

## Colorado Transportation Commission

Schedule & Agenda  
February 15-16, 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, February 15, 2023

11:30 a.m. Commissioner Lunch (optional)

12:30 p.m. Budget Workshop (Jeff Sudmeier and Bethany Nicholas)

- Final FY2023-24 Budget Allocation Plan for Comment
- 550/160 Region 5 Contingency Request
- Region 4 Contingency Request
- P.D. 703

1:30 p.m. Poor Interstate Pavement Workshop (William Johnson)

2:15 p.m. CDOT's ITS Fiber Program Update (Bob Fifer and Allie Axley)

3:15 p.m. CO 119 Safety and Mobility Improvements Project (Heather Paddock and Keith Sheaffer)

4:00 p.m. OIM Committee Meeting - Electrification and Energy Project Updates  
(Kay Kelly and Mike King)

4:30 p.m. Freight Committee (Darius Pakbaz, Craig Hurst, Katrina Williams)

5:00 p.m. Adjournment

**TRANSPORTATION COMMISSION MEETING**

Thursday, February 16, 2023

8:00 a.m. Commissioner Breakfast

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

9:05 a.m. 2. Public Comments

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

9:40 a.m. 4. Executive Director's Management Report (Shoshana Lew)

9:45 a.m. 5. Chief Engineer's Report (Keith Stefanik)

9:50 a.m. 6. CTIO Director's Report (Nick Farber)

9:55 a.m. 7. FHWA Division Administrator Report (John Cater)

10:00 a.m. 8. STAC Report (Vincent Rogalski)

10:05 a.m. 9. Act on Consent Agenda

a) Proposed Resolution #1: Approve the Regular Meeting Minutes of January 18, 2023 (Herman Stockinger)

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

c) Proposed Resolution #3: Adoption of Policy Directive 89.0 "Risk and Insurance Management" (Herman Stockinger and Darrell Lingk)

d) Proposed Resolution #4: Adoption of Policy Directive 80.0 "Employee Safety Program - Excellence in Safety" (Herman Stockinger and Darrell Lingk)

e) Proposed Resolution #5: MMOF - Match Reduction Request (Michael Snow)

10:10 a.m. 10. Discuss and Act on Proposed Resolution #6: Budget Supplement of FY 2023 (Jeff Sudmeier)

10:15 a.m. 11. Discuss and Act on Proposed Resolution #7: Policy Directive 703.0 (Jeff Sudmeier)

10:20 a.m. 12. Discuss and Act on Proposed Resolution #8: State Infrastructure Bank New Loan (Jeff Sudmeier)

10:25 a.m. 13. Discuss and Act on Proposed Resolution #9: Request to Open Permanent Rulemaking for 2 CCR 605-1, Colorado State Infrastructure Bank Rules (Herman Stockinger)

10:30 a.m. 14. Discuss and Act on Proposed Resolution #10: State Highway Access Category Assignment Schedule Rulemaking Update (Dan Roussin)

10:35 a.m. 15. Discuss and Act on Proposed Resolution #11: Proposed CTIO Staffing and New Tolling Operations Branch and Divisions (Nick Farber and Kelly Brown)

10:40 a.m. 16. Discuss and Act on Proposed Resolution #12: CO 119 Safety and Mobility Improvements Project (Heather Paddock and Keith Sheaffer)

10:45 a.m. 17. Recognition

10:50 a.m. 18. Other Matters

10:55 a.m. 19. Adjournment

dThe Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Est. Start Time: 10:55 a.m.

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

Thursday, February 16, 2023

10:55 a.m. 1. Call to Order and Roll Call

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

3. Act on Consent Agenda

- Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of December 14, 2022 (Herman Stockinger)

4. Discuss and Act on Proposed Resolution #BTE2: Bridge & Tunnel Enterprise 6th Budget Supplement for FY'23 (Jeff Sudmeier)

5. Discuss and Act on Proposed Resolution #BTE3: The Bridge and Tunnel Enterprise Funding Match for the FY2023 RAISE Grant Opportunity (Jeff Sudmeier)

6. Bridge & Tunnel Enterprise Q2 FY2023 Quarterly Report (Patrick Holinda)

7. Final FY2023-24 BTE Budget Allocation Plan for Comment (Jeff Sudmeier)

8. Other Matters

9. Adjournment

### **ADDITIONAL WORKSHOPS**

Thursday, February 16, 2023

11:15 a.m. Successes from the CDOT Internship and Fellowship Programs (Gary Vansuch, Brenda Yang, Jenni Kerns, Ken Dizon, Ruth Kadima, Michael Prado, Rylie Wieseler, Samantha Millison, Corey Olson, and Maya Quigley)

12:00 p.m. Adjournment

### **INFO ONLY**

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- State Infrastructure Bank Activity Report for FY23 (Jeff Sudmeier)
- DTR Programs Report - Q2 (Oct 1, 2022 - Dec 31, 2022) (Amber Blake)
- TC Grants Memo (Hannah Reed)
- Central 70 Quarterly Status Update (Bob Hayes)
- Bridge & Tunnel Enterprise FY2022-23 Annual Financial Statements (Kay Hruska)



**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
BETHANY NICHOLAS, BUDGET DIRECTOR  
**DATE:** FEBRUARY 15, 2023  
**SUBJECT:** FY 2023-24 FINAL ANNUAL BUDGET ALLOCATION PLAN

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**Purpose**

To review the draft FY 2023-24 Final Annual Budget Allocation Plan, set for adoption in March 2023.

**Action**

The Division of Accounting and Finance (DAF) is requesting that the Transportation Commission (TC) review the draft FY 2023-24 Final Annual Budget Allocation Plan and provide feedback to the Department in preparation for the March 2023 meeting when the FY 2023-24 Final Annual Budget will be presented to the TC for adoption.

**FY 2023-24 Final Annual Budget**

The total revenue available for allocation in the FY 2023-24 Final Annual Budget Allocation Plan for CDOT and the Enterprises is \$1,799.0 million. Since the Proposed Budget was adopted in November 2022, staff worked with division and region staff to finalize budget allocations which includes updating allocations with dedicated revenue sources to match the revenue forecast, updating allocations that are established through the asset management budget setting process, updating statewide common policies, etc.

Noteworthy Changes from the FY 2023-24 Proposed Budget include the following:

- **FASTER Safety Program (Line 15):** Senate Bill 21-260 and HB 22-1351 temporarily reduced the Road Safety Surcharge fee for two years, resulting in a projected revenue shortfall of approximately \$20.0 million total for FY 2023-24. House Bill 22-1351 provided \$10.2 million General Fund to partially backfill the lost revenue. Backfill funds were allocated to the FASTER Safety program in FY 2022-23 with the intent to roll forward to FY 2023-24 for a total available budget of \$59.5 million. To keep the program's budget whole at the historical allocation of \$69.2 million, staff allocated an additional \$9.7 million as further backfill for a total program allocation of \$69.2 million in FY 2023-24.
- **10 Year Plan Project Lines (Lines 10, 19 and 46):** After adjusting for forecasted interest earnings on SB 17-267 Certificate of Participation (COP) balances, the total amount allocated for the 10 Year Plan Projects is \$123.2 million. Of the total, 10% is allocated to the 10 Year Plan Projects - Multimodal line based on a previously established target that at least 10% of 10 Year Plan funding go to transit/multimodal projects.
- **Maintenance Program Areas (Lines 23-32):** The FY 2023-24 starting budget for the Maintenance Level of Service (MLOS) program is \$274.9 million, which includes \$269.0 million that was approved as the asset management planning budget by the Commission in November 2019, plus \$5.9 million that was approved beginning in the FY 2022-23 budget to address salary increases for TMs and the maintenance employee portion of across the board salary increases in FY 2022-23.



For the Final FY 2023-24 Budget, staff allocated an additional \$5.2 million to fully fund the maintenance employee portion of the 5% across the board salary increases requested in the Governor's FY 2023-24 Budget, and \$4.8 million for a housing stipend program discussed with the Commission in July 2022. Therefore, the final allocation is \$284.9 million for the MLOS program for FY 2023-24.

- **Aviation System Program (Line 51):** The FY 2023-24 Final Budget allocates \$64.2 million to the Aviation System Program, which is \$10.4 million less than the Proposed Budget based on an updated forecast of jet fuel sales and use tax revenue provided by the Division of Aeronautics.
- **Agency Operations (Line 66):** The allocation for Agency Operations was increased by \$6.5 million to address increases in statewide common policies including the 5% across the board salary increase, and several initiatives that were previously approved by the EMT and Commission but not yet incorporated into the budget, such as a regularly scheduled PC rollout for FY 2023-24, and the high school apprenticeship program approved by the Commission in May 2021.
- **Contingency Fund (Line 72):** In order to increase allocations to the FASTER Safety Program, MLOS, and Agency Operations for FY 2023-24, the allocation to the Contingency Fund was zeroed out for FY 2023-24. At this time, staff is forecasting a large balance in the Contingency Fund at the end of the current fiscal year, which will be available to address contingency requests in FY 2023-24. The forecasted year-end balance is in excess of the target beginning balance for the next fiscal year, and as such no additional allocation of funds to the Contingency is necessary at this time.

#### Decision Items

During the FY 2023-24 budget-building process, CDOT divisions and regions requested decision items, which are requests for funding that represent a significant change to a division's current program (eg. new or expanded programs or investments). In accordance with Policy Directive (PD) 703.0, decision item requests of less than \$1 million are reviewed and subject to approval by the EMT, while decision items of \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2023.

For FY 2023-24, there are no decision items approved by the EMT that require additional approval by the TC based on the request amount; however, there is one notable decision item that was approved by the EMT that is included here for informational purposes pursuant to PD 703.0. Traffic Safety in the Division of Engineering requested to increase its indirect budget by \$500,000 beginning in FY 2023-24 to support the ongoing collection and coding of crash data that is used by Engineering for analysis and reporting. Funds will be used for contract staff that will add critical elements to the crash database that are not currently available for each record received (e.g., highway, mile point, geographical coordinates, region, etc.). This was approved as a one-time decision item in the FY 2022-23 budget but is now approved by the EMT as an ongoing allocation in the Traffic Safety indirect budget.

#### Additional Changes Before Adoption in March 2023

The Department anticipates the following changes for the Final FY 2023-24 Annual Budget prior to its adoption in March 2023:

- The Revenue Allocation Plan will be updated to include estimated roll-forwards for FY 2021-22 to provide the complete budget that is available for planning and programming in FY 2023-24.



**Options and Recommendation**

The TC is being asked to review the Final Budget Allocation Plan and consider the proposed changes and provide input on any additional changes that the Commission would like DAF to incorporate before the Budget is adopted in March 2023.

1. Direct staff to return in March for adoption of the FY 2023-24 Final Annual Budget Allocation Plan, without changes. (Staff Recommendation)
2. Direct staff to return in March for adoption of the FY 2023-24 Final Annual Budget Allocation Plan with changes requested by the TC.

**Next Steps**

In March 2023, the TC will be asked to review and adopt the FY 2023-24 Final Annual Budget Allocation Plan.

**Attachments**

Attachment A - FY 2023-24 Revenue Allocation Plan

Attachment B - Presentation



FY 2023-24 Revenue Allocation Plan									
Line	Budget Category / Program	A. Estimated Rollforward from FY 2022-23*	B. FY 2022-23 Final Allocation Plan	FY 2023-24 Proposed Allocation Plan	C. FY 2023-24 Final Allocation Plan	FY 2023-24 Total Final Available Budget (A+C)	Directed By	Funding Source	Year over Year % Change (B vs C)
<b>1</b>	<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>								
2	Capital Construction	\$10.2 M	\$647.9 M	\$617.6 M	\$631.7 M	\$641.9 M			-2.51%
3	Asset Management	\$0.0 M	\$392.3 M	\$399.3 M	\$399.3 M	\$399.3 M			1.79%
4	Surface Treatment	\$0.0 M	\$225.6 M	\$225.6 M	\$225.6 M	\$225.6 M	TC	FHWA / SH / SB	0.02%
5	Structures	\$0.0 M	\$62.5 M	\$63.3 M	\$63.3 M	\$63.3 M	TC	FHWA / SH / SB	1.34%
6	System Operations	\$0.0 M	\$26.9 M	\$26.3 M	\$26.3 M	\$26.3 M	TC	FHWA / SH	-2.23%
7	Geohazards Mitigation	\$0.0 M	\$10.0 M	\$9.7 M	\$9.7 M	\$9.7 M	TC	SB 09-108	-3.00%
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	\$6.5 M	TC	FHWA / SH	0.00%
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA	0.00%
10	10 Year Plan Projects - Capital AM	\$0.0 M	\$60.9 M	\$68.0 M	\$68.0 M	\$68.0 M	TC / FR	FHWA	11.58%
11	Safety	\$10.2 M	\$121.6 M	\$105.4 M	\$115.6 M	\$125.8 M			-4.93%
12	Highway Safety Improvement Program	\$0.0 M	\$39.4 M	\$42.9 M	\$42.9 M	\$42.9 M	FR	FHWA / SH	8.92%
13	Railway-Highway Crossings Program	\$0.0 M	\$3.6 M	\$3.8 M	\$3.8 M	\$3.8 M	FR	FHWA / SH	6.14%
14	Hot Spots	\$0.0 M	\$2.2 M	\$2.2 M	\$2.7 M	\$2.7 M	TC	FHWA / SH	23.07%
15	FASTER Safety	\$10.2 M	\$69.2 M	\$49.3 M	\$59.0 M	\$69.2 M	TC	SB 09-108	-14.78%
16	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	FHWA / SH	0.00%
17	Mobility	\$0.0 M	\$134.1 M	\$112.9 M	\$116.8 M	\$116.8 M			-12.90%
18	Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	\$50.0 M	\$50.0 M	TC	FHWA / SH	0.00%
19	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$63.4 M	\$39.0 M	\$42.9 M	\$42.9 M	SL	FHWA / SB 17-26	-32.33%
20	Freight Programs	\$0.0 M	\$20.7 M	\$23.9 M	\$23.9 M	\$23.9 M	FR	FHWA / SH / SL	15.46%
21	Maintenance and Operations	\$0.0 M	\$372.3 M	\$387.8 M	\$394.5 M	\$394.5 M			5.98%
22	Asset Management	\$0.0 M	\$336.1 M	\$351.1 M	\$358.1 M	\$358.1 M			6.54%
23	Maintenance Program Areas	\$0.0 M	\$273.8 M	\$278.0 M	\$284.9 M	\$284.9 M			4.07%
24	Roadway Surface	\$0.0 M	\$37.7 M	\$39.9 M	\$40.8 M	\$40.8 M	TC	SH	8.30%
25	Roadside Facilities	\$0.0 M	\$22.8 M	\$23.7 M	\$24.2 M	\$24.2 M	TC	SH	6.35%
26	Roadside Appearance	\$0.0 M	\$10.8 M	\$9.1 M	\$9.4 M	\$9.4 M	TC	SH	-13.44%
27	Structure Maintenance	\$0.0 M	\$5.7 M	\$5.5 M	\$5.6 M	\$5.6 M	TC	SH	-1.43%
28	Tunnel Activities	\$0.0 M	\$6.4 M	\$4.9 M	\$5.0 M	\$5.0 M	TC	SH	-21.54%
29	Snow and Ice Control	\$0.0 M	\$84.1 M	\$82.8 M	\$84.9 M	\$84.9 M	TC	SH	1.05%
30	Traffic Services	\$0.0 M	\$71.9 M	\$73.9 M	\$75.7 M	\$75.7 M	TC	SH	5.23%
31	Materials, Equipment, and Buildings	\$0.0 M	\$18.2 M	\$20.7 M	\$21.1 M	\$21.1 M	TC	SH	15.84%
32	Planning and Scheduling	\$0.0 M	\$16.1 M	\$17.7 M	\$18.1 M	\$18.1 M	TC	SH	12.04%
33	Express Lane Corridor Maintenance and Operation	\$0.0 M	\$11.0 M	\$12.1 M	\$12.1 M	\$12.1 M	TC	SH	9.52%
34	Property	\$0.0 M	\$27.9 M	\$25.6 M	\$25.6 M	\$25.6 M	TC	SH	-8.24%
35	Capital Equipment	\$0.0 M	\$23.4 M	\$23.4 M	\$23.5 M	\$23.5 M	TC	SH	0.38%
36	Maintenance Reserve Fund	\$0.0 M	\$0.0 M	\$12.0 M	\$12.0 M	\$12.0 M	TC	SH	N/A
37	Safety	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M	\$12.2 M			0.00%
38	Strategic Safety Program	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M	\$12.2 M	TC	FHWA / SH	0.00%
39	Mobility	\$0.0 M	\$24.0 M	\$24.4 M	\$24.3 M	\$24.3 M			1.12%
40	Real-Time Traffic Operations	\$0.0 M	\$14.0 M	\$14.4 M	\$14.3 M	\$14.3 M	TC	SH	1.92%
41	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH	0.00%
42	Multimodal Services & Electrification	\$0.0 M	\$55.1 M	\$44.8 M	\$45.7 M	\$45.7 M			-17.17%
43	Mobility	\$0.0 M	\$55.1 M	\$44.8 M	\$45.7 M	\$45.7 M			-17.17%
44	Innovative Mobility Programs	\$0.0 M	\$8.9 M	\$9.0 M	\$9.0 M	\$9.0 M	TC	FHWA / SH	1.20%
45	National Electric Vehicle Program	\$0.0 M	\$11.3 M	\$14.5 M	\$14.5 M	\$14.5 M	FR	FHWA	28.64%
46	10 Year Plan Projects - Multimodal	\$0.0 M	\$17.2 M	\$11.9 M	\$12.3 M	\$12.3 M	TC	FHWA / SB 17-26	-28.48%
47	Rail Commission	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	SL	0.00%
48	Bustang	\$0.0 M	\$8.8 M	\$9.4 M	\$9.8 M	\$9.8 M	TC	SB 09-108 / Fare	10.44%
49	Suballocated Programs	\$0.0 M	\$373.2 M	\$321.1 M	\$310.0 M	\$310.0 M			-16.92%
50	Aeronautics	\$0.0 M	\$35.3 M	\$74.6 M	\$64.2 M	\$64.2 M			81.98%
51	Aviation System Program	\$0.0 M	\$35.3 M	\$74.6 M	\$64.2 M	\$64.2 M	AB	SA	81.98%
52	Highway	\$0.0 M	\$143.9 M	\$151.9 M	\$151.9 M	\$151.9 M			5.58%
53	STBG-Urban (STP-Metro)	\$0.0 M	\$61.9 M	\$66.0 M	\$66.0 M	\$66.0 M	FR	FHWA / LOC	6.66%
54	Congestion Mitigation and Air Quality	\$0.0 M	\$51.7 M	\$52.8 M	\$52.8 M	\$52.8 M	FR	FHWA / LOC	2.00%
55	Metropolitan Planning	\$0.0 M	\$10.7 M	\$10.7 M	\$10.7 M	\$10.7 M	FR	FHWA / FTA / LOC	0.15%
56	Off-System Bridge Program	\$0.0 M	\$19.5 M	\$22.4 M	\$22.4 M	\$22.4 M	TC / FR	FHWA / SH / LOC	14.61%
57	Transit and Multimodal	\$0.0 M	\$194.1 M	\$94.6 M	\$94.0 M	\$94.0 M			-51.57%
58	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M	\$1.6 M	FR	FHWA	0.00%
59	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M	\$3.1 M	TC	FHWA / LOC	0.00%
60	Transportation Alternatives Program	\$0.0 M	\$20.6 M	\$21.6 M	\$21.6 M	\$21.6 M	FR	FHWA / LOC	4.61%
61	Transit Grant Programs	\$0.0 M	\$61.0 M	\$52.3 M	\$51.7 M	\$51.7 M	FR / SL / TC	FTA / LOC / SB 09-108	-15.13%
62	Multimodal Options Program - Local	\$0.0 M	\$97.6 M	\$6.3 M	\$6.3 M	\$6.3 M	SL	SB 21-260	-93.56%
63	Carbon Reduction Program - Local	\$0.0 M	\$9.5 M	\$9.6 M	\$9.6 M	\$9.6 M	FR	FHWA / LOC	2.00%
64	Revitalizing Main Streets Program	\$0.0 M	\$0.7 M	\$0.0 M	\$0.0 M	\$0.0 M	SL / TC	SB 21-260	-100.00%
65	Administration & Agency Operations	\$0.0 M	\$105.3 M	\$107.4 M	\$112.1 M	\$112.1 M			6.49%
66	Agency Operations	\$0.0 M	\$59.7 M	\$59.7 M	\$66.2 M	\$66.2 M	TC / AB	FHWA / SH / SA	10.88%
67	Administration	\$0.0 M	\$42.9 M	\$45.1 M	\$44.5 M	\$44.5 M	SL	SH	3.70%
68	Project Initiatives	\$0.0 M	\$2.6 M	\$2.6 M	\$1.4 M	\$1.4 M	TC	SH	-47.98%
69	Debt Service	\$171.3 M	\$0.0 M	\$29.0 M	\$28.4 M	\$199.7 M			N/A
70	Debt Service	\$171.3 M	\$0.0 M	\$29.0 M	\$28.4 M	\$199.7 M	DS	SH	N/A
71	Contingency Reserve	\$0.0 M	\$0.0 M	\$13.3 M	\$0.0 M	\$0.0 M			N/A
72	Contingency Fund	\$0.0 M	\$0.0 M	\$13.3 M	\$0.0 M	\$0.0 M	TC	FHWA / SH	N/A
73	Commission Reserve Funds	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	TC	FHWA / SH	N/A
74	Other Programs	\$0.0 M	\$29.5 M	\$34.1 M	\$34.3 M	\$34.3 M			16.22%
75	Safety Education	\$0.0 M	\$14.1 M	\$15.7 M	\$15.8 M	\$15.8 M	TC/FR	NHTSA / SSE	11.91%
76	Planning and Research	\$0.0 M	\$15.1 M	\$17.4 M	\$17.4 M	\$17.4 M	FR	FHWA / SH	15.38%
77	State Infrastructure Bank	\$0.0 M	\$0.3 M	\$1.1 M	\$1.1 M	\$1.1 M	TC	SIB	273.43%
78	<b>TOTAL - CDOT</b>	<b>\$181.5 M</b>	<b>\$1,583.3 M</b>	<b>\$1,555.2 M</b>	<b>\$1,556.7 M</b>	<b>\$1,738.3 M</b>			

Line	Budget Category / Program	A. Estimated Rollforward from FY 2022-23*	B. FY 2022-23 Final Allocation Plan	FY 2023-24 Proposed Allocation Plan	C. FY 2023-24 Final Allocation Plan	FY 2023-24 Total Final Available Budget (A+C)	Directed By	Funding Source	Year over Year % Change (B vs C)
<b>79 COLORADO BRIDGE &amp; TUNNEL ENTERPRISE</b>									
80	Capital Construction	\$0.0 M	\$94.5 M	\$102.1 M	\$101.7 M	\$101.7 M			7.62%
81	Asset Management	\$0.0 M	\$94.5 M	\$102.1 M	\$101.7 M	\$101.7 M			7.62%
82	Bridge Enterprise Projects	\$0.0 M	\$94.5 M	\$102.1 M	\$101.7 M	\$101.7 M	BEB	SB 09-108, SB 21	7.62%
83	Maintenance and Operations	\$0.0 M	\$0.8 M	\$0.8 M	\$0.8 M	\$0.8 M			10.00%
84	Asset Management	\$0.0 M	\$0.8 M	\$0.8 M	\$0.8 M	\$0.8 M			10.00%
85	Maintenance and Preservation	\$0.0 M	\$0.8 M	\$0.8 M	\$0.8 M	\$0.8 M	BEB	SB 09-108	10.00%
86	Administration & Agency Operations	\$0.0 M	\$1.9 M	\$2.0 M	\$1.8 M	\$1.8 M			-5.42%
87	Agency Operations-BTE	\$0.0 M	\$1.9 M	\$2.0 M	\$1.8 M	\$1.8 M	BEB	SB 09-108	-5.42%
88	Debt Service	\$0.0 M	\$48.0 M	\$48.0 M	\$48.7 M	\$48.7 M			1.28%
89	Debt Service-BTE	\$0.0 M	\$48.0 M	\$48.0 M	\$48.7 M	\$48.7 M	BEB	FHWA / SH	1.28%
90	<b>TOTAL - BRIDGE &amp; TUNNEL ENTERPRISE</b>	<b>\$0.0 M</b>	<b>\$145.2 M</b>	<b>\$152.9 M</b>	<b>\$153.0 M</b>	<b>\$153.0 M</b>			

<b>91 COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)</b>									
92	Maintenance and Operations	\$0.0 M	\$36.1 M	\$63.6 M	\$67.7 M	\$67.7 M			87.54%
93	Express Lanes Operations	\$0.0 M	\$36.1 M	\$63.6 M	\$67.7 M	\$67.7 M	HPTEB	Tolls / Managed	87.54%
94	Administration & Agency Operations	\$0.0 M	\$4.1 M	\$4.1 M	\$4.1 M	\$4.1 M			0.00%
95	Agency Operations-CTIO	\$0.0 M	\$4.1 M	\$4.1 M	\$4.1 M	\$4.1 M	HPTEB	Fee for Service	0.00%
96	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M			N/A
97	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	HPTEB	Fee for Service	N/A
98	<b>TOTAL - COLORADO TRANSPORTATION INVESTMENT OFFICE</b>	<b>\$0.0 M</b>	<b>\$40.1 M</b>	<b>\$67.7 M</b>	<b>\$71.7 M</b>	<b>\$71.7 M</b>			

<b>99 CLEAN TRANSIT ENTERPRISE</b>									
100	Suballocated Programs	\$0.0 M	\$6.8 M	\$7.7 M	\$7.7 M	\$7.7 M			12.20%
101	Transit and Multimodal	\$0.0 M	\$6.8 M	\$7.7 M	\$7.7 M	\$7.7 M			12.20%
102	CTE Projects	\$0.0 M	\$6.8 M	\$7.7 M	\$7.7 M	\$7.7 M	CTB	SB 21-260	12.20%
103	Administration & Agency Operations	\$0.0 M	\$1.4 M	\$1.4 M	\$1.5 M	\$1.5 M			6.94%
104	Agency Operations-CTE	\$0.0 M	\$0.6 M	\$0.6 M	\$0.6 M	\$0.6 M	CTB	SB 21-260	1.89%
105	Contingency Reserve-CTE	\$0.0 M	\$0.8 M	\$0.8 M	\$0.9 M	\$0.9 M	CTB	SB 21-260	10.30%
106	Debt Service	\$0.0 M	\$0.1 M	\$0.1 M	\$0.0 M	\$0.0 M			-100.00%
107	Debt Service-CTE	\$0.0 M	\$0.1 M	\$0.1 M	\$0.0 M	\$0.0 M	CTB	SB 21-260	-100.00%
108	<b>TOTAL - CLEAN TRANSIT ENTERPRISE</b>	<b>\$0.0 M</b>	<b>\$8.3 M</b>	<b>\$9.1 M</b>	<b>\$9.1 M</b>	<b>\$9.1 M</b>			

<b>109 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE</b>									
110	Multimodal Services & Electrification	\$0.0 M	\$6.6 M	\$8.3 M	\$8.3 M	\$8.3 M			24.68%
111	Mobility	\$0.0 M	\$6.6 M	\$8.3 M	\$8.3 M	\$8.3 M			24.68%
112	NAAPME Projects	\$0.0 M	\$6.6 M	\$8.3 M	\$8.3 M	\$8.3 M	NAAPMEB	SB 21-260	24.68%
113	Administration & Agency Operations	\$0.0 M	\$0.4 M	\$0.2 M	\$0.2 M	\$0.2 M			-47.17%
114	Agency Operations-NAAPME	\$0.0 M	\$0.2 M	\$0.2 M	\$0.2 M	\$0.2 M	NAAPMEB	SB 21-260	-0.76%
115	Contingency Reserve-NAAPME	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260	-100.00%
116	Debt Service	\$0.0 M	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M			-100.00%
117	Debt Service-NAAPME	\$0.0 M	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260	-100.00%
118	<b>TOTAL - NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE</b>	<b>\$0.0 M</b>	<b>\$7.1 M</b>	<b>\$8.5 M</b>	<b>\$8.5 M</b>	<b>\$8.5 M</b>			
119	<b>TOTAL - CDOT AND ENTERPRISES</b>	<b>\$181.5 M</b>	<b>\$1,784.0 M</b>	<b>\$1,793.4 M</b>	<b>\$1,799.0 M</b>	<b>\$1,980.6 M</b>			





**COLORADO**

Department of Transportation

# FY 2023-24 Budget Workshop: Final Annual Budget Allocation Plan



# Agenda

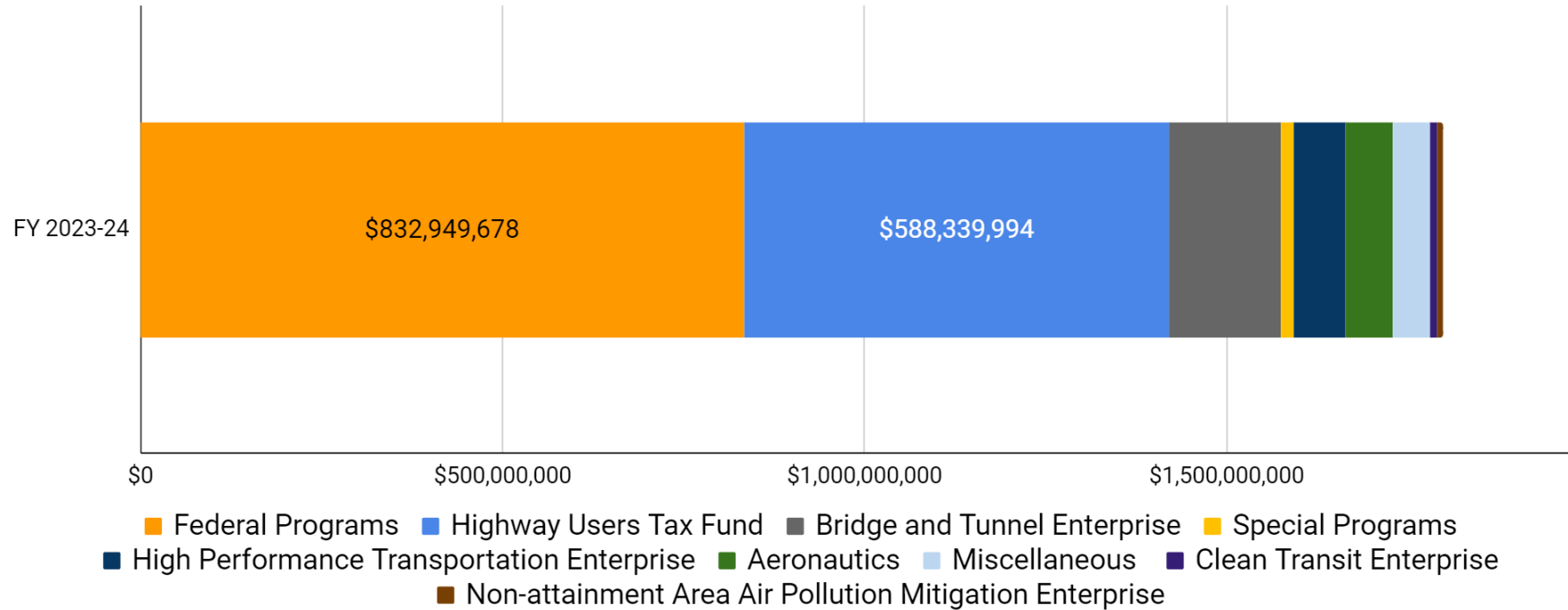
- FY24 Sources and Uses of Revenue
- FY24 Final Budget Allocation Plan
  - Narrative and Appendices
  - Revenue Allocation Plan
  - Spending Plan
- Budget Highlights
  - FASTER Safety Program
  - 10 Year Plan Projects
  - MLOS
  - Agency Operations
- Decision Items
- Timeline and Next Steps





# FY 2023-24 Sources of Revenue

FY 2023-24 Sources

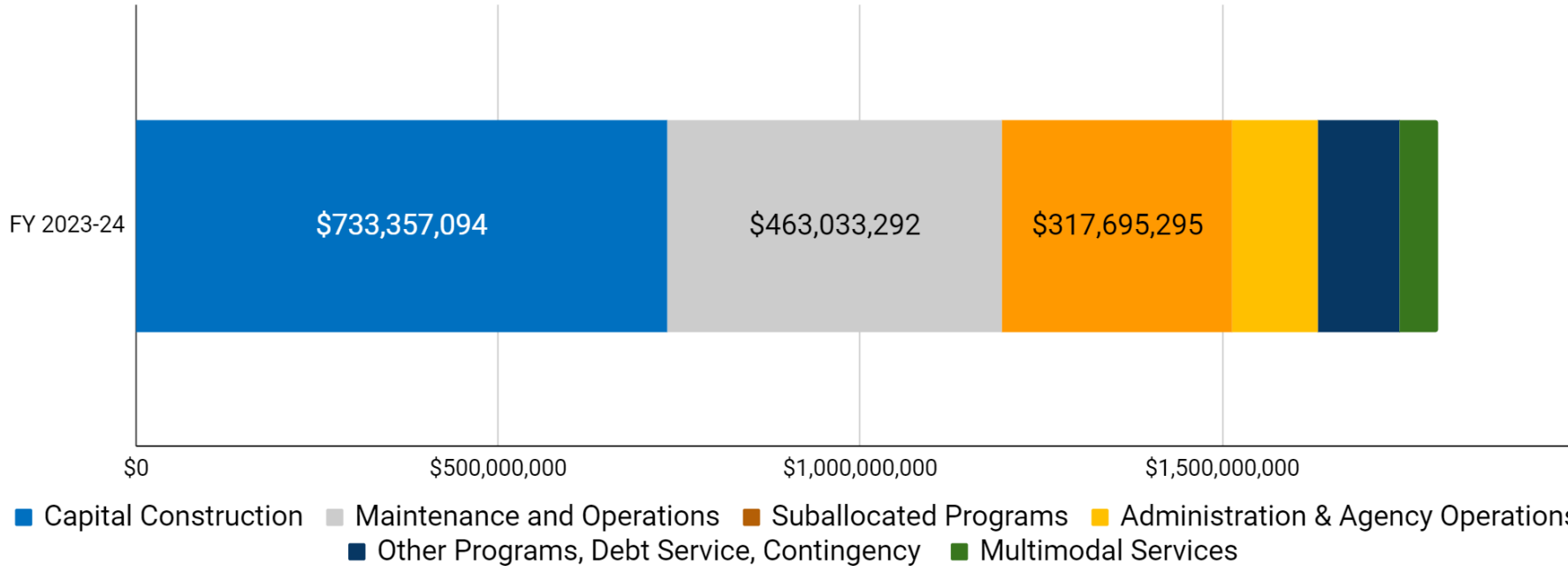


Total -  
**\$1,799.0 million**



# FY 2023-24 Uses of Revenue

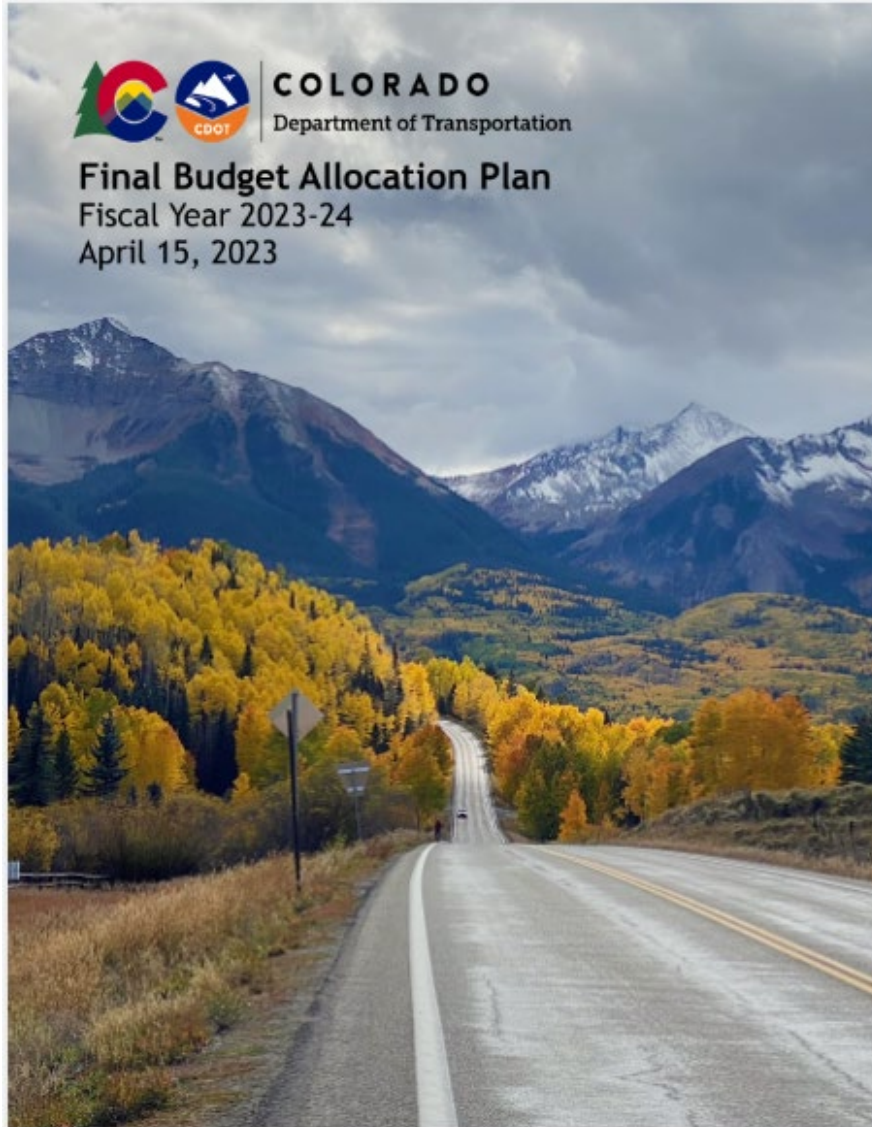
FY 2023-24 Uses



Total -  
**\$1,799.0 million**



# Narrative and Other Budget Appendices



## Review the Narrative and Appendices on CDOT's Website:

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

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



# FY 2023-24 Revenue Allocation Plan

## (Appendix A)

FY 2023-24 Revenue Allocation Plan	A. Estimated Rollforward from FY 2022-23*	B. FY 2023-24 Proposed Allocation Plan	FY 2023-24 Final Allocation Plan	C. FY 2023-24 Allocation Plan	FY 2023-24 Total Final Available Budget (A+C)	Directed By	Funding Source	Year over Year % Change (B vs C)
<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>								
1	Capital Construction	\$18.2 M	\$647.9 M	\$617.6 M	\$631.7 M	\$641.9 M		-2.51%
2	Asset Management	\$0.0 M	\$391.3 M	\$391.3 M	\$391.3 M	\$391.3 M		1.79%
3	Surface Treatment	\$0.0 M	\$221.6 M	\$221.6 M	\$221.6 M	\$221.6 M	RIWA / SH / SB	-0.02%
4	Structure	\$0.0 M	\$62.5 M	\$62.5 M	\$62.5 M	\$62.5 M	RIWA / SH / SB	1.24%
5	System Operations	\$0.0 M	\$26.9 M	\$26.8 M	\$26.3 M	\$26.3 M	TC	-2.23%
6	Geotechnical Mitigation	\$0.0 M	\$10.0 M	\$9.7 M	\$9.7 M	\$9.7 M	TC	-3.00%
7	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	\$6.5 M	RIWA / SH	0.00%
8	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	0.00%
9	10 Year Plan Projects - Capital AM	\$0.0 M	\$50.9 M	\$50.9 M	\$50.9 M	\$50.9 M	TC / FR	11.10%
10	Safety	\$0.0 M	\$121.6 M	\$120.4 M	\$120.5 M	\$120.5 M		-0.30%
11	Highway Safety Improvement Program	\$0.0 M	\$38.4 M	\$42.9 M	\$42.9 M	\$42.9 M	FR	8.92%
12	Railway/Highway Crossings Program	\$0.0 M	\$3.6 M	\$3.8 M	\$3.8 M	\$3.8 M	FR	6.14%
13	Hot Spots	\$0.0 M	\$2.2 M	\$2.2 M	\$2.7 M	\$2.7 M	TC	23.07%
14	FASTR Safety	\$10.2 M	\$69.2 M	\$49.3 M	\$50.0 M	\$69.2 M	TC	-14.78%
15	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	0.00%
16	Mobility	\$0.0 M	\$184.1 M	\$122.9 M	\$118.8 M	\$118.8 M		-32.39%
17	Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	\$50.0 M	\$50.0 M	TC	0.00%
18	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$63.4 M	\$39.0 M	\$42.9 M	\$42.9 M	SL	-32.33%
19	Freight Programs	\$0.0 M	\$20.7 M	\$23.9 M	\$23.9 M	\$23.9 M	FR	15.46%
20	Maintenance and Operations	\$0.0 M	\$372.3 M	\$387.8 M	\$394.5 M	\$394.5 M		1.98%
21	Asset Management	\$0.0 M	\$391.3 M	\$391.3 M	\$391.3 M	\$391.3 M		6.54%
22	Maintenance Program Areas	\$0.0 M	\$271.9 M	\$271.9 M	\$271.9 M	\$271.9 M		-4.07%
23	Roadway Surface	\$0.0 M	\$17.7 M	\$19.9 M	\$40.8 M	\$40.8 M	TC	6.20%
24	Roadside Facilities	\$0.0 M	\$22.8 M	\$23.7 M	\$24.2 M	\$24.2 M	TC	6.35%
25	Roadside Appearance	\$0.0 M	\$10.8 M	\$8.1 M	\$9.4 M	\$9.4 M	TC	-13.44%
26	Structure Maintenance	\$0.0 M	\$5.7 M	\$5.5 M	\$5.6 M	\$5.6 M	TC	-1.43%
27	Tunnel Activities	\$0.0 M	\$6.4 M	\$4.9 M	\$5.0 M	\$5.0 M	TC	-21.54%
28	Signs and Sign Control	\$0.0 M	\$84.1 M	\$82.8 M	\$84.9 M	\$84.9 M	TC	1.10%
29	Traffic Services	\$0.0 M	\$71.9 M	\$73.9 M	\$75.7 M	\$75.7 M	TC	5.23%
30	Materials, Equipment, and Buildings	\$0.0 M	\$18.2 M	\$20.7 M	\$21.1 M	\$21.1 M	TC	15.94%
31	Planning and Scheduling	\$0.0 M	\$18.1 M	\$17.7 M	\$18.1 M	\$18.1 M	TC	12.04%
32	Express Lane Corridor Maintenance and Operation	\$0.0 M	\$11.0 M	\$11.1 M	\$11.1 M	\$11.1 M	TC	8.52%
33	Property	\$0.0 M	\$27.9 M	\$25.6 M	\$25.6 M	\$25.6 M	TC	-8.24%
34	Capital Equipment	\$0.0 M	\$21.4 M	\$23.4 M	\$23.5 M	\$23.5 M	TC	9.36%
35	Maintenance Reserve Fund	\$0.0 M	\$0.0 M	\$12.0 M	\$12.0 M	\$12.0 M	TC	0.00%
36	Safety	\$0.0 M	\$13.2 M	\$12.2 M	\$12.2 M	\$12.2 M		0.00%
37	Strategic Safety Program	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M	\$12.2 M	TC	0.00%
38	Mobility	\$0.0 M	\$26.0 M	\$24.8 M	\$24.3 M	\$24.3 M		-1.12%
39	Real-Time Traffic Operations	\$0.0 M	\$14.0 M	\$14.4 M	\$14.3 M	\$14.3 M	TC	1.90%
40	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	0.00%
41	Multimodal Services & Electrification	\$0.0 M	\$51.1 M	\$46.8 M	\$46.7 M	\$46.7 M		-22.23%
42	Mobility	\$0.0 M	\$51.1 M	\$46.8 M	\$46.7 M	\$46.7 M		-17.17%
43	Innovative Mobility Programs	\$0.0 M	\$9.9 M	\$9.0 M	\$9.0 M	\$9.0 M	TC	1.20%
44	National Electric Vehicle Program	\$0.0 M	\$11.3 M	\$14.5 M	\$14.5 M	\$14.5 M	FR	28.64%
45	10 Year Plan Projects - Multimodal	\$0.0 M	\$17.0 M	\$11.9 M	\$12.3 M	\$12.3 M	TC	-28.48%
46	Rail Commission	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	0.00%
47	Training	\$0.0 M	\$9.9 M	\$9.4 M	\$9.4 M	\$9.4 M		-5.44%
48	Subsistence Programs	\$0.0 M	\$71.2 M	\$32.1 M	\$32.0 M	\$32.0 M	TC	-52.32%
49	Aeronautics	\$0.0 M	\$15.3 M	\$74.6 M	\$64.2 M	\$64.2 M		81.39%
50	Aviation System Program	\$0.0 M	\$35.3 M	\$74.6 M	\$64.2 M	\$64.2 M	AB	81.39%
51	Highway	\$0.0 M	\$149.9 M	\$151.9 M	\$151.9 M	\$151.9 M		5.56%
52	OTIS-Urban (OTIS-Metro)	\$0.0 M	\$61.9 M	\$66.0 M	\$66.0 M	\$66.0 M	FR	6.86%
53	Congestion Mitigation and Air Quality	\$0.0 M	\$15.7 M	\$12.8 M	\$12.8 M	\$12.8 M	FR	2.00%
54	Metropolitan Planning	\$0.0 M	\$10.7 M	\$10.7 M	\$10.7 M	\$10.7 M	FR	0.00%
55	OR-System Bridge Program	\$0.0 M	\$18.5 M	\$22.4 M	\$22.4 M	\$22.4 M	TC / FR	34.61%
56	Transit and Multimodal	\$0.0 M	\$194.1 M	\$94.6 M	\$94.0 M	\$94.0 M		-51.57%
57	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M	\$1.6 M	FR	0.00%
58	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M	\$3.1 M	TC	0.00%
59	Transportation Alternatives Program	\$0.0 M	\$20.6 M	\$21.6 M	\$21.6 M	\$21.6 M		4.81%
60	Transit Grant Programs	\$0.0 M	\$61.0 M	\$21.3 M	\$11.7 M	\$11.7 M	FR / SL / TC	-51.33%
61	Multimodal Options Program - Local	\$0.0 M	\$97.6 M	\$6.3 M	\$6.3 M	\$6.3 M	SL	-93.56%
62	Carbon Reduction Program - Local	\$0.0 M	\$9.5 M	\$9.6 M	\$9.6 M	\$9.6 M	FR	2.00%
63	Revolving Man Streets Program	\$0.0 M	\$0.7 M	\$0.0 M	\$0.0 M	\$0.0 M	SL / TC	-100.00%
64	Administration & Agency Operations	\$0.0 M	\$105.3 M	\$97.8 M	\$112.1 M	\$112.1 M		6.49%
65	Agency Operations	\$0.0 M	\$59.7 M	\$59.7 M	\$62.2 M	\$62.2 M	TC / AB	10.88%
66	Administration	\$0.0 M	\$45.9 M	\$45.1 M	\$49.3 M	\$49.3 M		3.70%
67	Project Initiatives	\$0.0 M	\$2.6 M	\$2.6 M	\$1.4 M	\$1.4 M	TC	-47.30%
68	Debt Service	\$171.3 M	\$0.0 M	\$29.0 M	\$29.4 M	\$29.7 M	DS	N/A
69	Contingency Reserve	\$0.0 M	\$0.0 M	\$1.3 M	\$0.0 M	\$0.0 M		N/A
70	Contingency Fund	\$0.0 M	\$0.0 M	\$13.1 M	\$0.0 M	\$0.0 M	TC	N/A
71	Commission Reserve Funds	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	TC	N/A
72	Other Programs	\$0.0 M	\$29.2 M	\$24.3 M	\$24.3 M	\$24.3 M		15.22%
73	Safety Education	\$0.0 M	\$14.1 M	\$15.7 M	\$15.8 M	\$15.8 M	TC / FR	11.91%
74	Planning and Research	\$0.0 M	\$11.1 M	\$17.4 M	\$17.4 M	\$17.4 M	FR	15.38%
75	Data Infrastructure Bank	\$0.0 M	\$0.3 M	\$1.1 M	\$1.1 M	\$1.1 M	TC	275.43%
76	<b>TOTAL - CDOT</b>	<b>\$181.5 M</b>	<b>\$1,963.3 M</b>	<b>\$1,952.2 M</b>	<b>\$1,956.7 M</b>	<b>\$1,799.0 M</b>		

- Balanced using September 2022 revenue forecast
- Flexible revenue allocated based on FY23 budget amounts adopted by TC in March 2022 (and subsequently amended), with some adjustments to balance
- Inflexible revenue automatically adjusted based on FY24 revenue forecast
- Asset Management and Maintenance programs funded according to the FY24 Asset Management Planning Totals, approved by the TC in November 2019.

