan.

Action

CDOT staff is seeking Transportation Commission approval for the updated 10-Year Plan.

Background

The 10-Year Plan narrative, project tables, and project fact sheets have been reviewed by our planning partners, stakeholders, and the public. The set of 10-Year Plan projects are compliant with the Greenhouse Gas requirements outlined in the Statewide Planning Rules.

CDOT and our planning partners have built the next 4-year priority list (FY 23-26) with a forecasted strategic funding amount of \$325 million per year on average statewide, totaling \$1.3 billion in total strategic funding over the next four years.

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

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

The 10-Year Plan renews CDOT's commitment to deliver the largest investment in Colorado's rural road infrastructure, touching 55 counties with over \$940 million for rural resurfacing projects. Additionally, CDOT is maximizing \$25 million in additional Highway Safety Improvement Program (HSIP) funding from the Infrastructure Investment and Jobs Act that will further support qualifying



safety elements of projects within the Plan such as median barriers, adding or widening shoulders, and dedicated turn lanes.

Next Steps

This action continues progress in delivering the 10 Year Plan utilizing new funding from Senate Bill 260 and the IIJA. CDOT staff will track progress on the 10-Year Plan by issuing regular accomplishment reports and via the new project status column that has been added to the 10-Year Plan project tables.

Attachments

- Link to the updated 10-Year Plan: https://www.codot.gov/programs/your-transportation-priorities/your-transportation-plan/assets/cdot_10yearplan_september2022update.pdf
- 10-Year Plan Presentation
- 10-Year Plan Approval Resolution





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10-Year Plan Update September 2022



Presentation Overview

- Refresher on the 10-Year Plan funding assumptions and distribution targets
- Accomplishments and continued delivery focus
- Notable Project Changes / Key Investments by Region



Funding Assumptions: A Refresher

We have a phased approach to deliver and update the 10-year plan:

1. Fully deliver on the original 4-yr priority list (FY 19-22) and “close out” regional equity across this period.
 - 10 Year Plan Funding = \$380 M statewide for FY 22
2. Build the next 4-yr priority list (FY 23-26)
 - 10 Year Plan Funding = \$325 M / year on average statewide, (\$1.3 Billion in total strategic funding over the next four years)
2. Plan outyears (FY27+)
 - Remaining 10-Year Plan projects are listed in the new outyears of the plan (FY 27+).

Strategic funding (10-Year Plan) assumptions include:

- SB 267 COPs
- SB 260 HUTF
- STBG (IIJA)
- Carbon Reduction (IIJA)
- Flexible funding and specific funding for bridges and risk/resiliency (IIJA)



Distribution Targets: A Refresher

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

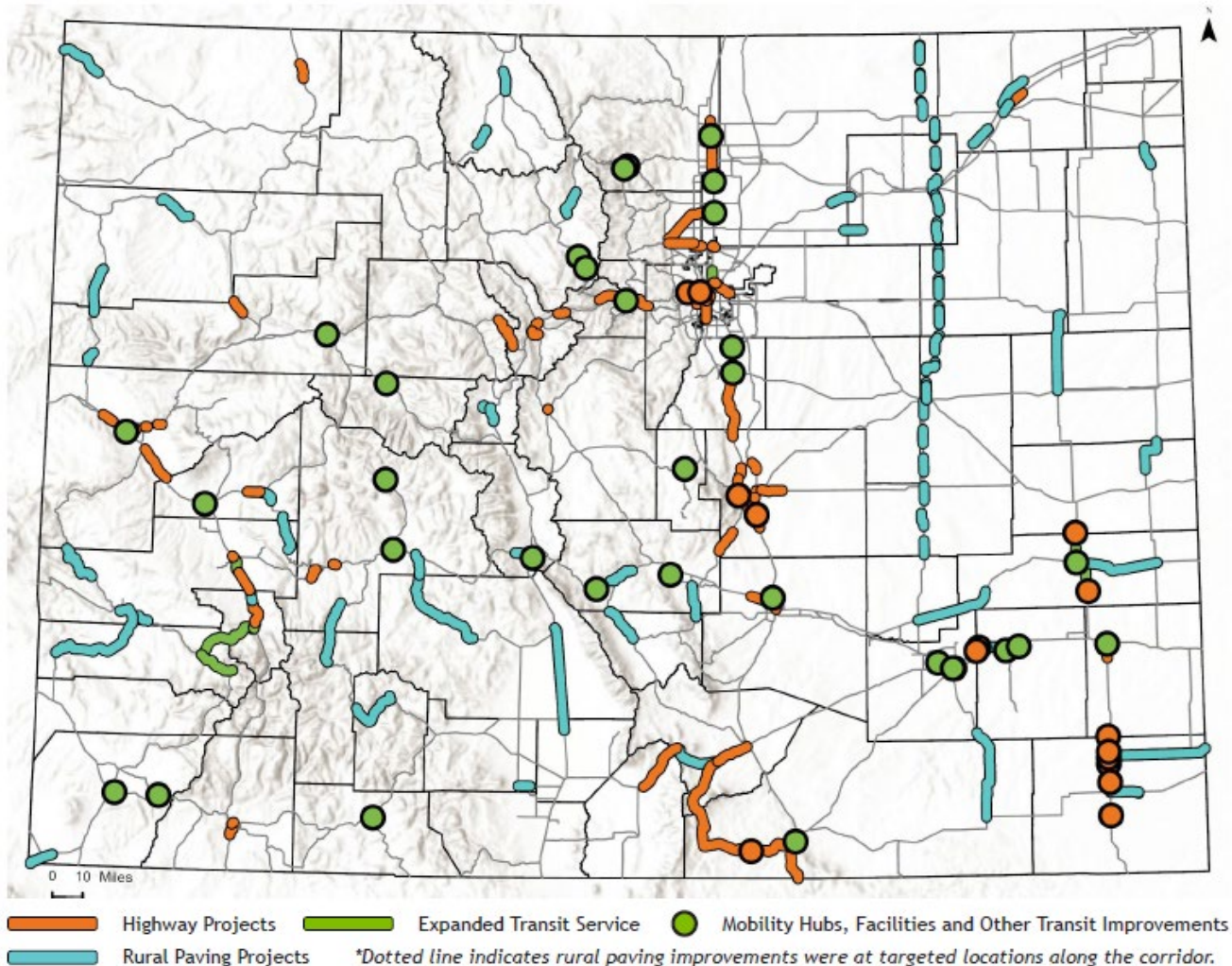
- **Regional Equity:** The "RPP midpoint" formula is used to determine equity for the 10-Year Plan. The RPP midpoint formula splits the difference between the current and previous RPP formula distributions to each CDOT Region.
- **Transit:** The 10-Year Plan dedicates a minimum of 10% to transit projects.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

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



Delivering the 10-Year Plan

10-YEAR PLAN PROJECTS FUNDED TO DATE



Accomplishments to date:

- The largest investment in **fixing Colorado's rural roads** in CDOT's recent history— 55 counties touched.
- **Mobility hubs** currently under construction along Colorado's Front Range.
- 25 projects completed to date.
- 58 projects under construction or soon to be under construction.



Delivering the 10-Year Plan

Accomplishments to date:

- Notable **Safety** Improvements:
 - I-25 South Gap
 - I-25 North Express Lanes: Segment 6
 - I-25 and CO 94 Military Access, Mobility & Safety Improvement Project (MAMSIP)
 - US 550-US 160 Connection South
- Notable **Resiliency** Improvements:
 - I-70 Peak Period Shoulder Lanes
 - Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance





Highlight Areas



Commitment to Safety: While safety is a component of nearly every project in the 10-Year Plan, CDOT is using an additional \$25 million in federal Highway Safety Improvement Program (HSIP) funding provided by the IIJA to further support safety elements. This additional HSIP money will be added to existing 10-Year Plan projects to fund qualifying safety elements of those projects (such as median barriers, centerline /shoulder rumble strips, dedicated turn lanes, adding/widening shoulders). These dollars are identified in the plan as an “**Advancing Transportation Safety**” line in the project lists for each region of the state.



Fix it First: 50% of the funding in the 10-Year Plan is put toward “asset management” projects, or repairs & replacement of pavement, bridges, tunnels, rockfall and buildings.



Highlight Areas



Commitment to Rural

Roads: CDOT renewed its focus on rural roads as part of the 10-Year Plan update with a total of over \$940 million dollars going toward rural roads over the life of the plan. Below is a table that shows how rural paving is funded in the 10-Year Plan over time.

	Strategic Funding*	Rural Paving Program Funding	Rural Paving Program as Percentage of Strategic Funding
Years 1-4 (2019-22)	\$1,539,197,105	\$381,279,302	24.77%
Years 5-8 (2023-26)	\$781,150,896	\$224,750,362	28.77%
Years 2027+ (projects still to be prioritized)	\$1,143,939,490	\$334,276,138	29.22%
10 Year Plan Totals	\$3,464,287,492	\$940,305,802	27.14%

*Strategic funding represents the total capital dollars available in the 10 Year Plan after 10% is allocated off the top to transit as first established per legislative direction from Senate Bill 17-267. Because CDOT's Denver metro region does not have sufficient rural road mileage to participate in the program, the strategic funding column shows available dollars only to the areas of the state where the 25% rural paving target applies as a percentage of the total strategic funding allocated (CDOT Regions 2, 3, 4, and 5).



Follow the Progress

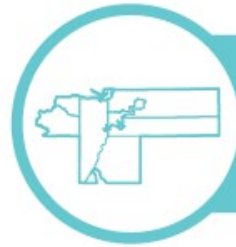
Follow the Progress

- 10-Year Plan Accomplishment Reports
- New project status column has been added to the 10-Year Plan project tables





Project Highlights



CENTRAL PROJECTS

Notable Project Changes / Key Investments:

- **Regionwide Arterial Transit and BRT Improvements:**
 - Strategic funding increased by \$100M (from \$70M to \$170M), with opportunities to leverage with grant funding.
- **I-270 commitment** as a major project remains.
- **Central I-25:** Shifting future investments to non-capacity operational & safety improvements.
- **I-70 Floyd Hill** - Leverage 10-Year Plan funding with enterprise funding.
- Added \$20M in strategic 10-Year Plan funding for **I-25 North between 84th Avenue to 104th Avenue** for preconstruction.
- **Eisenhower Johnson Memorial Tunnel (EJMT):** The first four years of the plan invested \$50 million to repair the EJMT's aging infrastructure through a variety of major construction projects starting in summer 2022. New funding from the Bridge and Tunnel enterprise will bring another \$100M to this work.



Project Highlights



SOUTHEAST PROJECTS

Notable Project Changes / Key Investments:

- Added project: **Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle Lake** - Shoulder widening, safety improvements and replacing bridges on CO 85 and a railroad bridge into Fort Carson. (\$27.1 M identified in 10-Year Plan strategic funding, leveraged with other funding.)
- Added project: **US 50 Safety Improvements west of Cañon City** - High priority for the Central Front Range area. (\$8.5M identified in 10-Year Plan strategic funding.)
- Added project: **I-25C North to I-25** in Walsenburg - Project will improve mobility for pedestrians & bicyclists. Safety improvements to add shoulders where none exist currently. (\$5 M identified in 10-Year Plan strategic funding.)
- Added project: Implement recommendations from **Trinidad Traffic Study** - Opportunity to improve access into downtown Trinidad from I-25 (\$5 M identified in 10-Year Plan strategic funding.)
- Funding for added projects came from removing projects such as the I-25 HOV Lanes in Colorado Springs project, and project scope adjustments. Stakeholders felt the projects above were the greatest need for their areas.
- Additional clarity on **Mobility Hubs** on I-25 (naming & scoping refinements).



Project Highlights



NORTHWEST PROJECTS

Notable Project Changes / Key Investments:

- Added Project: **US 40 Red Dirt Hill Safety Improvements**
 - Safety improvements, shoulders and turn lanes (\$27 M identified in 10-Year Plan strategic funds, leveraged with potential grant funding or FASTER Safety dollars.)
- **Rural Paving** remains an important stakeholder priority / regional interest. CDOT, in partnership with stakeholders, ensured funding went to the highest needs when updating project limits and scopes. Upcoming rural paving projects include:
 - US 24 North of Leadville
 - US 40 East of Hayden
 - US 50 Olathe Business Loop
 - CO 65 between CO 92 and Orchard City
- Added **transit centers**



Project Highlights



NORTHEAST PROJECTS

Notable Project Changes / Key Investments:

- Added **Roundabouts**:
 - Wellington near new Wellington High School (CO 1)
 - Roundabout in Weld County near Weld Central High School (CO 52/CR 59)
 - Roundabout in Estes Park (US 36 / Community Drive)
- Approx. \$100 M in 10-Year Plan strategic funding on **I-25 Segment 5: CO 56 to CO 66** (previously in 10-Year Plan, but remains an important stakeholder priority / regional interest)
- \$57 M total in 10-Year Plan strategic funding on **I-70 and I-76 rural interstate asset preservation** (previously in 10-Year Plan, but remains an important stakeholder priority / regional interest)



Project Highlights



SOUTHWEST PROJECTS

Notable Project Changes / Key Investments:

- **US 550 near Ridgeway** - Clarification around project scoping and funding and leveraging with surface treatment as follows:
 - US 550 Pacochupuck South Roadway Mobility, Safety, and Billy Creek Wildlife Improvements
 - US 550 Billy Creek Safety and Widening
 - 10-Year Plan investments represent approx. \$33M, leveraged with other funding.
- **Rural Paving** remains an important stakeholder priority / regional interest. CDOT, in partnership with stakeholders, ensured funding went to the highest needs when updating project limits and scopes. Upcoming rural paving projects include:
 - CO 17 West of Antonito
 - CO 114 US 50 East
 - CO 151 between Ignacio and US 160



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Questions?

Page 105 of 269



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: PATRICK HOLINDA, BRIDGE & TUNNEL ENTERPRISE MANAGER
DATE: SEPTEMBER 14, 2022
SUBJECT: STATEWIDE BRIDGE AND TUNNEL ENTERPRISE 10-YEAR PLAN OVERVIEW WORKSHOP

Purpose

Staff have prepared this workshop to provide the Bridge and Tunnel Enterprise (BTE or Enterprise) Board of Directors (Board) 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.

Action

No approval action is being requested this month. Staff requests Board feedback on ongoing Enterprise planning activities.

Background

The passage of SB21-260 established BTE as a key strategic business partner and funding source for the 10-Year Plan. To allow BTE to program available resources in accordance with the statute and to support CDOT with the funding and delivery of the 10-Year Plan, the Board adopted revisions to Policy Directive BE16.0, which provides direction to staff to prioritize 10-Year Plan projects when determining program funding allocations. Additionally, the Board approved the imposition of the bridge and tunnel impact fee and bridge and tunnel retail delivery fee (bridge and tunnel fees) using the authority granted by SB21-260.

After the approval of the 10-Year Plan, BTE will have clarity regarding which projects are being prioritized at a statewide level and can begin the development of mid-range and long-range funding plans to support the delivery of projects with BTE eligible scope items. Funding eligibility is currently limited to poor-rated bridges that are classified as major structures and located on the state highway system. The BTE eligible scope in the plan currently includes 64 designated bridges and several critical projects at the Eisenhower Johnson Memorial Tunnels (EJMT) facility (ref: Attachment A: BTE Eligible 10-year Plan Project Summary). It should be noted that deterioration of aging bridges will continue throughout the delivery of the 10-Year Plan so it is anticipated that the total number of BTE eligible structures addressed in the plan will increase over time as additional structures are downgraded poor condition.

The bridge and tunnel fee revenues are forecast to generate approximately \$522M over the 10-year phase in period. By leveraging a combination of revenues from the bridge safety surcharge and the bridge and tunnel fees, it is forecast that the BTE eligible 10-Year Plan scope can be fully funded over the 10-year planning period, however, BTE will need to consider financing to facilitate timely completion of projects and to manage program cash flow. The total estimated remaining BTE eligible funding need for the 10-Year Plan is estimated at nearly \$1.1B over the 10-year planning period (FY23 to FY32). Of this \$1.1B funding need, \$730M of the project drawdowns are forecasted in FY23-FY26, creating a BTE funding gap of approximately \$430M. This is due to the timing a number of projects with significant planned BTE contributions, such as Floyd Hill, I-270, Speer and 23rd, I-25/US50 and



EJMT, which are in the fiscally constrained portion of the plan (FY23-FY26). It should also be noted that there is the potential for variance in the current estimated funding gap as more refined construction cost and schedule data becomes available. If construction expenditures extend into future fiscal years, the funding gap could be reduced, while project cost increases could increase the funding gap if the planned construction expenditures are occurring over the same time period. To date, nearly \$200M in BTE funds have been budgeted to 10-Year Plan projects.

The development of a BTE funding plan will be based on numerous factors, including but not limited to:

- Determination of BTE funding priorities based on the ongoing statewide planning process
- Ongoing refinements to cost, schedule, and delivery of 10-year plan projects
- Evaluation of financing needs
- Evaluation of proposals to expand BTE funding eligibility and determination of a “right-sized” asset management project budget
- Determination of appropriate programmatic funding reserve levels (independent of the CDOT Capital Construction Cost Escalation Fund) to account for inflation, market volatility, and other factors
- Potential award of federal discretionary grant funding

Next Steps

1. Staff will continue to monitor legislative proposals to expand BTE funding eligibility.
2. Staff will develop financing scenarios for fully funding 10-Year Plan project commitments.
3. Staff will return to the Board with additional information on the impacts of the legislative proposals and potential 10-Year Plan funding strategies and recommendations.

Attachments:

Attachment A: BTE Eligible 10-year Plan Project Summary

Attachment B: BTE 10-Year Plan Overview Workshop



Attachment A: BTE Eligible 10-Year Plan Project Summary

Planning Project	Original Bridge Number	Facility Carried over Featured Intersection	Region	County	Original Deck Area (sq. ft.)	Parent Project	BTE Funding Allocated
0001	H-17-CH	I 25 ML NBND over COUNTY ROAD	1	DOUGLAS	3,927	I-25 South Gap	Construction
0001	H-17-CI	I 25 ML SBND over COUNTY ROAD	1	DOUGLAS	3,927	I-25 South Gap	Construction
0001	H-17-CF	COUNTY ROAD 404 over I 25 ML	1	EL PASO	7,147	I-25 South Gap	Construction
0002	E-17-AT	SH 6 ML over SAND CREEK	1	ADAMS	44,186	I-270 Improvements and Congestion Relief from I-76 to I-70	
0002	E-17-IC	YORK STREET over I 270 ML	1	ADAMS	17,390	I-270 Improvements and Congestion Relief from I-76 to I-70	
0002	E-17-ID	I 270 ML WBND over SOUTH PLATTE RIVER	1	ADAMS	12,518	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IE	I 270 ML EBND over SOUTH PLATTE RIVER	1	ADAMS	12,518	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IF	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	1	ADAMS	8,869	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IG	I 270 ML EBND over DITCH RD, BURLINGTON CANAL	1	ADAMS	8,869	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IH	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	1	ADAMS	14,951	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0002	E-17-IJ	I 270 ML WBND over SERVICE RD, BNSF RR	1	ADAMS	13,692	I-270 Improvements and Congestion Relief from I-76 to I-70	Design
0004	F-15-BL	I 70 ML WBND over US 6, CLEAR CREEK	1	CLEAR CREEK	18,428	I-70 West: Floyd Hill	Design
0004	F-15-BM	RAMP TO US 6 ML over CLEAR CREEK	1	CLEAR CREEK	5,488	I-70 West: Floyd Hill	Design
0008	H-13-A	US 285 ML over MIDDLE FK S. PLATTE RVR	2	PARK	2,077	US 285/CO 9 Intersection Improvement with Bridge Widening	Construction
0014	K-18-J	US 50 ML over I 25 ML	2	PUEBLO	12,360	I-25 through Pueblo New Freeway	
0014	K-18-L	US 50 ML over FOUNTAIN CREEK	2	PUEBLO	27,469	I-25 through Pueblo New Freeway	
0015	I-17-GQ	I 25 ML NBND over ACADEMY BLVD	2	EL PASO	13,584	I-25 and CO 94 Safety and Mobility Improvements	Construction
0015	I-17-GR	I 25 ML SBND over ACADEMY BLVD	2	EL PASO	13,584	I-25 and CO 94 Safety and Mobility Improvements	Construction
0018	J-17-X	SH 115 ML over ROCK CREEK	2	EL PASO	1,463	CO 115 Safety and Paving Improvements	
0042	F-12-AS	I 70 ML EBND over POLK CREEK	3	EAGLE	30,742	I-70 West: Vail Pass Safety Improvements – Phase 1	Design
0042	F-12-AT	I 70 ML WBND over POLK CREEK	3	EAGLE	30,763	I-70 West: Vail Pass Safety Improvements – Phase 1	Construction
0058	B-16-AM	PROSPECT ROAD over I 25 ML	4	LARIMER	6,723	I-25 North Express Lanes: Segment 7 & 8 (CO 402 to CO 14)	Construction
0058	C-17-EL	I 25 ML over DRAW	4	LARIMER	1,596	I-25 North Express Lanes: Segment 7 & 8 (CO 402 to CO 14)	Construction
0086	E-16-FZ	I 70 ML over HARLAN STREET	1	JEFFERSON	16,619	I-70/Harlan Bridge Replacement	
0087	E-16-JL	I 70 ML WBND over SH 72 ML	1	JEFFERSON	9,591	I-70 Corridor-West Metro Bridges (Ward Rd)	
1161	F-11-AO	I 70 ML EBND over TIMBER CREEK	3	EAGLE	9,505	I-70 West Vail Pass Auxiliary Lanes	
1161	F-11-AP	I 70 ML WBND over TIMBER CREEK	3	EAGLE	13,261	I-70 West Vail Pass Auxiliary Lanes	
1161	F-11-AT	I 70 ML WBND over BLACK GORE CREEK	3	EAGLE	14,876	I-70 West Vail Pass Auxiliary Lanes	
1334	P-05-B	US 160 ML over FLORIDA RIVER	5	LA PLATA	3,541	US 160 Elmore's Corner East	
1430	C-22-AY	I 76 ML WBND over BNSF RR, BEAVER CREEK	4	MORGAN	20,710	I-76 Reconstruction from Fort Morgan to Brush	
1430	C-22-BG	I 76 ML EBND over US 34 SPUR	4	MORGAN	8,277	I-76 Reconstruction from Fort Morgan to Brush	
2575	E-16-EO	SPEER BLVD SBND over I 25 ML	1	DENVER	12,002	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	Design
2575	E-16-EW	SPEER BLVD NBND over I 25 ML	1	DENVER	11,991	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	Design
2575	F-16-DA	23RD AVENUE over I 25 ML	1	DENVER	11,345	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	Design
2578	F-16-O	US 6 ML over SH 121 ML	1	JEFFERSON	21,065	US 6 and Wadsworth Boulevard Interchange	
2580	E-16-GX	I 70 ML WBND over SH 391 ML	1	JEFFERSON	7,965	I-70 and Kipling Street Interchange Right-of-Way	
2580	E-16-GY	I 70 ML EBND over SH 391 ML	1	JEFFERSON	7,955	I-70 and Kipling Street Interchange Right-of-Way	
2583	F-13-X	Johnson Tunnel (EBND)	1	SUMMIT	N/A	Eisenhower-Johnson Memorial Tunnel Maintenance	
2583	F-13-Y	Eisenhower Tunnel (WBND)	1	SUMMIT	N/A	Eisenhower-Johnson Memorial Tunnel Maintenance	
2695	C-18-AP	WB 34 RMP TO SB 85 over US 85 BUSS RT	4	WELD	10,258	US 85 and US 34 Interchange	
2695	C-18-AV	US 34 ML EBND over RAMP TO US 85 SBND	4	WELD	9,117	US 85 and US 34 Interchange	
2697	E-16-HE	I 70 ML EBND over WEST 32ND AVE	1	JEFFERSON	8,321	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	E-16-HF	I 70 ML WBND over WEST 32ND AVE	1	JEFFERSON	8,331	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	E-16-HS	SH 121 ML SBND over US 287 ML, RR SPUR	1	BROOMFIELD	19,902	Regionwide Bridge Rehabilitation and Maintenance	
2697	E-16-IJ	RAMP TO I 70 EBND over I 70 ML	1	JEFFERSON	10,893	Regionwide Bridge Rehabilitation and Maintenance	
2697	E-17-GV	I 76 ML WBND over YORK STREET	1	ADAMS	5,304	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	E-17-GW	I 76 ML EBND over YORK STREET	1	ADAMS	5,304	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	F-15-D	I 70 FRONTAGE RD over CLEAR CREEK	1	CLEAR CREEK	3,910	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-15-Q	US 40 ML over BEAVER BROOK	1	JEFFERSON	1,636	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-16-BC	SH 88 ML over BEAR CREEK	1	ARAPAHOE	7,567	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-16-HI	I 70 ML WBND over US 40 ML	1	JEFFERSON	20,333	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-16-HK	I 70 ML WBND over WEST 20TH AVE	1	JEFFERSON	7,728	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-17-AA	SH 177 ML over LITTLE DRY CREEK	1	ARAPAHOE	5,608	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-19-AF	COUNTY ROAD over I 70 ML	1	ADAMS	7,296	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-19-AJ	I 70 STRASBURG SPUR over UP RR	1	ARAPAHOE	4,542	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-19-E	US 36 ML over DRAW	1	ARAPAHOE	2,542	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	F-19-F	US 36 ML over DRAW	1	ARAPAHOE	3,379	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-BA	I 70 ML EBND over US 40 FRONTAGE ROAD	1	ARAPAHOE	3,927	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-BB	I 70 ML WBND over US 40 FRONTAGE RD	1	ARAPAHOE	3,927	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-C	I 70 SERVICE RD over RATTLESNAKE CREEK	1	ARAPAHOE	7,567	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-F	US 40 ML over EAST BIJOU CREEK	1	ARAPAHOE	15,952	Regionwide Bridge Rehabilitation and Maintenance	
2697	F-20-J	US 40 ML over DRAW	1	ARAPAHOE	1,798	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	F-20-L	I 70 SERVICE RD over DRAW SR	1	ARAPAHOE	1,206	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	G-17-A	US 85 ML over SAND CREEK	1	DOUGLAS	4,833	Regionwide Bridge Rehabilitation and Maintenance	Construction
2697	G-17-AC	CR107 (Liggett RD) over I 25 ML	1	DOUGLAS	7,276	Regionwide Bridge Rehabilitation and Maintenance	
2697	G-17-AG	HAPPY CANYON ROAD over I 25 ML	1	DOUGLAS	5,414	Regionwide Bridge Rehabilitation and Maintenance	
Total Sq.Ft. of Deck Area					674,846		



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Department of Transportation

Bridge and Tunnel Enterprise 10-Year Plan Workshop

September 14, 2022
[Page 109 of 269](#)



Agenda

1. Progress Update
2. Programmatic Changes
3. BTE 10-Year Plan Scope
4. Financial Status
5. Next Steps





2022 BTE 10-Year Plan Progress Update

- Integrated tunnels into the program
- Began collections of the newly created bridge and tunnel fees
- Updated key program policy and procedural directives
- Committed funding to several 10-Year Plan projects and grant opportunities
 - Floyd Hill
 - Vail Pass
 - EJMT
 - I-270 Critical Bridges
 - R1 Regionwide Bridge Maintenance and Repair
 - US160 Safety and Mobility
 - I-76 Phase IV
 - US285/SH9 Intersection Improvements
 - US6/Wadsworth



Revisions to Policy and Procedural Directives

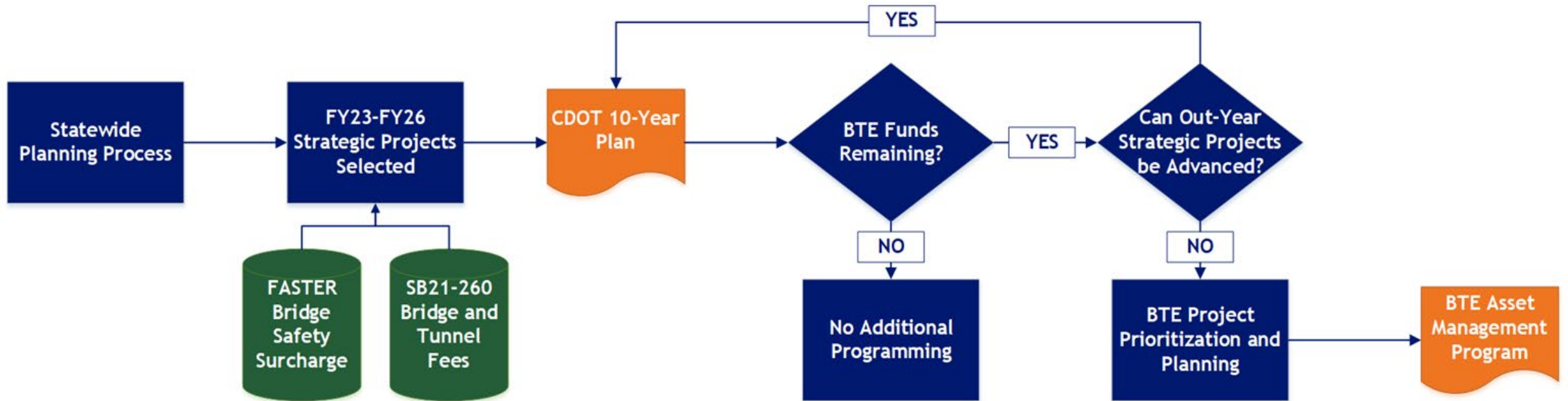
The recently approved policy and procedural directives include the following key changes to account for the passage of SB21-260:

- Modification of the Enterprise's scope to include "tunnel projects".
- Prioritization of CDOT 10-Year Vision Plan projects (§ 43-4-217(1)(g)(I), C.R.S)
- Re-naming of the Enterprise to the Statewide Bridge and Tunnel Enterprise
- Recognition of the Enterprise Board's authority to impose two additional fees:
 - Bridge and Tunnel Impact Fee
 - Bridge and Tunnel Retail Delivery Fee





Revisions to Policy and Procedural Directives





Overview of BTE Eligible 10-YP Scope



\$150 M
Addressing EJMT
Maintenance and Repairs

\$100 M
Funding Gap
Addressed by BTE

\$50 M
Allocation via
SB21-260 Funds



64
BTE Eligible Bridges

650,000 sq. ft.
of Poor Deck
Area Removed

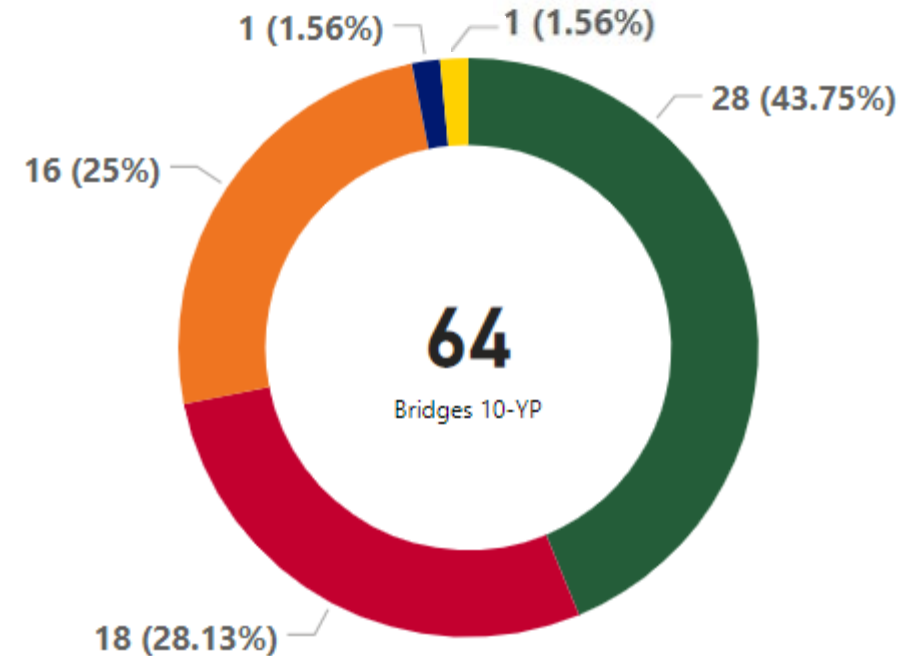
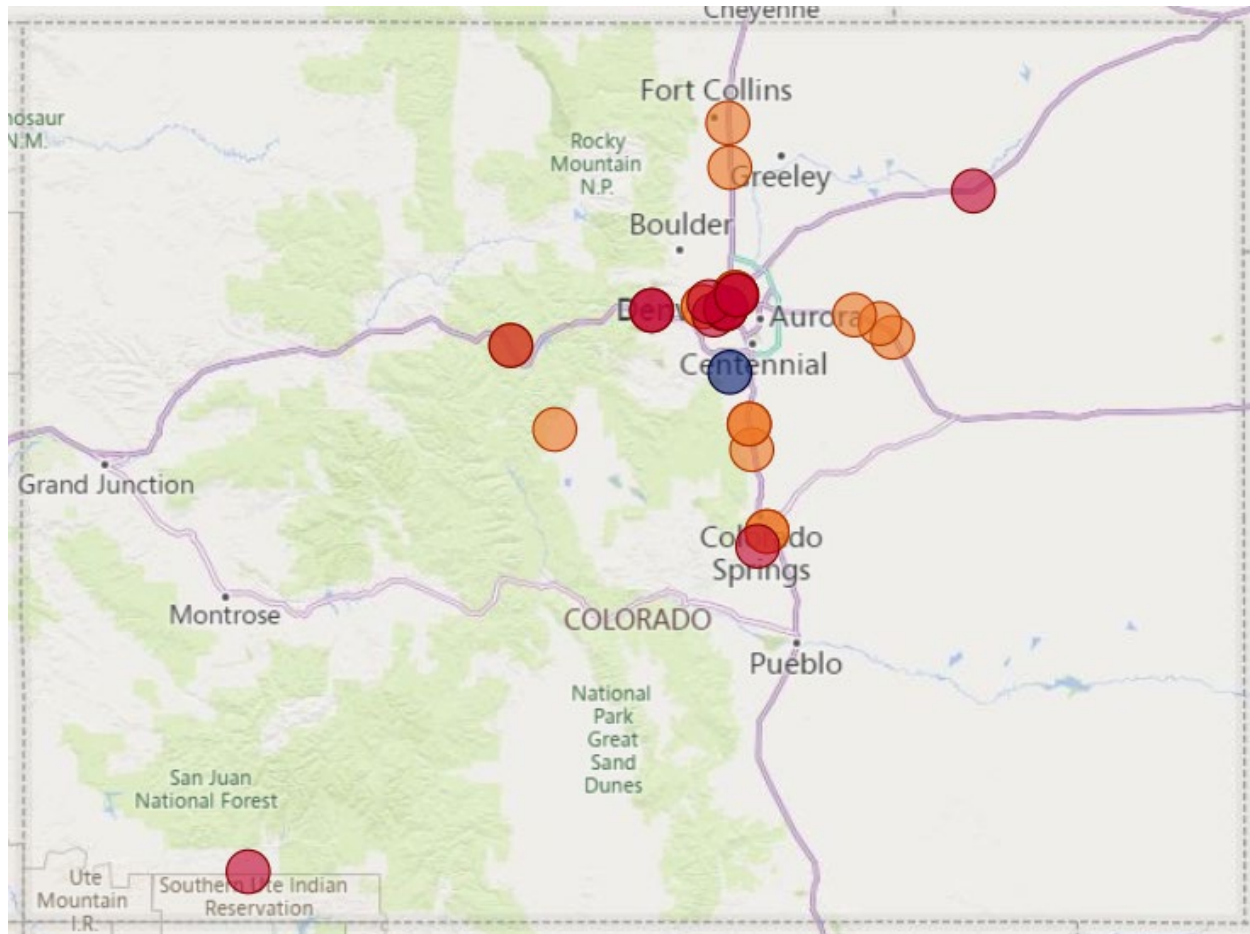
50% of
Statewide Poor
Deck Addressed¹

- Nearly \$1.1B in total estimated BTE eligible project scope remaining

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



BTE Eligible 10-Year-Plan Bridges by Status



Nearly \$200M in BTE funds budgeted

■ Construction Complete
 ■ In Construction
 ■ Design Complete
 ■ In Design
 ■ Remaining



Program Financial Overview

BTE Revenues by FY (\$ in Millions)

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Total
Bridge Safety Surcharge	\$109	\$110	\$112	\$114	\$116	\$118	\$120	\$122	\$124	\$126	\$1,171
Bridge & Tunnel Impact Fee	13	19	26	33	40	47	55	55	56	57	\$401
Bridge & Tunnel Retail Delivery Fee	8	8	9	10	11	12	13	15	17	19	\$122
BABs Subsidy ¹	-	5	5	5	5	5	5	5	4	4	\$43
FHWA Debt Service Reimbursement ²	14	10	10	15	15	15	15	15	15	15	\$139
Roll Forward from FY22	<u>32</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>\$32</u>
Total Revenues	<u>\$176</u>	<u>\$152</u>	<u>\$162</u>	<u>\$177</u>	<u>\$187</u>	<u>\$197</u>	<u>\$208</u>	<u>\$212</u>	<u>\$216</u>	<u>\$221</u>	<u>\$1,908</u>

Source: OFMB and pertinent debt service schedules

¹ At risk due to potential elimination of payments to issuers of direct pay bonds starting in 2023

² Federal participation in Series 2010A/2019A bond debt service per 2010/2016 MOUs



Program Financial Overview

BTE Non-Project Expenditures by FY (\$ in Millions)

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Total
Central 70 Availability Payments ¹	\$31	\$31	\$32	\$33	\$33	\$34	\$35	\$35	\$36	\$37	\$337
Series 2010A/2019A Debt Service ¹	17	17	17	29	29	29	31	30	30	29	\$258
Routine Maintenance Costs ²	1	1	1	1	1	1	1	2	2	2	\$13
Program Operational Costs ³	2	2	2	2	2	2	2	2	2	2	\$20
Total Non-Project Expenditures	<u>\$51</u>	<u>\$51</u>	<u>\$52</u>	<u>\$65</u>	<u>\$65</u>	<u>\$66</u>	<u>\$69</u>	<u>\$69</u>	<u>\$70</u>	<u>\$70</u>	<u>\$628</u>

Source: BTE Staff, unless otherwise noted

¹ Source: Pertinent debt service schedules

² Quarterly reimbursement to DMO for routine maintenance to BTE-owned bridges

³ In-house staff charges, program management support, financial and legal advisors, BTE project scoping pools, etc.



Program Financial Overview

BTE 10-Year Plan Project Funding Needs by FY (\$ in Millions)

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Total
Floyd Hill	\$-	\$4	\$189	\$57	\$-	\$-	\$-	\$-	\$-	\$-	\$250
I-270 Critical Bridges	-	40	40	10	-	-	-	-	-	-	\$90
I-270 EA	-	-	10	40	-	-	-	-	-	-	\$50
EJMT	4	9	23	32	27	17	6	6	-	-	\$124
Vail Pass (CM\GC - WB Bridge)	32	17	-	-	-	-	-	-	-	-	\$49
Vail Pass (DBB - EB Bridge)	-	6	22	9	-	-	-	-	-	-	\$37
Speer and 23rd	-	-	30	40	10	-	-	-	-	-	\$80
I-25/US50 (New Pueblo)	-	15	31	1	-	-	-	-	-	-	\$47
US 285/SH9	1	-	-	-	-	-	-	-	-	-	\$1
US6/Wadsworth	-	-	-	20	-	-	-	-	-	-	\$20
I-76 Phase IV	-	9	9	-	-	-	-	-	-	-	\$18
US160 Safety and Mobility	-	-	10	-	-	-	-	-	-	-	\$10
Other 10-Year Plan Projects ¹	-	-	-	-	20	30	50	50	50	70	\$270
10-Year Plan Design ²	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>\$50</u>
Total 10-Year Plan Projects	<u>\$42</u>	<u>\$105</u>	<u>\$369</u>	<u>\$214</u>	<u>\$62</u>	<u>\$52</u>	<u>\$61</u>	<u>\$61</u>	<u>\$55</u>	<u>\$75</u>	<u>\$1,096</u>
	<u>\$730 Total FY23 - FY26</u>				<u>\$366 Total FY27 - FY32</u>						

Source: CDOT Region Staff, unless otherwise noted

¹ Budget for the Region 1 Regionwide Bridge Rehabilitation and Maintenance project (not fiscally constrained) and other FY27+ planned projects (Source: BTE)

² Assume 10% of construction budget less design budget previously allocation (Source: BTE)



Program Financial Overview

BTE Asset Management Project Funding Needs by FY (\$ in Millions)

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Total
Region 2 Bridge Bundle	\$14	\$9	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$23
SH64 Bridge Bundle (D-04-G/D-03-A)	5	1	-	-	-	-	-	-	-	-	\$6
I-25 SB over US160, RR, (N-17-AD)	4	16	-	-	-	-	-	-	-	-	\$20
Eastern Plains Bridge Bundle Pkg. 2	4	-	-	-	-	-	-	-	-	-	\$4
Eastern Plains Bridge Bundle Pkg. 3	8	-	-	-	-	-	-	-	-	-	\$8
US 6 over Elk Creek (F-06-A)	-	-	4	-	-	-	-	-	-	-	\$4
Holyoke Bridge Bundle	-	-	13	-	-	-	-	-	-	-	\$13
US40 over Draw (I-24-N)	-	13	-	-	-	-	-	-	-	-	\$13
US285 over Conejos R. (P-12-A)	-	5	-	-	-	-	-	-	-	-	\$5
Bridge Preventative Maintenance ^{1 3}	2	2	2	2	2	2	2	2	2	2	\$20
Tunnel Projects ^{2 3}	-	-	-	-	-	6	6	6	6	6	\$30
Funding Reserve ⁴	9	-	-	-	-	-	-	-	-	-	\$9
Total BTE Asset Mgmt. Projects	<u>\$46</u>	<u>\$46</u>	<u>\$19</u>	<u>\$2</u>	<u>\$2</u>	<u>\$8</u>	<u>\$8</u>	<u>\$8</u>	<u>\$8</u>	<u>\$8</u>	<u>\$155</u>

Source: CDOT Region Staff, unless otherwise noted

¹ Estimated average annual cost of preventative maintenance projects for BTE-owned structures (Source: Staff Bridge)

² Estimated average annual cost of non-10-YP tunnel projects, assuming a continued \$9.8M tunnel asset budget, to maintain a state of good repair (Source: Tunnel Asset)

³ Additional evaluation ongoing to refine forecast future needs - values were approximated for this analysis

⁴ Funding reserve for projects in the dispute or arbitration processes



Program Financial Overview

BTE Available Revenues vs. Funding Needs by FY (\$ in Millions)

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	Total
Revenues	\$176	\$152	\$162	\$177	\$187	\$197	\$208	\$212	\$216	\$221	\$1,908
Non-Project Expenditures	(51)	(51)	(52)	(65)	(65)	(66)	(69)	(69)	(70)	(70)	\$(628)
10-Year Plan Projects	(42)	(105)	(369)	(214)	(62)	(52)	(61)	(61)	(55)	(75)	\$(1,096)
BTE Asset Management Projects ¹	(46)	(46)	(19)	(2)	(2)	(8)	(8)	(8)	(8)	(8)	\$(155)
Central 70 Construction	(30)	-	-	-	-	-	-	-	-	-	\$(30)
Surplus/Deficit	\$7	\$(50)	\$(278)	\$(104)	\$58	\$71	\$70	\$74	\$83	\$68	\$(1)



Current Estimated
Funding Gap = \$432M

There is the potential for variance in the funding gap as more accurate construction cost and schedule data becomes available

Source: BTE Staff

¹ BTE is the only funding source to address poor-rated bridges not on the 10-year plan (169 total + 15-20 additional bridges forecast to fall to poor condition per year)



Funding Solutions

- Discretionary bridge funding through the IIJA Bridge Investment Program
- Pay-as-you-go program (FASTER and Bridge and Tunnel Fee revenues) surplus in future fiscal years
- With proven historic revenues and ratings in the 'AA' category, BTE has a variety of funding and financing options to address the 10-YP funding gap:
 - Revenue bonds
 - Bank loan
 - TIFIA loan
 - GARVEE bonds
 - Combinations of these vehicles



BTE Funding Plan Considerations

- Determining BTE funding priorities for FY23 through FY26 based on the statewide planning process
- Ongoing design development of 10-year plan projects (cost estimates, schedules, delivery method, packaging/phasing, innovations, etc.)
- Considering financing to facilitate timely completion of 10-year plan and asset management projects and to manage program cash flow
- Monitoring of legislative proposals to expand BTE funding eligibility and establishing a “right-sized” annual asset management project budget
- Determining an appropriate programmatic funding reserve/contingency level
- Potential award of federal discretionary grant funding



Legislative Proposals for BTE Funding Flexibility

Proposal #1 - Bridge Preservation Proposal

Provide additional flexibility for BTE funding to be used on preventative maintenance activities for all bridges in good and fair condition

Proposal #2 - Bridge Bundling Proposal

Provide additional flexibility for BTE funding to be used for the replacement or rehabilitation of bridges in low fair condition (nearly poor) if they are bundled with a bridge in poor condition



Next Steps

- Monitor legislative proposals to expand BTE funding eligibility
- Develop financing scenarios for fully funding 10-Year Plan project commitments
- Return to the Board with additional information on the legislative proposals and potential 10-Year Plan funding strategies and recommendations



Thank you for your time!

MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 15, 2022
SUBJECT: FY 2021-22 ROLL FORWARD REQUESTS & FY 2022-23 BUDGET AMENDMENTS

Purpose

This memorandum provides an opportunity for the Transportation Commission (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.

Action

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 the following one sheet lines: Agency Operations, Project Initiatives, and Property.

Roll Forward Request Background

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

A complete report of all roll forward balances appears in the Amended Annual Budget Allocation Plan in the FY 2021-22 Roll Forward column (see Attachment A). Roll forwards for pools and cost centers combined total \$2,524.4 million for the Department and the Enterprises, including \$2,471.1 million for CDOT. This includes \$1,308.0 million in Capital Construction, \$35.1 million in Maintenance and Operations, \$205.7 million in Multimodal Services & Electrification, \$575.1 million in Suballocated Programs, and \$9.3 million in Administration and Agency Operations. A large portion of the roll forward balance is associated with the 10-Year Plan projects funded with one-time funding from SB 267, federal stimulus, and other legislative funding sources. This balance will be drawn down over the next year as these projects proceed to advertisement and construction. The second largest source of roll forwards are Suballocated Programs, which are locally directed funds for primarily local projects.

The majority of budget pool balances roll forward automatically, per PD 703.0, however staff review all programs in coordination with program managers to identify any funds that will not be needed in the upcoming fiscal year based on spending plans. Some cost center balances roll forward automatically (including cost centers with dedicated, inflexible funding sources) while others require either Executive Management or TC approval. The total estimated amount of these automatic roll forwards into FY 2022-23 is \$206.9 million, \$39.9 million of which are remaining TC State Highway Fund

(SHF) dollars. TC SHF dollars are flexible and if not rolled forward, can be allocated to the TC Program Reserve or to other programs.

In accordance with PD 703.0, all requests to roll forward cost center balances from the previous fiscal year to the current fiscal year in amounts greater than \$1.0 million require approval by the TC. This excludes cost centers approved for automatic roll forward and funds previously approved by Transportation Commission resolution for a specific purpose. Amounts less than \$1.0 million are subject to approval by Executive Management. Cost center roll forward requests that have been approved by Executive Management total \$1.7 million. This year, there was one roll forward request that exceeded \$1.0 million.

Roll Forward Requests Requiring TC Approval

There is only one cost center roll forward request greater than \$1,000,000, requiring Transportation Commission approval, described below. The TC will be asked to approve this roll forward request by resolution (see resolution #10).

Region 1 Request - \$1.3 million (Line 21)

The region is requesting roll forward funding to replace VMS sign poles on I-70 between Kipling and Wadsworth. The existing poles are from the 90s and are ungalvanized and heavily corroded. Due to lack of bids, extremely high bid amounts and needing ad by review from EMT the project ended up having to go to ad three times before it was finally awarded. The region intended to spend the funds by June 30, 2022 but was unable to due to the delays mentioned above.

The following table outlines remaining SHF (i.e., flexible) balances from FY 2021-22 that are available to be reprogrammed via budget amendments or can be returned to the TC Program Reserve. Starting on the bottom of this page, staff outlines several budget amendments that require TC approval.

Cost Center Roll Forward Summary	
Total Remaining State Highway Fund (SHF) Balance	\$55,160,610
TC-SHF Auto Roll Forwards	\$39,951,155
Requested Roll Forwards	\$3,040,872
Reversion to Program Reserve or Available to Repurpose	\$12,168,583

Budget Amendment Request Requiring TC Approval

Although budget amendments can be requested at any point during the fiscal year, the primary opportunity to request additional funds for the fiscal year is the annual budget amendment process conducted in the fall of each year. This process is conducted in two parts. The first part in September includes Budget Amendments that propose a reprogramming of roll forward balances. The second part in October includes additional Budget Amendment proposals to program funds available through the annual revenue reconciliation and federal redistribution process. The second budget amendment this month includes three items submitted through this process that require TC approval. These items, totaling \$8.8M, are summarized below.

- \$1,300,000 to Agency Operations (Line 66) - This request is to cover an increase in State Fleet's variable rate on light fleet vehicles. The rate increased from \$0.28 per mile to \$0.454 per mile. This increase for lease rates came too late to be incorporated in the FY 2022-23 Annual Budget.
- \$1,000,000 to Project Initiatives (Line 68) - This request is for supplemental funding at the beginning of the year to provide a centralized budget for per diem and hotel reimbursements for JOA sections. This program is planned to sunset as DMO simultaneously develops stipend and workforce housing programs to fill long-term vacant positions.
- \$6,500,000 to Property (Line 34) - As part of a broader statewide affordable housing initiative, staff is requesting funding to build affordable housing for CDOT workers along the I-70 mountain corridor and secondary highway network that supports mobility along this critical route. This request follows an August workshop on housing and will fund affordable housing, including a housing project in Fairplay.

Budget Amendments Approved by the EMT: Informational Only

According to PD 703.0, budget amendment requests that are less than \$1.0 million can be approved by Executive Management. Six budget amendment requests were approved by Executive Management, totaling \$3,186,397.

The following table shows the resulting State Highway Fund balance that will be returned to the Program Reserve if the TC approves the proposed Budget Amendments.

TC Program Reserve Balance	
Total Remaining State Highway Fund (SHF) Balance	\$55,160,610
TC-SHF Auto Roll Forwards	\$39,951,155
Requested Roll Forwards	\$3,040,872
TC Budget Amendment Requests	\$8,800,000
EMT Approved Budget Amendment Requests	\$3,186,397
Reversion to Program Reserve	\$182,186

Options and Recommendation

1. Approve proposed cost center roll forward requests and proposed budget amendments (see Resolution #10 -- **STAFF RECOMMENDATION**).
2. Approve a portion of the proposed cost center roll forward requests and proposed budget Amendments.
3. Deny the roll forwards and budget amendments and request staff to return with additional information in October 2022.

Next Steps

The Division of Accounting and Finance will roll the remaining FY 2021-22 funds into FY 2022-23. Approved FY 2022-23 budget amendments will be funded from repurposed remaining cost center balances, while residual SHF funds will be returned to the TC Program Reserve.

In October, staff will provide the following:

- A reconciliation between forecasted revenue and actual revenue received in FY 2021-22, including federal redistribution. The Department was notified at the end of August that Colorado will receive \$102.0 million for federal redistribution.
- A series of proposed Budget Amendments for the TC to review and consider for approval, allocating funds made available through the revenue reconciliation and federal redistribution process.
- An updated revenue forecast for FY 2022-23 and FY 2023-24. CDOT's HUTF revenue for FY 2021-22 was within 0.1% of the original forecast used to develop the FY 2021-22 budget.

Attachments

Attachment A: FY 2022-23 Amended Revenue Allocation Plan

Attachment B: Presentation

Attachment A: FY 2022-23 CDOT AMENDED ANNUAL BUDGET (September 2022)

Line	Budget Category / Program	Rollforward from FY 2021-22	FY 2022-23 Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY23 Program Budget Available including Changes	Directed By	Funding Source
1 COLORADO DEPARTMENT OF TRANSPORTATION									
2	Capital Construction	\$1,308.0 M	\$656.8 M	\$0.0 M	\$15.5 M	\$192.1 M	\$2,172.4 M		
3	Asset Management	\$94.0 M	\$392.3 M	\$0.0 M	\$15.5 M	\$0.9 M	\$502.7 M		
4	Surface Treatment	\$11.3 M	\$225.6 M	\$0.0 M	\$0.0 M	-\$0.9 M	\$235.9 M	TC	FHWA / SH / SB 09-108
5	Structures	\$9.0 M	\$62.5 M	\$0.0 M	\$0.0 M	\$0.4 M	\$71.9 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$2.0 M	\$26.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$28.8 M	TC	FHWA / SH
7	Geohazards Mitigation	\$6.5 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.5 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$1.7 M	\$6.5 M	\$0.0 M	\$0.0 M	\$1.4 M	\$9.5 M	TC	FHWA / SH
9	Emergency Relief	\$8.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$8.1 M	FR	FHWA
10	10 Year Plan Projects - Capital AM	\$55.5 M	\$60.9 M	\$0.0 M	\$15.5 M	\$0.0 M	\$131.9 M	TC / FR	FHWA
11	Safety	\$37.3 M	\$121.6 M	\$0.0 M	\$0.0 M	\$27.6 M	\$186.6 M		
12	Highway Safety Improvement Program	\$16.4 M	\$39.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$55.8 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$2.7 M	\$3.6 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$6.1 M	FR	FHWA / SH
14	Hot Spots	\$0.4 M	\$2.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.6 M	TC	FHWA / SH
15	FASTER Safety	\$6.2 M	\$69.2 M	\$0.0 M	\$0.0 M	\$27.8 M	\$103.3 M	TC	SB 09-108
16	ADA Compliance	\$11.6 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$18.8 M	TC	FHWA / SH
17	Mobility	\$1,176.7 M	\$142.9 M	\$0.0 M	\$0.0 M	\$163.6 M	\$1,483.1 M		
18	Regional Priority Program	\$41.3 M	\$50.0 M	\$0.0 M	\$0.0 M	\$0.7 M	\$92.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$1,100.1 M	\$72.2 M	\$0.0 M	\$0.0 M	\$162.8 M	\$1,335.1 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$35.3 M	\$20.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$56.0 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$35.1 M	\$372.3 M	\$6.5 M	\$5.0 M	\$0.0 M	\$417.3 M		
22	Asset Management	\$29.7 M	\$336.1 M	\$6.5 M	\$5.0 M	\$1.1 M	\$376.8 M		
23	Maintenance Program Areas	\$1.6 M	\$273.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$273.8 M		
24	Roadway Surface	\$0.0 M	\$37.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$37.7 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$22.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$22.8 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$10.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.8 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$5.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.7 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$6.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$6.4 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$84.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$84.1 M	TC	SH
30	Traffic Services	\$0.0 M	\$71.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$71.9 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$18.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$18.2 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$16.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.1 M	TC	SH
33	Express Lane Corridor Maintenance & Operations	\$1.5 M	\$11.0 M	\$0.0 M	\$0.0 M	\$1.2 M	\$13.7 M	TC	SH
34	Property	\$0.0 M	\$27.9 M	\$6.5 M	\$0.0 M	-\$0.1 M	\$32.3 M	TC	SH
35	Capital Equipment	\$19.6 M	\$23.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$45.1 M	TC	SH
*36	Maintenance Reserve Fund	\$7.0 M	\$0.0 M	\$0.0 M	\$5.0 M	\$0.0 M	\$12.0 M	TC	SH
37	Safety	\$1.1 M	\$12.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.3 M		
38	Strategic Safety Program	\$1.1 M	\$12.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.3 M	TC	FHWA / SH
39	Mobility	\$4.3 M	\$24.0 M	\$0.0 M	\$0.0 M	-\$1.2 M	\$27.2 M		
40	Real-Time Traffic Operations	\$0.6 M	\$14.0 M	\$0.0 M	\$0.0 M	-\$1.2 M	\$13.4 M	TC	SH
41	ITS Investments	\$3.7 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.7 M	TC	FHWA / SH
42	Multimodal Services & Electrification	\$205.7 M	\$46.3 M	\$0.0 M	\$35.1 M	\$30.0 M	\$317.1 M		
43	Mobility	\$205.7 M	\$46.3 M	\$0.0 M	\$35.1 M	\$30.0 M	\$317.1 M		
44	Innovative Mobility Programs	\$12.7 M	\$8.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$21.6 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$8.4 M	\$11.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$19.7 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$167.1 M	\$17.2 M	\$0.0 M	-\$0.8 M	\$0.0 M	\$183.5 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Commission	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	SL
48	Bustang	\$17.7 M	\$8.8 M	\$0.0 M	\$35.9 M	\$30.0 M	\$92.4 M	TC	SB 09-108 / Fare Rev.
49	Suballocated Programs	\$575.1 M	\$373.2 M	\$0.0 M	-\$35.1 M	\$30.7 M	\$943.9 M		
50	Aeronautics	\$12.3 M	\$35.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$47.5 M		
51	Aviation System Programs	\$12.3 M	\$35.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$47.5 M	AB	SA
52	Highway	\$267.9 M	\$143.9 M	\$0.0 M	\$0.0 M	\$3.7 M	\$415.4 M		
53	STBG-Urban (STP-Metro)	\$177.2 M	\$61.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$239.1 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$54.4 M	\$51.7 M	\$0.0 M	\$0.0 M	\$1.0 M	\$107.2 M	FR	FHWA / LOC
55	Metropolitan Planning	\$9.7 M	\$10.7 M	\$0.0 M	\$0.0 M	\$0.7 M	\$21.1 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$26.5 M	\$19.5 M	\$0.0 M	\$0.0 M	\$2.0 M	\$48.1 M	TC / FR	FHWA / SH / LOC
57	Transit and Multimodal	\$295.0 M	\$194.1 M	\$0.0 M	-\$35.1 M	\$27.0 M	\$481.0 M		
58	Recreational Trails	\$1.2 M	\$1.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.8 M	FR	FHWA
59	Safe Routes to School	\$9.2 M	\$3.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.4 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$37.4 M	\$20.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$58.0 M	FR	FHWA / LOC
61	Transit Grant Programs	\$81.6 M	\$61.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$142.6 M	FR / SL / TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$164.3 M	\$97.6 M	\$0.0 M	-\$35.1 M	\$0.0 M	\$226.8 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$0.0 M	\$9.5 M	\$0.0 M	\$0.0 M	\$9.3 M	\$18.7 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$1.3 M	\$0.7 M	\$0.0 M	\$0.0 M	\$17.8 M	\$19.7 M	SL / TC	SB 21-260
65	Administration & Agency Operations	\$9.3 M	\$105.3 M	\$2.3 M	\$0.0 M	\$2.0 M	\$118.8 M		
66	Agency Operations	\$8.6 M	\$59.7 M	\$1.3 M	\$0.0 M	\$1.2 M	\$70.8 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$42.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$42.9 M	SL	SH
68	Project Initiatives	\$0.7 M	\$2.6 M	\$1.0 M	\$0.0 M	\$0.8 M	\$5.1 M	TC	SH
69	Debt Service	\$228.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$228.0 M		
70	Debt Service	\$228.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$228.0 M	DS	SH
71	Contingency Reserve	\$82.5 M	\$0.0 M	\$0.0 M	-\$5.0 M	\$103.8 M	\$181.3 M		
72	Contingency Fund	\$37.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$37.5 M	TC	FHWA / SH
73	Reserve Fund	\$45.0 M	\$0.0 M	\$0.0 M	-\$5.0 M	\$103.8 M	\$143.8 M	TC	FHWA / SH
74	Other Programs	\$27.2 M	\$29.5 M	\$0.0 M	\$0.0 M	\$2.2 M	\$58.9 M		
75	Safety Education	\$22.5 M	\$14.1 M	\$0.0 M	\$0.0 M	\$1.9 M	\$38.6 M	TC/FR	NHTSA / SSE
76	Planning and Research	\$4.7 M	\$15.1 M	\$0.0 M	\$0.0 M	\$0.2 M	\$20.0 M	FR	FHWA / SH
77	State Infrastructure Bank	\$0.0 M	\$0.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.3 M	TC	SIB
78	TOTAL - CDOT	\$2,471.1 M	\$1,583.3 M	\$8.8 M	\$15.5 M	\$360.6 M	\$4,439.3 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
- DS- Debt Service
- SA = State Aviation

Line	Budget Category / Program	Rollforward from FY 2021-22	FY 2022-23 Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY23 Program Budget Available including Changes	Directed By	Funding Source
79	COLORADO BRIDGE & TUNNEL ENTERPRISE								
80	Capital Construction	\$32.1 M	\$94.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$126.5 M		
81	Asset Management	\$32.1 M	\$94.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$126.5 M		
82	Bridge Enterprise Projects-CBTE	\$32.1 M	\$94.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$126.5 M	BTEB	SB 09-108, SB 21-260
83	Maintenance and Operations	\$0.5 M	\$0.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.3 M		
84	Asset Management	\$0.5 M	\$0.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.3 M		
85	Maintenance and Preservation-CBTE	\$0.5 M	\$0.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.3 M	BTEB	SB 09-108
86	Administration & Agency Operations	\$3.9 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.8 M		
87	Agency Operations-CBTE	\$3.9 M	\$1.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.8 M	BTEB	SB 09-108
88	Debt Service	\$2.1 M	\$48.0 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$33.0 M		
89	Debt Service-CBTE	\$2.1 M	\$48.0 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$33.0 M	BTEB	FHWA / SH
90	TOTAL - BRIDGE & TUNNEL ENTERPRISE	\$38.6 M	\$145.2 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$166.6 M		

91	COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)								
92	Maintenance and Operations	\$12.1 M	\$36.1 M	\$0.0 M	\$0.0 M	\$7.2 M	\$55.4 M		
93	Express Lanes Operations-CTIO	\$12.1 M	\$36.1 M	\$0.0 M	\$0.0 M	\$7.2 M	\$55.4 M	CTIOB	Tolls / Managed Lanes Revenue
94	Administration & Agency Operations	\$2.5 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$6.6 M		
95	Agency Operations-CTIO	\$2.5 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$6.6 M	CTIOB	Fee for Service
96	Debt Service	\$0.0 M	\$0.0 M	\$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	\$0.0 M	\$0.0 M	CTIOB	Fee for Service
98	TOTAL - COLORADO TRANSPORTATION INVESTMENT OFFICE	\$14.6 M	\$40.1 M	\$0.0 M	\$0.0 M	\$7.2 M	\$62.0 M		

99	CLEAN TRANSIT ENTERPRISE								
100	Suballocated Programs	\$0.0 M	\$6.8 M	\$0.0 M	\$0.0 M	-\$1.3 M	\$5.6 M		
101	Transit and Multimodal	\$0.0 M	\$6.8 M	\$0.0 M	\$0.0 M	-\$1.3 M	\$5.6 M		
102	CTE Projects	\$0.0 M	\$6.8 M	\$0.0 M	\$0.0 M	-\$1.3 M	\$5.6 M	CTB	SB 21-260
103	Administration & Agency Operations	\$0.1 M	\$1.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.4 M		
104	Agency Operations-CTE	\$0.1 M	\$0.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.6 M	CTB	SB 21-260
105	Contingency Reserve-CTE	\$0.0 M	\$0.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.8 M		
106	Debt Service	\$0.0 M	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.1 M		
107	Debt Service-CTE	\$0.0 M	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.1 M	CTB	SB 21-260
108	TOTAL - CLEAN TRANSIT ENTERPRISE	\$0.1 M	\$8.3 M	\$0.0 M	\$0.0 M	-\$1.3 M	\$7.1 M		

109	NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE								
110	Multimodal Services & Electrification	\$0.0 M	\$6.6 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$6.3 M		
111	Mobility	\$0.0 M	\$6.6 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$6.3 M		
112	NAAPME Projects	\$0.0 M	\$6.6 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$6.3 M	NAAPMEB	SB 21-260
113	Administration & Agency Operations	\$0.1 M	\$0.4 M	\$0.0 M	\$0.0 M	\$0.3 M	\$0.8 M		
114	Agency Operations-NAAPME	\$0.1 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.3 M	\$0.6 M	NAAPMEB	SB 21-260
115	Contingency Reserve-NAAPME	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M		
116	Debt Service	\$0.0 M	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.1 M		
117	Debt Service-NAAPME	\$0.0 M	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.1 M	NAAPMEB	SB 21-260
118	TOTAL - NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE	\$0.1 M	\$7.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.2 M		
119	TOTAL - CDOT AND ENTERPRISES	\$2,524.4 M	\$1,784.0 M	\$8.8 M	\$15.5 M	\$349.4 M	\$4,682.2 M		

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



COLORADO

Department of Transportation

September 2022 Budget Workshop

Page 131 of 269



- FY 2021-22 Roll Forwards
 - Funding Programs (Pools)
 - Cost Centers
 - Automatic Roll Forwards
 - Executive Management Team (EMT) Approved Roll Forwards
 - TC Roll Forward for Review & Approval
- FY 2022-23 Cost Center Budget Amendment Requests
- Next Steps





Summary of Roll Forward Budget

One Sheet Line	Roll Forward Amount
Capital Construction	\$1,308.0 M
Suballocated Programs	\$575.1 M
Multimodal Services & Electrification	\$205.7 M
Contingency Reserve	\$82.5 M
Maintenance & Operations	\$35.1 M
Other Programs	\$27.2M
Administration & Agency Operations	\$9.3 M



Cost Center Roll Forwards

Cost Center Roll Forward Summary	
Total Remaining State Highway Fund (SHF) Balance	\$55.2 M
TC-SHF Auto Roll Forwards	\$39.9 M
Requested Roll Forwards	\$3.0 M
Balance Available for FY 2022-23 Budget Amendments or Reversion to TCPR	\$12.2 M



Automatic Roll Forwards

CDOT Automatic Roll Forward Cost Centers (FY 2021-22)		
<u>Program</u>	<u>Region/Division</u>	<u>Amount</u>
FASTER Transit	DTR	\$1,551,711
FTA Grants	DTR	\$67,399,979
Bustang	DTR	\$14,796,051
10 Year Plan (formerly Strategic Projects)	DTD	\$1,398,663
Aeronautics	Aeronautics	\$10,015,012
Law Enforcement Assistance Fund (LEAF)	OTS	\$414,772
NHTSA Grants	OTS	\$22,104,293
Heavy Road Equipment	DMO	\$19,603,888
Enterprise Payments for Corridor Maintenance	DMO and CTIO	\$1,479,831
Fiber Lease Agreements	DMO - ITS Branch	\$791,723
WAQTC Ground Engineering Certification	ESS (Mat-Geo)	\$35,750
Water Quality Certification	DTD	\$287,523
Rolling Owner Controlled Insurance Program	OTS	\$6,015
Multimodal Transportation & Mitigation Options Fund	OIM	\$3,389,239
Bridge and Tunnel Enterprise (BTE)	BTE	\$6,570,746
Colorado Transportation Investment Office (CTIO)	CTIO	\$57,082,824
Total		\$206,928,020
Total SHF		\$39,951,155



EMT-Approved Roll Forwards

EMT Approved FY22 Roll Forward Request Summary				
Region/ Division	Program	Description	Cost Center	Amount
Communications	ADA Compliance for Public-Facing Materials	Funds to update public-facing materials (i.e. websites, documents, etc.) to comply with new ADA accessibility standards pursuant to HB21-1110.	ECTCC-010	\$41,632
DMO	Statewide Landscape Maint - PCEP I-70 Idaho Springs	These funds (PCE- Post Construction Establishment) are intended to pay for landscape establishment operations and personnel charges on certain projects after construction. The effort is to bolster the construction phase of the construction projects to fund repairs and various clean up activities that are needed to be compliant with regulatory requirements.	R1LND-010	\$346,201
MLOS	Region 5 Striping	Region 5 Striping. Due to contractor delay in project completion and delay in materials the region is requesting to roll forward remaining funds on this PO.	R55MS-010	\$53,804
	Region 3 Striping	Region 3 Striping. Throughout the life of the contract, the vendor was plagued with equipment failures, supply chain issues and poor management that resulted in them not finishing the contract. While the region attempted to make this work up in other contracts, they simply ran out of time by the end of the fiscal year.	R38MS-010	\$252,614
DTD	DTD Information Management Branch	Traffic Data Service PO for Traffic Counts that play a part in key decisions.	DT535-010	\$229,995
	DTD Information Management Branch	Repairs associated with roughly 120 Automatic Traffic Recording sites throughout the state. The vendor has to set up permits and traffic control that each individual Region has to approve and sign off on. The vendor is still working on putting the permits together for all the CDOT Regions.	DT535-010	\$100,000
	Governor's Office Analyst	Governor's Office Analyst	DT540-010	\$14,712
HR	Recruiting	Housing Stipend Program for Recruiting. This is a CDOT-specific housing cost/availability study	E0435-010	\$8,488
	Employee Service Awards	Employee Service Awards	E0441-010	\$9,901
IT	CE Data and Technology Services	PCs and Docking Stations. Supply chain issues resulted in delays.	EI342-010	\$158,976
	CE Data and Technology Services	PCs and Docking Stations. Supply chain issues resulted in delays.	EI343-010	\$36,180
	CE Data and Technology Services	Advanced Traffic Management System (ATMS). This is part of a project to finalize implementation of the ATMS source data into the ADAP ITS data warehouse.	EI344-010	\$142,873
Property	Facilities	HVAC Automation System for North Holly. Supply chain delayed material deliveries.	SM267-010	\$20,222
	Facilities	Lighting Retrofits for Corporate Circle. Supply chain delayed material deliveries.	SM269-010	\$71,549
Innovative Mobility	Outride (Microtransit) Buses - Purchase approved by the TC, April 2021	Outride (Microtransit) Buses. Eight of the ten buses that the TC approved for purchase have been paid for and the remaining funding will be used for the final two vehicles.	EXM10-010	\$248,592
Region 5	Region 5 Non Road / Non Computer Equipment Purchase	The region ordered critical survey/GPS equipment on 11/18/21 but due to supply chain issues the vendor was unable to deliver the equipment before the end of the fiscal year.	R5001-010	\$10,178
Total EMT-Approved Roll Forward Requests				\$1,745,917



Roll forward requests over \$1.0 million requiring TC review and approval:

Region 1 Request - \$1.3 million

The region is requesting roll forward funding to replace VMS sign poles on I-70 between Kipling and Wadsworth. The existing poles are from the 90's and are ungalvanized and heavily corroded. Due to lack of bids, extremely high bid amounts and needing ad by review from EMT the project ended up having to go to ad three times before it was finally awarded. The region intended to spend the funds by June 30th, 2022 but was unable to do so.





EMT Approved Budget Amendments

EMT Approved Budget Amendments					
Region/ Division	Project/ Program	Cost Center	One Sheet Line	Explanation of Requests	Approved Amount
Maintenance & Operations	Central 70 Operations and Maintenance	R710M-010	Express Lane Corridor Maintenance and Operations	Under the Central 70 P3 contract, CDOT is responsible for maintenance and operations (M&O) on the corridor. That O&M amount is a base cost that escalates annually based on the current June consumer price index. For example, for FY23, the CPI that is used is for June 2022 and published at the beginning of July. The original estimate for the FY23 corridor M&O was \$8,075,806. When the CPI for June was applied, the total M&O year is \$8,606,745. So the amount of the request would be \$530,938.95 to cover the difference.	\$530,939
	Sign Shop Salaries	ST165-010	Agency Operations	As part of a strategy to address the negative fund balance in the Internal Service Fund, all positions from the Fund 606 cost center for the Sign Shop (SM161-102) were transferred to the Fund 400 Sign Shop cost center (ST165-010) towards the end for FY22, after all staff budget for FY23 had already been allocated. This transfer will fund those positions.	\$458,072
	Asset Extraction Project	SM320-010	Agency Operations	To continue the annual remote data collection and extraction project. DMO would like to expand the project to receive condition data for assets on ramps and frontage roads, as well as collect lane mile data on all CDOT maintained roads, including ramps and frontage roads. Imagery collection on ramps and frontage roads is not included in the Pavement Condition Project. DMO's requirements for asset and condition data on ramps and frontage will require the vendor to mobilize an additional vehicle for collection. DMO must fully fund this requirement.	\$500,000
	EQUIPMENT - Tow Plows	S0247-010	Capital Equipment	The use of tow plows for snow removal allows for two lanes to be plowed with one operator, thus acting as a force multiplier. This allows DMO to maintain levels of service in winter operations with a reduced maintenance staff.	\$650,000
MLOS	Region 3 Striping contract	R38MS-010	Maintenance Program Areas	The region is requesting additional funding in order to fulfill the entire cost of Region 3's striping contract which was \$800K. The region was able to roll forward the delta from remaining FY 2021-22 funds.	\$547,386
Traffic Safety and Engineering Services	Ops Eval and Bottleneck Reduction (COBRA)	ST160-010	Agency Operations	This request would allow continued funding of studies, design, and construction of bottleneck reduction projects. On average, COBRA has completed 5 projects per year since the program's inception. Past projects have included: realignment, striping improvements, signing, signal retiming, and other intersection design improvements. With increased funding, the program can shift from smaller projects to larger scope projects. These larger projects may include: I-225/Parker off ramp realignment that eliminated queue spillback on I-225, Signal retiming (I-25 & Harmony Rd, Silverthorne, & Colorado Springs Triangle), R3 Passing Lane Improvements, and Limon Road Diet that improved operations and safety.	\$500,000
Total					\$3,186,397



Requests over \$1.0 million repurposing funds:

- \$1.3 million for increased lease rates of light fleet vehicles.
- \$1.0 million for Joint Operations Area (JOA) funding.
- \$6.5 million for employee affordable housing project, including Fairplay





Fleet Equipment

The \$1.3 million is to cover state fleets variable rate increase on light fleet vehicles - is increasing from \$0.28 per mile to \$0.454 (60%)

FY22 \$4,027,000 we were short so we moved \$643,000 (\$4,670,000)

FY22 Variable rate spent \$2,115,761

FY22 Fixed Rate spent \$2,517,410

FY22 License Fees \$8,840

FY23 Budget \$4,527,000



Vehicles
Equipment
Services

CDOT's Light (White) Fleet consists of approx. 900 vehicles. Traditionally CDOT's Light Fleet Budget was approx. \$4.7M annually. The rapid inflation rates on vehicles per units cost, vehicle services, increase repairs costs, and damage/repairs have out paced the current variable per mile surcharge.

1. Monthly fixed lease payment (based on vehicle type)
2. Per miles variable payment (increased 60% in one FY)
3. State Fleet is forecasting a FY24 rate increase



Winter Operations

This request for \$1M would be used to provide hoteling, per diem, and project pay for approx. 50, I-70 JOA volunteers

This will help Section 2 and 9's operating budgets

Why do we need more JOA Operations?

We centralize JOA Operations per diem & hotel costs to one area for payment so it won't be mixed in with each sections normal operating costs (this is due to vacancies)

This program is designed to support staffing along the I-70 Corridor where we traditionally see the highest vacancies rates





Workforce Housing

This request for \$6.5M would be used to initiate CDOT Workforce Housing Projects Design, site planning, and site prep (initiate construction)

Why do we need Workforce Housing?

This project will house essential highway maintainers. It is increasingly difficult for our middle-income workers to buy or rent housing in the areas in which they work. Which is affecting highway operations and reducing levels of service

- 1. Lack of Housing Availability for TMIs*
- 2. Lack of Affordable Housing for TMIs*





TC Program Reserve Balance	
Total Remaining State Highway Fund (SHF) Balance	\$55.2 M
TC-SHF Auto Roll Forwards	\$39.9 M
Requested Roll Forwards	\$3.0 M
TC Budget Amendments Requests	\$8.8M
EMT Approved Budget Amendment Requests	\$3.2 M
Reversion to TC Program Reserve	\$0.2M



October 2022

- Revenue Reconciliation and Federal Redistribution (\$102.0 M)
- Budget Amendments allocating funds made available through revenue reconciliation & federal redistribution
- Updated Revenue Forecast for FY 2022-23 and FY 2023-24





COLORADO

Department of Transportation

Division of Accounting and Finance

MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: SEPTEMBER 14, 2022
SUBJECT: FY 2023-24 ANNUAL BUDGET PROCESS OVERVIEW

Purpose

To provide an overview of the FY 2023-24 Annual Budget development process, including key dates and other information.

Action

No action is requested at this time.

FY 2023-24 Annual Budget Process Overview

The Office of Financial Management and Budget (OFMB) within the Division of Accounting and Finance (DAF) is beginning the process of developing the annual budget for FY 2023-24. At this time, OFMB is using the June 2022 revenue forecast to develop the FY 2023-24 Annual Budget, which currently reflects \$1.75 billion in total revenue that will be allocated to the Department's programs and enterprises.

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

The Department's Revenue Allocation Plan represents the amount of revenue the Department anticipates it will receive through the course of the fiscal year, and how it intends to allocate those revenues to each budget program. The Spending Plan complements the Revenue Allocation Plan and provides a more comprehensive view of multi-year capital budgets and expenditures. Please see Attachment A for a complete list of budget products that will be included in the FY 2023-24 Annual Budget.

Statutory Deadlines and Timeline

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

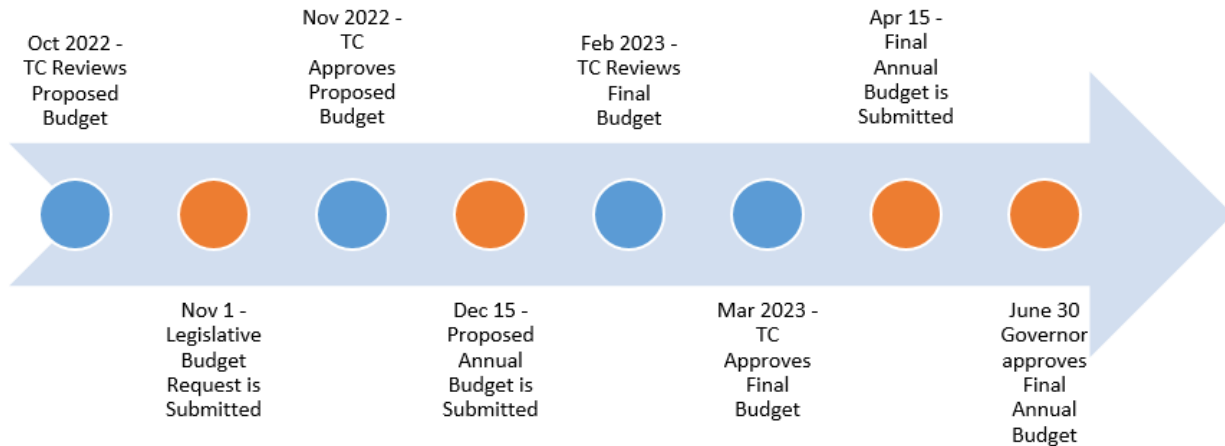
- **November 1, 2022** - the Department's legislative budget request for the portions of the budget that are annually appropriated in the state's Long Bill must be submitted to the legislature by November 1 each year (as part of the Governor's Budget Request). This includes the Administration line, the First Time Drunk Driving Offender Account line, the Marijuana Impaired Driving Program line, the Multimodal Transportation Projects line, and the Clean Transit Enterprise line. Most of the changes in the legislative budget will be related to statewide common policies (i.e. budget that is developed centrally by the Governor's Office for costs that are common to all departments), plus any decision items that are approved for inclusion by the Governor's Office.





- **December 15, 2022** - the Proposed FY 2023-24 Annual Budget must be submitted to the Governor’s Office and legislature by this date.
- **April 15, 2023** - the Final FY 2023-24 Annual Budget must be submitted to the Governor’s Office and legislature by this date.
- **June 30, 2023** - the Governor must approve the Final FY 2023-24 Annual Budget by this date so the Department can begin committing and spending funds when the new fiscal year begins on July 1, 2023.

OFMB’s budget development process is designed to provide the Transportation Commission (TC) opportunities to review and approve the Proposed and Final budgets ahead of these statutory deadlines. The Proposed FY 2023-24 Annual Budget will be submitted to the Commission for review and feedback during the October 2022 meeting, and then the Commission will be asked to approve the Proposed Budget during the November 2022 meeting. The Final FY 2023-24 Annual Budget will be submitted to the Commission for review and feedback during the February 2023 meeting, and then the Commission will be asked to approve the Final Budget during the March 2023 meeting.



Decision Items

Decision items represent major changes from the previous year’s budget, and per Department policy, decision items more than \$1.0 million require Transportation Commission approval. Decision items below \$1.0 million require approval by the Department’s Executive Management Team. Any decision items requiring Commission approval will be submitted for review during the February 2023 meeting.

Next Steps

- October 2022 - OFMB submits the Proposed FY 2023-24 Annual Budget for Transportation Commission review

Attachments

- Attachment A - Budget Products
- Attachment B - Presentation





Attachment A: Budget Products: The FY 2023-24 Annual Budget will contain the following documents and reports:

- **Annual Budget Narrative** - This document provides a comprehensive breakout of all revenue sources and budget allocations made in the FY 2023-24 Revenue Allocation Plan (Appendix A, see below), along with a general description of the Department’s mission, vision, goals, core and support functions, etc. to provide important context for the Annual Budget.
- **Appendix A: Revenue Allocation Plan** - The Revenue Allocation Plan is developed by forecasting anticipated revenues for the upcoming fiscal year and allocating those revenues to budget programs. These programs are established to serve a specific departmental function, for example, geohazard mitigation, and are organized into categories representing the four core functions, and the four support functions. Core functions are further subdivided into categories for Asset Management, Safety, and Mobility (or highways, transit, multimodal, and aeronautics in the case of suballocated programs).
- **Appendix B: Spending Plan** - The Spending Plan was designed to more clearly communicate the complex nature of multi-year capital budgeting. It will be populated with the Department’s anticipated expenditures for FY 2023-24 by budget category, using the same primary budget categories that are used in the Revenue Allocation Plan (e.g. Capital Construction, Maintenance and Operations, etc.).
- **Appendix C: Open Projects and Unexpended Project Balances** - This report contains a complete list of all projects budgeted in prior years which have not been completed and closed, including the balance of all funds carried over from previous years’ budgets.
- **Appendix D: Planned Projects** - This report contains a complete list of all individual planned projects from FY 2022-23 through FY 2025-26. For this report, planned projects are those projects planned to be funded and/or encumbered during those years.
- **Appendix E: Total Construction Budget** - This report contains a summary of the total construction budget for the given fiscal year.
- **Appendix F: Project Indirect Costs and Construction Engineering** - This report contains project indirect costs and construction engineering costs. Each project participating in the federal program is charged a certain percentage for indirect costs. Indirect costs are costs that cannot be assigned to a particular project but are necessary for the construction program. Construction engineering costs (CE) are those costs that have been incurred for the purpose of ensuring compliance with specific project construction specifications, generally accepted construction standards, associated testing, and materials validation activities.
- **Appendix G: CDOT Personnel Report** - This report provides the number of positions and associated salary and benefits costs in the same format as the Revenue Allocation Plan to provide visibility into staffing levels, and budget and expenditures on Department personnel.





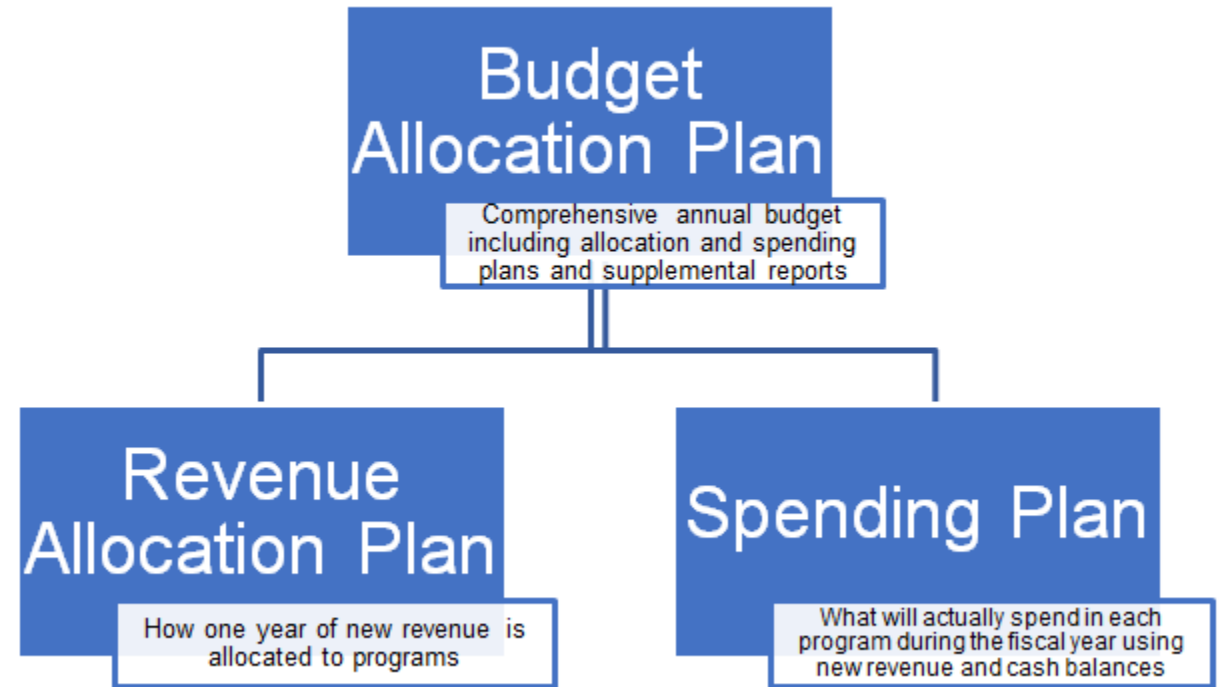
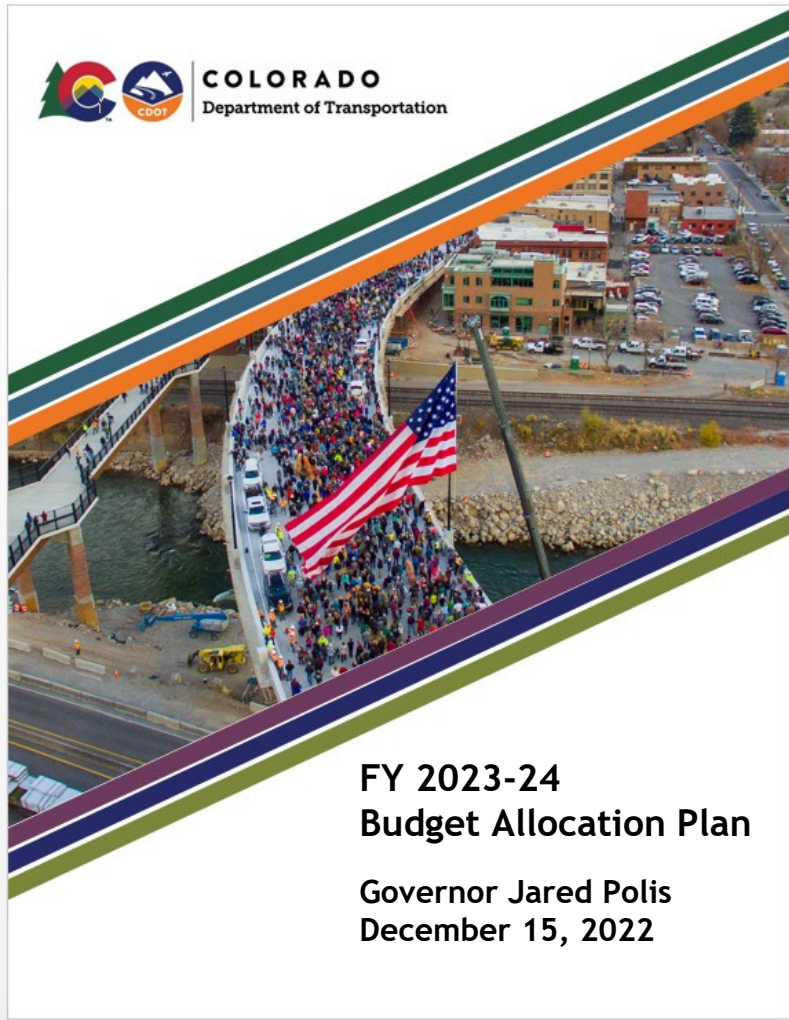
COLORADO

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September 2022 Budget Workshop FY24 Annual Budget Process Overview



Key Budget Products

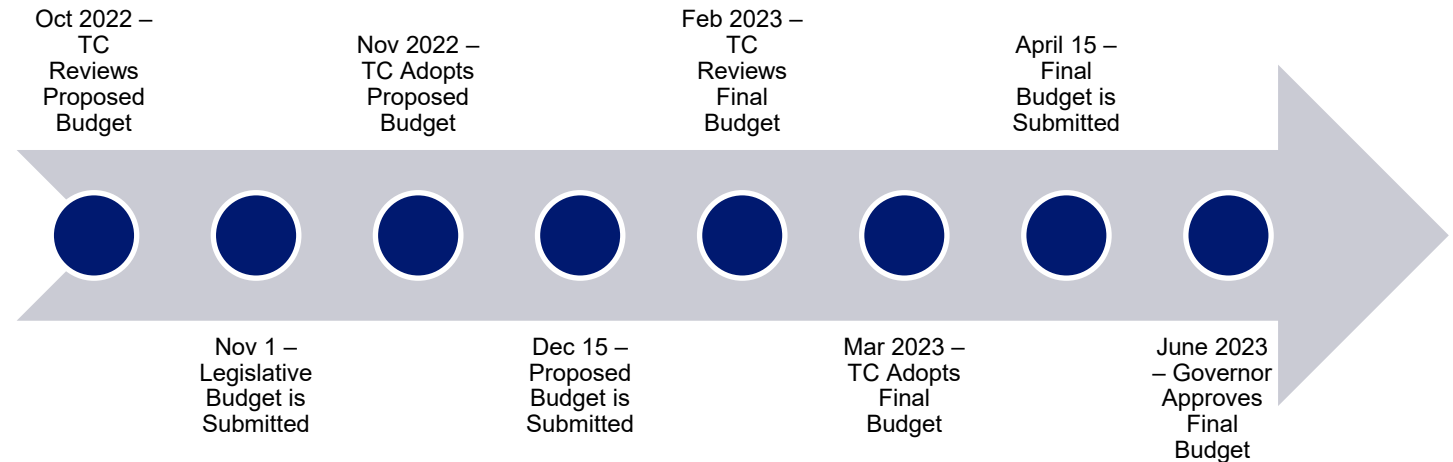




Budget Development Timeline

Statutory Deadlines for FY24 Budget:

- November 1, 2022 - legislative budget
- December 15, 2022 - Submit FY23 Proposed Annual Budget
- April 15, 2023 - Submit FY24 Final Annual Budget
- June 30, 2023 - Governor approves FY24 Final Annual Budget



OMFB will submit the FY24 Proposed Annual Budget for initial review and feedback at the October 2022 Commission meeting



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Questions?