Total revenue forecast in FY 2023-24, \$1,799.0 M:

- ❖ CDOT: \$1,556.7 million
- ❖ BTE: \$153.0 million
- ❖ CTIO: \$71.7 million
- ❖ Clean Transit: \$9.1 million
- ❖ Nonattainment Enterprise: \$8.5 million



# FY 2023-24 Spending Plan (Appendix B)

Colorado Department of Transportation - FY 2023-24 Spending Plan Last updated February 2023			
Projected Cash Balance		\$ 1,642.0M	
Projected FY24 Revenue		\$ 1,556.7M	
Projected FY24 Receivables		\$ 150.0M	
<b>Total Projected - CDOT</b>		<b>\$ 3,348.8M</b>	
Line	Budget Category / Program	FY 2023-24 Projected Expenditures	% Spent
<b>1 COLORADO DEPARTMENT OF TRANSPORTATION</b>			
2	Capital Construction	\$ 1265.2M	0.00%
3	Pre-Construction Activities	\$ 170.5M	0.00%
4	Right of Way	\$ 30.1M	0.00%
5	Acquisitions	\$ 13.7M	0.00%
6	Personal Services	\$ .8M	0.00%
7	Professional Services	\$ 1.1M	0.00%
8	Other	\$ 14.7M	0.00%
9	Design and Other Pre-Construction Activities	\$ 140.4M	0.00%
10	Professional Services	\$ 108.4M	0.00%
11	Personal Services	\$ 18.7M	0.00%
12	Other	\$ 13.3M	0.00%
13	Construction Activities	\$ 876.7M	0.00%
14	Contractor Payments	\$ 850.0M	0.00%
15	Professional Services	\$ 19.4M	0.00%
16	Personal Services	\$ 2.3M	0.00%
17	Other	\$ 5.0M	0.00%
18	Other Capital Project Activities	\$ 218.1M	0.00%
19	Indirect Allocations	\$ 125.8M	0.00%
20	Construction Engineering Allocations	\$ 92.2M	0.00%
21	Maintenance and Operations	\$ 358.1M	0.00%
22	Personal Services	\$ 161.7M	0.00%
23	Operating	\$ 140.8M	0.00%
24	Capital	\$ 6.5M	0.00%
25	Property	\$ 25.6M	0.00%
26	Capital Equipment	\$ 23.5M	0.00%
27	Multimodal Services, Non Construction	\$ 61.7M	0.00%
28	Personal Services	\$ 6.3M	0.00%
29	Operating	\$ 53.1M	0.00%
30	Capital	\$ 2.3M	0.00%
31	Suballocated Programs	\$ 269.3M	0.00%
32	Aeronautics	\$ 64.2M	0.00%
33	Payments to Local Governments	\$ 205.1M	0.00%
34	Administration & Agency Operations	\$ 112.1M	0.00%
35	Personal Services	\$ 41.9M	0.00%
36	Operating	\$ 51.1M	0.00%
37	Capital	\$ 19.1M	0.00%
38	Debt Service	\$ 123.1M	0.00%
39	Debt Service	\$ 123.1M	0.00%
40	Other Programs, Non Construction	\$ 20.3M	0.00%
41	Personal Services	\$ 7.2M	0.00%
42	Operating	\$ 6.5M	0.00%
43	Capital	\$ .1M	0.00%
44	Studies (Non-construction Activities) (DTD)	\$ 6.7M	0.00%
<b>45</b>	<b>Total Projected - CDOT</b>	<b>\$ 2,209.8M</b>	<b>0.00%</b>

46 COLORADO BRIDGE & TUNNEL ENTERPRISE			
Projected Cash Balance		\$ 107.7M	
Projected FY24 Revenue		\$ 153.0M	
<b>Total Projected - CBTE</b>		<b>\$ 260.7M</b>	
Line	Budget Category / Program	FY 2023-24 Projected	% Spent
47	Capital Construction		
48	Asset Management		
49	Bridge Enterprise Projects-CBTE	\$ 184.5M	0.00%
50	Maintenance and Operations		
51	Asset Management		
52	Maintenance and Preservation-CBTE	\$ .8M	0.00%
53	Administration & Agency Operations		
54	Agency Operations-CBTE	\$ 1.8M	0.00%
55	Debt Service		
56	Debt Service-CBTE	\$ 48.7M	0.00%
<b>57</b>	<b>Total CBTE</b>	<b>\$ 235.8M</b>	<b>0.00%</b>
58 COLORADO TRANSPORTATION INVESTMENT OFFICE			
Projected Cash balance		\$ 80.6M	
Projected FY24 Revenue		\$ 71.7M	
<b>Total Projected - CTIO</b>		<b>\$ 152.3M</b>	
Line	Budget Category / Program	FY 2023-24 Projected	% Spent
59	Maintenance and Operations		
60	Express Lanes Operations	\$ 37.6M	0.00%
61	Administration & Agency Operations		
62	Agency Operations	\$ 4.5M	0.00%
63	Debt Service		
64	Debt Service	\$ 11.6M	0.00%
<b>65</b>	<b>Total CTIO</b>	<b>\$ 53.8M</b>	<b>0.00%</b>

66 CLEAN TRANSIT ENTERPRISE			
Projected Cash Balance		\$ 7M	
Projected FY24 Revenue		\$ 9.1M	
<b>Total Projected - CTE</b>		<b>\$ 16.1M</b>	
Line	Budget Category / Program	FY 2023-24 Projected	% Spent
67	Suballocated Programs		
68	CTE Projects	\$ 0.8 M	0.00%
69	Administration & Agency Operations		
70	Agency Operations-CTE	\$ 0.6 M	0.00%
	Contingency Reserve-CTE	\$ 0.0 M	0.00%
71	Debt Service		
72	Debt Service-CTE	\$ 0.0 M	0.00%
<b>73</b>	<b>Total - CTE</b>	<b>\$ 1.3 M</b>	<b>0.00%</b>
74 NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE			
Projected Cash Balance		\$ 6.9M	
Projected FY24 Revenue		\$ 8.5M	
<b>Total Projected - NAAPME</b>		<b>\$ 15.4M</b>	
Line	Budget Category / Program	FY 2023-24 Projected	% Spent
75	Multimodal Services & Electrification		
76	NAAPME Projects	\$ 6.5 M	0.00%
77	Administration & Agency Operations		
78	Agency Operations-NAAPME	\$ 0.3 M	0.00%
	Contingency Reserve-NAAPME	\$ 0.0 M	0.00%
79	Debt Service		
80	Debt Service-NAAPME	\$ 0.0 M	0.00%
<b>81</b>	<b>TOTAL - NAAPME</b>	<b>\$ 6.8 M</b>	<b>0.00%</b>
<b>82</b>	<b>TOTAL - CDOT AND ENTERPRISES</b>	<b>\$ 2,507.4M</b>	<b>0.00%</b>

**Total estimated expenditures in FY 2023-24, \$2,507.4 M:**

- CDOT: \$2,209.8 million
- BTE: \$235.8 million
- CTIO: \$53.8 million
- Clean Transit: \$1.3 million
- Nonattainment Enterprise: \$6.8 million



# FASTER Revenue Shortfall

SB 21-260 and HB 22-1351 temporarily reduced the Road Safety Surcharge fee for two years resulting in a projected revenue shortfall of approximately \$20.0M total for FY 2023-24. HB 22-1351 provided \$47.1M during FY 2022-23 total to backfill lost revenue, of which \$10.2M is intended to partially backfill lost FASTER revenue for FY 2023-24.

## For the FASTER Safety Program (Line 15):

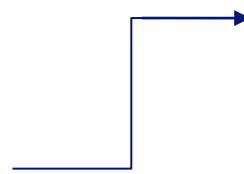
- The initial FY24 allocation is \$49.3M based on the current revenue forecast
- The \$10.2M in backfill funds will roll forward from FY 2022-23 for an available budget of \$59.5M in FY24
- **Staff added an additional \$9.7M in state funds backfill for a full allocation of \$69.2M for FY24**

Impact of HB22-1351:

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

FY24 FASTER Safety Program Allocation:

Description	FY 2023-24
FY23 Est. Roll Forward	\$10.2 M
FY24 Initial Allocation	\$49.3 M
<b>Additional backfill</b>	<b>\$9.7 M</b>
<b>Grand Total</b>	<b>\$69.2 M</b>







# FY24 Funds for 10 Year Plan

	<b>Allocation</b>
10 Year Plan Projects - Capital AM (Line 10)	\$68.0 million
10 Year Plan Projects - Capital Mobility (Line 19)	\$42.9 million
10 Year Plan Projects - Multimodal (Line 46)	\$12.3 million
<b>Total Allocations to 10 Year Plan Projects Lines</b>	<b>\$123.2 million</b>

Total funding to the 10 Year Plan Projects lines is \$123.2 M.

Programs include: SB 267, Protect, Bridge Formula Program, CDOT share of Carbon Reduction Program and any available flexible federal revenue (STBG and NHPP) not allocated to other programs (i.e. any remaining flexible federal funds)



# FY24 MLOS Budget

\$269.0 M	Approved FY24 Planning Budget for MLOS
\$5.9M	Increases approved in FY23 for TMI salary and FY 23 across the board salary increases for maintenance employees
\$5.2M	Fully fund FY 24 5% across the board salary increases for maintenance employees
\$4.8M	Funding for housing stipend program
<b>\$284.9M</b>	<b>Total MLOS allocation for FY24</b>



The total FY24 allocation to MLOS (Lines 23-32) is \$284.9M, which provides funding to address salary increases for TMIs and across the board salary increases that were approved in the FY 2022-23 Budget, and an additional \$10.0M for FY 2023-24 for across the board salary increases and a housing stipend program.



# Agency Operations

Agency Operations (Line 66) was increased by \$6.5M for FY24 to address the following:

\$1.9 M	Planned PC replacement rollout for FY24
\$1.5 M	True-up Workers Compensation Budget (#TC-2022-12-08 for FY23 true-up)
\$1.5 M	Fully fund FY 24 5% COLA for Agency Operations positions, costs for new positions (#TC-2021-12-08)
\$0.8 M	Internal reorg w/existing costs shifted to SHF - Agency Ops section of budget
\$0.5 M	High School Apprenticeship Program (#TC-2021-05-09)
\$0.3 M	Statewide Operating Common Policy Increases for FY24
<b>\$6.5 M</b>	<b>Total Increase to Agency Operations for FY24</b>



# FY 2023-24 Decision Items

## Per PD 703.0 Decision Items:

- less than \$1 million are reviewed and subject to approval by the Executive Management Team (EMT)
  - Notable new program costs over \$500,000 at staff discretion should be provided to the TC as an Informational Item
- \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2023

The EMT approved one decision item that is provided as an informational item per PD 703.0:

Traffic Safety in the Division of Engineering requested to increase its indirect budget by \$500,000 beginning in FY 2023-24 to support the ongoing collection and coding of crash data that is used by Engineering for analysis and reporting. This was approved as a one-time decision item in the FY 2022-23 budget but is now approved by the EMT as an ongoing allocation in the Traffic Safety indirects budget.





# Timeline and Next Steps

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

- February 2023: DAF will incorporate estimated FY 2022-23 roll forwards into the Revenue Allocation Plan
- March 2023: The Commission will be asked to review and adopt the FY 2023-24 Final Annual Budget Allocation Plan.
- April 2023: The approved FY 2023-24 Final Annual Budget Allocation Plan will be submitted to the Governor's Office and legislature.





DATE: February 2, 2023

TO: Transportation Commission

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

SUBJECT: Supplemental Emergency Funding for US34 Brush Canal Failure (25277)

Purpose

This memo is to provide a summary of the emergency repair work on the Brush Lateral Canal along U.S. 34 in Brush, CO and to request supplemental funds to complete the work in the current project.

Action

CDOT R4 is requesting confirmation of Chair Stanton's approval of \$1.2 million of emergency funding to install wall no. 3 of the emergency repair project currently underway.

Background

In September 2022, the Transportation Commission approved a \$4 million request from Region 4 to address a rapidly eroding irrigation canal channel which is shared with the highway embankment. These funds were put to immediate use to design a fix for the top three priority locations and to secure a ditch agreement. The conditions of the ditch agreement allowed for construction to start in November but the work must be complete by March 31, 2023. With a short construction window, unknown soil conditions related to sheetpile driving, availability of steel, and market inflation conditions for eastern plains construction; the engineering cost estimate exceeded our fixed budget. The decision was made to include the design and quantities for the third wall as an option for a change order should the project realize bid savings, but the third wall location is not part of the construction contract. The third priority location is cleared for construction.

There were bid savings when the project was let, however as the sheet pile operations ensued a large crack developed at the shoulder line.

Traffic phasing during the project does require a detour onto a nearby county road, and due to the unusually high snow totals this winter in the project location, the impact for the out of direction travel has been a hardship for local commuters and agricultural freight.

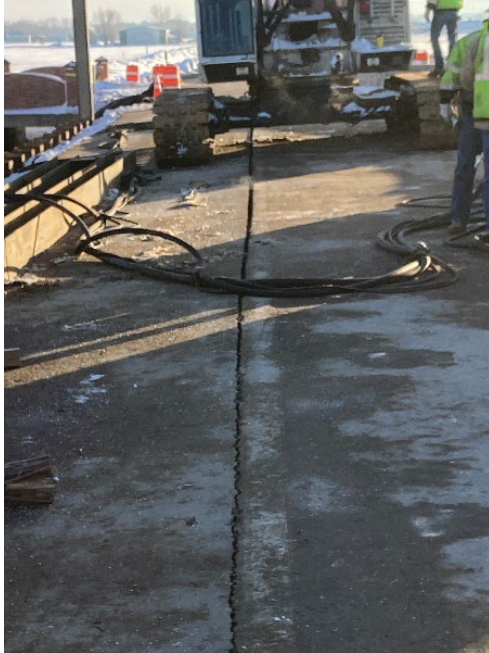
Details

The project team has monitored, investigated, and designed a mitigation plan for the cracking along the shoulder line. Although the project team expected some amount of erosion behind the panels and included bid items, what was discovered results from more voids than anticipated. The mitigation will require the



use of all of the bid savings in the project, therefore the project will not have the funding to install the last the priority wall.

The crack has occurred at both of the first two wall locations and is due to irrigation flows getting behind the channel lining and then piping through the embankment creating the voids.



Figures 1 and 2: Cracking resulting from erosion and differential settlement between the shoulder and through lane.





Figures 3 and 4: Exposed cross section of existing US34 prism showing buried roadway.

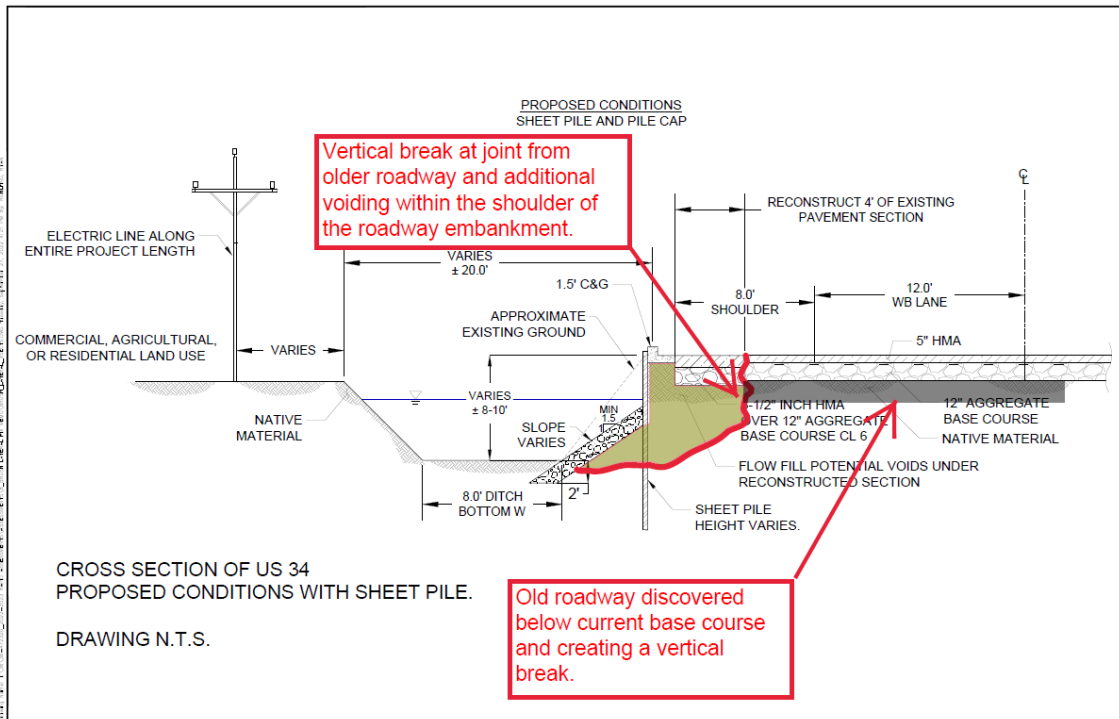


Figure 5: Typical section with edits depicting old US 34 roadway creating a vertical break on the shoulder line seen in figures 1 & 2 and additional voiding area.





### Key Benefits

If funded, the contractor under contract can install the last wall in the priority location, repair the damaged shoulder and embankment, avoid the cost of remobilizing, and avoid another winter of impacts to the commuters and agricultural freight which rely on the highway.

The third priority location is experiencing severe erosion and based on the first two locations it is reasonable to expect that the shoulder's embankment is compromised. The shoulders are used by slow moving agricultural freight, commuting cyclists between Brush and Ft. Morgan, and CDOT maintenance.

### Next Steps

Upon confirmation of the Transportation Commission, CDOT will utilize emergency funds to issue a change order to procure the sheet pile and install it prior to the March 31, 2023 constraint.

### Attachments

None.





## MEMORANDUM

**TO:** Colorado Transportation Commission  
**FROM:** Darius Pakbaz—Division of Transportation Development, Acting Director  
William Johnson—Performance and Asset Management Branch Manager  
Toby Manthey—Asset Management Program Manager  
Craig Wieden—Materials & Geotechnical Services Manager  
**DATE:** Feb. 16, 2023  
**SUBJECT:** Strategic Initiative to Improve Interstate Pavement Condition

---

### Purpose

This memorandum provides an overview of a proposed initiative to improve Colorado's Interstate pavement condition as measured by National Performance Measures (NPMs).

### Action

Discussion of a strategic initiative to improve pavement condition.

### Background

Pavement on the state highway system is CDOT's largest annual asset investment. The Department's Surface Treatment program drives strategic investment in pavement assets at about \$225-\$233 million per year.

The Department has long evaluated pavement condition based on a metric called Drivability Life. Meanwhile, the Federal Highway Administration (FHWA) in recent years has been evaluating all state transportation departments by National Performance Measures (NPMs), including metrics that describe pavement as being in "Good," "Fair," or "Poor" condition. Should the percentage of Interstate lane miles in any state rise above 5 percent "Poor," the state's flexibility in using certain federal funds is restricted. Specifically, CDOT would have to spend about \$130 million annually of some of its most flexible federal funds (National Highway Performance Program funds) on Interstate pavement until the minimum-condition standard is met. Nationwide, two states are currently at or above the 5 percent level. In Colorado, 3.9 percent of Interstate pavement was "Poor" in 2021.

In part to improve the condition of Colorado's Interstate pavement, the Transportation Commission in December 2022 approved \$24 million to fund various pavement initiatives. These funds included \$10 million for strategic pavement maintenance; an additional \$10 million to address Interstate pavement rated "Poor;" and \$4 million to address roughness/complaints on Interstate 70 near the Colorado and Kansas border.

Separately, the Commission has adopted "planning budgets" for CDOT's asset management program for fiscal years 2024-25, 2025-26, and 2026-27. The Surface Treatments budgets for these years includes funds reserved specifically to address "Poor" Interstates, including \$3.4 million in fiscal year 2024-25; \$7.4 million for fiscal year 2025-26; and another \$7.4 million for fiscal year 2026-27.

CDOT's Executive Director in late 2022 continued this effort to improve Interstate pavement by directing staff to refine a list of projects that most effectively reduce CDOT's "Poor" Interstate pavement inventory, and to shift projects and identify funds to accommodate those projects where appropriate.





**Proposed and Existing Projects**

Staff has identified nine key projects that will address “Poor” Interstates. **Table 1** below shows the locations of these potential projects, as well as the type of treatment recommended by staff. Completing these projects would address about 58 lane miles of “Poor” Interstate pavement. Staff estimates completing these projects would cost roughly \$183.6 million. However, about \$121.6 million has already been identified for these projects from CDOT’s Surface Treatment program and the Department’s 10-Year Plan.

**Table 1: Proposed Strategic Projects to Address “Poor” Interstate Pavement**

Region	Interstate	Begin Milepost	End Milepost	Description of Region Recommended Treatment	Year of Delivery
1	I-25 in Denver	208.8	213.4	Minor Rehab and Ramp Rehab	2025
1	Intersection of East I-70 and E-470 near Aurora	287.9	290.1	Recon/Minor Rehab Hybrid	2025/2026
2	I-25 near the New Mexico Border	0	7.5	Major Rehab	2026
2	I-25 near Trinidad	14	26.6	Minor Rehab	2025
2	I-25 near Colorado City	69.5	74.5	Minor Rehab	2024
2	I-25 in Pueblo	92	102.6	Minor Rehab and PCCP Repairs	2024
4	I-76 near Sterling	133	149.3	Slab replacement & Diamond Grind	2024
4	I-25 near Fort Collins	270	282	Slab replacement & Diamond Grind	2024
4	I-70 near Seibert	402.3	406.9	Major Rehab	2025

Additionally, staff has identified existing/planned projects that are addressing some of the additional “Poor” Interstate inventory. These projects are shown in **Table 2** and will address about 30 lane miles of “Poor” Interstate pavement. Projects in Table 2 already have identified funding, with an estimated cost of about \$47.7 million. These projects are anticipated to be completed in calendar year 2023.

**Table 2: Existing and Planned Projects that Address “Poor” Interstate Pavement**

Region	Interstate	Begin Milepost	End Milepost	Description of Region Recommended Treatment	Year of Delivery
3	I-70 in Rifle	86.5	97	Slab Replacement & Diamond Grind	2023
4	I-76 near Sterling	128	133	Slab Replacement & Diamond Grind	2022
4	I-25 in Fort Collins	267.9	268.3	Concrete Reconstruction	2023
4	I-70 near Kansas Border	438.8	449.6	HMA Overlay WB	2023

Together, the projects in Tables 1 and 2 are expected to reduce the current “Poor” Interstate inventory from about 143 lane miles to about 55 lane miles. *However, readers should note that these values do not account for any additional pavement that may fall into “Poor” in the coming years.*

Virtually all of the projects above will not be started until the construction season of 2023, at the earliest. **Table 3** shows a recently completed, highly cost-effective project on Interstate 76 near Fort Morgan that was delivered in 2022. Staff estimates the \$2.4 million project eliminated about 66 lane miles of “Poor” pavement.





**Table 3: Recently Completed Project to Address “Poor” Interstate Pavement**

Region	Interstate	Begin Milepost	End Milepost	Description of Region Recommended Treatment	Year of Delivery
4	I-76 near Fort Morgan	50	74	Diamond Grind	2022

**Funding Gap**

The total cost of the proposed, planned and existing Interstate pavement projects is estimated at about \$233.7 million. While existing, planned and completed projects already have identified funding, only about \$121.6 million of the \$183.6 million list of proposed strategic projects has identified funding from CDOT’s Surface Treatment Program or the Department’s 10-Year Plan.

This leaves a gap of about \$62.0 million. Funds recently approved by the Transportation Commission in 2022—namely \$10 million from redistribution funds for “Poor” Interstate pavement and \$14.8 million from recently adopted fiscal year 2025-26 and 2026-27 Surface Treatment funds—can fund \$24.8 million of this gap, leaving an estimated shortfall of \$37.2 million.

**Next Steps**

The \$37.2 million shortfall does not need to be funded in one tranche. Based on the planned delivery years of the proposed projects, funding could be distributed over three fiscal years in smaller increments. Staff anticipates the funding shortfall will be filled through future federal “redistribution” funds. Should redistribution funds be unavailable in the needed year(s) of delivery, staff may propose borrowing the funds from future planning budgets for CDOT’s asset classes, and repaying the asset classes once additional redistribution funds become available.

Additionally, while projects described in this presentation will go far in addressing Colorado’s “Poor” Interstates, they won’t prevent additional segments from becoming “Poor.” For example, the recently completed project identified in Table 3 would have reduced the percentage of Colorado’s Interstates in “Poor” condition to 2 percent in 2022, but “new” “Poor” pavement pushed the amount to 3.6 percent instead, according to current staff estimates. This jump—an 80 percent increase—points to a need for ongoing additional funding and future program changes. Staff will be working on implementing enhancements to the Surface Treatment program to focus more on Interstate pavement condition. In addition, staff will highlight the need for funding “Poor” Interstates annually as the Commission considers the best use of federal redistribution dollars or asset management funds.

**Appendix**

Slide deck for Transportation Commission on Feb. 16, 2023.





**COLORADO**

Department of Transportation

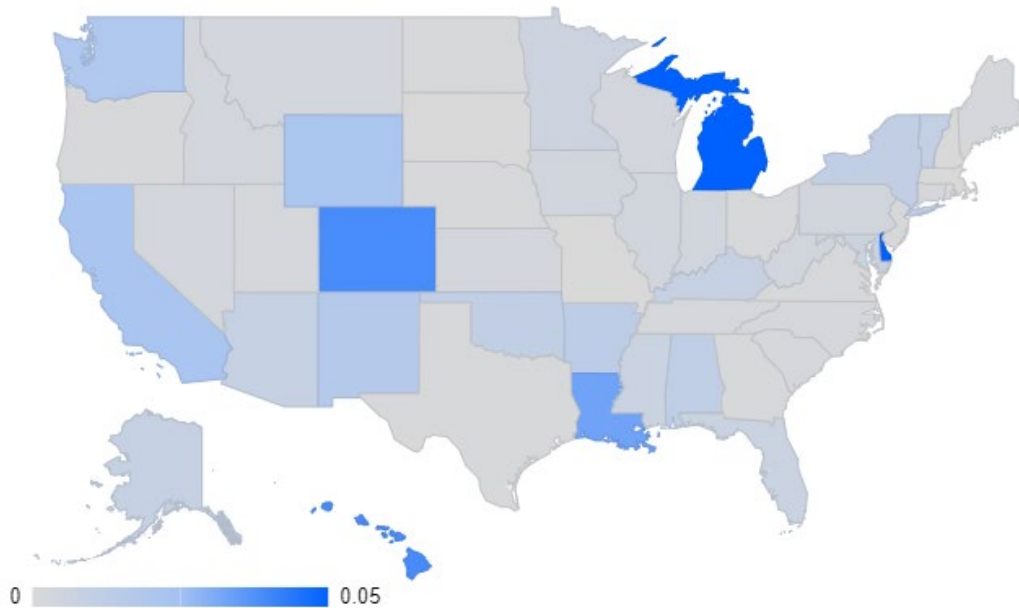
# Addressing “Poor” Interstate Pavement

Feb. 16, 2023

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# Poor Interstate Pavement



State	2022
ALABAMA	1.2%
ALASKA	0.9%
ARIZONA	0.9%
ARKANSAS	1.3%
CALIFORNIA	2.2%
COLORADO	3.9%
CONNECTICUT	0.2%
DIST. OF COL.	3.5%
FLORIDA	0.7%
GEORGIA	0.1%
HAWAII	3.9%
IDAHO	0.3%
ILLINOIS	0.4%
INDIANA	0.4%
IOWA	0.4%
KANSAS	0.3%
KENTUCKY	0.9%
LOUISIANA	3.3%
MAINE	0.2%
MARYLAND	0.6%
MASSACHUSETTS	0.0%
MINNESOTA	0.6%
MISSISSIPPI	0.7%
MISSOURI	0.0%
MONTANA	0.3%
NEBRASKA	0.1%

State	2022
NEVADA	0.3%
NEW HAMPSHIRE	0.0%
NEW JERSEY	0.1%
NEW MEXICO	1.7%
NEW YORK	1.1%
NORTH CAROLINA	0.2%
NORTH DAKOTA	0.1%
OHIO	0.1%
OKLAHOMA	1.1%
OREGON	0.1%
PENNSYLVANIA	0.4%
RHODE ISLAND	0.1%
SOUTH CAROLINA	0.2%
SOUTH DAKOTA	0.0%
TENNESSEE	0.2%
TEXAS	0.1%
UTAH	0.2%
VERMONT	1.0%
VIRGINIA	0.1%
WASHINGTON	1.9%
WEST VIRGINIA	0.4%
WISCONSIN	0.3%
WYOMING	2.1%



# Federal Poor

- Under guidance of E.D. Lew, staff was directed to develop a plan to improve Interstate pavement rated “poor” under National Performance Measures.
- Should state hit 5 percent “poor,” about \$130M per year in flexible federal funding is restricted until compliance is achieved again.
- For 2021, 3.9 percent (158 lane miles) of Colorado Interstates was poor.
- CDOT is proactively reducing “poor” pavement by targeting Interstates through the Surface Treatment Program and the 10-Year Plan, and by developing a new strategic list of the most cost-effective projects to reduce the “poor” inventory.





# Poor/Problematic Interstate Segments

Priority	Region	Interstate	Begin Milepost	End Milepost	Est. Lane Miles of Poor, 2022
	1	I-25 in Denver	208.8	213.4	0.8
2	1	Intersection of East I-70 and E-470 near Aurora	287.9	290.1	4.4
	2	I-25 near the New Mexico Border	0	7.5	2.4
4	2	I-25 near Trinidad	14	26.6	4
	2	I-25 near Colorado City	69.5	74.5	0.4
3	2	I-25 in Pueblo	92	102.6	4
1	4	I-76 near Sterling	133	149.3	38
	4	I-25 near Fort Collins	270	282	2.8
	4	I-70 near Seibert	402.3	406.9	0.8
Subtotal:					57.6
Existing Projects					
	3	I-70 in Rifle	86.5	97	9.2
	4	I-76 near Sterling	128	133	19.6
	4	I-25 in Fort Collins	267.9	268.3	1.6
	4	I-70 near Kansas Border	438.8	449.6	0
Subtotal:					30.4
Completed Projects					
	4	I-76 near Fort Morgan	50	74	66
Total:					

## *Moving from 158 to 55 Poor Lane Miles*

- I-76 near Fort Morgan treated 66 lane miles, reducing “poor” inventory to 92 lane miles in 2022. However, 51 “new” poor lane miles appeared.
- **Currently 143 poor lane miles.**
- Existing projects will treat about 30 poor lane miles, for an expected reduction to 113.
- Proposed projects to treat about 58 more poor lane miles.

**55 poor lane miles expected to remain**





# Region-Recommended Treatments

Priority	Region	Interstate	Begin Milepost	End Milepost	Est. Lane Miles of Poor, 2022	Description of Region Recommended Treatment	Cost of Region Recommended Treatment (Fine-Tuned Estimate)
	1	I-25 in Denver	208.8	213.4	0.8	Minor Rehab and Ramp Rehab	\$23,400,000
2	1	Intersection of East I-70 and E-470 near Aurora	287.9	290.1	4.4	Recon/Minor Rehab Hybrid	\$5,000,000
	2	I-25 near the New Mexico Border	0	7.5	2.4	Major Rehab	\$28,400,000
4	2	I-25 near Trinidad	14	26.6	4	Minor Rehab	\$23,500,000
	2	I-25 near Colorado City	69.5	74.5	0.4	Minor Rehab	\$9,800,000
3	2	I-25 in Pueblo	92	102.6	4	Minor Rehab and PCCP Repairs	\$20,500,000
1	4	I-76 near Sterling	133	149.3	38	Slab replacement & Diamond Grind	\$29,000,000
	4	I-25 near Fort Collins	270	282	2.8	Slab replacement & Diamond Grind	\$22,000,000
	4	I-70 near Seibert	402.3	406.9	0.8	Major Rehab	\$22,000,000
Subtotal:					57.6		\$183,600,000
Existing Projects							
	3	I-70 in Rifle	86.5	97	9.2	Slab Replacement & Diamond Grind	\$12,250,000
	4	I-76 near Sterling	128	133	19.6	Slab Replacement & Diamond Grind	\$16,000,000
	4	I-25 in Fort Collins	267.9	268.3	1.6	Concrete Reconstruction	\$2,500,000
	4	I-70 near Kansas Border	438.8	449.6	0	HMA Overlay WB	\$16,900,000
Subtotal:					30.4		\$47,650,000
Completed Projects							
	4	I-76 near Fort Morgan	50	74	66	Diamond Grind	\$2,400,000
Total:							\$233,650,000



# Existing Funding vs. Need

Priority	Region	Interstate	Begin Milepost	End Milepost	Est. Lane Miles of Poor, 2022	Description of Region Recommended Treatment	Cost of Region Recommended Treatment (Fine-Tuned Estimate)	Planned Funds from Existing Programs	Funding Type of Money Being Brought to Recommended Treatment (RPP/SUR/10-Year Plan)	Year of Delivery
	1	I-25 in Denver	208.8	213.4	0.8	Minor Rehab and Ramp Rehab	\$23,400,000	\$23,400,000	SUR	2025
2	1	Intersection of East I-70 and E-470 near Aurora	287.9	290.1	4.4	Recon/Minor Rehab Hybrid	\$5,000,000	\$0.00	N/A	2025/2026
	2	I-25 near the New Mexico Border	0	7.5	2.4	Major Rehab	\$28,400,000	\$15,000,000	SUR	2026
4	2	I-25 near Trinidad	14	26.6	4	Minor Rehab	\$23,500,000	\$9,700,000	SUR	2025
	2	I-25 near Colorado City	69.5	74.5	0.4	Minor Rehab	\$9,800,000	\$7,000,000	SUR	2024
3	2	I-25 in Pueblo	92	102.6	4	Minor Rehab and PCCP Repairs	\$20,500,000	\$15,000,000	SUR	2024
1	4	I-76 near Sterling	133	149.3	38	Slab replacement & Diamond Grind	\$29,000,000	\$25,500,000	10-Year	2024
	4	I-25 near Fort Collins	270	282	2.8	Slab replacement & Diamond Grind	\$22,000,000	\$4,000,000	SUR	2024
	4	I-70 near Seibert	402.3	406.9	0.8	Major Rehab	\$22,000,000	\$22,000,000	SUR	2025
Subtotal:					57.6		\$183,600,000	\$121,600,000		
Existing Projects										
	3	I-70 in Rifle	86.5	97	9.2	Slab Replacement & Diamond Grind	\$12,250,000	\$12,250,000	SUR/CBP	2023
	4	I-76 near Sterling	128	133	19.6	Slab Replacement & Diamond Grind	\$16,000,000	\$16,000,000	10-Year	2022
	4	I-25 in Fort Collins	267.9	268.3	1.6	Concrete Reconstruction	\$2,500,000	\$2,500,000	10-Year	2023
	4	I-70 near Kansas Border	438.8	449.6	0	HMA Overlay WB	\$16,900,000	\$16,900,000	10-Year/TCDI	2023
Subtotal:					30.4		\$47,650,000	\$47,650,000		
Completed Projects										
	4	I-76 near Fort Morgan	50	74	66	Diamond Grind	\$2,400,000	\$2,400,000	Off the Top SUR	2022
Total:							\$233,650,000	\$171,650,000		



# Funding Plan

## Plan to fund \$233.7M:

### Program funds (\$167.7M from FY22-26):

- ✓ Existing Surface Treatment projects (\$108.5M\*)
- ✓ Staff Bridge, a.k.a. Bridge Preventive Maintenance (\$2.3M)
- ✓ Overlapping 10-Year Plan Projects (\$56.9M)

### One-time funds (\$28.8M this year):

- ✓ \$10M from redistribution money targeting federal Poor
- ✓ \$4M from I-70 near Kansas Border (Kanorado)
- ✓ \$14.8M from Surface Treatment money set aside in FY26/27 for Interstate Poor

**Unfunded: \$37.2M**

*\*includes FY25 off-the-top funds for Poor Interstates.*





# Unfunded Need

## Unfunded \$37.2M:

2024: \$5.0M

2025: \$18.8M

2026: \$13.4M. *Note: Staff continues to explore whether projects in this year can be delivered earlier.*

## Potential sources:

- Federal Redistribution/TC Program Reserve: Pay directly to the project in year of delivery.
- Should redistribution funds be unavailable for the year of delivery, borrow from future asset budgets and repay with future redistribution funds.





# Ongoing Need & Future Funding

- Projects described in this presentation will go far in addressing Colorado’s Poor Interstates. *But they won’t prevent additional segments from becoming “poor.”*
- The percentage of Colorado’s Interstates in “poor” condition would have fallen to 2% in 2022, but “new” poor pavement pushed the amount to 3.6%.\*
- This jump—an 80% increase—points to a need for ongoing funding.
- Staff is looking at Surface Treatment program refinements to better align investments to Interstates.
- Staff will highlight the need for funding “Poor” Interstates annually as the Commission considers the best use of federal redistribution dollars or asset management funds.

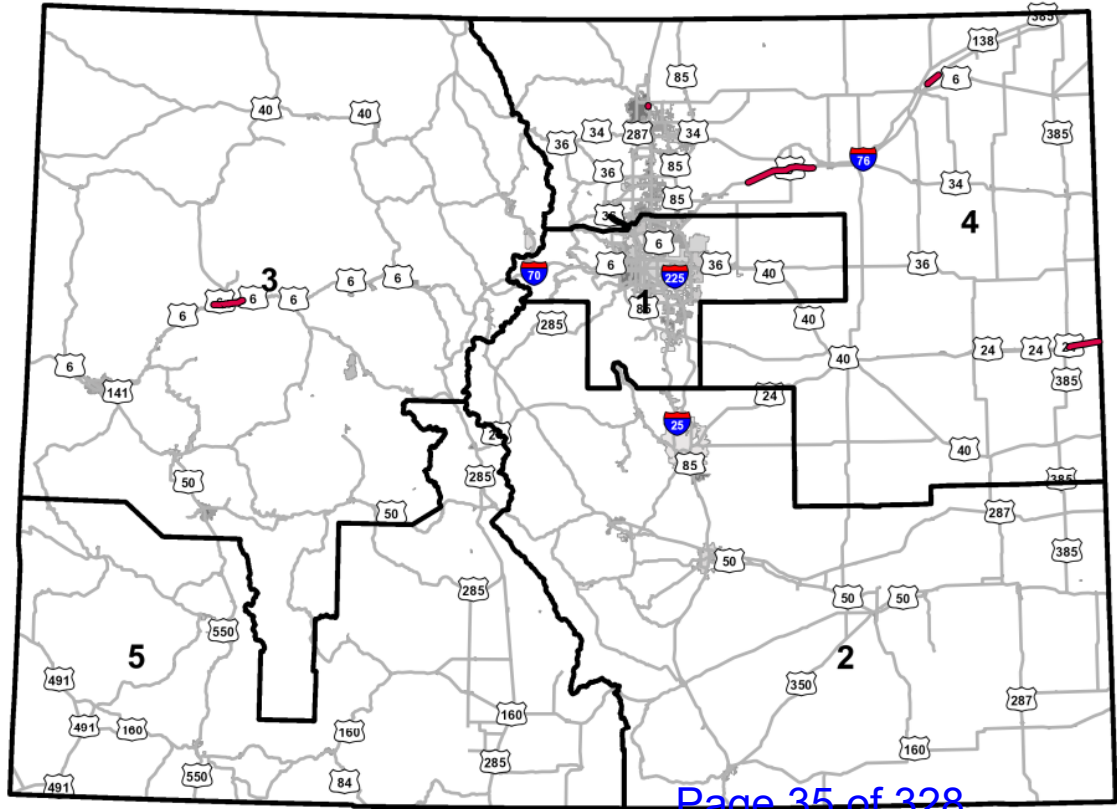


\*According to staff estimate for 2022, which has not been finalized.



# Existing Projects

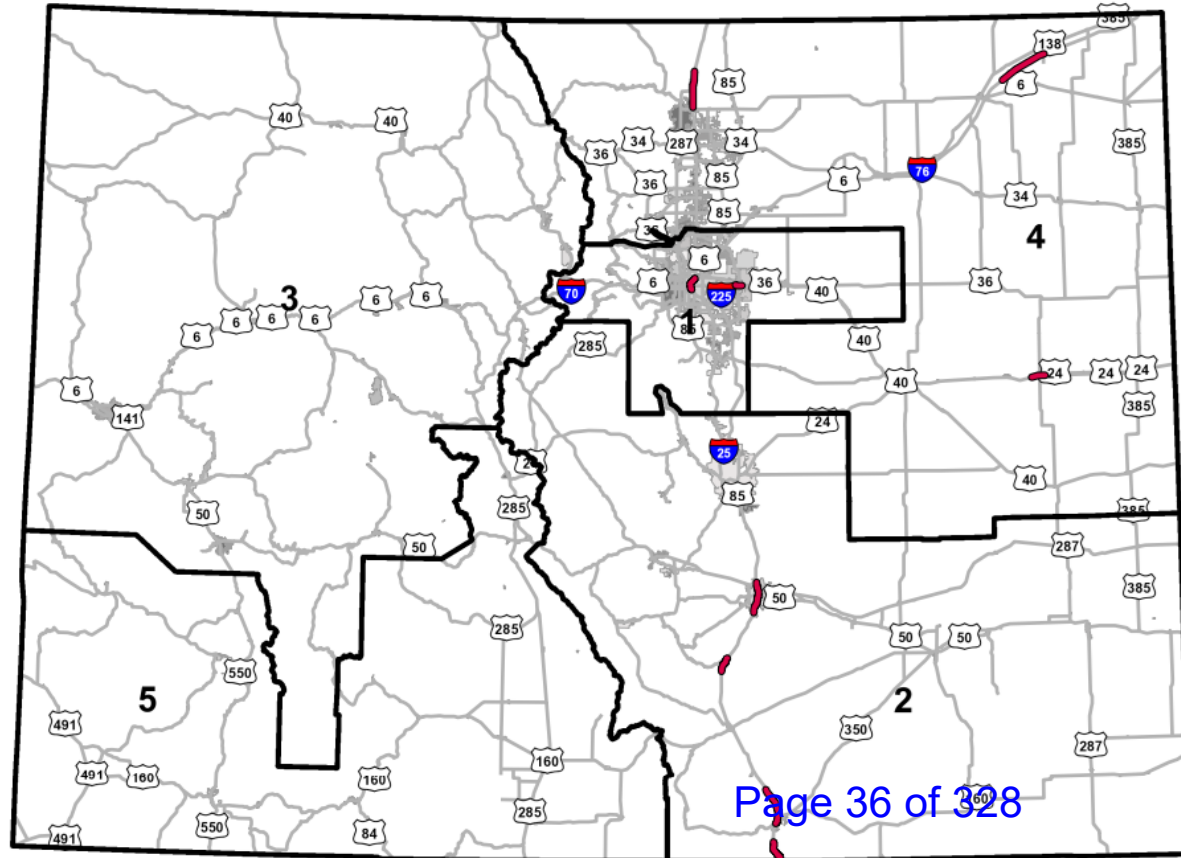
- I-70 in Rifle
- I-76 near Fort Morgan
- I-76 near Sterling
- I-25 in Fort Collins
- I-70 near Kansas border





# Strategic Need

- I-25 in Denver
- East I-70 and E-470 near Aurora
- I-25 near the New Mexico border
- I-25 near Trinidad
- I-25 near Colorado City
- I-25 in Pueblo
- I-76 near Sterling
- I-25 near Fort Collins
- I-70 near Seibert

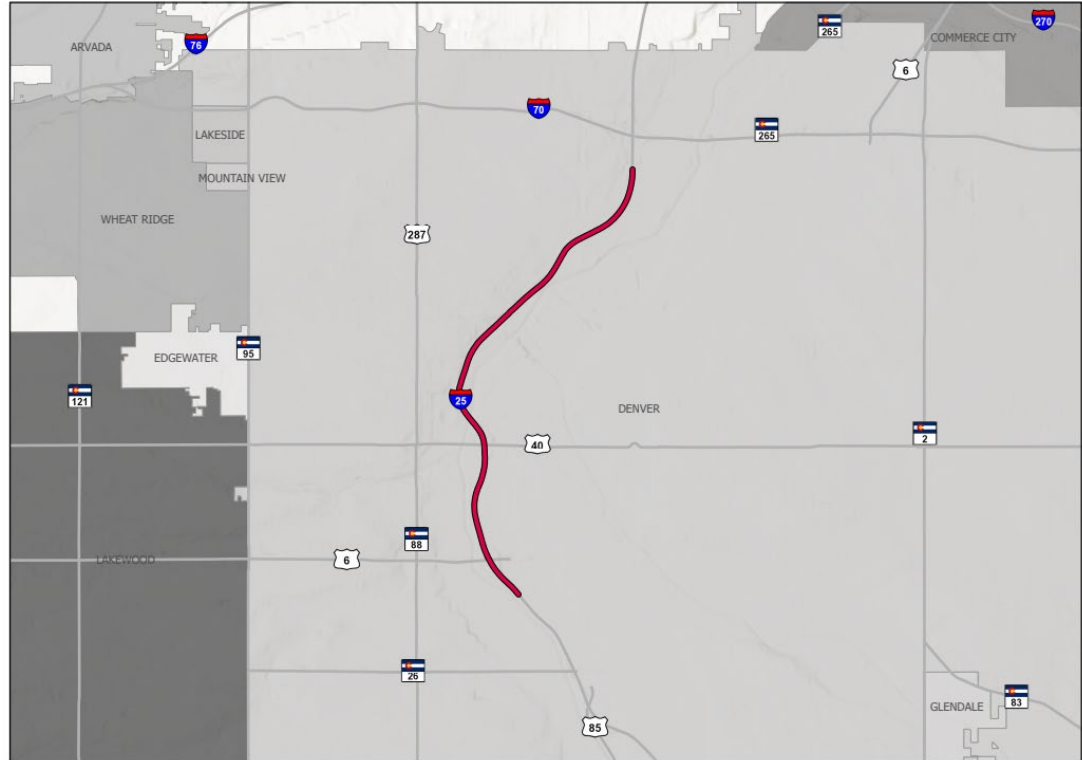




# Strategic Need: I-25 in Denver

## Region 1, Route 025A, 208.8-213.4

- Lane Miles Poor: 0.8
- Recommended Treatment: Minor Rehab and Ramp Rehab
- Estimated Cost: \$23.4 million
- Current Funding Source: \$23.4 million from Surface Treatment Program
- Need: \$0.0 million
- Estimated Calendar Year of Delivery: 2025
- Notes: Two Directions



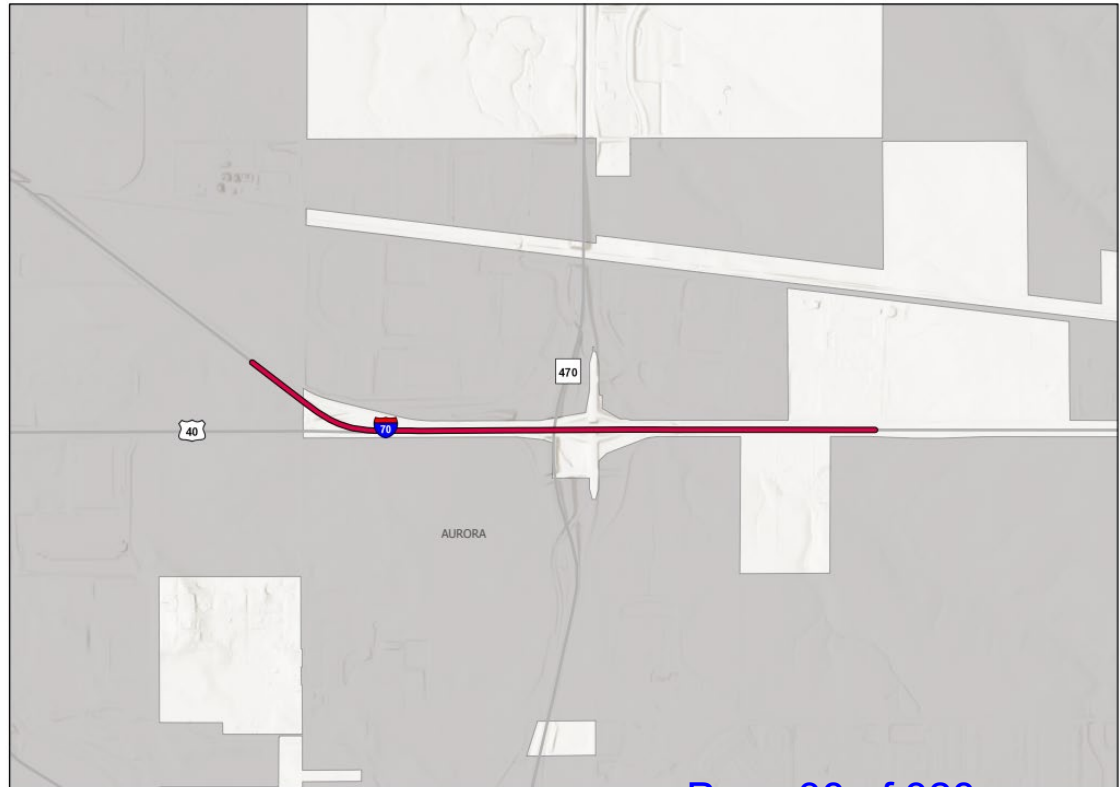




# Strategic Need: Intersection of East I-70 and E-470 near Aurora

## Priority 2: Region 1, Route 070A, 287.9-290.1

- Lane Miles Poor: 4.4
- Recommended Treatment: Recon/Minor Rehab Hybrid
- Estimated Cost: \$5.0 million
- Current Funding Source: \$0.0 million
- Need: \$5.0 million
- Estimated Calendar Year of Delivery: 2025/2026
- Notes: Two Directions



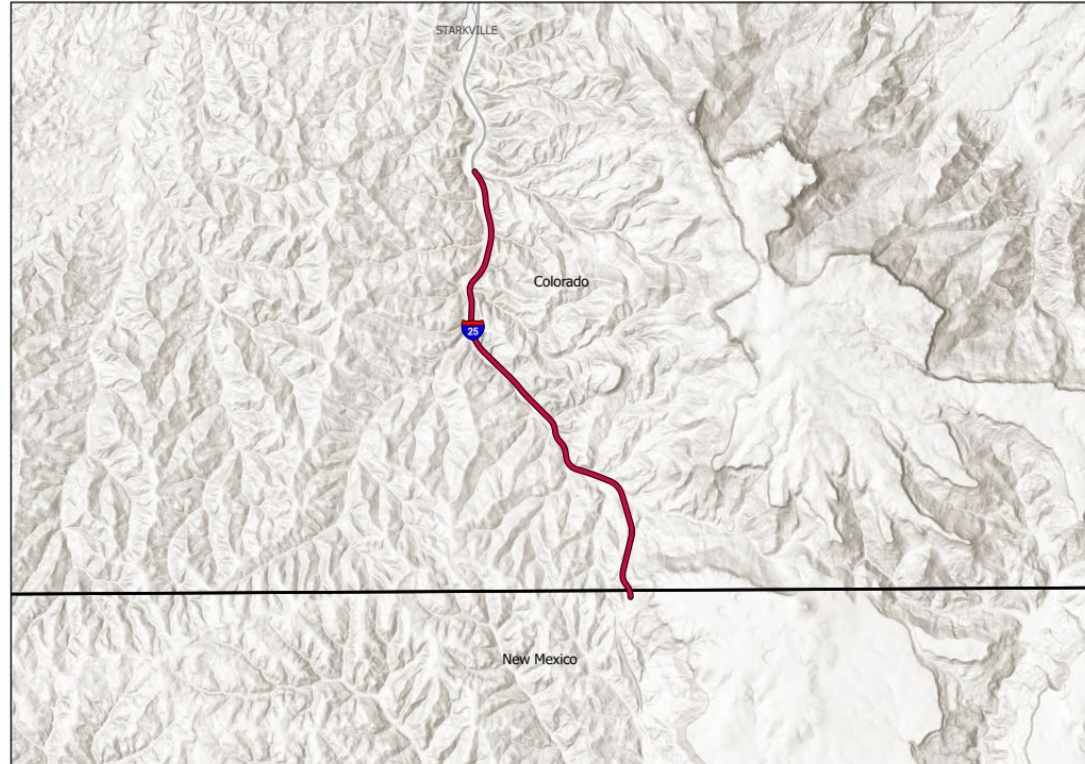
*Note: Local agencies are contributing funds to the recommended treatment, so full cost is more than \$5M.*



# Strategic Need: I-25 Near The New Mexico Border

## Region 2, Route 025A, 0-7.5

- Lane Miles Poor: 2.4
- Recommended Treatment: Major Rehab
- Estimated Cost: \$28.4 Million
- Current Funding Source: \$15.0 million from Surface Treatment Program
- Need: \$13.4 million
- Estimated Calendar Year of Delivery: 2026
- Notes: Two Directions

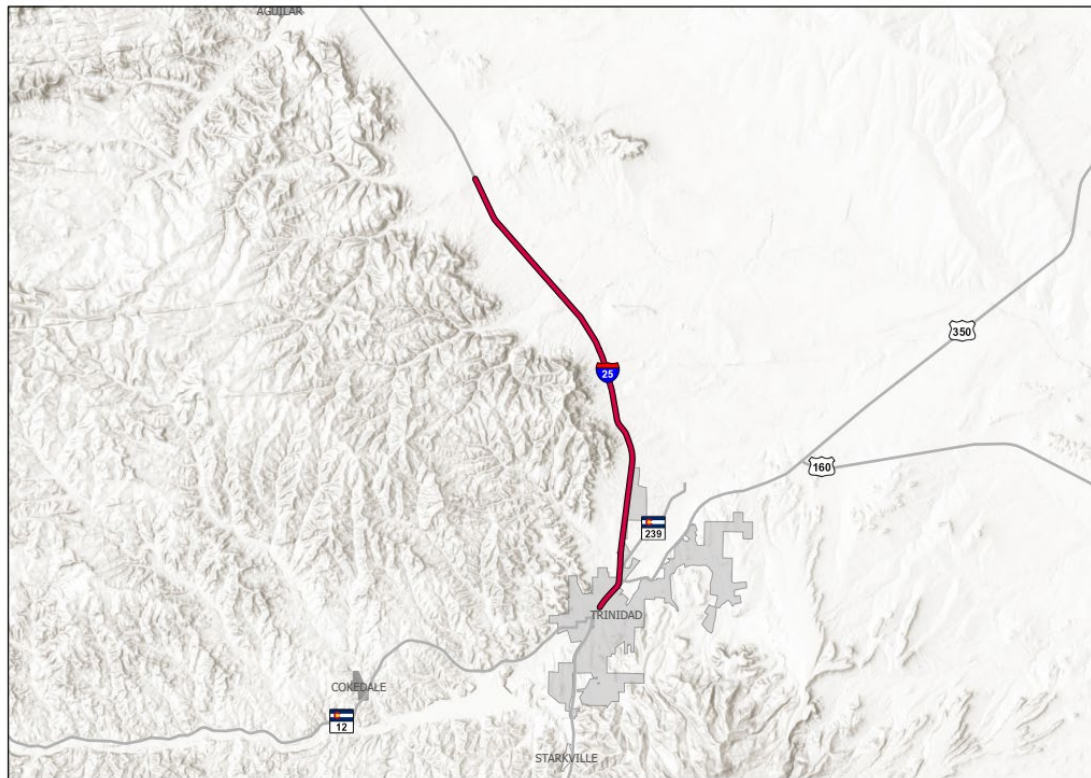




# Strategic Need: I-25 near Trinidad

## Priority 4: Region 2, Route 025A, 14-26.6

- Lane Miles Poor: 4.0
- Recommended Treatment: Minor Rehab
- Estimated Cost: \$23.5 million
- Current Funding Source: \$9.7 million from Surface Treatment Program
- Need: \$13.8 million
- Estimated Calendar Year of Delivery: 2025
- Notes: Two Directions

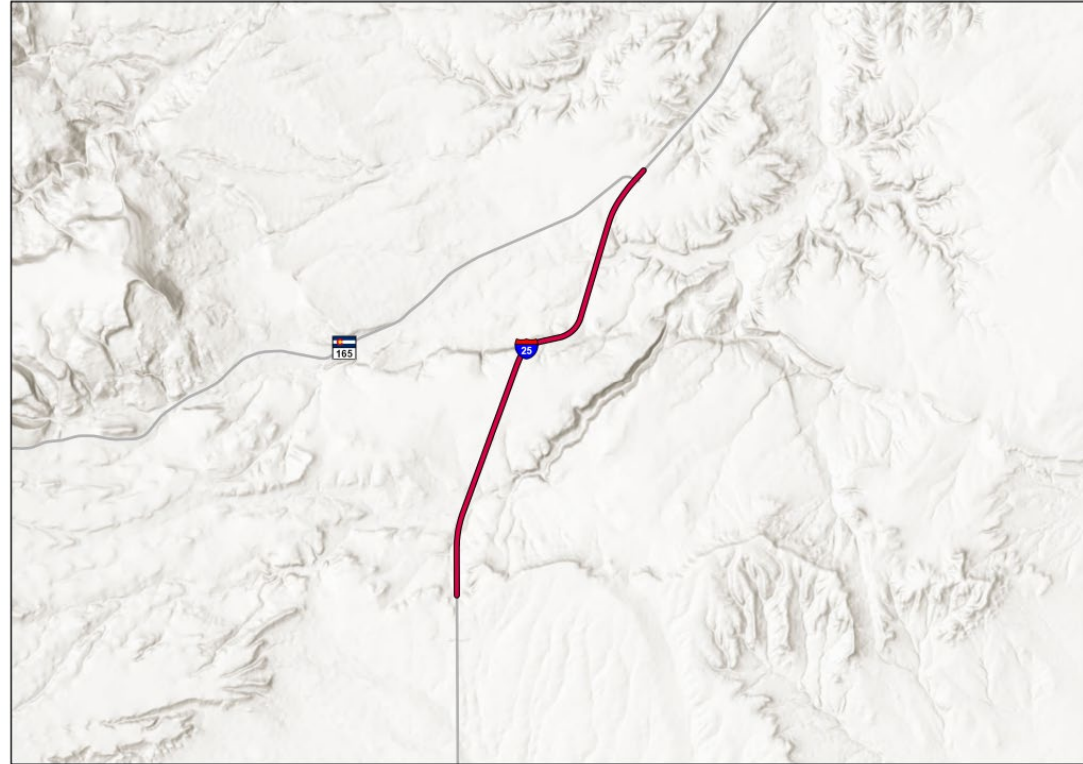




# Strategic Need: I-25 Near Colorado City

Region 2, Route 025A, 69.5-74.5

- Lane Miles Poor: 0.4
- Recommended Treatment: Minor Rehab
- Estimated Cost: \$9.8 million
- Current Funding Source: \$7.0 million from Surface Treatment Program
- Need: \$2.8 million
- Estimated Calendar Year of Delivery: 2024
- Notes: Two Directions

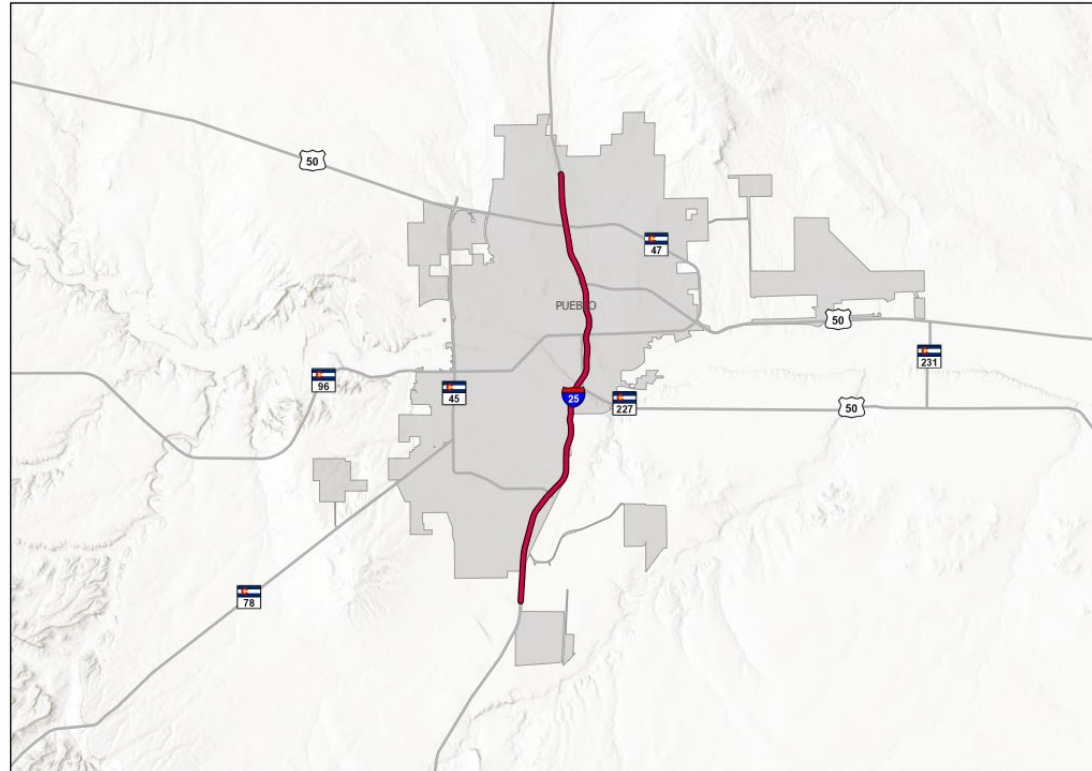




# Strategic Need: I-25 In Pueblo

## Priority 3: Region 2, Route 025A, 92-102.6

- Lane Miles Poor: 4.0
- Recommended Treatment: Minor Rehab and PCCP Repairs
- Estimated Cost: \$20.5 million
- Current Funding Source: \$15.0 million from Surface Treatment Program
- Need: \$5.5 million
- Estimated Calendar Year of Delivery: 2024
- Notes: Two Directions

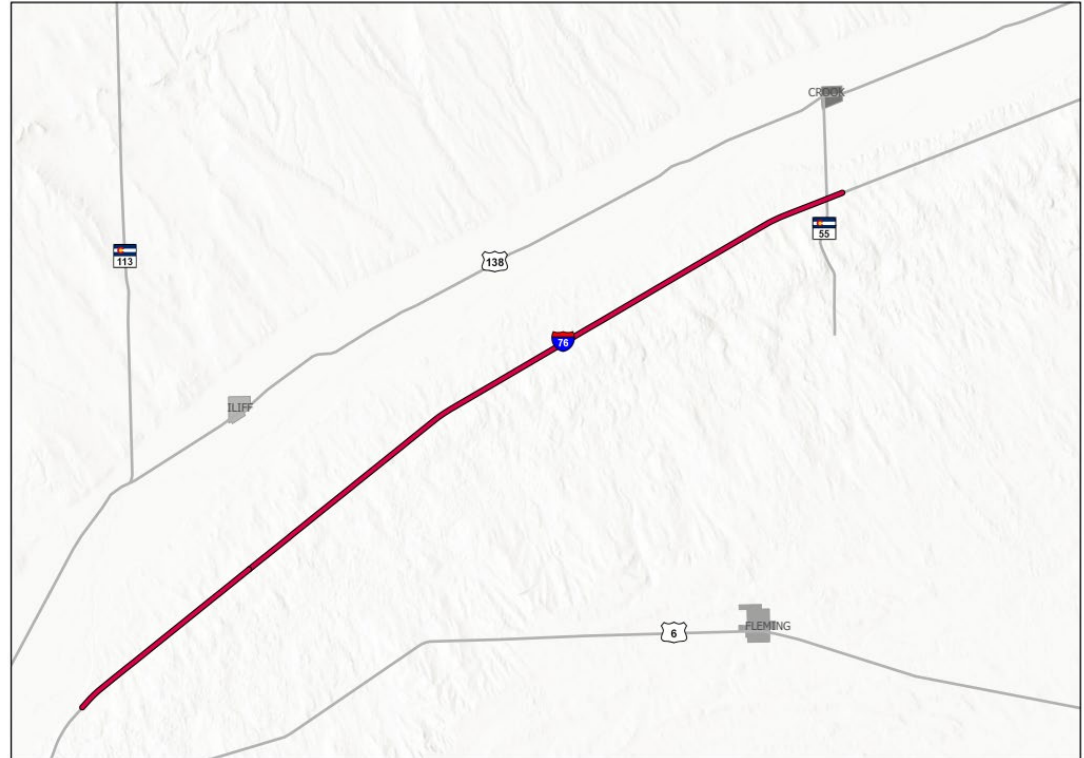




# Strategic Need: I-76 Near Sterling

## Priority 1: Region 4, Route 076A, 133-149.3

- Lane Miles Poor: 38.0
- Recommended Treatment: Slab Replacement and Diamond Grind
- Estimated Cost: \$29.0 million
- Current Funding Source: \$25.5 million from 10-Year Plan
- Need: \$3.5 million
- Estimated Calendar Year of Delivery: 2024
- Notes: Two Directions

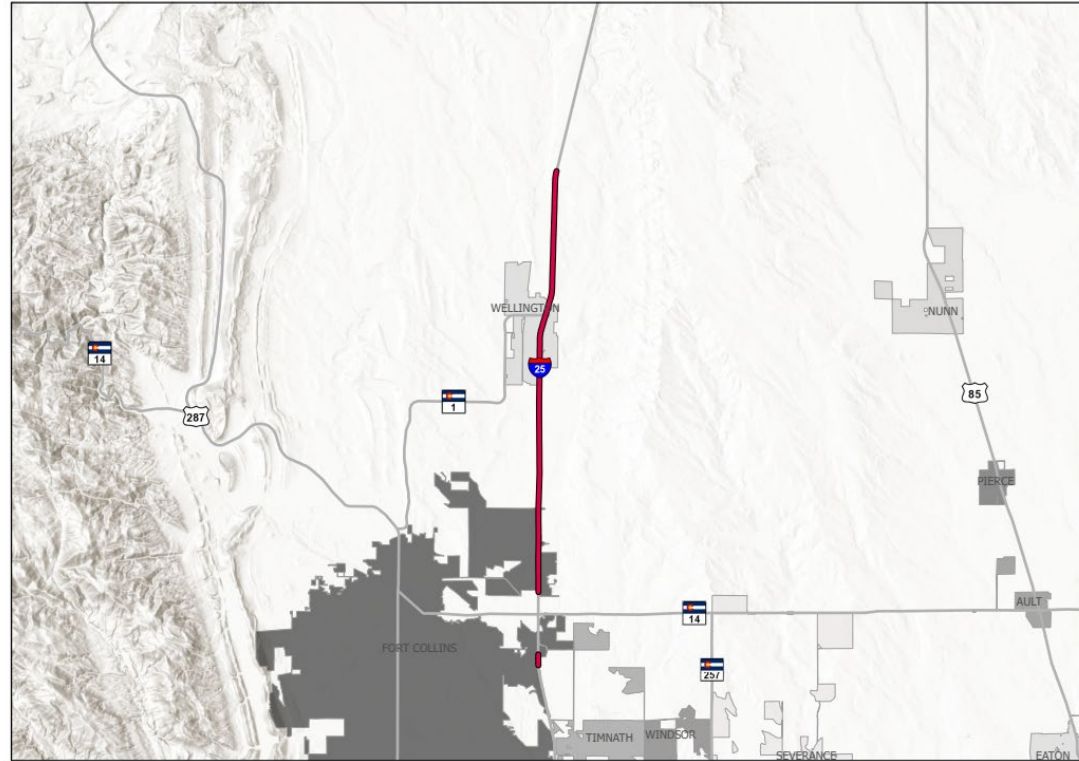




# Strategic Need: I-25 Near Fort Collins

## Region 4, Route 025A, 270-282

- Lane Miles Poor: 2.8
- Recommended Treatment: Slab Replacement and Diamond Grind
- Estimated Cost: \$22.0 million
- Current Funding Source: \$4.0 million from Surface Treatment Program
- Need: \$18.0 million
- Estimated Calendar Year of Delivery: 2024
- Notes: Two Directions

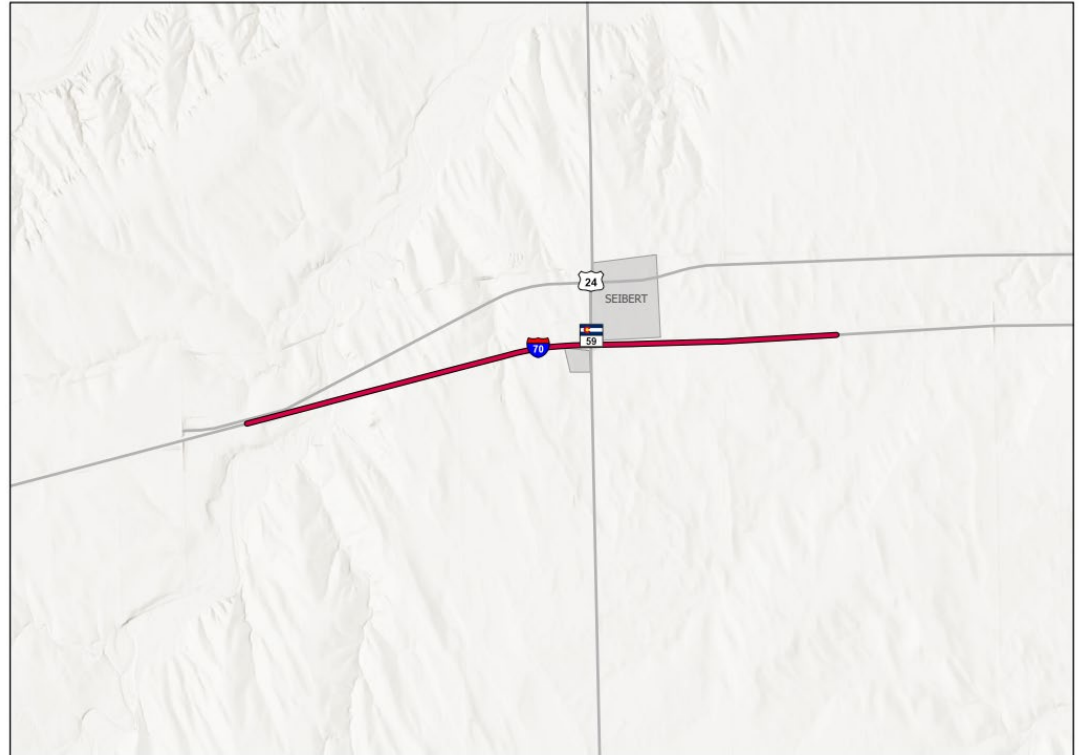




# Strategic Need: I-70 Near Seibert

Region 4, Route 070A, 402.3-406.9

- Lane Miles Poor: 0.8
- Recommended Treatment: Major Rehab
- Estimated Cost: \$22.0 million
- Current Funding Source: 22.0 million from Surface Treatment Program
- Need: \$0.0 million
- Estimated Calendar Year of Delivery: 2025
- Notes: Two Directions



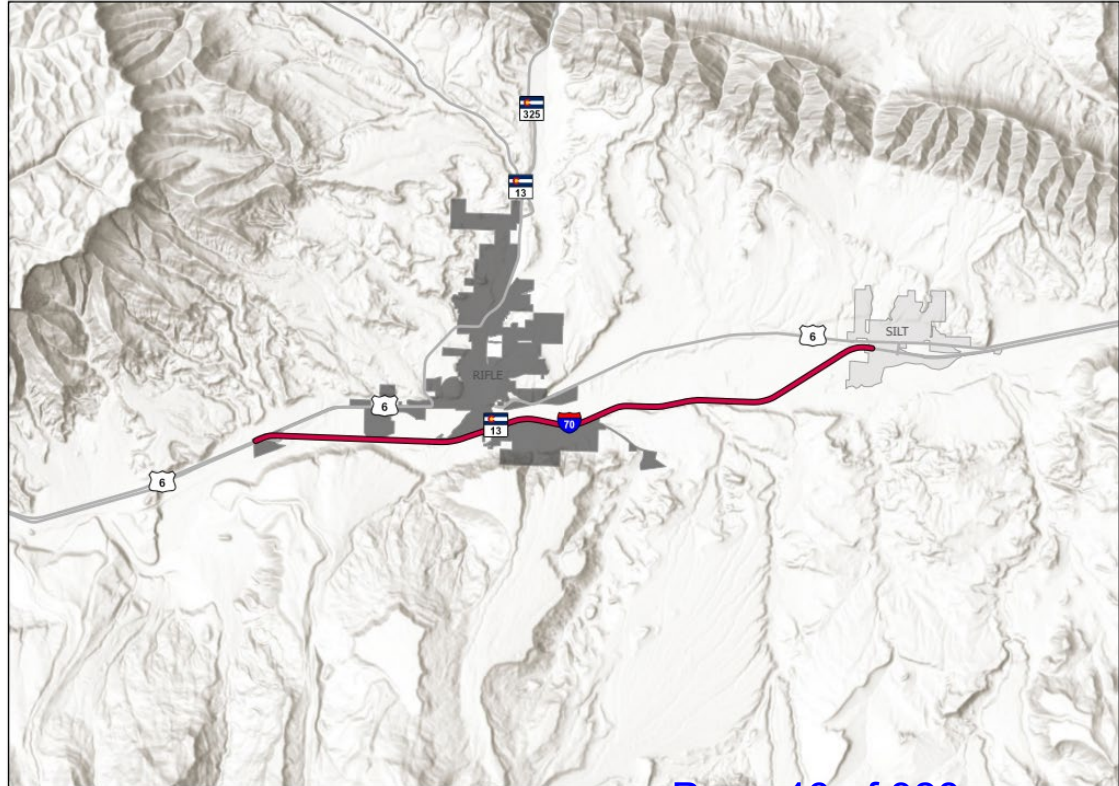




# Existing Project: I-70 in Rifle

Region 3, Route 070A, 86.5-97

- Lane Miles Poor: 9.2
- Recommended Treatment: Slab Replacement and Diamond Grind
- Estimated Cost: \$12.25 million
- Current Funding Source: \$12.25 million from Surface Treatment Program/Bridge Preventive Maintenance Program
- Need: \$0.0 million
- Estimated Calendar Year of Delivery: 2023
- Notes: Two Directions

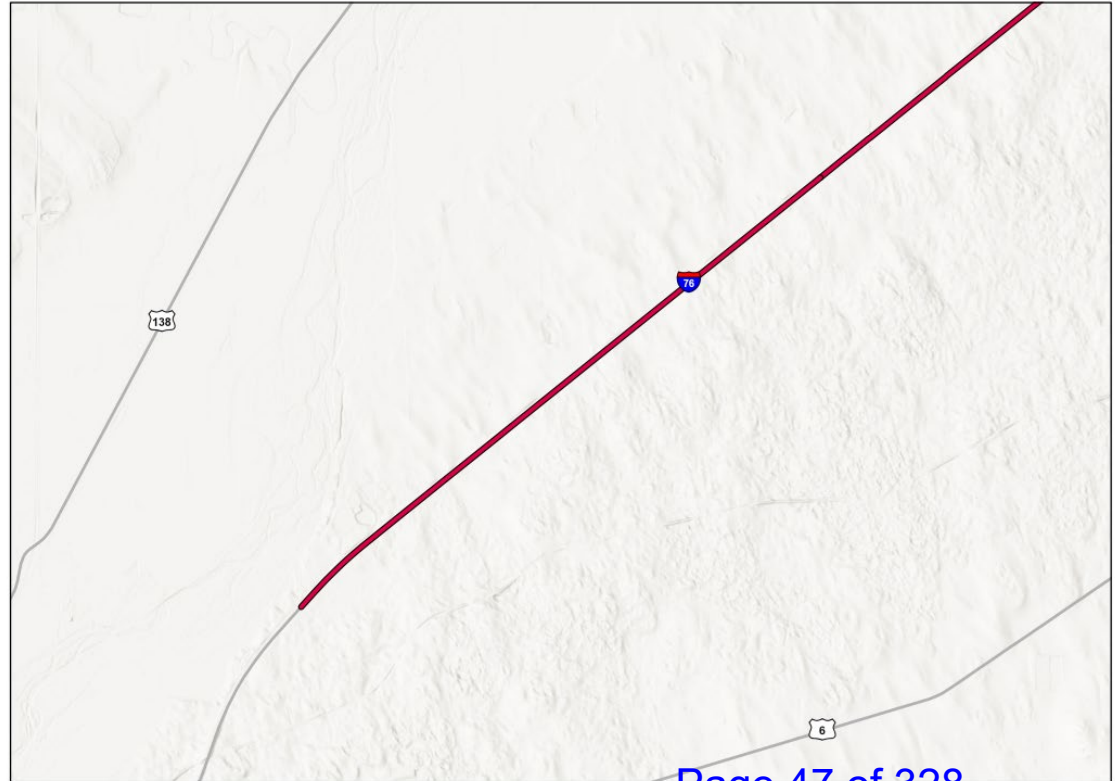




# Existing Project: I-76 Near Sterling (partially completed)

Region 4, Route 076A, 128-133

- Lane Miles Poor: 19.6
- Recommended Treatment: Slab Replacement and Diamond Grind
- Estimated Cost: \$16.0 million
- Current Funding Source: \$16.0 million from 10-Year Plan
- Need: \$0.0 million
- Estimated Calendar Year of Delivery: 2022
- Notes: Two Directions

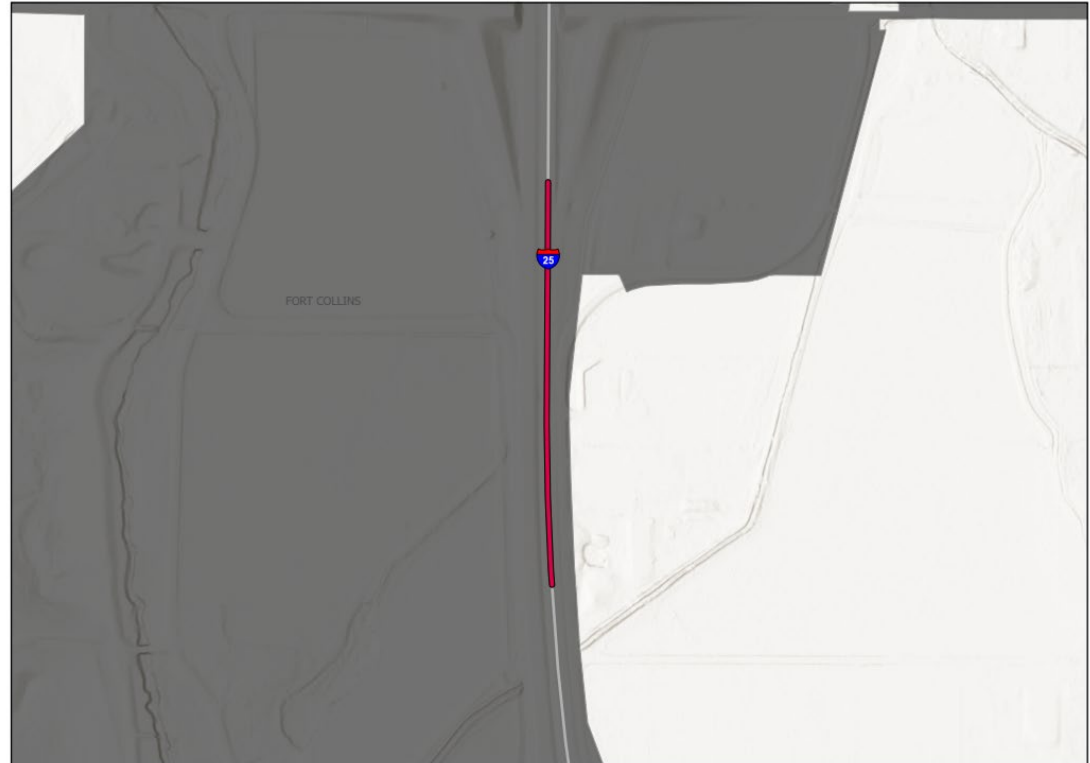




# Existing Project: I-25 In Fort Collins

Region 4, Route 025A, 267.9-268.3

- Lane Miles Poor: 1.6
- Recommended Treatment: Concrete Reconstruction
- Estimated Cost: \$2.5 million
- Current Funding Source: \$2.5 million from 10-Year Plan
- Need: \$0.0 million
- Estimated Calendar Year of Delivery: 2023
- Notes: Two Directions

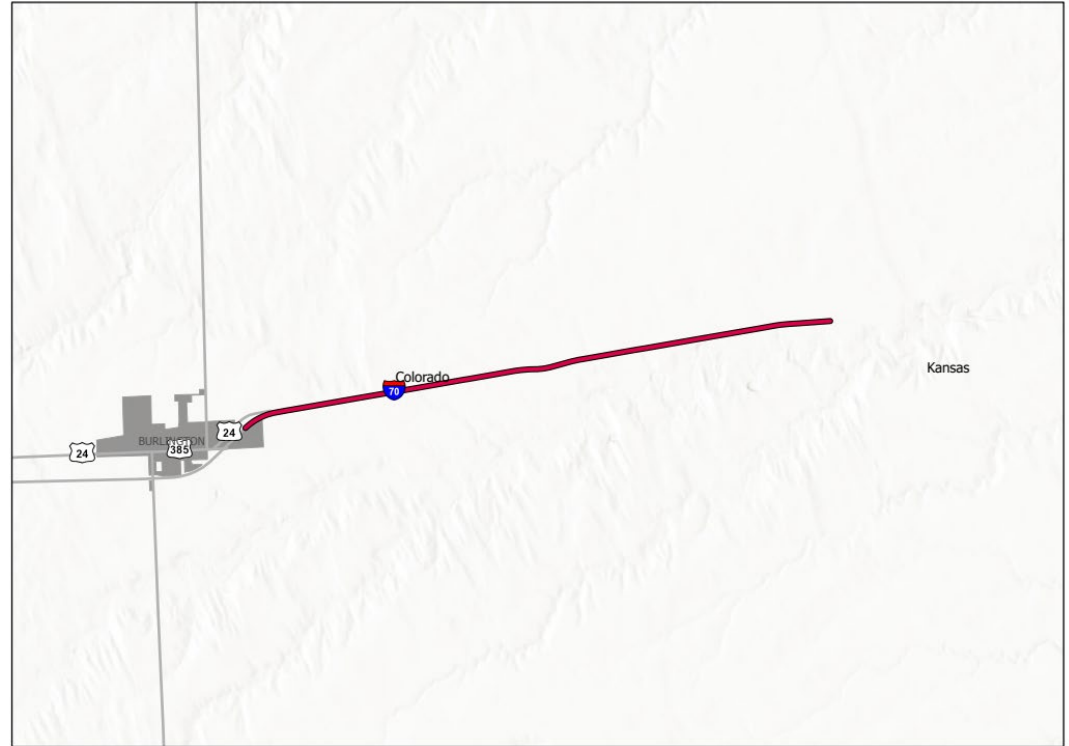




# Existing Project: I-70 Near Kansas Border

Region 4, Route 070A, 438.8-449.6

- Lane Miles Poor: 0.0
- Recommended Treatment: HMA Overlay  
WB
- Estimated Cost: \$16.9 million
- Current Funding Source: \$16.9 million  
from 10-Year Plan and Transportation  
Commission Decision Item
- Need: \$0.0 million
- Estimated Calendar Year of Delivery:  
2023
- Notes: Westbound only

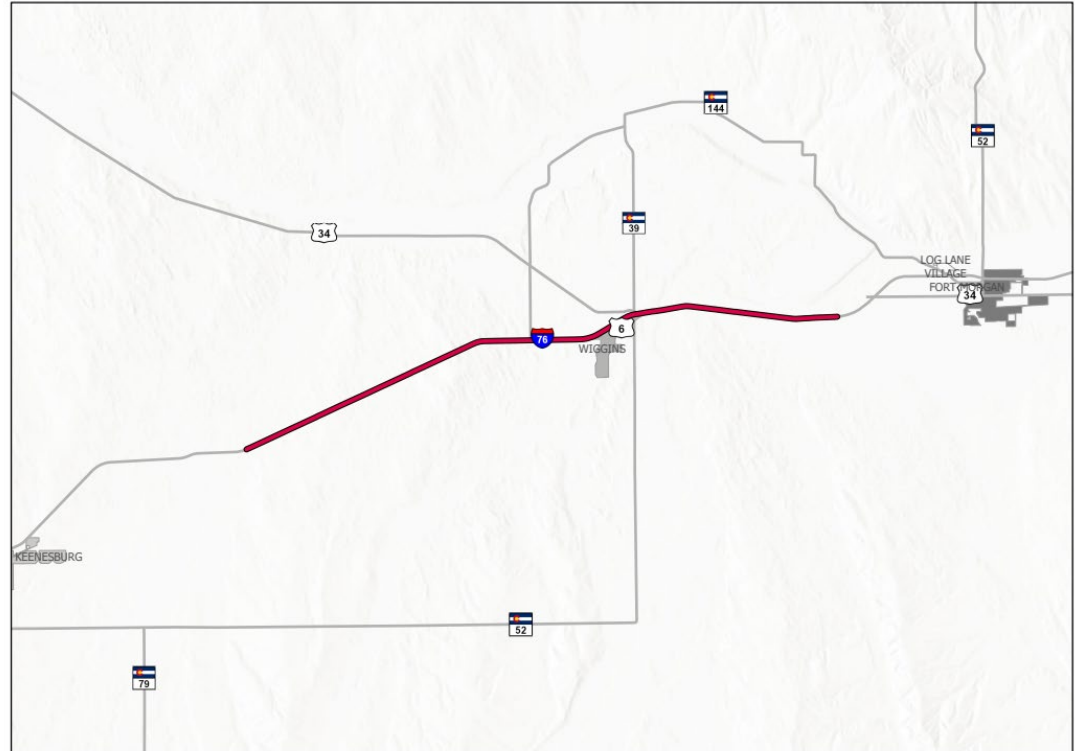




# Existing Project: I-76 Near Fort Morgan (Completed)

## Region 4, Route 076A, 50-74

- Lane Miles Poor: 66.0
- Recommended Treatment: Diamond Grind
- Estimated Cost: \$2.4 million
- Current Funding Source: \$2.4 million from Surface Treatment Program
- Need: \$0.0 million
- Estimated Calendar Year of Delivery: 2022
- Notes: Eastbound only



**MEMORANDUM**

**TO:** Transportation Commission  
**CC:** Shoshana Lew, CDOT Executive Director Herman Stockinger, Deputy Executive Director; John Lorme, Division of Maintenance & Operations Director, Deputy Director of Operations Bob Fifer  
**FROM:** Allie Axley, Intelligent Transportation Systems Branch Manager  
**DATE:** February 2023  
**SUBJECT:** CDOT's ITS Fiber Program

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**Purpose**

To provide background information on CDOT's ITS Fiber Program, how fiber fits within the ITS Branch, how the fiber asset has evolved, how we partner and share fiber assets and ROW access, and what efforts we are currently working on to improve our processes.

**Action**

No action at this time, this memo is Informational only.

**Background**

For over 25 years, CDOT has been installing fiber optics to improve highway operations, situational awareness, and safety. CDOT fiber is currently installed along more than 1,600 miles of state maintained highways, for the purpose of improving system reliability and user safety. As vehicle volumes rapidly increase, it is important the CDOT leverage fiber optic technology to monitor, detect and respond to on highway emergencies (incidents, natural disasters and weather events).

In addition, since the beginning of the COVID-19 pandemic, there has been unprecedented demand on broadband, which relies on fiber infrastructure. Many private and public entities look to CDOT to leverage existing state owned fiber via dark fiber leases and/or wish to utilize CDOT ROW to deploy wireline and wireless facilities.

In February 2022, the Governor issued Executive Order D 2022 009 (restated in June in EO D 2022 023) and Senate Bill 22-083, Accelerating Broadband Deployment in Colorado. This Executive Order and Senate Bill directed CDOT to make improvements to its dark fiber lease and right of way program.

In this informational presentation, we will explain how fiber fits within CDOT, how we currently lease and provide ROW access for the deployment of broadband and how we are working on improvements to simplify and continuously improve our processes to support the DOT's mission and the Governor's Executive Order.

**Next Steps**

ITS will continue to focus on process improvements and plans to conduct a workshop with the TC in March 2023 to share an improved fee based structure for ROW access and will seek TC approval for the fee structure in April 2023. This TC action will further define the process in C.R.S 43-1-1204 (III).



**COLORADO**

Department of Transportation

# CDOT ITS Branch - Fiber Transportation Commission February 16, 2023



# Agenda

- Overview of the ITS Branch
- Background of the Fiber Program
- Current Activities, Processes and Efforts
- Future State of the Fiber Program



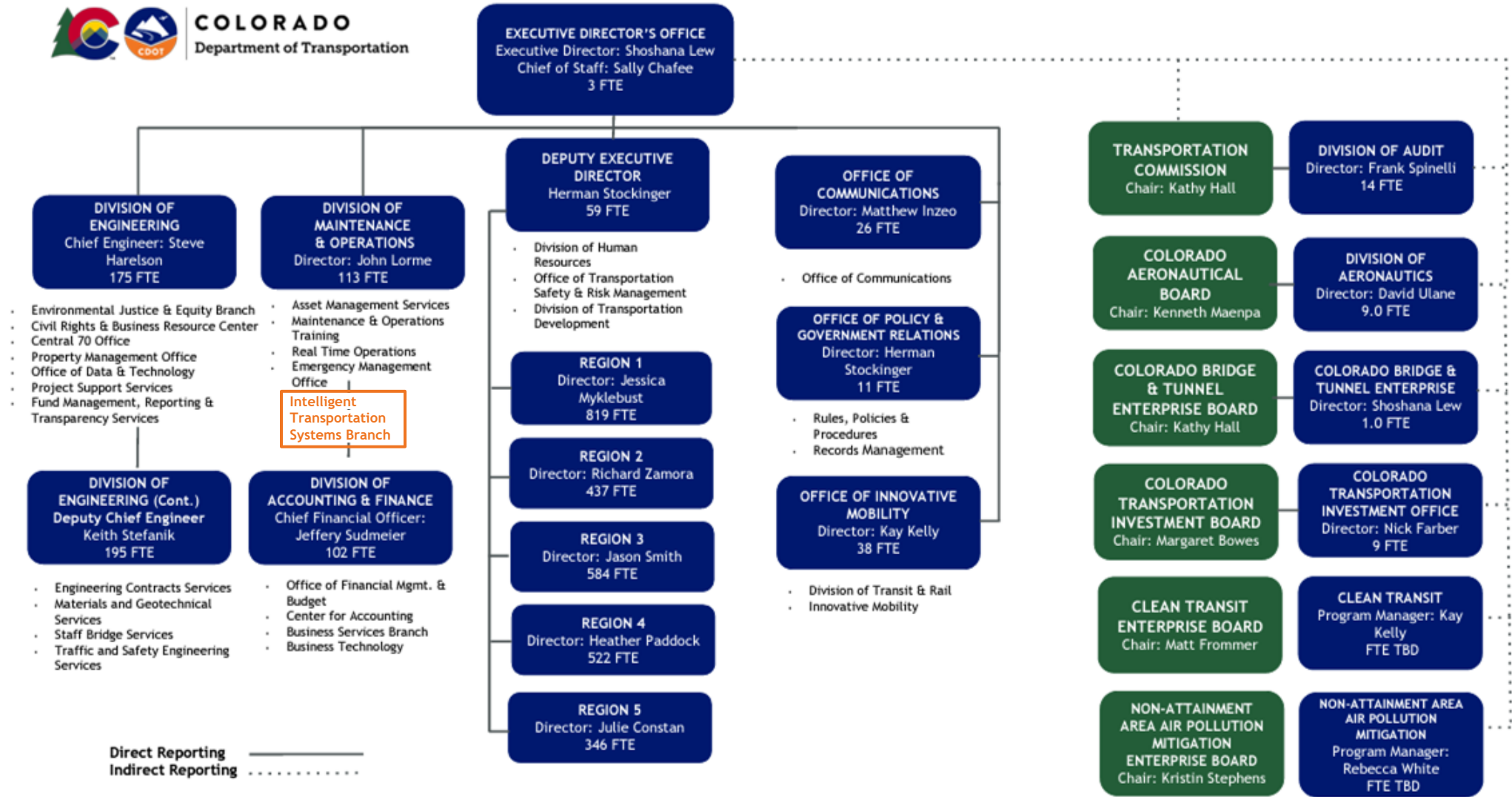


# Agenda

- **Overview of the ITS Branch**
- Background of the Fiber Program
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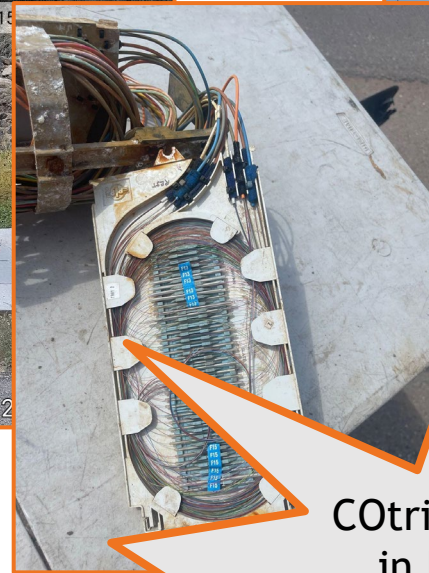


# CDOT Organization Chart

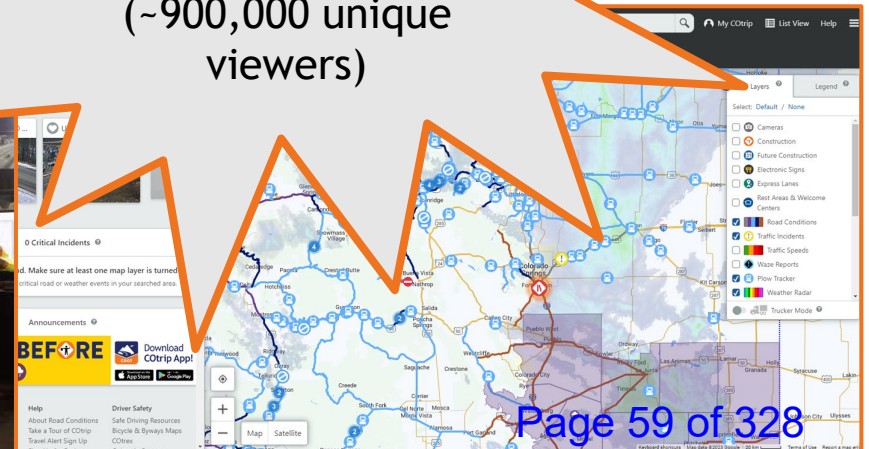
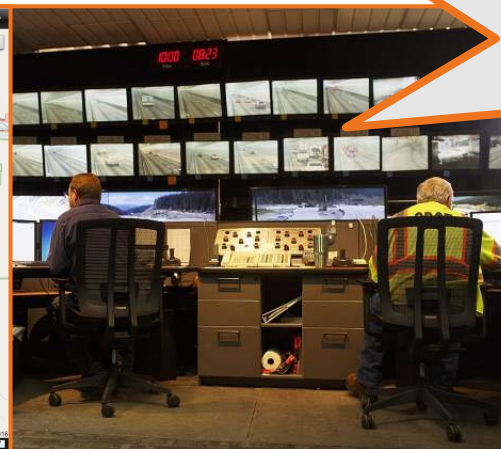
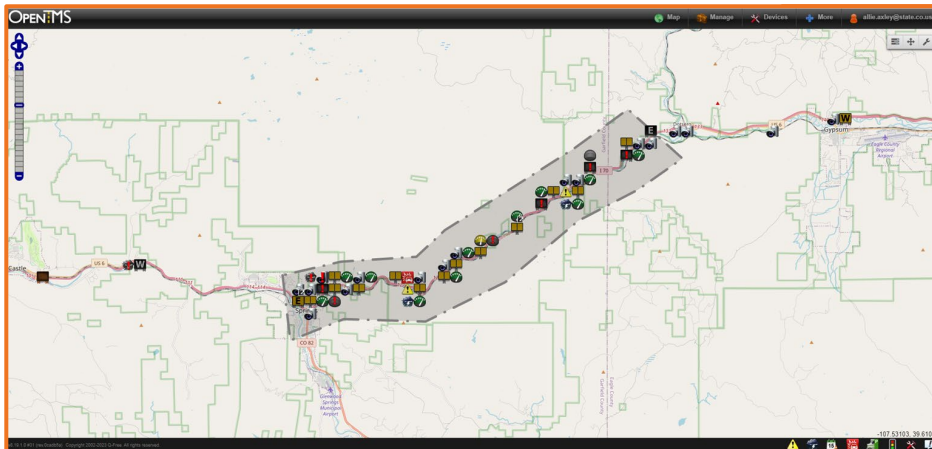




# What is the ITS Branch?

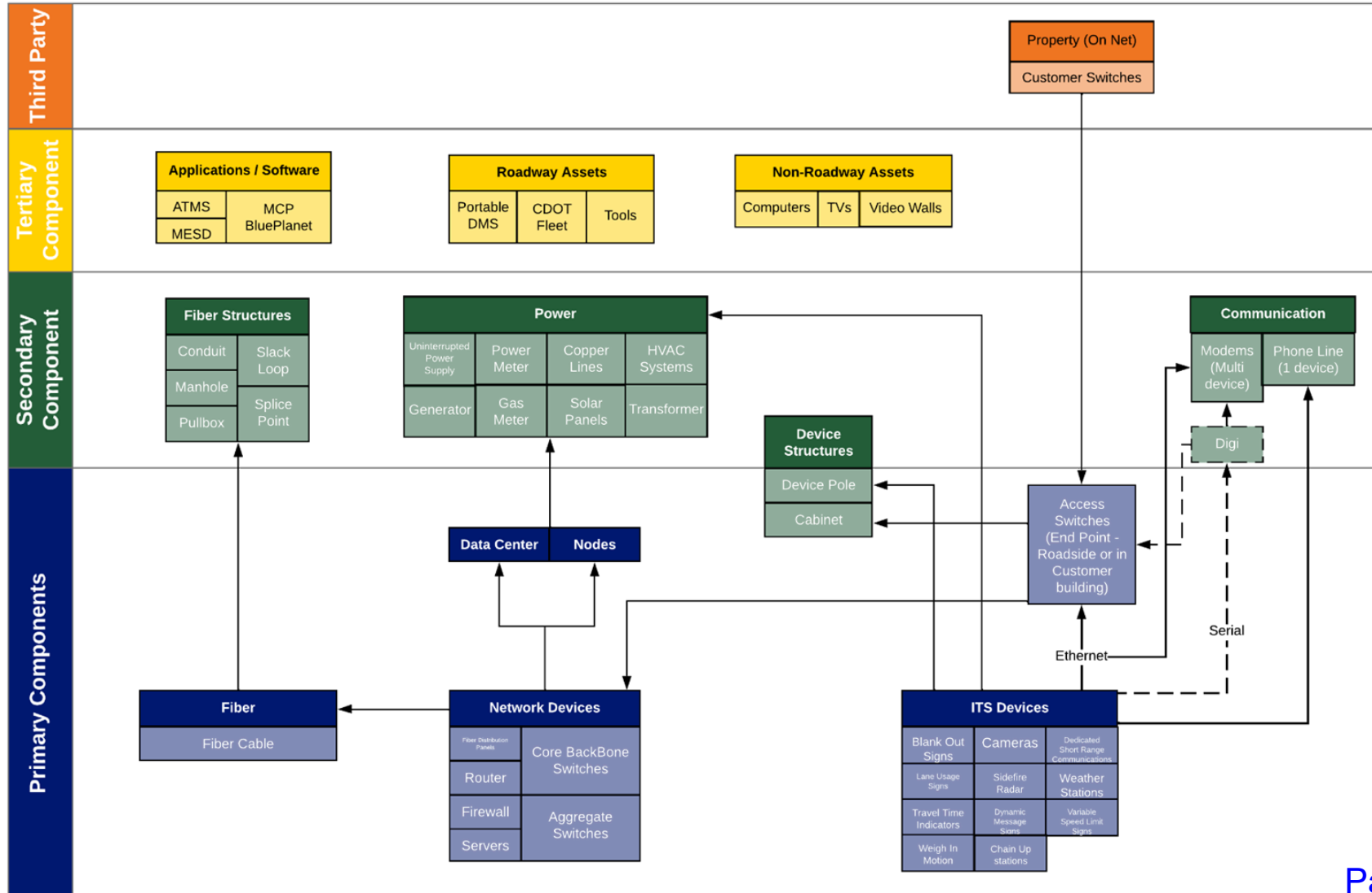


COTrip had 27.5M views in December 2022! (~900,000 unique viewers)



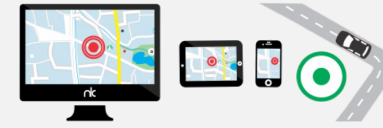


# Intelligent Transportation Systems

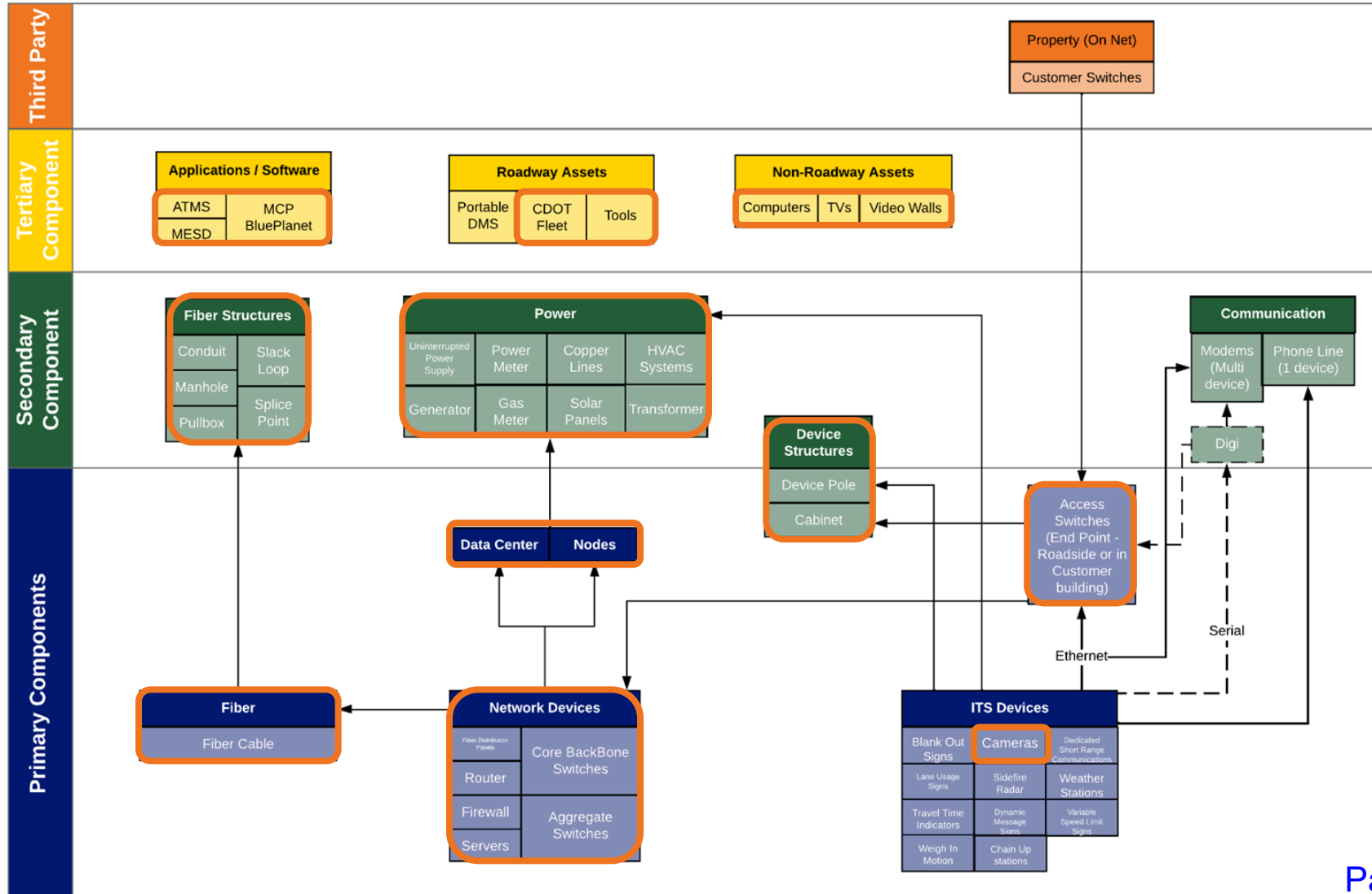




# ITS Is A System

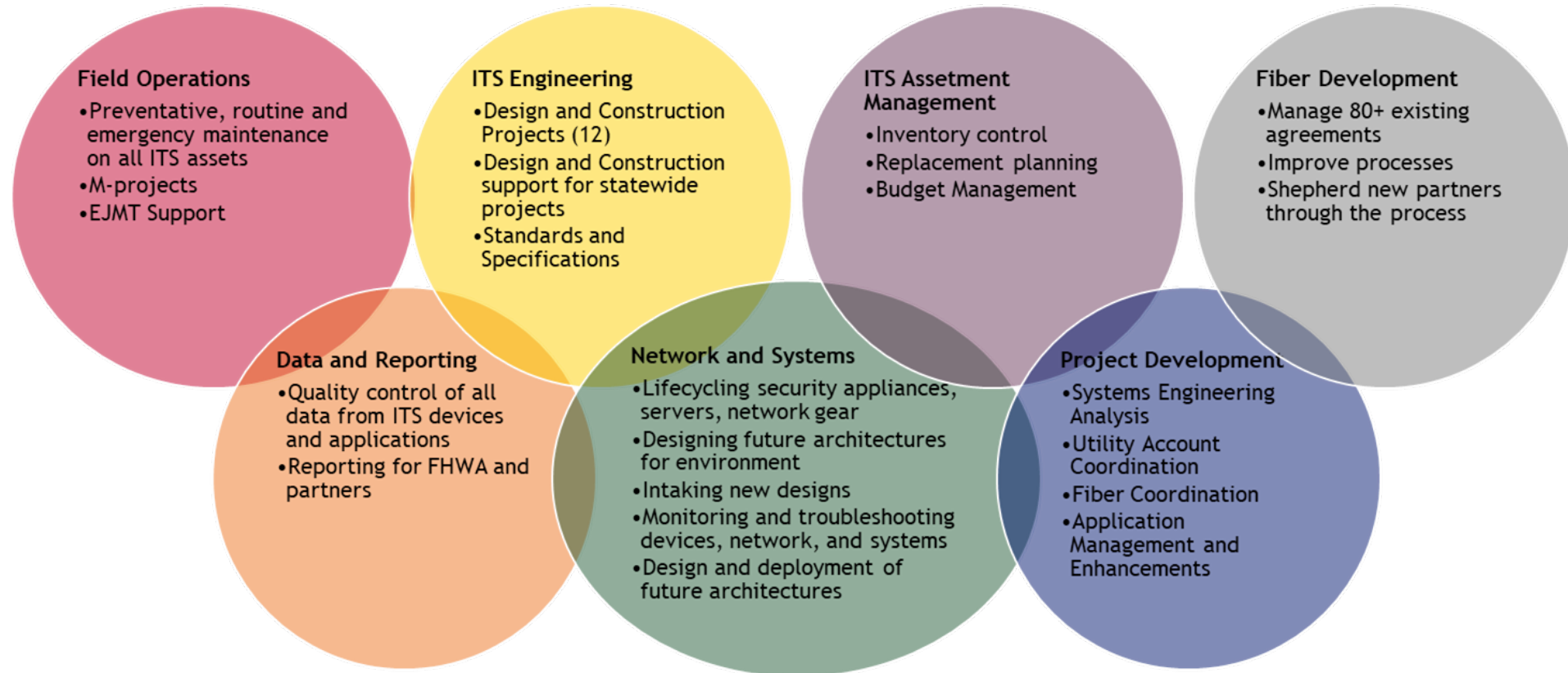


# Not A Device





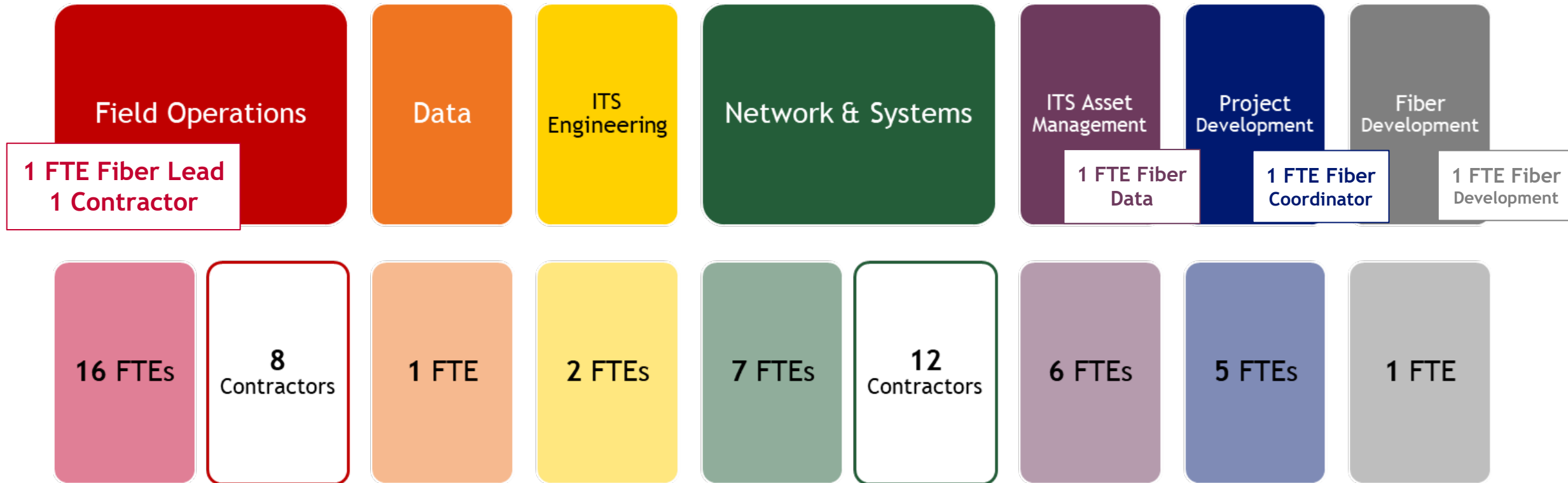
# ITS Branch Functional Organization



**ITS Branch Purpose:** Agreement between Governor’s Office of Information Technology (OIT) and Colorado Department of Transportation (CDOT) that delegates IT authority to CDOT ITS for ITS, Traffic, Signals, and Tunnel devices, systems, networks, servers and security, and all other systems used to operate the highways.