Page 151 of 269



COLORADO

Department of Transportation

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

DATE: September 14, 2022
TO: Colorado Transportation Commission
FROM: William Johnson, Performance and Asset Management Branch Manager
 Toby Manthey, Asset Management Program Manager
SUBJECT: Asset Management Planning Budget Recommendations (FY 2025-26 and FY 2026-27)

Purpose

This memorandum summarizes draft planning budgets for Transportation Asset Management (TAM) for fiscal years 2025-26 and 2026-27. Also described for both years is 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.

Action

1. CDOT staff seeks commission approval of TAM planning budgets for fiscal years 2025-26 and 2026-27 for 11 asset classes¹ in the TAM program.
2. Staff also seeks 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.

The options to consider are:

- Adopting the staff recommendations.
- Adopting parts of the recommendations and requesting refinement of others.
- Taking no action and requesting additional information.

The TC will review the planning budgets again the year before they become “actual” budgets.

Background on Asset Management Planning Budgets

CDOT’s asset management program was initially led by the TC’s Asset Management Committee (TC-AM), which operated from 2012-15. This group was created to develop an asset management program at CDOT. The TC emphasized that asset management must be incorporated into CDOT’s annual budget discussion.

CDOT’s asset-management program focuses on asset preservation and replacement and does not fund projects that increase the capacity of Colorado’s transportation system. To qualify for asset-management funding, individual asset programs must be able to demonstrate, with a quantified performance measure, the benefit of additional investment. To provide

¹ The budget for Maintenance Levels of Service, which is one of the asset classes in the TAM Program, will be established outside of the TAM budget-setting process for fiscal year 2025-26 onward. The maintenance budget will be set closer to the beginning of the fiscal year in question to better adjust for inflation and other factors.



predictability to CDOT's Transportation Regions and to construction stakeholders, "planning" budgets for the assets are typically set four years in advance, so that the final year of CDOT's four-year program of asset management projects can be developed. In other words, knowing the planning budgets four years in advance gives CDOT staff the time to plan, develop, and design projects, so that when the year arrives for construction funding to be allocated, projects are ready to go.

The TC-AM Committee approved planning budget recommendations for FY 2013-14 through FY 2017-18. However, the committee was dissolved in July 2015. Starting with the FY 2018-19 planning budget, the full TC has been providing guidance on, and/or concurring with, staff's planning-budget recommendations.

The staff recommendation is currently developed by the TAM Oversight Committee, which includes the Executive Director, Deputy Director, Chief Engineer, Chief Financial Officer, the Regional Transportation Directors, and other members of executive staff. CDOT uses current and forecasted asset condition to inform the committee. The committee is presented with funding and performance scenarios for 11 asset classes and decides on an appropriate allocation between classes. The committee particularly focuses on how varying budget levels for each asset affects when CDOT is able to meet performance targets in the Department's Policy Directive 14.

Starting with the FY2013-14 planning budgets, staff recommendations for most asset-program allocations have been informed by CDOT's Asset Investment Management System (AIMS). AIMS is a modeling tool developed to forecast asset performance. Once current condition is established, the Department uses AIMS to forecast the future condition for each asset class under many different funding levels. This includes estimating the cost to achieve CDOT's asset-condition targets.

The TC revisits the planning budgets again the year before they become "actual" budgets. The commission is given the opportunity to select a different budget level for each asset when it comes time to set the overall annual budget. However, "actual" budgets adopted by the commission have rarely differed from the "planning" budget approved by the commission several years earlier.

Details

On Aug. 9, 2022, the TAM Oversight Committee met to develop the TAM planning budgets for FY 2025-26 and FY 2026-27. Assuming a total TAM Cap of \$370 million² for each fiscal year, staff reviewed projected performance and funding needs for 11 asset classes. The group reviewed information presented by the Performance and Asset Management Branch, which included data on the funds needed to achieve performance targets. A consensus was then reached on a budget recommendation.

Department staff requests that the TC concur with the staff recommendation for the FY 2025-26 and FY 2026-27 TAM planning budgets, as detailed in Table 1.

² This total does not include revenue for the Statewide Bridge and Tunnel Enterprise, nor funding for the Maintenance Levels of Service program.



Table 1: FY24-27 Asset Management Planning Budgets, in Millions

Asset Class	Planning Budgets		Proposed Planning Budgets	
	FY2023-24	FY2024-25	FY2025-26	FY2026-27
Surface Treatment	\$225.6	\$229.0	\$233.0	\$233.0
Staff Bridge	\$38.3	\$38.3	\$38.3	\$38.3
Bridge and Tunnel Enterprise*	\$152.6	\$162.0	\$182.0	\$192.0
MLOS**	\$269.0	\$269.0	TBD	TBD
Buildings	\$17.0	\$15.5	\$15.5	\$15.5
Culverts	\$8.2	\$8.2	\$8.2	\$8.2
Tunnels	\$9.8	\$9.8	\$9.8	\$9.8
ITS	\$15.6	\$16.6	\$16.6	\$16.6
Road Equipment	\$21.5	\$21.0	\$21.0	\$21.0
Geohazards	\$9.7	\$9.7	\$9.7	\$9.7
Walls	\$5.7	\$5.7	\$5.7	\$5.7
Traffic Signals	\$9.2	\$8.2	\$8.2	\$8.2
Rest Areas	\$5.4	\$4.0	\$4.0	\$4.0
TOTAL	\$788	\$797	\$552.0	\$562.0
TOTAL MINUS BTE	\$635	\$635.00	\$370.0	\$370.0

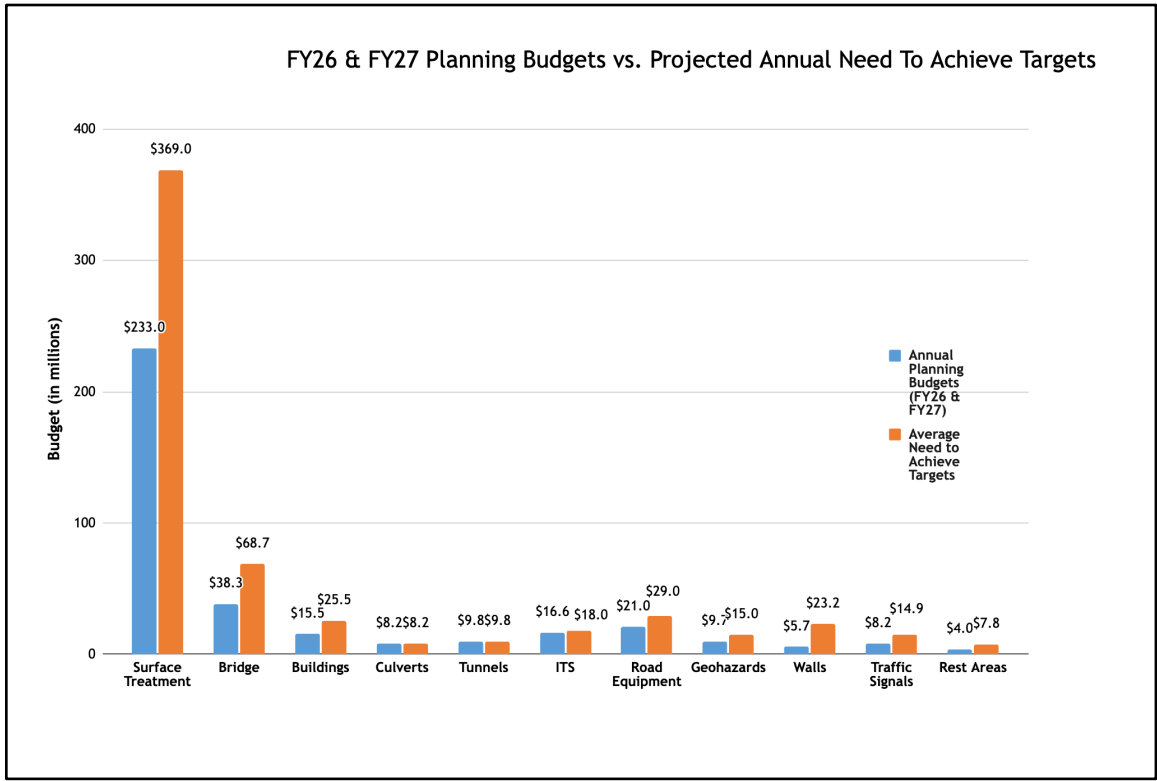
*Bridge and Tunnel Enterprise budgets represent forecasted revenue. Totals represent all BE revenues, much of which is appropriated to existing program commitments (e.g., Central 70, other debt service, etc.).

**MLOS budget to be established outside of TAM budget-setting progress starting in FY26.

The chart below shows the forecasted need to achieve performance targets for the asset programs in ten years versus the recommended planning budgets. Staff estimates a sizable difference between total available funding and the amount needed to reach CDOT’s performance targets – a roughly \$350 million per year deficit.

Chart 1: Recommended FY26 and FY27 Planning Budgets vs. Needs





*The Tunnels estimate represents the Tunnels planning budget, pending forecasting refinements.

Next Steps

1. Should the TC approve the recommended planning budgets and TAM CAP for fiscal years 2025-26 and 2026-27, staff will use these budgets to continue planning and developing the outer years of CDOT's rolling four-year program of asset-management projects.





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Department of Transportation

Asset Management Planning Budgets Adoption

(FY26 and FY27)

Page 156 of 269, Sept 14, 2022



Briefing Overview

- Approval of asset-management planning budgets for fiscal years FY26 and FY27.
- Per PD 1609.0, the Transportation Commission adopts the planning budgets and the TAM Cap about four years in advance to facilitate planning of asset rehabs, replacements, etc.
- “Actual” asset management budgets are established the year before they take effect using annual DAF budget process.

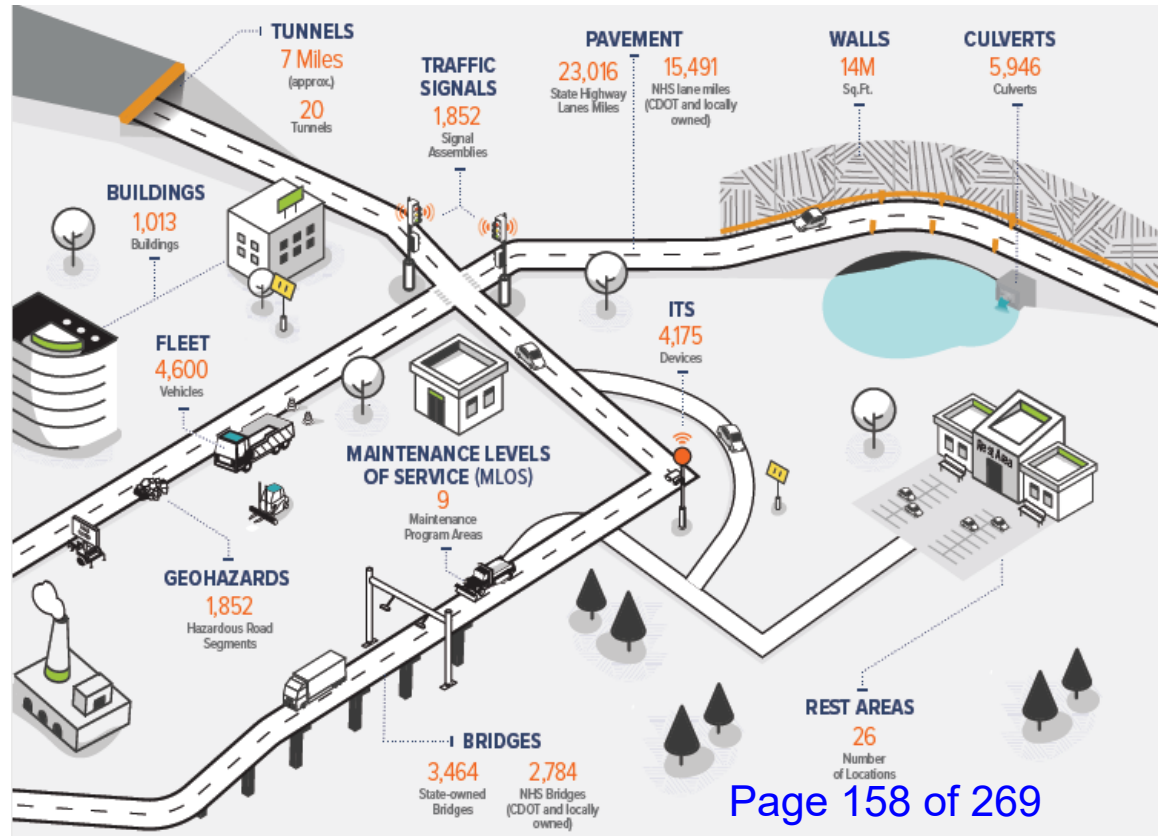




CDOT's Asset Classes

12 asset classes determined by Commission.

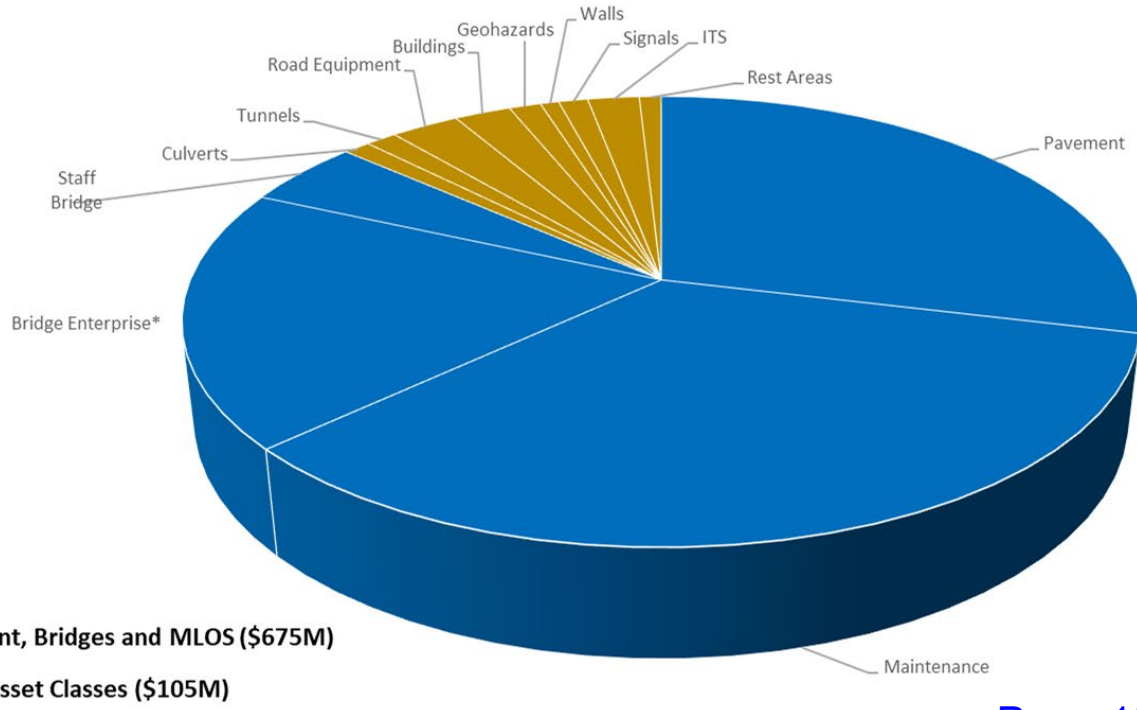
- Each asset class tracked for performance and given annual funding.
- Models forecast conditions for each class.
- The ~\$780M budget is a major piece of CDOT's total budget.
- Executive oversight committee proposes how to distribute funds among assets (except for Bridge and Tunnel Enterprise funds and MLOS).





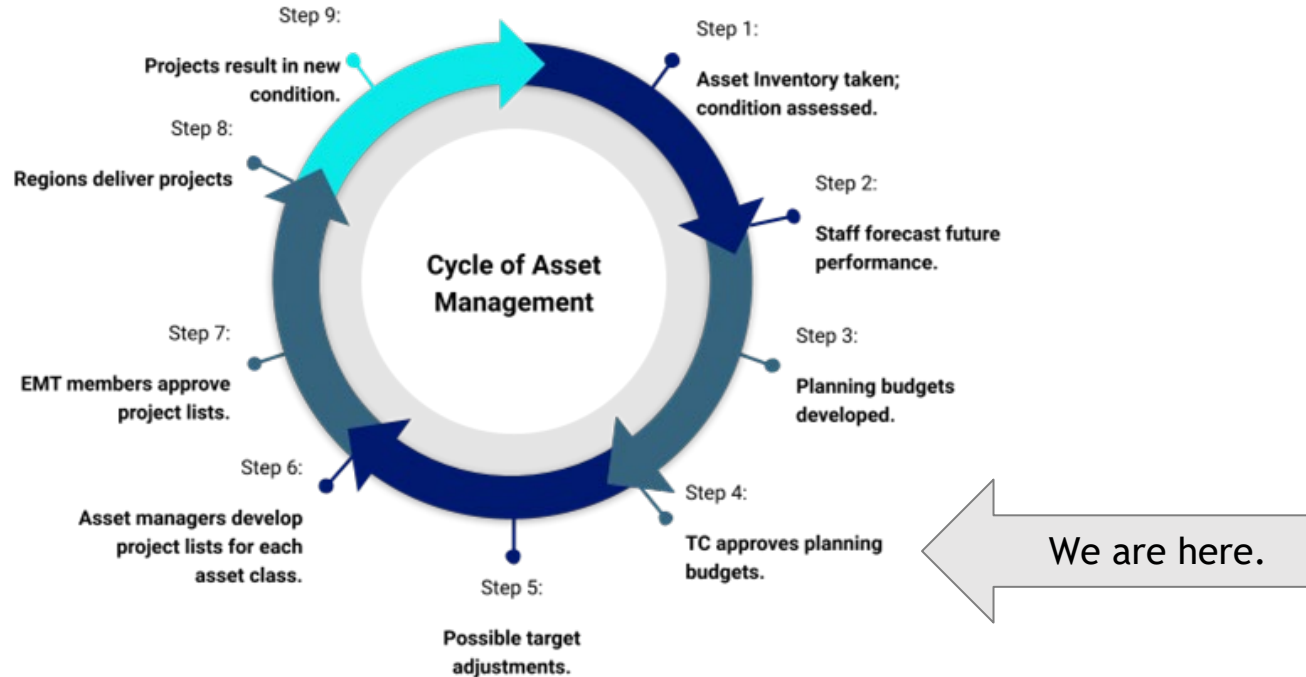
Funding Split

FY23 Asset Funding Distribution





Transportation Asset Management Investment Process





Budget-Setting Process

Budget recommendation developed using these steps:

- New forecast developed for each asset.
- Asset Managers submit budget request and justification.
- “State of the Assets meeting” provides overview of asset programs and sets stage for budget setting.
- Oversight Committee refines budget scenarios submitted by staff into final proposal.
- Proposal informed by performance targets and forecasts.
- Maintenance budgets now established outside of TAM program. Gives us the ability to better respond to inflationary pressures.





Budget History

Asset Class	Final Budgets										Planning Budgets	
	FY2013-14	FY2014-15	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25
Surface Treatment	\$238.8	\$235.2	\$235.9	\$252.1	\$231.4	\$225.4	\$222.0	\$223.2	\$223.3	\$224.6	\$225.6	\$229.0
Staff Bridge	\$58.4	\$53.3	\$40.0	\$36.6	\$43.2	\$25.9	\$32.6	\$27.0	\$37.3	\$37.3	\$38.3	\$38.3
Bridge and Tunnels Enterprise	\$115.5	\$114.9	\$124.1	\$126.6	\$112.2	\$116.2	\$117.4	\$120.2	\$125.3	\$145.3	\$152.6	\$162.0
MLOS	\$249.0	\$251.3	\$254.4	\$262.6	\$263.5	\$272.8	\$265.7	\$265.2	\$263.5	\$267.8	\$269.0	\$269.0
Buildings	\$11.3	\$20.8	\$12.9	\$21.4	\$17.5	\$20.2	\$17.6	\$18.1	\$16.7	\$17.8	\$17.0	\$15.5
Culverts	\$11.5	\$9.6	\$8.2	\$11.9	\$9.1	\$7.6	\$7.5	\$8.3	\$8.6	\$8.3	\$8.2	\$8.2
Tunnels	\$7.4	\$12.4	\$5.2	\$10.5	\$6.4	\$8.4	\$10.3	\$10.0	\$9.4	\$9.8	\$9.8	\$9.8
ITS	\$21.5	\$27.6	\$21.4	\$24.5	\$23.0	\$23.5	\$29.2	\$14.9	\$10.2	\$16.2	\$15.6	\$16.6
Road Equipment	\$20.9	\$20.9	\$18.4	\$26.4	\$23.0	\$26.8	\$22.1	\$21.6	\$22.0	\$21.5	\$21.5	\$21.0
Geohazards	\$9.0	\$9.1	\$9.2	\$11.8	\$8.5	\$8.4	\$9.7	\$12.3	\$10.1	\$10.0	\$9.7	\$9.7
Walls	\$0.0	\$0.0	\$2.4	\$10.2	\$4.6	\$4.6	\$5.1	\$5.5	\$5.4	\$5.8	\$5.7	\$5.7
Traffic Signals	\$0.0	\$0.0	\$5.7	\$16.9	\$12.6	\$14.8	\$14.6	\$15.1	\$12.5	\$9.2	\$9.2	\$8.2
Rest Areas	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.9	\$5.4	\$4.0
TOTAL	\$743	\$755	\$738	\$812	\$755	\$755	\$754	\$741	\$744	\$780	\$788	\$797
TOTAL MINUS BTE	\$628	\$640	\$614	\$685	\$643	\$638	\$636	\$621	\$619	\$635	\$635	\$635
TOTAL MINUS BTE and MLOS	\$379	\$389	\$359	\$422	\$379	\$366	\$371	\$356	\$355	\$367	\$366	\$366

Notes:

1. Increase in total TAM funding driven by BTE increases.
2. MLOS budget no longer set as part of TAM process.
3. Operations costs removed from ITS starting in FY22.
4. Rest Areas added in 2019, with funding to begin in FY23.



FY26 and FY27 Recommendation

FY26 and FY27 budgets held at FY25 levels, except for a \$4M increase in Surface Treatment.

Asset Class	Planning Budgets		Proposed Planning Budgets	
	FY2023-24	FY2024-25	FY2025-26	FY2026-27
Surface Treatment	\$225.6	\$229.0	\$233.0	\$233.0
Staff Bridge	\$38.3	\$38.3	\$38.3	\$38.3
Bridge and Tunnels Enterprise*	\$152.6	\$162.0	\$182.0	\$192.0
MLOS	\$269.0	\$269.0	TBD	TBD
Buildings	\$17.0	\$15.5	\$15.5	\$15.5
Culverts	\$8.2	\$8.2	\$8.2	\$8.2
Tunnels	\$9.8	\$9.8	\$9.8	\$9.8
ITS	\$15.6	\$16.6	\$16.6	\$16.6
Road Equipment	\$21.5	\$21.0	\$21.0	\$21.0
Geohazards	\$9.7	\$9.7	\$9.7	\$9.7
Walls	\$5.7	\$5.7	\$5.7	\$5.7
Traffic Signals	\$9.2	\$8.2	\$8.2	\$8.2
Rest Areas	\$5.4	\$4.0	\$4.0	\$4.0
TOTAL	\$788	\$797	\$552.0**	\$562.0**
TOTAL MINUS BTE	\$635	\$635	\$370.0**	\$370.0**
TOTAL MINUS BTE and MLOS	\$366	\$366	\$370.0	\$370.0

*Based on BTE forecast

**These totals will increase once MLOS budgets are determined.



Investments beyond Core Program

- **10-Year Plan**
 - Devotes approximately 50% of new funding toward improving condition of roads, bridges, and other assets.
 - Includes **\$940 million** for rural roads.
- **Federal IIJA opportunities**
 - Small increase in formula funding.
 - New discretionary grant opportunities
 - Bridge Improvement Program
 - PROTECT





Issues to Monitor

- Inflation:
 - Example: a snow plow that cost \$249,000 in FY20 will cost more than \$400,000 next year.
- Interstate Maintenance Penalty
 - Approaching 4% “poor.” Exceeding 5% triggers federal restrictions.
 - I-76 - \$2.4 million diamond grind will address over 40% of our poor interstate lane miles.





Next Steps

- September TC-Adoption or modifications of recommended planning budgets for FY26 and FY27.
 - Staff will use planning budgets to finalize development of FY26 and FY27 project lists.
- November TC - Staff will present new asset management plan and “game plan” for moving forward.





Questions?



Policy Directive 14 Performance Measures

Asset	Measure	Target	Current Performance
Pavement	Percentage of State Highway System with High or Moderate Drivability Life	80% or more	79%
Bridge	Percentage of CDOT-owned bridges in poor condition	<10%	5.6%
Maintenance	Statewide Levels of Service (LOS) grade	B-	C-
Snow and Ice Removal	Level of Service grade	B	C-
Buildings	Percentage rated "C" or better	85% C or better	49%
ITS	Average percentage of expended life	90% or less	70%
Fleet	Average percentage of expended life	75% or less	69%
Culverts	Percentage in poor condition	5% or fewer	5.4%
Geohazards	Percentage of segments at or above risk grade "B"	85% or more	70%
Tunnels	Percentage of tunnel-network length with all elements in equal or better condition than a weighted-condition index score of 2.5	75% or more	44%
Traffic Signals	Percentage of infrastructure in severe condition (dollar-weighted)	2% or less	7%
Walls	Percentage, by square feet, in poor condition	2.5%	3.5%
Rest Areas	Percentage rated "C" or better	90% C or better	63%

Proposed Resolution # 17

Adoption of Fiscal Years 2025-26 and 2026-27 Transportation Asset Management Planning Budgets.

Approved by the Transportation Commission on September 15, 2022.

WHEREAS, § 43-1-106 (8)(a) C.R.S. gives authority to the Transportation Commission of Colorado (“Commission”) to formulate general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

WHEREAS, Policy Directive 1609.0 “Transportation Asset Management” establishes the guiding framework of the Transportation Asset Management Program within the Colorado Department of Transportation (“Department”); and

WHEREAS, the purpose of asset management is to achieve and sustain a state of good repair for the Department’s assets over their life cycles at a minimum practicable cost; and

WHEREAS, Policy Directive 1609.0 defines the Transportation Asset Management Cap (“TAM Cap”) as the sum of the annual planning budgets for assets in the Transportation Asset Management Program; and

WHEREAS, the Department maintains twelve (12) Asset Classes in the Transportation Asset Management Program, which include: Pavement, Bridges, Tunnels, Buildings, Fleet, Intelligent Transportation Systems, Rest Areas, Culverts, Walls, Signals, Maintenance Levels of Service, and Geohazards; and

WHEREAS, the Department develops planning budgets for all asset classes except Maintenance Levels of Service approximately four (4) years in advance so that Headquarters and Region asset managers and other staff can more efficiently plan projects to further the Department’s performance goals; and

WHEREAS, Policy Directive 1609.0 establishes that the Commission adopts annual planning budgets for each asset class, as well as the “TAM Cap,” by resolution; and

WHEREAS, the Department proposes a TAM Cap of \$370 million for CDOT Fiscal Year 2024-25; and

WHEREAS, the Department proposes the following annual planning budgets for the asset classes for fiscal years 2025-26 and 2026-27.

1. Pavement	\$233 million
-------------	---------------

2. Staff Bridge	\$38.3 million
3. Fleet	\$21 million
4. Intelligent Transportation Systems	\$16.6 million
5. Buildings	\$15.5 million
6. Tunnels	\$9.8 million
7. Geohazards	\$9.7 million
8. Culverts	\$8.2 million
9. Signals	\$8.2 million
10. Walls	\$5.7 million
11. Rest Areas	\$4.0 million
Total/TAM Cap	\$370 million

NOW THEREFORE BE IT RESOLVED, the Commission adopts the above annual planning budgets and TAM Cap of \$370 million for CDOT Fiscal Years 2025-26 and 2026-27.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

DRAFT Transportation Commission (TC) Meeting Minutes

Workshops – Wednesday, August 17, 2022, 12:00 pm – 4:00 pm, Virtual via Zoom Meeting

Recording (YouTube): <https://www.youtube.com/watch?v=AOyypPCVvzw>

Call to Order, Roll Call – 00:00:02

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

1. FY 2022 - 2023 Budget Workshop (Jeff Sudmeier and Bethany Nicholas) –00:13:43

Purpose & Action: To discuss the establishment of a Capital Construction Cost Escalation Fund to ensure sufficient funds are available to address recent cost escalation in capital construction projects without causing undue delay to projects. No action required. Staff will return with a proposal for approval in September or October.

Discussion Summary:

- Funds are to come from the TC program reserve balance, federal redistribution, and revenue reconciliation. Potentially will reserve \$60-80 million.
- Regions should attempt to use all the funds available to move projects forward. This fund would be to supplement Inflation that has gone up an inordinate amount since these projects were first scoped, and establish contingency plans/and provide funds, for projects that can't keep up with rising costs. Have funding available so that projects are not delayed.
- With many projects the option to reduce the scope to help with rising costs cannot always happen, so this fund will take care of filling that gap.
- This proposal for this fund is to have an accelerated approval and vetting process with a monthly report on how those funds are distributed.
- These funds would not be limited to 10-year plan projects.
- This will be reviewed in either September or October as part of a budget amendment package.

2. 10-Year Plan Update (Commissioner Stuart, Rebecca White, Jessica Mykleburst, Heather Paddock) –00:40:25

Purpose & Action: The purpose of this workshop was to discuss the draft, updated 10-Year Plan, specifically notable project changes for regions 1 and 4. No action at this time is needed. This item is for discussion purposes only.

Discussion:

- The biggest change for Region 1 included the Burnham Yard Acquisition project, as funds from that project have been moved to fund other projects.
- Region 1 pedestrian safety was discussed (bike and ped). Region 1 will be adding bike and pedestrian initiatives and improvements.
- Scoping and safety recommendations will be added in December.

- Projects are being planned and prioritized. All projects cannot take place at the same time for logistical reasons.
- The 10-year plan is a dynamic document that will be updated and changed as funding comes in and priorities change.
- Regarding safety in region 1, a new liaison for Multimodal Planning has just been hired, Carrie Tremblatt, and will be involved in the beginning scoping stages of new projects. Also, the bicycle and pedestrian program has new projects coming up that will take this into account.
- \$100 million will go towards a bridge reconstruction project in segment 5 of Region 4.

3. CDOT Greenhouse Gas (GHG) Compliance Update (Commissioner Hickey, Rebecca White and Theresa Takushi) – [1:33:03](#)

Purpose & Action: This workshop intended to provide an overview of the compliance strategy for CDOT to meet the GHG Pollution Standard (GHG Planning Rule). No action is required.

Discussion:

- Projects outside of the mitigation measures will be brought into the model to fine tune the modeling.
- A Regionally Significant Project does not imply an MPO or non-MPO project.
- Focused on preliminary model results for 2025 and 2030 as these projects are more detailed at this time and there is more information to model from.
- New modeling reflects changes that had to be made in the post-covid world with more work occurring from home.
- Mitigation measures concerning the built environment and the focus of these measures were discussed as well as the methods used for projecting and calculating GHG emission reductions.
- CDOT's role in infrastructure projects will involve a process to ensure new and existing infrastructure have access to multimodal options.
- Mitigation measures proposed for 2030 were discussed: Transportation Demand Management (TDM) Grant Program, Electrification of Heavy-Duty Vehicles, Transit Strategies: Bustang Expansion and Rural Transit Recovery, and three roundabout projects identified for Region 4.
- The 2040 and 2050 approach was presented which included future scenario assumptions.
- Commissioners have 30 days to read and approve the DRCOG and NFR GHG Transportation reports, The CDOT GHG Transportation Report and the updated 10-Year Plan.

4. Colorado Investments in Wildlife Crossing Infrastructure - A True Win-Win for Wildlife and Motorist Safety (Commissioner Vasquez, David Ellenberger, and Tony Cady) – [02:43:00](#)

Purpose & Action: Commissioner Vasquez requested an update on Colorado's efforts to address Wildlife Vehicle Collisions and improve wildlife habitat connectivity. The Pew Charitable Trust, one of Colorado's partners in this effort, joined the conversation to provide a briefing on the need for wildlife infrastructure investments in the state, highlight key projects that have been completed, and discuss funding provided by SB22-151. This workshop was an informational briefing and potential request for a future Resolution. Information was presented to the Commission on CDOT's efforts to address Wildlife Vehicle Collision issues across the State. Additionally, as CDOT staff works with our stakeholders defined in SB22-151 to develop a plan to expend the Wildlife Mitigation Funding provided within that legislation, staff will return to the Commission with a Resolution asking for Commission support for the decisions made by the stakeholder group.

Discussion:

- David Ellenberger presented information about wildlife friendly transportation infrastructure across the US and the costs that arise each year due to wildlife collisions on Colorado roadways.
- SB22-151 has provided \$5 million to be distributed towards this issue.
- Tony Cady, CDOT Region 5 Environmental Programs Manager, presented on Colorado’s investments in wildlife crossing and how the funds from SB22-151 could be used in the future.
- Colorado is in a leadership position regarding wildlife road safety and infrastructure. CDOT has a great program called “Watch for Wildlife”.

5. CDOT Workforce Staffing and Housing (John Lorme and David Fox) –03:26:35

Purpose & Action: To provide a briefing on the Division of Maintenance and Operations (DMO) assessment of CDOT’s hard-to-staff entry-level maintenance essential positions and to discuss the resulting proposed courses of action for advancing workforce housing projects. This workshop was an informational briefing, decision items that support this will be submitted as budget amendments later in the fiscal year.

Discussion:

- Colorado has grown significantly, but staffing has not kept up with growth (currently there are 283 vacancies).
- Civil staffing suffers due to low entry level pay and scarcity in affordable housing.
- CDOT has addressed these issues with a multi-faceted approach including training programs, professional development, salary and bonus increases, workforce housing programs and a new college course program.
- Types of housing included in this program are a mix of studios, 1-bedroom and 2-bedroom facilities.
- Importance is placed on giving workers the ability to change to different types of housing through different phases of their lives.

6. PD 14 Scorecard (William Johnson and Jacob Kershner)- 4:05:36

Purpose & Action: To report on progress made towards achieving Policy Directive 14.0 (PD-14) performance objectives for the Safety, Asset Management, and Mobility goal areas. The requested action is for the TC to review progress towards achieving the PD-14 performance objectives in preparation for the annual budget setting process. The TC reviews the performance of PD-14 objectives to determine if there is a need to modify objectives or realign resources. At this time, staff does not request any adjustments to the PD-14 performance objectives.

Discussion:

- CDOT’s performance landscape is basically the Commission’s performance measures and targets. The COVID pandemic was not initially considered when establishing targets.
- Within the PD-14 framework, CDOT is currently at the ‘track outcomes’ stage.
- Presentation on Safety data along with trends and how well each target was met. There are funding sources being used to improve safety in projects throughout the state and a new line item for safety funding that did not exist in past plans.

Workshops concluded at 5:46 pm

Regular Meeting - Thursday, August 18, 2022, 9:00 am to 10:30 am

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

1. Call to Order, Roll Call

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

2. Public Comments – [Video link 00:00:15](#)

Written Comments:

Daniel P. 8/8/22

Hello, for years I have been an adamant supporter of raising the gas tax, and taxes in general, for use on the highways in Colorado. Recently I have noticed nice, shiny new buildings and vehicles for CDOT, with little improvements in the roads. One example-I-270 between I-70 and I-25. I was using it yesterday, Sunday, and it was a parking lot just like it is during the week. A relatively easy fix by installing another lane in each direction. However, I know what will happen is you will have a toll lane installed in each direction, by a private company. I will no longer be supporting any new taxes to fund you. I used to think how ridiculous it was to not support a small increase in taxes to help our roads, but I now understand. When the dollars go towards new buildings and vehicles, and new lanes are toll lanes, I now agree you can live on what you're getting now. By the way, I read the new I-70 project had major flooding Sunday evening.

Live Commenters:

1. Danny Katz, Colorado Public Interest and Research Group (CoPIRG)
Thank you to you all the work you are doing. Increased highway capacity leads to more pollution. Congestion problems seen along roadways - there is a need to increase transportation options along the roadway, and increase connectivity to communities, and to broaden approaches for transportation. There is no need for more cars on the interstates. Need to consider how we focus on safety, and focus on operational improvements.
2. Alana Miller, Climate and Clean Energy Program Director, Natural Resource Defense Council expressed strong support to cancel I-25 expansion and shift resources to bus rapid transit (BRT) and other multimodal transportation options. Transportation is the leading source of climate pollution in the state and the leading source of dangerous air pollution. We also know that traffic, noise and air pollution along our highways and roads disproportionately impacts communities of color and low- income communities, and at the same time the state has science driven climate goals to reduce carbon emissions and a mandate from the federal government to address air pollution. Expanding highways and roadways is incompatible with those goals. We have also found numerous surveys showing that people are for more transportation options. For example, Denver has been engaging thousands of residents in Denver Moves Everyone, to create a vision for transportation in 2050. Overwhelmingly, Denverites have said they want equitable communities and networks of strong neighborhoods, and that they are eager to have safe multimodal connections, and action on health and climate concerns. Removing the expansion of I-25 through Central Denver and focusing on bus rapid transit, on safety, and on multimodal improvements helps fulfill the vision of Denverites and other communities. A deep commitment to BRT can help today and in the future. Fast reliable public transportation is one the most effective tools we have to act on climate, and provide

access to affordable transportation. This hope is that the Commission also supports this approach.

3. Shelley Kaup, Glenwood City Council, has concerns about the climate crisis and is relying on the TC's help to address this. The climate is changing our world with record-breaking increased heat throughout the world. Colorado and western states are experiencing ongoing drought at crisis level to allocate water from the Colorado River basin. Glenwood Springs has experienced increases in wildfires, and decreased river flows that impact the fishing and rafting industries. Also concerned about emergency evacuations in the event of future wildfires. The stakes are high, and your work is critical to reducing GHG emissions necessary to protect and preserve the Colorado way of life. Many communities like Glenwood Springs are facing a secondary crisis, a housing and affordability crisis. We recognize that smart land use goes hand in hand with intermodal connected transportation, including walkable and bikeable local community connections. Your GHG Rule compliance plan recognizes the benefits of smart land use. CDOT has a great reputation of promoting Complete Streets and Transportation Demand Management (TDM) strategies. Shelley was excited by the Westward Three project being awarded the Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant money. Glenwood Springs hopes to be a model as a community working to reduce GHG emission, and is working with RAFTA. CDOT's work in equity is supported. Urged CDOT to make equity mitigation a high priority in the upcoming months. Thank you. The work CDOT is doing is important for Colorado and a model for other states.
4. Jonathan Godes, Mayor of Glenwood Springs, provided a public comment on the 10-year Plan and thanked CDOT for work in GHG emissions reduction. Jonathan is proud that Glenwood Springs is used as an example of the impact TDM strategies can make. The creation of the Glenwood Springs Transportation Management Association is anticipated to reduce 1,157 tons of GHG emission from Glenwood Springs, it helps Glenwood Springs meet their GHG reduction goals, improves air quality, and enhances transportation for the city. The approach to the GHG reductions cannot be a piecemeal town by town approach. To ensure local communities adopt mitigation plans, CDOT is strongly encouraged to fund public education campaigns to encourage compliance with GHG Rules to encourage adoption of mitigation strategies. Glenwood Springs is a poster child for climate change. Wildfires closed I-70 for weeks. Last summer a 500-year rain event during peak of summer occurred. These are costly for a small community to address. Glenwood Springs has a goal of 100% renewable energy now. Transportation is the largest sector creating GHG emissions. Thank you to CDOT for your leadership on this important matter.
5. Emily Baer, Town of Erie Trustee, the 10-Year Plan is vitally important if the state is to meet its GHG emission reduction goals. Want to emphasize the importance of getting this plan right for the town of Erie and their constituents. The town of Erie has a robust air quality monitoring program. Erie's air quality is impacted by several factors such as ozone, particulate matter, air toxins, and GHGs. Erie bears the impact of both I-25 and US 287, as well as CO SH 7, and other regional traffic corridors. Commuting to Denver from Erie decreases air quality. Unless there are serious investments in transportation infrastructure in Erie, the problem will not be resolved. Pleased with improvements to the 10-Year Plan with revisions, and the recognition of land use as part of mitigation strategies. Supports voluntary local community participation in the mitigation strategies. Local communities make land use decisions, but an investment in transportation infrastructure is also needed. The partnership between communities and CDOT can serve as a model for finding real solutions to reducing GHG emissions and improving air quality. Erie also wants to address equity in transportation planning and land use. Erie recognizes past practices of polluting in disproportionately impacted (DI) communities and

health risks of past transportation system decisions. These DI community members need to be more involved in problem solving. Currently the CDOT Mitigation Action Plan has not identified the amount of funding that will go to mitigation efforts and equity analysis. Emily requested more accounting be included in the plan for this.

6. Matt Salka, La Plata County Commissioner, the County Broadband Committee met with Bob Fifer, CDOT ITS Branch Manager, regarding the Wolf Creek projects. Contracts for Fiber are a concern. The meeting generated more questions than provided answers and, there is a lack of transparency which is a concern. A concern is that taxpayers are paying twice for broadband infrastructure. No request for proposal (RFP) process is required. Communities are resorting to building their own infrastructure. At the August 4, 2022 meeting we asked for clarification on use terms on state-owned fiber. Broadband is important to rural communities. The governor's goal of 99% coverage by 2027 should be honored. We need clarity on the process to gain fiber access and use with CDOT.
7. Tom Easley, Colorado Communities for Climate Action, appreciates the innovative work on GHG emission reduction. His group is focused on land use impacts on transportation. Smart growth goes hand in hand with transportation and housing that both influence GHG emission levels. Changes for local governments to make smart choices can be difficult. Need incentives to encourage participation. Colorado Communities for Climate Action members want to help CDOT and collaborate and coordinate to structure incentives and identify methods to account for land use policy compliance. The intent is good but does not go far enough. Thank you again for hard work and leadership.
8. Colin Laird, Carbondale Board of Trustees Member, offered support for the 10-Year Plan and GHG Mitigation Plan. One measure is supporting rural transit. Interested in CDOT's thinking and focus on multimodal options. These changes would increase safety and reduce GHG emissions. Roaring Fork Transportation Authority (RFTA) serves Carbondale. Recognizes land use decisions impact GHG emission levels. Transit Oriented Units were approved recently in Carbondale. The challenge is if people can cross the highway without a car. Rockslides are also in the news nightly. Concerned with DI communities. There is a county consortium to increase renewable energy use, and to assist low-income residents, and increase solar energy production. Looking forward to working with CDOT on these matters.

3. Comments of the Chair and Individual Commissioners – [Video link 00:28:28](#)

- Several Commissioners expressed their appreciation to the people attending TC meetings to share their public comments.
- Several Commissioners expressed their concerns pertaining to safety concerns, and the need to be innovative and practice defensive driving to address this concern.
- Commissioner Garcia - Attended the US 160/US 550 ribbon cutting ceremony with tribal members also attending; attended the meeting on regional broadband in La Plata County.
- Commissioner Hall - Grand Junction area event for US 50, with Executive Director Lew present was quite fun. The Redd Hill Pass project improvements are coming along well. Expressed excitement associated with the Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant awarded to the Westward Three project improving transit for Grand Junction, Glenwood Springs, and the Rifle area. Recognized maintenance workers and all the important work they do in her district.

- Commissioner Hart - Appreciated the GHG Rule Compliance Workshop. Observed the substantial increase in aggressive drivers on the road and safety concerns associated with this behavior. Commissioner Hart was involved in a crash with a big truck, but luckily was not injured.
- Commissioner Beedy - The Transportation Legislative Review Committee discussion that included changing Move Over laws to include all vehicles pull over, addressing limited room for cars and trucks to share roundabouts, truck safety videos are being developed regarding use of runaway truck ramps, as 92% of ramp users are out-of-state drivers, issue with construction zones not allowing for oversized vehicles, and the need to work with the Freight Branch when roads close to ensure oversized loads are accommodated.
- Commissioner Stuart - Managed lanes on I-25 North Segments 5,6,7, and 8. Brings GHG emission reduction and bring transit service, and segment managed lane Segment 2 at I-25.
- Commissioner Adams - Pleased with the recently signed inflation reduction bill. Maybe not nearly enough, but a step in the right direction. Agrees with concerns for climate issues.
- Commissioner Hickey - Appreciates the way the 11 Commissioners work together to discuss transportation issues comprehensively.
- Commissioner Bracke - recognized Heather Paddock and Region 4 for their response to the Weld CR 34 bridge strike which resulted in a fatality. the North Front Range MPO was thanked for hosting a TDM webinar. Recognized Executive Director Lew and Rebecca White for their participation on the Bicycle Colorado Panel regarding work on the 10-Year Plan and GHG Rule. August is transit fare promotion month in an effort to improve air quality and discounted transit fares. Other free fares offered elsewhere.
- Commissioner Stanton - Attended the important meeting of accounting and efficiency led by Andy Karsian. Recognized William Johnson, Jacob Kershner, and San Lee for the Policy Directive 14 reporting presentation workshop. Thanked Commissioner Beedy for his focus on freight.