# ITS Overview - Branch Organization



- In total, the branch has **39** full time equivalent positions. (Currently the branch has **13** vacant positions).
- In addition, the ITS branch leverages **20** staff augmentation contractors to keep up with the workload.

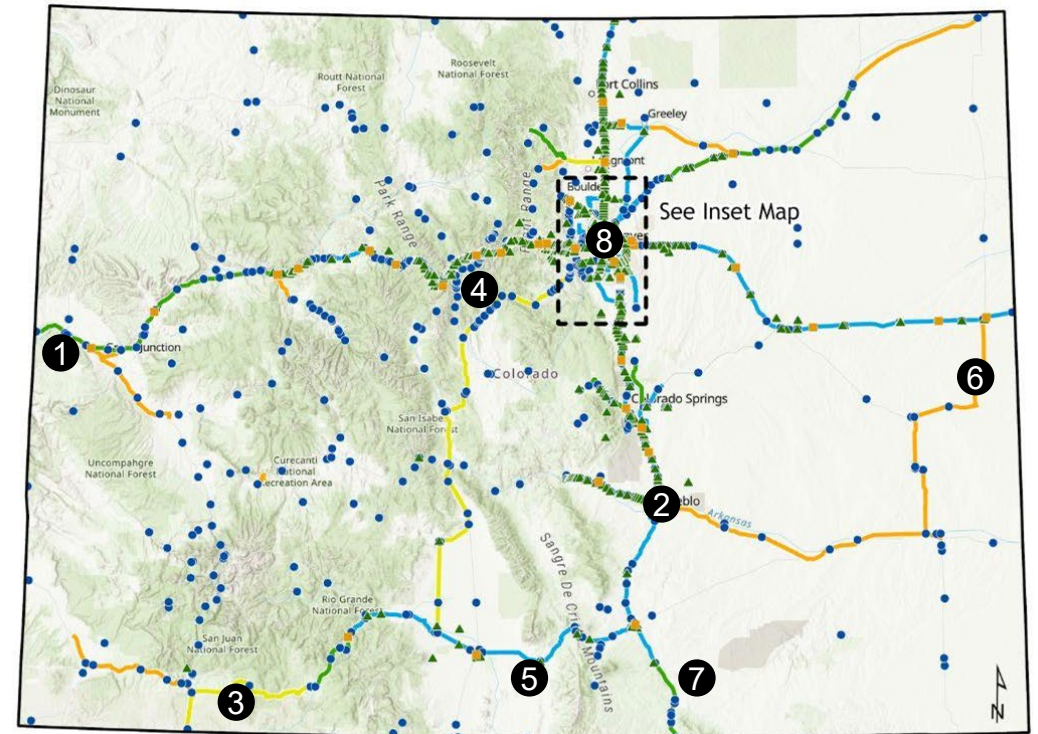


# Physical ITS Assets

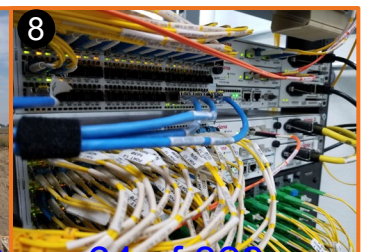
	Count
Cameras	741
Sidewalk Radars	265
Weather Stations	134
Travel Time Indicators	162
Dynamic Message Sign	413
Weigh In Motion	13
Lane Usage Sign	289
Variable Speed Limit Sign	53
Variable Toll Sign	68
Blank Out Sign	8
<b>ITS Devices Sub Total</b>	<b>2146</b>
Ethernet Switches	1452
Dense Wave Division Multiplexing	19
Firewall	10
Routers	18
Servers	33
<b>ITS Network Gear Sub Total</b>	<b>1532</b>
<b>Fiber Miles</b>	<b>1624</b>
Nodes	18
Data Center	1
Colocations	12
<b>ITS Facilities Sub Total</b>	<b>31</b>

## Legend

- Fiber Optic Cable**
- Proposed Fiber Builds
  - In-Progress P3 Routes
  - In-Progress Fiber Routes
  - Existing CDOT Fiber
- Other Assets**
- Nodes
  - Switches
  - Devices



Esri, COAR, USGS, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS, Esri, USGS, County and City of Denver, County of Arapahoe, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

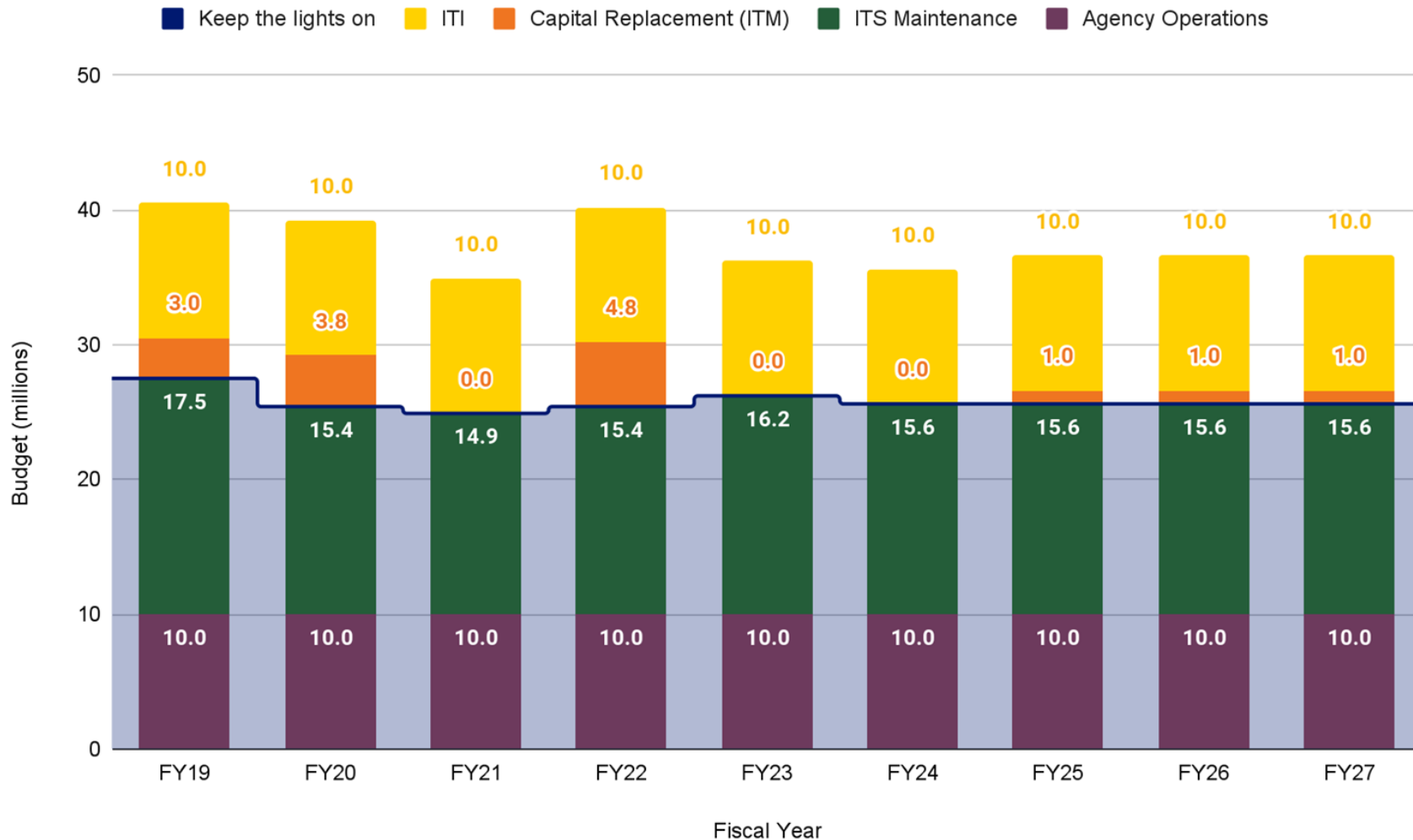








# ITS Overview - Branch Budget



## Agency Operations

**TAM**

- Utility costs
- Salaries
- Software

## ITS Maintenance

- Preventative maintenance (RWS calibration)
- Day to day maintenance (camera cleaning)
- Emergency repairs (Fiber damages)

## Capital Replacement (Intelligent Transportation Maintenance (ITM))

Proactive Asset Replacement

## Intelligent Transportation Investment (ITI)

Investment in NEW infrastructure

## Keeping the lights on:

Without **Agency Operations** and **ITS Maintenance** funding we cannot keep our existing assets operational.



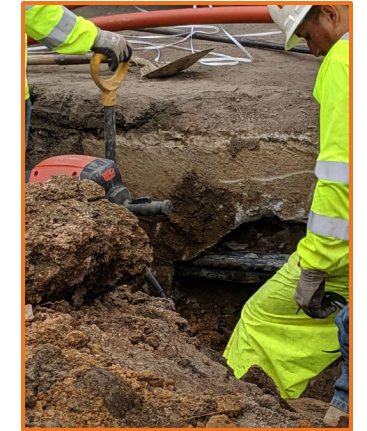
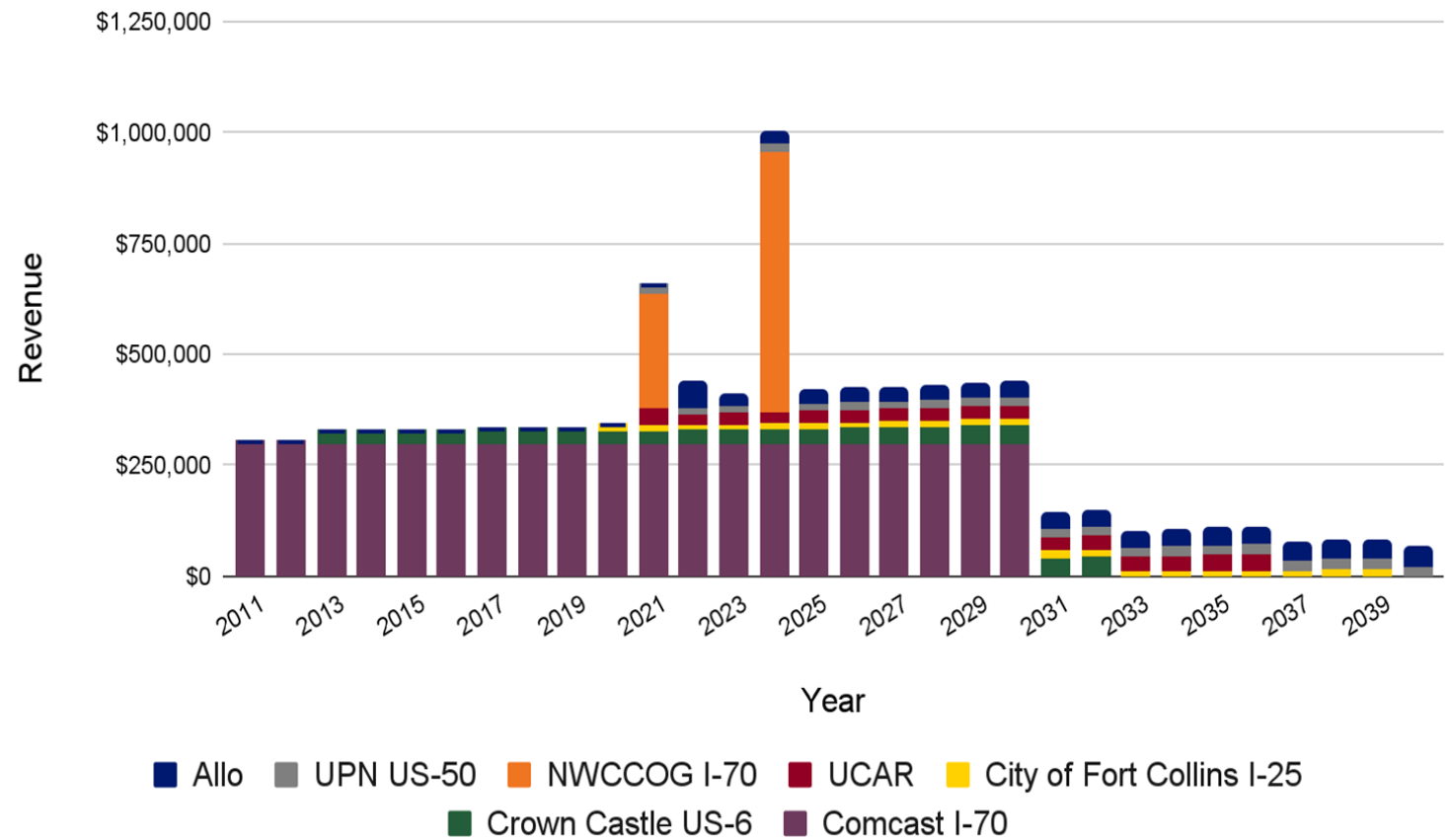
# ITS Overview - TAM Comparison

Asset Class	Budgets (Millions)								
	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Surface Treatment	\$225.4	\$222.0	\$223.2	\$223.3	\$224.6	\$225.6	\$229.0	\$233.0	\$233.0
Staff Bridge	\$25.9	\$32.6	\$27.0	\$37.3	\$37.3	\$38.3	\$38.3	\$38.3	\$38.3
Bridge and Tunnel Enterprise	\$116.2	\$117.4	\$120.2	\$125.3	\$145.3	\$152.6	\$162.0	\$182.0	\$192.0
Maintenance (MLOS)	\$272.8	\$265.7	\$265.2	\$263.5	\$267.8	\$269.0	\$269.0	TBD	TBD
Buildings	\$20.2	\$17.6	\$18.1	\$16.7	\$17.8	\$17.0	\$15.5	\$15.5	\$15.5
Culverts	\$7.6	\$7.5	\$8.3	\$8.6	\$8.3	\$8.2	\$8.2	\$8.2	\$8.2
Tunnels	\$8.4	\$10.3	\$10.0	\$9.4	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8
<b>ITS*</b>	<b>\$23.5</b>	<b>\$29.2</b>	<b>\$14.9</b>	<b>\$10.2</b>	<b>\$16.2</b>	<b>\$15.6</b>	<b>\$16.6</b>	<b>\$16.6</b>	<b>\$16.6</b>
Road Equipment	\$26.8	\$22.1	\$21.6	\$22.0	\$21.5	\$21.5	\$21.0	\$21.0	\$21.0
Geohazards	\$8.4	\$9.7	\$12.3	\$10.1	\$10.0	\$9.7	\$9.7	\$9.7	\$9.7
Walls	\$4.6	\$5.1	\$5.5	\$5.4	\$5.8	\$5.7	\$5.7	\$5.7	\$5.7
Traffic Signals	\$14.8	\$14.6	\$15.1	\$12.5	\$9.2	\$9.2	\$8.2	\$8.2	\$8.2
Rest Areas	\$0.0	\$0.0	\$0.0	\$0.0	\$6.9	\$5.4	\$4.0	\$4.0	\$4.0
<b>Total</b>	<b>\$754.6</b>	<b>\$753.8</b>	<b>\$741.4</b>	<b>\$744.3</b>	<b>\$780.5</b>	<b>\$787.6</b>	<b>\$797.0</b>	<b>\$552.0</b>	<b>\$562.0</b>
*ITS Budgets included additional funding for salaries:	\$7.0		\$10.0	\$10.0					
In FY22, ITS and DAF removed Agency Operations Funds from the core TAM Program:				\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0



# ITS Overview - Branch Revenue

## Dark Fiber Lease Revenue





# ITS Maintenance & Performance

## DMS | Operational



**413** Total Devices



**18** Devices added in FY21



**1,199** Outages in January 2022



**\$45k** Work Order Costs January 2022



**92%** Device Uptimes January 2022

## Cameras | Operational



**741** Total Devices



**48** Devices added in FY21



**1,705** Outages in January 2022



**\$49k** Work Order Costs January 2022



**92%** Device Uptimes January 2022

## Weather Station | Operational



**134** Total Devices



**4** Devices added in FY21



**397** Outages in January 2022

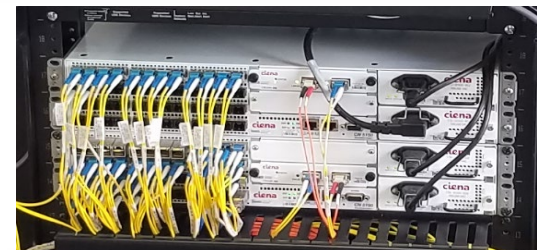


**\$15k** Work Order Costs January 2022



**94%** Device Uptimes January 2022

## Switches | Deployment



**1452** Total Devices



**151** Devices added in FY21



**166** Outages in January 2022



**\$251** Work Order Costs January 2022



**97%** Device Uptimes January 2022



# Risks that could Result if ITS Lacks Resources

## Risks of:

- Inability to maintain devices (respond to outages)
- Inability to keep the lights on (i.e. provide power to the devices)
- Unreliable network maintenance
- Malfunctioning technology in operations centers

## Result in:

- Devices become non-operational
  - No weather stations to collect data
  - No cameras to monitor responses
  - No variable speed limit signs to slow drivers near chain ups
- Increased fiber cuts/damages
  - dark fiber customers
- Network gear becomes vulnerable
- No tools for operators to do their jobs

- **Reduced communication**
- **Reduced situational awareness**

*Ultimately cannot provide basic services on assets and unable to improve operations and safety via technology.*



# Agenda

- Overview of the ITS Branch
- **Background of the Fiber Program**
- Current Activities, Processes and Efforts
- Future State of the Fiber Program



# Fiber Legislation

## C.R.S. § 38-5.5-102 through 109

- Addresses telecommunications providers' access to public rights-of-way
- Any limitation contained in these statutes on what telecommunications providers can be charged applies only to local government entities and political subdivisions

## C.R.S. § 38-5.5-102(5)

- These limitations do not apply to CDOT because CDOT is a principal department of the State of Colorado and is neither a "political subdivision" or "local government entity"
- The fact that the Colorado Legislature meant to exclude CDOT from the fee limitations contained in C.R.S. § 38-5.5-102, *et. seq.* is made crystal clear by listening to pertinent legislative history audio recordings

## C.R.S. § 43-1-1201, *et al*

- CDOT can enter into a **non-exclusive** public-private initiative partnership agreement with a telecommunications company but **must either receive a private contribution** for the use of CDOT's right-of-way or be able to offset the benefit that the private telecommunications company will be receiving with a public benefit

## C.R.S. §43-1-210(5)

- Federal and state law also **requires CDOT to obtain fair market value for the use and disposal of state highway right-of-way**

## Federal Telecommunications Act (See 47 U.S.C.A. § 253(c))

- Allows an entity like CDOT to require fair and reasonable compensation from telecommunications providers on a **competitively neutral and nondiscriminatory basis** for the use of public rights-of-way





# Fiber Governing Documents

## Prodecural Directive 1504.2 (2016)

- Provides guidance on CDOT's process regarding the sharing of fiber optic cable, conduit, their infrastrucutes and for assessing requests to share CDOT's Rights-of-way (ROW) to install new Fiber Optic or Conduit Infrastructure

## Resolution #TC-16-11-3 (2016)

- Approves that the departent must only consider comparable proposals if said PPI unsolicited proposal for a telecommunication partnership requires the department to spend public moneys in an ammount that is reasonably expected to eexceed fifty thousand dollars

## Resolution #TC-1853 (2010)

- Approves the Department's request that **any money, revenue or income** resulting from a PPIP project pertaining to ITS shall, but used only **for ITS purposes and projects**

## Resolution #TC-1756 (2009)

- Approves Department's request to issue a RFP to solicit proporsals from interested compaines/ parties that desire either to install fiber optic communications cable or to access existing CDOT dark fiber in exchange for a private contribution

## Resolution #TC-658 (1998)

- Approval for the adoption of Public-Private Intiative Program Guidelines



# Expansion of the Fiber Asset

2023





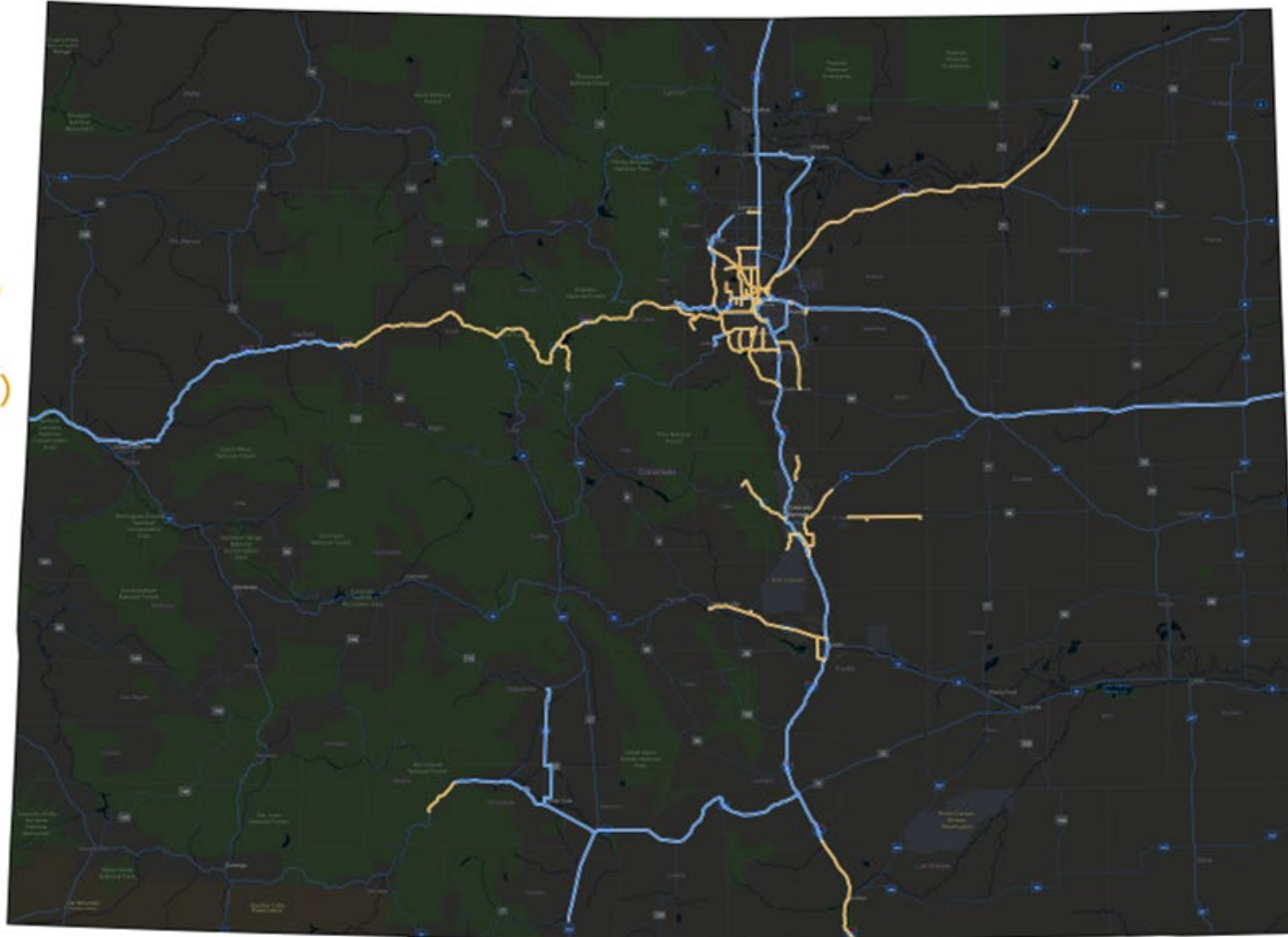
# Expansion of the Fiber Asset

1999

2023

CDOT Built  
(~700 miles)

Partner Built  
(~900 miles)





# Recent Dark Fiber Leases



In 2019 we developed and adopted a Master Services Agreement contract **template** to **reduce review timeframes**, to be more **industry friendly** and to **enable transactional expansion of partnerships** through simplified Task Orders.



# Recent Public-Private Partnerships



**+ These partners support maintenance on the expanded fiber asset!** Page 77 of 328

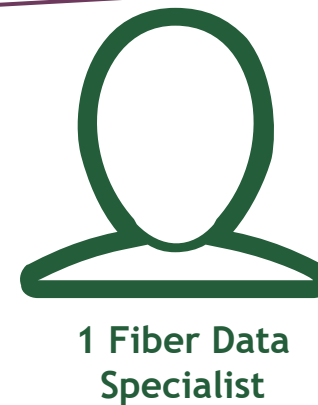
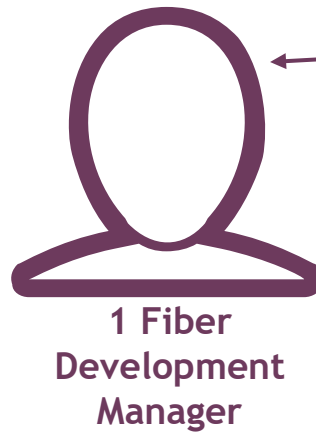
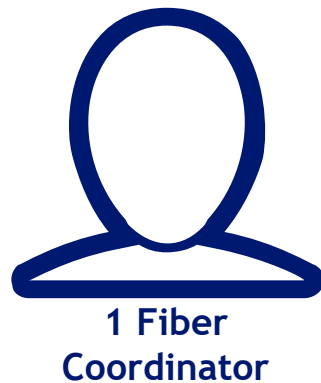


# FHWA Rulemaking & FTE Request

## September 2020

- FHWA proposes to amend its regulations governing the accommodation of utilities on the right-of-way (ROW) of Federal-aid or direct Federal highway projects to implement requirements of the Consolidated Appropriations Act, 2018 (aka “MOBILE NOW Act”), for broadband infrastructure deployment
- CDOT prepared comments in September 2020 on FHWA’s proposed rulemaking, including asking for 3 FTE resources

## December 2021



It took posting the position 3x and over a year to fill this one position!



# DOT Collaboration

## Durango 2021

- Arizona
- Idaho
- Nevada
- New Mexico
- Utah

## Salt Lake 2022

- Arizona
- Idaho
- Nevada
- New Mexico
- Oregon
- Utah
- Washington
- Wyoming
- FHWA - Colorado





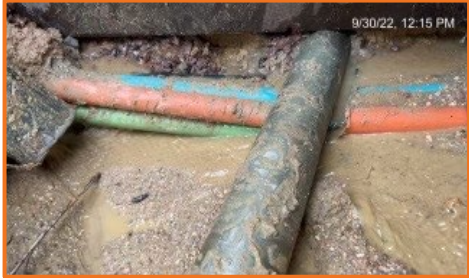
# Agenda

- Overview of the ITS Branch
- Background of the Fiber Program
- **Current Activities, Processes and Efforts**
- Future State of the Fiber Program





# Maintaining the Asset





# Leveraging the Asset

## Aggregation Switches

- Configured to forward data from the field switches back to Data Center

## Roadside Network Switches (pre-install)

- Configured to be remotely reachable prior to installation

## Roadside Network Switches (Install)

- Ensure light levels are high enough quality

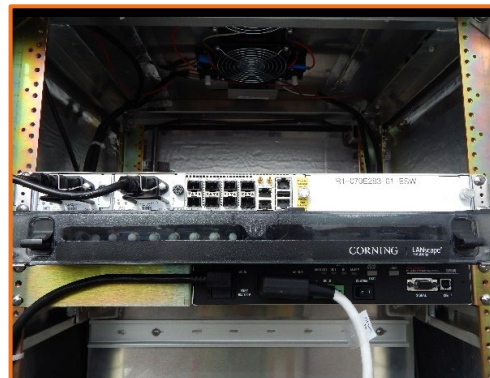
## Roadside Switches (1411)

- Underlay configuration from switch ports to Data Center

## ITS Device Installed

- Configure a circuit from the core gear in Data Center to the port on the roadside switch

## Troubleshooting

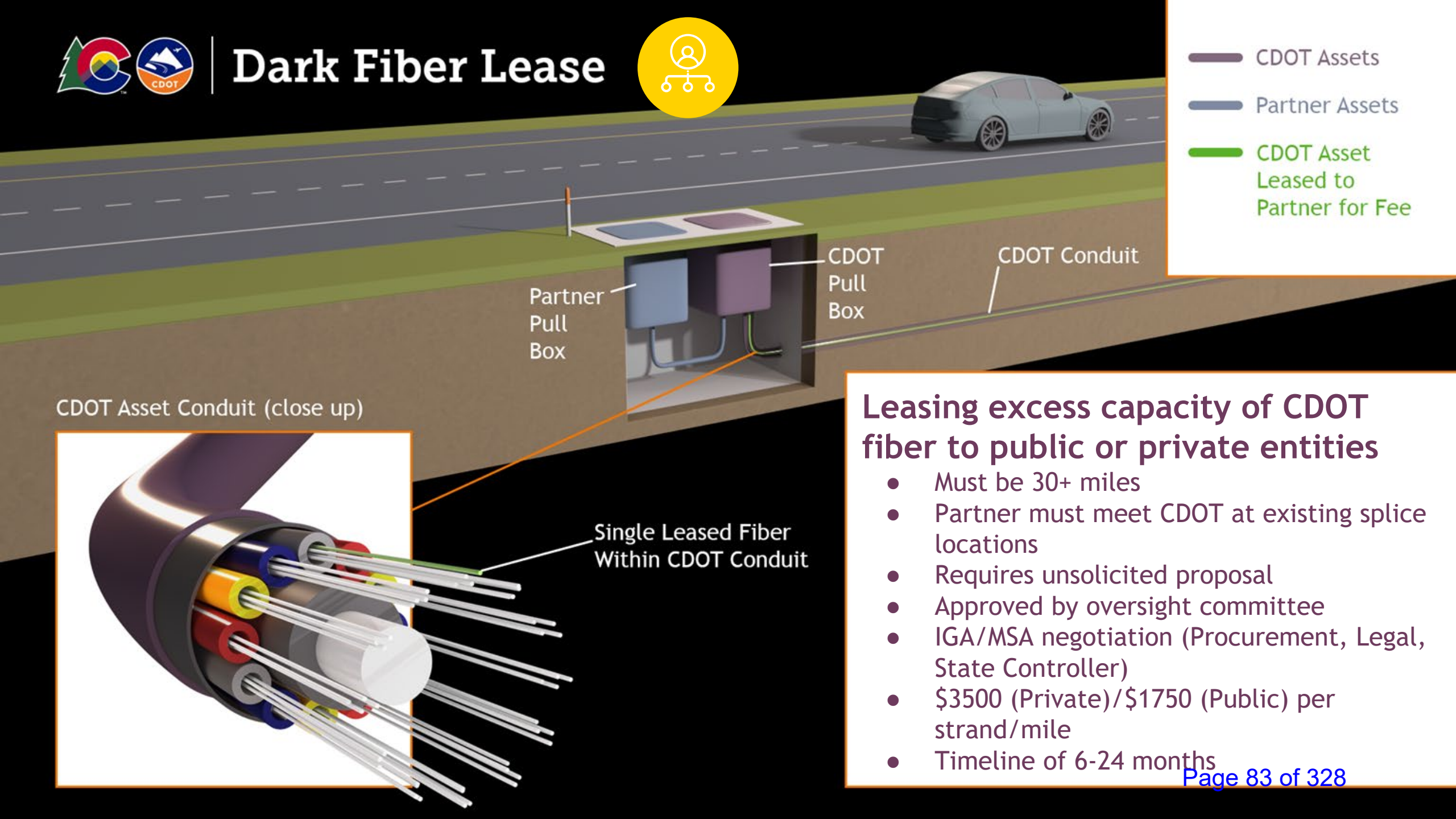




# Dark Fiber Lease



-  CDOT Assets
-  Partner Assets
-  CDOT Asset Leased to Partner for Fee



## Leasing excess capacity of CDOT fiber to public or private entities

- Must be 30+ miles
- Partner must meet CDOT at existing splice locations
- Requires unsolicited proposal
- Approved by oversight committee
- IGA/MSA negotiation (Procurement, Legal, State Controller)
- \$3500 (Private)/\$1750 (Public) per strand/mile
- Timeline of 6-24 months



# Sharing the Asset - P3s Current State





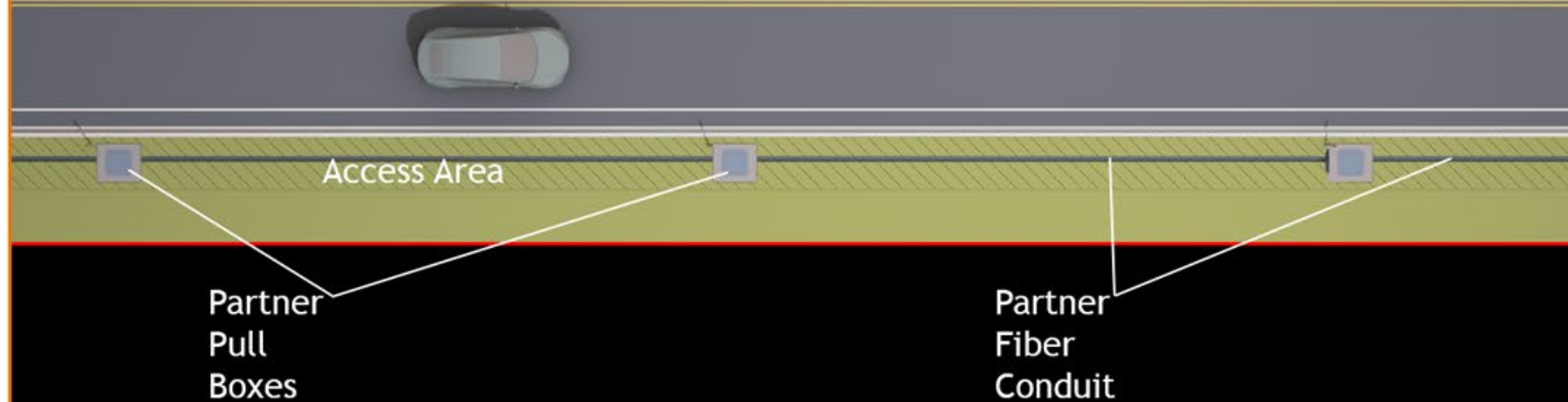
# ROW Access for Fiber



- CDOT ROW Access Area
- Partner Assets
- CDOT ROW Boundary

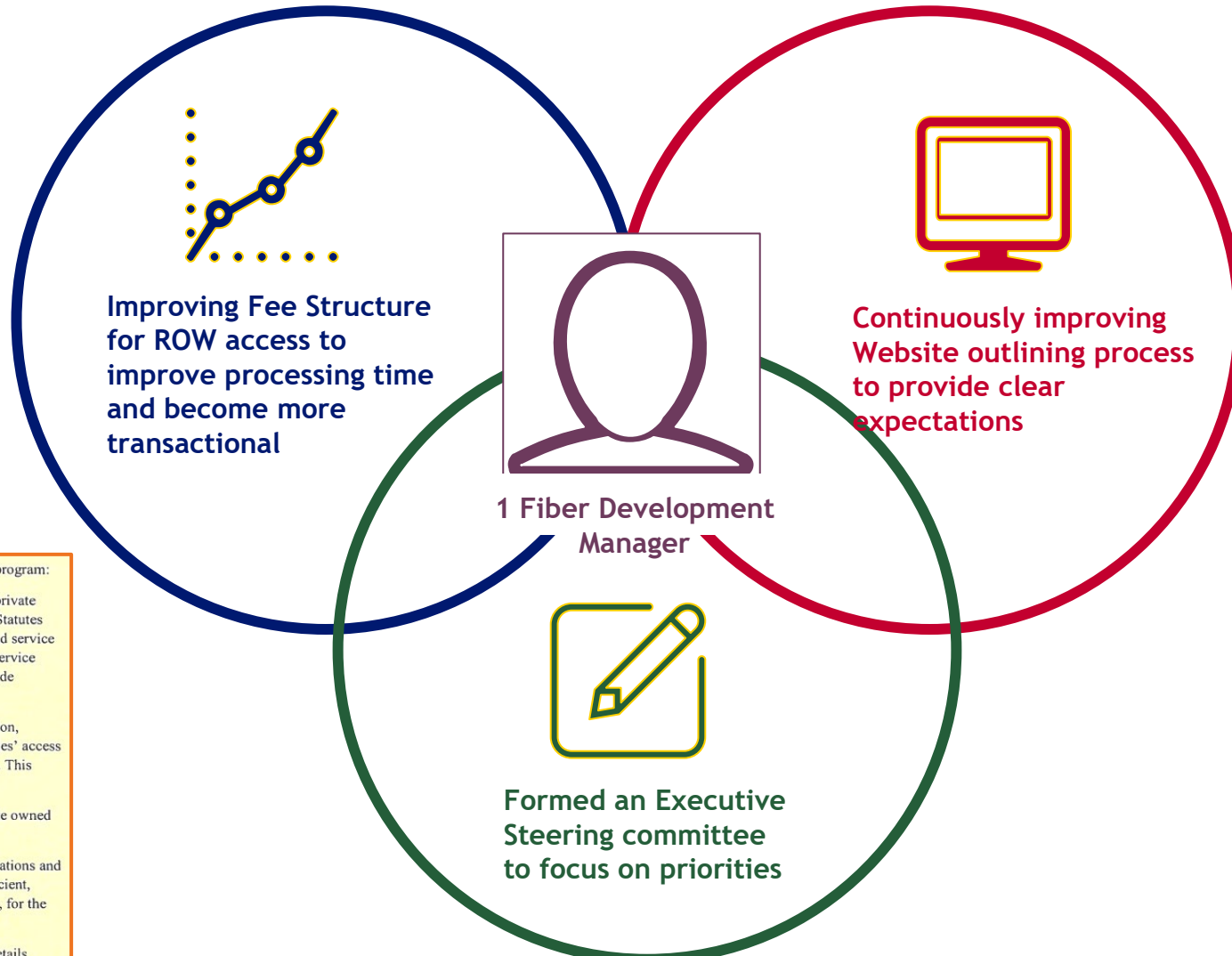
## Currently, to access ROW for a use fee:

- Requires unsolicited proposal
- Approved by oversight committee
- Requires a ROW evaluation
- IGA/MSA negotiation (Procurement, Legal, State Controller)
- Regional collaboration, permitting, and engineering
- Timeline of 12-24 months





# Sharing the Asset - Process Improvements!



## Executive Order D-2022-023 & Senate Bill 21-083

E. I direct CDOT to complete the following for its Fiber Lease and Right of Way program:

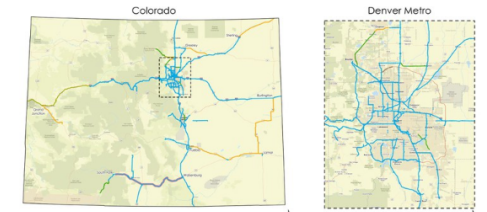
1. CDOT will achieve a 90% approval rating on eligible contracts, public private partnerships, and permits, while adhering to Federal Regulations, State Statutes and procedures, as it relates to CDOT Right of Way access for broadband service providers. Acceptances and denials shall be provided to the broadband service provider in writing with clear reasons for approval and denial and be made available to the public online. C.R.S. 43-1-1201 through 1204.
2. By August 30, 2022, CDOT must develop a uniform electronic application, permitting, contract, and fee structure to facilitate non-government entities' access to CDOT rights of way and fiber lease for the deployment of broadband. This process shall include:
  - a. A transparent website that identifies the process of accessing state owned fiber must be published by March 31, 2022;
  - b. To ensure a consistent approach, while adhering to Federal regulations and State statutes, the process shall, to the extent practicable and efficient, provide equal access to Right of Way and leasing of excess fiber, for the deployment of wireline and wireless facilities; and
  - c. Standard pricing and cost frameworks, expected timelines and details about the application review process, maintenance and operational resources, and any other requirements that CDOT would deem necessary to support a standard streamlined application.

### Fiber Leases & Right of Way Access

Based on §43-1-1201 through §43-1-1209, C.R.S., Public-Private Initiatives Act, CDOT may consider unsolicited proposals that allow non-exclusive access to CDOT right of way (ROW) and/or leasing of excess CDOT dark fiber. CDOT is currently facilitating access to ROW and leasing of excess dark fiber, if available, and under certain terms and conditions, while adhering to Federal regulations and State statutes. The following steps outline the standard pricing and cost frameworks, expected timelines, details about the application review process, and other requirements necessary to provide equal access to the ROW and excess CDOT dark fiber capacity for the deployment of wireline and wireless facilities.

CDOT is constantly striving to improve the efficiency and productivity of these steps and processes. All updates or changes will be reflected on this web page.

#### CDOT Intelligent Transportation Systems: Fiber Optic Network



#### How do I gain access to CDOT rights of way and fiber leases?

- Step 1: Initiation of Request from Partner
- Step 2: Initial Verification & Approval (Expected timeline: 2-4 months)
- Step 3: ITS & Partner Agreement Drafting (Expected timeline: 3-6 months)
- Step 4: Legal Review & Execution of Agreement (Expected timeline: 8-16 months)



# Sharing the Asset - Collaboration!

Engaging CDOT Subject Matter Experts to ensure accurate, consistent and streamlined processes will succeed!

Working regularly to identify and brainstorm new structures to improve processes and support Broadband initiatives throughout the state.

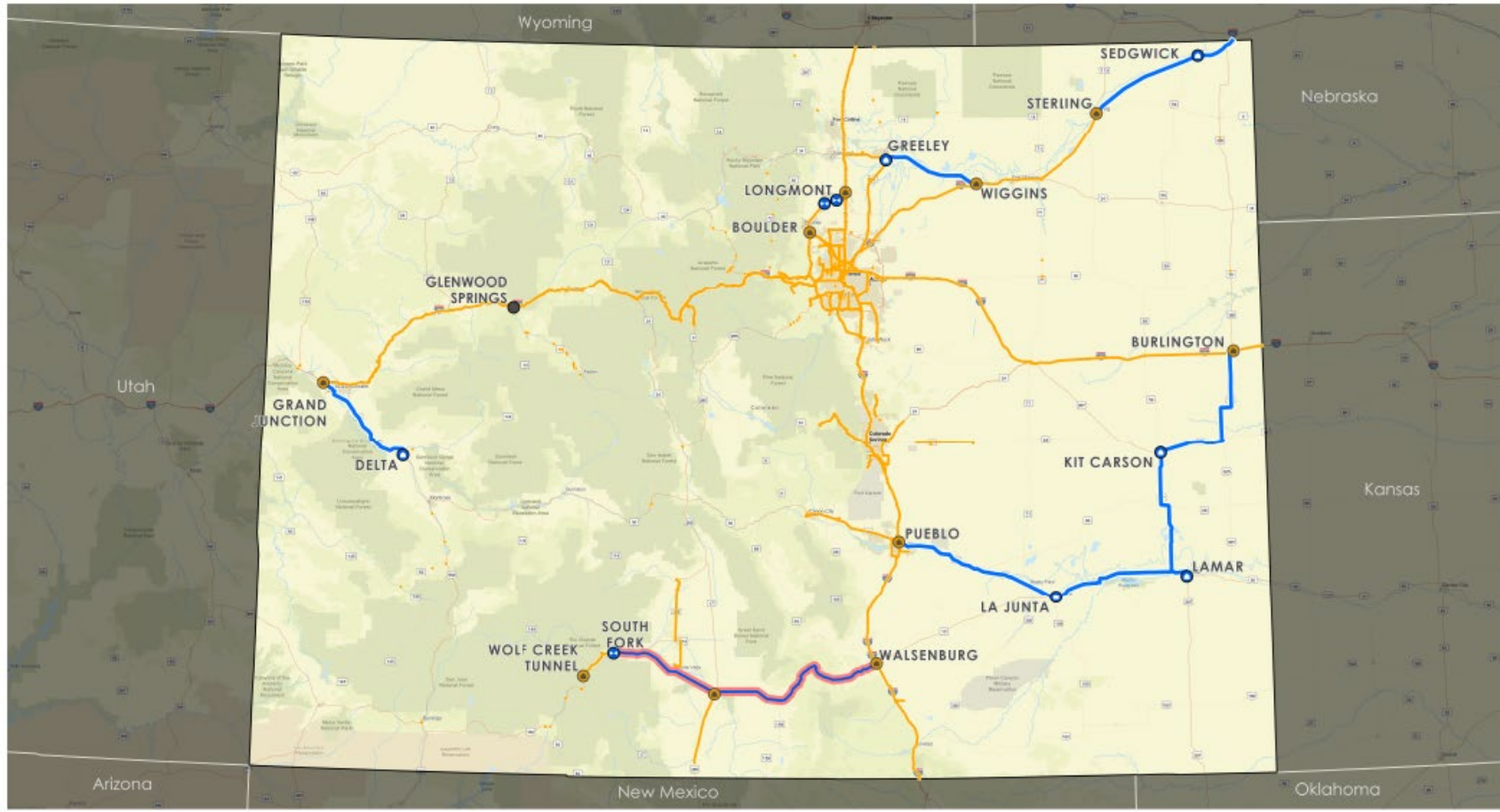


Meeting at least weekly with new fiber inquiries to help progress partnerships to fruition!