4. **Executive Director's Management Report (Shoshana Lew)** – [Video link 01:00:27](#)

- Attended the US 50 Wildlife Crossing Ribbon Cutting event.
- Attended the “Delta Dip” project. This stretch of road was badly in need of a revamp, which was a structural issue not pavement.
- CDOT will continue to be committed to the rural paving program with a 25% set aside for rural paving projects, where roughly 600 miles of rural roadways are repaved per year. It is not enough, but reinforced that CDOT is not wavering in its commitment to this program.
- Recognized Region 2 for doing great work, attended a project ribbon cutting. There is good consistent work happening in the Region.
- Commended the CDOT maintenance team for their work. Last month, CDOT was sending folks across the state to Glenwood Canyon. John Lorme was recognized for organizing this work event. As a result, CDOT repaired over 4,000 feet of guardrail.
- CDOT has had success in receiving federal grants. CDOT is receiving IIJA dollars to fund projects. Received almost full request for the Westward Three project that will improve transit on the Western Slope between Grand Junction and Glenwood Springs. Alamosa and Pueblo also received grant funds.
- Over 35 million of grant money went to the Summit Stage to electrify their fleet.

5. **Chief Engineer's Report (Steve Harelson)** – [Video link 01:07:05](#)

- Did research on options for green Concrete - legislature passed a bill to track GHG emissions of construction materials, and the biggest one is concrete. Creation of traditional concrete releases carbon dioxide into the air. Pozzolans are an option explored that don't result in carbon dioxide production. Slag concrete is a sulfide or carbonate concrete. Conducted research on the use of slag

for concrete production that resulted from zinc mines in Leadville. Learned that the concrete industry is working overtime to solve this problem, which is good news.

- The recommended book of the month is De Re Metallica by Georgius Agricola.
- Commissioner Stanton noted a green building material workshop for the TC is in the works in the next couple of months.

6. Colorado Transportation Investment Office (CTIO) (Formerly HPTE) Director's Report (Nick Farber) – [Video link: 1:16:01](#)

- CTIO Board meeting discussed the Mountain Express Toll Lanes enforcement rules that went into effect last Sunday. CTIO staff working on business rules to be approved by the Board shortly. Fines for using the Mountain Express Toll Lanes when they are not open or using prohibited vehicles will start on November 1, 2022.
- A budget amendment was approved by the Board for CTIO to start replacing legacy E- 470 tolling equipment, and for a transportation planning study to start next month.
- CTIO Board also discussed future staffing needs. We have six operating segments now and plan to have 10 operating segments by the end of 2024. Staff will bring a proposal to the Board in the next few months.
- Evaluating the ROADIS proposal to provide express lanes on I-25 from Denver to Fort Collins. Six meetings have been held with the review team to discuss this. A list of roughly 40 questions for ROADIS has been submitted to them for written response to be received in early September. A decision is anticipated to be made in the next three months.
 - a. Commissioner Bracke asked what the subsequent decision steps are in the ROADIS process in relation to the CTIO Board and the TC. The review team has scored the proposal. Next, we will review responses internally, and then decide whether or not to move forward. If we move forward, this will be brought to CTIO Board for approval. Then a competitive process in compliance with the P3 manual guidance will occur. There will be a role for the CTIO Board and the TC if it goes to a competitive process.

7. FHWA Division Administrator's Report (Andy Wilson) – [Video link: 1:18:11](#)

- Last week FHWA held an Unmanned Aerial Systems (UAS) (drones) Peer Exchange. Evaluating better transportation-related uses for them moving forward. Folks involved included Utah DOT, CDOT, New Mexico DOT, consultants, CU Denver, USGS and FHWA. The participants evaluated drone use for bridge inspections, incident management, emergency, surveying, wetlands, and water quality issues. It was a great event.
- A Traffic Incident Management Workshop held last week was hosted by CDOT and Colorado State Patrol (CSP). Multiple first responders attended. The focus was on how to increase safety, get in and get out of the site of an incident, and understand what responders need and responsibilities of the involved parties. It is a huge safety benefit to get in and out of the crash scene quickly. Reducing road closure times decreases the potential for secondary incidents significantly.
- FHWA does a risk assessment every year to see where to focus their efforts. Pavement condition and issues on interstates is a focus for this year. Although it is exciting to see the rural paving investment, Colorado is under investing on interstates in rural areas, and investment are lower compared to our neighboring states. We are getting closer, but still the trend is in the wrong direction. The rural interstate facilities are older. Parts of the system are high-cost to maintain, like Glenwood Canyon. The tunnels have the same issue. There is not a simple solution. This comes out as high on our FHWA risk list.

8. Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski) – [Video link: 1:25:53](#)

- Working on a new STAC, which has meetings scheduled on the first Thursday of every month.

- Herman Stockinger mentioned grants open for applications. He also mentioned that the GHG Rulemaking Hearing is scheduled for September 2, 2022 at 10:00 am.
- An Environmental Justice and Equity Branch presentation was given by the Branch Manager, Marsha Nelson, which was a great presentation. One question was - Is there an opportunity for CDOT to coordinate with local agencies on equity issues? The response was yes. Local agencies often have better relationships with local communities and business organizations than CDOT, so tapping into these entities is an important part of collaboration. Another question was - Is there a project metric to determine the level of Environmental Justice a given project includes? The response was also, Yes. The metric is currently in the development stage. In addition, the question of - What does the transportation equity training for CDOT staff entail? The response was that there has been work completed previously at CDOT to define equity and we are in the development stage for the metric. What does equity mean from a global perspective? The answer was that the branch is hoping to develop training that helps decision makers see the inequities in transportation decisions and how to identify solutions to resolving these inequities. North Front Range MPO has a new Diversity, Equity and Inclusion Board that is happy to share expertise with CDOT and work with the new Branch.
- The GHG reduction program and the 10-year Plan are coming up for TC approval in September. The next step is to go over with STAC the full 10-Year Plan also in September.
- An election for the STAC Chair and Vice Chair is coming. The election is due to occur at the October STAC in-person meeting. Vince Rogalski and Heather Sloop are both up for re-election.

9. Discuss and Act on Consent Agenda – [Video link: 1:32:06](#)

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

- Proposed Resolution #1: Approve the Regular Meeting Minutes of July 21, 2022 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)
- Proposed Resolution #3: Maintenance Projects (M-Projects) \$150k-\$250k List (Tyler Weldon)
- Proposed Resolution #4: Disposal: I-25 parcels 4-EX, 6-EX, 8-EX and 9-EX (Richard Zamora)
- Proposed Resolution #5: MMOF Match Reduction Request (Rebecca White and Michael Snow)
- Proposed Resolution #6: SB 37 Rail Abandonment 2022 Annual Report (Amber Blake and David Singer)
- Proposed Resolution #7: FTA 3-year DBE Goal for FFY 2023-2025 (Marsha Nelson)

10. Discuss and Act on Proposed Resolution #8: 2nd Budget Amendment of FY 2023 (Jeff Sudmeier and Bethany Nicholas) – [Video link: 1:32:48](#)

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

- \$1 million of TC contingency funds to cover Weld CR 34 re-opening.

11. Other Matters – [Video link: 1:34:31](#)

- Region 2 Trash Collection (Richard Zamora)
 - The Region 2 cleaning event occurred in April. Region 2 hosted this event near Earth Day. Region 2 was experiencing an uptick in complaints about trash along the highways.
 - Region staff asked folks in the Region to pitch in; this work is normally done by the maintenance team, but it became an all-hands-on deck event with volunteers. Region 2 came together as “One CDOT” group. Richard was impressed by the response of 130 volunteers, including Herman Stockinger.
 - The cleanup included trash pickup along I-25, US 24, US 285, US 50 - a broad area, and safety was made a top priority.
 - Region 2 picked up over 3,000 bags of trash, unfortunately this was only a drop in the bucket. Will plan to continue this type of work with multiple events.

- Got a lot of good comments from the public and received many thank yous.
- Positive feedback was received from the Press. Good conversations with local partners and participation of local governments happened, it was a great team building exercise.
- Three event coordinators were recognized, including: Michelle Puelen, Jeff VanMatre, and Neil Mauch.
- Commissioners noted that they want to be invited to future events like this.

12. Meeting Adjourned: 10:35 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: September 1, 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





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER
DATE: SEPTEMBER 15, 2022
SUBJECT: RELEASE OF SLOPE EASEMENT SE-10

Purpose

CDOT Region 5 is proposing to release Slope Easement (SE-10) of project NH 1601-036 that is no longer needed for transportation or maintenance purposes. The release will unencumber the land for the underlying property owner.

Action

CDOT Region 5 is requesting a resolution approving the release of SE-10 that is no longer needed for transportation or maintenance purposes.

Background

Slope Easement SE-10 was acquired in 1997 as part of project NH 1601-036. Slope easements are acquired to guarantee the stability of the highway improvements. CDOT did not pay any money to acquire the slope easement. The slope easement contained language that said it would remain in effect until the Grantor brought the grade to a level that would intersect the right of way line. The adjoining landowner to the east has modified the embankment so that SE-9 and SE-10 are no longer needed for maintenance of a slope. The adjacent, larger, SE-9 was released in 1999. The successor to the Grantor requested that SE-10 be released in June of 2022. Region 5 has determined that the highway improvements are safe as result of modification to the embankment, and the easement is no longer needed for transportation purposes.

Next Steps

Upon approval of the Transportation Commission, CDOT will execute a “release of slope easement” and the easement will be extinguished.

Attachments

Exhibits Depicting SE-10



721720

EXHIBIT "A"
PROJECT NUMBER: NH 1601-036
PARCEL NUMBER: SE-10
PROJECT CODE: 10575
DATE: November 12, 1996

A slope easement No. SE-10 of the Department of Transportation, State of Colorado, Project No. NH 1601-036, containing 0.007 hectares (0.019 acres), more or less, in Section 25, Township 35 North, Range 10 West, New Mexico Principal Meridian, La Plata County, Colorado said slope easement being more particularly described as follows:

Commencing at the North Quarter Corner of said Section 25. Monumented by a found 7" X 8" stone, whence the Northwest Corner of said Section 25, monumented by a found 2.5" G.L.O. brass cap in mound of stone bears North 89°56'54" West, a distance of 772.277 meters (2533.71 feet);

Thence North 89°56'54" West, a distance of 221.385 meters (726.33 feet), along the northerly line of said Section 25, to the northerly right-of-way line of State Highway 160;

Thence South 71°14'12" West, a distance of 10.605 meters (34.79 feet), along said northerly right-of-way line;

Thence South 76°53'23" West, a distance of 34.298 meters (112.53 feet), continuing along said northerly right-of-way line;

Thence South 70°33'33" West, a distance of 35.767 meters (117.35 feet), continuing along said northerly right-of-way line;

Thence South 70°19'04" West, a distance of 32.306 meters (105.99 feet), continuing along said northerly right-of-way line;

Thence South 69°18'31" West, a distance of 20.216 meters (66.33 feet), continuing along said northerly right-of-way line;

Thence South 65°13'19" West, a distance of 42.104 meters (138.13 feet), continuing along said northerly right-of-way line to the POINT OF BEGINNING;

1. Thence South 70°50'57" West, a distance of 23.406 meters (76.79 feet), continuing along said northerly right-of-way line;
2. Thence North 56°49'31" East, a distance of 26.411 meters (86.65 feet), to the easterly line of a parcel of land as described at Reception #539436 of the La Plata County records;
3. Thence South 00°02'13" East, a distance of 6.774 meters (22.22 feet), along said easterly line to the POINT OF BEGINNING.

Containing 0.007 hectares/74.9 square meters (0.019 acres/806 square feet), more or less.

The purpose of the above described Slope Easement is for the construction and maintenance of a roadway slope.

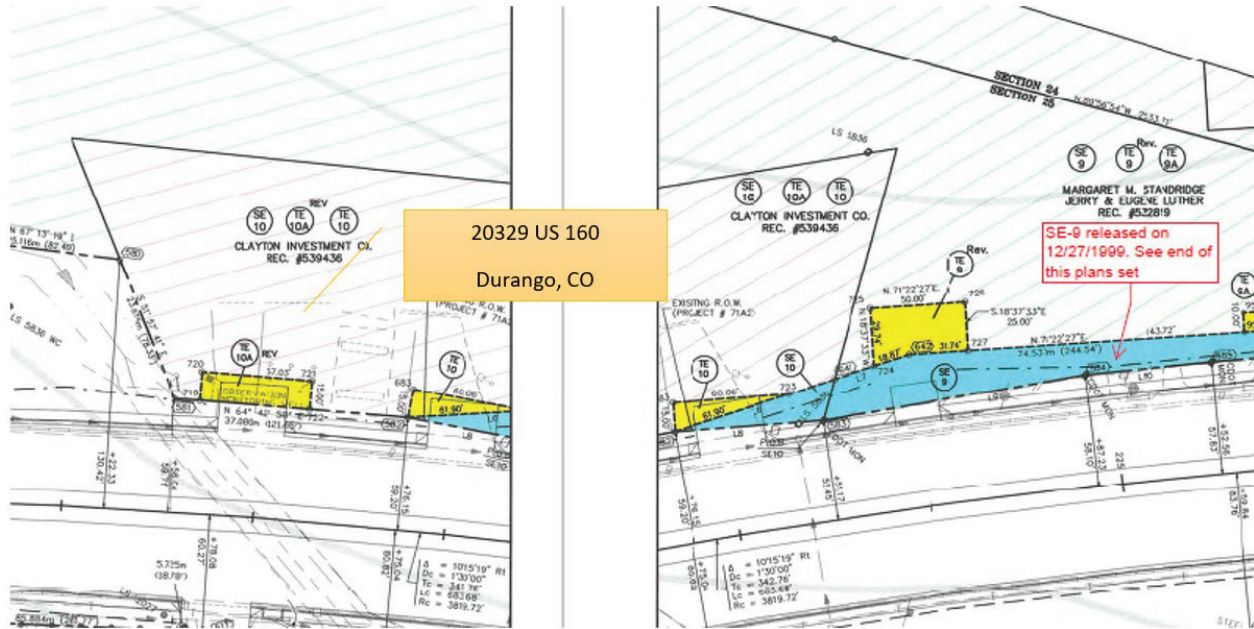


 For a _____, Behalf of
 WESTERN STATES SURVEYING, INC.
 19029 _____ Suite 152
 Parker _____
 Clyde J. Biewer, PLS 23032

SE-10.113

AFTER RECORDING PLEASE MAIL TO:
Colorado Department of Transportation
4201 E. Arkansas Avenue, Room 291
Denver, Colorado 80222
ATTENTION: Right of Way Section

Aerial Image of Parcel containing SE-10





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER
DATE: SEPTEMBER 15, 2022
SUBJECT: DISPOSAL OF 37A; US 34 BUSINESS & 77TH AVE, GREELEY

Purpose

CDOT Region 4 is proposing to dispose of Parcel 37A, comprising 31,835 sq ft (0.731 acres) of right of way that is no longer needed for transportation or maintenance purposes. The property will be conveyed at fair market value in accordance with C.R.S. 43-2-210(5).

Action

CDOT Region 4 is requesting a resolution, in accordance with C.R.S. 43-1-210, approving the disposal of 31,835 sq ft (0.731 acres) of right of way that is no longer needed for transportation or maintenance purposes.

Background

Parcel 37A was purchased for US 34 Project STA 0342-037 in 2010. Its intended use was for location of a water quality pond on the southeast corner of US 34 Business and 77th Ave in Greeley. The pond was not constructed, and the parcel is no longer needed for this purpose. No highway improvements have been or will be built on Parcel 37A. Two individuals have contacted CDOT to express interest in purchasing Parcel 37A for fair market value.

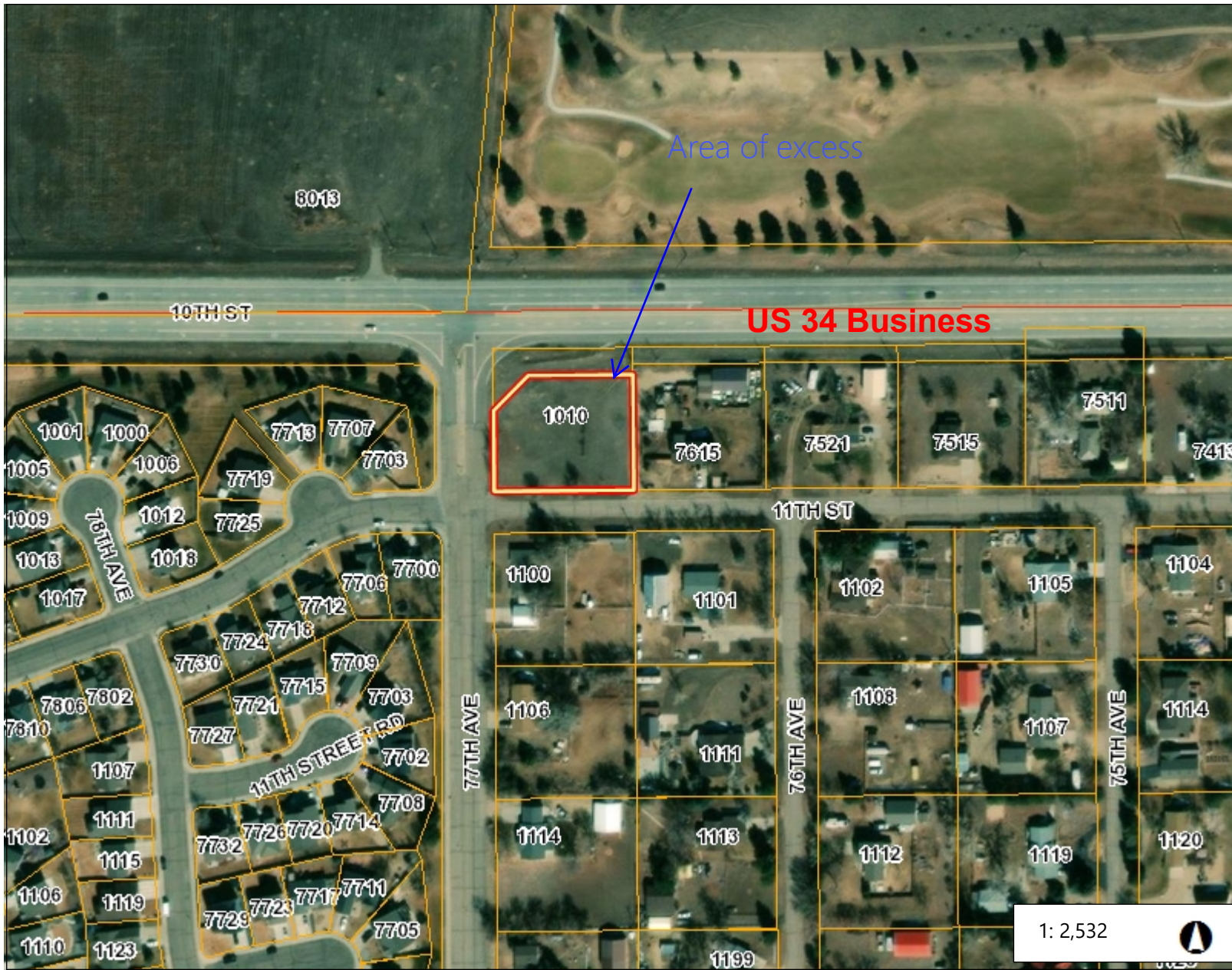
Next Steps

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

Attachments

Exhibits Depicting the Disposal Property





Legend

- Parcels
- Highway
- County Boundary

1: 2,532



421.9 0 210.97 421.9 Feet

Notes

77th Ave

Declaration of Excess Request

Legend

Area of Excess





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER
DATE: SEPTEMBER 15, 2022
SUBJECT: DISPOSAL OF BIGHORN LOTS; I-70, VAIL

Purpose

CDOT Region 3 is proposing to dispose of Parcel 1-EX, Parcel 2-EX and Parcel 3-EX, comprising 38,923 sq ft (0.893 acres) of right of way that is no longer needed for transportation or maintenance purposes. The property will be conveyed at fair market value in accordance with C.R.S. 43-2-210(5).

Action

CDOT Region 3 is requesting a resolution, in accordance with C.R.S. 43-1-210, approving the disposal of 38,923 sq ft (0.893 acres) of right of way that is no longer needed for transportation or maintenance purposes.

Background

Parcels 1-EX, 2-EX, and 3-EX were purchased in 1966, during the original construction of I-70, Project Number I 70-2(38). A culvert that carries water from I-70 is constructed on the parcels. CDOT will reserve Permanent Easements, PE-2 and PE-3 in order to continue maintaining the culvert. Parcels 1-EX, 2-EX, and 3-EX are no longer needed for transportation purposes.

Next Steps

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

Attachments

Exhibits Depicting the Disposal Property



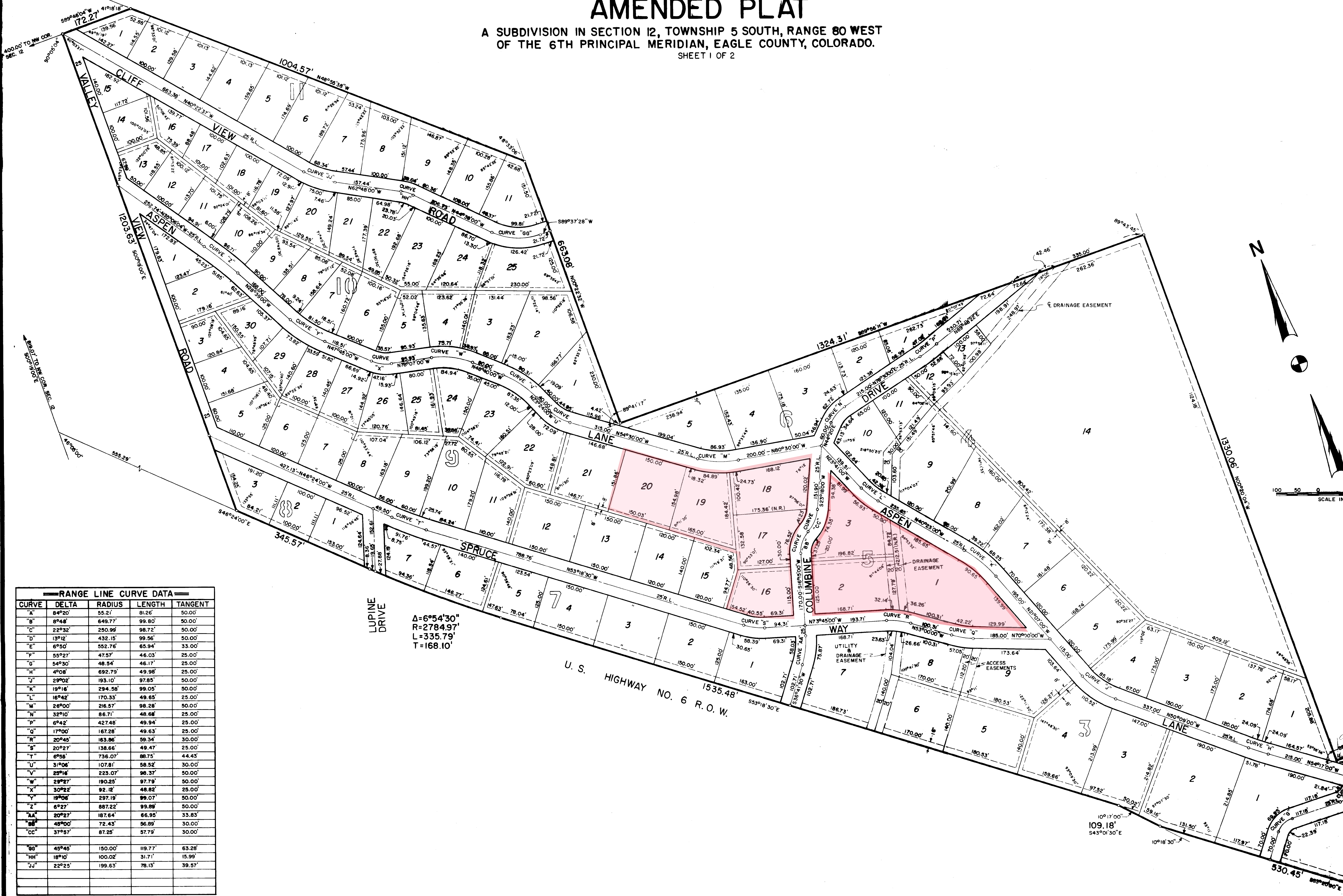
CDOT PROPERTY AT COLUMBBINE DRIVE & SPRUCE WAY, TOWN OF VAIL



BIGHORN SUBDIVISION THIRD ADDITION AMENDED PLAT

A SUBDIVISION IN SECTION 12, TOWNSHIP 5 SOUTH, RANGE 80 WEST
OF THE 6TH PRINCIPAL MERIDIAN, EAGLE COUNTY, COLORADO.

SHEET 1 OF 2



—RANGE LINE CURVE DATA—

CURVE	DELTA	RADIUS	LENGTH	TANGENT
"A"	84°20'	55.21'	81.26'	50.00'
"B"	8°48'	649.77'	99.80'	50.00'
"C"	22°32'	250.99'	98.72'	50.00'
"D"	13°12'	432.15'	99.56'	50.00'
"E"	6°50'	552.76'	65.94'	33.00'
"F"	55°27'	47.57'	46.03'	25.00'
"G"	54°30'	48.54'	46.17'	25.00'
"H"	4°08'	692.79'	49.98'	25.00'
"J"	29°02'	193.10'	97.85'	50.00'
"K"	19°16'	294.58'	99.05'	50.00'
"L"	16°42'	170.33'	49.65'	25.00'
"M"	26°00'	216.57'	98.28'	50.00'
"N"	32°10'	86.71'	48.68'	25.00'
"P"	6°42'	427.48'	49.94'	25.00'
"Q"	17°00'	167.28'	49.63'	25.00'
"R"	20°45'	163.86'	59.34'	30.00'
"S"	20°27'	138.66'	49.47'	25.00'
"T"	6°56'	736.07'	86.75'	44.43'
"U"	31°06'	107.81'	58.52'	30.00'
"V"	28°16'	223.07'	96.37'	50.00'
"W"	28°27'	190.25'	97.79'	50.00'
"X"	30°22'	92.12'	48.82'	25.00'
"Y"	16°06'	257.19'	99.07'	50.00'
"Z"	6°27'	887.22'	99.89'	50.00'
"AA"	20°27'	187.64'	66.95'	33.83'
"BB"	48°00'	72.43'	56.99'	30.00'
"CC"	37°57'	87.25'	57.79'	30.00'
"DD"	45°45'	150.00'	119.77'	63.28'
"HH"	18°10'	100.02'	31.71'	15.99'
"JJ"	22°25'	199.63'	78.13'	39.57'

$\Delta = 6^{\circ}54'30''$
 $R = 2784.97'$
 $L = 335.79'$
 $T = 168.10'$

BIGHORN SUBDIVISION THIRD ADDITION AMENDED PLAT

A SUBDIVISION IN SECTION 12, TOWNSHIP 5 SOUTH, RANGE 80 WEST
OF THE 6TH PRINCIPAL MERIDIAN, EAGLE COUNTY, COLORADO.
SHEET 2 OF 2

==DEDICATION==

KNOW ALL MEN BY THESE PRESENTS: THAT EAGLE COUNTY DEVELOPMENT CORPORATION, A COLORADO CORPORATION, BEING THE OWNER OF A PARCEL OF LAND SITUATED IN THE COUNTY OF EAGLE, STATE OF COLORADO, ALSO KNOWN AS BEING A PARCEL PLATTED AS "BIGHORN SUBDIVISION THIRD ADDITION", MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SECTION 12, TOWNSHIP 5 SOUTH, RANGE 80 WEST OF THE SIXTH PRINCIPAL MERIDIAN;
THENCE SOUTHERLY ALONG THE WEST LINE OF SAID SEC. 12 A DISTANCE OF 819.07 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF EXISTING U.S. HIGHWAY NO. 6;
THENCE SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE AND ON A DEFLECTION ANGLE LEFT OF 46°05'00", A DISTANCE OF 555.29 FEET TO THE TRUE POINT OF BEGINNING.
THENCE CONTINUING ALONG THE SAME LINE A DISTANCE OF 345.57 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 2784.97 FEET AND A CENTRAL ANGLE OF 6°54'30";
THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 335.79 FEET TO THE POINT OF TANGENCY THEREOF;
THENCE SOUTHEASTERLY ALONG SAID TANGENT AND RIGHT-OF-WAY LINE A DISTANCE OF 1535.48 FEET TO A POINT;
THENCE SOUTHEASTERLY ON A DEFLECTION ANGLE RIGHT OF 10°17'00" A DISTANCE OF 109.18 FEET;
THENCE SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE AND ON A DEFLECTION ANGLE LEFT OF 10°18'30" A DISTANCE OF 530.45 FEET;
THENCE SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE AND ON A DEFLECTION ANGLE RIGHT OF 00°01'15" A DISTANCE OF 1685.37 FEET TO A POINT, SAID POINT BEING THE SE COR. OF THE NW 1/4, SE 1/4 OF SAID SEC. 12;
THENCE NORTHERLY ON A DEFLECTION ANGLE LEFT OF 126°44'15" AND ALONG THE EAST LINE OF THE NW 1/4, SE 1/4 OF SAID SEC. 12 A DISTANCE OF 1325.45 FEET TO THE NE COR. THEREOF;
THENCE WESTERLY ON A DEFLECTION ANGLE LEFT OF 89°49'42" A DISTANCE OF 1329.00 FEET TO THE CENTER OF SAID SEC. 12;
THENCE NORTHERLY ON A DEFLECTION ANGLE RIGHT OF 89°32'38" A DISTANCE OF 1330.06 FEET TO THE NE COR. OF THE SE 1/4, NW 1/4 OF SAID SEC. 12;
THENCE WESTERLY ON A DEFLECTION ANGLE LEFT OF 89°43'45" A DISTANCE OF 1324.31 FEET TO THE NW COR. OF THE SE 1/4, NW 1/4 OF SAID SEC. 12;
THENCE NORTHERLY ON A DEFLECTION ANGLE RIGHT OF 89°41'17" AND ALONG THE EAST LINE OF THE NW 1/4, NW 1/4 OF SAID SEC. 12, A DISTANCE OF 663.08 FEET;
THENCE ON A DEFLECTION ANGLE LEFT OF 48°33'06" A DISTANCE OF 1004.57 FEET TO A POINT ON THE NORTH LINE OF SAID SEC. 12;
THENCE ON A DEFLECTION ANGLE LEFT OF 41°18'18" A DISTANCE OF 172.27 FEET TO A POINT ALSO ON SAID NORTH LINE, SAID POINT BEING 400.00 FEET FROM THE NW COR. OF SAID SEC. 12;
THENCE SOUTHERLY ON A DEFLECTION ANGLE LEFT OF 90°05'04" A DISTANCE OF 1203.63 FEET TO THE TRUE POINT OF BEGINNING, EXCEPT PARCEL "A" AS SHOWN;

HAS SUBDIVIDED AND PLATTED THE ABOVE DESCRIBED PARCEL INTO LOTS AND BLOCKS UNDER THE NAME AND STYLE OF "BIGHORN SUBDIVISION THIRD ADDITION AMENDED PLAT" AND DOES HEREBY DEDICATE TO THE PUBLIC THE STREETS SHOWN THEREON AND GRANTS THE ACCESS AND UTILITY EASEMENTS INDICATED.

IN WITNESS WHEREOF, EAGLE COUNTY DEVELOPMENT CORPORATION HAS CAUSED THESE PRESENTS TO BE EXECUTED BY ITS PRESIDENT, ATTESTED BY ITS SECRETARY AND ITS CORPORATE SEAL AFFIXED THIS 18th DAY OF SEPTEMBER, A.D., 1963.

ATTEST:
BY W. H. Heidtbrink Jr. SECRETARY
Wm. James Stark PRESIDENT

STATE OF COLORADO S.S. ==NOTARIAL==
COUNTY OF _____

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 18th DAY OF September A.D., 1963, BY WM. JAMES STARK, AS PRESIDENT AND W. H. HEIDTBRINK JR., AS SECRETARY, RESPECTIVELY OF EAGLE COUNTY DEVELOPMENT CORPORATION, A COLORADO CORPORATION. WITNESS MY HAND AND SEAL.

MY COMMISSION EXPIRES Oct 6, 1965.
Oliver R. Howard NOTARY PUBLIC

==APPROVAL==

THE BOARD OF COUNTY COMMISSIONERS OF EAGLE COUNTY, COLORADO, HEREBY APPROVES AND ACCEPTS THIS AMENDED PLAT AND DOES HEREBY VACATE THOSE PORTIONS OF "BIGHORN SUBDIVISION THIRD ADDITION" CONFLICTING TO THIS AMENDED PLAT THIS 4 DAY OF _____ A.D., 1963.

ATTEST:
BY Thomas F. McBroen CLERK
Vernon L. Gibson CHAIRMAN

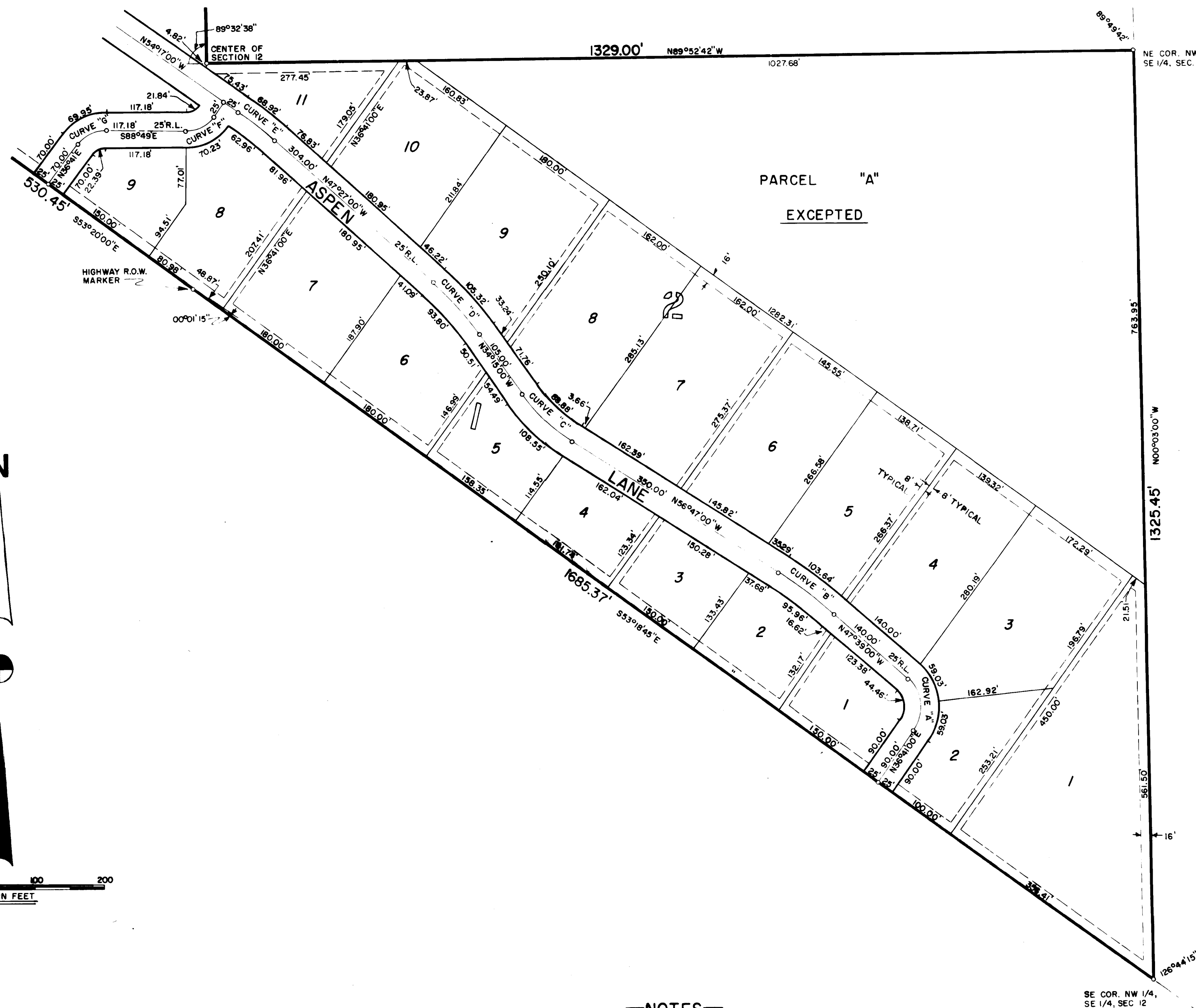
==RECORDER'S CERTIFICATE==

I CERTIFY THAT THIS PLAT WAS FILED IN MY OFFICE ON THE 4 DAY OF _____ A.D., 1963, AT 9 A.M. O'CLOCK AND WAS RECORDED IN BOOK Map Case 2 AT PAGE Drawer One.

Thomas F. McBroen
CLERK & RECORDER

RECEPTION NO. 98059

BROYLES & FENSTEN, INC.
ENGINEERS & SURVEYORS



==NOTES==

ALL LOT LINES ARE PERPENDICULAR TO STREET CENTERLINES OR RADIAL UNLESS OTHERWISE INDICATED ON PLAT (N.R.).
UTILITY EASEMENTS ARE 16 FEET WIDE, OR AS INDICATED, AND ARE FOR THE USE OF PUBLIC AND PRIVATE UTILITIES INCLUDING, BUT NOT LIMITED TO, WATER DISTRIBUTION AND SANITARY SYSTEMS. STUB EASEMENTS ARE 20 FEET FROM PROPERTY CORNER AND 10 FEET WIDE.

ALL STREETS ARE 50 FEET WIDE AND ARE 25 FEET ON EACH SIDE OF CENTERLINE (25'R.L.) INDICATED ON PLAT.
UTILITY EASEMENTS ARE SHOWN BY DASHED LINES (---)

==ENGINEER'S CERTIFICATE==

I, CECIL D. BROYLES, A REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT A SURVEY WAS MADE UNDER MY DIRECT SUPERVISION OF THE PROPERTY HEREON DESCRIBED AND THAT THIS PLAT IS A TRUE REPRESENTATION THEREOF.

Cecil D. Broyles
CECIL D. BROYLES P.E. & L.S. 2690



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER
DATE: SEPTEMBER 15, 2022
SUBJECT: DISPOSAL OF HWY 40 PARCEL 10-EX, GOLDEN

Purpose

CDOT Region 1 is proposing to dispose of Parcel 10-EX, comprising 95,090 sq ft (2.183 acres) of right of way that is no longer needed for transportation or maintenance purposes. The property will be conveyed at fair market value in accordance with C.R.S. 43-2-210(5).

Action

CDOT Region 1 is requesting a resolution, in accordance with C.R.S. 43-1-210, approving the disposal of 95,090 sq ft (2.183 acres) of right of way that is no longer needed for transportation or maintenance purposes.

Background

Parcel 10-EX was originally acquired by Jefferson County on behalf of CDOT for Project AWP 6007-B. No highway improvements have been or will be built on these parcels. The owner of an adjacent property has expressed interest in purchasing Parcel 10-EX for fair market value, and CDOT wishes to dispose of the property for fair market value.

Next Steps

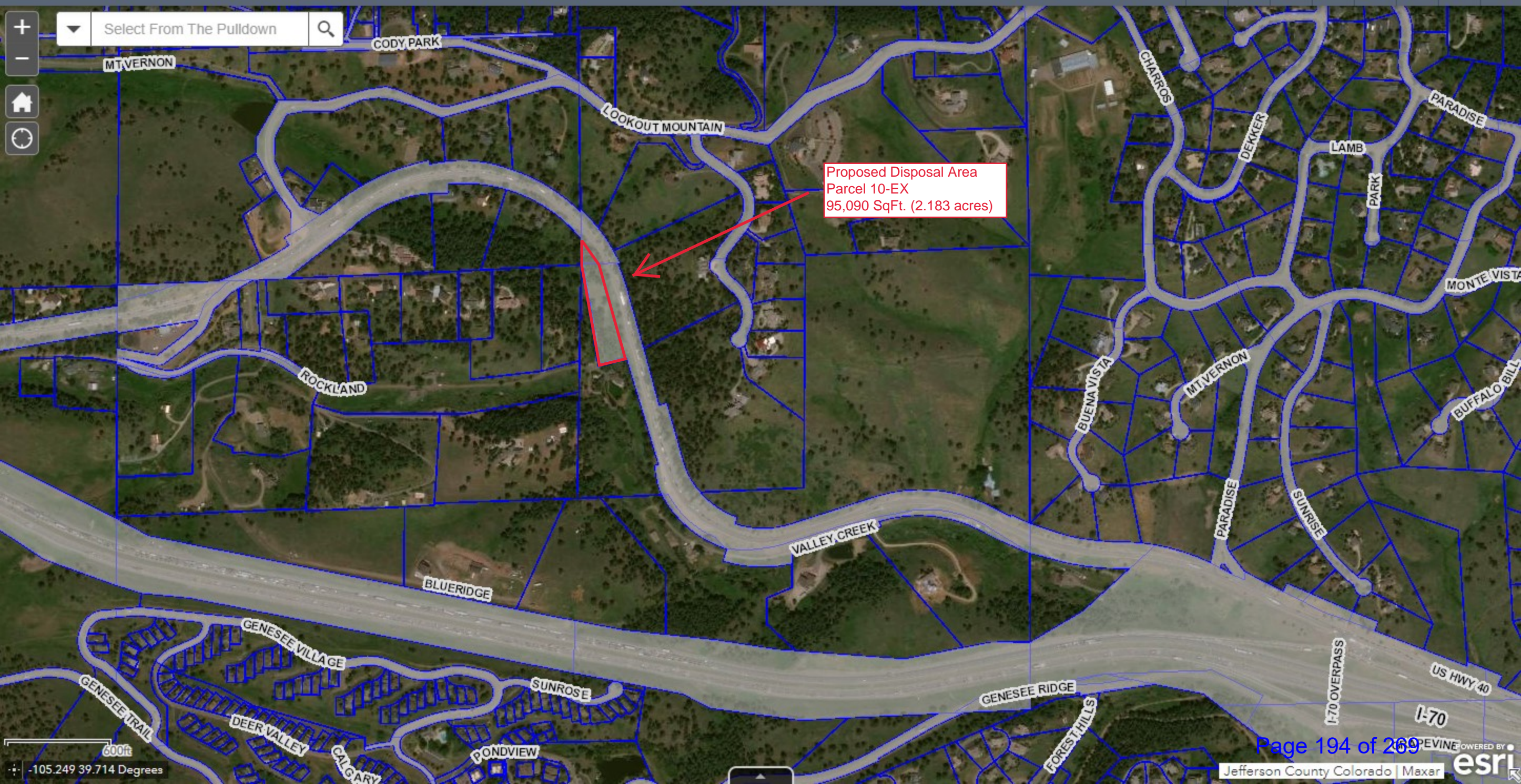
Upon approval of the Transportation Commission, CDOT will market and sell Parcel 10-EX in accordance with C.R.S. 43-1-210(5). CDOT will execute a quitclaim deed to convey the subject property in exchange for fair market value. The deed will be recorded in the office of the Jefferson County Clerk and Recorder. Funds from the disposal shall be disbursed in accordance with Section 7.2.16 of the CDOT Right of Way Manual.