Listening to industry and work collaboratively with CBO to ensure access to CDOT ROW does not impede grant applications and broadband initiatives.



# Expanding the Asset



### Legend

- CDOT Fiber and Network
- Grant Proposal (New)
- Existing Fiber Infrastructure
- Grant Proposal (Replace Existing)

- Interconnection Points
- Node
- Existing (CDOT Ciena Network Gear)
- Grant Proposal (Ciena Network Gear)

- Splice
- Grant Proposal





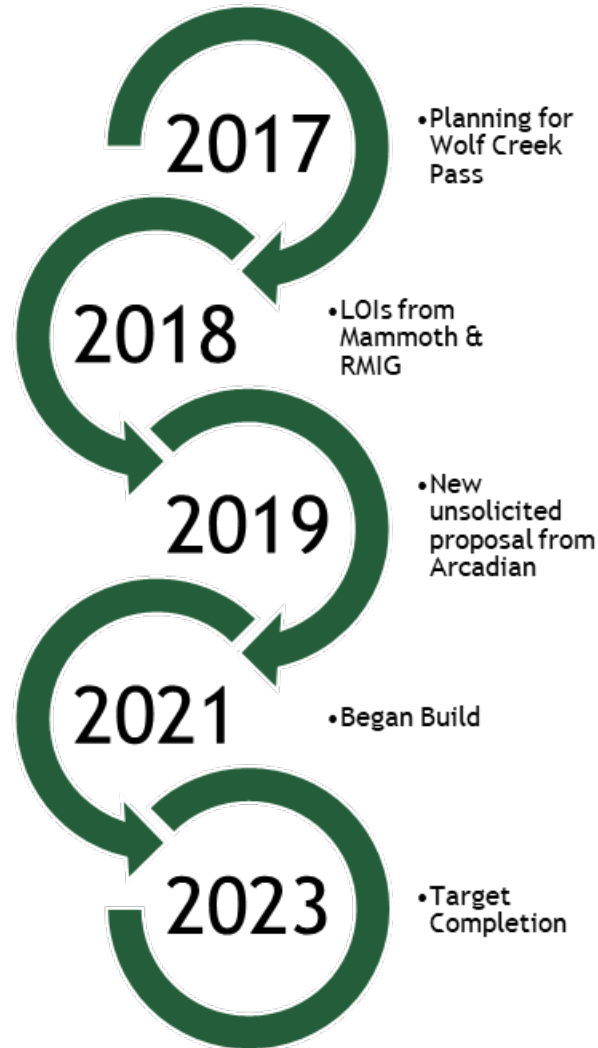


# Expanding the Asset - Wolf Creek

## Advanced Transportation and Congestion Management Technologies Deployment Grant

0

Project name: WTCD Wolf Creek Technology Deployment	
Eligible entity applying to receive federal funding	Colorado Department of Transportation
Total project cost (from all sources)	\$8.765 million
Are matching funds restricted to a specific project component?	No
If so, which one?	N/A
State(s) in which the project is located	Colorado
Is the project currently programmed in the: • Transportation Improvement Program (TIP) • Statewide Transportation Improvement Program (STIP) • MPO Long Range Transportation Plan	No
Technologies proposed to be deployed (briefly list)	Dedicated Short Range Communications (DSRC) Roadside Units, Weigh-in-Motion Technology and Dynamic Warning Signs, Road Sensor Systems, Variable Speed Limits, Cameras, Variable Message Signs, Fiberoptic and Electric Power Network



**SOUTHWEST COLORADO COUNCIL OF GOVERNMENTS**

6 June, 2017

Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: CDOT Wolf Creek Pass Advanced Technology Deployment

To whom it may concern:

The Southwest Colorado Council of Governments (SWCCOG) is located in the southwest corner of the State of Colorado. The considerable distances between communities and relatively low population of the Southwest Colorado region requires robust technology infrastructure to meet the needs of our citizens. The SWCCOG fully supports the Colorado Department of Transportation's (CDOT) application for funding to install fiber and power over Wolf Creek Pass, a section of US 160 that currently lacks both.

One of the SWCCOG's primary goals is the development of broadband infrastructure. This deployment through a currently unconnected area of the region will help us achieve our ultimate goal of improved internet connectivity and redundancy. The significant costs of building broadband infrastructure, combined with the marginal profits of lightly-populated, rural areas, undermine the return on investment that is crucial in private sector business strategy, leaving critical internet connectivity to rural residents and businesses behind. While access has improved in some rural areas in recent years, there are still enormous gaps in connectivity in Southwest Colorado. Any project that increases connectivity will ultimately benefit all citizens throughout the region.

A second of SWCCOG's goals is the facilitation of a robust, interconnected transportation network. CDOT's proposal to use fiber and electrical infrastructure to communicate with drivers on Wolf Creek Pass is an important strategy to improve safety along one of Colorado's dangerous mountain passes. Their proposal represents a range of components to monitor conditions and communicate relevant information to drivers as completely as possible.

We strongly support CDOT's application for technology deployment over Wolf Creek Pass as this will improve safety and communications for citizens, businesses and visitors in Southwest Colorado. Thank you for your consideration of this request.

Sincerely,

Miriam C. Gillow-Wiles  
Executive Director  
Southwest Colorado Council of Governments  
director@swccog.org



# Sharing the Asset - P3 Arcadian

## Arcadian

August 2019

- Unsolicited Proposal Received

September 2019

- Accepted Unsolicited Proposal

May 2021

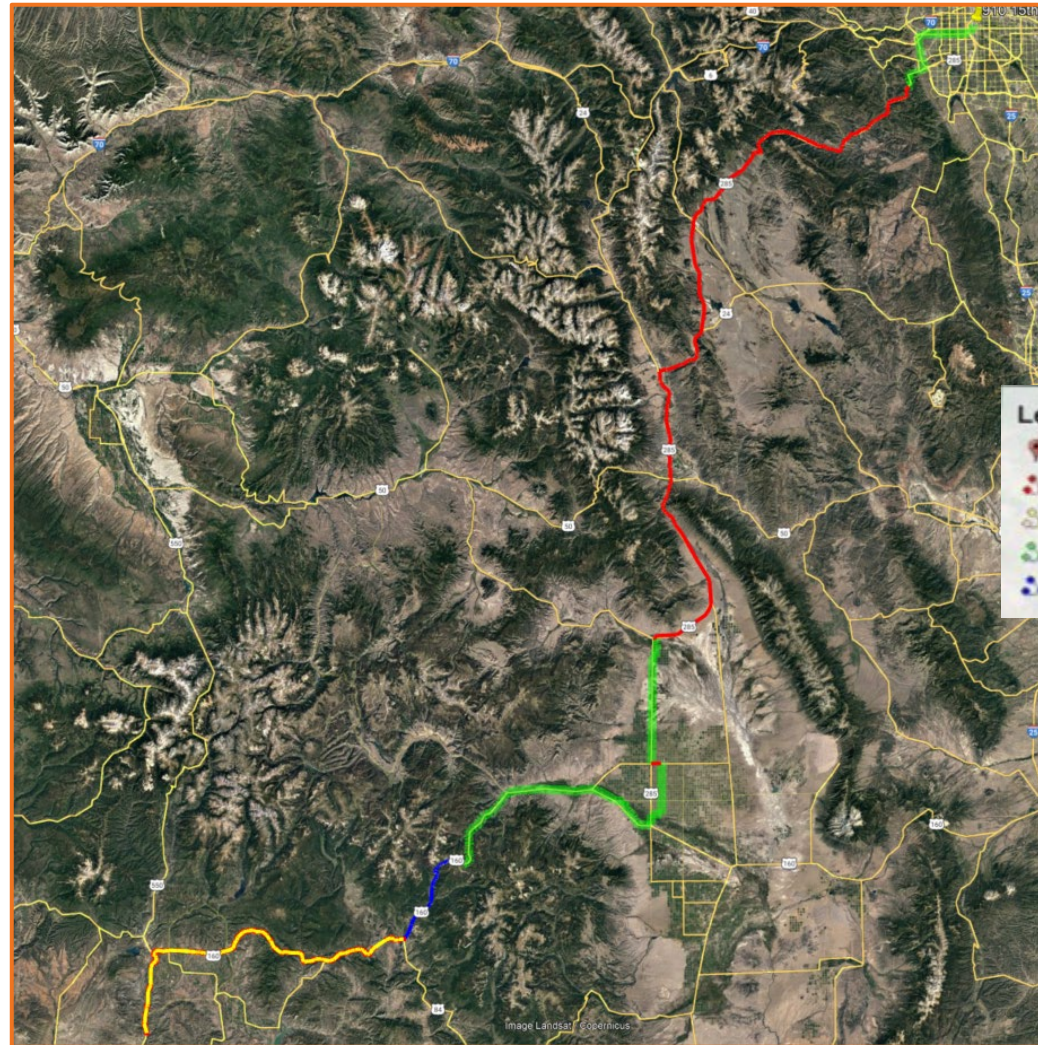
- Executed MSA

TBD (March 2023 Target)

- Executed Task Order

TBD

- Target Completion



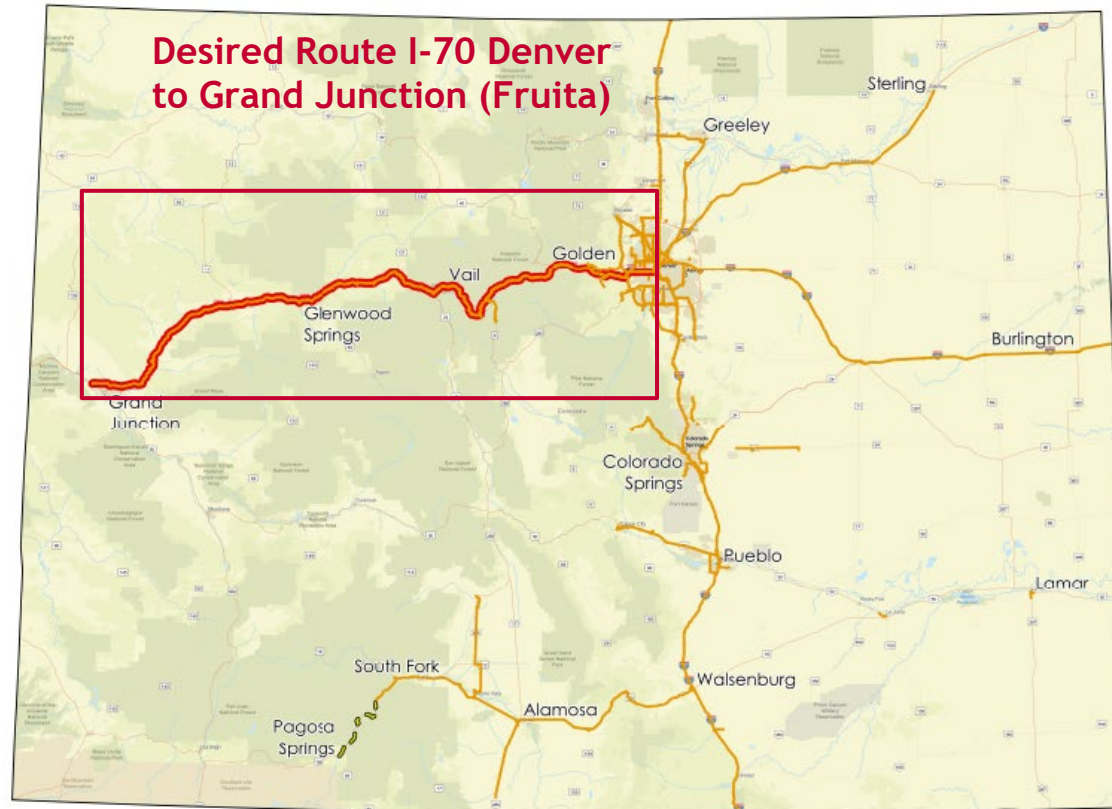
If CDOT were to build 300+ miles up from Denver to the New Mexico border, it would take **\$90+M**, **4 FTEs** and **8 years** if we started tomorrow.

CDOT/Arcadian Contract:

Use of any CDOT Fiber Infrastructure subject to the Arcadian Contract must be “solely for governmental, non-commercial purposes”



# Sharing the Asset - Dark Fiber Lease Region 10



**Legend**

- Existing CDOT Fiber Infrastructure
- Region 10 Requested Fiber
- Fiber In-Progress (Expected Completion Fall 2023)

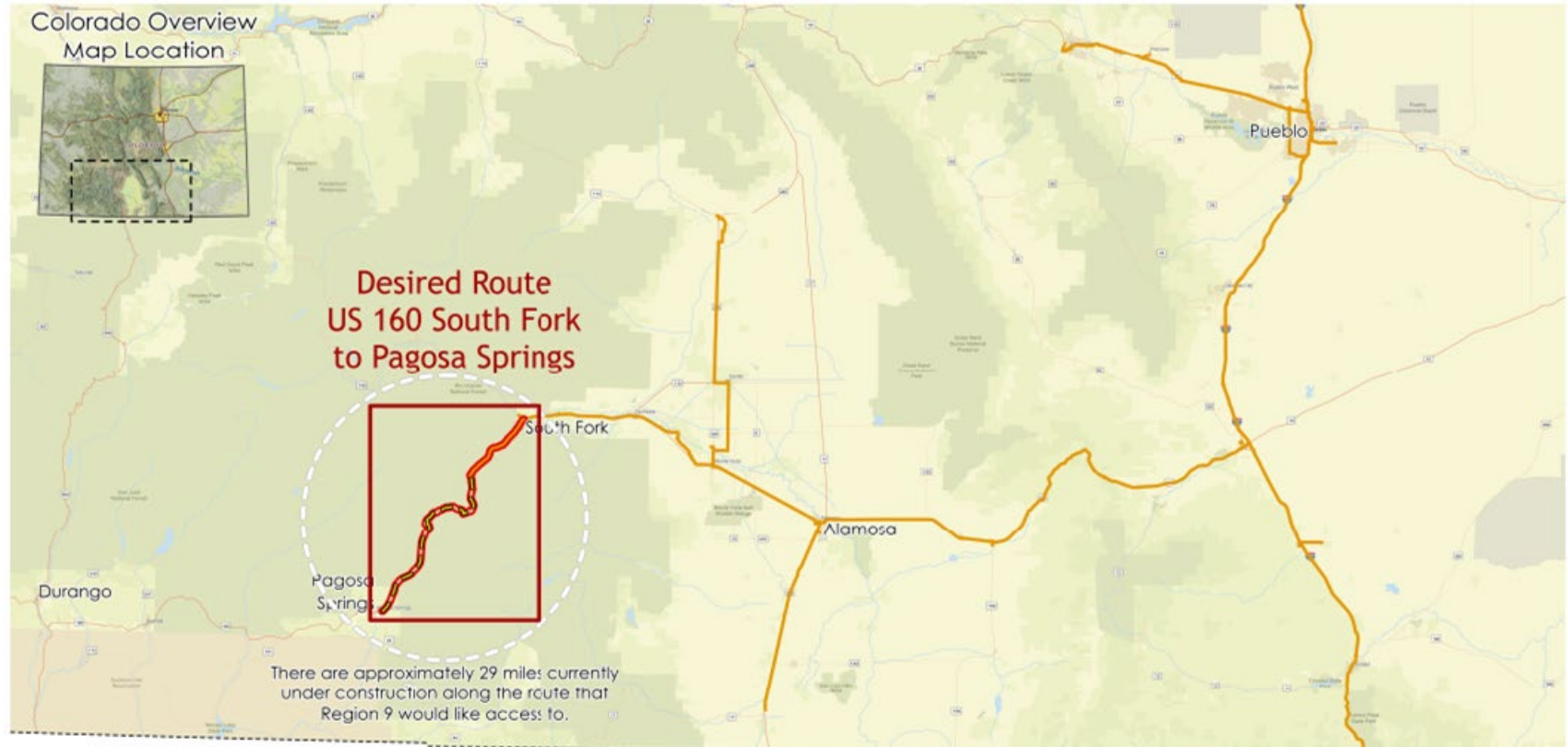




# Sharing the Asset - Dark Fiber Lease Region 9

## Region 9 Economic Development District

- December 2022
  - Unsolicited Proposal Received
- December 2022
  - Unsolicited Proposal Approved
- January 2023
  - Details in the Proposal Changed
- TBD
  - Need to approve new Unsolicited Proposal
- TBD
  - Completion of Wolf Creek build
- TBD
  - Executed Master Agreement
- TBD
  - Executed Task Order
- TBD
  - Target Completion



- Legend
- Existing CDOT Fiber Infrastructure
  - Fiber In-Progress (Expected Completion Fall 2023)
  - Region 9 Requested Fiber





# Agenda

- Overview of the ITS Branch
- Background of the Fiber Program
- Current Activities, Processes and Efforts
- **Future State of the Fiber Program**



# Target FUTURE State - Sharing our Asset

## Dark Fiber Lease



**Simplify the process =  
Customer Ease**

**Reduce steps in the process =  
Increase Timeliness for Access**

**More communication =  
Informed & prepared Partners**

## ROW Access





# Future - How will we continue to improve the Fiber program?



Improved Inventory Management



1 Fiber Data Specialist



Continuous Project Support & Planning



1 Fiber Coordinator



Continued internal collaboration and executive guidance



Constant updates and improvements posted to our website



Continued collaboration and role definition with CBO



Continued expansion and partnership throughout the state



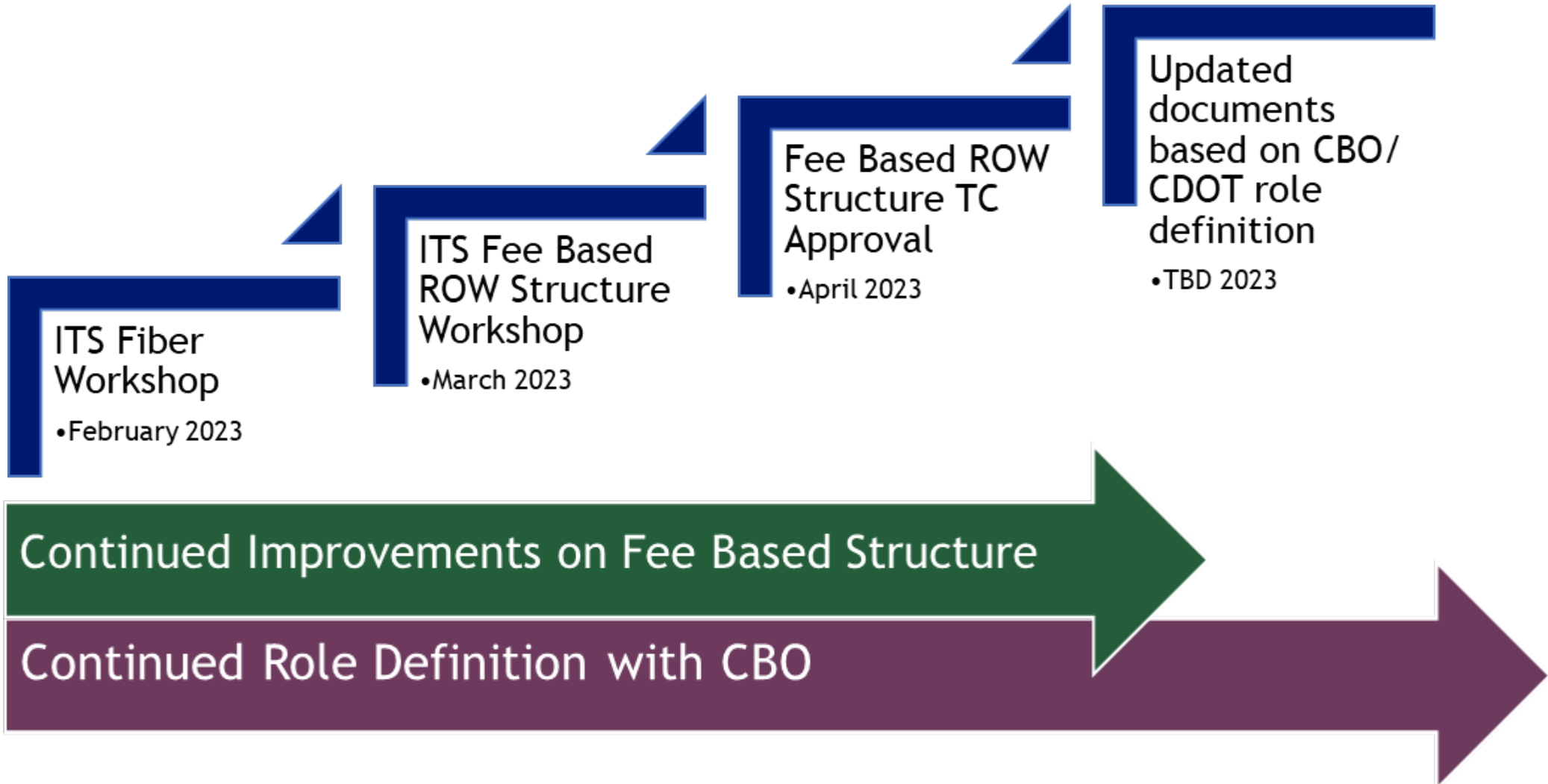
Constant Customer Service



1 Fiber Development Manager  
Page 95 of 328



# Next Steps







**COLORADO**

Department of Transportation

Thank you!

You can direct questions to:

**Allie Axley**

**ITS Branch Manager**

[allie.axley@state.co.us](mailto:allie.axley@state.co.us) | 303.512.5828





DATE: February 7, 2023

TO: Transportation Commission

FROM: Heather Paddock, P.E. Region 4 Transportation Director  
Keith Stefanik, P.E., Chief Engineer  
Keith Sheaffer, P.E., South Program Engineer

SUBJECT: Staff recommendation regarding the delivery method for the CO119 Safety and Mobility Project

Purpose

The purpose of this Transportation Commission (TC) memorandum is to outline the staff recommendation to deliver the CO 119 Safety and Mobility Improvements Project (Project) utilizing Construction Manager/General Contractor (CM/GC) as the preferred Alternative Delivery Method.

Action

CDOT R4 is requesting TC to adopt a resolution that supports staffs recommended delivery method for the project.

Background

The project originated as part of the 2014 Northwest Area Mobility Study (NAMS) where the CO119 Diagonal Highway was identified as a priority BRT corridor. In 2019, RTD and CDOT completed the SH 119 BRT Planning and Environmental Linkage (PEL) Study that had project limits extending from downtown Longmont to downtown Boulder. The PEL identified a number of critical improvement components including intersection improvements, BRT, Express lanes, commuter bikeway, park and rides, BAT lanes and bus maintenance facilities. The vision identified in the PEL was estimated at \$250M-\$300M and would require partnerships with RTD, CDOT, Boulder County, City of Boulder and City of Longmont to implement the vision.

In 2019, CDOT added the CO119 Safety and Mobility project to CDOT's 10-year plan, focusing on safety and mobility improvement along the diagonal portion of the highway from Hover Steet in Longmont to SH157 in Boulder. In 2021, Preliminary Design for the project launched and a Traffic Alternatives Analysis expanded on these previous studies and identified the preferred improvements for the diagonal portion of the corridor including adaptive signals, intersection modifications, and queue bypass lanes for transit travel time reliability. It should be noted Express Lanes were eliminated from this scope of work based on the traffic analysis. Concurrently, Boulder County led preliminary design for the commuter bikeway and RTD for the preliminary station and park and ride designs.

The National Environmental Policy Act (NEPA) for this project has begun data collection, identification of impacted resources, and in working closely with FHWA is anticipating a categorical exclusion (Cat-Ex) will be required for NEPA clearance. The project began engaging stakeholders and the public during the NAMS



and PEL studies. This engagement continues with monthly stakeholder meetings and a public meeting was held in June 2022 to discuss and review the preliminary design.

### Details

In discussion and in partnership with the other infrastructure stakeholders (Boulder County and RTD) along the diagonal corridor, it was determined that many project element overlap at each intersection and a single construction project with a single contractor in these work areas would benefit the taxpayer and the people commuting through the corridor. CDOT would be the contract administer of these infrastucture elements. Constructing all the infrastructure elements under one construction contract, exceeded the contruction value greater that \$75 million.

CDOT staff along with stakeholder involvement informally evaluated the project and discussed the merits of Design Bid Build. Primarily due to the timing of funding availability, size of the project, and the need to secure additional funds to build the full scope the project team determined that evaluating all Innovative Project Delivery (IPD) types would benefit the project and public. CDOT staff has been preparing for the delivery of the project which includes completing the initial steps (Project Delivery Selection Matrix (PDSM)) to determine the appropriate delivery method for the Project.

In accordance with the Colorado Law at Section 24-93-110(2)(a), C.R.S., CDOT staff held a public meeting on January 26, 2023 with the construction industry and the general public to discuss the recommendation for selecting CM/GC as the main Alternative Delivery Method. This was a stand-alone meeting to inform the attendees on the process of the PDSM and to address any questions about the recommended delivery method. A summary of this meeting and the completed PDSM are provided as attachments to this memorandum.

The provided documents demonstrate the project team has met the recommended practices for selecting an Alternative Delivery Method and is adhering to CDOT's Transparency and Accountability commitments.

### Key Benefits

CM/GC as outlined in the presentation and PDSM attached is the preferred delivery method based on three primary factors of delivery schedule, cost considerations and risk assessment. CM/GC also passed a review of secondary factors including Staff Experience/Availability, Level of Oversight and Control, and Competition and Contractor Experience.

### Next Steps

Upon adoption of resolution approving the staff recommendation, CDOT staff will commence the procurement process and release Requests for Proposals for CM/GC and Independent Cost Estimate services. CDOT staff is committed to completing the remaining accountability and transparency steps as outlined in the above-mentioned letter.

### Attachments

- 1) TC Alternative Delivery Method Recommendation Presentation
- 2) PDSM Concurrence Memo December 20, 2022
- 3) Final Project Delivery Section Matrix (PDSM) - See Project Website [here](#)
- 4) Resolution - Proposed Resolution #12





**COLORADO**

Department of Transportation

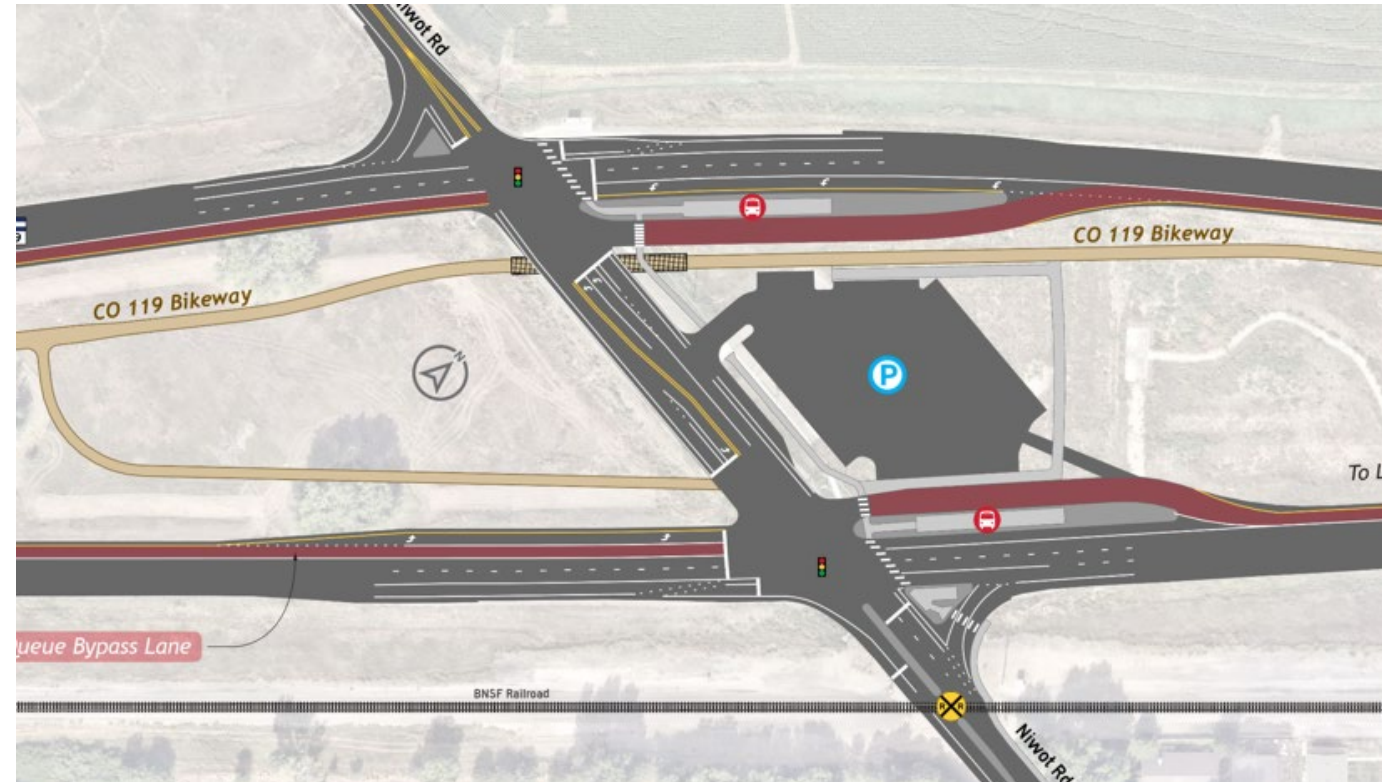
# CO 119 SAFETY AND MOBILITY IMPROVEMENTS PROJECT

Project Delivery Selection Matrix (PDSM)  
Page 100 of 328



# Workshop Agenda

- 1) Project Background
- 2) Project Goals
- 3) Project Scope
- 4) Project Delivery Selection Matrix (Constraints, Risks)
- 5) Senate Bill 21-260 Alternative Delivery Commitments
- 6) Summary of Project Alternative Delivery Public Meeting with Industry and Public held on January 26, 2023
- 7) Discuss Next Steps





# Project Goals

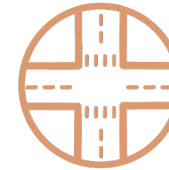
## PEL / PROJECT GOALS:



Improve safety in the whole corridor



Maximize intersection operational efficiency



Maximize corridor-wide operational efficiency



Maximize the number of people able to move through the corridor



Improve transit travel times







Improve connectivity to the bicycle and pedestrian network





# Safety and Mobility Improvements Project

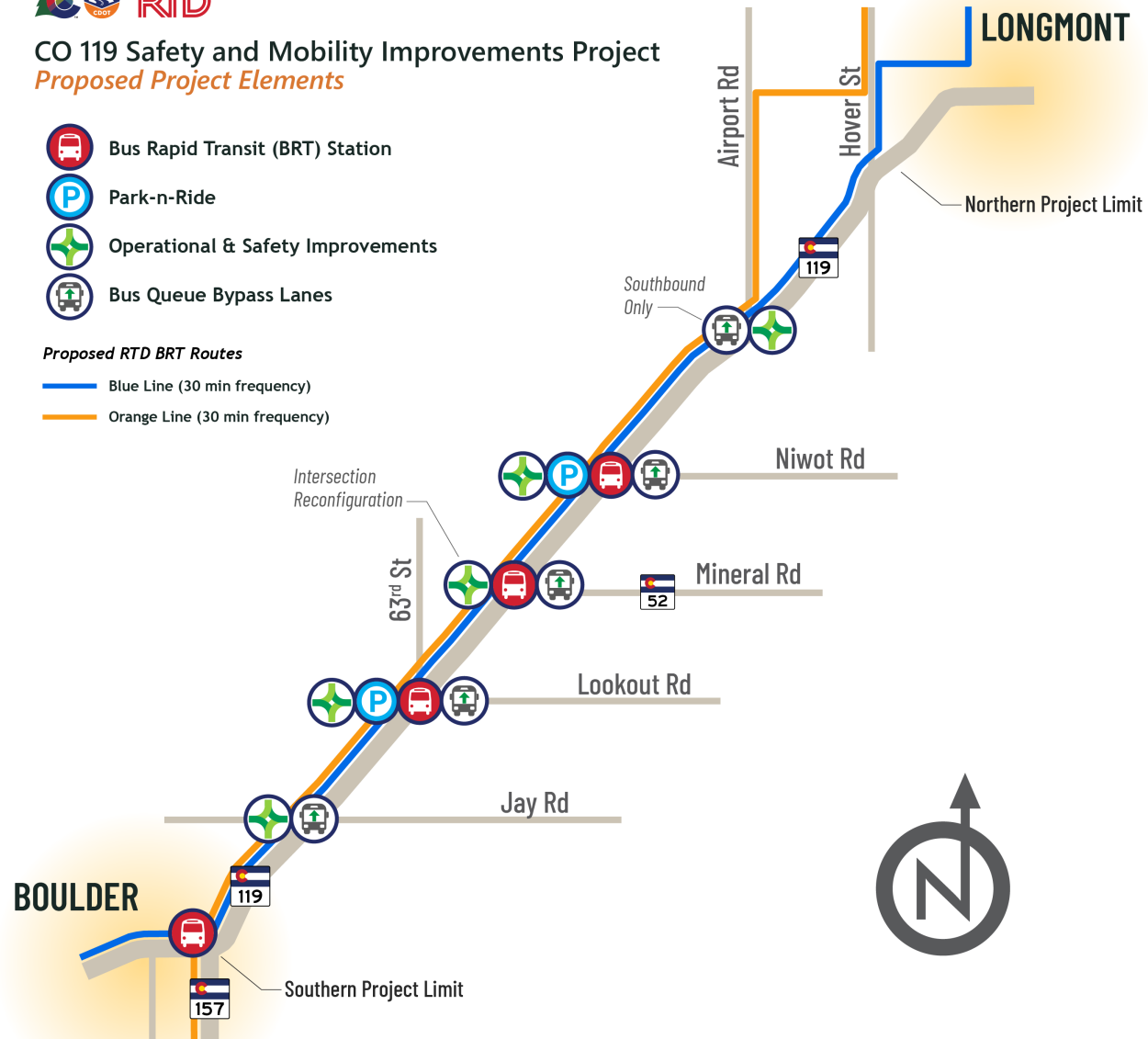


## CO 119 Safety and Mobility Improvements Project Proposed Project Elements

-  Bus Rapid Transit (BRT) Station
-  Park-n-Ride
-  Operational & Safety Improvements
-  Bus Queue Bypass Lanes

### Proposed RTD BRT Routes

-  Blue Line (30 min frequency)
-  Orange Line (30 min frequency)





# Major Features of Work

- CO 52 Intersection
  - Reconstruction - Split Intersection
- Airport Rd Intersection
  - Operational Reconfiguration
- **Hover Street (\*RAISE Grant Dependent)**
- General Intersection Improvements
  - Jay Rd
  - 63<sup>rd</sup> Street
  - CO 52
  - Niwot Rd
  - Airport Rd
- Park-n-Rides
  - 63<sup>rd</sup> Street
  - Niwot Rd
- ITS
- Queue Bypass Lanes
  - Jay Rd
  - 63<sup>rd</sup> Street
  - CO 52
  - Niwot Rd
  - SB Airport Rd
- Bus Rapid Transit (BRT) Stations
  - 63<sup>rd</sup> Street
  - CO 52
  - Niwot Rd
- Commuter Bikeway (including underpasses)
  - Full scope is pending funding scenario & agreements at the time of construction





# Funding Summary to Date

Agency	Funding Designation	Funding Sub-total	Total Funding
CDOT	Years 1-4	\$40.0M	\$73.9M
	Years 5-10	\$24.9M	
	RPP	\$9.0M	
RTD	(of \$33M total for CO 119)		\$16.8M
Boulder County			\$3.1M
DRCOG	TIP Grants		\$34.9M
Longmont	CIP		\$2.0M
<b>Total Secured Funding</b>			<b>\$130.7M</b>

- Total Program Cost: \$161.4M (Includes Hover)
- **Total Secured Funding: \$130.7M**
- Remaining Need: \$30.7M

## Current Funding Pursuits:

- **RAISE Grant - \$25M**
  - Focused on funding Hover Street
- **DRCOG Call 4 - \$16.2M**
  - 3 segments of the bikeway
  - Not likely to receive full funding



# General Constraints

- Source of Funding
  - Sources identified and secured but a Phase 1 scope yet to be finalized; pursuits ongoing for remaining funding needs
- Schedule Constraints
  - Accelerated project schedule
  - Minimize traveling public impacts
- Federal, state, and local laws:
  - City of Boulder
  - City of Longmont
  - Boulder County
  - Comply with all CPW, USACE and USFWS environmental requirements
- Third party agreements with railroads, ROW, etc.:
  - Railroad (BNSF)
  - Utility Relocation Agreements
  - Ditch Company Agreements
  - IGAs for Funding Participants
  - Boulder County 1041
  - Maintenance IGAs (Boulder County & RTD)



# Key Project Risks

- Fluidity and change of course based on resources, funding, timing, and scope of the project
- Public and stakeholder acceptability of design
- Permitting and approval processes (Floodplain, 1041, NEPA, etc.)
- Third party (Railroad, Ditch Company, etc.) reviews and approvals prior to construction
- Escalation of project costs due to labor and material market conditions
- Material availability
- Lead time for utility relocations



# PDSM Opportunity/Obstacle Summary

	DBB	CMGC	DB
<b>Primary Selection Factors</b>			
1. Project Complexity & Innovation	+	+	
2. Level of Design	+	++	
3. Project Cost Considerations	+	++	
4. Project Delivery Schedule	+	++	X
5. Risk Assessment	+	++	
<b>Secondary Selection Factors</b>			
6. Staff Experience/Availability (Agency)	++	+	
7. Level of Oversight and Control	+	+	
8. Competition and Contractor Experience	+	++	



# Summary/Findings

- **Design-Build**
  - Fatally flawed
  - Funding timelines (DRCOG) are not compatible with this delivery method
  - Removed from consideration based on Delivery Schedule
- **Design-Bid-Build**
  - Pros - Known delivery method, Agency input/control and Competitive pricing
  - Cons - Lack of package flexibility, Unknown risks, Contractor Expertise for wide variety of scope, Cost Escalation & Material availability and Schedule duration if scope were to be added
- **CM/GC**
  - Pros - Contractor Feedback on design, Agency input/control, Flexibility in packaging, Cost Certainty, Contractor input on schedule/phasing and Risk identification and mitigation
  - Cons - Minimal innovation opportunities, Increased pre-construction costs and delay to procure contractor
- **Staff Recommendation - Proceed with CM/GC procurement and delivery method**
  - Delivery Schedule, Cost Considerations (timing of funding), Risk Assessment (multiple stakeholders)



# SB-260 Accountability & Transparency

No.	Accountability and Transparency Item	Status
1	Hold public meetings with the construction industry and the general public to discuss the justification for selecting the alternative delivery method. (Performed on January 26, 2023)	Completed
2	Obtain approval for the use of the selected alternative delivery method from the Transportation Commission	Current
3	Publish the justification for selecting the alternative delivery on the CDOT website	Future
4	During the procurement process, include the justification for selecting the alternative delivery method in any Request for Qualifications and in the Request for Proposals	Future
5	CDOT shall not exclude a participating entity from a short list, prepared and announced by CDOT of responding participating entities that have been determined to be most qualified to receive a Request for Proposals for an alternative delivery contract for a public project based solely on the participating entity's lack of experience in delivering a project in the State of Colorado by the alternative delivery method used for the public project	Future
6	Following the award of the alternative delivery contract to a participating entity, if CDOT awards a contract, CDOT shall publish on the CDOT website the evaluation scores for each step of the solicitation phase for all solicitations received and evaluated	Future
7	From the time the alternative delivery contract is executed until CDOT's final acceptance of the completed public project, provide, maintain, and update on CDOT's website a transparency platform such as a dashboard that indicates the ongoing status of the public project	Future



# Alternative Delivery Method Industry/Public Meeting

Meeting held January 26, 2023

- Registered guests: 40
- Guests attended: 40
- Questions received: 3
- Comments received: 2

Advertised:

- CDOT Website
- Colorado Contractors Association (CCA)
- Colorado Asphalt Contracting Association (CAPA)
- American Concrete Pavement Association (ACPA)



# Conclusion & Questions

## What is being requested?

- Support for CM/GC delivery of CO 119 Safety and Mobility Improvements Project
- Approval of the CM/GC delivery from the Transportation Commission (TC)
- With Approval from TC, the project team will proceed with the procurement phase
- Input/suggestions for the RFP development and the project team will then develop and release the RFP.

Any questions?



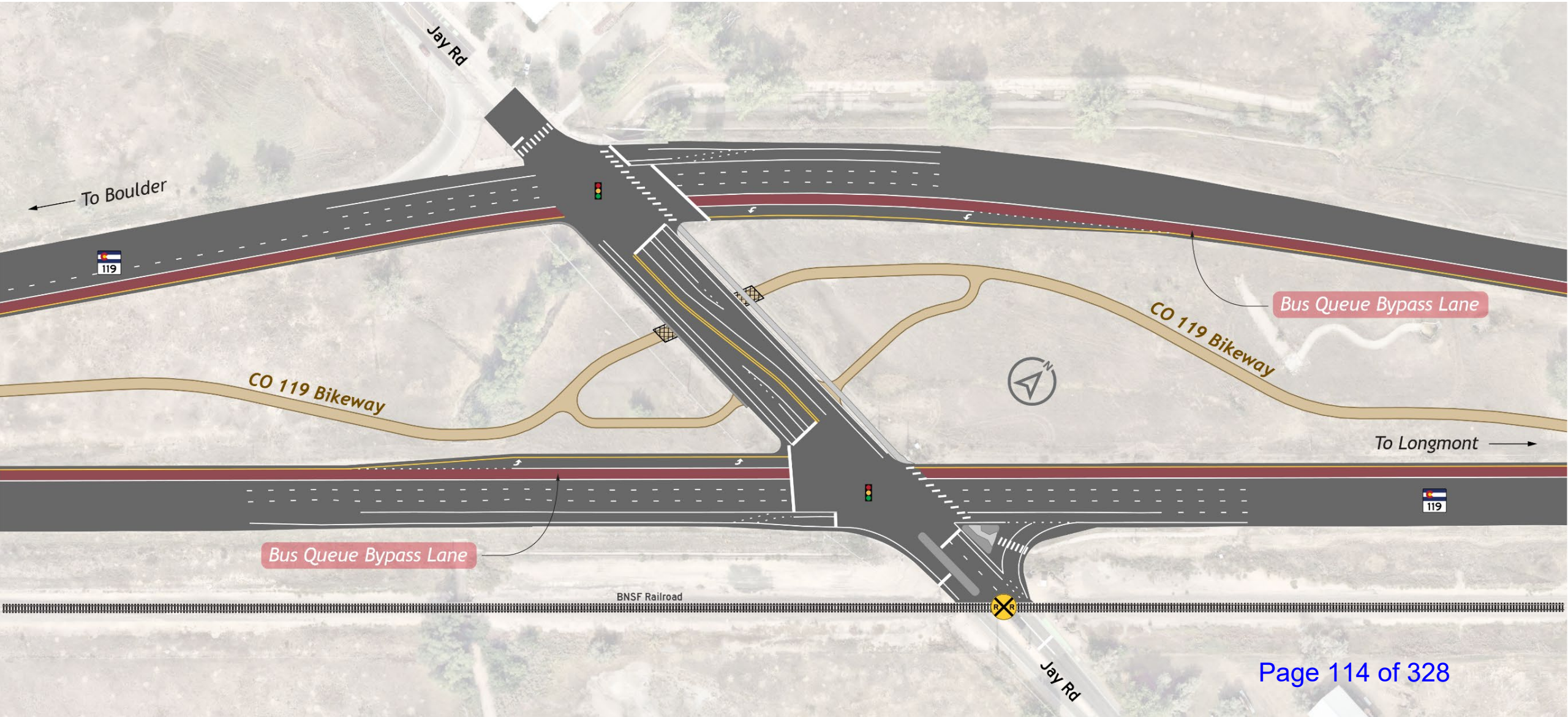


# Additional Graphics of Corridor

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# Jay Road Intersection





# 63<sup>rd</sup> Street Intersection





# CO 52 Intersection (Existing)



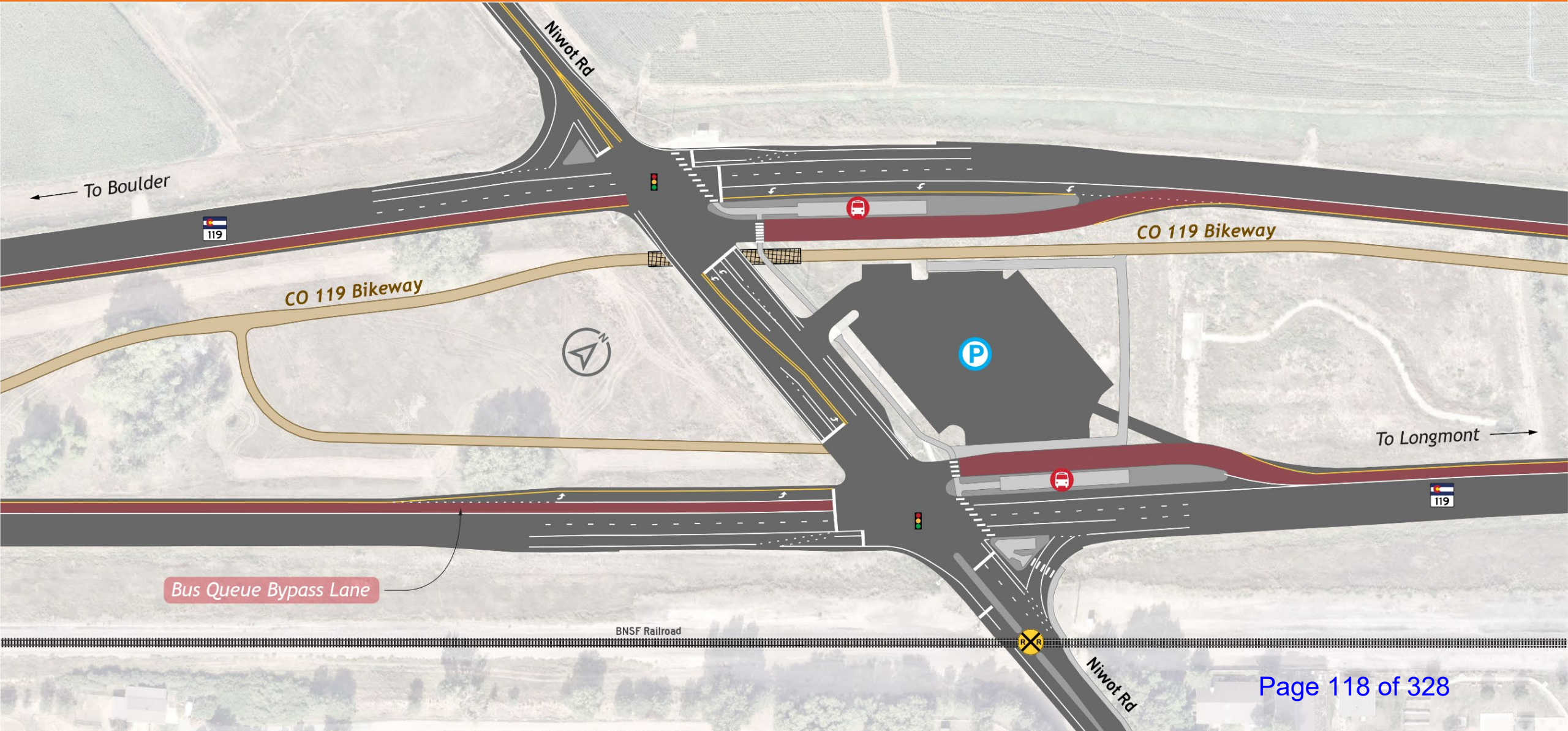


# CO 52 Intersection



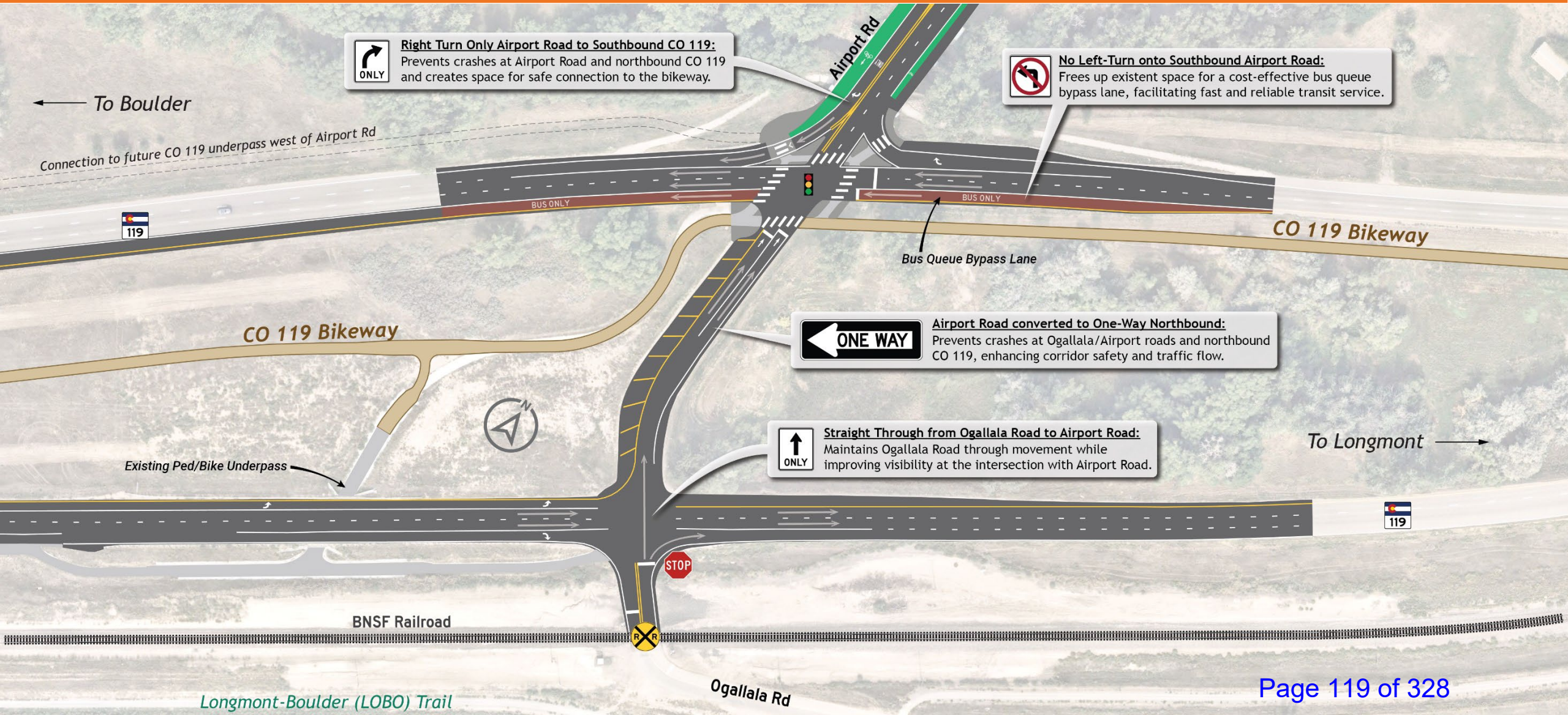


# CO 52 Intersection





# Airport Road



**Right Turn Only Airport Road to Southbound CO 119:**  
Prevents crashes at Airport Road and northbound CO 119 and creates space for safe connection to the bikeway.

**No Left-Turn onto Southbound Airport Road:**  
Frees up existent space for a cost-effective bus queue bypass lane, facilitating fast and reliable transit service.

**ONE WAY**  
**Airport Road converted to One-Way Northbound:**  
Prevents crashes at Ogallala/Airport roads and northbound CO 119, enhancing corridor safety and traffic flow.

**ONLY**  
**Straight Through from Ogallala Road to Airport Road:**  
Maintains Ogallala Road through movement while improving visibility at the intersection with Airport Road.

To Boulder ←

To Longmont →

Connection to future CO 119 underpass west of Airport Rd

Bus Queue Bypass Lane

Existing Ped/Bike Underpass

CO 119 Bikeway

CO 119 Bikeway

BNSF Railroad

Ogallala Rd

Longmont-Boulder (LOBO) Trail



Region 4  
South Program Engineering  
10601 W. 10<sup>th</sup> Street  
Greeley, CO 80634-9000

DATE: December 20, 2022

TO: Stephen Harelson, Chief Engineer  
Heather Paddock, Region 4 Transportation Director

FROM: Dan Marcucci, Resident Engineer  
Adnana Murtic, Project Manager

SUBJECT: CO 119 Safety and Mobility Improvements Project (STA 1191-033; 21497) CM/GC Delivery and Advertisement Concurrence

Pursuant to CDOT's Alternative Delivery Program and SB21-260, Region 4 South Program is requesting the use of Construction Management General Contractor (CMGC) method for project delivery on the CO 119 Safety and Mobility Improvements Project (The Project). The Project Limits extend from Hover Street in Longmont to SH157 in Boulder. The scope includes operational and safety intersection improvements, bus queue bypass lanes, Park-n-Rides, and commuter bikeway elements.

On November 10, 17 and 30, 2022, CDOT Region 4 Project Team, RTD, Boulder County, and the CDOT Alternative Delivery Program Manager conducted the Project Delivery Selection Workshops for the CO 119 Project. Risks were identified, categorized, assessed, and listed. Design Bid Build, Design Build, and Construction Manager/General Contractor delivery methods were discussed in references to the goals and risks for the project to determine the best project delivery method. The merits of each delivery method were discussed, and each method was evaluated under the five primary factors of Complexity and Innovation, Delivery Schedule, Cost, Level of Design and Risk Assessment. The secondary factors of Staff Experience/Availability (owner), Level of Oversight and Control, and Competition and Contractor Experience were also discussed and were given pass/fail ratings by the project team.

CMGC was selected as the most appropriate procurement process to deliver the project based on three primary factors of delivery schedule, cost considerations and risk assessment. CMGC also passed a review of the secondary factors for Staff Experience/ Availability, Level of Oversight and Control, and Competition and Contractor Experience.

CDOT R4 is requesting concurrence for approval to proceed with CMGC delivery method for the SH119 Safety and Mobility Project.

I CONCUR: Stephen Harelson  
Digitally signed by Stephen Harelson  
Date: 2022.12.21 17:00:18 -07'00'  
Steve Harelson, Chief Engineer

I CONCUR: Heather Paddock  
Digitally signed by Heather Paddock  
Date: 2022.12.21 14:28:27 -07'00'  
Heather Paddock, R4 Director

Attachment: Project Delivery Selection Matrix

CC: Keith Sheaffer, South Program Engineer  
Dan Marcucci, Resident Engineer  
Adnana Murtic, Project Manager  
Matthew Pacheco, Alternative Delivery Program Manager  
Keith G. Sheaffer, PE  
Digitally signed by Keith G. Sheaffer, PE  
Date: 2022.12.21 07:39:54 -07'00'





**MEMORANDUM**

**TO:** CDOT Transportation Commission  
**FROM:** Kay Kelly, Chief of Innovative Mobility  
Mike King, Assistant Director, Electrification and Energy  
**DATE:** February 15, 2023  
**SUBJECT:** OIM Committee Meeting - Electrification and Energy Program Update

**PURPOSE:** To provide an update on initiative within the Electrification and Energy Program portfolio.

**ACTION:** Informational

**BACKGROUND:** The mission of the Office of Innovative Mobility (OIM) is to reduce pollution in our air and congestion on our roads by expanding multimodal transportation options using traditional and emerging mobility technologies. This supports CDOT's Clean Transportation goal and is accomplished through ridesharing, electrification, and other emerging technologies. The office supports all types of transportation options, especially those that help reduce congestion by avoiding single occupancy vehicle use. Through these initiatives, the office hopes to reduce total vehicle miles traveled per capita in the state and looks to curb the growth of greenhouse gas- and ozone-causing emissions from transportation-related activities.

The Electrification and Energy Program within OIM works with partners across the public and private sectors to facilitate the expansion of both electric vehicles and infrastructure across Colorado. It supports projects in the following five categories:

- **Charging Infrastructure Projects** – Address gaps in statewide charging network through on-going support of EV byways and tourism program and CDOT EV charging investments
- **Education and Outreach Projects** – Support public education, engagement, outreach and marketing for adoption of EVs statewide in partnership with other state agencies and stakeholders
- **Medium- and Heavy-Duty (M/HD) Electrification Projects** – Support CDOT fleet electrification and support other planning studies to achieve M/HD electrification goals in alignment with strategies outlined in the Colorado Clean Truck Strategy
- **Transit Electrification Projects** – Support transit fleet electrification planning, training, workshops and technical assistance
- **Workforce Development Projects** – Support the development of training programs for EV workforce, including internal CDOT training

**NEXT STEPS:** OIM Staff are always open to comments and feedback on our work and would be happy to provide additional information upon request.

**ATTACHMENTS:** 2023-02-15 OIM Committee - Electrification Update Slides





**COLORADO**

Department of Transportation

# Office of Innovative Mobility

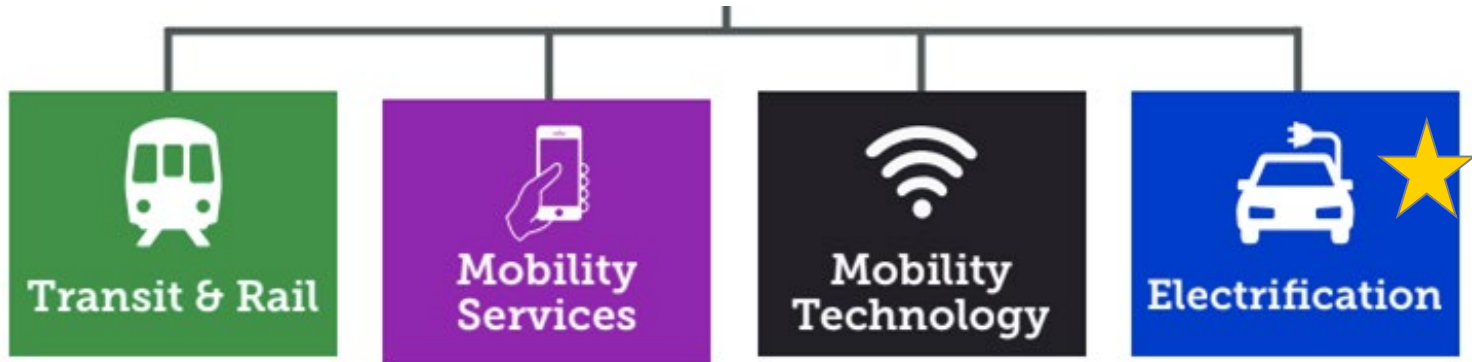
Transportation Commission OIM Committee Meeting  
February 15, 2023

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# Office of Innovative Mobility

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



## Committee Meeting Topics:

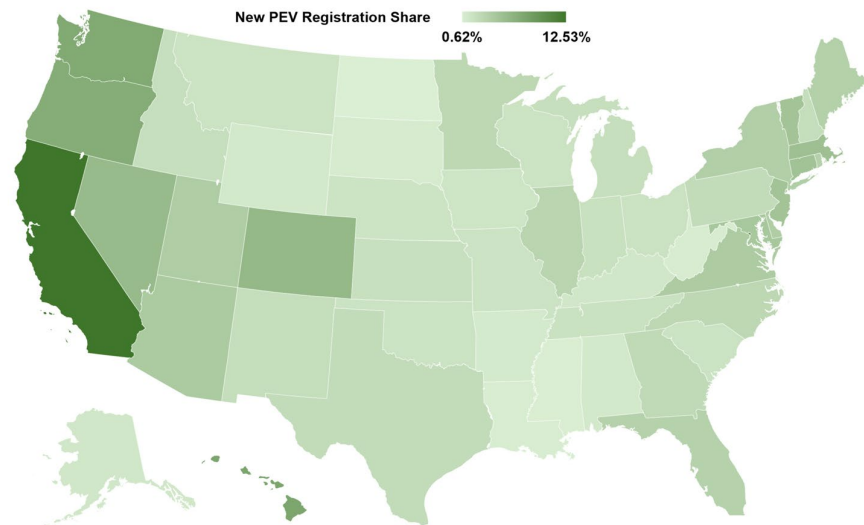
1. Charging Infrastructure
2. Transit Electrification
3. Medium- and Heavy-Duty Electrification
4. Education & Awareness
5. ZEV Workforce Development



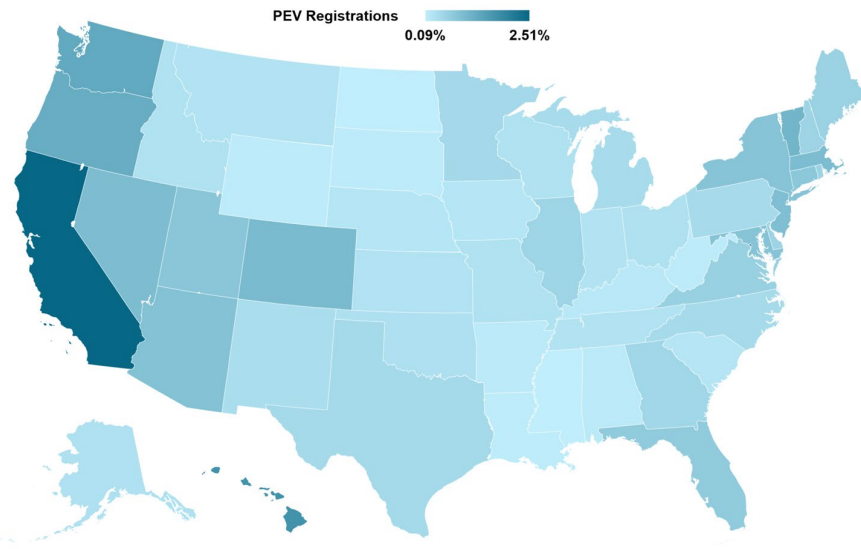
# National EV Landscape

For 2021, CO was #6 for New PEV Registration Share and #7 for Overall PEV Registrations

New Plug-in Electric Vehicle Share of New Light-Duty Vehicle Registrations, 2021



Plug-in Electric Vehicle Share of All Light-Duty Vehicle Registrations, 2021



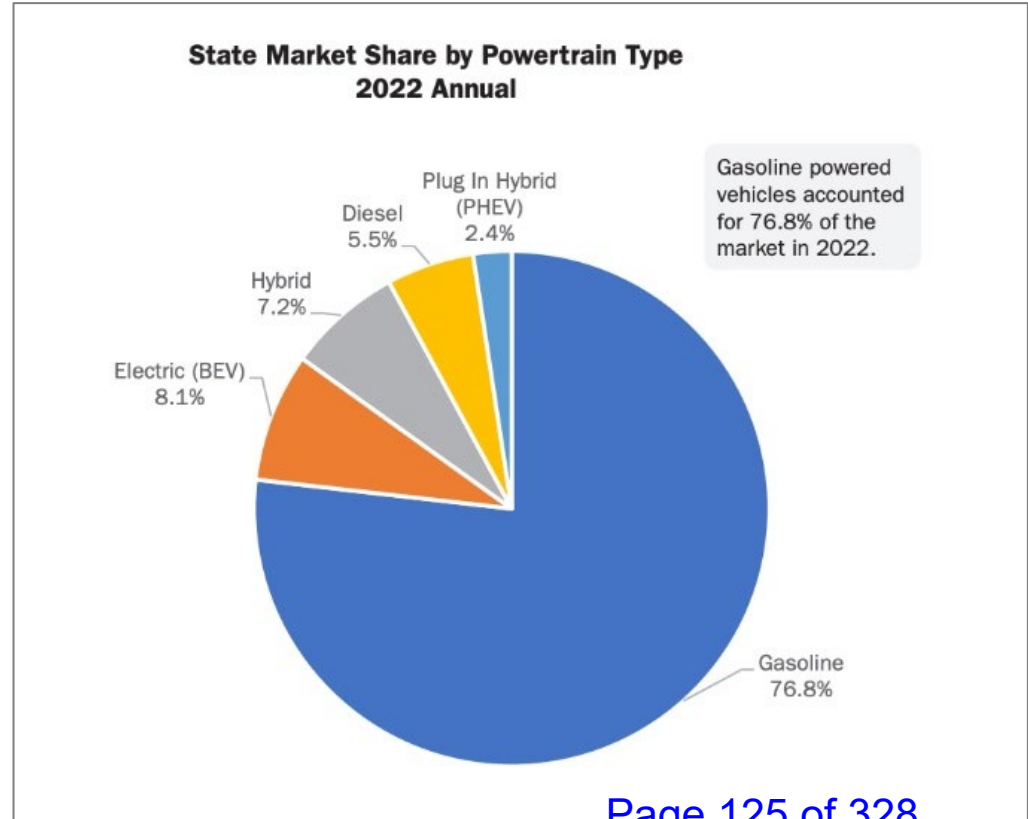
Registrations as of December 31, 2021, sourced from Experian Automotive and analyzed by Argonne National Laboratory

Complete state-by-state data is not yet available for 2022, but EVs accounted for 5.8% of all vehicles sold nationally in 2022, up from 3.2% in 2021 - this despite a total vehicle sales decline of 8% (Motor Intelligence)



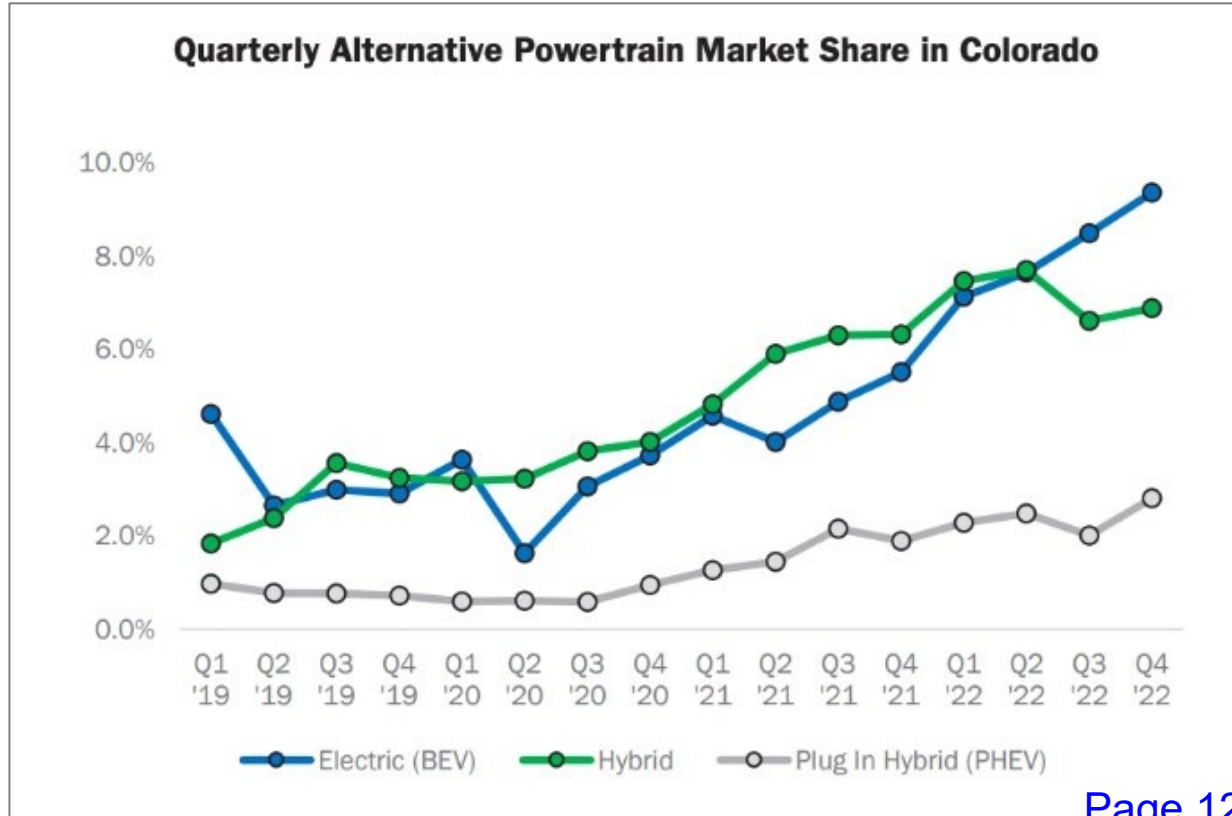
# 2022 EV Sales - Colorado

- EVs accounted for 10.5% of all new vehicle sales in Colorado in 2022.
  - Compares to 6.5% in 2021
- Overall car sales were down by 13.3% from 2021



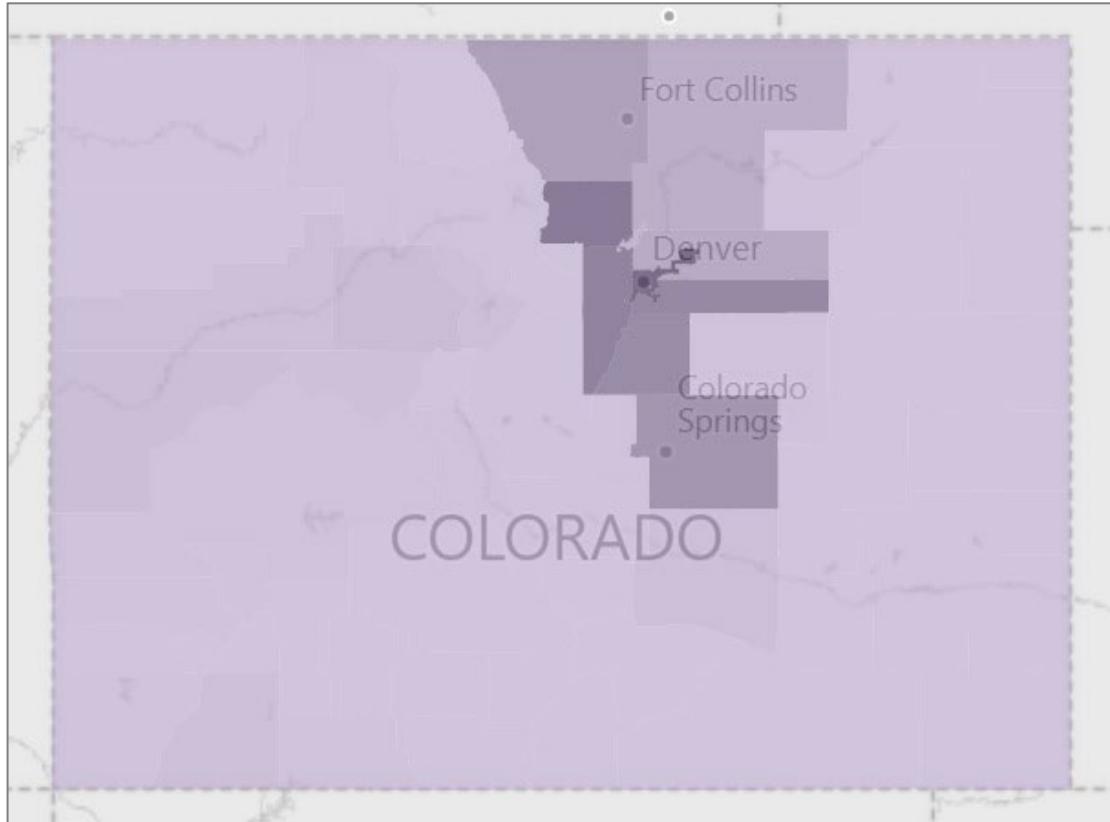


# Colorado EV Sales Trends





# EV Registrations in Colorado



## 72,840 EVs in Colorado

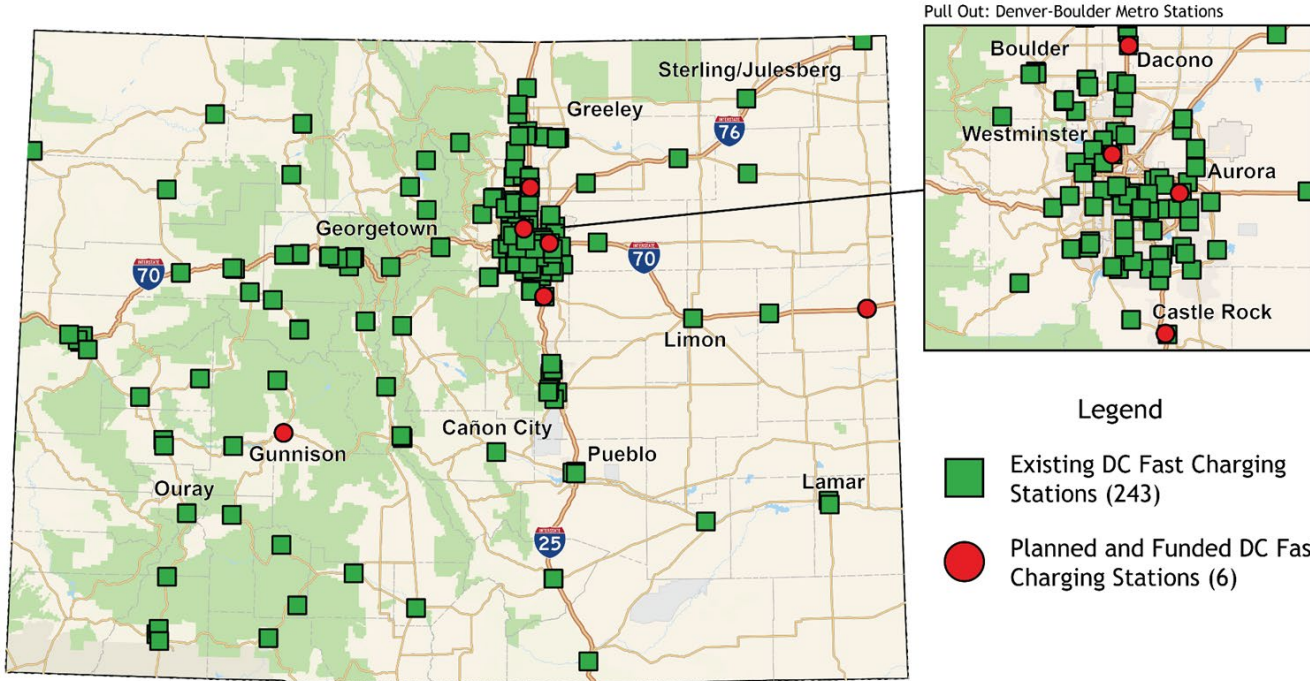
- 52,257 BEVs
- 20,583 PHEVs

Colorado target is 940,000 by 2030.





# DCFC Highway Coverage

## Publicly Accessible Electric Vehicle Fast-Charging Network February 2023



### Legend

-  Existing DC Fast Charging Stations (243)
-  Planned and Funded DC Fast Charging Stations (6)

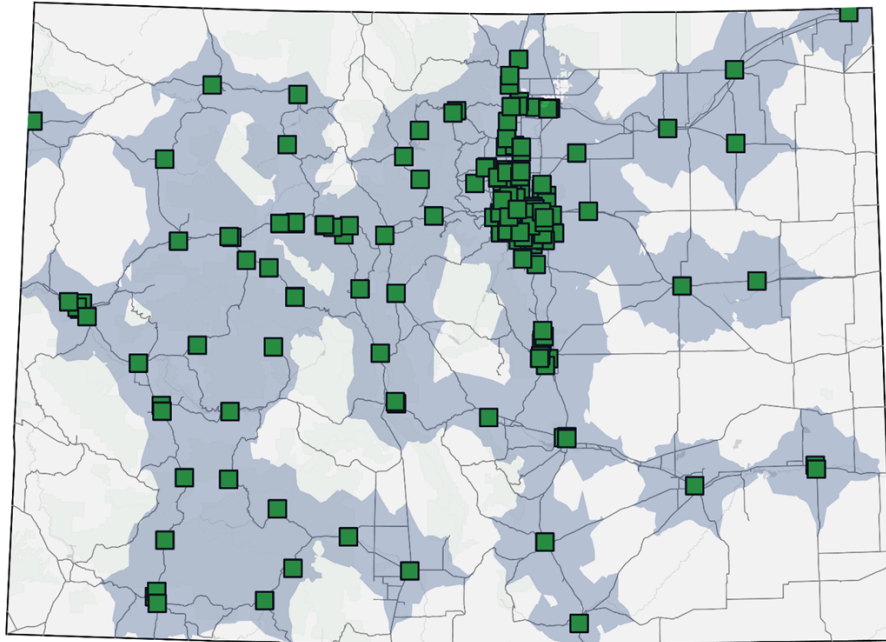




# 73% of State Highways within 30 miles of DCFC

## Publicly Accessible Electric Vehicle Fast-Charging Network

243 stations as of February 2023 (73% coverage)



### State Highway Network

Total Road Miles

9,073


Road Miles Within a 30 Mile  
Drive of a Fast Charger

6,621

% Coverage

73%

### Legend

 DC Fast Charging Stations

 30 Mile Driving Buffer

 State Highway Network

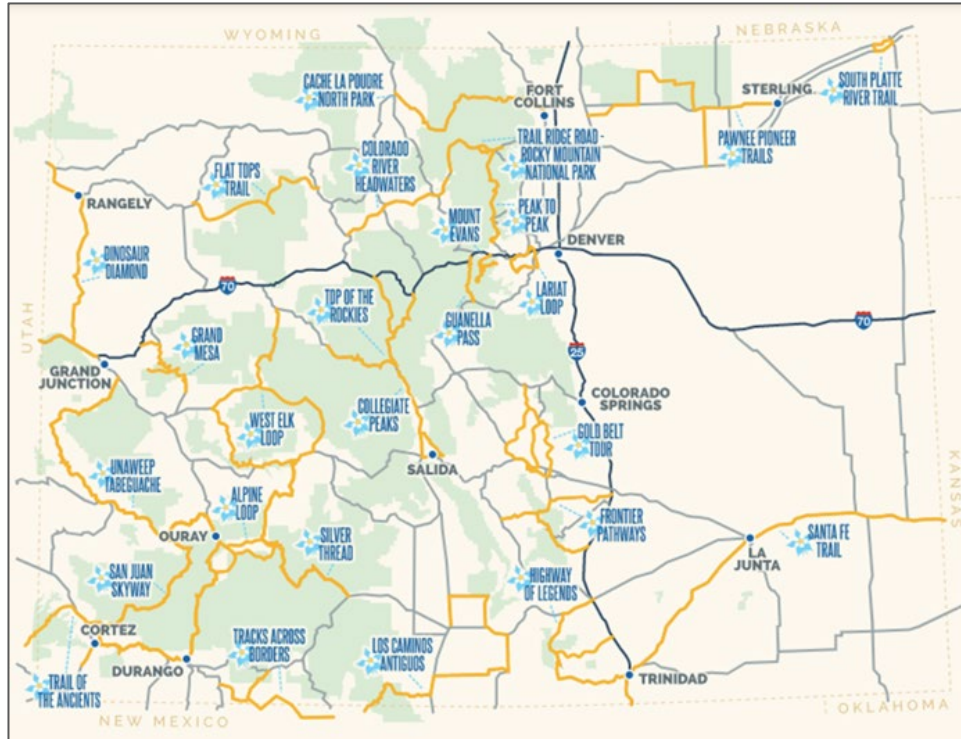
CDOT target is 80% by  
June 30, 2023.



# 50% of CO Scenic Byways are EV-Ready

## Completed (13)

- Lariat Loop
- Grand Mesa
- Silver Thread
- Collegiate Peaks
- Flat Tops Trail
- Trail Ridge Road
- Top of the Rockies
- Colorado River Headwaters
- Alpine Loop
- Guanella Pass
- South Platte River Trail
- West Elk Loop
- Santa Fe Trail



CDOT target is 18 by June 30, 2023.



# Charging Infrastructure

OIM continues to work with partners at the Colorado Energy Office (CEO), Colorado Department of Public Health & Environment (CDPHE), and other stakeholders to expand EV charging infrastructure across Colorado.

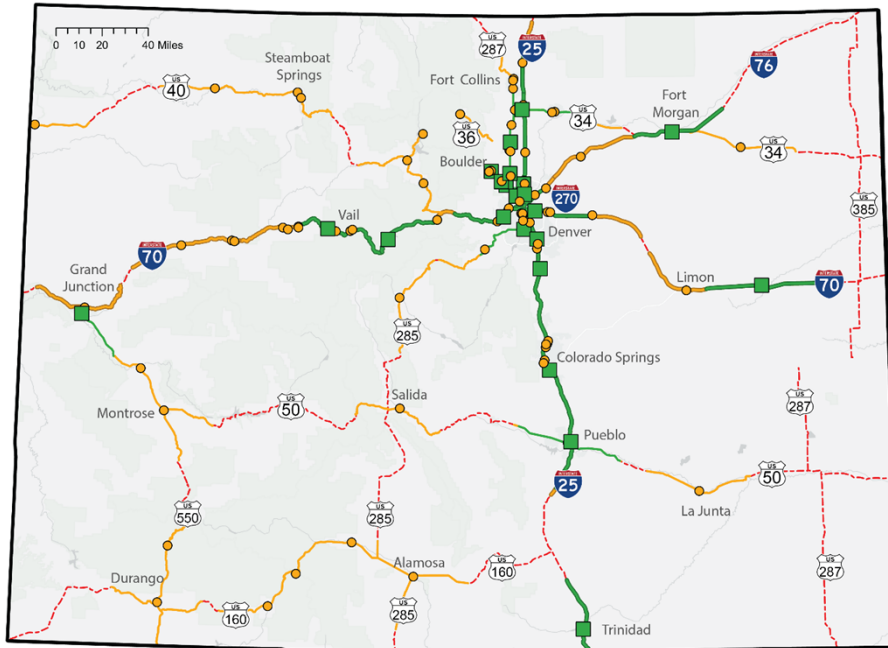
- The [DC Fast-Charging Plazas Program](#) now includes funding from the federal [NEVI Program](#) and the state [Community Access Enterprise](#)
  - First RFA release in early 2023, with semiannual RFAs to follow
- The [Charge Ahead Colorado Program](#) continues to host 3 application rounds per year for Level 2 and smaller DCFC projects statewide
  - Includes set-aside funding for the EV Byways & Tourism program
- CDOT and partner agencies are preparing to apply for additional competitive federal funding from the IIJA when it becomes available



# Charging Infrastructure

## Publicly Accessible Electric Vehicle Fast-Charging Network

Within 1 mile of Alternative Fuel Corridor (AFC) - Gap Analysis



### Legend

- AFC - NEVI Compliant
- AFC - Upgrades Necessary
- - - AFC - Current Charging Gap
- DCFC - NEVI Compliant
- DCFC - Upgrade Opportunity



# Transit Electrification

OIM staff collaborate with the CDOT Division of Transit & Rail (DTR), Colorado Association of Transit Agencies (CASTA), and local agencies statewide to support fleet transition planning, grants for vehicles and infrastructure, and sharing of data and best practices.

- The latest round of the DTR Super Call included awards for two zero-emission vehicle grants and two ZEV Transition Planning grants
- The Clean Transit Enterprise (CTE) board is finalizing program details and preparing for its first call for applications in the spring of 2023
- CDOT and CASTA are supporting local transit agencies in developing their applications for the \$1.6 billion round of federal 5339(b) and 5339(c) grants that will close on 4/13/23
  - In 2022, 6 Colorado agencies received a total of \$51.2 million via this call



# Transit Electrification

## Zero-Emission Transit Buses in Colorado

- 71 operational
- 43 awarded





# Medium- & Heavy-Duty Electrification

CDOT works with CDPHE, CEO, and industry stakeholders on the implementation of the [Colorado Clean Truck Strategy](#) that was adopted in May 2022

- Collaborating with DTD to integrate zero-emission vehicle considerations into the next update of the Statewide Freight Plan, which is kicking off soon
- Supporting the Division of Maintenance & Operations in future planning and grant application prep for the CDOT medium- and heavy-duty fleet
- Working with CEO staff on the development of a new M/HD Charging grant program to open in the spring of 2023
- Partnering with the Harvard Kennedy School of Government to convene rural electric cooperatives, municipal utilities, and major fleets in an “EV Scrum” event focused on rural M/HD charging challenges



# Education & Awareness

OIM staff collaborate with partner state agencies, local governments, and industry stakeholders to develop and disseminate accurate, consistent educational materials and provide technical support to those pursuing grants and developing projects

- Providing technical support and serving on the advisory committee for the CEO's statewide [EV CO](#) campaign that launched in November 2022
- Collaborating with DTD staff to develop and diffuse internal CDOT resources and FAQs on transportation electrification and GHG topics
- Supporting the Colorado Automobile Dealers Association (CADA) in planning for the 2023 Denver Auto Show
- Working with ReCharge and Clean Cities organizations around the state to extend educational and grant support opportunities to local governments, private fleets, and the general public across Colorado





# Education & Awareness



## ARE YOU ELIGIBLE FOR AN EV TAX CREDIT?

**All Colorado taxpayers are eligible for:**

- \$2,000** New EV purchases
- \$1,500** New EV 2-year leases

**Check with your utility too!**

- Xcel Energy:** Rebate for income qualified Colorado customers. Varies in size of the rebate tax credit.
  - \$3,000** Used EV purchases
  - \$5,500** New EV purchases & leases
- San Isabel Electric:** One rebate per residential or commercial member.
  - \$500** New & Used EV purchases

**PAY TAX IN ANOTHER STATE?** Check with them to see if they offer tax credits or rebates.

**Buying a New EV?**

**YOU MAY ALSO QUALIFY FOR UP TO \$7,500 IN FEDERAL TAX CREDITS IF:**

- Your household's gross adjusted income is up to:
  - \$150,000** Single or married, filing separately
  - \$225,000** Head of household
  - \$300,000** Married, filing jointly
- The MSRP of your vehicle is up to:
  - \$80,000** Pick-up trucks, SUVs & vans
  - \$55,000** Other vehicles
- Your vehicle is manufactured in:
  - North America**

**Leasing a New EV?**

**CHECK WITH YOUR DEALERSHIP.**

Dealerships many choose to pass along the \$7,500 federal tax credit along to their customers. Income, MSRP and production requirements do not apply to EV leases.

**Buying a Used EV?**

**YOU MAY QUALIFY FOR UP TO \$4,000 IN FEDERAL TAX CREDITS IF:**

- Your household's gross adjusted income is up to:
  - \$75,000** Single or married, filing separately
  - \$112,500** Head of household
  - \$150,000** Married, filing jointly
- The vehicle is:
  - From a **Dealership** and **Under \$25,000**
  - Never** been claimed as a used tax credit before
  - At least **2 years** old

**EVERYDAY CONVENIENCE**

For more information on Colorado EV Tax Credits, visit <https://evco.colorado.gov/>

**EV CO**





# ZEV Workforce Development

OIM staff have been working since 2021 with Community Colleges, technical schools, the Colorado Department of Labor and Employment (CDLE), the Colorado Workforce Development Council (CWDC), and other workforce development experts to prepare the vehicle maintenance and repair, charger installation, and other related industries for a future shift to ZEVs

- Supported the development and approval of a new CCCS course “[ASE 2210 HEV/BEV Safety & Operation](#)” to be offered in the fall of 2023
- Partnering with General Motors and NREL to provide hands-on “[BEV First Responder Training](#)” to CDOT staff and local Traffic Incident Management professionals in February 2023
- Established new grant opportunities for Community Colleges and other educational institutions to purchase EV safety and training equipment, develop updated curricula, and share knowledge and best practices across the state



# ZEV Workforce Development



**Battery Electric Vehicle  
FIRST RESPONDER TRAINING**



Page 139 of 328  
**HANDS-ON TRAINING**



# Looking Ahead

## 2023 Colorado Electric Vehicle Plan

- The [CEO is leading an update](#) to the state's Colorado EV Plan with a target release date of mid-March 2023
- The 2023 EV Plan assesses progress made since the 2020 EV Plan and provides an overarching strategy for transportation electrification over the coming years
  - Strategic categories include Light Duty Vehicles and Infrastructure, Electric Mobility (eBikes and other shared modes), Medium- and Heavy-Duty Vehicles & Infrastructure, and Cross-Cutting themes (equity, workforce development, data, etc.)



# Looking Ahead (continued)

## Top Priorities for 2023

- Implementation of the [Colorado NEVI Plan](#) to build DC fast-charging across federally designated corridors
- Supporting the first call for applications under the new [Clean Transit Enterprise](#)
- Ongoing implementation of the [Colorado Clean Truck Strategy](#) and [Colorado Transit ZEV Roadmap](#)
- Ongoing and expanded partnerships with state agencies, local governments, electric utilities, and industry stakeholders



# Discussion





MEMORANDUM

TO: TRANSPORTATION COMMISSION (TC)

FROM: Darius Pakbaz, Acting Director, Division of Transportation Development  
Craig Hurst, Manager, Freight Mobility and Safety Branch

DATE: February 15, 2023

SUBJECT: Freight Mobility & Safety Committee Workshop

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**Purpose**

This quarterly Freight update will focus on updating the Transportation Commission on the progress and next steps in the Colorado Freight Plan development, an overview of the National Highway Freight Program project selections, and an update and overview of the freight permitting operations.

**Action**

Informational update only, no action.

**Background**

Each quarter, the Freight Mobility and Safety branch updates the TC Freight subcommittee on current projects and strategies. The Freight Plan is required by the FAST Act and IIJA. CDOT must have a compliant and FHWA approved Freight Plan to receive and be able to spend National Highway Freight Program (NHFP) funds. The Freight Branch has presented on the plan in the recent past but is giving an overview of the process because we have just selected our contractor and will begin working on the plan in March. The Freight Branch has also been working with all five CDOT regions and Staff Bridge to work through our project selection and award process for NHFP. We will provide a high level of overview of the process and selected projects. The Freight Permitting Operations plays an important role in protecting our infrastructure and determining safe routes for oversize and overweight and hazardous materials load. The Freight Branch will give an update on the stats and updates from 2022 and a look ahead into what the unit will do in 2023.

**Next Steps**

N/A

**Attachments**

Quarterly Freight Committee Workshop Presentation





*Presented by:*  
Craig Hurst, Manager

**COLORADO**  
Department of Transportation  
Freight Mobility & Safety Branch

# Colorado Freight Plan Update



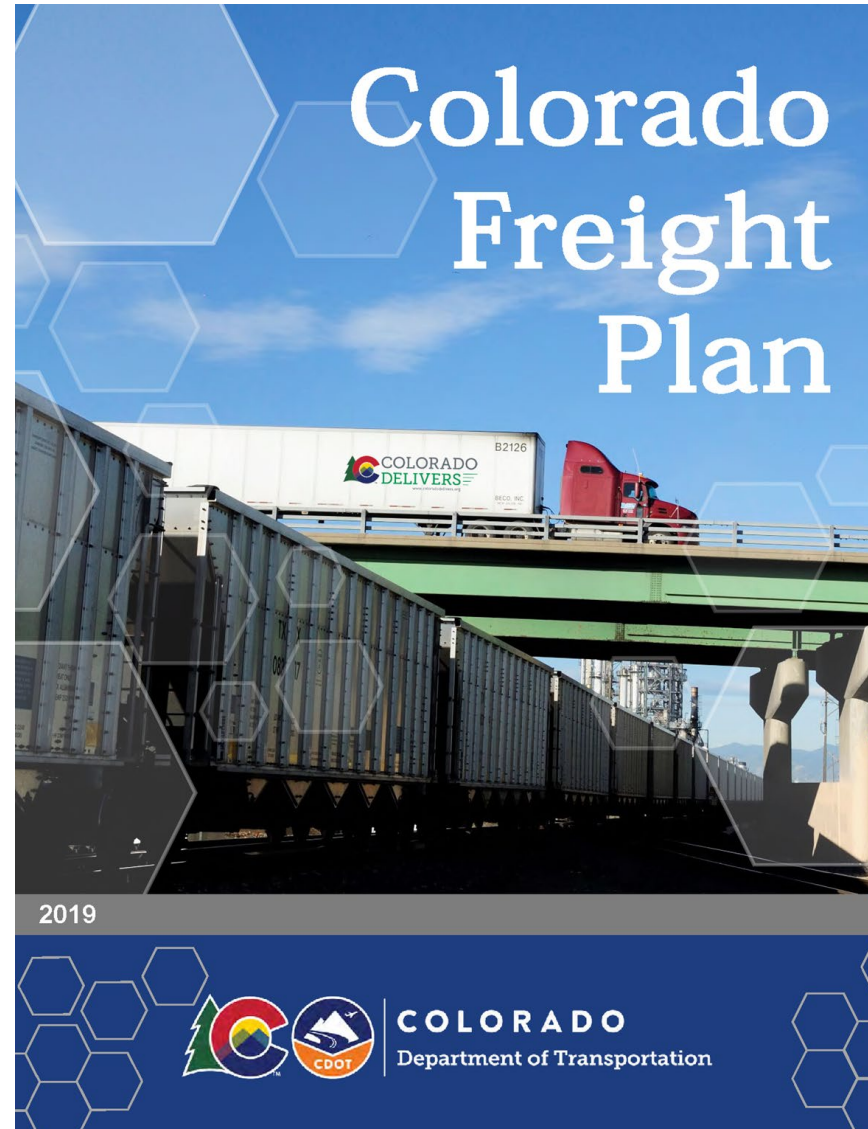




# Background

FHWA approved as Fast Act Compliant Plan - March 2019:

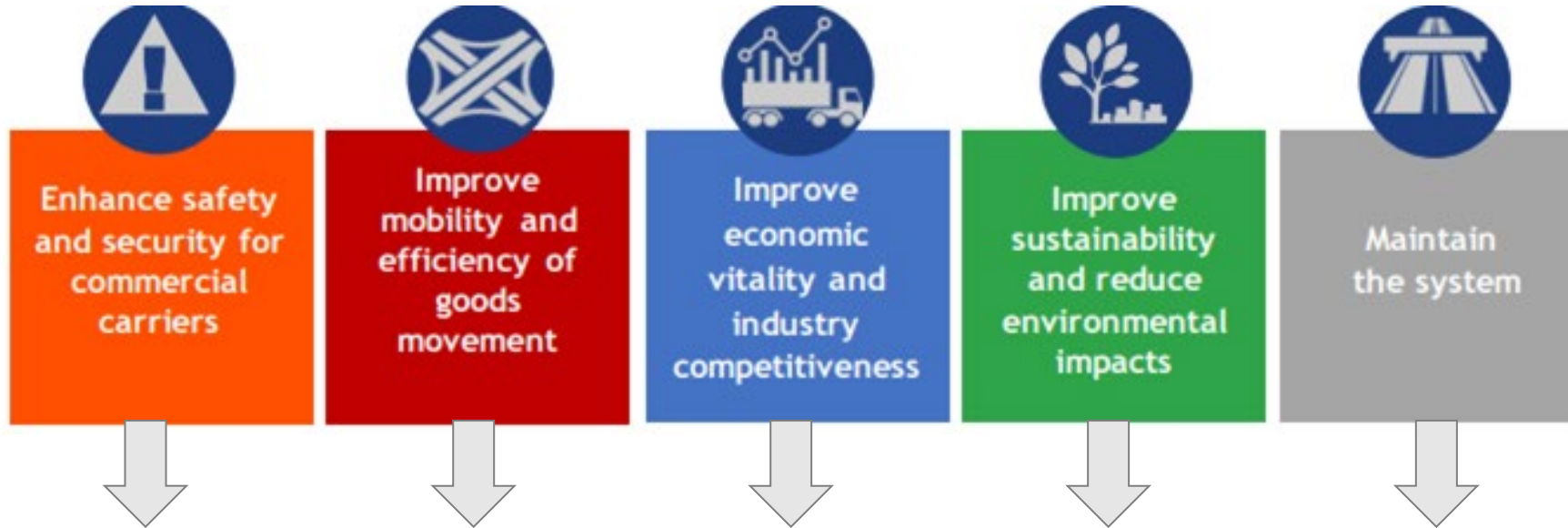
- Provided short & long term guidance for CDOT
- Identified measurable strategies
- Positioned CDOT for NHFP & other grant opportunities
- Paved the way for future partnership opportunities





# Accomplishments

## 2019 Freight Plan Goals



## 2020-2022 Sample Accomplishments



Stakeholder Engaged



# Why Now?





# New Requirements

## Infrastructure Investment and Jobs Act



- Truck Parking facility assessment
- Resiliency & Redundancy
- Adds population & sector analysis requirements
  - Military
  - Disproportionately Impacted Communities
- Increases frequency of plan updates from 5 to 4 years

## Fixing America's Surface Transportation Act



- Inventory of network freight impacts
- focus on asset management



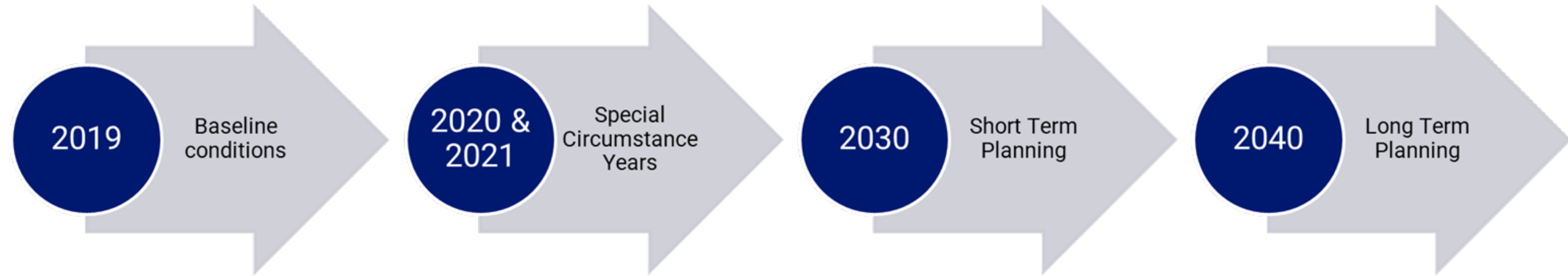
# Philosophical Approach

## Planning & Operations





# Horizons





# Information Gathering

*Relevant Information Gathering to develop the scope of the work:*

**150**

Define **Data Availability**

Almost 150 sources of data were discovered

**32**

Industry **Advisor Conversations**

32 members of the Freight Advisory Council were invitation to advise on focus area identification

**24**

Other State's Freight Plan **Environmental Components**

24 State Freight Plans were assessed

**15**

CDOT **Colleague Interviews**

More than 15 people with expertise from other CDOT areas were interviewed

**10**

Federal & State **Regulations & Roadmap** Guidance

10 regulations and statewide roadmaps were reviewed in detail



# Input



- Redundancy & Resiliency
- Climate & Energy Policy
- Economic Development & Trade
- Safety
- First & Last Mile Transport

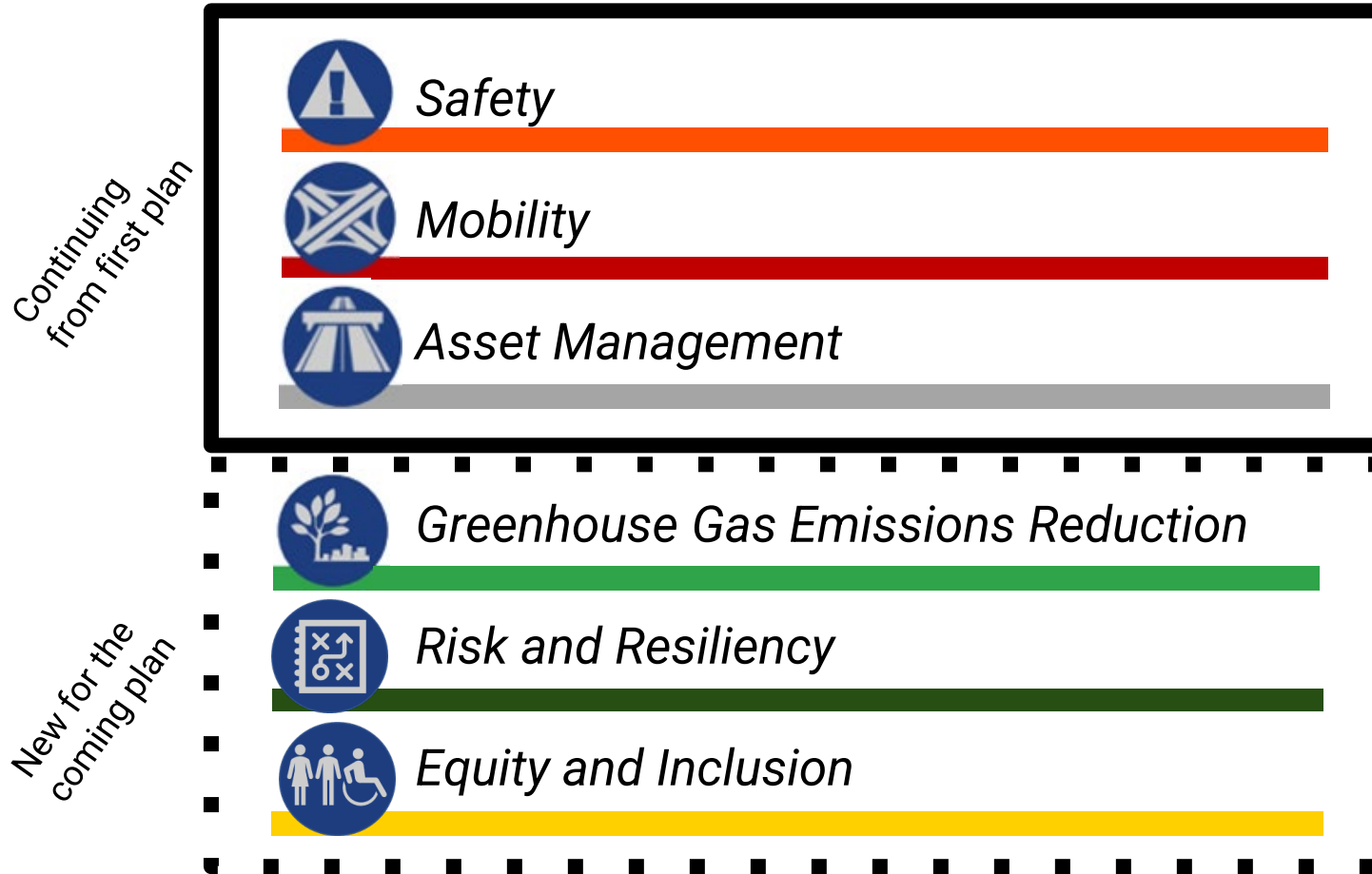
- Regional Needs
- Future Risks & COVID Impacts
- Land Use Coordination
- System and Asset Condition
- Education and Communications





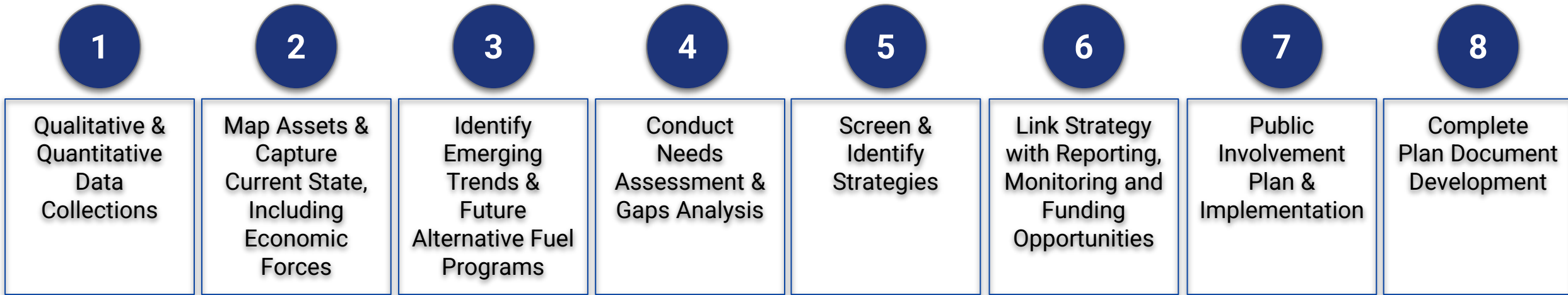


# Focus Areas



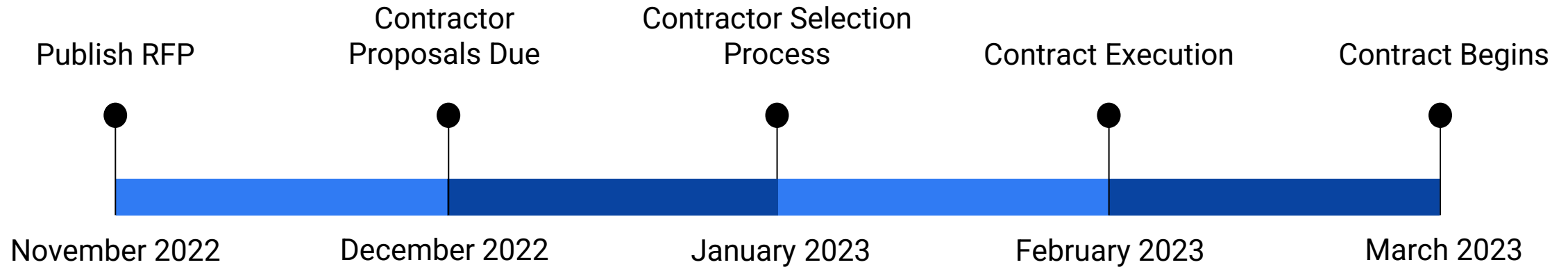


# Tasks





# Timeline to Kick Off





# How & When Local Engagement?

- Stakeholder engagement and data will be incredibly important in creating a successful statewide freight plan.
- With the intended start date in March, the plan schedule will be 9 months. We intend to submit our plan in FHWA in January of 2024 hoping for approval in March.
- The FAC, MPOs, TPRs, STAC, CEO, CDPHE, Military Partners, Economic Development and others will be invited to participate in a series of feedback sessions that will focus on developing strategy and ground truthing the data.
- We will be forming a working group to get us through the process, but encourage feedback from anyone that has interest.