Attachments

Exhibits Depicting the Disposal Property



Select From The Pulldown

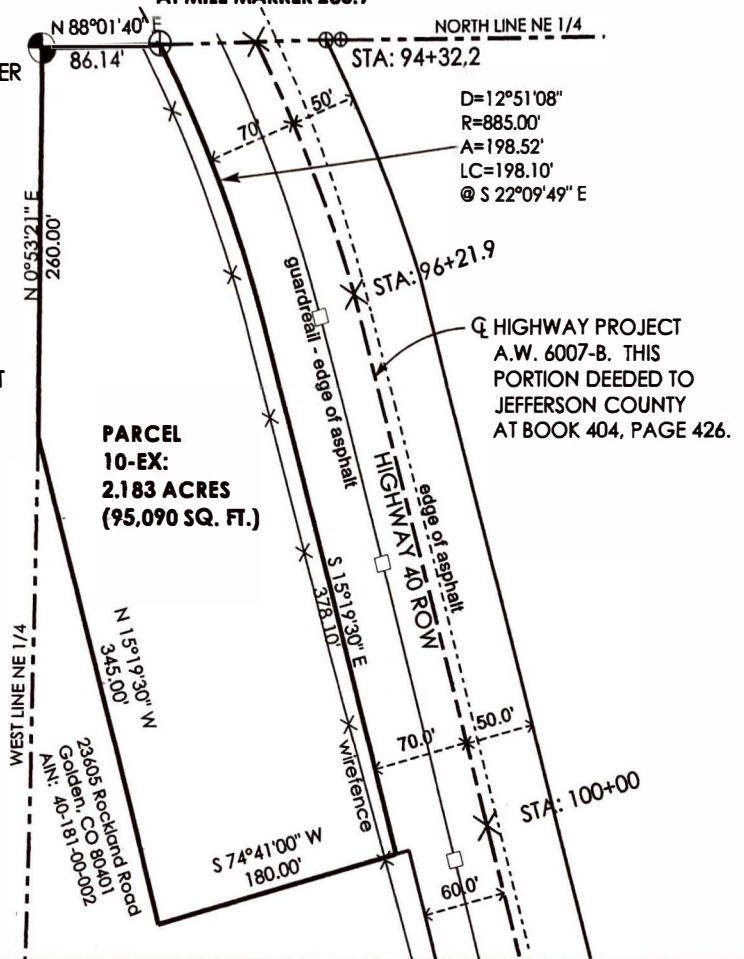


Proposed Disposal Area
Parcel 10-EX
95,090 SqFt. (2.183 acres)

**ROW DISPOSAL EXHIBIT
A PORTION OF US HIGHWAY 40, LOCATED IN
THE NE 1/4, SEC. 18, T.4 S., R.70 W. OF THE 6TH P.M.
AT MILE MARKER 280.9**

SECTION
CORNER:
NW CORNER
NE 1/4
SEC. 18
T.4S.
R.70W

⊕ = UNMARKED
CDOT BRASS
ROW MONUMENT
IN CONCRETE



Contains 95,090 S.F.
(2.183 Acres)

Address of adjoinder:
23605 Rockland Road
Golden, CO 80401
Owners: Colorado Dept. of
Transportation
Mailing Address:
2829 W. Howard Place
Denver, CO 80204

PARCEL 10-EX
for A.W. Project No. 6007-B

NW 1/4 of the NE 1/4, SEC 18, T.4S, R.70W
JEFFERSON COUNTY

Authorized by:
Lawrence G. Chambers
PLS #16099



LEGAL DESCRIPTION - EXHIBIT A

This drawing graphically depicts the attached legal description only. This drawing does not represent a Land Survey

CHAMBERS CONSULTING INC. STREET ADDRESS: 806 BEAR CREEK AVENUE MAIL: P.O. BOX 338, MORRISON, CO 80465-0338 303-967-0920 cchambers@chamberscon.com		
SCALE: 1 INCH = 100 FT.	DATE: 1-12-2022 REV: 3-4-2022	DRAWN BY: LGC & JARC
Client: 62-1688 Site: ROCKLAND TRV	COUNTY: JEFFERSON	DRAWING NO.: 1686

Project Number: _____
Project Location: _____
Project Code: Last Mod Date: Subset Sheets Sheet No.



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER
DATE: SEPTEMBER 15, 2022
SUBJECT: DISPOSAL OF HWY 285 & IRVING, PARCELS 1-EX AND 2-EX

Purpose

CDOT Region 1 is proposing to dispose of Parcels 1-EX and 2-EX, located on the southwest side of Hwy 285 in Englewood. The parcels for disposal comprise a combined 15,124 sq ft (0.347 acres) of land that is no longer needed for transportation or maintenance purposes.

Action

CDOT Region 1 is requesting a resolution, in accordance with C.R.S. 43-1-210, approving the disposal of 15,124 sq ft (0.347 acres) of land that is no longer needed for transportation or maintenance purposes.

Background

Parcels 1-EX and 2-EX were acquired in 1960 for Project BU_016-1(13). No highway improvements have been built on these parcels. A building located at 3535 S Irving Street in Englewood, constructed in 1963 and owned by Oakley Industries, is significantly encroaching on CDOT's land. The parcels only have value to one adjacent property owner. In accordance with C.R.S. 43-1-210, when a property only has value to one adjoining owner, that property owner shall have the right of first refusal to purchase the property. The adjacent property owner has requested to purchase portions of parcels 1-EX and 2-EX from CDOT for fair market value.

Next Steps

Upon approval of the Transportation Commission, CDOT will convey Parcels 1-EX and 2-EX to the adjacent property owner in accordance with C.R.S. 43-1-210 and 23 CFR 710.403. The revenue from the sale will be dispersed in accordance with CDOT ROW Manual Chapter 7.2.16

Attachments

Exhibits Depicting the Disposal Property



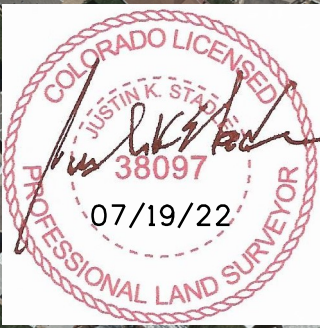
EXHIBIT A



$R_c = 573.00'$
 $\Delta c = 06^\circ 37' 27''$
 $L_c = 66.25'$
 $C = 66.21'$
 $CB = S49^\circ 59' 27'' W$

$R_c = 573.00'$
 $\Delta c = 01^\circ 59' 20''$
 $L_c = 19.89'$
 $C = 19.89'$
 $CB = S45^\circ 41' 03'' W$

Basis of bearings is N53°11'32"E from point Oxford and point Platte, both being a 3-1/4" COOH aluminum cap appropriately stamped as described in the Project Control Diagram for Project Code 19766.



stadelj 2:08:31 PM C:\ProgramData\Bentley\OpenRoads Designer CE 10.10\Configuration\CDOT_Worksets\US-285 Disposal\IDGNs\285-ROW-Lowell to Federal.dgn


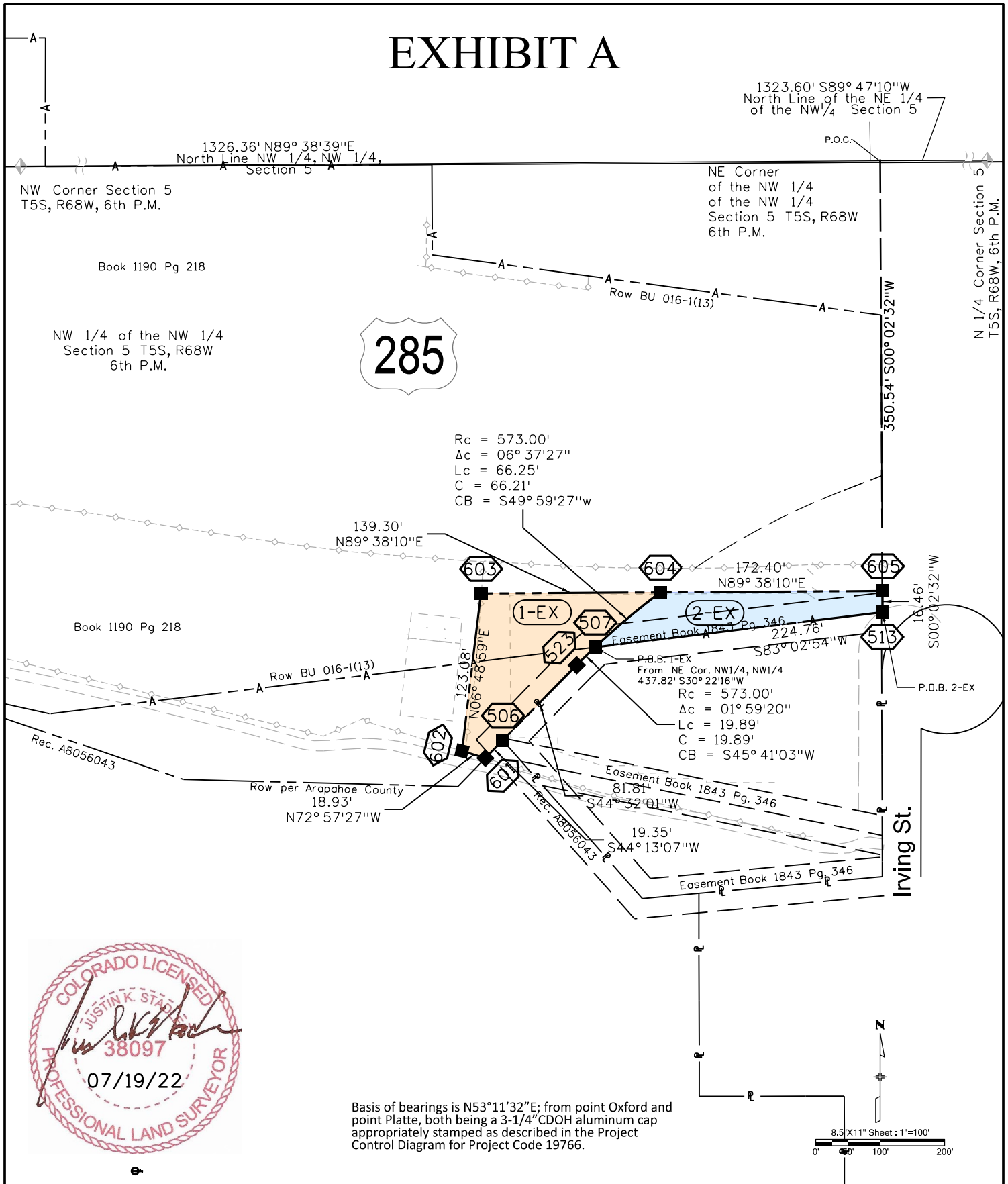

 <p>COLORADO Department of Transportation Region 1 18500 E. Colfax Ave., Aurora, CO 80011 Phone: 303.365.7210 Right of Way-South Program Area Shannon Hart, PLS</p>	Property Management Disposal	Irving St. Encroachment SH-285 & Irving St. Parcels 1-EX & 2-EX
	Colorado Department of Transportation and Oakley Industries Inc.	Date: 7/19/22 Sheet Number: 1
Sheet: 1 of 1 Scale: 1" = 100' Units: U.S. Survey Foot	Page 197 of 209	

EXHIBIT A



Basis of bearings is N53°11'32"E; from point Oxford and point Platte, both being a 3-1/4" CDOH aluminum cap appropriately stamped as described in the Project Control Diagram for Project Code 19766.

stadlerj 2:07:09 PM C:\ProgramData\Bentley\OpenRoads Designer\CE 10.10\Configuration\CDOT_Worksets\US-285 Disposal\IDGNS\285-ROW-Lowell to Federal.dgn

 <p>COLORADO Department of Transportation Region 1 18500 E. Colfax Ave., Aurora, CO 80011 Phone: 303.365.7210 Right of Way-South Program Area Shannon Hart, PLS</p>	<p>Property Management Disposal</p>	<p>Irving St. Encroachment</p>
	<p>Colorado Department of Transportation and Oakley Industries Inc.</p>	<p>SH-285 & Irving St. Parcels 1-EX & 2-EX</p>
<p>Sheet: 1 of 1 Scale: 1" = 100' Units: U.S. Survey Foot</p>	<p>Date: 7/19/22</p>	<p>Sheet Number: 1</p>



MEMORANDUM

TO: Transportation Commission
CC: Shoshana Lew, CDOT Executive Director Herman Stockinger, Deputy Executive Director, Sally Chafee, Chief of Staff
FROM: Tony Cady, Region 5 Planning & Environmental Manager
DATE: August 30, 2022
SUBJECT: Senate Bill 22-151 Wildlife Mitigation Fund

Purpose

Staff is seeking Commission support for the proposed utilization of Senate Bill 22-151 Wildlife Mitigation Funds, which will be appropriated in September of this year.

Action

This memo formally requests a Resolution from the Commission confirming support for the Department's approach for SB 22-151 funding utilization. During the August Commission meeting, staff presented information on CDOT's efforts to address Wildlife Vehicle Collision issues across the State, and our current work with the stakeholders identified within SB 22-151 to develop a plan to expend the Wildlife Mitigation Funding provided within that legislation. An approach for Fund utilization has been agreed to by both the Colorado Wildlife and Transportation Alliance and Colorado Parks and Wildlife. Commission concurrence on this approach is requested.

Background

In 2017 and 2018, a pair of secretarial orders issued by the U.S. Department of Interior directed federal land managers to work with states to protect big game species and their habitat across the west. In 2019, Governor Polis issued Executive Order D 2019-011, a complementary state directive, that reiterated the state's habitat conservation priorities and required DNR, CPW, and CDOT to work cooperatively together to reduce the risk of Wildlife Vehicle Collisions, and preserve habitat and migration corridors used by the state's big game herds. This year, Senate Bill 22-151 (Safe Passages for Colorado Wildlife and Motorists) was passed, which created a cash fund for use by the Department to fund projects that provide safe road crossings for wildlife connectivity and wildlife-vehicle collision reduction.

Details

During this Legislative Session, Senate Bill 22-151 was created in the State Treasury, and consists of money transferred from the General Fund and into the Colorado Wildlife Mitigation Fund. Funds are to be utilized for the full range of wildlife crossing needs identified in the Department's 10 Year Plan that include wildlife crossing components, or other wildlife passage opportunities identified by the Department, Colorado Parks and Wildlife, the Colorado Wildlife and Transportation Alliance, or other identified stakeholder groups. Funds can also be used for matching funds for federal grant opportunities, and administrative expenses.

The Department is required to consult with Colorado Parks and Wildlife and Colorado Wildlife and Transportation Alliance concerning the distribution of the money from the fund, prioritizing projects on the 10 Year Plan, projects identified in the state's Wildlife Prioritization Studies, with consideration of distributing money from the fund to project to fill funding gaps for wildlife needs.

Current Agreement

SB 22-151 requires the Department to coordinate with two main stakeholder groups to utilize funds within the Wildlife Mitigation Fund account. The Department has consulted with both the Colorado Parks and Wildlife and the Colorado Wildlife and Transportation Alliance on a recommended approach for funding expenditures that follow the requirements set forth within the legislation. This approach will:

- Apply funding to several projects in active construction that have identified funding gaps. Funding will allow wildlife components to be added to the scope of work. These projects are identified on CDOT's 10 Year Plan, and identified as priorities within the state's Wildlife Prioritization Studies.
- Apply funding to projects identified in 10 Year Plan and Wildlife Prioritization Studies that will go to construction in the next year that have a budget deficit.
- Apply funding to initiate the design of two projects identified on the 10 Year Plan and the Wildlife Prioritization Studies.
- Apply funding to the administrative costs of the Colorado Wildlife and Transportation Alliance
- Preserve approximately 25% of the Fund as match for upcoming federal grant opportunities.

Next Steps

Further implementation updates.

Attachments

SB22-151

APPENDIX A

Pursuant to SB 22-151, the Department has coordinated with Colorado Parks and Wildlife, and the Colorado Wildlife and Transportation Alliance on the utilization of the Colorado Wildlife Mitigation Fund. Below summarizes the generally agreed upon funding approach:

Current Construction Needs

<u>Project</u>	<u>Description</u>	<u>Funding Amount</u>
SH 115	Rock Creek Brdg, add fence to contract	\$500,000
SH 13	Fortification Crk, radar detection Change Order	\$150,000
SH 13	Fortification Crk, Zapcrete Change Order	\$325,000
		Sub-Total: \$975,000

Upcoming Construction Needs

<u>Project</u>	<u>Description</u>	<u>Funding Amount</u>
US 550	Billy Creek underpass/fencing cost escalation	\$500,000
		Sub-Total: \$500,000

Potential Corridor Improvements

<u>Project</u>	<u>Description</u>	<u>Funding Amount</u>
US 285	Wildlife fencing near Conifer, existing underpass	\$500,000
		Sub-Total: \$500,000

Design for Future Improvements

<u>Project</u>	<u>Description</u>	<u>Funding Amount</u>
I 25	Raton Pass Wildlife Mitigation Project	\$750,000
I 70	East Vail Pass Wildlife Mitigation Project	\$750,000
		Sub-Total: \$1,500,000

Administration/Studies

<u>Description</u>	<u>Funding Amount</u>
Colorado Wildlife & Transportation Alliance operating funds	\$250,000
Sub-Total: \$250,000	

Federal Grant Matching funds

Sub-Total: \$1,275,000

TOTAL: \$5,000,000

An Act

SENATE BILL 22-151

BY SENATOR(S) Danielson and Story, Bridges, Buckner, Donovan, Fields, Ginal, Hansen, Jaquez Lewis, Kolker, Lee, Liston, Moreno, Pettersen, Priola, Rankin, Rodriguez, Winter, Fenberg;
also REPRESENTATIVE(S) McCluskie and Will, Roberts, Amabile, Bernett, Bird, Boesenecker, Caraveo, Cutter, Esgar, Exum, Froelich, Gonzales-Gutierrez, Hooton, Jodeh, Kipp, Lindsay, Lontine, McCormick, McLachlan, Mullica, Ricks, Snyder, Titone, Valdez A., Valdez D., Woodrow, Young.

CONCERNING THE CREATION OF A CASH FUND FOR USE BY THE DEPARTMENT OF TRANSPORTATION TO FUND PROJECTS THAT PROVIDE SAFE ROAD CROSSINGS FOR CONNECTIVITY OF WILDLIFE AND THEREBY REDUCE WILDLIFE-VEHICLE COLLISIONS.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Legislative declaration. (1) The general assembly hereby finds and declares that:

(a) In Colorado, the department maintains over 23,000 miles of highway, and daily seasonal movements of wildlife create a conflict that results in nearly 4,000 vehicle crashes involving wildlife being reported to

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

law enforcement every year. These crashes result in injuries and fatalities to humans and an estimated \$80 million annually in property damage, emergency response, and medical treatment. This figure does not include the value of wildlife killed in vehicular collisions, the impact on the health of wildlife populations, or the loss and fragmentation of the vibrant habitats wildlife call home.

(b) Colorado boasts the largest rocky mountain elk herd in the world and is also home to significant populations of other iconic big game species such as mule deer, bighorn sheep, pronghorn, and moose, as well as numerous other endemic wildlife species.

(c) Intact habitats and intact wildlife corridors that connect the habitats are vital to ensuring that Colorado's wildlife populations continue to thrive. Protecting wildlife corridors has been shown to improve the herd vitality of big game species that are critical to Colorado's outdoor recreation economy.

(d) Each year, the department's maintenance crews report moving an average of 5,900 animals off the roadway. It is estimated that 2% of Colorado's deer population is killed by wildlife-vehicle collisions every year, equal to the total number of animals harvested each year through hunting, without the economic and social benefits that hunting provides.

(e) Wildlife crossing structures built within important wildlife corridors increase public safety and are highly effective at reducing wildlife-vehicle collisions and the costs associated with those collisions. For example, the 2016 Colorado Highway 9 mitigation project reduced wildlife-vehicle collisions by 92% in the 5 years after its construction.

(f) There are currently 64 successful wildlife crossing projects across Colorado, but the state, through the governor's office, the department, the department of natural resources, and other entities, has identified many more priority areas in need of mitigation measures that lack the necessary funding to advance through design and construction.

(g) Federal legislation to increase funding available for wildlife-vehicle collision mitigation and to protect wildlife corridors has been signed by the president of the United States, and such legislation will contribute significant resources and competitive grants to highway safety

projects and provide a source of funding to the state to protect wildlife corridors and pursue highway mitigation projects.

(h) Protecting wildlife habitats and wildlife corridors requires significant financial investments, and the effectiveness and cost-efficiency of all of the existing efforts in the state will be enhanced by a comprehensive and coordinated effort through funding for department projects. The Colorado wildlife safe passages fund created in the act will proactively prepare the department to take advantage of maximal federal funding opportunities in the coming months and years.

SECTION 2. In Colorado Revised Statutes, **add** part 14 to article 4 of title 43 as follows:

PART 14
COLORADO WILDLIFE SAFE PASSAGES

43-4-1401. Definitions. AS USED IN THIS PART 14, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(1) "ALLIANCE" MEANS THE COLORADO WILDLIFE AND TRANSPORTATION ALLIANCE ESTABLISHED IN 2018 AND MADE UP OF THE DEPARTMENT, THE DIVISION, TRIBAL GOVERNMENTS, FEDERAL AGENCIES, AND NONGOVERNMENTAL PARTNERS REPRESENTING ACADEMIA, NONPROFIT ORGANIZATIONS, AND BIOLOGICAL AND ENGINEERING SCIENCES.

(2) "DEPARTMENT" MEANS THE DEPARTMENT OF TRANSPORTATION.

(3) "DIVISION" MEANS THE DIVISION OF PARKS AND WILDLIFE IN THE DEPARTMENT OF NATURAL RESOURCES CREATED IN SECTION 33-9-104 (1).

(4) "FUND" MEANS THE COLORADO WILDLIFE SAFE PASSAGES FUND CREATED IN SECTION 43-4-1402 (1).

(5) "PROJECT" MEANS A PROJECT BY THE DEPARTMENT FOR THE PURPOSES SPECIFIED IN SECTION 43-4-1402 (3)(a)(I) AND (3)(a)(II).

(6) "WILDLIFE" HAS THE MEANING SET FORTH IN SECTION 33-1-102 (51).

43-4-1402. Colorado wildlife safe passages fund - creation - use of fund. (1) THE COLORADO WILDLIFE SAFE PASSAGES FUND IS HEREBY CREATED IN THE STATE TREASURY. THE FUND CONSISTS OF MONEY TRANSFERRED FROM THE GENERAL FUND TO THE FUND PURSUANT TO SUBSECTION (4) OF THIS SECTION, ALL PRIVATE AND PUBLIC MONEY RECEIVED THROUGH GIFTS, GRANTS, OR DONATIONS THAT ARE TRANSMITTED TO THE STATE TREASURER AND CREDITED TO THE FUND, AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER TO THE FUND.

(2) THE STATE TREASURER SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE FUND TO THE FUND.

(3)(a) MONEY IN THE FUND IS CONTINUOUSLY APPROPRIATED TO THE DEPARTMENT TO FUND PROJECTS THAT PROVIDE SAFE ROAD CROSSINGS FOR CONNECTIVITY OF WILDLIFE AND REDUCE WILDLIFE-VEHICLE COLLISIONS AND ALSO FOR THE FOLLOWING PURPOSES:

(I) FOR THE FULL RANGE OF WILDLIFE CROSSING PROJECT NEEDS INCLUDING:

(A) PROJECTS IDENTIFIED ON THE DEPARTMENT'S TEN-YEAR PRIORITY PIPELINE PROJECTS LIST WITH WILDLIFE PASSAGE COMPONENTS OR OTHER WILDLIFE PASSAGE OPPORTUNITIES IDENTIFIED BY THE DEPARTMENT, THE DIVISION, THE ALLIANCE, ANY BOARD OF COUNTY COMMISSIONERS, OR ANY TRIBAL GOVERNMENT; AND

(B) COSTS RELATED TO PROJECT FEASIBILITY STUDIES, PLANNING, CONSTRUCTION, RETROFITTING, AND MAINTENANCE OF WILDLIFE ROAD CROSSING INFRASTRUCTURE; ROADKILL TRACKING AND STUDIES; ANIMAL DETECTION SYSTEMS; SIGNAGE; EXCLUSIONARY FENCING; WILDLIFE JUMP OUTS; AND TO ASSIST WITH PRIVATE LAND CONSERVATION EFFORTS;

(II) TO PROVIDE MATCHING MONEY AS REQUIRED OF THE STATE BY FEDERAL GRANT PROGRAMS RELATING TO WILDLIFE CROSSING PROJECTS; AND

(III) FOR ADMINISTRATIVE AND PERSONNEL EXPENSES RELATED TO THE PURPOSES FOR THE FUND SET FORTH IN THIS SECTION.

(b) THE DEPARTMENT SHALL:

(I) CONSULT WITH THE DIVISION AND THE ALLIANCE CONCERNING THE DISTRIBUTION OF MONEY FROM THE FUND FOR THE PURPOSES SPECIFIED IN THIS SECTION AND, IF THE MONEY IS DISTRIBUTED TO A PROJECT ON OR ADJACENT TO TRIBAL LAND, ALSO CONSULT WITH THE TRIBAL GOVERNMENT;

(II) PRIORITIZE THE DEPARTMENT'S TEN-YEAR PRIORITY PIPELINE PROJECTS WITH WILDLIFE COMPONENTS, THE 2019 WESTERN SLOPE WILDLIFE PRIORITIZATION STUDY, AND ANY SUBSEQUENT STUDIES CONCERNING THE PRIORITIZATION OF WILDLIFE WITHIN THE STATE WHEN REVIEWING PROJECTS TO RECEIVE MONEY FROM THE FUND; AND

(III) CONSIDER DISTRIBUTING MONEY FROM THE FUND TO PROJECTS TO FILL FUNDING GAPS FOR WILDLIFE ROAD CROSSINGS AND CONNECTIVITY THAT ARE NOT OTHERWISE BUDGETED OR REQUIRED FOR PROJECTS UNDER OTHER FEDERAL OR STATE OBLIGATION.

(4) ON SEPTEMBER 1, 2022, THE STATE TREASURER SHALL TRANSFER FIVE MILLION DOLLARS FROM THE GENERAL FUND TO THE FUND FOR USE BY THE DEPARTMENT AS SET FORTH IN SUBSECTION (3) OF THIS SECTION.

(5) THE DEPARTMENT SHALL REPORT ANNUALLY TO THE GOVERNOR'S OFFICE, THE DEPARTMENT OF NATURAL RESOURCES, THE DIVISION, THE ALLIANCE, AND GREAT OUTDOORS COLORADO REGARDING ITS EXPENDITURES FROM THE FUND INCLUDING, AT A MINIMUM:

(a) AN AGGREGATE ACCOUNTING OF ALL MONEY EXPENDED FROM THE FUND DURING THE PRIOR FISCAL YEAR; AND

(b) A LISTING OF ALL PROJECTS RECEIVING FUNDING FROM THE FUND AND THE AMOUNT OF FUNDING FOR EACH PROJECT DURING THE PRIOR FISCAL YEAR.

SECTION 3. Act subject to petition - effective date. This act takes effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly; except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or part will not take effect

unless approved by the people at the general election to be held in November 2022 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.



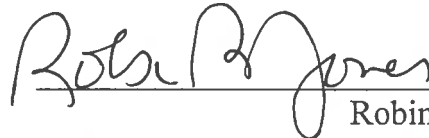
Steve Fenberg
PRESIDENT OF
THE SENATE



Alec Garnett
SPEAKER OF THE HOUSE
OF REPRESENTATIVES



Cindi L. Markwell
SECRETARY OF
THE SENATE



Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

APPROVED June 1st at 3:34 p.m.
(Date and Time)



Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
BETHANY NICHOLAS, BUDGET DIRECTOR
DATE: SEPTEMBER 15, 2022
SUBJECT: THIRD BUDGET SUPPLEMENT - FY 2022-2023

REGION 4

\$4,000,000 - Contingency Reserve - *US34 near the Town of Brush Canal* -Irrigation flow in the Brush Lateral, adjacent to US34, has undermined the roadway and eroded the embankment material, leading to failure of the canal lining and water piping through the roadway fill. Sheet pile can be installed while irrigation water is flowing, extending the construction window and allowing installation as soon as design is complete and approvals are obtained. Spot treatment with sheet pile is scalable; once a design is developed we can install additional pile as degradation occurs. The funding request is for initial treatment of high priority areas.

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

Attachment A: US 34 Brush Canal Failure Memo
Attachment B: US 34 Brush Canal Failure Presentation



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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-22	<i>Balance 12S21</i>		\$33,005,416	
July-22	<i>Balance 1S23</i>		\$32,405,631	
August-22	<i>Balance 2S23</i>		\$31,405,631	
	<i>Partial Return of I-70 Glenwood Canyon Slide Loan</i>	\$ 5,730,000		Pending
	<i>US 34 Irrigation Canal near Town of Brush</i>	\$ (4,000,000)		Pending
September-22	<i>Pending Balance 3S23</i>		\$33,135,631	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-22	<i>Balance 12S22</i>		\$45,008,409	
July-22	<i>Balance 1S23</i>		\$41,622,106	
August-22	<i>Balance 2S23</i>		\$41,752,379	
	<i>No Pending Requests</i>			
September-22	<i>Pending Balance 3S23</i>		\$41,752,379	

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

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



FY 2022-2023 Contingency Reserve Fund Balance Projection		
August		
TC Contingency Balance (Emergencies)	\$31,405,632	
<i>Pending Requests:</i>		
Partial Return I-70 Glenwood Canyon Slide Loan	\$5,730,000	
US 34 Irrigation Canal near Town of Brush	(\$4,000,000)	
Pending September		
TC Contingency Reserve Balance	\$33,135,632	
<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	\$33,135,632	\$41,655,632
<i>TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2023</i>	\$8,135,632	\$16,655,632

FY 2022-2023 Program Reserve Fund Balance Projection		
August		
TC Program Reserve Balance	\$41,752,379	
<i>Pending Requests:</i>		
No changes this month		
Pending September		
TC Program Reserve Fund Balance	\$41,752,379	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
Reimbursement for US85 Settlement Loan Region 4	\$18,060,000	\$18,060,000
Projected FY 2022-2023 YE Program Reserve Balance	\$59,812,379	\$59,812,379

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





DATE: September 15, 2022
TO: Transportation Commission
FROM: Heather Paddock, P.E., Region 4 Transportation Director
SUBJECT: Request for Emergency Funding for US34 Brush Canal Failure

Purpose

Request Transportation Commission approval of Contingency Reserve funds for the immediate improvement to the high priority areas affected by the failure of a drainage canal adjacent to US34.

Background

A two-mile segment of US34 near the town of Brush has been experiencing ongoing and increasing degradation to the embankment, curb and gutter, and roadway prism. Irrigation flow in the Brush Lateral, adjacent to US34, has undermined the roadway and eroded the embankment material, leading to failure of the canal lining and water piping through the roadway fill. This has resulted in pavement settling, broken and sinking curb line, voids in the pavement prism and ongoing threat of sinkholes within the shoulder and travel lane. Maintenance is allocating significant labor and materials to prevent roadway failure, but the increasing degradation has reached a point where temporary fixes are not keeping pace with damages.

Risk

Vehicles on this reach of highway tend to be larger, loaded agricultural transportation and heavy equipment (combines, tractors) that cannot safely use I-76; failure of this roadway will push this traffic on to I-76 and present significant safety concerns for the interstate. East Morgan County Hospital is located off of US34, alternate routes exist but would require emergency vehicles to travel through neighborhoods to reach the hospital. Finally, the increased maintenance burden is utilizing resources needed for regular maintenance duties.

Analysis

The project team identified high, medium, and low priority segments and developed several mitigation alternatives varying in scope from total corridor treatment to spot treatment at high priority areas. All of these alternatives require removal of existing slope and ditch paving, which appears to be contributing to the degradation, and coordination with/approval from the ditch company.





Alternative 1: Concrete box culvert near the hospital and sheet pile in the rest of the corridor. Given the relatively homogenous corridor and the current degradation, the team anticipates that segments currently in acceptable condition will eventually begin to degrade. In an effort to address anticipated future issues in addition to urgent issues, the team developed a conceptual design incorporating sheet pile and concrete box culvert. Construction will likely have to be implemented in phases as irrigation season limits the construction window. This approach would require a much larger investment up front but should eliminate future projects. The ditch company has expressed interest in this alternative and would likely be in favor of the design, streamlining the approval process. The approximate cost associated with this treatment is **\$20.9M.**

Alternative 2: Sheet pile at high priority locations. Sheet pile can be installed while irrigation water is flowing, extending the construction window and allowing installation as soon as design is complete and approvals are obtained. Spot treatment with sheet pile is scalable; once a design is developed we can install additional pile as degradation occurs. Initial construction cost would be significantly less than Alternative 1 but escalating construction costs and repeated mobilization necessary for future treatment could ultimately make this a more expensive long term option. Additionally, this type of improvement would protect the integrity of the roadway but might not prevent ongoing degradation within the irrigation canal. This damage could result in future concerns for the irrigation company and create guardrail requirements. Additional research will be necessary to ensure there are no utilities perpendicular to the roadway in high priority areas as a conflict could result in significant cost and schedule impacts. As with Alternative 1, the ditch company has expressed support for this treatment and would likely be in favor of the design. The initial treatment of high priority areas is estimated to cost **\$3.8M.**

Alternative 3: Embankment protection at medium/high priority areas. The third alternative includes grading the south side of the ditch and installing erosion control measures (riprap, turf reinforcement mat, etc.) to minimize degradation. The north side of the canal is vegetated and otherwise unprotected and remains stable. The side slopes are relatively steep but installation of riprap is feasible. Construction would need to take place outside of irrigation season, and approval from the ditch company may be more difficult to obtain than the other alternatives, but this presents a simple and economical approach that minimizes impacts to utilities. This alternative would address both medium and high priority areas at an estimated cost of **\$1.3M.**





Recommendation

The team recommends Alternative 2, spot treatment with sheet pile, and **requests \$4M** to pursue design and construction. This alternative will provide immediate improvement to the high priority areas, and ongoing treatment of problem areas will defray the initial project cost as we pursue comprehensive treatment. The team also suggests incorporating a section of embankment treatment in a medium priority area to determine the efficacy of Alternative 3 and potentially provide a less expensive alternative for future improvements. Immediate coordination with the ditch company will be necessary in any case and is currently being pursued. Incorporating various scope elements in an emergency procurement contract will allow the team the flexibility necessary to implement the most efficient treatment and mitigate the emergency situation.

Attachment(s)

PowerPoint presentation





COLORADO

Department of Transportation

US 34 Brush Canal Failure

September 15, 2022

Page 214 of 269



Situation/Location

- 2-mile segment of US34 near Brush
- Parallel irrigation canal
- Flows have undermined the roadway and eroded embankment material
- Increasing maintenance responsibilities
- Unable to keep up with the degradation



Risks of Failure

- Large vehicles using this roadway that cannot easily be safely detoured
- Emergency Route for East Morgan County Hospital
- Damage will eventually require shoulder/lane closures
- Private vehicle damage
- Increased maintenance burden is utilizing resources needed for regular maintenance duties



Voids under slope paving



Broken & Settled Curb line



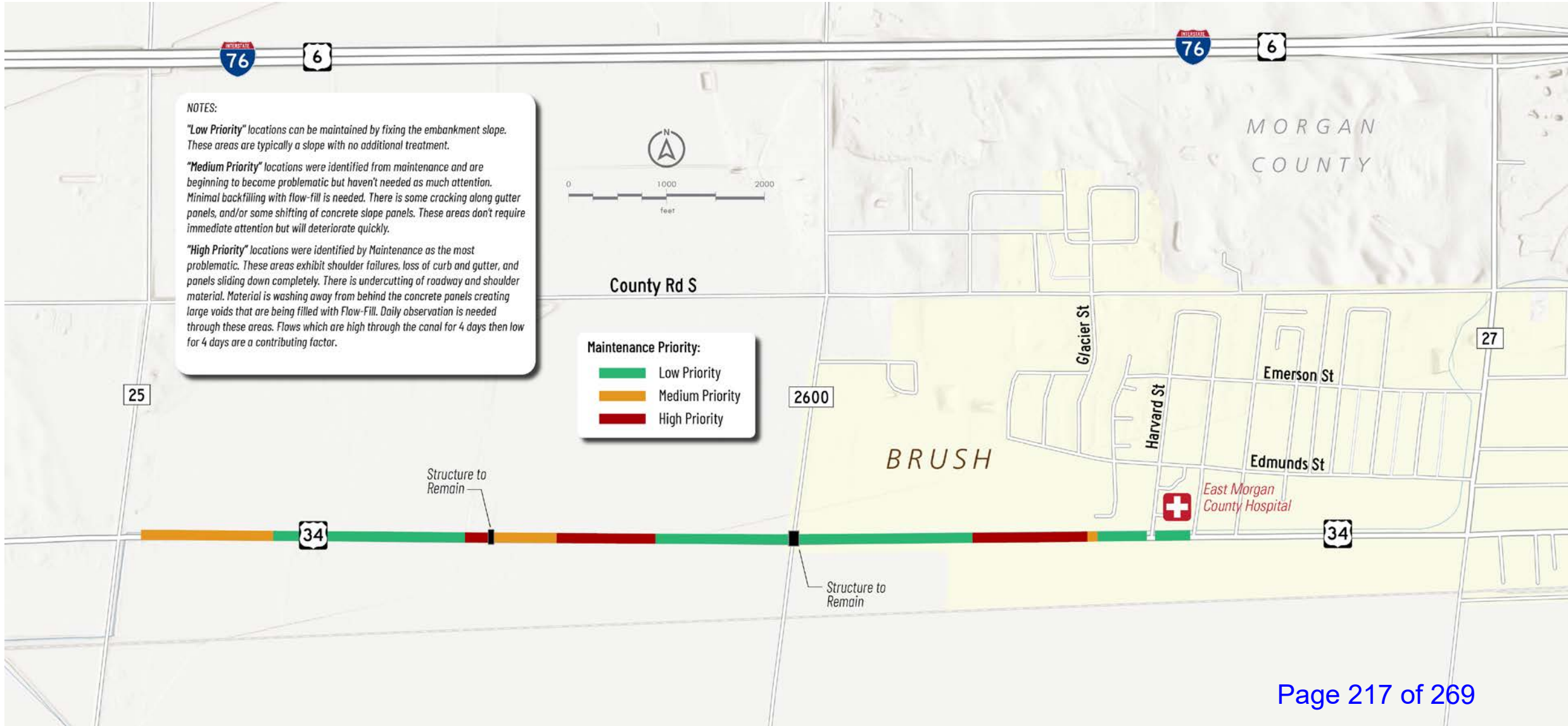
Developing sinkhole



Failing concrete & slope paving

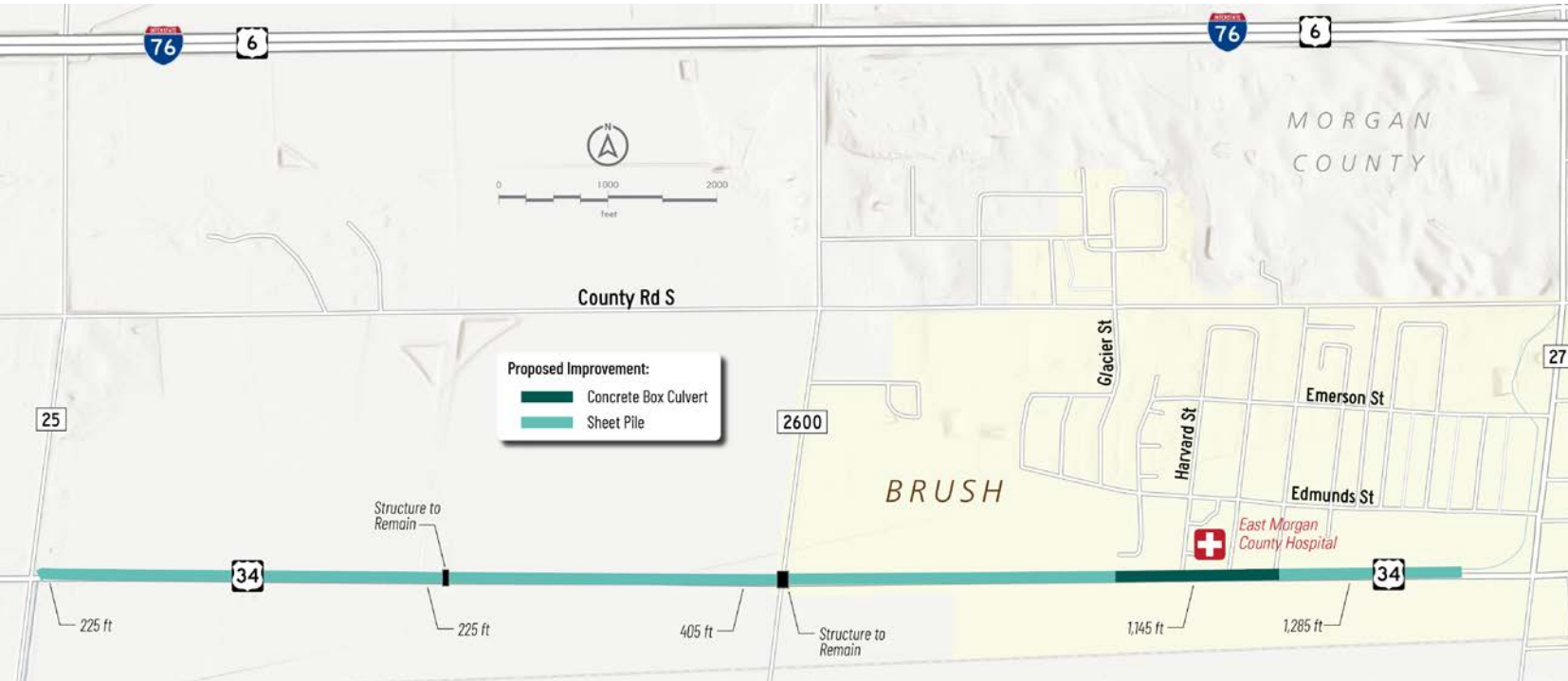


Hotspot Map

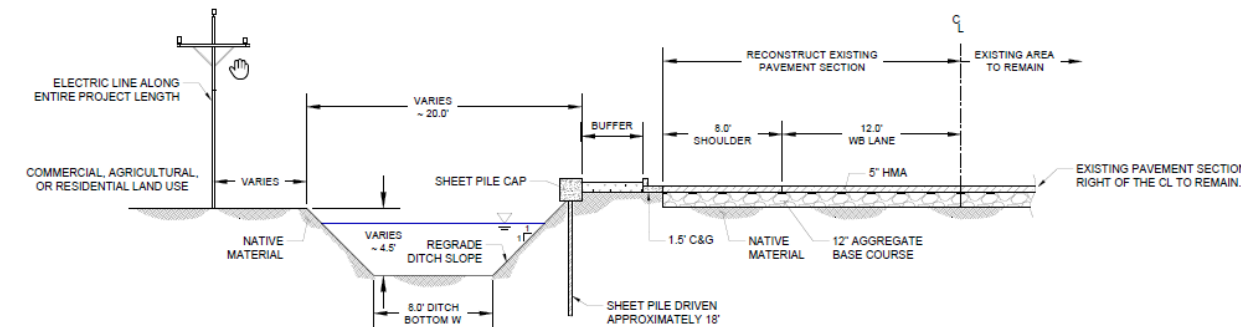




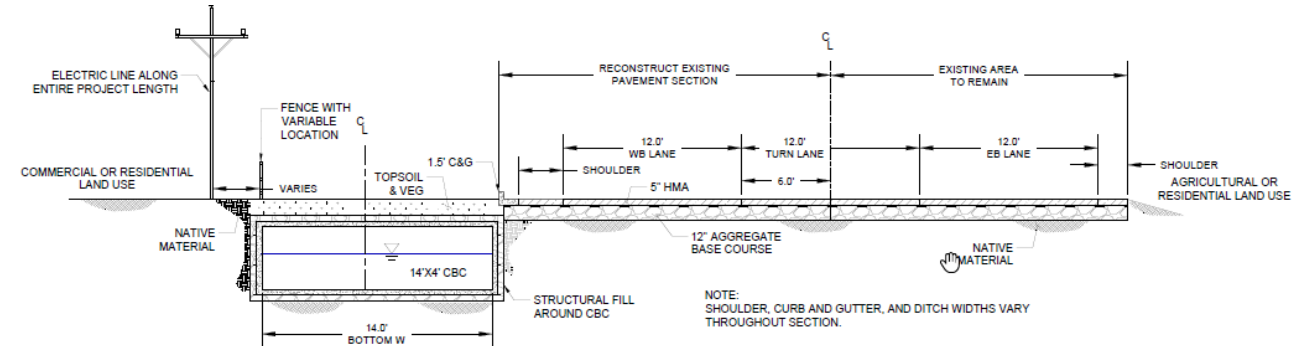
Alternative 1: Box Culvert & Sheet Pile



- Concept utilizes both sheet pile and concrete box culvert to protect the entire 2-mile segment
- Phased construction over multiple seasons
- **Estimated Cost: \$20.9M**



Sheet Pile Typical Section

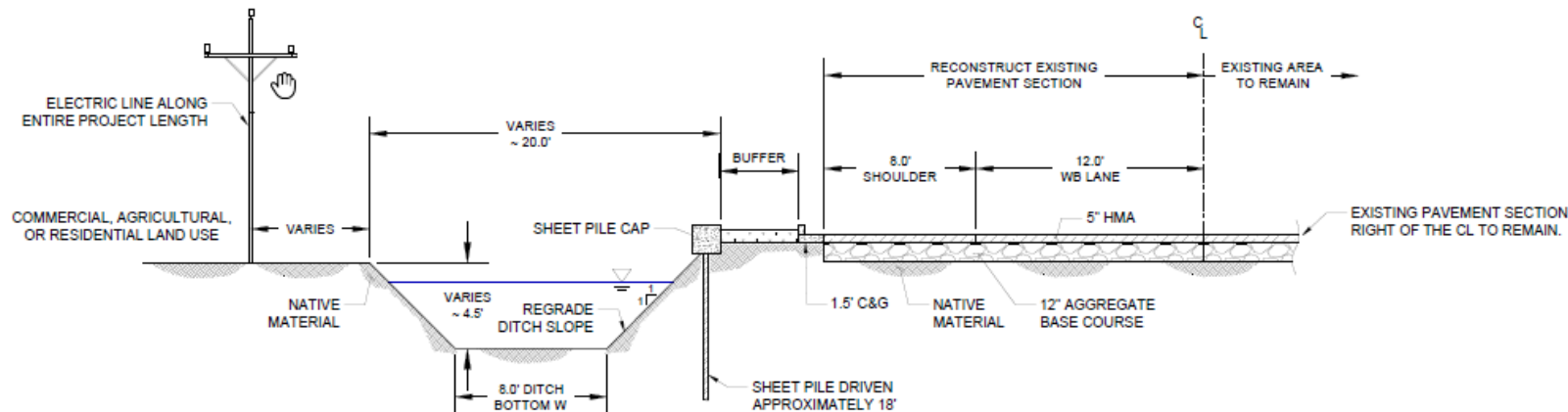


Concrete Box Culvert Typical Section



Alternative 2: Sheet Pile at High Priority

- Sheet pile installation at high priority areas
- Construction can take place while irrigation water is flowing
- Approach is scalable if additional degradation takes place
- Additional utility research required
- Estimated cost: \$3.8M



Sheet Pile Typical Section

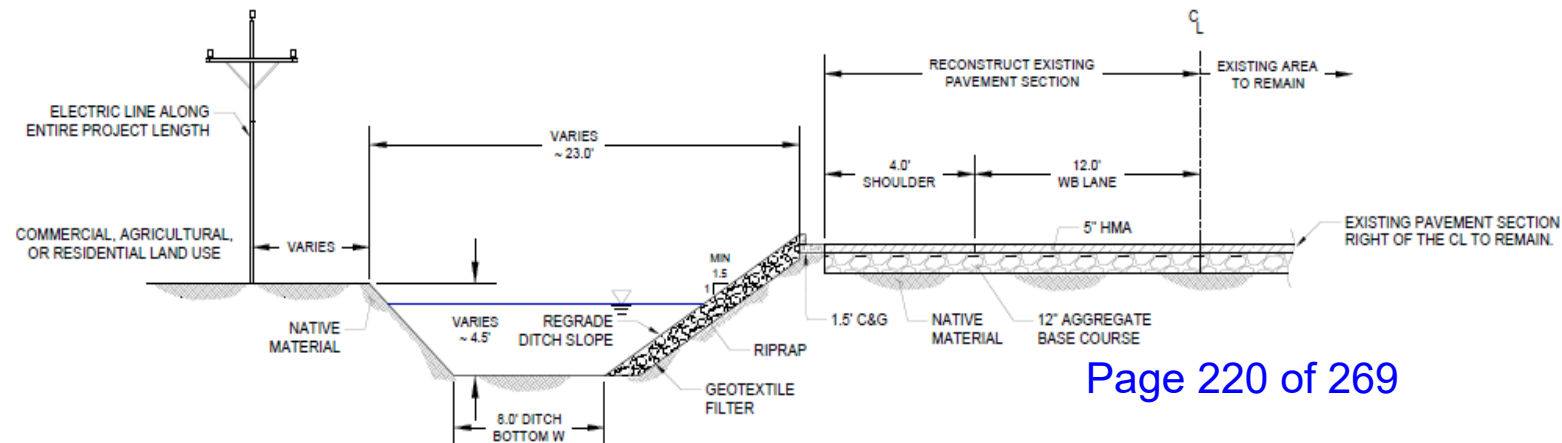


Alternative 3: Embankment Protection



- Grading the south side of the ditch and installing embankment protection to stabilize the slope
- Construction would need to take place in the off-season
- Ditch company coordination required
- Estimated cost: \$1.3M

Embankment Protection
Typical Section





- **Proceed with Alternative 2: High Priority Spot Treatment with Sheet Pile**
 - Funding Request of \$4M
 - Provided immediate improvements to the high priority areas that are failing
 - Ongoing treatment will defray the initial project cost as comprehensive treatment is pursued
- **Suggest incorporating a section of embankment protection**
 - Test the efficacy of this approach
 - Could provide a lower cost alternative for future improvements
 - Requires more extensive ditch company coordination
- **Proceed with Emergency Contracting**



MEMORANDUM

DATE: September 2, 2022

TO: Transportation Commission

FROM: Andrew Hogle, Hearing Officer

SUBJECT: Rulemaking Hearing on Proposed Rule Revisions to 2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions

Background

Pursuant to §§ 43-1-106(8)(k) and 43-1-1103(5), C.R.S., the Transportation Commission of Colorado (“Transportation Commission”) has the authority to establish the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (“the Planning Rules”). On July 21, 2022, the Transportation Commission, by Resolution No. 2022-07-10, authorized a Hearing Officer to conduct a hearing on the proposed rule changes (Exhibit 1). A rulemaking hearing was held on September 2, 2022 to receive public comment on the proposed rule changes.