# National Highway Freight Program

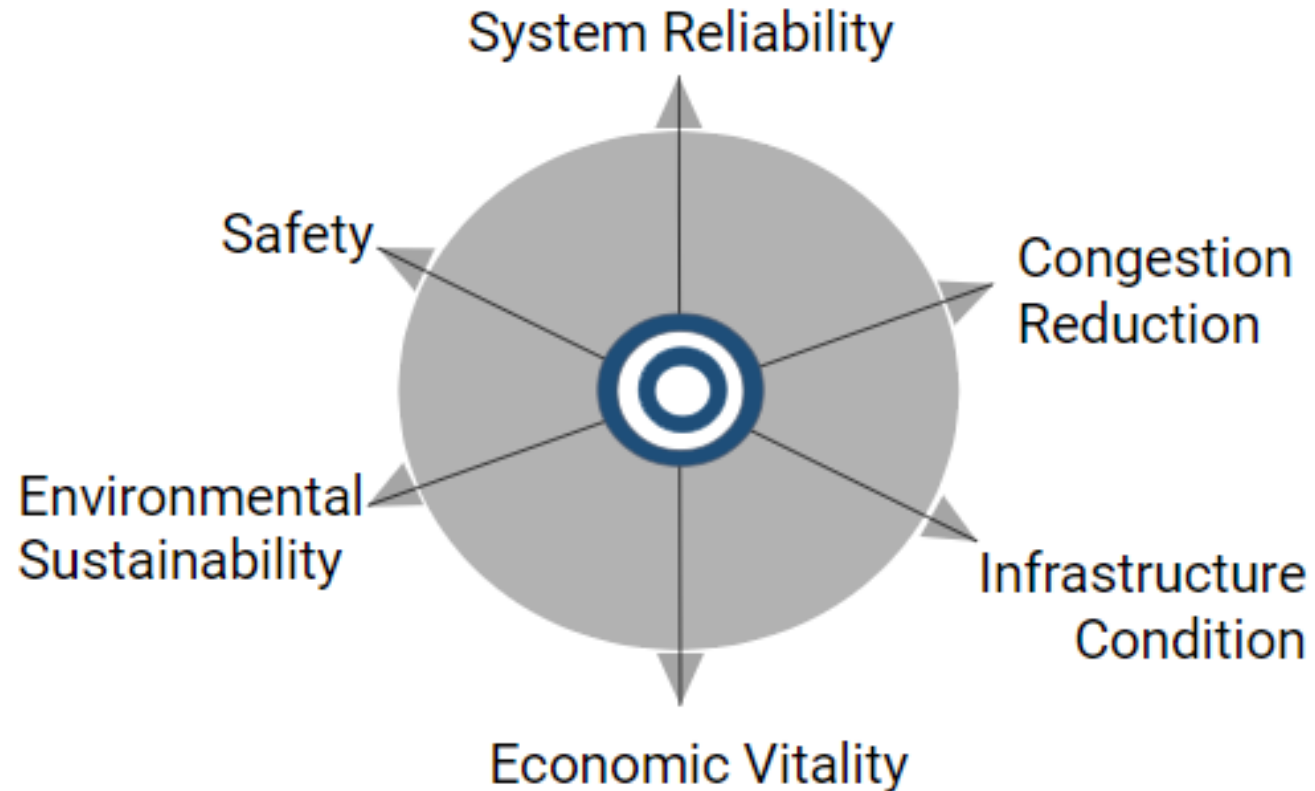
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Freight Mobility & Safety Branch





# Federal Goals of NHFP

To **advance freight transportation infrastructure** due to concerning congestion barriers from both passenger and freight demands significant increases by **improving**:





# NHFP FY 22-23 Project Review

Panel Review Budget: **\$34,000,000**

Applications Received:

16 total applications requesting \$62.6 million

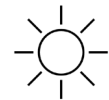
Project Types:

- I-70 Roadside Facilities in Clear Creek County
- Chain Stations
- Truck Parking
- Bridge Freight Study
- Bridge Fatigue Crack Repairs
- Low Clearance Bridge/Interchange Improvements
- Passing Lanes
- Corridor Freight Improvements
- I-70 West freight safety
- Vail Pass Project(s)



## Statement of Need

Given your area of expertise, is the value of the project a priority, and the **statement of value convincing** and beyond defined metrics?



## Transparent & Clear

Is the application written with **transparency and clarity**?



## Feasibility

Is the **project feasible** within the given timeline, current market rates for services and budget requested?



## Focused on outcomes

Does the projects address **critical freight outcomes**?



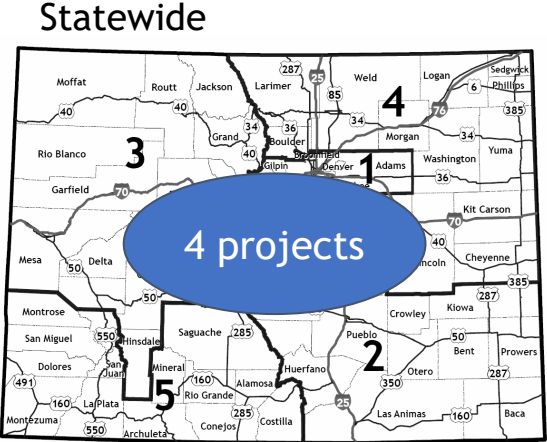
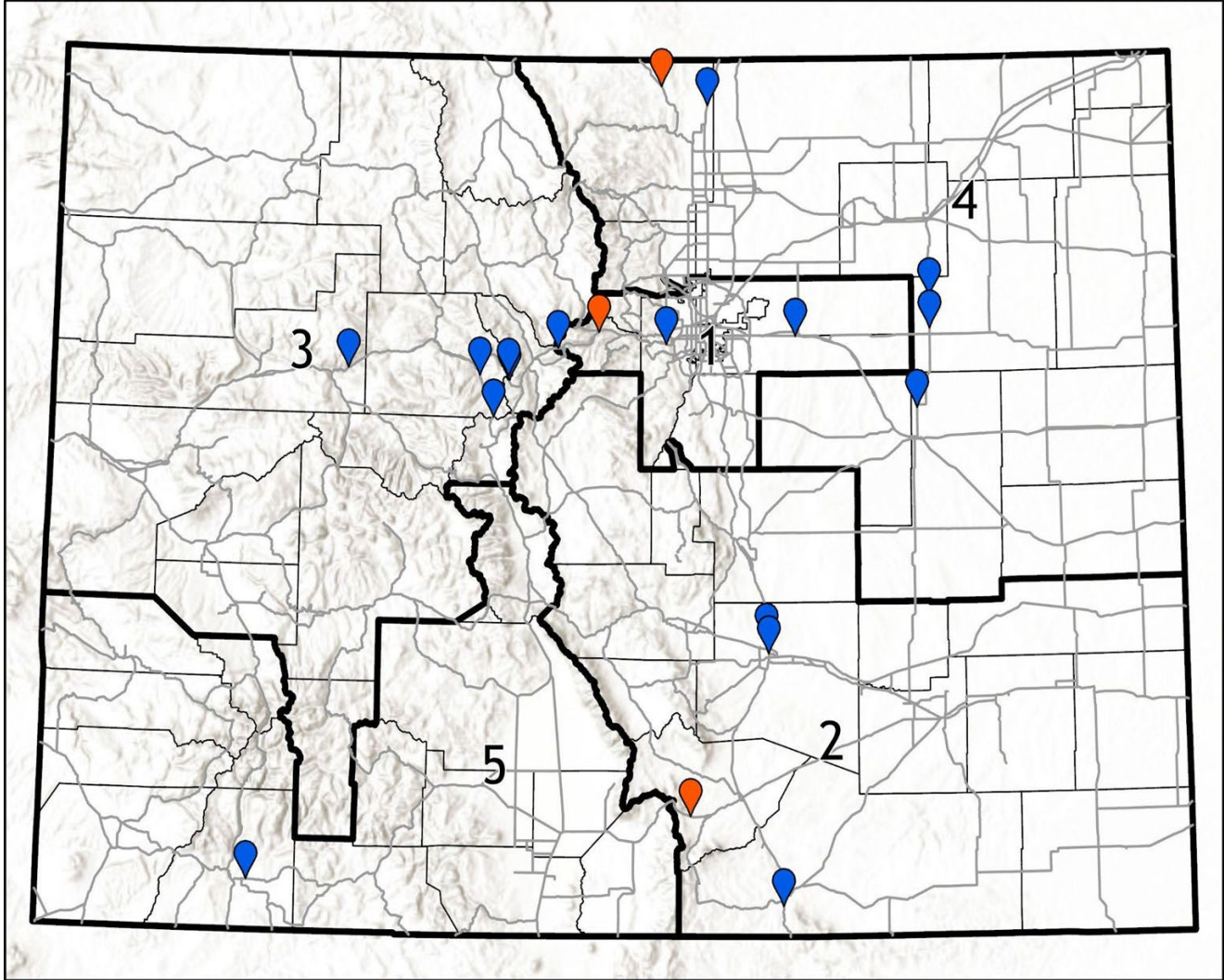
# Project Selections

Region	Project Name	Funding Request	Rec. \$ Amount
1	I-70 Roadside Facilities in Clear Creek County	\$1,000,000	\$1,000,000
2	Pueblo Loves Truck Parking	\$7,000,000	\$2,500,000
2	I-25 & US 50B Interchange MP 100	\$10,000,000	\$6,000,000
2	South Trinidad Overflow Parking - Northwest of I-25 at Exit 11	\$7,000,000	\$1,500,000
3	I-70 Glenwood Canyon Freight Improvements	\$750,000	\$750,000
3	US 24 Chain UP & Down Station - US 24 A on both sides of Tennessee Pass	\$4,500,000	\$2,000,000
3	Vail Pass Truck Parking Expansion	\$4,000,000	\$4,000,000
3	Vail Pass Safety Improvements	\$8,900,000	\$8,900,000
3	Vail Pass Rest Area Truck Parking Expansion	\$3,100,000	\$3,100,000
4	North I-25 Truck Parking - I-25 A North of Fort Collins	\$500,000	\$500,000
5	US-160 Elmore's Corner - US-160 between CO172 to La Plata County Road 225	\$2,000,000	\$2,000,000
Bridge	Bridge Division: Study to rank bridges to improve freight travel	\$250,000	\$250,000
Bridge	Bridge Division: Repair fatigue cracks	\$1,100,000	\$1,100,000
<b>Request vs Recommendations</b>		<b>\$50,100,000</b>	<b>\$33,600,000</b>





# Statewide Reach

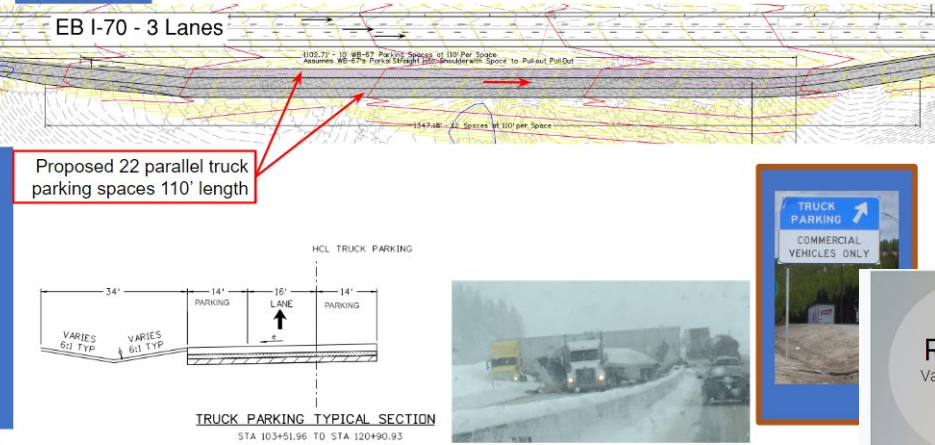


FY 22-23 Freight Projects 22-23 Recommended 22-23 NOT Recommended



# Investment in Truck Parking

## Vail Pass Truck Parking



### Rest Area

Vail Pass Rest Area  
 Truck Parking

- Truck Parking Need: Inadequate Vail Pass Rest Area**
- Only formalized truck parking for 76 miles to the east and 27 miles to the west
  - 6 truck parking spaces do little to relieve truck parking shortages along the corridor
  - Accessing truck parking is difficult
  - Falling systems and facilities resulted in repeated closures
  - Busy rest area also serves as a popular recreation access point
  - Recreation use can overwhelm the rest area leaving truckers without access

## Pueblo Truck Parking



### Potential Additional Opportunities

#### Exploring Truck Parking Expansion Options in Region 2

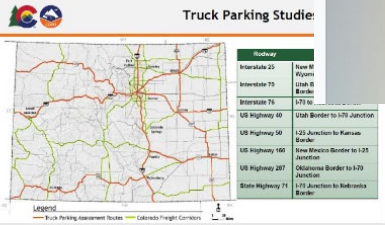
- Can The Bennett "P3 Like" Model Be Replicated in Pueblo
- Love's Off Drew Dix Parky
- Vacant Land Surrounds Love's
- Landowner Interested in Frontage Road Realignment
- Ongoing Discussions with Access & ROW Units in Region 2



#### Truck Parking Studies at CDOT

Highway	TRB Length
Interstate 25	New Mexico Border to the Wyoming Border
Interstate 76	Utah Border to Kansas Border
Interstate 76	UT to Nebraska Border
US Highway 40	Utah Border to I-70 Junction
US Highway 50	I-25 Junction to Kansas Border
US Highway 160	New Mexico Border to I-25 Junction
US Highway 267	Oklahoma Border to I-70 Junction
State Highway 71	I-70 Junction to Nebraska Border

## Trinidad Truck Parking



## Wellington Truck Parking Study and Design





# Freight Permitting Operations

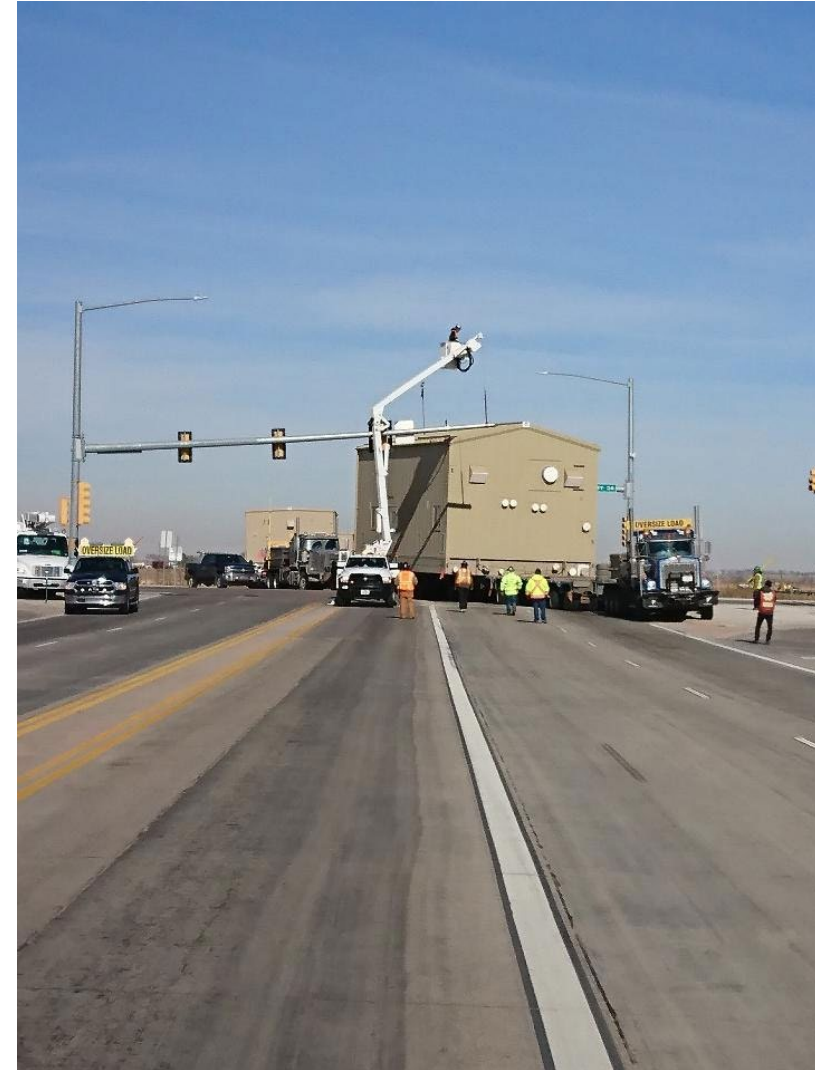
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# Permitting

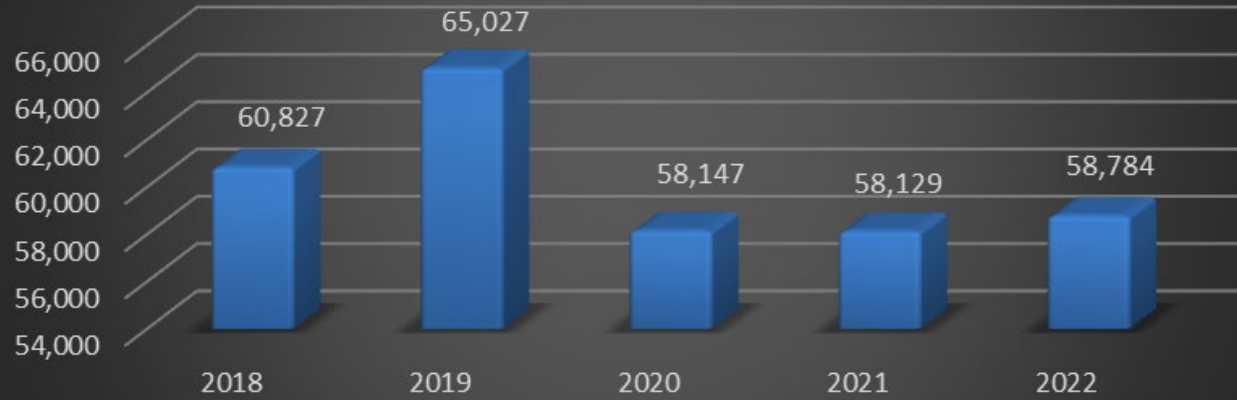
- Over the past 5 years, CDOT's Freight Permitting team has issued more than 300,000 permits
- The office answers more than 12,500 customer service calls a year and provides customer service on 3,000-3,500 chats a year.
- We have a permit writer on-call at all times.
- We work closely with State Patrol's Motor Carrier Safety unit, Ports of Entry unit, and Hazardous Materials Transport unit to promote safety and compliance through our permitting efforts.
- The permitting team consists of four permit writers currently, and we are hiring a fifth part-time right now.



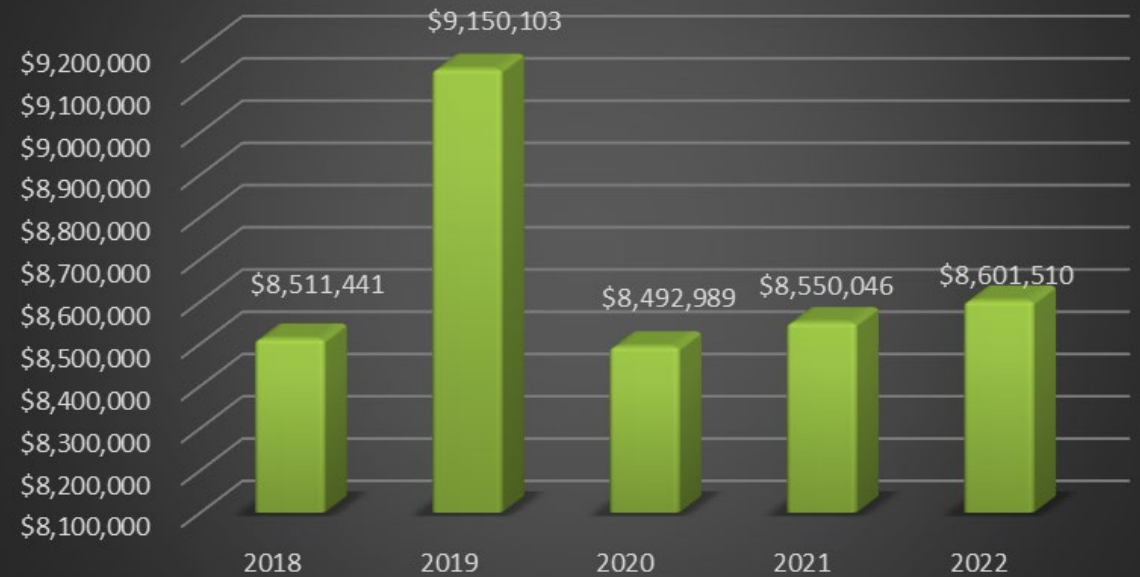


# Permitting Data

### Permit Totals Per Year



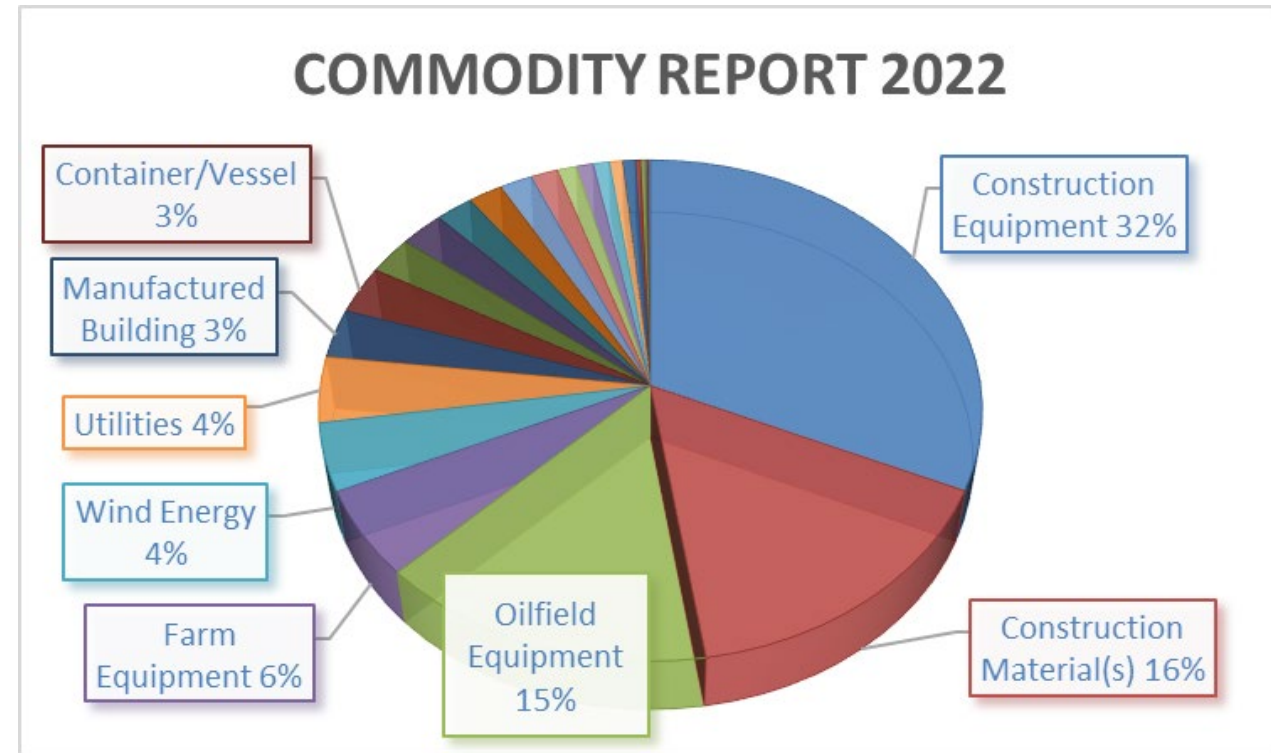
### Revenue Totals





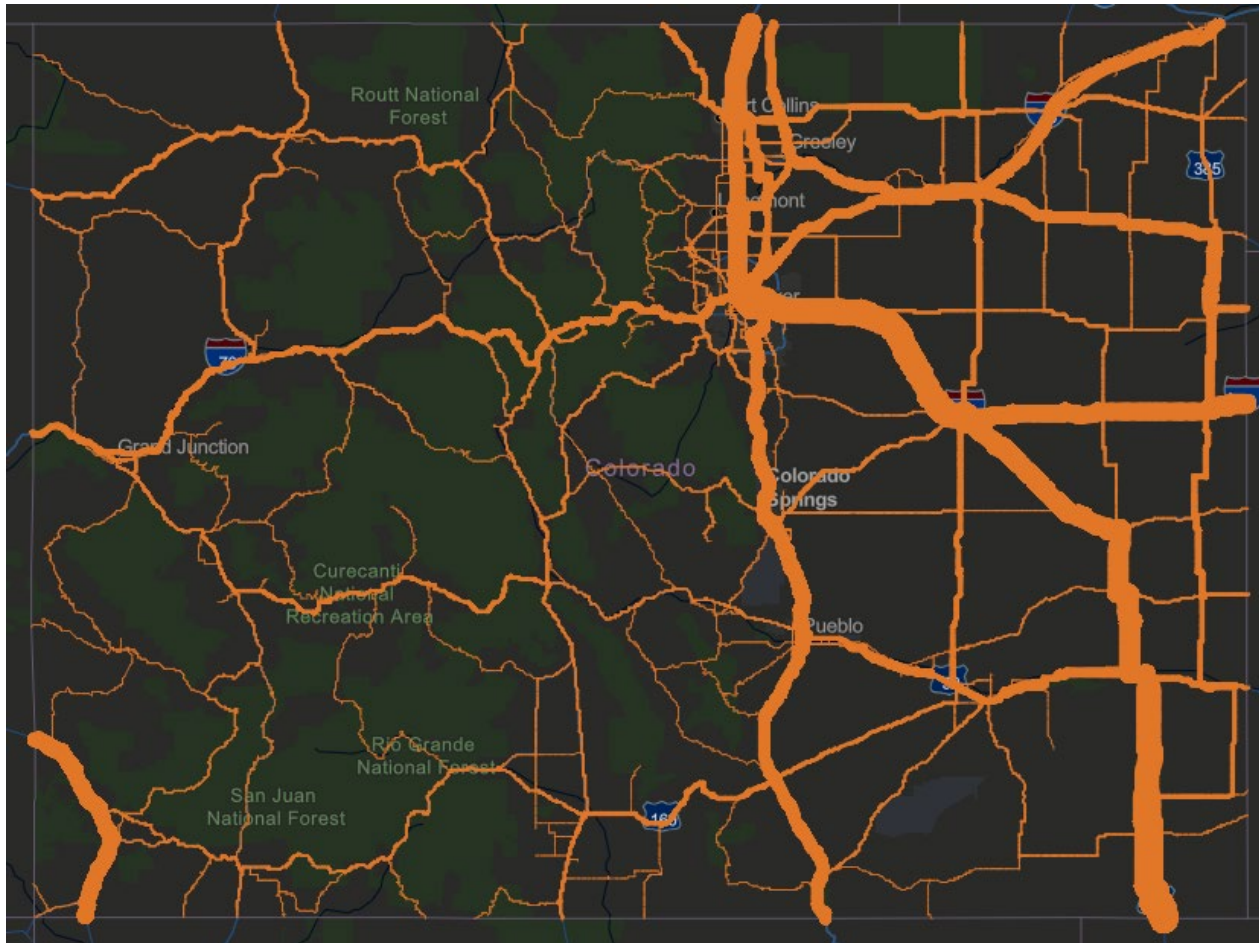
# What is Moving?

- Most of our permits have a commodity section on the application.
- 48% of permits issued are Construction Equipment or Materials.
- Between 2017-2022, the top 5 commodities have consistently been Construction Equipment, Construction Materials, Oilfield Equipment, Farm Equipment, and Wind Energy.





# Where is it Going?



- The large majority of permitted loads utilize major freight routes.
- Hwy 287 to I-70 is our most utilized route, but some of that traffic has moved to I-25 after a critical bridge repair.
- Hwy 385 on the eastern plains is an important high vertical clearance route due to the lack of overpasses.
- During many years, I-270 is utilized in more than 30% of routed permits. We believe it may currently be the “most utilized” OSOW route in the state.



# Key Operations

## Oversize/Overweight Restriction Map

- About 40% of permits issued are annual permits that are not routed.
- These loads must comply with our posted restrictions on a daily basis.
- We manage the communication of construction/maintenance restrictions statewide on [freight.cotrip.org](http://freight.cotrip.org) through the OSOW Restriction map.
- Restrictions also come in the form of weight restricted structures and vertical clearance minimums.

**Highway Filter**  
View All Highways

### Oversize/Overweight (OSOW) Restrictions

Highway: US-550 From: 12.20 to 16.50 Restriction: Width Restrictions: Beginning Immediately; no loads over 12 feet; twenty-four hours a day, 7 days a week until December 2023. Direction: BOTH Full Closure?: NO
Highway: US-34 From: 168.50 to 171.00 Restriction: Beginning December 8, 2022: NO OS/OW LOADS from County Rd 24 to Cambridge St; twenty-four hours a day, 7 days a week until April 2023. Direction: BOTH Full Closure?: NO
Highway: CO-149 From: 0.00 to 117.50 Restriction: No permits over 11' width and/or 85' length.

Zoom to Pan 1 of 2

### 025A

Highway	I-25
Route	025A
Beginning Milepost	250.00
Ending Milepost	269.00
Full Closure?	NO
Direction	NORTHBOUND
Restrictions	Width Restriction: No loads over 11 feet wide; twenty-four hours a day, 7 days a week until January 2024

Page 168 of 328





# Key Operations



- Hazmat Permitting was moved to CDOT in 2020.
- We issue about 1575 hazmat permits a year.
- We work closely with CSP and the CDOT region when a hazmat route is closed to identify and evaluate a temporary alternate hazmat route.
- Permitting can play a key role in emergency response. It allows us to set the parameters that are appropriate for the response.



# NASA Orion Heat Shield

**COLORADO**  
Department of Transportation  
Freight Mobility & Safety Branch





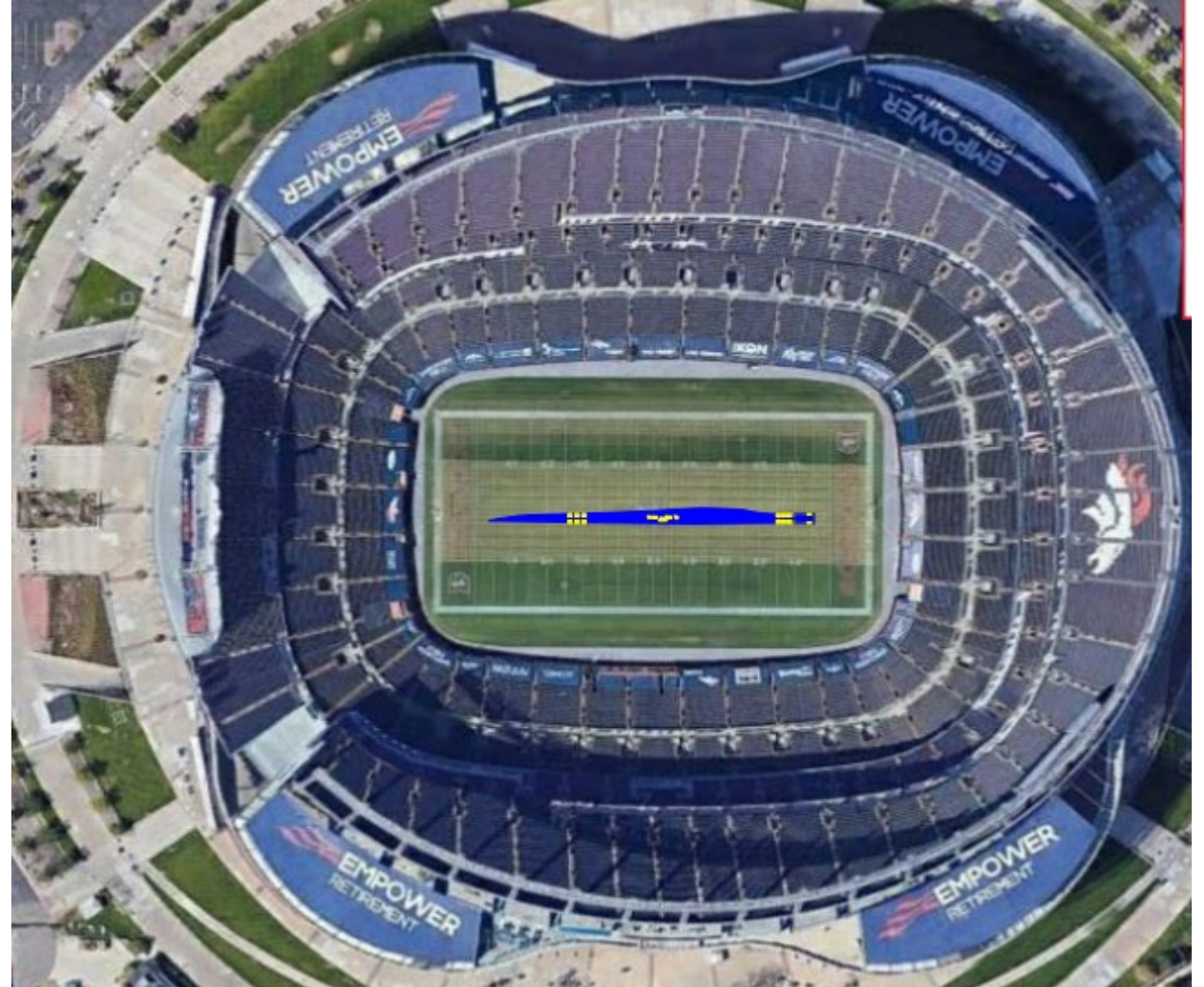
# NASA Orion Crew Capsule

**COLORADO**  
Department of Transportation  
Freight Mobility & Safety Branch





# Wind Energy





# What Are We Permitting



Downtown Development - Pre-  
Manufactured



Electric Transformer



Fuel



Construction Materials





# What Are We Permitting



Oil & Gas Equipment



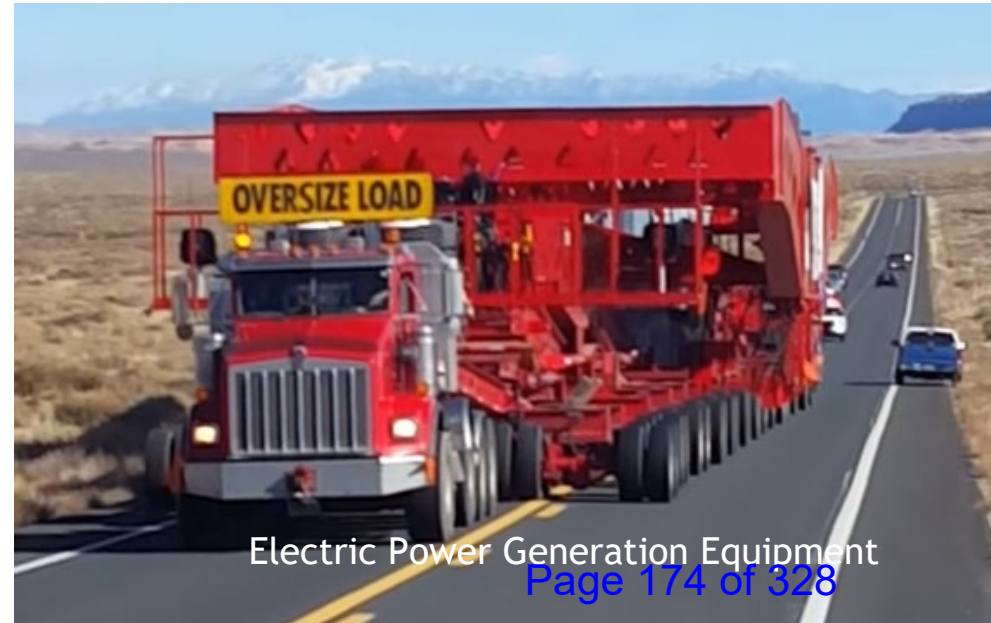
Manufactured Buildings



Construction Equipment



Construction Materials



Electric Power Generation Equipment



# Questions?



## DRAFT Transportation Commission (TC) Meeting Minutes

### **Workshops and Regular Meeting Wednesday, January 18, 2023**

#### TRANSPORTATION COMMISSION WORKSHOPS 12:00 PM to 1:45 PM

Wednesday, January 18, 2023

[https://www.youtube.com/watch?v=LegneU\\_JOBA](https://www.youtube.com/watch?v=LegneU_JOBA)

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

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

#### **TRANSPORTATION COMMISSION WORKSHOPS**

Wednesday, Jan 18, 2023

#### **Joint Board TC Workshop on CTIO Staffing Plan (Nick Farber, Piper Darlington and Kelly Brown)**

**Purpose and Action:** To present the Colorado Transportation Investment Office (CTIO) Board and the Colorado Transportation Commission (TC) with key details regarding CTIO's request for seven (7) Full-Time Equivalent (FTE) positions to increase the CTIO Express Lanes tolling operations staff in fiscal year 2022-23. Twelve (12) additional FTE positions are expected to be requested between fiscal years (FY) 2023-24 and 2024-25 are also included in CTIO's future growth plans. No action is requested, and the purpose of the materials is informational only.

#### **Discussion**

- The rationale presented for the proposed increase in CTIO staff included:
  - Doubling of Express Lanes in the system.
  - Implementation of I-70 Mountain Express Lane (MEXL) Safety Enforcement Program in early 203 and expansion across the network this summer.
  - Increased functionality as a result of the Next Generation Lane Toll System, and
  - Duties shifting of back office support from e-470 to the CTIO.
  - Proposing a new traffic operations branch be formed within CTIO to support work currently being conducted by private contractors, with FTEs at CTIO:
    - All FTEs paid for with tolling revenues.
    - Saves roughly \$120,000 annually compared to use of contractors.
- TC members who commented appreciated the presentation, and supported the concept presented by CTIO. One commissioner noted attracting the contractor personnel to hire on as FTEs would be beneficial.
- The CTIO Board appreciated the comprehensive analysis that considered CTIO needs over time, and the transparency.
- Other observations were made that use of toll lanes may not be intuitive and that communication on how to use them properly is important.



### **Budget Workshop (Jeff Sudmeier and Bethany Nicholas) [Timestamp 00:34:44](#)**

**Purpose and Action:** To provide an annual review and update of Policy Directive (PD) 703.0 and request the TC consideration of proposed changes. This includes an explanation of the PD and how well the policies and thresholds have been functioning. (In addition, a Budget Supplement for FY 2023 is to be discussed for action later at this meeting.)

#### **Discussion:**

- Updates are mostly technical (nomenclature and clarifying language) in nature vs. policy-based.
- IOM budgets (as the office gains more years of experience) would require less approvals and oversight by the TC.
- 10-Year Plan project roll forwards and fund transfers would not need TC approval if projects previously approved by TC, to avoid duplicative approvals and redundant accounting practices.
- Proposed change is to reduce the cash forecast timeline from 48 months to 36 months to increase confidence in the results.
- A few Commissioners expressed concerns with the proposed changes in TC approval requirements and that the key responsibility of the TC is approval of budget items. In addition it was noted to be important that TC members are clear on how funding is expended and that decisions are transparent and pass audits.
- CDOT Chief Financial Officer, Jeff Sudmeier, noted that revisions to PD 703.0 are not urgent, and also noted that comments received today regarding concerns with the level of TC oversight over OIM, and transfer of funds approvals, can be addressed and brought back to the TC in the future for more discussion and consideration before any action is taken.

### **Condemnation Authorization Request (Steve Harelson) [Timestamp 01:09:36](#)**

**Purpose and Action:** Region 3 Project SH 133 - Rockfall Mitigation North of McClure Pass - location is SH 133 from Carbondale and Redstone; Project # 24279. Action is for the TC to approve condemnation authorization for this project's parcel in question.

#### **Discussion:**

- No discussion or questions were raised by the TC members.

### **Grants Workshop (Hannah Reed) [Timestamp 01:13:35](#)**

**Purpose and Action:** To share progress on submitted applications; current and future coordination of proposals to anticipated federal discretionary programs under the Infrastructure Investment Jobs Act (IIJA); review the grant successes of 2022; and inform processes and procedures for achieving continued grant success in 2023. 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.

#### **Discussion**

- A long list of grant applications for discretionary grant funds included: Rebuilding America's Infrastructure with Sustainability and Equity (RAISE), Multimodal Projects Discretionary Grants (MPDG), Railroad Crossing Elimination (RCE), Bridge Investment Program (BIP), Enabling Middle Mile Broadband (MM), and FTAs ADAs Technology Demonstration Program. In 2022 over \$1.7B and over 24 projects have been reviewed and submitted or considered for grant funding.
- Grant applications are a substantial effort and an achievement in themselves, and their usefulness extends beyond submittals, they provide valuable information for stakeholders and relevant project management information to CDOT staff.

- Grant Successes included:
  - I-70 Floyd Hill INFRA Grant with \$100M awarded.
  - Multimodal Options for a Vibrant and Equitable Western Slope (MOVE) Westward 3-Project via a RAISE Grant with \$24.2M awarded.
- Other topics included:
  - How to select projects for grant applications.
  - Notice of Funding Opportunity (NOFO) that establishes guidance on what and how to apply for grant funds.
  - Projects kept on a list to consider for NOFOs as they are released - mostly shovel ready projects from the 10-Year Plan.
  - Grant programs in the pipeline for 2023 that CDOT is considering for grant applications.
- TC Comments
  - Curiosity on status of FLAP grants - not opening up again until 2024 as they occur on a five year cycle.
  - I-270 Bridge Bundle update was requested - included in BIP and was not awarded. Plan to repackage this project for other grant opportunities.
  - CDOT is repackaging US 40 in Grand County grant application for the next RAISE NOFO.
  - North I-25 grant applications what is on the list for them? CDOT contemplated Segment 5 - but now funded without a grant for now. Commissioner Bracke requested a memo on why a segment 5 grant is no longer needed and what funding sources are being used for now.
  - A Transportation Infrastructure Finance and Innovation Act (TIFIA) program loan influences the I-25 North segments. A joint workshop with CTIO Board and TC will occur next month by CTIO to delve into this further..
  - More information on how CDOT selects projects to apply for grant funding is important per Commissioner Gracia and wondered how the grant programs align with the Broadband Office - Colorado Broadband (CBO). The CDOT grant program is coordinating with the CBO, but not directly.
  - Commissioners thanked and recognized Hannah Reed for her work and expressed appreciation for the grants presentation.

**Adjournment:** Approximately 1:41 pm

## **TRANSPORTATION COMMISSION MEETING 1:45 PM to 3:00 PM**

Wednesday, January 18, 2023

### **1. Call to Order, Roll Call Timestamp 01:41:12**

Ten of 11 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, and Terry Hart were present, with Commissioner Kathy Hall excused.

### **2. Public Comments Timestamp 01:41:50**

- None.

### **3. Comments of the Chair and Individual Commissioners Timestamp 01:42:00**

- Commissioners recognized the departure and the wonderful work during their tenure at CDOT of Chief Engineer, Steve Harelson and Division of Transportation Development Director, Rebecca White.
- Commissioners Hart and Hickey welcomed Shane Ferguson as the new Region 2 Transportation Director.

- Recognition of all CDOT crews who help maintain the roads for winter who keep roads passable and people safe. CDOT staff who contribute to and plan for safety practices and maintenance of mobility/access throughout the Department were also recognized.
- The RTC of DRCOG released the congestion report for 2021 that was noted by Commissioner Stuart and recommended it to be passed along to other TC members.

#### **4. Executive Director's Management Report (Shoshana Lew) [Timestamp 02:08:54](#)**

- Recognized departure and honored Steve Harelson and Rebecca White for their work and contributions to CDOT.
- Recognized the maintenance and operations crews for their work on the roads for winter. The recruiting work has been effective and all their work is greatly appreciated.

#### **5. Chief Engineer's Report (Steve Harelson) [Timestamp 02:13:51](#)**

- Provided parting words to the TC expressing his gratitude.
- Pandemic response of CDOT set records in terms of keeping projects moving, and made him very proud. Thanked industry, Commission members and CDOT staff for their contributions to this effort.
- Recognized and thanked Rebecca White for all her work at CDOT, both on 70 Central and leading DTD.
- Book of the Month author was presented. In 1997 that author was granted an Ignoble Award for Chicken Plucking as an Indicator of Tornado Wind Speed - Bernard Vonnegut and older brother of writer Kurt Vonnegut.
- Noted many names of CDOT staff that inspired him over the years, in particular, Shoshana Lew for giving him the opportunity to be Chief Engineer.

#### **6. CTIO Director's Report (Nick Farber) [Timestamp 02:22:20](#)**

- Recognized Steve Harelson and Rebecca White for their work and contributions to CDOT.
- At the CTIO Board Meeting this morning, the Board approved Central 70 toll rates. Tolling is anticipated to go live on February 28, depending on the Equity Program going live at the same time. Both are on track for the end of February right now.
- Jim Hoover from the CDOT Public Information Office spoke to the CTIO Board regarding the robust outreach program that is planned for Tolling Go Live, and the Tolling Equity Program ( a special bus pass and \$100 towards tolls for eligible individuals) to get the word out.
- Fees for service are what CDOT pays CTIO to deliver and is paid to CTIO every six months. Over the last six months the services provided included:
  - Worked with the tolling equipment provider ETC to get Central 70 and I-25 South Gap projects tolling up and running.
  - CTIO does a lot of P3 contract management, including for Central 70 an individual monitoring project, and selected a new vendor for US 36 concession agreement monitoring, to ensure Plenary is living up to its contractual obligations.
  - Will be talking to the CTIO Board about tolling dynamic pricing and a plan to communicate to the public that this is up and coming.
  - Tolling Back office procurement was a key project- where four firms were shortlisted during the request for proposal (RFP) stage of solicitation.
  - CTIO does a lot of project development with CDOT and Lots of public outreach and communications with initiating tolling commencement- work on Burnham Yard and Floyd Hill are examples.