Summary of Hearing and Factual Findings

Pursuant to § 24-4-103, C.R.S., the Colorado Administrative Procedure Act (“APA”), and the Transportation Commission Resolution No. 2022-07-10, a public hearing was held on September 2, 2022 via Zoom Webinar. The hearing was recorded and the recording has been made publicly available on YouTube. Acting as your delegated Hearing Officer, I opened the hearing at 10:02 a.m. In attendance were Sari Weichbrodt, Corey Olson, Herman Stockinger, Jamie Grim and Hannah Reed from the Colorado Department of Transportation (“the Department” or “CDOT”), Commissioners Lisa Hickey and Kathleen Bracke, and Kathy Young from the Office of the Attorney General (“AGO”). Nine members of the public also attended the hearing and Weld County Commissioner Scott James offered testimony. Written comments were also received (Exhibit 10).

Sari Weichbrodt from the Office of Policy and Government Relations reviewed the rulemaking process and demonstrated how the Department complied with the requirements of the APA. The Statement of Basis, Purpose, and Statutory Authority for the Planning Rules is contained in Exhibit 5. A cost-benefit analysis was not required (Exhibit 3D). Ms. Weichbrodt also noted that the Department:

- Obtained proper hearing delegation from the Transportation Commission (Exhibit 1);
- Filed a timely Notice of Rulemaking with the Secretary of State (Exhibit 2A);
- Published the Notice in the Colorado Register (Exhibit 2E);
- Posted timely notice about the rulemaking hearing on the Department’s website on July 21, 2022, then updated August 22, 2022 with final language (Exhibit 4);



- Notified the representative group and interested parties of the date, time, and location of the hearing and requested comments (Exhibits 8 and 9);
- Received written comments prior to the rulemaking hearing regarding the proposed rule changes (Exhibit 10); and
- Will maintain a permanent file of the rulemaking record (Exhibit 11).

Ms. Weichbrodt then discussed the proposed changes to the Planning Rules. The proposed rule changes are limited to particular sections in an effort to ensure that the rule language reflects the Commission’s intentions and is understandable and readable by the public. The only rule sections that were included in this rulemaking are described here. I have briefly summarized each section below.

- In Rule 8.02.5 (Timing for Determining Compliance), language was added to specifically refer to the funding restrictions described in Rule 8.02.6.4. This change was proposed through discussions among CDOT staff, the Commission’s Ad Hoc Committee, MPO partners, and the AGO. The existing language could have been interpreted to only allow for MMOF funds to be restricted under this rule and that was not the Commission’s intention or the understanding of staff and the MPOs.
- At stakeholder request, language was added to the definition of the State Interagency Consultation Team in Rule 1.44 to specify that the Director of the Division of Transportation Development would use a discretionary appointment to appoint a TPR Chair with experience with and representing rural planning interests and that any discretionary appointees would serve renewable terms of three (3) years.
- At stakeholder request, the date January 30, 2022 replaced the previous reference to “the effective date of this rule” as the Baseline defined in Rule 1.04. This recognizes that the Planning Rules may continue to be updated over time, but the Commission intended for January 30, 2022 to remain the relevant Baseline date.
- At the request of the Office of Legislative Legal Services (OLLS), language and ellipses were added to the “What Relevant Regulations Currently Apply to Transportation Planning” section to reflect a more accurate quotation of the statutory provision.
- At the request of OLLS, incorrect statutory references in Rule 1.34 were changed to the correct statutory citations.
- At the request of OLLS, the last part of the final section of Rule 8.05.2 was struck as unnecessary and Rule 8.05.2.3 and Rule 8.05.3 were renumbered to improve clarity.
- At the request of staff, a missing digit in Rule 8.02.6.4.3 was added for clarity.
- At the request of staff, the acronym in Rule 9.02.2 was corrected and the second Rule 9.02.2 was changed to Rule 9.02.3 and the word “of” was added for clarity.

Findings and Conclusions of Law

I have reviewed the relevant portion of rulemaking record, which includes thirteen exhibits. I find that:



1. All requirements of the APA, § 24-4-103, C.R.S., have been satisfied.
2. After full consideration of the written comments found in Exhibit 10 and oral testimony heard at the hearing, the proposed changes to the Planning Rules found in Exhibit 12 should be adopted as requested.
3. There is sufficient evidence in the record to support the proposed changes to the Planning Rules as provided in Exhibit 12.
4. The Transportation Commission has the authority to adopt the proposed changes in the Planning Rules as provided in Exhibit 12.

Decision

You must review the rulemaking record prior to adopting any rule, and any action must be based upon and supported by the record. Copies of the record, including the [recording of the hearing](#), are available for your review in the Department's Office of Policy and Government Relations and online at [CDOT Rules](#). The record supports the adoption of the proposed changes to the Planning Rules as proposed in Exhibit 12, and pursuant to § 24-4-103, C.R.S., you may choose to adopt these changes.

Having reviewed the rulemaking record, including Exhibits 1 through 13, and having heard testimony regarding the proposed changes and received written comments, and being fully apprised of this matter, acting as a Hearing Officer in this matter, I recommend that the Transportation Commission adopt the proposed changes to the Planning Rules as provided in Exhibit 12.

I have prepared a resolution for the adoption of the proposed changes to the Planning Rules.

cc: Herman Stockinger, Transportation Commission Secretary



Colorado Bridge and Tunnel Enterprise Board
Meeting Minutes
August 18, 2022

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

AND: Staff members, organization representatives, and broadcast publicly

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

In August, the Bridge and Tunnel Enterprise Board of Directors approved:

- Regular Meeting Minutes of July 21, 2022
- Bridge & Tunnel Enterprise 2nd Budget Supplement for FY'23
- Bridge and Tunnel Enterprise Federal Bridge Improvement Program Grant Funding Commitment
- TC Officers as BTE Board Chair, Vice-Chair and Secretary



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 15, 2022
SUBJECT: THIRD SUPPLEMENT TO THE FISCAL YEAR 2022-23 BRIDGE AND TUNNEL ENTERPRISE BUDGET

Purpose

This month the Bridge Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request from Region 4 to increase the design phase budget in order to complete the final design of I-24-N (US 40 over Draw) in Lincoln County.

Action

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

Background

This request is to increase the design phase budget to complete the final design of this bridge replacement project. The initial budget request for preliminary design was approved by the Board at the December 17, 2020 meeting. The project has progressed to the point where funding for final design is necessary to keep the project on schedule. The bridge replacement project is being combined with a FASTER Safety project which will extend a previously completed passing lane across the bridge. Over 50% of the traffic volume on this corridor is from truck traffic and there is a documented history of frequent multivehicular crashes within or near the project limits, many of which are related to attempted passing maneuvers.

The most recent Structure Inspection and Inventory Report (inspection report) indicates that there is advanced deterioration of substructure units with the cantilevered portion of one of the pier caps showing visible sagging. The inspection report also indicated a risk of bearing failure at various locations. At one location, movement of a bearing under live loads was observed and has resulted in damage to the pier cap. Essential Repair Letters (ERLs) were issued to address immediate safety concerns and recent repairs include the temporary shoring of a girder end, repairs to restore bearing integrity, and temporary shoring of a pier cap.

Due to the anticipated cost to restore the structure to a state of good repair, it was determined that a full replacement of the structure is the appropriate course of action. The inspection frequency has been increased to 12-month intervals to monitor the structure until it is replaced. This structure is listed as a Third Tier structure in the July 2022 BTE Bridge Prioritization Plan. It was previously a Top Tier structure, however, recent emergency repairs have temporarily elevated the structure from poor to fair condition. The emergency repairs are expected to allow the bridge to operate safely but did not eliminate the need to replace the structure.



US 40 ML over Draw in Lincoln County
 (Old I-24-N) (New I-24-Z) (SAP Project # 24224/1000...)
 Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	BE Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2023	FY 2024	FY 2025			
Design	<i>FASTER Bridge Funds</i>	\$ 273,900	\$ 275,610	\$ -	\$ -	\$ 275,610	\$ 549,510	\$ 114,308
	Total Construction	\$ 273,900	\$ 275,610	\$ -	\$ -	\$ 275,610	\$ 549,510	\$ 114,308
Total Project Budget & Expenditure		\$ 273,900	\$ 275,610	\$ -	\$ -	\$ 275,610	\$ 549,510	\$ 114,308
			Year of Expenditure			Total Request		
			FY 2023	FY 2024	FY 2025			
			\$ 190,810	\$ 84,800	\$ -	\$ 275,610		

Next Steps

Approval of the budget supplement and Proposed Resolution #BTE-2 will provide the necessary budget to allow I-24-N to complete final design.





MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: PATRICK HOLINDA, BRIDGE & TUNNEL ENTERPRISE MANAGER
DATE: SEPTEMBER 15, 2022
SUBJECT: BRIDGE AND TUNNEL ENTERPRISE FY2022 NEWSLETTER

Purpose

The Bridge and Tunnel Enterprise (BTE) staff has prepared a fiscal year newsletter to update the BTE Board of Directors (Board) of significant program highlights and achievements for Fiscal Year 2022.

Action

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

Background

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

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

Attachments

Attachment A: Bridge & Tunnel Enterprise FY2022 Newsletter



SB21-260 FY2022 Progress Updates

BTE Staff has made significant progress modifying the Enterprise to include tunnel scope and prioritize CDOT 10-year Vision Plan projects in accordance with the statute. In June 2022, the BTE Board voted to impose the bridge and tunnel fees authorized by the legislation and commit \$100M in BTE funding to complete critical repairs at the Eisenhower-Johnson Memorial Tunnels. The Enterprise is also actively programming these revenues to advance other 10-year Plan projects such as the I-70 Vail Pass Safety and Operations Improvement Project.

Key Project Updates

I-270 Critical Bridges Project

The BTE Board approved preliminary design funding for six BTE eligible structures that are part of the I-270 Critical Bridges Project. Through this project, a total of eight bridges will be replaced using CM/GC project delivery. This corridor provides a vital connection between I-70 to I-25 and serves a number of local communities. The removal of these aging, deteriorated structures will address critical safety needs along the corridor and reduce the impacts of frequent planned and unplanned bridge repairs on the traveling public.



I-70 Vail Pass Safety and Operations Improvement Project

The BTE Board approved \$49.5M which will fully fund the construction of the westbound Vail Pass bridge over Polk Creek. The larger Vail Pass Project will improve safety and operations on an iconic section of I-70 just east of the town of Vail. The project scope includes: the reconstruction of the BTE eligible I-70 westbound and eastbound structures over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, curve modifications, reconstruction of a truck ramp, recreation trail improvements, dynamic message signs, multiple wildlife crossings, and a variable speed limit system.



FY2022 Multimodal Project Discretionary Grant Opportunity (MPDG)

In March 2022, the U.S. Department of Transportation released a Notice of Funding Opportunity to solicit applications for up to \$2.85M in MPDG opportunity funds. This combined solicitation allows applicants to apply for three funding opportunities (MEGA, INFRA, and RURAL) under a common application. CDOT staff, with BTE support, performed an evaluation to identify projects with the highest probability of award for submission. To improve the competitiveness of the grant applications, BTE committed \$288M to three CDOT 10-year Plan projects with five BTE eligible bridges.

Major Project	Structure ID	Facility over Feature Intersection	Region	County	Funding
Floyd Hill to Veterans Memorial Tunnels	F-15-BL	I-70 WB over US 6, Clear Creek	1	Clear Creek	\$260M
	F-15-BM	Ramp to US 6 ML over Clear Creek			
I-76 Phase IV Safety & Mobility	C-22-AY	I-76 WB over RR, Beaver Creek	4	Morgan	\$18M
	C-22-BG	I-76 ML EB over US 34 Spur			
US 160 Safety & Mobility - Elmore's corner	P-05-B	US 160 ML over Florida River	5	La Plata	\$10M

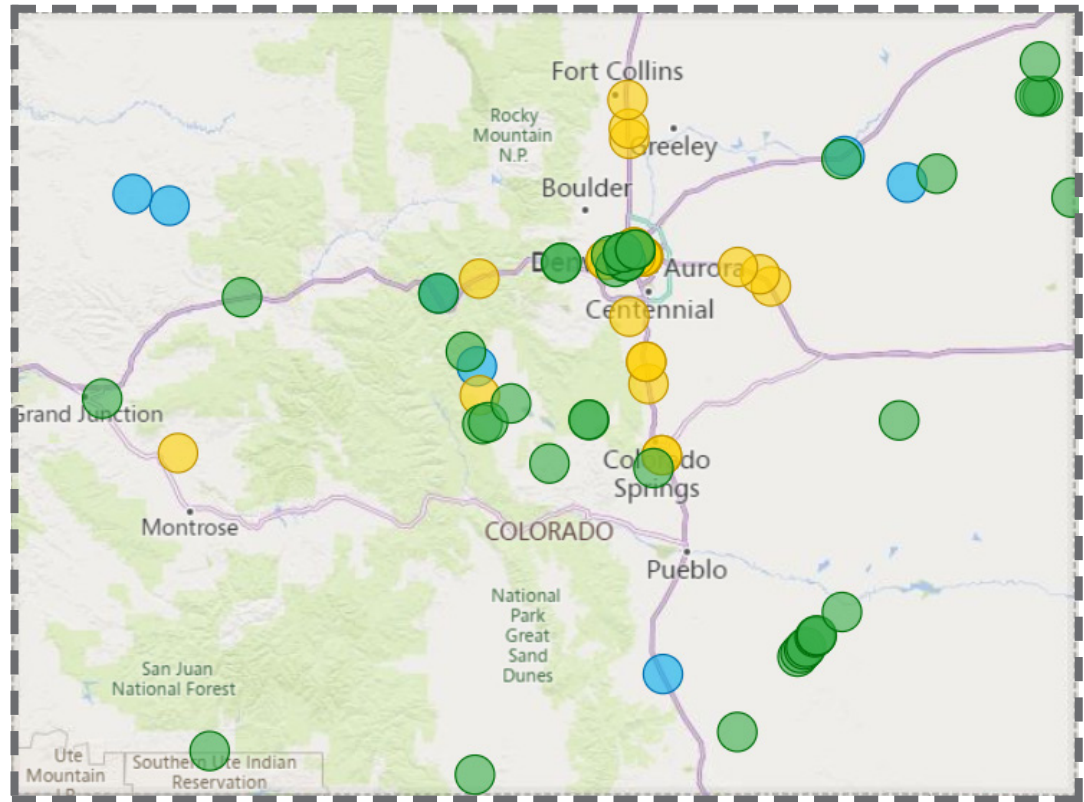
Program to Date Statistics

The BTE program is currently delivering near historic levels with a robust active project portfolio consisting of 33 projects that will rehabilitate or replace 82 FASTER eligible structures and address approximately 500,000 square feet of eligible bridge deck area.

Remaining	152
In Design	34
Design Complete	5
In Construction	43
Projects Completed	175
Total	409

Total Poor Deck Removed (ft²)
2,110,321

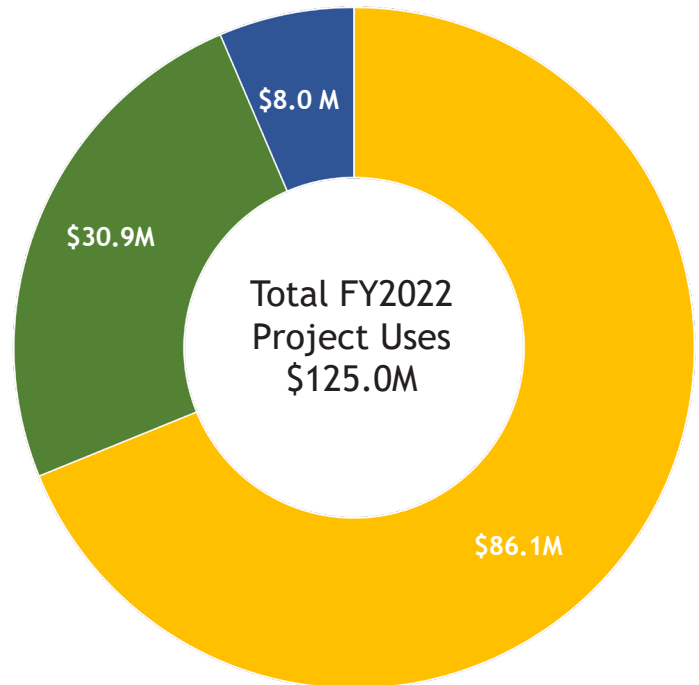
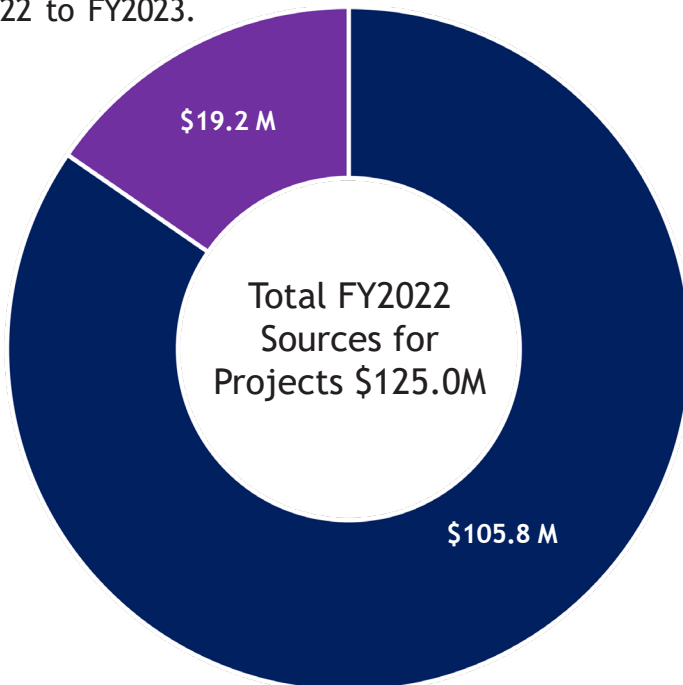
2022 BTE Project Map



Status: ● In Design ● Design Complete ● In Construction

Financial Update

Below are graphs depicting the FY2022 Sources and Uses of budget for Bridge and Tunnel Enterprise projects. These graphs do not include the Administrative and Debt Service costs which occur outside the project budget. It should be noted that roll forward budget is often utilized as part of the multi-year planning process. Sources for the projects are the Initial Project Budget (FASTER Fee Revenues) - \$105.8M and Roll Forward budget balances from FY2021 - \$19.2M. These Sources were then applied to the project budget as the following Uses: Statewide Projects - \$86.1M, Central 70 Availability Payments - \$8.0M, and Roll Forward from FY2022 to FY2023 - \$30.9M. The Roll Forward from FY2022 to FY2023 is programmed for projects, primarily those which were delayed to from FY2022 to FY2023.



Roll Forward from FY21

FASTER Fee Revenues

Roll Forward into FY23

Statewide Projects

Availability Payments



MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 15, 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.

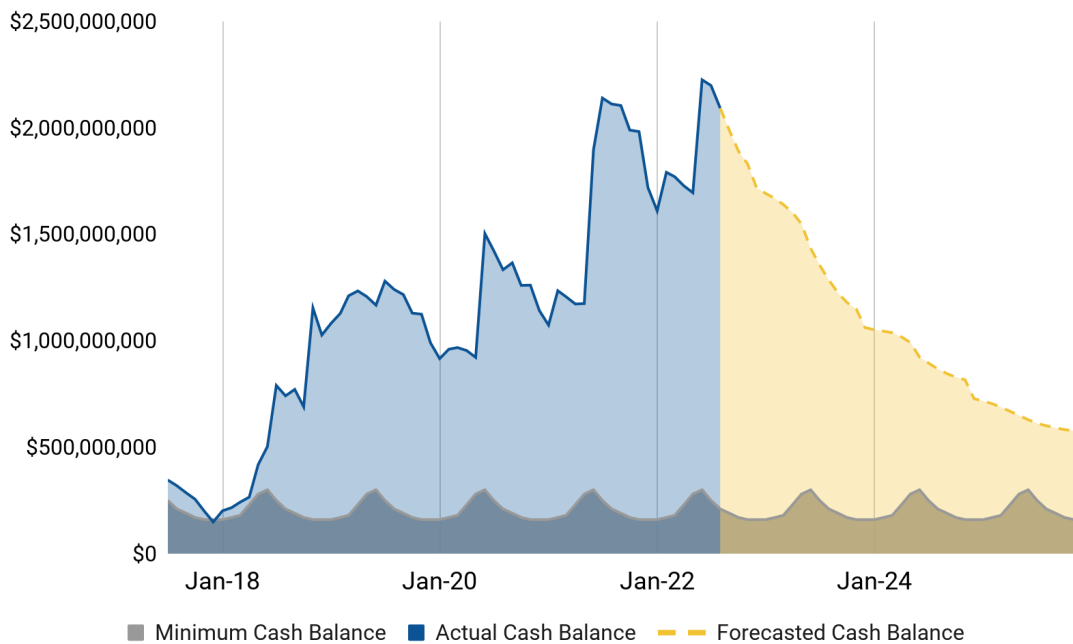
Action

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 July 2022 was \$2.20 billion; \$1.95 billion above that month’s cash minimum cash balance target of \$250 million. June’s cash balance consists of \$707 million in the State Highway Fund, and \$1.49 billion in the Senate Bill 267 trustee account. The forecasted cash balance for July 2022 was \$50.3M lower than the actual cash balance due to higher than expected HUTF revenue, 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

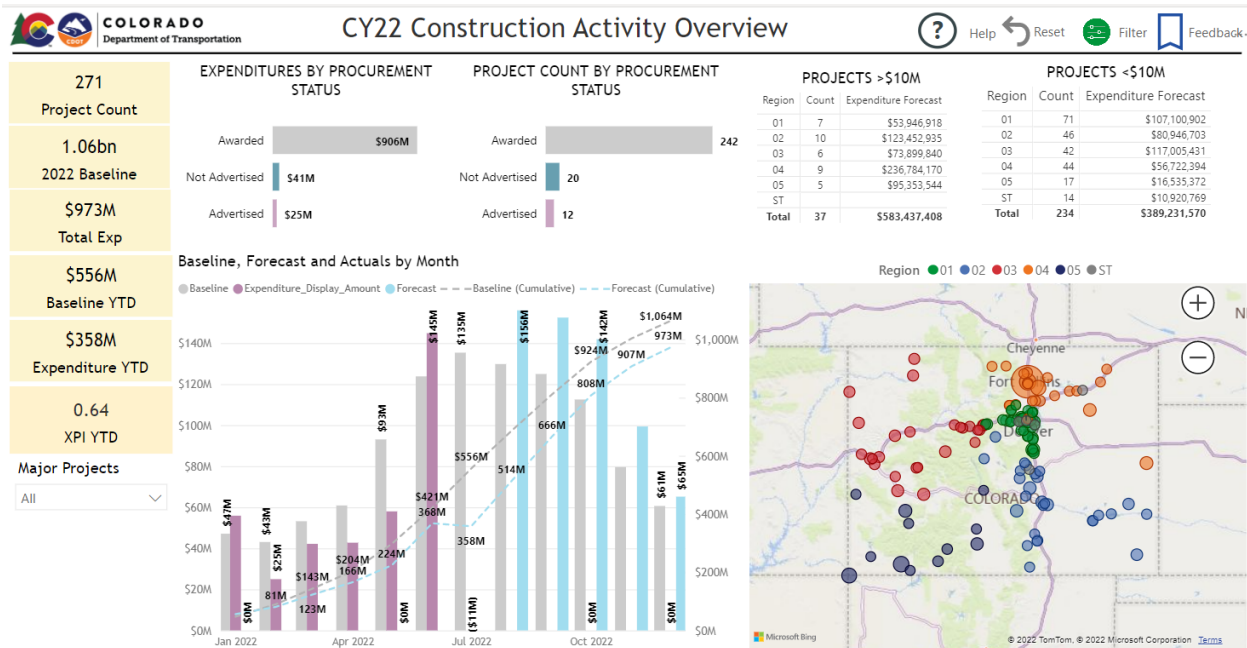
\$ millions	CY 2017 (actual)	CY 2018 (actual)	CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (forecast)	CY 2023 (forecast)	CY 2024 (forecast)
Expenditures	\$642	\$578	\$669	\$774	\$615	\$850	\$800*	\$800*

*This is preliminary information based on the proposed 10-Year Plan update which will be considered by the Transportation Commission for approval in September. This information will be updated once projects are approved and additional project schedule detail becomes available.

Figure 3 details the 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 July-month end, actual expenditures total \$358 M, which corresponds with an Expenditure Performance Index (XPI) of .64 (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 a 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, CDOT CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 15, 2022
SUBJECT: STATE INFRASTRUCTURE BANK ACTIVITY REPORT FOR FISCAL YEAR 2021-22

Purpose

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

Action

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

Background

The State Infrastructure Bank was created in 43-1-113.5 CRS, and in accordance with Procedural Directive (PD) 0720.1:

“The Division of Accounting and Finance (DAF) shall prepare a financial summary and review of the Transportation Infrastructure Revolving Fund (Fund 715) on a periodic basis. OFMB shall present the report to the Colorado Transportation Commission (TC) at their monthly meeting in August for the period ending June 30th of the previous State fiscal year, and as a mid-year review, in February for the period ending December 31st of the current State Fiscal Year.”

Year End Summary

Assets

As of June 30, 2022, the Colorado SIB had \$30.4 million in total assets (see Table 1). Of the total assets, 78.5 percent (\$23.9 million) was attributed to the Aeronautics account and 21.5 percent (\$6.5 million) was attributed to the Highway account. The Transit and Rail accounts of the Colorado SIB have never been capitalized, nor have any loans been made from those accounts.



Table 1: Colorado SIB Assets Summary, As of June 30, 2022

Overview of Colorado SIB Assets As Of 06/30/2022			
Assets	Aeronautics	Highways	Total
Cash:			
Fund 715	\$ 4,685,720	\$ 3,357,249	\$ 8,042,969
Authorized Federal Funds	\$ -	\$ -	\$ -
Amount Available to Loan	\$ 4,685,720	\$ 3,357,249	\$ 8,042,969
Accounts Receivable:			
Outstanding Loan Balances	\$ 19,164,601	\$ 3,169,269	\$ 22,333,870
Accrued Interest	\$ -	\$ -	\$ -
Total Accounts Receivable	\$ 19,164,601	\$ 3,169,269	\$ 22,333,870
Total Assets	\$ 23,850,320	\$ 6,526,519	\$ 30,376,839
Percent of Account/Fund Loaned	80.35%	48.56%	73.52%

As of June 30, 2022, there was a total of \$8.0 million available to loan, of which \$4.7 million was in the Aeronautics account and \$3.4 million was in the Highway account.

Loans

Currently, the Colorado SIB has seven outstanding loans totaling \$22.3 million (see Table 2). Four loans are from the Aeronautics account, totaling \$14.2 million, two loans are from the Highway account totaling \$.9 million, and one loan from both the Aeronautics and Highway accounts totaling \$7.3 million. As of June 30, 2022, all Colorado SIB loans were current.



Table 2, Colorado SIB Loan Summary, As of June 30, 2022

Colorado SIB Loans Summary As Of 06/30/2022								
	Original Loan	Balance Due	Debt Service	Interest Rate	Original Loan Date	Next Payment Due Date	Termination Date	Contract No.
Aeronautics Account:								
Colorado Springs	\$ 5,500,000	\$ 4,997,704	\$ 612,296	1.99%	3/3/2021	3/3/2023	3/3/2031	AVNIFY2021-001
Colorado Springs	\$ 3,431,183	\$ 1,474,855	\$ 392,043	2.50%	5/26/2016	5/26/2023	5/26/2026	AVNIFY2016-002
Colorado Springs	\$ 7,500,000	\$ 6,185,515	\$ 890,483	3.25%	1/3/2020	1/3/2023	1/3/2030	AVNIFY2020-001
Arapahoe County Airport Authority	\$ 8,000,000	\$ 5,034,813	\$ 914,070	2.50%	6/1/2018	6/1/2023	6/1/2028	AVNIFY2018-001
Rocky Mountain Metropolitan Airport	\$ 2,015,000	\$ 1,471,714	\$ 236,219	3.00%	3/25/2019	3/25/2023	3/25/2029	AVNIFY2019-001
Total:	\$26,446,183	\$19,164,601	\$ 3,045,111					
Highway Account:								
Central City	\$ 1,521,693	\$ 654,082	\$ 173,867	2.50%	7/17/2015	7/17/2022	7/17/2025	HWYFY2016-001
Park County	\$ 566,500	\$ 243,504	\$ 64,728	2.50%	2/26/2016	2/26/2023	2/26/2026	HWYFY2016-002
Colorado Springs	\$ 2,500,000	\$ 2,271,684	\$ 278,316	1.99%	3/3/2021	3/3/2023	3/3/2031	HWYFY2021-001
Total:	\$ 4,588,193	\$ 3,169,269	\$ 516,911					
Grand Total:	\$31,034,376	\$22,333,870	\$ 3,562,023					

Interest Rate

The interest rate was raised starting July 1, 2018 to three (3%) percent for the first half of Fiscal Year 2018-19, and increased to three and one quarter (3.25%) percent the second half of Fiscal Year 2018-2019. The Transportation Commission approved a rate reduction to two and one half (2.5%) percent in December, 2019, to be effective for the second half of 2019-20. The Transportation Commission then approved a subsequent rate reduction to two (2.0%) percent effective July 1, 2020, for the first half of Fiscal Year 2020-21, which remained in effect until July 1, 2022. Effective July 1, 2022 the Transportation Commission approved a rate increase to three (3%) percent, to be in effect through December 31, 2022.

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

Next Steps

In accordance with Procedural Directive (PD) 0720-1 (21), Staff will provide the Commission a review of year-to-date FY 2021-22 SIB account activities in February 2023.





MEMORANDUM

TO: COLORADO TRANSPORTATION COMMISSION
FROM: HANNAH L. REED, GRANTS COORDINATOR IN OPGR
DATE: SEPTEMBER 15TH, 2022
SUBJECT: UPDATE TO TRANSPORTATION COMMISSION ON SUBMITTED, IN PROGRESS, AND FORTHCOMING GRANT APPLICATIONS TO IJJA DISCRETIONARY PROGRAMS

Purpose

To share progress on submitted applications, and current and future coordination of proposals to anticipated federal discretionary programs under the Infrastructure Investment Jobs Act (IIJA).

Action

Per PD 703.0, when the department intends to apply for grants with a match consisting of previously approved funding, no action is necessary by the Commission, but we provide the Commission with the projects we intend to pursue. If the match requires an additional commitment of funds not already approved by the Commission, or Bridge & Tunnel Enterprise (BTE), staff brings the projects to the Commission as an action item, with the additional funding being made contingent on a successful application and grant award.

Since the US DOT announced RAISE 2022 awards in August, it was determined that our 6th & Wadsworth Interchange Reconstruction application - which did not receive a RAISE award - was an eligible candidate for the discretionary Bridge Investment Program (BIP). This project was resubmitted on September 8th, 2022 to the "Other than Large" Bridge Category of BIP in ongoing pursuit of federal funding support.

Background and Details

RECENTLY SUBMITTED

The following discretionary grant programs for FY22 have already closed:

1. REBUILDING AMERICAN INFRASTRUCTURE with SUSTAINABILITY and EQUITY (RAISE)
 - Two applications were submitted by CDOT
 - MOVE: Westward Three mobility hub project in Region 3
 - **\$24.24M AWARDED!**
 - 6th & Wadsworth interchange reconstruction in Region 1
 - **Not awarded - resubmitted to the Bridge Investment Program**
 - A third was submitted with CDOT's strong support
 - US 119 Safety and Mobility project in Region 4
 - **Not awarded**
2. MULTIMODAL PROJECTS DISCRETIONARY GRANT PROGRAM (MPDG)
 - Three applications were submitted by CDOT
 - Floyd Hill to Veterans Memorial Tunnels Improvements Project in Region 1
 - MOVE: W3 (resubmission) in Region 3
 - US 40 Passing Lanes & Red Dirt Hill Improvements in Region 3
 - w/collaboration from Grand County
 - Three more were submitted with CDOT's strong support
 - US 50 Safety Highway Improvements for Freight and Travel (SHIFT) in Region 2
 - Submitted by Otero County
 - I-76 Phase IV Reconstruction and Repavement Project in Region 4

■ Resubmission

IN PROGRESS

CDOT is actively pursuing the following discretionary grant program(s) for FY22:

1. Enabling Middle Mile Broadband Infrastructure (MM)
 - CDOT is applying for \$100M to lay new fiber lines to help expand broadband service to currently under- and unserved rural areas.

NEW & FORTHCOMING OPPORTUNITIES

The following discretionary programs have either recently released, or are expected to release in the near future, Notices of Funding Opportunities (NOFO). CDOT is interested in pursuing eligible and competitive projects or partnerships for each program:

1. RECONNECTING COMMUNITIES PROGRAM (RCP): Funding for projects that reconnect communities cut off from opportunities by transportation infrastructure through the removal, retrofitting, mitigation, or replacement of existing transportation facilities.
2. RAILROAD CROSSING ELIMINATION (RCE): Funding for highway-rail or pathway-rail grade crossing projects that improve safety and mobility of people and goods.
3. CONSOLIDATED RAIL INFRASTRUCTURE & SAFETY IMPROVEMENTS (CRISI): Funding to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints; enhance multimodal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors.
4. ALL STATION ACCESSIBILITY PROGRAM (ASAP): Funding for capital projects to repair, improve, modify, retrofit, or relocate infrastructure of public transportation systems (e.g. subway, commuter rail, light rail) for persons with disabilities by increasing the number of existing stations or facilities that are fully accessible.
5. Rail Vehicle Replacement Program NOFO is expected in September 2022
6. STRENGTHENING MOBILITY and REVOLUTIONIZING TRANSPORTATION (SMART) program NOFO is expected in September 2022
7. Thriving Communities discretionary technical assistance and capacity building resource program NOFO is expected in Fall 2022

Next Steps

MM and ASAP applications are due Sept. 30th, 2022.

RCE applications are due Oct. 4th, 2022.

RCP applications are due Oct. 13th, 2022.

CRISI applications are due Dec. 1st, 2022.



MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: PATRICK HOLINDA; BRIDGE AND TUNNEL ENTERPRISE MANAGER
DATE: SEPTEMBER 15, 2022
SUBJECT: BRIDGE AND TUNNEL ENTERPRISE Q4 FY2022 QUARTERLY REPORT

Purpose

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

Action

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

Background

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

The modification of the Enterprise in accordance with SB21-260 continued throughout the fourth quarter of FY2022. During this quarter, staff presented several critical workshops and resolutions to the Board. The Board adopted proposed revisions to Policy Directive BE16.0 to provide direction on the appropriate use of the Enterprise's various funding streams, and allow the Enterprise to complete tunnel projects and prioritize CDOT 10-year Plan Projects. Additionally, the Board approved a resolution to impose the bridge and tunnel impact fee and the bridge and tunnel retail delivery fee authorized by SB21-260. Significant progress towards advancing critical objectives of the SB21-260 legislation was also made with the Board's approval of a \$100M BTE funding commitment to address the outstanding repair and maintenance backlog at the Eisenhower-Johnson Memorial Tunnel facility.

The bridge and tunnel fees are expected to start generating revenue for the program in early FY2023 and it is estimated that the new fees will bring approximately \$522M of additional revenue into the program over the 10-year phase in period. BTE will utilize this revenue to support the delivery of the 10-Year Plan by allocating funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado's transportation network.

I-70 Vail Pass Safety and Operations Improvement Project

The I-70 Vail Pass Safety and Operations Improvement Project took another significant step forward this quarter after the BTE Board approved two separate but related resolutions to commit funding to the project. The first resolution increased the maximum BTE funding commitment to the project by \$31.9M to \$93.4M. The increase will fully fund the design and construction of both the eastbound and westbound I-70 structures over Polk Creek (F-12-AS & F-12-AT). Value engineering and various innovations were leveraged to achieve cost savings on project, however, cost escalation due to inflation resulted in a net increase to the estimated cost of the BTE eligible share of the project. The second resolution was a budget supplement to the establish construction phase budget required for Construction Package #3, which includes F-12-AT, to proceed to Construction Agreed Price (CAP) negotiations. The project team successfully completed CAP negotiations and the project is expected to start construction in Q1 of FY2023.

FY2022 Multimodal Project Discretionary Grant (MPDG)

In March 2022, the U.S. Department of Transportation (USDOT) released a Notice of Funding Opportunity (NOFO) for the MPDG. The MPDG combined three major federal discretionary grant programs under a common application to reduce the administrative burden for eligible applicants by making it possible to apply for all three grants at one time. CDOT staff, with BTE support, performed an evaluation to identify projects with the highest probability of



award based on the selection criteria outlined in the NOFO. Through this process, the three CDOT 10-year Plan projects detailed below were identified as top candidates for submission. All three projects include BTE eligible scope, were vetted by the executive management team, and are a high priority for CDOT, BTE, and numerous other project stakeholders.

Structures with BTE Funding Commitments in the MPDG Applications

Major Project	Structure ID	Region	County	Facility Carried over Featured Intersection	Funding Committed
Floyd Hill	F-15-BL	1	Clear Creek	I-70 ML WB over US 6, Clear Creek	\$260 M
	F-15-BM			Ramp to US 6 ML over Clear Creek	
I-76 Phase IV	C-22-AY	4	Morgan	I-76 ML WB over BNSF RR, Beaver Creek	\$18 M
	C-22-BG			I-76 ML EB over US 34 Spur	
Elmore's Corner	P-05-B	5	La Plata	US 160 ML over Florida River	\$10 M

Program Progress

In Q4 FY2022, staff continued to make progress addressing the state's "Poor" bridge population and modifying the Enterprise in accordance with SB21-260.

Structures Funded for Design in Q4 FY2022

Structure ID	Region	County	Facility Carried over Featured Intersection	Phase	Budget
C-22-K	4	Morgan	US 6 ML over UPRR; Platte; Beaver Canal	Design	\$466,400
D-24-O	4	Washington	US 34 ML over Draw		

Structures Funded for Construction in Q4 FY2022

Structure ID	Region	County	Facility Carried over Featured Intersection	Phase	Budget
E-16-LT	1	Adams	I-76 ML EB over Clear Creek	Const.	\$4,561,100
E-16-LU			I-76 ML WB over Clear Creek		
L-22-LL	2	Otero	SH 71 ML over Arkansas River	Const.	\$
F-12-AT	3	Eagle	I-70 ML WB over Polk Creek	Const.	\$

Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 33 bridge projects that will rehabilitate or replace 82 BTE eligible structures and address approximately 500,000 square feet of eligible poor-rated bridge deck area statewide.

BTE Bridge Prioritization Plan

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan in September 2022 based on the updated "poor" bridge list released by CDOT Staff Bridge. This information was advanced to the Q4 FY2022 report for expedited distribution. Pursuant to this update, eight structures became BTE eligible and are itemized below.

Structure ID	Region	County	Facility Carried over Featured Intersection
E-17-IJ	1	Adams	I-270 ML WB over Service Rd.; BNSF RR
E-17-IG	1	Adams	I-270 ML WB over Ditch Rd., Burlington Canal
E-16-DP	1	Jefferson	SH 391 ML over Clear Creek
N-17-AC	2	Huerfano	I-25 ML NB over US 160, SH 10, RR Spur
K-27-A	2	Kiowa	US 385 ML over Draw
H-13-R	2	Park	SH 9 ML over Middle Fork S. Platter River
H-13-M	2	Park	US 24 ML over Middle Fork S. Platte River
L-11-C	5	Saguache	SH 114 ML over Saguache Creek

Program Schedule Update

The overall program Schedule Performance Index (SPI) for Q4 FY2022 remained constant at 1.00, primarily due to the performance of completed projects, while the active project SPI increased to 1.01. An active project SPI above



0.90 generally indicates that projects in the program's active project portfolio are being executed efficiently. These key performance indicators are used by program staff to monitor projects that have the potential to fall behind their baseline schedule. The program overall and active monthly SPI for Q4 FY2022 is listed below.

Month	Overall SPI	Active SPI
April	1.00	0.98
May	1.00	1.00
June	1.00	1.01

Budget and Encumbrance Balances

BTE staff continues to coordinate with Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Since March 31, 2022, the budget and encumbrance balances have increased by \$36,023.

Program Financial Information

Actual FASTER revenues as of the close of Q4 FY2022 were \$109.5M, which is \$0.5M below the historical rate of revenue collection at the end of Q4 based on a revenue forecast of \$110.0M.

Attachments

Attachment A: Q4 FY2022 Quarterly Report





STATEWIDE BRIDGE & TUNNEL ENTERPRISE QUARTERLY REPORT



INTRODUCTION 4

PROGRAM HIGHLIGHTS 5

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

 I-70 Vail Pass Safety and Operations Improvement Project 5

 FY2022 Multimodal Project Discretionary Grant 6

PROGRAM PROGRESS UPDATES 7

 FASTER Eligible Bridge Structures 8

 Active Project Portfolio 9

 Program Schedule 9

 BTE Bridge Prioritization Plan 10

 Adoption of Revisions to Policy Directive BE16.0 10

PROGRAM AND PROJECT UPDATES 11

 Central 70 Project 11

 Region 2 CBC Program 12

 Region 4/1 Rural Bridge Replacement Program 12

 I-70 Vail Pass Safety and Operations Improvement 12

 Split Timber Girder Repair Pilot Project 13

 Floyd Hill 13

BUDGET AND ENCUMBRANCES 14

FINANCIAL INFORMATION 15

APPENDICES 18

 Appendix A - (Bridge) Prioritization Plan 18

 Appendix B - Program Allocation Plan 23

 Appendix C - Four Year Quarterly Cash Flow Graph 27

- Image 1.** Hanging Lake Tunnels in Garfield County
- Image 2.** Veterans Memorial Tunnels in Clear Creek County
- Image 3 & 4.** I-70 ML EB and WB over Polk Creek in Eagle County (F-12-AS & F-12-AT)
- Image 5.** I-70 ML WB over US 6, Clear Creek (F-15-BL)
- Image 6.** I-76 ML EB over US 34 Spur (C-22-BG)
- Image 7.** US 160 ML over Florida River (P-05-B)
- Image 8.** US 6 ML over UPRR; Platte; Beaver Canal (C-22-K)
- Image 9.** US 34 ML over Draw (D-24-O)
- Image 10.** I-76 ML EB over Clear Creek (E-16-LT)
- Image 11.** SH 71 ML over Arkansas River (L-22-LL)
- Image 12.** BTE Active Project Portfolio
- Image 13.** Construction on 46th Ave.
- Image 14.** Wall footing for the Swansea Park Playground
- Image 15.** EB I-70 Lowered Section Paving
- Image 16.** US 24 ML over Draw in Teller County (I-15-AO)
- Image 17.** I-70 Service RD over Draw in Arapahoe County (F-20-L)
- Image 18.** I-70 over Polk Creek in Eagle County (F-12-AS)
- Image 19.** US 50 ML over Draw in Fremont County (K-13-O)
- Image 20.** I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

- Table 1.** BTE Eligible Structures included in the MPDG Applications
- Table 2.** Structures Funded for Design in Q4 FY2022
- Table 3.** Structures Funded for Construction in Q4 FY2022
- Table 4.** Project Status of FASTER Eligible Structures as of Q4 FY2022
- Table 5.** Overall and Active Project SPI by Month
- Table 6.** New FASTER Eligible Structures
- Table 7.** Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances
- Table 8.** Program Financial Statistics as of June 30, 2022 (\$ in Millions)
- Table 9.** Program Financial Statistics as of June 30, 2022 (\$ in Millions)

- Figure A.** Current Status of FASTER Eligible Bridge Structures
- Figure B.** Historic Status of FASTER Eligible Bridge Structures
- Figure C.** Forecast vs Actual FASTER Revenue Comparison
- Figure D.** Total Program Financial Performance



This report is the 45th Quarterly Report published in support of the Statewide Bridge and Tunnel Enterprise (BTE). This Report outlines the progress and accomplishments associated with the BTE Program for work completed during April, May, and June of 2022; which coincides with the fourth quarter of the Colorado Department of Transportation's (CDOT) 2022 Fiscal Year (Q4 FY2022). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (SB21- 260), program developments and activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports and are viewable on the Bridge and Tunnel Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>.

The following is an itemization of significant Q4 FY2022 BTE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the 44th Bridge and Tunnel Enterprise Quarterly Report (Q3 FY2022).
- Received Board approval for the 8th Budget Supplement of FY2022 to:
 - Increase the construction phase budget of US 285 over South Fork of the South Platte River (H-13-G) in Park County
 - Establish the miscellaneous phase budget for Package 2 of the Eastern Plains Timber Bridge Project (C-22-K & D-24-O) for long lead time procurement items
- Received Board approval for the 9th Budget Supplement of FY2022 to:
 - Increase the construction phase budget of the Central 70 Project in Denver County to include the previously approved contingency for Supervening events
- Received Board approval for the 10th Budget Supplement of FY2022 to:
 - Establish the construction phase budget for I-76 over Clear Creek (E-16-LT/LU) in Adams County
 - Establish the construction phase budget for the approach slab and drainage repair project on SH 71 over Arkansas River (L-22-LL) in Otero County
 - Establish the construction phase budget for I-70 WB over Polk Creek (F-12-AT) in Eagle County as part of the I-70 Vail Pass Safety & Operations Improvement Project
- Received Board approval of a resolution committing BTE matching funds for the FY2022 Multimodal Project Discretionary Grant program to replace five BTE eligible bridges as part of three separate CDOT 10-Year Plan projects.
 - Floyd Hill to Veterans Memorial tunnels Improvement Project (F-15-BL/BM)
 - I-76 Phase IV Safety & Mobility Reconstruction Project (C-22-AY/BG)
 - US 160 Safety & Mobility Project - Elmore's Corner (P-05-B)
- Received Board approval of a resolution committing \$100M in BTE funding to the CDOT 10-Year Plan projects which will address the outstanding repair and maintenance backlog at the Eisenhower Johnson Memorial Tunnels (EJMT) facility.
- Received Board approval of a resolution to adopt proposed revisions to Policy Directive BE16.0
- Received Board approval of a resolution to impose the bridge and tunnel fees authorized by SB21-260.
- Approved a resolution to formally acknowledge the following structures which have become assets of the Bridge & Tunnel Enterprise:
 - SH 71 over Highline Canal (M-22-NA)
 - US 24 ML over Draw (O24G331948BL)
 - SH 101 ML over Draw (M-24-AA)
 - SH 101 ML over Draw (M-24-IA)
 - US 34 ML over North Fork Republican River (D-27-H)
 - US 34 ML over Republican River (D-28-V)
- Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan.
- Updated the BTE Bridge Prioritization Plan based on the updated Staff Bridge Poor List (completed Q1 FY2023).
- Continued the process of modifying the Enterprise to include tunnel scope and prioritize CDOT 10-Year Plan projects in accordance with SB21-260.
- Supported CDOT with the ongoing development of the 10-Year Plan and evaluated strategies to leverage BTE funding to advance planned projects with BTE eligible scope items.
- Performed maintenance on the program baseline cost estimate including monitoring and planning for increased commodity, material, and labor price inflation and adjusting program forecasts as necessary.
- Performed status updates for various program metrics including: major achievements, total program financial performance, and status of FASTER eligible structures.
- Completed monthly updates to the program schedule for work completed in April, May, and June of 2022, and conducted the regularly scheduled Schedule Change Control Board meeting.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BTE projects.
- Continued development of new programmatic risk management tools, which include the Cost and Schedule Risk Assessments tools and the Risk-Informed Financial Planning Model.

PROGRAM HIGHLIGHTS

SB21-260 and the Statewide Bridge and Tunnel Enterprise

The modification of the Enterprise in accordance with SB21-260 continued throughout the fourth quarter of FY2022. During this quarter, staff presented several critical workshops and resolutions to the Board. The Board adopted proposed revisions to Policy Directive BE16.0 to provide direction on the appropriate use of the Enterprise's various funding streams and allow the Enterprise to complete tunnel projects and prioritize CDOT 10-Year Plan (10-Year Plan) Projects. Additionally, the Board approved a resolution to impose the bridge and tunnel impact fee and the bridge and tunnel retail delivery fee authorized by SB21-260. Significant progress towards advancing critical objectives of the SB21-260 legislation was also made with the Board's approval of a \$100M BTE funding commitment to address the outstanding repair and maintenance backlog at the Eisenhower Johnson Memorial Tunnels (EJMT) facility.

The bridge and tunnel fees are expected to start generating revenue for the program in early FY2023 and it is estimated that the new fees will bring approximately \$522M of additional revenue into the program over the 10-year phase in period. BTE will utilize this revenue to support the delivery of the 10-Year Plan by allocating funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado's transportation network. Additional information on the progress of BTE eligible strategic projects, such as the I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project, I-270 Safety and Mobility Project, and EJMT Repair Projects, can be found below.



Image 1. Hanging Lake Tunnels in Garfield County



Image 2. Veterans Memorial Tunnels in Clear Creek County

I-70 Vail Pass Safety and Operations Improvement Project

The I-70 Vail Pass Safety and Operations Improvement Project took another significant step forward this quarter after the BTE Board approved two separate but related resolutions to commit funding to the project. The first resolution increased the maximum BTE funding commitment to the project by \$31.9M to \$93.4M. The increase will fully fund the design and construction of both the eastbound and westbound I-70 structures over Polk Creek (F-12-AS & F-12-AT). Value engineering and various innovations were leveraged to achieve cost savings on project, however, cost escalation due to inflation resulted in a net increase to the estimated cost of the BTE eligible share of the project. The second resolution was a budget supplement to the establish construction phase budget required for Construction Package #3, which includes F-12-AT, to proceed to Construction Agreed Price (CAP) negotiations. The project team successfully completed CAP negotiations and the project is expected to start construction in Q1 of FY2023. More information on milestones and achievements can be found in the Program and Project Updates section on page 12 of this report.



Image 3 & 4. I-70 ML EB and WB over Polk Creek in Eagle County (F-12-AS & F-12-AT)

FY2022 Multimodal Project Discretionary Grant (MPDG)

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

Table 1. BTE Eligible Structures included in the MPDG Applications

Major Project	Bridge ID	Region	Facility Carried over Featured Intersection	County	Funding Committed
Floyd Hill	F-15-BL	1	I-70 ML WB over US 6, Clear Creek	Clear Creek	\$260 M
	F-15-BM		Ramp to US 6 ML over Clear Creek		
I-76 Phase IV	C-22-AY	4	I-76 ML WB over BNSF RR, Beaver Creek	Morgan	\$18 M
	C-22-BG		I-76 ML EB over US 34 Spur		
Elmore's Corner	P-05-B	5	US 160 ML over Florida River	La Plata	\$10 M



Image 5. I-70 ML WB over US 6, Clear Creek (F-15-BL)

Floyd Hill to Veterans Memorial Tunnels Improvement Project

The Floyd Hill project will improve travel time reliability, mobility, safety, and address deficient infrastructure on a critical section of the I-70 mountain corridor. Major elements of the project include the replacement of two BTE eligible bridges, including the deficient WB I-70 bridge over Clear Creek and US 6, adding a third westbound lane, constructing a frontage road connection, adding an eastbound auxiliary lane, improving interchanges and intersections, improving the Clear Creek greenway, and implementing environmental mitigation for wildlife connectivity, air and water quality, and stream conditions.



Image 6. I-76 ML EB over US 34 Spur (C-22-BG)

I-76 Phase IV Safety and Mobility Reconstruction Project

The I-76 Phase IV project will reconstruct 1.45 miles of I-76 east of the town of Brush. I-76 connects I-80 and I-70 and serves as a critical link for inter and intrastate commerce. Phase IV of the project will continue work on improving a critical freight corridor on I-76 between Fort Morgan and Brush and includes the replacement of two BTE eligible bridges. In recent years, there was a higher than average crash rate for this segment of I-76, when compared to highways with a similar level of service, and the project seeks to make the corridor safer for all users while also enhancing mobility for the freight industry.



Image 7. US 160 ML over Florida River (P-05-B)

US 160 Safety and Mobility Project - Elmore's Corner

The US 160 Elmore's Corner East project will correct operational and safety challenges that have been identified along US 160 from the intersection of US 160 and SH 172 to the intersection of US 160 and La Plata County Road 225. The general purpose of the project as outlined in the 2006 Final Environmental Impact Statement (EIS) is to increase travel efficiency/capacity to meet current and future needs, improve safety for the traveling public by reducing the number and severity of accidents, and to control access to the interstate. The total project length is approximately 2.6-miles. BTE eligible structure, P-05-B, is within the project limits and will be reconstructed in order to improve safety for the traveling public by addressing the substandard geometry of the existing bridge and incorporating a wildlife underpass as specified in the EIS.

PROGRAM PROGRESS UPDATES

In Q4 FY2022, staff continued to make progress addressing the state’s “Poor” bridge population and modifying the Enterprise in accordance with SB21-260. A summary of these activities and other program progress updates are provided below.

Funding was established for the long lead time procurement items associated with Package #2 of the Eastern Plains Timber Bridge Project. Package #2 of the project will replace both C-22-K in Morgan County and D-24-O in Washington County. The project is being delivered using construction manager/general contractor (CM/GC) delivery and the two structures will be replaced with precast concrete box culverts (CBCs). Due to the price escalation and limited availability of CBCs, purchasing the structures in advance of construction will help lower schedule risk and potentially reduce cost when compared to waiting for the project to negotiate the Construction Agreed Price (CAP) and procuring the CBCs.

Table 2. Structures Funded for Design in Q4 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
C-22-K	4	US 6 ML over UPRR; Platte; Beaver Canal	Morgan
D-24-O	4	US 34 ML over Draw	Washington



Image 8. US 6 ML over UPRR; Platte; Beaver Canal (C-22-K)



Image 9. US 34 ML over Draw (D-24-O)

During this period, the BTE Board approved a budget supplement to establish the construction phase for four structures, itemized below. The E-16-LU/LT budget supplement funded the second phase of a project to fully rehabilitate these structures; the scope of work for this phase includes the installation of scour countermeasures. The L-22-LL project includes repairs to address approach slab settlement and improve site drainage. For additional information on F-12-AT, see the I-70 Vail Pass Safety and Operations Improvement Project update on page 12.

Table 3. Structures Funded for Construction in Q4 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-LT	1	I-76 ML EB over Clear Creek	Adams
E-16-LU	1	I-76 ML over Clear Creek	Adams
L-22-LL	2	SH 71 ML over Arkansas River	Otero
F-12-AT	3	I-70 ML WB over Polk Creek	Eagle



Image 10. I-76 ML EB over Clear Creek (E-16-LT)



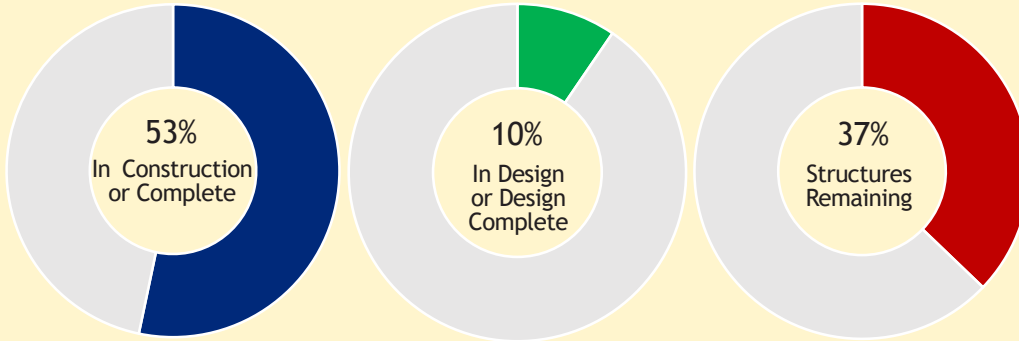
Image 11. SH 71 ML over Arkansas River (L-22-LL)

FASTER Eligible Bridge Structures

Q4 FY2022 Project Status Updates

- 1 structure started design as part of the Holyoke Bridge Bundle (B-27-A)
- 2 structures completed design (F-12-AT & N-17-AD)
- 20 structures started construction (E-17-GV/GW, H-13-G, & 17 structures in the Region 2 CBC Program)

Other relevant Q4 FY2022 FASTER eligible bridge statistics are as follows:



Project Status	Q4 FY2022 # of Structures ¹
Remaining	152
In Design	34
Design Complete	5
In Construction	43
Projects Complete	175
Total	409

Table 4. Project Status of FASTER Eligible Structures as of Q4 FY2022

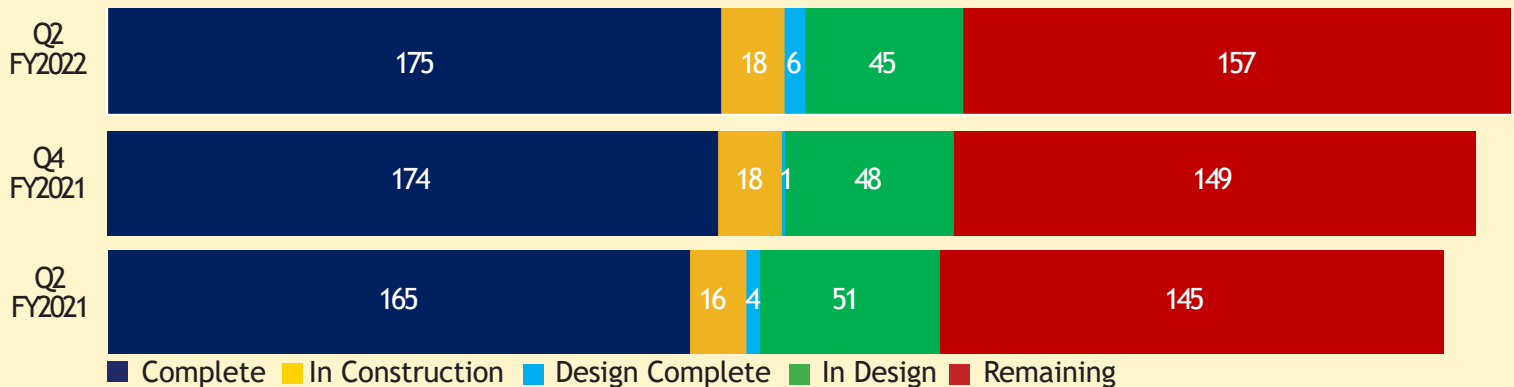
¹ Statistics updated to reflect progress of eight BTE eligible structures funded through external sources

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

Figure A. Current Status of FASTER Eligible Bridge Structures



Figure B. Historic Status of FASTER Eligible Bridge Structures



Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 33 bridge projects that will rehabilitate or replace 82 BTE eligible structures and address approximately half a million square feet of eligible poor-rated bridge deck area statewide. The map below provides the locations of all active BTE projects.

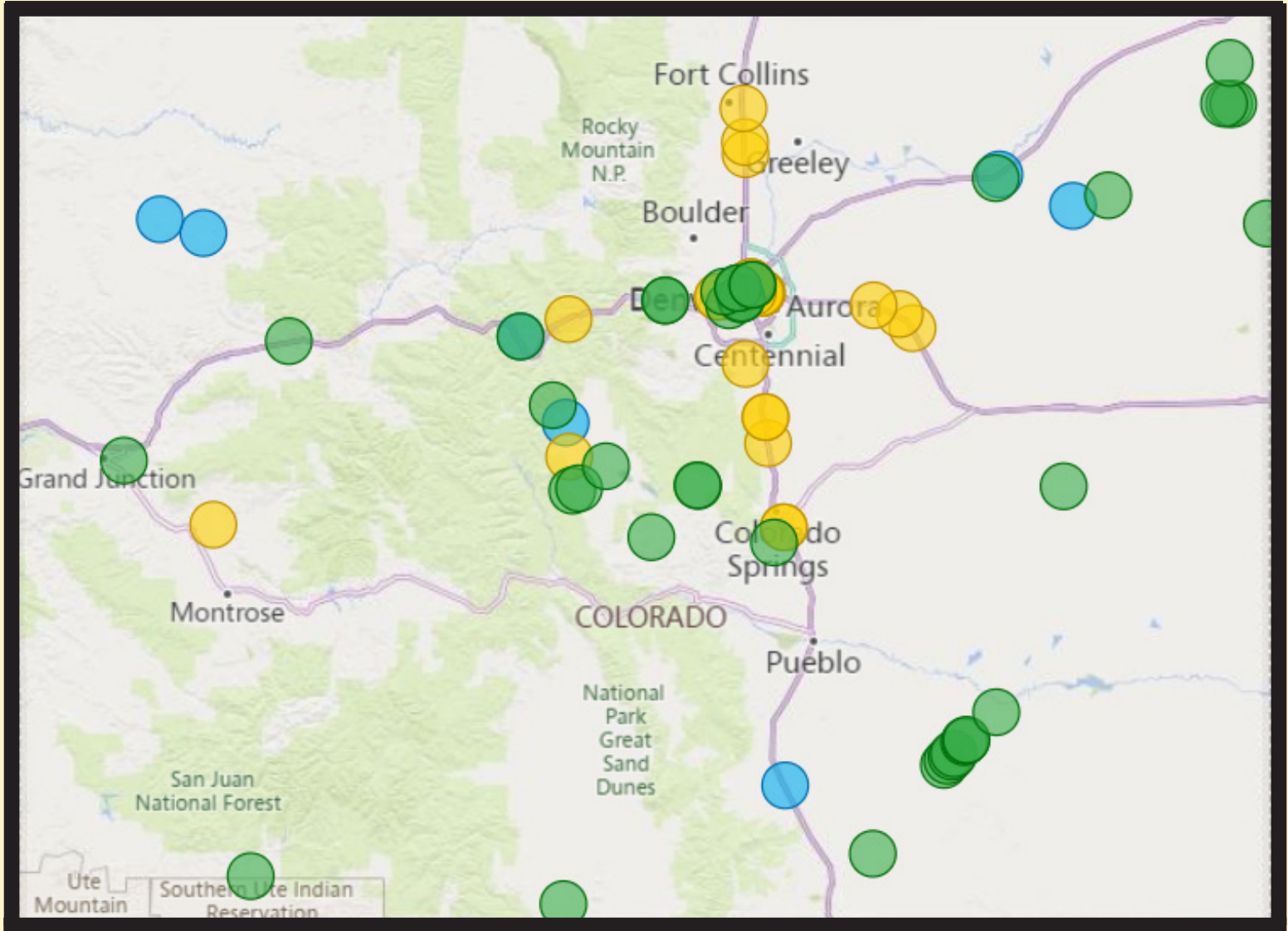


Image 12. BTE Active Project Portfolio

Status: ● In Design ● Design Complete ● In Construction

Program Schedule

The overall program Schedule Performance Index (SPI) for Q4 FY2022 remained constant at 1.00, primarily due to the performance of completed projects, while the active project SPI increased to 1.01. An active project SPI above 0.90 generally indicates that projects in the program's active project portfolio are being executed efficiently. These key performance indicators are used by program staff to monitor projects that have the potential to fall behind their baseline schedule. The program overall and active monthly SPI for Q4 FY2022 is listed to the right.

Month	Overall SPI	Active SPI
April	1.00	0.98
May	1.00	1.00
June	1.00	1.01

Table 5. Overall and Active Project SPI by Month

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

BTE Bridge Prioritization Plan

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan¹ in July 2022 based on the updated “poor” list released by CDOT Staff Bridge. This information was advanced to the Q4 FY2022 report for expedited distribution. Pursuant to this update, eight structures became eligible for the program and can be found in Table 6. In accordance with PD BE16.1, and with input from Region staff and Staff Bridge, BTE staff performed a programmatic analysis of all remaining statewide BTE eligible structures in order to produce a tiered list of prioritized statewide projects.

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

Table 6. New FASTER Eligible Structures

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-IJ	1	I-270 ML WB over Service Rd., BNSF RR	Adams
E-17-IG	1	I-270 ML EB over Ditch Rd., Burlington Canal	Adams
E-16-DP	1	SH 391 ML over Clear Creek	Jefferson
N-17-AC	2	I-25 ML NB over US 160, SH 10, RR Spur	Huerfano
K-27-A	2	US 385 ML over Draw	Kiowa
H-13-R	2	SH 9 ML over Middle Fork S. Platte River	Park
H-13-M	2	US 24 ML over Middle Fork S. Platte River	Park
L-11-C	5	SH 114 ML over Saguache Creek	Saguache

Adoption of Revisions to Policy Directive BE16.0

This quarter, the BTE Board adopted proposed revisions to Policy Directive BE16.0 to provide direction on the appropriate use of the Enterprise’s various funding streams, allow the Enterprise to complete tunnel projects, and prioritize 10-Year Plan Projects in accordance with SB21-260. The following is a summary of key substantive changes to the policy directive that were approved by the Board:

- Establish that a priority will be placed on funding 10-Year Plan projects when determining funding allocations for bridge and tunnel fee revenues in accordance with § 43-4-217(1)(g)(I), C.R.S.
- Update references to applicable state and federal statutes.
- Establish project eligibility criteria for tunnels using the FHWA tunnel definition to eliminate ambiguity and promote consistency in the effective use of available revenues.
- Establish that eligible tunnel projects are only authorized to receive funding through the bridge and tunnel impact fee and bridge and tunnel retail delivery fee.
- Establish that eligible bridge projects are authorized to receive funding through the bridge safety surcharge, bridge and tunnel impact fee, and bridge and tunnel retail delivery fee.
- Establish that the quantitative and qualitative analysis (as specified in Procedural Directive BE16.1) used to determine statewide bridge priorities for bridge safety surcharge funding allocations now includes the identification and prioritization of 10-Year Plan projects to further align the strategic direction of the Enterprise with CDOT.

¹ Reference Appendix A for the (Bridge) Prioritization Plan

PROGRAM AND PROJECT UPDATES

Central 70 Project

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

In Q4 FY2022, BTE staff continued to coordinate with the Central 70 project team to refine the BTE program models and track project progress. The following activities occurred during this quarter:



Image 13. Construction on 46th Ave.



Image 14. Wall footing for the Swansea Park Playground



Image 15. EB I-70 Lowered Section Paving

- Continued work on bridge finishes for the I-70 bridge over Brighton Boulevard.
- Continued working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Continued construction of the City and County of Denver (CCD) portion of the Cover Building.
- Continued work on the Eastbound (EB) I-70 median barrier.
- Continued reconstruction of the Swansea parking lot and playground.
- Completed work on the UPRR bridge, including placing the last girders for the service bridge (Phase 6).
- Continued installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Continued garden roof assembly waterproofing on the Cover Top.
- Continued retaining walls and miscellaneous concrete work and began grading and amenity installation on the Cover Top.
- Finished construction of drainage, walls, utilities, roadway, and paving for future EB I-70 in anticipation of July 15 traffic switch.
- Continued construction of East 46th Avenue South, including roadway, walls, utilities, and drainage.
- Continued miscellaneous work in the Brighton East and West ponds.
- Completed placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover, including jet fans. System testing is completed and ready for commissioning in July prior to traffic switch.
- Finished construction on the Fire Control Center (FCC) room for the EB I-70 lanes.
- Completed soil mixing for drainage systems for EB I-70 lanes from Columbine Street to UPRR.
- Completed the placement of wall panels from Colorado Boulevard to Brighton in EB I-70 lowered section as walls are excavated.
- Continued working on various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Continued construction on the I-70 sign structures and roadway finishes west of Colorado Boulevard.
- Completed repairs to the York Street over I-70 bridge.
- Continued drainage crossing under the Regional Transportation District (RTD) and UPRR tracks at Colorado Boulevard.
- Continued remaining work at Safeway property adjacent to the Colorado Boulevard onramp to EB I-70.

Region 2 CBC Program

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



Image 16. US 24 ML over Draw in Teller County (I-15-AO)

Program Updates

- Notice-to-Proceed #2 was issued to the design-build team on June 29, 2022
- Design for 3 of 17 structures at or beyond FIR level (30% design), 1 structure nearing Release-for-Construction (100% design)
- Construction start anticipated in Q1 of FY2023
- Project completion scheduled for FY2025

Region 4/1 Rural Bridge Replacement Program

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



Image 17. I-70 Service RD over Draw in Arapahoe County (F-20-L)

Program Updates

- Package #1 is in construction (40% complete)
- 90% (FOR) level design was completed for Package #2
- 30% (FIR) level design is complete for Package #3
- Notice-to-proceed for construction of Package #2 is scheduled for Q2 FY2023
- Long lead time procurement is being leveraged as a proactive measure to avoid potential project delays and cost overruns due to supply chain disruptions and inflation

I-70 Vail Pass Safety and Operations Improvement

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



Image 18. I-70 EB over Polk Creek in Eagle County (F-12-AS)

Project Updates

- The BTE Board approved an increase to the maximum BTE funding commitment to add the westbound structure (F-12-AT) to the project scope
- The BTE Board approved a resolution to increase the maximum BTE funding commitment from \$61.5M to \$93.5M to account for cost escalation due to inflation
- Package #3 CAP negotiations were completed, and construction of F-12-AT is expected to start in Q1 FY2023 and run through December 2023.
- The eastbound bridge (F-12-AS) will be delivered in Package #5 and is scheduled to reach final design in July 2023, with construction scheduled to start in April 2024.

Split Timber Girder Repair Pilot Project

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



Image 19. US 50 ML over Draw in Fremont County (K-13-O)

Program Updates

- Pilot projects for the regions have been identified and funding has been distributed to regional pools.
- Region 3 has completed environmental clearances for their pilot projects and anticipates project completion this fall.
- Regions 2 & 5 completed the repairs on their pilot structures with Region 5 ordering materials for the next rounds of repairs.
- Region 4 has started scoping efforts to effectively prioritize available funds.
- Section 7 maintenance developed several installation innovations, including skid-steer mounted rollers, a jack spreader, and shim install helpers that greatly streamlined installation.
- F-22-V, the original pilot structure, has been re-rated and can now carry permit loads. This section of corridor is now open for unrestricted freight traffic. A major project success!

Floyd Hill

This corridor improvement project includes the replacement of two BTE eligible structures, F-15-BL, which carries traffic westbound on I-70 over Clear Creek and US 6 at the base of Floyd Hill, and F-15-BM, the ramp to US 6 from I-70 westbound. The project scope includes plans to eliminate the historic westbound bottleneck at the top of Floyd Hill, curve flattening and safety improvements, interchange and greenway improvements, wildlife safety mitigation including wildlife crossings and fencing, and an east bound climbing lane for heavy commercial and slow-moving vehicles. CDOT has committed approximately \$135M in strategic funding to the project and the Enterprises (BTE and CTIO) estimate a combined funding contribution of \$325M, however, a significant funding gap still exists. In Q4 FY2022, CDOT submitted an application for the USDOT MPDG program requesting \$240M in federal assistance to fully fund the project. CDOT and the Enterprises are continuing the evaluation of other potential alternatives to eliminate the funding gap.



Image 20. I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

Project Updates

- CM/GC was approved by the Transportation Commission as the project delivery method
- \$10M in additional design phase funding was approved by the BTE Board in Q3 FY2022
- Construction manager (CM) and design consultant selection is complete
- Project kickoff was conducted
- Refinements to the preferred alternative are ongoing with input from the CM and designer
- A \$260M BTE funding commitment was approved by the Board, contingent on the award of a federal discretionary grant through the USDOT MPDG program

BUDGET AND ENCUMBRANCES

Bridge and Tunnel Enterprise staff continues to coordinate with CDOT Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Table 7 shows the encumbrance and budget balances as of June 30, 2022, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project debudget and closure. This guidance has defined substantial completion as project final acceptance.

Table 7. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	560,918	46,914	1	2
3	-	-	0	0
4	24,738	27,205	1	1
5	-	-	0	0
Total	585,656	74,119	2	3
% of Total Current Program	0.36%	0.06%	6.06%	4.92%
Previous Quarter (Q3 FY2022)	587,494	36,253		
Difference	-1,838	37,866		

One project, SH 60 over South Platte River has been closed and has come off the list. Since March 31, 2022 the budget and encumbrance balances have increased by \$36,028.

Removed/Closed Out	Additions
SH 60 over South Platte River (C-17-B)	None

FINANCIAL INFORMATION

The following is a program overview of financial statistics as of June 30, 2022.

- The program has multiple funding sources including proceeds from the 2010 Build America Bond program, FASTER bridge fee dollars (collected yearly revenues from vehicle registrations), bridge and tunnel fees authorized by SB21-260, bank loan, and other funds which are primarily Federal. In addition, BTE received a grant for the Concrete Box Culvert (CBC) and Corrugated Metal Pipe (CMP) project in Region 2 from the USDOT FY18 Competitive Highway Bridge Program (CHBP).
- From program inception (life-to-date) through June 30, 2022, a total of approximately \$1,659.5M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,381.9M and \$129.4M (all funding sources), respectively. Reference Table 8 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q3 FY2022) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 8. Program Financial Statistics as of March 31, 2022 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q4 FY2022	Total Q3 FY2022
Budget	\$307.9	\$1,211.8	\$40.7	\$99.1	\$1,659.5	\$1,573.9
Expenditures	\$307.9	\$965.1	\$40.7	\$68.2	\$1,381.9	\$1,355.9
Encumbrances	\$0.0	\$120.4	\$0.0	\$9.0	\$129.4	\$96.5

The Bridge and Tunnel Enterprise program currently consists of 200 funding-eligible bridges and tunnels; including 89 structures budgeted with bond funds. The structure count has increased by two since Q3 FY2022 due to the addition of projects for the Eisenhower Johnson Memorial Tunnels. The current programmed amount for these 200 structures is approximately \$1,933.0M. Table 9 below provides an itemization of current funding sources for the Bridge and Tunnel Enterprise program.

Table 9. Program Financial Statistics as of June 30, 2022 (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Tunnel Fees	Total
\$298.1	\$1,385.2	\$116.9	\$9.8	\$123.0	\$1,933.0

The Program Allocation Plan¹ tracks BTE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2023 through FY2026, and includes budget adjustments that have not been posted as of June 30, 2022. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BTE program are \$1,933.0M, an increase of \$119.4M from the \$1,813.6M total liability reported on March 31, 2022. This is primarily the result of adding \$100.0M of Eisenhower Johnson Memorial Tunnel (EJMT) projects using the new bridge and tunnel fees.

The Four-Year Quarterly Cash Flow Projection² depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. BTE liabilities and the timing of milestone payments for the Central 70 project are defined by the Amended and Restated IAA between CDOT, HPTE, BTE and updated milestone forecasts are incorporated in the cash flow. This forecast model also considers Resolution BE 15-8-2 which sets parameters for the use of BTE funds during the construction period of the Central 70 project. In addition, the forecast contains the Capital Performance (Availability) Payment, which increases at 2% per year. Also, the cash flow now includes the bridge and tunnel fees that were authorized by SB21-260. Collection of these fees is anticipated to begin in FY2023.

Bridge and Tunnel Enterprise has forecast the cash balance to decrease by approximately \$141.0M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (July 2022 through June 2026), down to \$40.3M. To date, Central 70 Milestone Payments 2A and 3, 2B, 4A, 4B and 5A have been made. Due to the inflow of the new bridge and tunnel fees, the cash balance is forecast to fall at slower rate than originally forecast. These higher cash balances will be drawn down as the tunnel projects for the Eisenhower Johnson Memorial Tunnel and other facilities progress.

BTE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance. In accordance with the Amended and Restated IAA, and updated milestone payment schedule, the final milestone and substantial completion payments for Central 70 are both scheduled in January 2023. In accordance with Resolution BE-17-11-1, the contingency for the BTE share of potential supervening events has been included in the cash drawdown forecast. This was budgeted through a supplement at the May Board meeting. BTE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts.

1 Reference Appendix A for the Program Allocation Plan

2 Reference Appendix B for the Four-Year Quarterly Cash Flow Projection

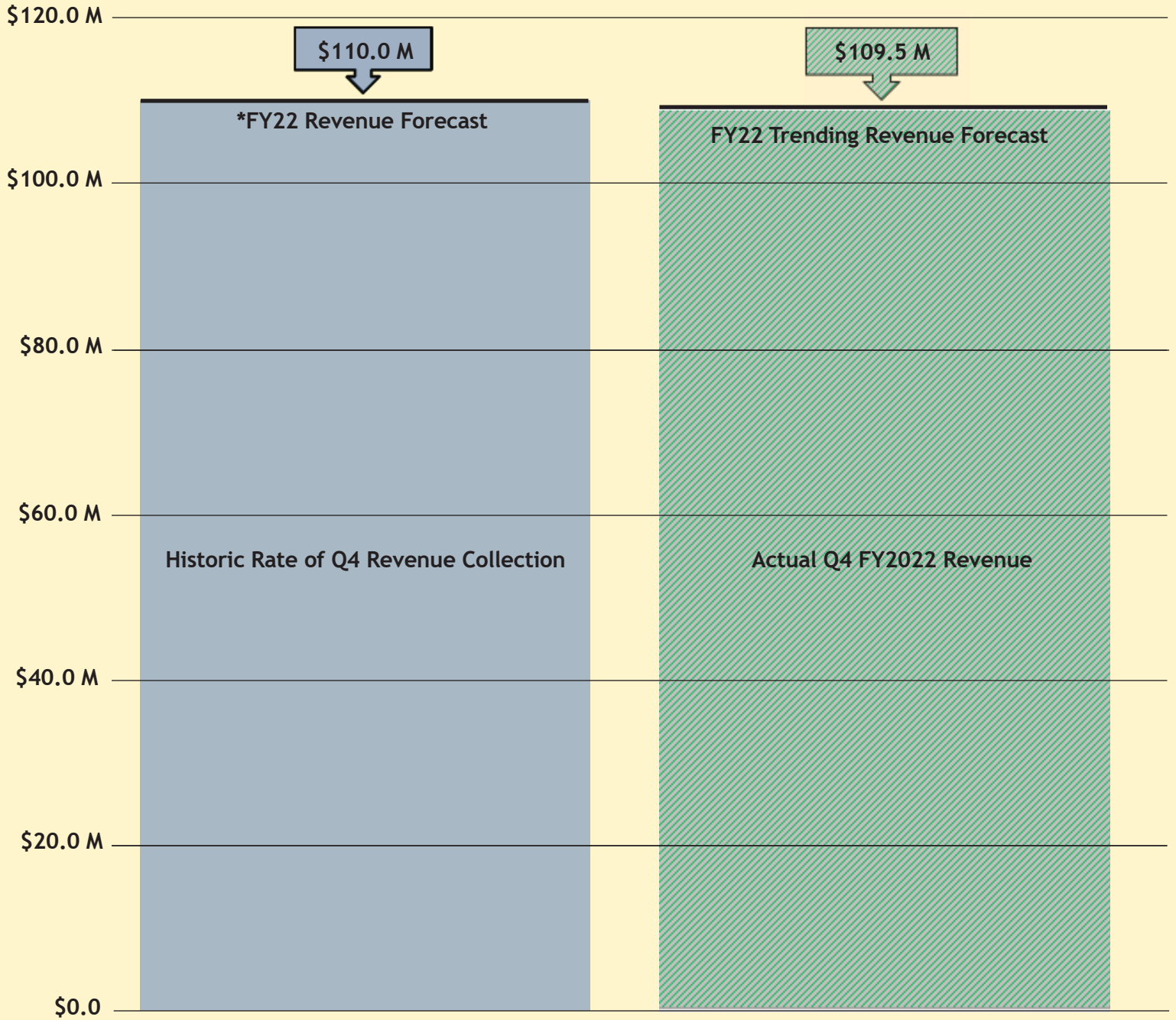
As of Q4 FY2022, actual YTD BTE revenues were \$109.5M, which is \$0.5M below the FY2022 revenue budget of \$110.0M. This information is shown below in Figure C.

Figure C. Forecast vs Actual FASTER Revenue Comparison



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise
 Forecast vs Actual Revenue Comparison



*Information Provided by OFMB



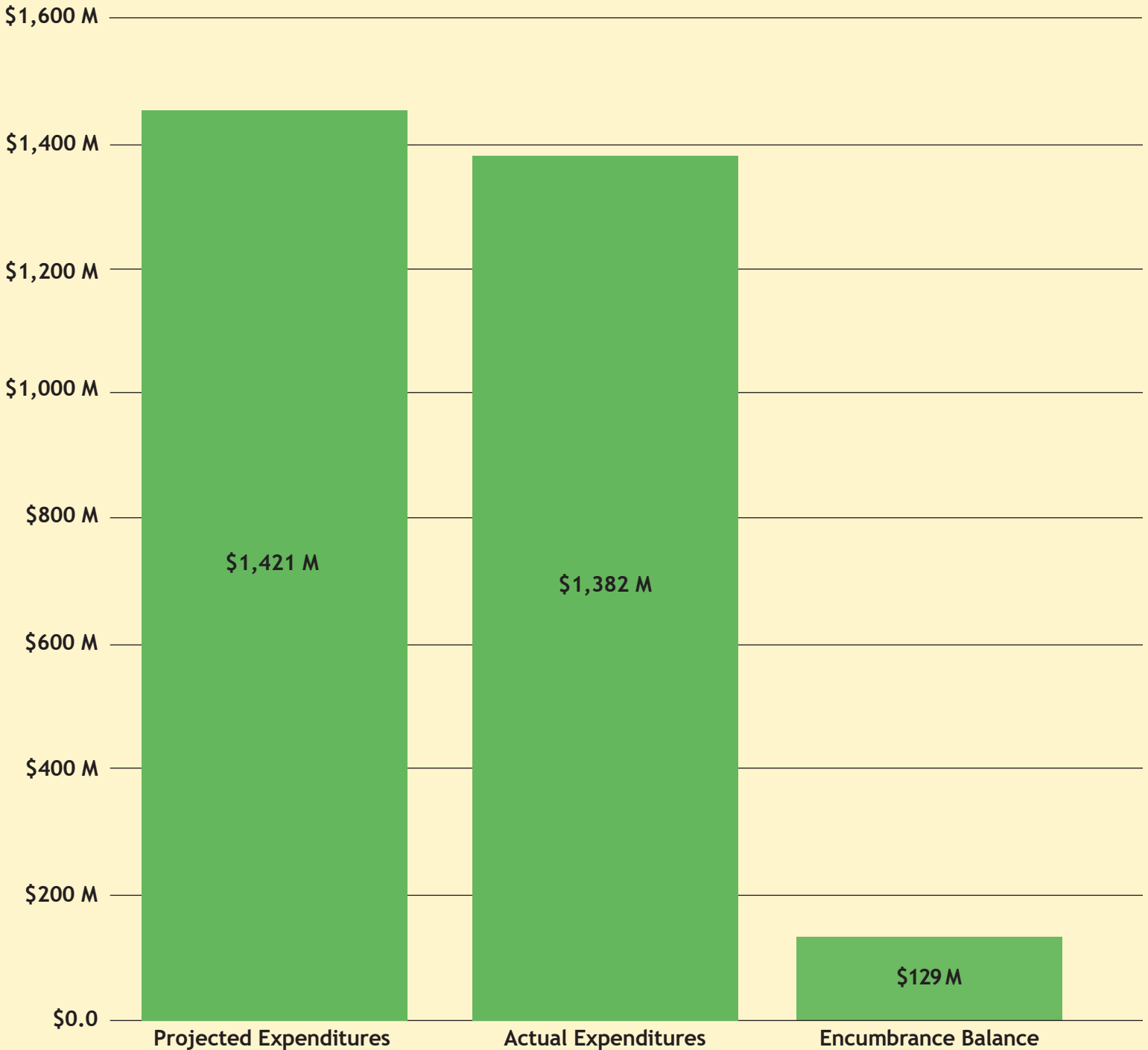
The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,421M on June 30, 2022, an increase of \$75M since March 31, 2022. Actual LTD expenditures as of June 30, 2022 are \$1,382M, as compared to \$1,356M on March 31, 2022, an increase of \$26M or 1.9%. The current encumbrance balance is \$129M, an increase of \$32M since March 31, 2022, primarily due to the encumbrance of forecast Central 70 expenditures in FY23.

Figure D. Total Program Financial Performance



COLORADO
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 Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise Program Performance
 ITD - As of June 30, 2022



APPENDIX A: (BRIDGE) PRIORITIZATION PLAN



COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan July 2022

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Top Tier							
Design Complete	D-04-G	3	SH 64 ML over STRAWBERRY CREEK				
Design Complete	D-03-A	3	SH 64 ML over WHITE RIVER				
In Design	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW				
In Design	A-27-A	4	US 385 ML over DRAW				
In Design	D-28-D	4	US 34 ML over REPUBLICAN RIVER				
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK	•			
In Design	B-27-F	4	US 6 ML over DRAW				
In Design	B-27-A	4	US 6 ML over FRENCHMAN CREEK				
Design Complete	D-25-E	4	SH 61 ML over SURVEYOR CREEK				
In Design	F-12-AS	3	I 70 ML EBND over POLK CREEK	•			
Design Complete	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR				
In Design	F-16-O	1	US 6 ML over SH 121 ML	•			
In Design	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER	•			
In Design	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	•			
In Design	E-17-IG	1	I 270 ML EBND over DITCH RD, BURLINGTON CANAL	•			
In Design	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER	•			
In Design	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	•			
In Design	E-17-IJ	1	I 270 ML WBND over SH 265 ML, UPRR, BNSF RR	•			
In Design	E-17-AT	1	SH 6 ML over SAND CREEK	•			
In Design	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK	•			
In Design	K-18-L	2	US 50 ML over FOUNTAIN CREEK	•			
In Design	C-22-BG	4	I 76 ML EBND over US 34 SPUR	•			
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML	•			
In Design	E-16-JL	1	I 70 ML WBND over SH 72 ML	•			
Remaining	L-20-C	2	US 50 ML over FARMERS OXFORD DITCH				
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR				
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR	•			
Remaining	B-18-I	4	SH 14 ML over EATON DITCH				
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK				
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML	•			
In Design	E-16-GY	1	I 70 ML EBND over SH 391 ML	•			
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML	•			
Remaining	H-13-R	2	SH 9 ML over MIDDLE FK S. PLATTE RIVER				
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL				
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE	•			
Remaining	G-17-AL	1	SH 105 ML over DRAW				
Remaining	M-16-D	2	SH 69 ML over DRAW				
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR				
Remaining	L-22-V	2	SH 109 ML over DRAW				
Remaining	F-18-AR	1	I-70 ML WBND over COUNTY ROADS 26N, 105				
Remaining	F-18-AS	1	I-70 ML EBND over COUNTY ROADS 26N, 105				
Remaining	F-18-AT	1	I-70 WBND over COUNTY ROADS 28N, 113				
Remaining	F-18-AV	1	I-70 EBND over COUNTY ROADS 28N, 113				



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-19-AL	1	I-70 ML WBND over COUNTY ROADS 31N, 125		Good	Good	Good
Remaining	F-19-AM	1	I-70 ML EBND over COUNTY ROADS 31N, 125		Good	Good	Good
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE RD	•	Good	Good	Good
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE RD	•	Good	Good	Good
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY RD 197		Good	Good	Good
Remaining	E-17-HC	1	DAHLIA STREET over I-76 ML		Good	Good	Good
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR	•	Good	Good	Good
Remaining	C-08-A_Minor	3	US 40 ML over SHELTON DITCH		Good	Good	Good
Remaining	E-16-JT	1	I 76 ML EBND over MARSHALL STREET		Good	Good	Good
Remaining	E-16-JU	1	I 76 ML WBND over MARSHALL STREET		Good	Good	Good
Remaining	E-16-JV	1	I 76 ML EBND RAMP to SH 121 ML		Good	Good	Good
Remaining	E-16-JW	1	I 76 ML WBND RAMP to SH 121 ML		Good	Good	Good
In Design	E-16-GX	1	I 70 ML WBND over SH 391 ML	•	Good	Good	Good
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML		Good	Good	Good
Remaining	L-11-C	5	SH 114 ML over SAGUACHE CREEK		Good	Good	Good
Remaining	E-16-IT	1	I 76 ML WBND over CLEAR CREEK		Good	Good	Good
Remaining	E-16-IU	1	I 76 ML EBND over CLEAR CREEK		Good	Good	Good
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR		Good	Good	Good
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK	•	Good	Good	Good
Remaining	N-17-AC	2	I 25 ML NBND over US 160, SH 10 RR SPUR		Good	Good	Good
Remaining	F-16-HI	1	I 70 ML WBND over US 40 ML	•	Good	Good	Good
Remaining	F-22-V	4	US 36 ML over VEGA CREEK		Good	Good	Good
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR		Good	Good	Good
Remaining	F-12-AL	3	I 70 ML WBND over COORAL CREEK		Good	Good	Good
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH		Good	Good	Good
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK	•	Good	Good	Good
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK		Good	Good	Good
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML		Good	Good	Good
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK		Good	Good	Good
Second Tier							
Design Complete	H-03-BL	3	SH 141 ML over COLORADO RIVER		Better	Good	Good
In Design	F-06-A	3	US 6 ML over ELK CREEK		Better	Better	Good
In Design	B-27-D	4	US 6 ML over FRENCHMAN CREEK		Better	Better	Good
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	•	Better	Better	Good
In Design	F-16-DA	1	23RD AVENUE over I 25 ML	•	Better	Better	Good
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL		Better	Good	Good
Remaining	P-18-BS	2	COUNTY ROAD 18.9 over I 25 ML		Better	Good	Good
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT	•	Better	Good	Good
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK	•	Better	Good	Good
Remaining	I-17-H	2	US 24 BUSINESS RT over FOUNTAIN CREEK		Better	Good	Good
Remaining	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK		Better	Good	Good
Remaining	D-15-AZ	4	US 36 ML EBND over US 36 SPUR/BASELINE RD		Better	Good	Good
Remaining	H-11-AB	3	SH 300 ML over CALIFORNIA GULCH		Better	Good	Good
Remaining	K-19-W	2	US 50 SERVICE ROAD over BNSF RR		Better	Good	Good



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	E-14-S	1	US 40 ML over I 70 ML, CLEAR CREEK				
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML	•			
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR				
Remaining	C-23-F	4	I 76 ML EBND over TWENTY TWO SLOUGH				
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK	•			
Remaining	K-13-O	2	US 50 ML over DRAW				
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND				
Remaining	H-13-M	2	US 24 ML over MIDDLE FK S. PLATTE RIVER				
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML				
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK	•			
Remaining	L-26-M	2	US 50 ML over WILLOW CREEK				
Remaining	C-18-BO	4	US 85 ML NBND over CACHE LA POUFRE RIVER				
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK				
Remaining	C-18-AG	4	US 85 ML over SOUTH PLATTE RIVER	•			
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT				
Remaining	F-19-F	1	US 36 ML over DRAW	•			
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR				
Remaining	C-17-DF	4	SH 392 ML over CACHE LA POUFRE RIVER				
Remaining	N-28-G	2	SH 116 ML over BEATY CREEK				
Remaining	N-28-H	2	SH 116 ML over BUFFALO CREEK				
Remaining	O-26-I	2	US 160 ML over DRAW				
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK				
Remaining	D-11-N	3	SH 9 ML over UPRR				
Remaining	E-16-DP	1	SH 391 ML over CLEAR CREEK				
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML				
Remaining	G-19-B	4	SH 86 ML over KIOWA CREEK				
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK				
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK				
Remaining	F-17-ES	1	I 225 ML over GOLDSMITH GULCH				
Remaining	G-11-T	3	US 24 ML over UP RR				
Remaining	K-19-V	2	ORDINANCE ROAD over US 50 ML				
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH				
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK				
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR	•			
Remaining	H-16-M	2	SH 67 ML over LONG GULCH CREEK				
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK				
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK				
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I-25 ML	•			
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER				
Remaining	F-16-GG	1	PERRY STREET over US 6 ML				
Remaining	K-27-A	2	US 385 over DRAW				
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK				
Remaining	M-16-Q	2	SH 69 ML over DRAW				



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1				
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL				
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL				
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR				
Remaining	G-22-H	4	US 24 ML over DRAW				
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR	•			
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER				
Third Tier							
Design Complete	H-13-A	2	US 285 ML over MIDDLE FK S PLATTE RIVER	•			
In Design	I-24-N	4	US 40 ML over DRAW				
In Design	K-18-J	2	US 50 ML over I 25 ML	•			
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML	•			
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	•			
In Design	E-17-IC	1	YORK STREET over I 270 ML	•			
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR				
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML				
Remaining	I-19-B	2	SH 94 ML over BIG SPRING CREEK				
Remaining	E-13-F	3	US 40 ML over CROOKED CREEK				
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER				
Remaining	H-03-E	3	US 6 ML over COLORADO RIVER				
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK	•			
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL				
Remaining	J-12-AJ	5	US 285 ML over DRAW				
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK				
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML				
Remaining	P-19-G_MINOR	2	SH 239 ML over CANAL				
Remaining	E-16-MO	1	44th AVE over I 25 ML				
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK				
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	•			
Remaining	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR				
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK				
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER				
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER				
Remaining	H-07-F	3	SH 133 ML over CRYSTAL RIVER				
Remaining	F-15-BC	1	US 6 ML over CLEAR CREEK				
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML				
Remaining	K-15-G	2	US 50 ML over DRAW				
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK				
Remaining	K-14-B	2	US 50 ML over OAK CREEK				
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK				
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER				
Remaining	F-20-G	1	I-70 SERVICE RD over MIDDLE BIJOU CREEK				
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL				
Remaining	G-22-BB	4	SH 71 ML over I 70 ML				



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	K-19-A	2	SH 231 ML over ARKANSAS RIVER				
Remaining	K-18-EL	2	BONFORTE BLVD over SH 47 ML				
Remaining	L-19-F	2	US 50 BUS RT. over DRAW				
Remaining	D-16-CV	4	SH 157 ML over BNSF RR				
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO				
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK				
Remaining	E-12-I	3	SH 9 ML over BLUE RIVER				
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER				
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK				
Remaining	P-09-L	5	US 84 ML over RIO BLANCO				
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR				
Remaining	P-18-AD	2	COUNTRY CLUB ROAD over I 25 ML				
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR				

APPENDIX B: PROGRAM ALLOCATION PLAN



COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Colorado Bridge and Tunnel Enterprise
Program Allocation Plan - Quarterly Update
As of June 30, 2022 (FY22 -Q4)

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds
US 36 ML over COMANCHE CREEK	18276	1	F-19-B	1	480,916	87,922	-	-	568,838	-	-	1,293,744	-	1,293,744	1,862,582	11/01/10	01/05/12	04/23/12	06/15/12
US 85 Cook Ranch Road to Louivers over draws	18899	2	G-16-B & G-16-C	1	-	-	-	-	-	-	40,845	2,952,598	-	2,993,443	2,993,443	-	06/28/12	10/19/12	11/15/13
US 85 over Sand Creek	19201	1	G-17-A	1	1	22,914	280,564	-	303,479	-	3,383,656	-	-	3,383,656	3,687,135	03/02/12	09/26/19	08/17/20	02/01/22
I-25 SANTA FE BRIDGES	18107	1	F-16-DT	1	103,040	624,989	-	-	728,029	11,225,034	2,977,229	-	-	14,202,263	14,930,292	11/04/10	03/16/11	07/11/11	07/07/14
I-25 SANTA FE BRIDGES	18107	1	F-16-DW	1	-	-	-	-	-	-	-	-	-	-	-	11/04/10	03/16/11	07/11/11	07/07/14
I 70 ML WBND over SAND CREEK	17537	1	E-17-GE	1	1,332,918	-	-	-	1,332,918	-	72,565	9,190,738	-	9,263,303	10,596,221	03/31/10	03/31/11	07/29/11	07/06/12
I 70 ML EBND over SAND CREEK	17537	1	E-17-BY	1	-	-	-	-	-	-	-	-	-	-	-	03/31/10	03/31/11	07/29/11	07/06/12
I 76 ML EBND over SOUTH PLATTE RIVER	18070	1	E-17-GM	1	-	962,189	-	-	962,189	-	23,276	12,080,497	-	12,103,773	13,065,962	03/29/10	05/19/11	09/12/11	07/13/12
I 76 ML WBND over SOUTH PLATTE RIVER	18070	1	E-17-GL	1	-	-	-	-	-	-	-	-	-	-	-	03/29/10	05/19/11	09/12/11	07/13/12
US 287+SH 88 over US 40 ML	18083	1	F-16-FW	1	-	603,407	516,500	-	1,119,907	310,294	14,414	6,110,347	-	6,435,055	7,554,962	03/31/10	06/30/11	09/26/11	01/16/13
SH121 ML-WADSWORTH over BEAR CREEK	18220	1	F-16-CS	1	-	1,076,625	-	-	1,076,625	348,289	120,892	8,432,470	-	8,901,651	9,978,276	04/01/10	10/20/11	03/26/12	08/30/13
SH 95 ML over UP RR, RR SPUR	18082	1	E-16-GQ	1	396,399	-	-	1,620,976	396,399	-	60,333	6,293,279	-	6,353,612	6,750,011	04/29/08	02/02/12	04/24/12	11/01/13
US 6 ML over SH 95 ML/SHERIDAN AVE.	18154	1	F-16-FL	1	318,483	585,721	-	-	904,204	-	312	12,626,612	-	12,626,924	13,531,128	04/01/09	10/21/11	01/03/12	07/12/13
SH 121 WADSWORTH PARKWAY ML SBND over US 36 ML	18194	1	E-16-FK	1	-	-	1,571,097	-	1,571,097	-	4,273,930	19,370,801	-	23,644,731	25,215,828	05/27/11	09/30/11	05/10/12	10/30/13
CNTY RD / OLD WADS over US 36 ML	18195	1	E-16-FL	1	-	583,182	-	-	2,083,802	-	1,878,228	8,537,572	-	10,415,800	12,499,602	05/27/11	09/30/11	05/10/12	10/30/13
US 40 ML EBND over SAND CREEK	18180	1	F-17-F	1	-	-	1,819,331	-	1,819,331	-	1,250,185	6,000,689	-	7,250,874	9,070,205	08/01/11	05/02/13	07/23/13	03/16/15
US 40 ML WBND over SAND CREEK	18180	1	F-17-BS	1	-	-	-	-	-	-	-	-	-	-	-	08/01/11	05/02/13	07/23/13	03/16/15
PECOS STREET over I 70 ML	18149	1	E-16-FW	1	-	6,097,615	512,347	-	6,609,962	4,380,000	249,582	14,097,698	-	18,727,280	25,337,242	04/01/11	08/07/12	11/05/12	10/01/13
PEORIA STREET over I 76 ML	18152	1	E-17-EX	1	-	10,998	1,466,306	-	1,477,304	-	14,108	3,299,496	-	3,313,604	4,790,908	04/01/11	05/02/13	07/24/13	12/05/13
US 85 ML NBND over DAD CLARK GULCH	18191	1	F-16-F	1	-	-	686,671	-	686,671	-	-	2,316,449	-	2,316,449	3,003,120	10/14/11	08/16/12	11/27/12	09/05/13
SH 88 ML/ARAP RD over CHERRY CREEK	18147	1	F-17-DM	1	-	7,611,291	850,700	-	8,461,991	-	9,821,300	9,060,728	2,000,000	20,882,028	29,344,019	02/01/11	08/15/13	10/21/13	08/03/15
Wetland Monitoring	21474	0	F-17-DM	1	-	159,589	-	-	159,589	-	-	-	-	-	159,589	-	-	-	-
I 76 ML EBND over UP RR	18151	1	E-17-DC	1	-	2,477,672	-	-	2,477,672	-	11,628,627	371,722	1,000,000	13,000,349	15,478,021	04/15/11	02/14/14	08/04/14	11/06/15
I 76 ML WBND over UP RR	18151	1	E-17-DU	1	-	-	-	-	-	-	-	-	-	-	-	04/15/11	02/14/14	08/04/14	11/06/15
SH 44 ML over BULL SEEP	18206	1	E-17-ER	1	8,500	-	3,727,424	-	3,735,924	-	5,182,593	2,557,057	-	9,360,626	13,096,550	07/01/11	09/26/13	01/06/14	08/14/15
SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	18206	1	E-17-CA	1	-	-	-	-	-	-	-	-	-	-	-	07/01/11	09/26/13	01/06/14	08/14/15
US 6 ML over SOUTH PLATTE RIVER	19190	1	F-16-EF	1	-	-	-	-	-	-	9,750,739	6,342,205	600,000	16,692,944	16,692,944	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BRYANT STREET	18192	1	F-16-EN	1	-	3,530,749	5,445,850	-	8,976,599	951,229	11,000,419	12,837,177	2,279,210	27,068,035	36,044,634	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BNSF RR	18202	1	F-16-EJ	1	-	1,195,223	-	-	1,195,223	-	4,447,009	5,995,919	1,600,000	12,042,928	13,238,151	09/01/11	10/15/12	06/30/13	12/21/15
US 40 ML EBND over TOLLGATE CREEK	18204	1	F-17-GO	1	55,730	-	2,269,690	-	2,325,420	238,326	9,117,758	500,000	9,856,084	12,181,504	12,181,504	02/01/11	01/16/14	06/09/14	09/22/16
US 40 ML WBND over TOLLGATE CREEK	18204	1	F-17-GA	1	-	-	-	-	-	-	-	-	-	-	-	02/01/11	01/16/14	06/09/14	09/22/16
SH 58 over FORD	18770	1	E-16-HA	1	-	-	692,994	-	692,994	-	57,877	5,271,384	-	5,329,261	6,022,255	11/14/11	03/21/13	06/03/13	06/27/14
US 287 Federal over BNSF at 69th Ave.	18908	1	E-16-AA	1	-	1,073,902	2,260,507	-	3,334,409	522,453	15,230,467	-	-	15,752,920	19,087,329	11/01/12	11/20/14	01/29/15	11/18/16
US 287 Federal over BNSF at 69th Ave.	20513	0	E-16-AA	1	-	648,232	-	-	648,232	-	-	-	-	-	648,232	-	-	-	-
I-70 ML over Havana St.	19339	1	E-17-JP	1	1	86,567	1,675,000	-	1,761,568	-	24,351,102	-	500,000	24,851,102	26,612,670	11/26/12	11/20/14	04/13/15	11/29/16
US 6 over Garrison	19478	1	F-16-ER	1	1	605,839	200,000	-	805,840	-	13,338,258	500,000	-	13,838,258	14,644,098	03/29/13	07/03/14	01/15/15	04/30/16
Central 70 RW Design Utilities	19631	1	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	138,410,144	-	-	138,410,144	-	-	-	-	-	138,410,144	07/22/13	-	-	-
Central 70 RW Design Utilities	19631	1	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	7,225,713	-	-	7,225,713	-	-	-	-	-	7,225,713	07/22/13	-	-	-
Central 70 RW Design Utilities	19631	1	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	10,233,100	-	-	10,233,100	-	-	-	-	-	10,233,100	07/22/13	-	-	-
Central 70 RW Design Utilities	19631	1	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	4,937,283	-	-	4,937,283	-	-	-	-	-	4,937,283	07/22/13	-	-	-
Central 70 RW Design Utilities	19631	1	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	25,000,000	11,503,094	-	-	36,503,094	-	-	-	-	-	36,503,094	07/22/13	-	-	-
Central 70 RW Design Utilities	19631	1	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	-	-	-	-	-	291,145,502	-	-	291,145,502	291,145,502	07/22/13	-	-	-
I 70(BUSINESS RT) over I 70 ML	19984	1	F-14-Y	1	-	-	-	546,911	546,911	-	10,937,963	-	-	10,937,963	11,484,874	01/27/14	03/06/15	04/02/15	06/27/16
I 70 over CLEAR CREEK	22716	1	F-15-BL	1	-	12,133,000	-	-	12,133,000	-	-	-	-	-	12,133,000	09/06/18	-	-	-
US 6 over South Platte CLMOR/LOMR	22878	0	F-16-EF	1	-	20,000	-	-	20,000	-	-	-	-	-	20,000	-	-	-	-
I-76 WBND over CLEAR CREEK	22391	1	E-16-LU	1	-	660,150	-	-	660,150	-	2,837,863	-	-	2,837,863	3,498,013	11/19/18	01/09/20	06/01/20	10/30/20
I-76 EBND over CLEAR CREEK	22391	1	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I-76 WBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LU	1	-	406,090	-	-	406,090	-	3,429,200	-	-	3,429,200	3,835,290	11/24/19	12/14/21	06/01/21	11/26/21
I-76 EBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South I-25 GAP Segment 3	22927	1	H-17-CH	1	-	-	-	-	-	-	5,041,100	-	-	5,041,100	5,041,100	-	-	08/07/19	12/30/22
South I-25 GAP Segment 4	23477	1	H-17-CI	1	-	-	-	-	-	-	12,787,472	-	-	12,787,472	14,131,372	03/04/20	12/01/20	03/01/21	03/01/22
SPEER BLVD. over I-25	22969	1	E-16-EW	1	-	5,850,600	-	-	5,850,600	-	54,150,000	-	-	54,150,000	60,000,600	01/23/19	-	-	-
23rd AVE over I-25	22969	1	E-16-EO	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I-70 over 32nd AVE EBND	23673	1	F-16-DA	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I-70 over 32nd AVE WBND	23673	1	E-16-HE	1	-	1,869,500	-	-	1,869,500	-	13,772,845	-	-	13,772,845	15,642,345	02/01/20	-	08/05/21	12/09/22



Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds
SH 120 ML over RR, ARKANSAS RIVER	18013	1	K-16-K	2	-	468,198	-	-	468,198	-	653,545	4,833,271	-	5,486,816	5,955,014	07/09/10	05/25/12	10/08/12	06/27/14
US 350 ML over DRAW	18177	1	M-21-D	2	-	449,681	-	-	449,681	-	-	1,509,477	-	1,509,477	1,959,158	02/01/11	08/25/11	10/19/11	05/18/12
US 24 ML over BLACK SQUIRREL CREEK	18203	1	H-18-A	2	-	288,894	-	-	288,894	-	-	2,993,733	-	2,993,733	3,282,627	06/01/10	09/09/11	11/15/11	08/17/12
CUCHARAS	18250	1	O-16-A	2	-	176,063	-	-	176,063	-	-	-	-	-	176,063	12/01/10	-	-	-
SH 12 PURGATOIRE RIVER	18251	1	P-17-H	2	-	150,662	-	-	150,662	-	-	-	-	-	150,662	12/01/10	-	-	-
CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	18640	0	O-16-A & P-17-H	2	-	-	-	-	-	-	-	2,132,692	-	2,132,692	2,132,692	-	10/20/11	02/24/12	11/15/12
US 160 ML over CAT CREEK	18321	1	O-26-L	2	-	340,422	868	-	341,290	-	-	-	-	-	341,290	02/01/11	-	-	-
US 160 ML over DRAW	18321	1	O-25-I	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
US 160 ML over N FK Sand Arroyo	18321	1	O-25-H	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
Combined	18321	0		2	-	-	-	-	-	-	12,034	3,543,166	-	3,555,200	3,555,200	-	12/15/11	03/29/12	12/13/12
SH 101 ML over DRAW	18178	1	M-24-B	2	-	268,899	-	-	268,899	-	-	-	-	-	268,899	02/01/11	-	-	-
SH 101 ML over Purgatoire River - R2	18435	1	L-24-F	2	-	-	132,413	-	132,413	-	-	-	-	-	132,413	02/01/11	-	-	-
COMBINED CONST. SH 101 ML over DRAW and over PURGATOIRE RIVER	18722	0	M-24-B & L-24-F	2	-	-	-	-	-	-	-	3,731,491	-	3,731,491	3,731,491	-	11/23/11	03/29/12	10/31/12
SH 266 ML over HOLBROOK CANAL	18179	1	L-22-O	2	-	722,726	-	-	722,726	-	-	-	-	-	722,726	12/01/10	-	-	-
FT. LYON STORAGE CANAL	18179	1	L-22-E	2	-	-	-	-	-	-	-	-	-	-	-	12/01/10	-	-	-
SH 71 ML over FT. LYON CANAL	18440	1	L-22-K	2	-	200	743,798	-	743,998	-	-	-	-	-	743,998	07/15/11	-	-	-
COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	18627	0	L-22-O, E & K	2	-	-	799,497	-	799,497	-	32,953	5,486,885	-	5,519,838	6,319,335	-	09/22/11	08/20/12	03/07/13
US 50 ML over BNSF RR	18155	1	L-28-C	2	-	1,553,259	106,079	-	1,659,338	-	6,166,545	1	-	6,166,546	7,825,884	02/01/11	07/17/14	02/23/15	07/01/16
US 50 ML over DRAW	18155	1	L-27-S	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11	07/17/14	02/23/15	07/01/16
US 350 ML over DRAW	18461	1	O-19-J	2	-	-	299,217	-	299,217	-	-	2,105,844	-	2,105,844	2,405,061	10/15/10	09/20/12	12/03/12	06/18/13
SH 239 ML OVER IRRIGATION CANAL	18461	1	P-19-AD	2	-	-	-	-	-	-	-	-	-	-	-	10/15/10	09/20/12	12/03/12	06/18/13
US 350 ML over PURGATOIRE RIVER	18208	1	O-19-H	2	-	493,712	-	-	493,712	-	34,143	3,153,661	-	3,187,804	3,681,516	10/15/10	02/21/13	04/29/13	04/11/14
SH 120 ML over DRAW, UP RR	18370	1	K-16-S	2	-	505,078	755,829	-	1,260,907	-	4,106,291	312,427	-	4,418,718	5,679,625	03/15/11	06/19/14	10/28/14	01/08/16
I-25 ML over Indiana Ave.	19206	0	L-18-M & L-18-W	2	-	123,988	108,191	-	232,179	-	-	-	-	-	232,179	10/15/12	-	-	-
Northern Ave. over I-25 ML	19207	0	L-18-AQ	2	-	132,619	2,000	-	134,619	-	-	-	-	-	134,619	10/15/12	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CL	2	7,547,800	599,222	1,908,484	-	10,055,506	-	-	-	-	-	10,055,506	06/01/11	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	06/01/11	-	-	-
I-25 ML over Indiana Ave.	19205	1	L-18-M	2	-	-	-	-	-	-	3,271,797	10,000	-	3,281,797	3,281,797	-	03/06/14	04/01/15	10/29/16
I-25 ML over Indiana Ave.	19205	1	L-18-W	2	-	-	-	-	-	-	771,562	10,000	-	781,562	781,562	-	03/06/14	04/01/15	10/29/16
Northern Ave. over I-25 ML	19205	1	L-18-AQ	2	-	-	-	-	-	-	3,918,686	10,000	-	3,928,686	3,928,686	-	03/06/14	04/01/15	10/29/16
Mesa Ave over I-25 ML	19205	1	L-18-AU	2	-	-	-	-	-	-	3,527,195	10,000	-	3,537,195	3,537,195	-	03/06/14	02/10/15	10/18/16
I-25 ML NBND over US 50 ML	19205	1	K-18-AX	2	-	-	-	-	-	-	3,469,192	10,000	-	3,479,192	3,479,192	-	03/06/14	02/10/15	10/19/16
US 50 BUS EBND over Arkansas River	19205	1	K-18-R	2	-	-	-	-	-	-	5,000,941	11,983	-	5,012,924	5,012,924	-	03/06/14	02/10/15	10/19/16
I-25 over Ilex, RR, Bennet	19205	1	K-18-CL	2	-	-	-	-	-	1,300,757	38,489,977	100,000	-	39,890,734	39,890,734	-	03/06/14	02/10/15	12/27/18
I-25 over Ilex, RR, Bennet	19205	1	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	-	03/06/14	02/10/15	12/27/18
Sub-Total Ilex					-	-	-	-	-	1,300,757	58,449,350	161,983	-	59,912,090	59,912,090				
I-25 Frontage Road over Pine Creek	19123	1	I-17-O	2	-	-	168,125	-	168,125	-	-	-	-	-	168,125	10/15/12	-	-	-
US50 ML over Draw Cotopaxi-Texas Creek	19304	1	K-14-J	2	-	-	342,596	-	342,596	-	1,452,992	-	-	1,452,992	1,795,588	10/30/12	06/12/14	03/01/15	08/15/15
SH69 ML over Milligan Arroyo	19055	1	M-16-P	2	-	3,460	385,840	-	389,300	-	-	-	-	-	389,300	12/19/12	03/01/18	05/29/18	06/26/19
	22320				-	37,260	-	-	37,260	-	3,598,764	-	-	3,598,764	3,636,024				
I-25 Bus Route over Sull Creek	19054	1	N-17-C	2	-	3,876	558,109	-	561,985	-	-	1,910,242	-	1,910,242	2,472,227	12/19/12	10/24/13	02/17/14	09/03/14
SH160 ML over Smith Canyon	19053	1	P-23-A	2	-	-	373,691	-	373,691	-	1,775,780	-	-	1,775,780	2,149,471	12/19/12	02/05/15	05/26/15	10/30/15
SH71 over ARKANSAS RIVER	21012	1	L-22-L	2	-	254,704	-	-	254,704	-	6,517,636	-	-	6,517,636	6,772,340	05/13/15	08/30/18	12/10/18	11/15/19
SH71 over ARKANSAS RIVER	24738	0	L-22-LL	2	-	19,200	-	-	19,200	-	583,800	-	-	583,800	603,000				
SH 96 over Rush Creek	21011	1	K-17-F	2	-	344,896	-	-	344,896	-	2,275,375	-	-	2,275,375	2,620,271	07/29/15	03/29/18	07/16/18	12/14/18
I-25 over CO RD640, Butte Creek	20407	1	N-17-BN	2	-	-	-	-	-	-	10,190,732	-	-	10,190,732	10,732,814	10/23/17	08/08/18	10/15/18	11/24/20
I-25 over CO RD 103, Butte Creek	20407	1	N-17-S	2	-	542,082	-	-	542,082	-	-	-	-	-	-				
I-25 over US 160 ML, RR Spur	22350	1	N-17-AD	2	-	1,536,185	-	-	1,536,185	-	20,132,600	-	-	20,132,600	21,668,785	11/06/17	02/04/21	04/05/21	12/02/22
I-25 SB over Draw	22823	1	K-18-U	2	-	102,986	-	-	102,986	-	2,531,140	-	-	2,531,140	2,634,126	11/05/18	12/05/19	04/07/20	10/30/20
US 285 over South Fork South Platte River	22865	1	H-13-G	2	-	473,405	-	-	473,405	-	4,757,550	-	-	4,757,550	5,230,955	01/01/19	12/01/20	06/01/20	11/30/21
SH 71 over HIGHLINE CANAL	23005	1	M-22-N	2	-	333,687	-	-	333,687	-	1,667,723	-	-	1,667,723	2,001,410	06/01/19	05/07/20	02/23/21	11/30/21
SH 101 over DRAW	23006	1	M-24-A	2	-	235,942	-	-	235,942	-	2,457,119	-	-	2,457,119	2,693,061	06/01/19	05/07/20	09/17/20	03/04/21
SH 101 over DRAW	23007	1	M-24-I	2	-	190,050	-	-	190,050	-	-	-	-	-	190,050	06/01/19	05/07/20	09/17/20	03/04/21
US 24 over DRAW	22995	1	H-19-C	2	-	215,998	-	-	215,998	-	1,883,400	-	-	1,883,400	2,099,398	03/29/19	10/01/20	01/01/21	09/30/21
I-25 SB over S. ACADEMY BLVD.	23605	1	I-17-GR	2	-	-	-	-	-	-	-	-	-	-	-	10/01/19	09/01/20	02/15/21	12/28/22
I-25 NB over S. ACADEMY BLVD.	23605	1	I-17-GQ	2	-	1,724,900	-	-	1,724,900	-	24,343,746	-	-	24,343,746	26,068,646				

Colorado Bridge and Tunnel Enterprise
 Program Allocation Plan - Quarterly Update
 As of June 30, 2022 (FY22 -Q4)

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds
R2 CHBP Grant - Design thru Procurement	23558	14		2	2,129,040	369,885			2,498,925	10,345,960	42,371,288			52,717,248	55,216,173	01/01/20	01/01/21	05/01/21	12/31/22
R2 Non-Grant - Design thru Procurement	23559	3		2	-	788,320			788,320	-	11,392,604			11,392,604	12,180,924	01/01/20	01/01/21	05/01/21	12/31/22
US 285 at SH 9	24052	1	H-13-A	2							5,848,800			5,848,800	5,848,800				
US 6 ML over EAGLE RIVER	18160	1	F-09-H	3	155,656	150,986	-	-	306,642	-	-	4,201,213	-	4,201,213	4,507,855	09/28/10	05/19/11	07/20/11	05/18/12
US 50 SERVICE RD over GUNNISON RVR	SR 18193	1	J-09-C	3	143,514	-	203,584	-	347,098	-	-	2,369,188	-	2,369,188	2,716,286	06/01/10	06/23/11	08/29/11	08/31/12
US 50 SERVICE RD over GUNNISON RVR	SR 18193	1	J-09-D	3	-	-	-	-	-	-	-	-	-	-	-	06/01/10	06/23/11	08/29/11	08/31/12
I 70 SERVICE RD over COLORADO RIVER	SR 18162	1	F-08-F	3	146,819	-	1,805,747	-	1,952,566	-	-	7,966,405	-	7,966,405	9,918,971	04/06/11	09/02/12	09/04/12	09/30/13
Historic Eagle County Bridges Book	19325	0	F-08-F	3	-	22,062	-	-	22,062	-	-	-	-	-	22,062	-	-	-	-
US 40 ML over E FORK ELK RIVER	18138	1	C-09-C	3	-	-	1,517,178	-	1,517,178	-	-	4,117,918	-	4,117,918	5,635,096	04/01/11	12/13/12	02/28/13	11/19/13
I 70 ML EBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AC	3	1	-	1,779,324	-	1,779,325	-	12,457,996	500,000	-	12,957,996	14,737,321	04/01/11	03/06/14	07/19/14	05/05/17
I 70 ML WBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AB	3	-	-	-	-	-	-	-	-	-	-	-	04/01/11	03/06/14	07/19/14	05/05/17
SH 82 ML over I70 ML,COLORADO RVR,RR	18158	1	F-07-A	3	75,569	30,684,256	10,537,357	-	41,297,182	1,853,821	57,561,362	-	-	59,415,183	100,712,365	05/11/11	07/01/15	01/01/16	10/30/18
PEDESTRIAN BRIDGE over COLORADO RVR	21122	0		3	-	-	-	-	-	5,492,960	9,298,894	-	-	14,791,854	14,791,854	05/11/11	07/01/15	01/01/16	10/30/18
US 34 over NORTH FORK COLORADO RIVER	21010	1	D-13-A	3	-	872,718	-	-	872,718	-	5,954,412	-	-	5,954,412	6,827,130	06/08/17	11/07/18	04/01/19	09/15/20
I-70 WBND over Colorado River	21007	1	F-05-L	3	231,182	26,919	-	-	258,101	-	-	-	-	-	258,101	08/12/15	02/01/18	04/02/18	12/15/18
	22359					40,876			40,876		3,077,349			3,077,349	3,118,225				
I-70 EBND over US6,RR, Eagle River	21008	1	F-10-L	3	225,184	26,104	-	-	251,288	-	-	-	-	-	251,288	08/12/15	01/11/18	03/16/18	08/20/18
	22360					50,226			50,226		3,145,365			3,145,365	3,195,591				
I-70 WBND over Colorado River Overflow	21009	1	G-03-Q	3	410,959	47,567	-	-	458,526	-	-	-	-	-	458,526	08/12/15	01/04/18	03/26/18	08/15/18
	22170					63,961			63,961		3,200,030			3,200,030	3,263,991				
US 6 ML over CASTLE CREEK	22576	1	F-09-K	3	-	44,909	-	-	44,909	-	3,824,079	-	-	3,824,079	3,868,988	07/01/19	05/02/19	07/22/19	12/14/19
I-70 over FOREST SERVICE ROAD	22712	1	F-13-S	3	-	1,843,855	-	-	1,843,855	-	15,074,746	-	-	15,074,746	16,918,601	08/09/18		04/28/21	07/22/22
SH 92 ML over GUNNISON RIVER	22943	1	I-05-V	3	-	882,698	-	-	882,698	-	13,569,821	-	-	13,569,821	14,452,519	03/18/19	10/22/20	11/04/21	02/04/23
SH 64 over STRAWBERRY CREEK	23061	1	D-04-G	3	-	671,150	-	-	671,150	-	15,370,706	-	-	15,370,706	16,041,856	08/31/20	01/03/22	03/01/22	10/27/23
SH 64 over WHITE RIVER	23061	1	D-03-A	3	-	671,150	-	-	671,150	-	15,370,706	-	-	15,370,706	16,041,856	08/31/20	01/03/22	03/01/22	10/27/23
I-70 over US 6,US 24, RR, EAGLE RIVER	23217	1	F-11-AD	3	-	435,013	-	-	435,013	-	-	-	-	435,013					
I-70 EBND VAIL PASS	23929	1	F-12-AS	3	-	6,887,500	-	-	6,887,500	-	36,800,000	-	-	36,800,000	43,687,500	12/01/20			
I-70 WBND VAIL PASS	23929	1	F-12-AT	3	-	-	-	-	-	22,957,340	26,537,260	-	-	49,494,600	49,494,600				
US 6 over Elk Creek	24493	1	F-06-A	3	-	526,600	-	-	526,600	-	3,777,257	-	-	3,777,257	4,303,857	06/01/21			
US 24 ML over DRAW	18003	1	G-22-J	4	-	-	-	-	-	799,863	-	244,857	-	1,044,720	1,044,720	04/01/08	12/16/10	05/02/11	08/24/11
US 287 ML over DRAW	17804	1	B-16-AE	4	1,401,692	85,153	139,160	-	1,626,005	-	-	2,338,640	-	2,338,640	3,964,645	04/15/10	05/12/11	07/25/11	05/01/12
SH 14 ML over COALBANK CREEK	18451	1	B-17-L	4	-	1,398,233	249,641	-	1,647,874	-	-	3,358,015	-	3,358,015	5,005,889	12/16/10	11/01/12	04/01/14	09/30/15
I 25 SERVICE RD over LITTLE THOMPSON RIVER	SR 18053	1	C-17-BN	4	941,887	-	-	-	941,887	-	-	1,782,003	-	1,782,003	2,723,890	02/01/11	04/05/12	09/04/12	04/12/13
US 34 ML over N FRK REPUBLICAN RIVER	18432	1	D-28-B	4	-	781,069	-	-	781,069	-	-	2,693,477	-	2,693,477	3,474,546	11/23/10	04/26/12	06/25/12	12/14/12
SH 66 ML over ST VRAIN River	18224	1	D-17-AK	4	-	-	1,311,071	-	1,311,071	-	-	4,228,779	-	4,228,779	5,539,850	02/01/11	09/06/12	11/05/12	06/18/14
I-70 FRONTAGE ROAD over DRAW	18610	1	G-21-B	4	-	-	348,714	-	348,714	-	-	1,012,700	-	1,012,700	1,361,414	09/05/11	11/16/12	01/28/13	05/23/13
SH 14 ML over CACHE LA POUFRE RIVER	18085	1	B-16-D	4	1,395,490	351,788	753,947	-	2,501,225	611,742	9,946,160	-	800,000	11,357,902	13,859,127	07/14/09	06/19/14	09/22/14	11/20/15
US 85 ML over UPRR Nunn Bridge	18669	1	B-17-C	4	-	-	1,254,778	-	1,254,778	-	3,053	6,009,722	-	6,012,775	7,267,553	06/24/11	01/10/13	03/17/13	06/13/14
SH60 over SOUTH PLATTE RIVER	21146	1	C-17-B	4	-	1,109,585	-	-	1,109,585	-	8,500,249	-	-	8,500,249	9,609,834	06/17/15	06/21/18	10/01/18	11/01/19
I-25 ML over County Road 48	20999	1	B-16-EU	4	-	943,689	-	-	943,689	-	6,464,893	-	-	6,464,893	7,408,582	06/01/16	02/14/19	05/22/19	1/27/20
Prospect Road over I-25	22248	1	B-16-AM	4	-	3,061,209	-	-	3,061,209	-	18,483,966	-	-	18,483,966	21,545,175	11/01/17		10/10/18	07/14/21
I-25 ML over DRAW (Hillsboro)	22482	1	C-17-EL	4	-	22,086	-	-	22,086	-	3,582,614	-	-	3,582,614	3,604,700	11/01/17		06/27/18	11/30/24
SH59 over I-70 (Emergency)	22566	1	G-25-K	4	-	270,966	-	-	270,966	-	6,235,225	-	-	6,235,225	6,506,191	04/16/18		04/27/18	11/10/18
US 34 ML over N FRK REPUBLICAN RIVER	22962	1	D-27-G	4	-	561,694	-	-	561,694	-	3,002,218	-	-	3,002,218	3,563,912	03/01/19	04/01/20	06/29/20	11/18/20
US 34 OVER REPUBLICAN RIVER	22963	1	D-28-P	4	-	-	-	-	-	-	3,712,057	-	-	3,712,057	3,712,057			04/27/20	01/27/21
TIMBER BRIDGE EASTERN PLAINS	23010	7	Various	4	-	4,426,200	-	-	4,426,200	-	-	-	-	4,426,200		02/01/20			
TIMBER BRIDGE EASTERN PLAINS: PKG 1	24367	3 of 7		4	-	238,856	-	-	238,856	-	10,752,321	-	-	10,752,321	10,991,177		09/21/21	12/06/21	10/28/22
TIMBER BRIDGE EASTERN PLAINS: PKG 2	24405	2 of 7		4	-	30,700	-	-	30,700	-	4,486,100	-	-	4,486,100	4,516,800				
TIMBER BRIDGE EASTERN PLAINS: PKG 3	24405	2 of 7		4	-	30,700	-	-	30,700	-	8,000,000	-	-	8,000,000	8,000,000				
US 40 ML over DRAW	24224	1	I-24-N	4	-	526,000	-	-	526,000	-	13,000,000	-	-	13,000,000	13,526,000	01/01/21			
Holyoke Bundle	22529	4	Various	4	-	966,700	-	-	966,700	-	12,700,000	-	-	12,700,000	13,666,700	06/01/21			
SH 145 ML over LEOPARD CREEK	18231	1	L-04-B	5	-	-	506,177	-	506,177	47,559	-	3,301,616	-	3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13
SH 62 ML over UNCOMPAGHRE RIVER	18323	1	L-05-B	5	-	1,012,619	268,923	-	1,281,542	3,380	-	6,519,674	-	6,523,054	7,804,596	02/01/11	02/09/12	04/24/12	05/30/13
SH90 over DOLORES RIVER	20817	1	K-01-C	5	-	965,694	-	-	965,694	-	4,977,169	-	-	4,977,169	5,942,863	01/30/15	11/09/15	12/05/16	08/18/17
US 50 over AGATE CREEK	22436	1	K-11-G	5	-	-	-	-	-	-	1,526,757	-	-	1,526,757	1,526,757	03/29/18	03/29/18	06/18/18	10/08/18
US 285 over RIO CONEJOS OVERFLOW	23069	1	P-12-A	5	-	192,900	-	-	192,900	-	5,240,000	-	-	5,240,000	5,432,900	04/17/19		11/01/23	03/01/24
Design for Future Years						3,120,000			3,120,000					3,120,000					
PRE-BOND PROJECTS		16		All	2,338,990														



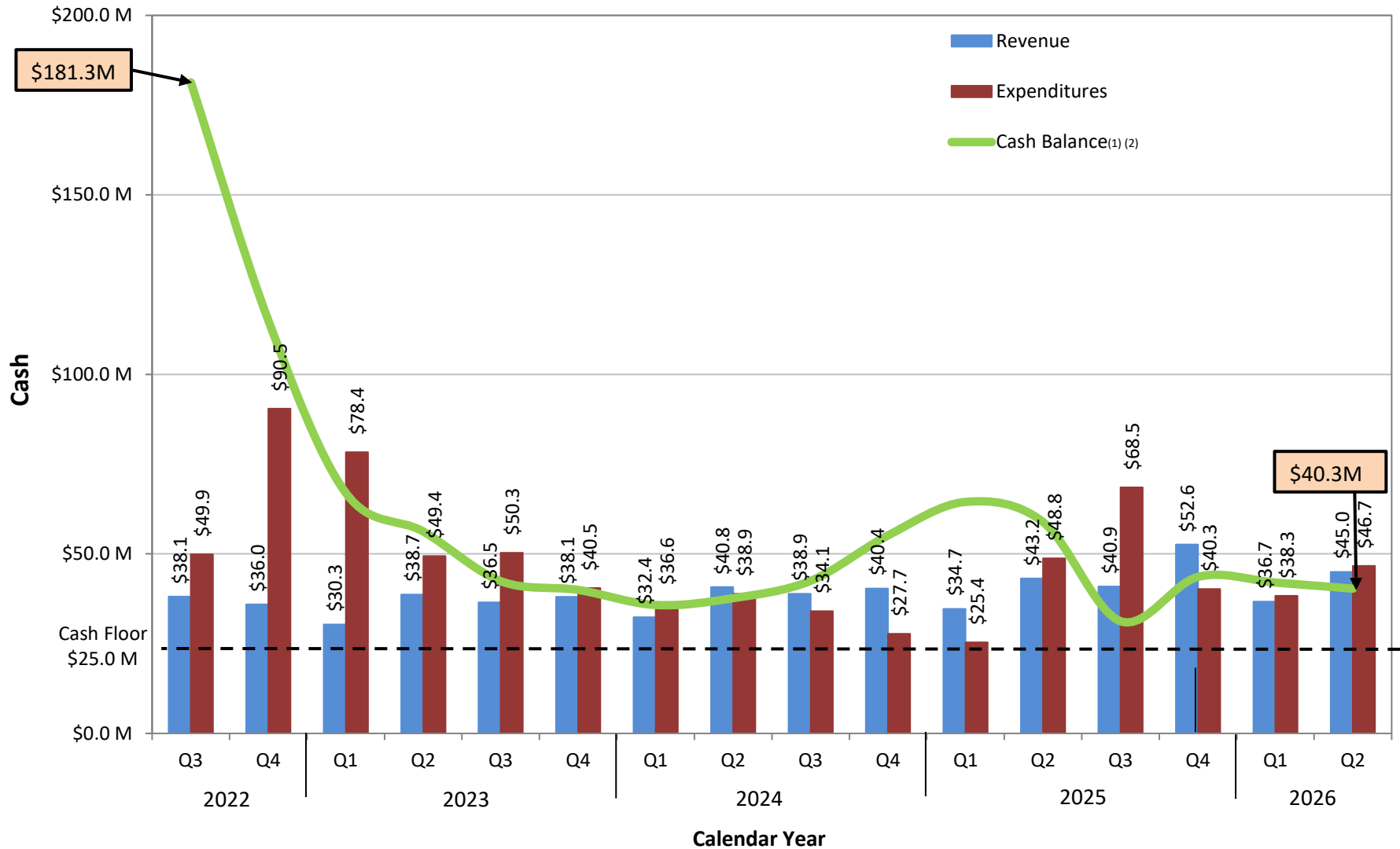
Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ 7,236,019	\$ -	\$ -	\$ -	\$ 7,236,019	\$ 31,571,599	\$ -	\$ -	\$ -	\$ 31,571,599	\$ 38,807,618
State	\$ 925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345
Local	\$ 25,139,799	-	-	-	25,139,799	11,163,136	-	-	-	11,163,136	\$ 36,302,935
FASTER	\$ -	300,694,950	-	-	300,694,950	-	1,084,492,166	-	-	1,084,492,166	\$ 1,385,187,116
Bank of America Loan	\$ 12,030,650	-	-	-	12,030,650	28,668,324	-	-	-	28,668,324	\$ 40,698,974
2010 Bonds	\$ -	-	52,835,939	-	52,835,939	-	-	245,307,666	-	245,307,666	\$ 298,143,605
Bond Interest	\$ -	-	-	546,911	546,911	-	-	-	9,279,210	9,279,210	\$ 9,826,121
Bridge and Tunnel Fees	\$ -	-	-	-	-	122,957,340	-	-	-	122,957,340	\$ 122,957,340
Total	\$ 45,331,986	\$ 300,694,950	\$ 52,835,939	\$ 546,911	\$ 399,409,786	\$ 194,504,226	\$ 1,084,492,166	\$ 245,307,666	\$ 9,279,210	\$ 1,533,583,268	\$ 1,932,993,054

APPENDIX C: FOUR YEAR QUARTERLY CASH FLOW PROJECTION



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Colorado Bridge and Tunnel Enterprise Four Year Quarterly Cash Flow Projection



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