**7. FHWA Division Administrator Report (John Cater) Timestamp 02:29:55**

- FHWA signed the Finding of No Significant Impact (FONSI) for the Floyd Hill I-70 project - for a full environmental clearance. Recognized Jessica Myklebust, Region 1 RTD and team for this accomplishment with a \$100 million grant award.
- The Federal Lands Access Program (FLAP) grant program is an allocation every year of around \$50 million. A three-member team with representatives from FHWA, CDOT and STAC work together to choose how to spend FLAP dollars. Next process is scheduled for 2024 and the funds are not nationally competitive, as are the RAISE and other federal grant programs.
- Safety is a key concern as fatality numbers are coming in for 2022 and the trend is disturbing, over 745 annually are estimated for Colorado, This is wo a day every day. Since 2011, fatalities increased by over 300 fatalities. Two areas to focus on are driver behavior and roadway and vehicles - sometimes these two intersect - rumble strips is one example, there is a need to do more. There is a need to make changes routine not only special circumstances, and cable median guardrails are a great tool also. Delineation on curves, right and left turn lanes and roundabouts. These are relatively inexpensive to increase safety. There is a need to keep safety on the forefront of people's minds.
- Recognized Steve Harelson and Rebecca White as great people, who both will be missed.

**8. STAC Report (Vincent Rogalski) Timestamp 02:38:44**

- No STAC meeting in January 2023.
- Recognized Steve Harelson and Rebecca White for all their work and contributions at CDOT. Rebecca accomplished the long range plan and the 10-year Plan. Rebecca and Shoshana conducted a herculean effort with outreach for 2045 SWP.

**9. Act on Consent Agenda Timestamp 02:42:01**

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

- a) Proposed Resolution #1: Approve the Regular Meeting Minutes of December 14, 2022 (Herman Stockinger).
- b) Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson).
- c) Proposed Resolution #3: Access Permit Appeals - # 322127 and # 322125 (Pawan Nelson and Dan Roussin).
- d) Proposed Resolution #4: Adoption of Policy Directive 1604.0 Construction Public Notice Policy (Herman Stockinger/Matt Inzeo).

**10. Discuss and Act on Proposed Resolution #5: 7th Region 2 Requested Budget Supplement of FY 2023 (Jeff Sudmeier and Bethany Nicholas) Timestamp 02:42:49**

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

**11. Resolution #6 Delayed: Discuss and Act on Proposed Resolution #7: Condemnation Authorization (Steve Harelson) Timestamp 02:47:25**

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

**12. Adjournment - Approximately 2:51 pm**



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

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

## Memorandum

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**TO: Transportation Commission**

**FROM: Lauren Cabot**

**DATE: February 1, 2023**

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

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

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

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

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



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

Attachments IGA Approved Project List





# COLORADO

## Department of Transportation

Office of Policy and Government Relations

2829 W. Howard Place  
Denver, CO 80204-2305

**DATE:** February 3, 2023  
**TO:** Transportation Commission  
**FROM:** Herman Stockinger/Darrell Lingk  
**SUBJECT:** Adopt updated Policy Directive 80.0 “Employee Safety Program - Excellence in Safety”

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### Purpose

To adopt updated Policy Directive 80.0 “Employee Safety Program - Excellence in Safety” which includes revisions that emphasize safety standards and staff roles.

### Action

To pass a resolution adopting updated Policy Directive 80.0 “Employee Safety Program - Excellence in Safety.”

### Background

Policy Directive 80.0 states that the Colorado Department of Transportation (CDOT) is committed to ensuring a safe and healthy work environment for all employees. The Office of Transportation Safety oversees the “Excellence in Safety” statewide program which creates a consistent and sustainable safe work environment for CDOT employees. The proposed update makes explicit reference to the applicability of Occupational Safety and Health Administration (OSHA) standards at CDOT and emphasizes the safety roles of certain staff positions.

### Next Steps

The Office of Transportation Safety will continue to implement the Excellence in Safety program statewide to ensure employees have a safe work environment.

### Attachments

- b- Redlined draft of updated PD 80.0 “Employee Safety Program - Excellence in Safety”
- c- Clean draft of updated PD 80.0 “Employee Safety Program - Excellence in Safety”



<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		Number
<b>Employee Safety Program – Excellence in Safety</b>		<b>80.0</b>
Effective	Supersedes	Originating office
<del>11.21.19</del>	<u>11.21.19</u> 5.19.16	<b>Office of Transportation Safety</b>

## I. PURPOSE

The purpose of this Policy Directive is to create a consistent and sustainable safe work environment for all CDOT employees through the implementation of a single, integrated statewide Safety program referred to as “Excellence in Safety” and to ensure a safe and healthy work environment for all CDOT employees.

## II. AUTHORITY

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

§ 24-50.5-103, C.R.S. (Retaliation prohibited)

Occupational Safety and Health Administration regulations and standards, including 29 CFR 1910 and 29 CFR 1926.

## III. APPLICABILITY

This Policy Directive shall apply to all Divisions, Regions, Branches, and Offices of the Colorado Department of Transportation (“CDOT” or “Department”). Compliance with the following Policy is mandatory for all employees of the Department.

## IV. POLICY

The authorization and responsibility for enforcement has been given to the Regional Transportation Directors. Appointing Authorities and supervisors share responsibility as well.

### A. Integrated Safety Program

1. The ~~Colorado Department of Transportation (CDOT or “Department”)~~ is committed to ensuring a safe and healthy work environment for all ~~of its~~ employees through Excellence in Safety. It is the policy and top priority of the Department to provide an incident-free, healthy work environment by eliminating recognized hazards from the workplace.



Subject <b>Employee Safety Program – Excellence in Safety</b>	Number <b>80.0</b>
--	-----------------------

2. In support of this Policy, the Department will apply appropriate resources and provide subject-matter expertise in the ongoing effort to eliminate or reduce facility and operational hazards that could threaten the health and safety of employees.
3. The Office of Transportation Safety (“OTS”) shall oversee and implement the Department’s Excellence in Safety Program through the relevant Procedural Directives and ~~and~~ Protocols developed and maintained by the Office of Transportation Safety. ~~Protocol.~~
4. Regional Transportation Directors, Appointing Authorities, Division Directors, Supervisors, and Regional Safety Officers shall obtain prior approval from the Director of OTS for any safety initiatives, communications, or media that will be using the Excellence in Safety brand.
5. As one component of Excellence in Safety, the Department will endeavor to achieve a consistent and sustainable approach across the state-organization with regard to ensuring the safety of its employees.

CDOT’s Excellence in Safety strives to:

- a. Furnish each employee a place of employment free from recognized hazards that are causing or likely to cause death or serious physical harm.
  - b. Comply with current recognized health and safety best practices and established industry standards and rules, regulations, and orders applicable to CDOT business and operations.
  - c. Comply with and require all employees to comply with current policies and procedures which are applicable to their actions and situations.
  - d. Encourage employees to contact their Appointing Authority, immediate supervisor, or Regional Safety Officer for information that will help them understand the responsibilities of the Excellence in Safety program.
6. The Office of Transportation Safety, with the consultation of the Office of the Attorney General, shall implement and determine appropriate application of safety-related state and federal law, and notify all CDOT ~~D~~ivisions, ~~R~~egions, ~~B~~anches, and ~~O~~ffices of any updates or changes. The Employee Safety Program’s practices and procedures described herein, and other safety-related Procedural Directives, constitute the program by which CDOT will conform and comply with the current standards of the Occupational Safety and Health Administration (“OSHA”) to maintain a safe workplace free from injury and illness.
  7. All CDOT employees shall adhere to the requirements of relevant Procedural Directives and the Office of Transportation Safety Protocol, and will promote and apply

Subject <b>Employee Safety Program – Excellence in Safety</b>	Number <b>80.0</b>
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consistent and sustainable safe work behaviors in every activity while on CDOT premises.

8. Reporting of Unsafe or Unhealthy Working Conditions.

- a) Employees are encouraged and shall have the right to immediately report unsafe work practices or unhealthy work conditions.
- b) Employees shall not be retaliated against for reporting unsafe work practices or unhealthy work conditions or for refusing to operate or remain in an area where unsafe work practices or unhealthy work conditions exist.
- c) Employees may report unsafe or unhealthy work conditions by following the guidance contained in Appendix “A” or by going to My Safe Workplace at <http://www.mysafeworkplace.com>.

**V. IMPLEMENTATION PLAN**

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

The Office of Transportation Safety will oversee the implementation of this Policy Directive.

**VI. REVIEW DATE**

This policy shall be reviewed no later than November ~~2024~~2027.

\_\_\_\_\_  
Herman Stockinger  
Transportation Commission Secretary

11/21/2019  
\_\_\_\_\_  
Date of Approval

Subject <b>Employee Safety Program – Excellence in Safety</b>	Number <b>80.0</b>
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## Appendix “A”

### Reporting of Unsafe or Unhealthy Working Conditions

A component of the CDOT Excellence in Safety Program is to inform and support an open reporting system for employees. This system will assure employees that they will not suffer retaliation for reporting unsafe and/or unhealthy work conditions if done so in conformance with this Policy Directive.

#### A. Protection from Retaliation.

1. No appointing authority or supervisor shall initiate or administer any disciplinary action against an employee on account of the employee's disclosure of information related to unsafe work conditions.
2. CDOT employees are protected against retaliation for reporting unsafe and/or unhealthy working conditions under § 24-50.5-103, C.R.S. This statute does not protect an employee if the employee knows that the information is false, or the information is confidential pursuant to law.
3. If a CDOT employee believes that retaliatory action is being taken for reporting an unsafe and/or unhealthy work condition, the employee may notify the Civil Rights and Business Resource Center, the region's Civil Rights Manager, or through the My Safe Workplace website portal <http://www.mysafeworkplace.com>

#### B. Process for Reporting an Unsafe and/or Unhealthy Working Condition.

1. When a CDOT employee believes that an unsafe and/or unhealthy working condition exists, the employee should immediately notify their supervisor or appointing authority. If the supervisor or appointing authority are unavailable or unwilling to take action, the employee may seek the assistance directly from their Regional Safety Officer, Director of the Office of Transportation Safety, or Statewide Safety Manager.
2. The supervisor or appointing authority will conduct an assessment of the alleged unsafe/unhealthy working condition to determine whether it is valid and report the findings to the Regional Safety Officer, Director of the Office of Transportation Safety, or Statewide Safety Manager.
3. If possible, the condition should be mitigated immediately.
4. When an Immediately Dangerous to Life and Health (“IDLH”) condition is identified, all work activities shall stop immediately pending the permission to

<b>Subject</b> <b>Employee Safety Program – Excellence in Safety</b>	<b>Number</b> <b>80.0</b>
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proceed by a supervisor, appointing authority or the Regional Safety Officer. The IDLH condition will be documented by the supervisor, appointing authority or Regional Safety Officer.

5. The Regional Safety Officer shall review the report and prepare recommendations to mitigate the IDLH condition in order to restore a safe working environment.

6. The Regional Safety Officer shall advise supervisory personnel on the proper measures to take within their authority to address and correct the IDLH condition. Failure to comply with the measures in a reasonable amount of time may result in corrective and/or disciplinary action.

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		Number
<b>Employee Safety Program – Excellence in Safety</b>		<b>80.0</b>
Effective	Supersedes	Originating office
	11.21.19 5.19.16	<b>Office of Transportation Safety</b>

## I. PURPOSE

The purpose of this Policy Directive is to create a consistent and sustainable safe work environment for all CDOT employees through the implementation of a single, integrated statewide Safety program referred to as “Excellence in Safety” and to ensure a safe and healthy work environment for all CDOT employees.

## II. AUTHORITY

Transportation Commission of Colorado, pursuant to § 43-1-106(8)(k), C.R.S.

§ 24-50.5-103, C.R.S. (Retaliation prohibited)

Occupational Safety and Health Administration regulations and standards, including 29 CFR 1910 and 29 CFR 1926.

## III. APPLICABILITY

This Policy Directive shall apply to all Divisions, Regions, Branches, and Offices of the Colorado Department of Transportation (“CDOT” or “Department”). Compliance with the following Policy is mandatory for all employees of the Department.

## IV. POLICY

The authorization and responsibility for enforcement has been given to the Regional Transportation Directors. Appointing Authorities and supervisors share responsibility as well.

### A. Integrated Safety Program

1. The Department is committed to ensuring a safe and healthy work environment for all employees through Excellence in Safety. It is the policy and top priority of the Department to provide an incident-free, healthy work environment by eliminating recognized hazards from the workplace.
2. In support of this Policy, the Department will apply appropriate resources and provide subject-matter expertise in the ongoing effort to eliminate or reduce facility and operational hazards that could threaten the health and safety of employees.

Subject <b>Employee Safety Program – Excellence in Safety</b>	Number <b>80.0</b>
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3. The Office of Transportation Safety (“OTS”) shall oversee and implement the Department’s Excellence in Safety Program through the relevant Procedural Directives and Protocols developed and maintained by the Office of Transportation Safety.

4. Regional Transportation Directors, Appointing Authorities, Division Directors, Supervisors, and Regional Safety Officers shall obtain prior approval from the Director of OTS for any safety initiatives, communications, or media that will be using the Excellence in Safety brand.

5. As one component of Excellence in Safety, the Department will endeavor to achieve a consistent and sustainable approach across the organization with regard to ensuring the safety of its employees.

CDOT’s Excellence in Safety strives to:

- a. Furnish each employee a place of employment free from recognized hazards that are causing or likely to cause death or serious physical harm.
- b. Comply with current recognized health and safety best practices and established industry standards and rules, regulations, and orders applicable to CDOT business and operations.
- c. Comply with and require all employees to comply with current policies and procedures which are applicable to their actions and situations.
- d. Encourage employees to contact their Appointing Authority, immediate supervisor, or Regional Safety Officer for information that will help them understand the responsibilities of the Excellence in Safety program.

6. The Office of Transportation Safety, with the consultation of the Office of the Attorney General, shall implement and determine appropriate application of safety-related state and federal law, and notify all CDOT Divisions, Regions, Branches, and Offices of any updates or changes. The Employee Safety Program’s practices and procedures described herein, and other safety-related Procedural Directives, constitute the program by which CDOT will conform and comply with the current standards of the Occupational Safety and Health Administration (“OSHA”) to maintain a safe workplace free from injury and illness.

7. All CDOT employees shall adhere to the requirements of relevant Procedural Directives and the Office of Transportation Safety Protocol, and will promote and apply consistent and sustainable safe work behaviors in every activity while on CDOT premises.

8. Reporting of Unsafe or Unhealthy Working Conditions.

<b>Subject</b> <b>Employee Safety Program – Excellence in Safety</b>	<b>Number</b> <b>80.0</b>
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- a. Employees are encouraged and shall have the right to immediately report unsafe work practices or unhealthy work conditions.
- b. Employees shall not be retaliated against for reporting unsafe work practices or unhealthy work conditions or for refusing to operate or remain in an area where unsafe work practices or unhealthy work conditions exist.
- c. Employees may report unsafe or unhealthy work conditions by following the guidance contained in Appendix “A” or by going to My Safe Workplace at <http://www.mysafeworkplace.com>.

**V. IMPLEMENTATION PLAN**

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

The Office of Transportation Safety will oversee the implementation of this Policy Directive.

The Office of Policy and Government Relations will post this Directive on CDOT’s intranet and on public announcements.

**VI. REVIEW DATE**

This policy shall be reviewed no later than January 2028.

\_\_\_\_\_  
Herman Stockinger  
Transportation Commission Secretary

\_\_\_\_\_  
Date of Approval

Subject <b>Employee Safety Program – Excellence in Safety</b>	Number <b>80.0</b>
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## Appendix “A”

### Reporting of Unsafe or Unhealthy Working Conditions

A component of the CDOT Excellence in Safety Program is to inform and support an open reporting system for employees. This system will assure employees that they will not suffer retaliation for reporting unsafe and/or unhealthy work conditions if done so in conformance with this Policy Directive.

#### A. Protection from Retaliation.

1. No appointing authority or supervisor shall initiate or administer any disciplinary action against an employee on account of the employee's disclosure of information related to unsafe work conditions.
2. CDOT employees are protected against retaliation for reporting unsafe and/or unhealthy working conditions under § 24-50.5-103, C.R.S. This statute does not protect an employee if the employee knows that the information is false, or the information is confidential pursuant to law.
3. If a CDOT employee believes that retaliatory action is being taken for reporting an unsafe and/or unhealthy work condition, the employee may notify the Civil Rights and Business Resource Center, the region's Civil Rights Manager, or through the My Safe Workplace website portal <http://www.mysafeworkplace.com>

#### B. Process for Reporting an Unsafe and/or Unhealthy Working Condition.

1. When a CDOT employee believes that an unsafe and/or unhealthy working condition exists, the employee should immediately notify their supervisor or appointing authority. If the supervisor or appointing authority are unavailable or unwilling to take action, the employee may seek the assistance directly from their Regional Safety Officer, Director of the Office of Transportation Safety, or Statewide Safety Manager.
2. The supervisor or appointing authority will conduct an assessment of the alleged unsafe/unhealthy working condition to determine whether it is valid and report the findings to the Regional Safety Officer, Director of the Office of Transportation Safety, or Statewide Safety Manager.
3. If possible, the condition should be mitigated immediately.
4. When an Immediately Dangerous to Life and Health (“IDLH”) condition is identified, all work activities shall stop immediately pending the permission to



<b>Subject</b> <b>Employee Safety Program – Excellence in Safety</b>	<b>Number</b> <b>80.0</b>
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proceed by a supervisor, appointing authority or the Regional Safety Officer. The IDLH condition will be documented by the supervisor, appointing authority or Regional Safety Officer.

5. The Regional Safety Officer shall review the report and prepare recommendations to mitigate the IDLH condition in order to restore a safe working environment.

6. The Regional Safety Officer shall advise supervisory personnel on the proper measures to take within their authority to address and correct the IDLH condition. Failure to comply with the measures in a reasonable amount of time may result in corrective and/or disciplinary action.



MEMORANDUM

TO: TRANSPORTATION COMMISSION (TC)  
FROM: DARIUS PAKBAZ, INTERIM DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT  
DATE: FEBRUARY 16, 2023  
SUBJECT: FOR REQUEST TOWN OF PALMER LAKE MATCH REDUCTION, MULTIMODAL TRANSPORTATION & MITIGATION OPTIONS FUND

**Purpose**

To consider a request and recommendation from the Pikes Peak Area Council of Governments (PPACG) for an elimination of the required Match Funding Rate on a local Multimodal Transportation & Mitigation Options Fund (MMOF) project proposed by the Town of Palmer Lake.

**Action**

CDOT Staff recommend the Transportation Commission adopt a Resolution to eliminate the Match Funding Rate requirement on the proposed MMOF project.

**Background**

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

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

The Pikes Peak Area Council of Governments has submitted a request and recommendations for an eliminated match rate on a project awarded to the Town of Palmer Lake indicating it has determined the eliminated rate is justified and in the best interest of their region and the applicant.



Attached to this memo are PPACG's and the applicant's supporting documents submitted on behalf of the project described below:

Planning Region	Sponsor	Project Name	Required Match Rate	Requested Match Rate
Pikes Peak Area	Town of Palmer Lake	CO 105 Main Street Design	50%	0%

**Recommendation**

Unless particularly objectionable circumstances exist, CDOT Staff generally look to the MPO/TPRs as the Local MMOF awarding agency to determine the best use of its allocated MMOF funding and to determine the merits of individual match reductions beyond those granted by the TC formula. Therefore, CDOT recommends the TC adopt the proposed Resolution granting the eliminated match rate.

**Options**

- Adopt the proposed Resolution approving the recommended Match Funding Rate elimination
- Deny the Match Funding Rate elimination or recommend a reduce match rate

**Attachments**

Draft TC Resolution 05  
PPACG Resolution supporting match elimination  
Project applicant letter requesting and justifying match elimination



**BOARD OF DIRECTORS**

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Chair

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Councilmember Dave Donelson  
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Pikes Peak Area  
Council of Governments  
Communities Working Together

**RESOLUTION BY  
THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS  
BOARD OF DIRECTORS  
APPROVING MULTIMODAL TRANSPORTATION AND  
MITIGATION OPTIONS FUND (MMOF) MATCH  
REDUCTION  
FOR THE COLORADO SPRINGS URBANIZED AREA**

**January 11, 2023**

**WHEREAS**, the Multimodal Transportation & Mitigation Options Fund (MMOF), created within the State Treasury under Colorado Senate Bill 2018-001, was amended under Colorado Senate Bill 2021-260; and

**WHEREAS**, the Transportation Commission (TC) is required in the legislation to establish a distribution formula for the MMOF Local Fund and allowed to create a formula for reducing the match requirement for local agencies; and

**WHEREAS**, the Transportation Commission is responsible for ensuring the use of MMOF Local Funds complies with the goals, purposes and requirements of the MMOF Program Guide for project selections made by municipalities and counties within the MPOs and TPRs; and

**WHEREAS**, the majority of the Pikes Peak Urbanized Area has a match rate requirement of 50 percent per TC Resolution 2021-12-10, adopted December 16, 2021; and

**WHEREAS**, the Town of Palmer Lake submitted a letter requesting a match rate reduction from 50 percent to 0 percent for its CO 105 Main Street Design project; and

**WHEREAS**, during project selection, PPACG's Transportation Advisory Committee has recommended the project be funded with the requested match rate with the understanding that if the requested rate is not approved the Town of Palmer Lake must either meet the required match rate of 50 percent or the award will be revised.

**WHEREAS**, the MMOF Scoring Committee have recommended the project be funded with the requested match rate with the understanding that if the requested rate is not approved Weld County and project partners must either meet the required match rate of 50 percent of the award will be revised.

**NOW, BE IT THEREFORE RESOLVED**, the Pikes Peak Area Council of Governments hereby requests the TC grant the Town of Palmer Lake CO 105 Main Street Design project a 0 percent match rate. Amendments of 1990 and adequately addresses metropolitan planning requirements for the preparation of a transportation improvement program per the FAST Act.

**RESOLVED, APPROVED, and ADOPTED** by the Pikes Peak Area Council of Governments this 11<sup>th</sup> day of January 2023, at Colorado Springs, Colorado.



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Mayor Sharon Thompson,  
Chair



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ATTEST  
Councilmember Dave Donelson  
Secretary



December 14, 2022

RE: FY 2022-2023 MMOF Call for Projects  
CO105 Main Street Design Local Match Reduction

Dear PPACG Board of Directors:

The Town of Palmer Lake is formally requesting an exemption for the local match requirement for MMOF funding as determined by the Colorado Transportation Commission and stated in the MMOF Program Overview. This match exemption is supported by the PPACG Transportation Advisory Committee.

The Town of Palmer Lake would like to conduct a design project for an enhanced main street area along the eastern side of a portion of Colorado Highway 105 that runs through the Town of Palmer Lake. CO 105 is a state facility that separates a popular recreational area and businesses on the east and several restaurants and other businesses on the west. This project would provide multimodal connectivity within the area and improve safety for the Town's 2,600 residents and many visitors. The Palmer Lake Recreation Area and Centennial Park include a popular lake, baseball diamond, disc golf course, volleyball court, picnic area, and children's playground. The area also includes multimodal trails, including the Santa Fe Trail, a pedestrian bridge, and parking areas.

There are no sidewalks or shoulders for pedestrian or bicycle traffic along CO 105 and marked pedestrian crossings are limited. Diagonal parking along the east side of CO 105 requires drivers to reverse into the highway. This project would also support safe pedestrian routes to Palmer Lake Elementary School (0.2 miles away).

The total project cost is \$150,000. A waiver of the 50% local match (\$75,000) is being sought due to the small size and operating budget of the Town. In 2022, the Town's budget for Road Capital Improvement expenditures was \$215,000, and supporting the local match would be difficult for the Town.

Thank you for your consideration of waiving the Town of Palmer Lake's MMOF local match to support this project.

Sincerely,

TOWN OF PALMER LAKE

Dawn A. Collins, CMC  
Town Administrator/Clerk

42 Valley Crescent, P.O. Box 208, Palmer Lake, CO 80133  
Phone (719) 481-2953 - Fax (719) 488-9305  
[www.townofpalmerlake.com](http://www.townofpalmerlake.com)





# COLORADO

## Department of Transportation

Office of Policy and Government Relations

2829 W. Howard Place  
Denver, CO 80204-2305

**DATE:** February 3, 2023  
**TO:** Transportation Commission  
**FROM:** Herman Stockinger/Darrell Lingk  
**SUBJECT:** Adopt updated Policy Directive 89.0 “Risk and Insurance Management”

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### Purpose

To adopt updated Policy Directive 89.0 “Risk and Insurance Management” which was due for review in 2022.

### Action

To pass a resolution adopting updated Policy Directive 89.0 “Risk and Insurance Management.”

### Background

Policy Directive 89.0 instructs the Risk Management Office of the Colorado Department of Transportation (CDOT) to follow sound risk management principles to protect CDOT people and assets. The proposed update adds references to the State Office of Risk Management insurance pool and clarifies the role of the Risk Management Office in managing claims related to all forms of insurance and contracts of all types.

### Next Steps

The Office of Risk Management will continue to apply appropriate risk management principles in safeguarding the people and assets of CDOT.

### Attachments

- b- Redlined draft of updated PD 89.0 “Risk and Insurance Management”
- c- Clean draft of updated PD 89.0 “Risk and Insurance Management”





<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>	
Subject			Number
Risk and Insurance Management			89.0
Effective	Supersedes	Originating Office	
08/17/17	08/17/1705/01/2 004	Office Of Transportation Safety / Risk Management Office	

## I. PURPOSE

The Office of Transportation Safety, Risk Management Office protects ~~CDOT's~~ employees, assets, and service capacity of the Colorado Department of Transportation (CDOT or Department) through the implementation of sound risk management principles.

## II. AUTHORITY

Transportation Commission, pursuant to § 43-1-108(k), C.R.S.

§ 24-10-101 *et seq.*, C.R.S., Colorado Governmental Immunity Act

§ 24-30-1501 *et seq.*, C.R.S., Risk Management Act

## III. POLICY

A. It is the policy of the Transportation Commission to protect CDOT's employees, assets, and service capacity through the Risk Management Office.

B. The CDOT Risk Management Office advises the Transportation Commission on risk, insurance, and loss control issues.

C. The CDOT Risk Management Office protects CDOT's employees, assets, and service capacity through the State Office of Risk Management insurance pool by management of claims and related litigation on all commercial insurance, whether it is the self-insured pool or any other commercial insurance procured by the State Office of Risk Management. ~~It administers standard insurance coverages and purchases specialty insurance for certain construction projects.~~ The Risk Management Office also oversees claims work performed by a third-party administrator (TPA) under the program managed by the State Office of Risk Management to protect the right of employees, and brokers and carriers to protect both the rights of employees and citizens, and the needs of CDOT.

D. The CDOT Risk Management Office's ~~responsibilities include but are not limited to:~~ assists construction projects by providing guidance to on project-specific risks and support staff on contractual insurance issues; implementing, directing, and implementing-administering Owner Controlled Insurance Programs as necessary, requested, or required by purchasing standard and specialty insurance for certain construction projects; assessing risk/loss control on

Subject	Number
<b>Risk And Insurance Management</b>	89.0

construction projects; overseeing the surety/bond program from small business partners.

E; The CDOT Risk Management Office's other responsibilities include, but are not limited to, providing assistance to support staff on contractual insurance issues on any type of contracts, managing vendors overseeing Commercial Driver's Licenses, and overseeing vendor compliance for required medical exams. -Its responsibilities also include recovery of costs incurred from third-party damage to CDOT property or infrastructure and the administration of the State's allocation process of CDOT's insurance premiums and coverage surcharges levied by the State Office of Risk Management.

**IV. IMPLEMENTATION PLAN**

This Policy Directive is effective immediately and will be implemented by all Divisions, Regions, Branches, and Offices of the Department.

The Office of Policy and Government Relations shall post this Policy Directive on the CDOT intranet and CDOT public announcements.

The Risk Management Office shall post this Policy Directive on the Risk Management website and provide a copy to all applicable regional contacts.

**V. REVIEW DATE**

This Policy Directive will be reviewed on or before Februar~~July~~ 2022~~2028~~.

\_\_\_\_\_  
Herman Stockinger, III  
Secretary, Transportation Commission

\_\_\_\_\_  
Date

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>	
Subject			Number
Risk and Insurance Management			89.0
Effective	Supersedes	Originating Office	
	08/17/17	Office Of Transportation Safety / Risk Management Office	

## I. PURPOSE

The Office of Transportation Safety, Risk Management Office protects employees, assets, and service capacity of the Colorado Department of Transportation (CDOT or Department) through the implementation of sound risk management principles.

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§ 24-10-101 *et seq.*, C.R.S., Colorado Governmental Immunity Act

§ 24-30-1501 *et seq.*, C.R.S., Risk Management Act

## III. POLICY

A. It is the policy of the Transportation Commission to protect CDOT's employees, assets, and service capacity through the Risk Management Office.

B. The CDOT Risk Management Office advises the Transportation Commission on risk, insurance, and loss control issues.

C. The CDOT Risk Management Office protects CDOT's employees, assets, and service capacity through the State Office of Risk Management insurance pool by managing claims and related litigation on all insurance, whether it is the self-insured pool or any other commercial insurance procured by the State Office of Risk Management. The Risk Management Office also oversees claims work performed by a third-party administrator (TPA) under the program managed by the State Office of Risk Management to protect the right of employees and citizens, and the needs of CDOT.

D. The CDOT Risk Management Office assists construction projects by providing guidance on project-specific risks and contractual insurance issues; implementing, directing, and administering Owner Controlled Insurance Programs as necessary, requested, or required by purchasing standard and specialty insurance for certain construction projects; assessing risk/loss control on construction projects; overseeing the surety/bond program from small business partners.

E The CDOT Risk Management Office's other responsibilities include, but are not limited to,

Subject <b>Risk And Insurance Management</b>	Number <b>89.0</b>
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providing assistance to support staff on contractual insurance issues on any type of contracts, managing vendors overseeing Commercial Driver’s Licenses, and overseeing vendor compliance for required medical exams. Its responsibilities also include recovery of costs incurred from third-party damage to CDOT property or infrastructure and the administration of the State’s allocation process of CDOT’s insurance premiums and coverage surcharges levied by the State Office of Risk Management.

**IV. IMPLEMENTATION PLAN**

This Policy Directive is effective immediately and will be implemented by all Divisions, Regions, Branches, and Offices of the Department.

The Office of Policy and Government Relations shall post this Policy Directive on the CDOT intranet and CDOT public announcements.

The Risk Management Office shall post this Policy Directive on the Risk Management website and provide a copy to all applicable regional contacts.

**V. REVIEW DATE**

This Policy Directive will be reviewed on or before February 2028.

\_\_\_\_\_  
Herman Stockinger, III  
Secretary, Transportation Commission

\_\_\_\_\_  
Date



**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
 BETHANY NICHOLAS, BUDGET DIRECTOR  
**DATE:** FEBRUARY 16, 2023  
**SUBJECT:** EIGHTH BUDGET SUPPLEMENT - FY 2022-2023

**Region 3**

\$2,990,496 - **Wall Construction - I-70 MP 170.5 Essential Wall Repair**- Additional funds needed for readvertisement. Previous advertisement received one bidder 50% above the engineers estimate. Significant differences in electrical, concrete and HMA costs, labor and housing for the contracted employees as no local contractors bid on the project. The wall is on the WB shoulder of I-70 and above US 6 in Dowd Junction (MP 170.5). Further deterioration could be detrimental to both roadways. Funds are available from Region 3’s FY23-27 Wall allocation. **Other approaches to funding this deficit without advancing FY26 and FY27 wall funding are being explored prior to final upload, regardless the action will require TC approval due to the significant budget increase.**

**I-70 MP 170.5 Essential Wall Repair**  
*Budget Components by Phase, Funding Program*

Phase of Work	Funding Program	Original Budget	Funding Request				Revised Budget	Expended To-Date
			Previous Adjustments	Current Request	Total Adjustments	Total Adjustment		
Design	<i>Wall Construction</i>	\$610,000	\$0	\$0	\$0		\$610,000	\$166,116
	<b>Total Design</b>	<b>\$610,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$610,000</b>	<b>\$166,116</b>
Construction	<i>Wall Construction</i>	\$3,762,184	\$0	\$2,990,496	\$2,990,496		\$6,752,680	\$0
	<b>Total Construction</b>	<b>\$3,762,184</b>	<b>\$0</b>	<b>\$2,990,496</b>	<b>\$2,990,496</b>	<b>79%</b>	<b>\$6,752,680</b>	<b>\$0</b>
	<b>Total Project</b>	<b>\$4,372,184</b>	<b>\$0</b>	<b>\$2,990,496</b>	<b>\$2,990,496</b>	<b>68%</b>	<b>\$7,362,680</b>	<b>\$166,116</b>

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

**Region 5**

\$2,225,000 - **Contingency Reserve - US 160 / 550 Connection** - Negotiations and a Settlement were reached with the contractor due to schedule impacts caused by a redesign of the irrigation system as required by the operators of an irrigation ditch. While the existing project contingencies can accommodate some of the increased cost, the remainder is request from the Transportation Commission Contingency Reserve. Reserve funds will be the last expended on the project and any surplus will be returned. Refer to Attachment A for more information.

**US 550/160 CONNECTION SOUTH DESIGN-BUILD**

*Budget Components by Phase, Funding Program*

Phase of Work	Funding Program	Original Budget	Funding Request				Revised Budget	Expended To-Date
			Previous Adjustments	Current Request	Total Adjustments	Total Adjustment		
Design	Wall Construction	\$2,200,000	\$0	\$0	\$0		\$2,200,000	\$2,200,000
	RPP	\$599,171	\$0	\$0	\$0		\$599,171	\$203,768
	FASTER Safety	\$1,580,187	\$0	\$0	\$0		\$1,580,187	\$1,580,187
	<b>Total Design</b>	<b>\$4,379,358</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$4,379,358</b>	<b>\$3,983,955</b>
Construction	Strategic Projects	\$66,700,000	\$0	\$0	\$0		\$66,700,000	\$38,749,783
	Surface Treatment	\$8,617,270	\$0	\$0	\$0		\$8,617,270	\$8,617,270
	Federal Grant	\$12,312,886	\$0	\$0	\$0		\$12,312,886	\$12,312,886
	FASTER Safety	\$4,802,543	\$0	\$0	\$0		\$4,802,543	\$4,802,543
	Bridge Construction	\$249,000	\$0	\$0	\$0		\$249,000	\$249,000
	RPP	\$7,844,658	\$0	\$0	\$0		\$7,844,658	\$0
	Local Contribution	\$2,000,000	\$0	\$0	\$0		\$2,000,000	\$0
	Contingency Reserve	\$0	\$0	\$2,200,000	\$2,200,000		\$2,200,000	\$0
	<b>Total Construction</b>	<b>\$102,526,357</b>	<b>\$0</b>	<b>\$2,200,000</b>	<b>\$2,200,000</b>	<b>2.1%</b>	<b>\$104,726,357</b>	<b>\$64,731,482</b>
	<b>Total Project</b>	<b>\$169,226,357</b>	<b>\$0</b>	<b>\$2,200,000</b>	<b>\$2,200,000</b>	<b>1.3%</b>	<b>\$171,426,357</b>	<b>\$103,481,265</b>

Per Policy Directive 703.0, requests for Contingency Reserve funds require Transportation Commission approval.

**Region 4**

\$1,200,00 - **Contingency Reserve - US 34 Brush Lateral Canal Repair** - Additional funds needed for installation of the 3<sup>rd</sup> priority wall eroding the irrigation channel along the highway embankment. The third wall was not part of the original contract but can be incorporated via Contract Modification. A large crack on the shoulder is developing due to erosion which is requiring the use of anticipated savings from the original contract. The additional funding is requested here to complete the 3<sup>rd</sup> wall while contractor is on site saving time and mobilization costs. Refer to Attachment B for more information.

**US 34 Brush Lateral Canal Repair**

*Budget Components by Phase, Funding Program*

Phase of Work	Funding Program	Original Budget	Funding Request				Revised Budget	Expended To-Date
			Previous Adjustments	Current Request	Total Adjustments	Total Adjustment		
Utilities	Contingency Reserve	\$24,992	\$0	\$0	\$0		\$24,992	\$2,010
	<b>Total Utilities</b>	<b>\$24,992</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$24,992</b>	<b>\$2,010</b>
Design	Contingency Reserve	\$163,922	\$0	\$0	\$0		\$163,922	\$48,178
	Regional Priorities	\$3,530	\$0	\$0	\$0		\$3,530	\$0
	<b>Total Design</b>	<b>\$167,452</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$167,452</b>	<b>\$48,178</b>
Construction	Contingency Reserve	\$3,811,086	\$0	\$1,200,000	\$1,200,000		\$5,011,086	\$549,021
	<b>Total Construction</b>	<b>\$3,811,086</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>31%</b>	<b>\$5,011,086</b>	<b>\$549,021</b>
	<b>Total Project</b>	<b>\$4,003,530</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>30%</b>	<b>\$5,203,530</b>	<b>\$599,209</b>

Per Policy Directive 703.0, requests for Contingency Reserve funds require Transportation Commission approval.

**Information Only**

\$1,820,000 - **Maintenance Reserve-Snow and Ice-** Pursuant to PD 703, transfers from the Snow and Ice account of the Maintenance Reserve are approved by the Executive Management Team. A transfer of funds from the Maintenance Reserve Fund was completed in March in order to reimburse maintenance cost centers across the state for snow and ice expenditures in excess of planned amounts, including:

- Greeley - \$320,000
- Grand Junction - \$530,000
- Durango - \$260,000
- Pueblo - \$50,000
- Aurora - \$0
- Craig - \$330,000
- Alamosa - \$50,000
- EJMT - \$280,000

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

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

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
June-22	<i>Balance 12S21</i>		<b>\$33,005,416</b>	
July-22	<i>Balance 1S23</i>		<b>\$32,405,631</b>	
September-22	<i>Balance 3S23</i>		<b>\$32,135,631</b>	
October-22	<i>Balance 4S23</i>		<b>\$32,135,631</b>	
November-22	<i>Balance 5S23</i>		<b>\$31,681,154</b>	
December-22	<i>Balance 6S23</i>		<b>\$32,012,504</b>	
January-23	<i>Balance 7S23</i>		<b>\$32,012,504</b>	
	<i>US 160 /550 Connection Irrigation Settlement</i>	\$ (2,225,000)		Pending
February-23	<i>Pending Balance 8S23</i>		<b>\$29,787,504</b>	

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

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
June-22	<i>Balance 12S22</i>		<b>\$6,993,697</b>	
July-22	<i>Balance 1S23</i>		<b>\$12,000,000</b>	
August-22	<i>Balance 2S23</i>		<b>\$12,000,000</b>	
September-22	<i>Balance 3S23</i>		<b>\$12,000,000</b>	
October-22	<i>Balance 4S23</i>		<b>\$12,000,000</b>	
November-22	<i>Balance 5S23</i>		<b>\$12,000,000</b>	
December-22	<i>Balance 6S23</i>		<b>\$12,000,000</b>	
January-23	<i>Balance 7S23</i>		<b>\$12,000,000</b>	
	<i>January Transfer</i>	\$ (1,820,000)		1000312299
February-23	<i>Pending Balance 8S23</i>		<b>\$10,180,000</b>	

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

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
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	
September-22	<i>Balance 3S23</i>		\$41,752,379	
October-22	<i>Balance 4S23</i>		\$59,812,379	
November-22	<i>Balance 5S23</i>		\$59,812,379	
December-22	<i>Balance 6S23</i>		\$67,326,775	
January-23	<i>Balance 7S23</i>		\$67,945,266	
	<i>No Pending Requests</i>			
February-23	<i>Pending Balance 8S23</i>		\$67,945,266	

**Cost Escalation Fund Reconciliation  
Eighth Supplement FY 2023 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
December-22	<i>Balance 6S23</i>		\$30,000,000	
January-23	<i>Balance 7S23</i>		\$30,000,000	
	<i>No Pending Requests</i>			
February-23	<i>Pending Balance 8S23</i>		\$30,000,000	





FY 2022-2023 Contingency Reserve Fund Balance Projection		
January		
TC Contingency Balance (Emergencies)	\$32,012,504	
<i>Pending Requests:</i>		
US 160 /550 Connection Irrigation Settlement	(\$2,225,000)	
US 34 Brush Lateral Canal Repair	(\$1,200,000)	
Pending February		
TC Contingency Reserve Balance	\$28,587,504	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
No Pending Outflows	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
I-70 Glenwood Canyon Slides Remaining Repayments	\$0	\$8,520,000
Region 4 Project Savings	\$0	\$521,000
Projected FY 2022-2023 YE Contingency Balance	\$28,587,504	\$37,107,504
<i>TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2023</i>	<i>\$3,587,504</i>	<i>\$12,107,504</i>

FY 2022-2023 Program Reserve Fund Balance Projection		
January		
TC Program Reserve Balance	\$67,945,266	
<i>Pending December Requests:</i>		
No Pending Requests		
Pending February		
TC Program Reserve Fund Balance	\$67,945,266	
<i>Projected Outflow:</i>		
	Low Estimate	High Estimate
No Pending Requests	\$0	\$0
<i>Projected Inflow:</i>		
	Low Estimate	High Estimate
No Pending Requests	\$0	\$0
Projected FY 2022-2023 YE Program Reserve Balance	\$67,945,266	\$67,945,266

FY 2022-2023 Cost Escalation Pool	
January	
Cost Escalation Pool Balance	\$30,000,000
<i>Pending Requests:</i>	
No Pending Requests	\$0
Pending February	
TC Program Reserve Fund Balance	\$30,000,000

FY 2022-2023 Maintenance Reserve Fund Balance Projection	
January	
TC Maintenance Reserve Balance	\$12,000,000
<i>Pending Requests:</i>	
January EMT Approved	(\$1,820,000)
Pending February	
TC Maintenance Reserve Fund Balance	\$10,180,000





**COLORADO**  
**Department of Transportation**  
Region 5

Office of the Region Transportation Director  
3803 N. Main Avenue, Ste. 306  
Durango, CO 81301-4034

TO: Transportation Commission  
FROM: Julie Constan, PE, Region 5 Transportation Director  
DATE: February 16, 2023  
SUBJECT: Request for Contingency Reserve for US 160 / 550 Connection Project

**Purpose**

Region 5 requests the use of \$2,225,000 of Transportation Commission Contingency Reserve to address an issue with the Florida Consolidated Ditch Company.

**Background**

The US550/US160 Connection South Design-Build Project work impacted an irrigation ditch operated by the Florida Consolidated Ditch Company (FCDC). Project work included the design of the irrigation system to meet the FCDC requirements, working closely with the ditch company, to maintain the irrigation through the proposed highway improvements. During the negotiations of the final Crossing Agreement, FCDC retracted previous design approvals citing that the historic drainage captured by the ditch would not be allowed in the new design. This retraction required a redesign of a portion of the project to redirect stormwater away from the ditch. This redesign impacted the Project schedule and resulted in a change order request associated with the impact.

CDOT's receipt of the change request initiated a review of the requests merits and negotiations over said merits, including time allowed and supportable cost. The negotiations lasted over several weeks and were eventually elevated to the Region Transportation Director, who through consultation with Department EMT, reached a Settlement Agreement with the contractor. Settlement Agreement value is \$3.1M. Attached is detailed back up on the settlement agreement amount.

The budget request is needed to supplement the Project's contingency budget (CMO Budget) in order to meet the value of the Settlement Agreement. The Project's CMO budget was limited to less than 3% of the Construction cost at only \$2.8 million. At this point in the project there have a been a number of needs identified for the CMO budget, therefore the entire amount is not available at this time. The Project does project that it can offset the Settlement value by \$1.6 M and limit the Commission request to \$2.25M. Project accounting of this request is shown below.



**22420 - US550/160 Connection South Design-Build  
FCDC Settlement Agreement**

Change order value		\$	3,125,541.05	
	<u>Current Budget</u>	<u>FCDC Settlement Agreement</u>	<u>FCDC Settlement Budget Change</u>	<u>[Need / (Decrease)]</u>
Previous Budget	\$ 106,905,715.50	\$ 106,905,715.50	\$ -	
TC Budget supplement		\$ 2,250,000.00		
Total Budget		\$ 109,155,715.50		
Pre-Construction Cost	\$ (4,379,358.00)	\$ (4,379,358.00)	\$ -	
Construction Budget (Includes CMO \$)	\$ 102,526,357.50	\$ 104,776,357.50	\$ 2,250,000.00	TC Budget Increase
CSP PO (x 1.12)	\$ (57,709.91)	\$ (57,709.91)	\$ -	
<b>Remaining Construction Budget</b>	<b>\$ 102,468,647.59</b>	<b>\$ 104,718,647.59</b>	<b>\$ 2,250,000.00</b>	<b>TC Budget Increase</b>
CMO budget (Not Encumbered)	\$ 1,541,938.80	\$ (146,242.92)	\$ (1,688,181.72)	CMO Budget change with CMO
Obligated Construction Subtotal	\$ 100,926,708.79	\$ 104,864,890.51	\$ 3,938,181.72	Construction Item Cost Subtotal Increase
OCIP (Direct pay to Program)	\$ 873,001.00	\$ 873,001.00	\$ -	
OCIP Indirect Rate	\$ 104,760.12	\$ 104,760.12	\$ -	
Construction Item Cost Subtotal	\$ 99,948,947.67	\$ 103,887,129.39	\$ 3,938,181.72	Construction Item Cost Subtotal Increase
CE / Indirects	\$ 20,624,386.03	\$ 21,437,026.70	\$ 812,640.67	CE / Indirects decrease
<b>Contract Value</b>	<b>\$ 79,324,561.64</b>	<b>\$ 82,450,102.69</b>	<b>\$ 3,125,541.05</b>	<b>Contract increase</b>
OJT (not in GMP)	\$ 148,250.00	\$ 148,250.00	\$ -	
Contract Proposal + Changes value	\$ 79,176,311.64	\$ 82,301,852.69	\$ 3,125,541.05	Contract value increase with CMO

**Recommendation**

Staff recommends allocation of \$2,225,000 in Transportation Commission Contingency Reserve to the project.





**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
BETHANY NICHOLAS, BUDGET DIRECTOR  
**DATE:** FEBRUARY 16, 2023  
**SUBJECT:** ANNUAL REVIEW OF POLICY DIRECTIVE 703.0

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**Purpose:**

To continue the annual review and update of Policy Directive (PD) 703.0 and request Transportation Commission (TC) consideration of proposed changes. Staff reviewed PD 703.0 with Commission in January, and are returning this month with some additional changes and refinements based on the discussion in January. The changes are related to the OIM Program, the requirement that the TC approve new flexible federal fund types allocated to programs other than the TC Program Reserve, and approval and reporting requirements associated with the new Cost Escalation Fund.

**Action**

The TC will be asked to consider approval of the updates to PD 703.0 presented in January and February. The TC may request a subsequent review of the policy at any time in the future if they determine there is a need to incorporate further refinements or changes.

**Background and Overview:**

PD 703.0 is a critical Department policy that instructs staff how to enact and execute various budget and project transactions. PD 703.0 includes specific instructions on how staff should handle each type of transaction and what levels of review must be completed. The existing thresholds were set so that levels of risk are balanced against mission performance and efficiency.

The TC reviewed the PD in depth at the beginning of Fiscal Year 2021-22 and adopted a fully revised and updated PD. At that time staff indicated that in order to maintain the PD, a review would be provided to the TC annually.

**Recommended Updates:**

Based on Commission feedback in January, staff is presenting additional information for further review and proposing some additional changes as outlined below. These proposed updates impact Appendix B - Project Transactions and Appendix C - Budget Transactions within the PD.

***Appendix B: Project Transactions***

In January staff proposed removing the requirement for TC approval of Office of Innovative Mobility (OIM) projects and programs as outlined below. To further outline and establish the parameters within which OIM staff will develop the annual OIM budget, the circumstances when TC approval would still be required, and ongoing reporting of the budget, staff prepared the attached OIM Budget Guidance document. The staff recommendation otherwise remains unchanged from January.

- **Multimodal Services:** Remove the requirement for TC approval of Office of Innovative Mobility (OIM) projects and programs. The OIM has a developed budget setting process (see attached Budget Guidance document). Now that this program is well established with a budget setting process in place, staff proposes combining OIM in PD 703.0 with the line for Multimodal Services



and removing the requirement for TC approval of OIM projects and programs within already established OIM programs. OIM will request TC approval for significant deviations in funding allocations among program areas and/or Project Categories, or items deemed sensitive by leadership.

### ***Appendix C: Budget Transactions***

Staff also modified a proposal to Budget Amendment requirements. The updated proposed language now clearly outlines that any new flexible fund types allocated to programs other than the TC Program Reserve requires TC approval.

- **Budget Amendments and Other Changes:** Update language to require TC approval of any funds received from legislation, including new federal funds, by adding “New flexible fund types allocated to programs other than the TC Program Reserve,” which specifies that if we get new flexible revenue, OFMB will either put it in Program Reserve or take it to the TC for approval.

Finally, staff also incorporated a reference to the new Cost Escalation Fund, approved by the Commission in December 2022. The reference incorporates the approval process outlined when the fund was approved in December, an expedited EMT approval process with monthly reporting to the Transportation Commission.

- **Budget Amendments and Other Changes:** Add language to state that EMT approval is required when funds are requested from the Cost Escalation Fund, due to project bids coming in over the budgeted amount or based on an updated estimate. EMT will approve Individual transactions that are used to address cost escalation (at time of award or updated estimate) on existing projects, with monthly reporting to the Transportation Commission in the Budget Supplement.

### **Attachments**

Office of Innovative Mobility Budget Guidance  
PD 703.0 Narrative - Clean Version  
PD 703.0 Narrative - Red Lined Version  
PD 703.0 Appendices - Clean Version  
PD 703.0 Appendices - Red Lined Version  
Presentation

### **Next Steps**

- TC approval of updated PD 703.0





**COLORADO**

Department of Transportation

Office of Innovative Mobility

# Office of Innovative Mobility Budget Guidance Document

(Version 1: Effective February 16, 2023)

## I. PURPOSE

It is the mission of the Office of Innovative Mobility (OIM) to reduce pollution in our air and congestion on our roads by expanding multimodal transportation options utilizing traditional and emerging mobility technologies. This document outlines a standard process by which OIM allocates and manages budget to carry out its mission.

## II. AUTHORITY

Executive Director pursuant to § 43-1-105, C.R.S.

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

[CDOT PD 703.0](#) Annual Budget, Project Budgeting, and Cash Management Principles

## III. APPLICABILITY

This guidance document applies to the Office of Innovative Mobility (OIM) within the Colorado Department of Transportation (CDOT) and specifically to the following OIM program areas:

- Electrification and Energy
- Mobility Services
- Mobility Technology

The Division of Transit and Rail also resides within OIM and its budget is already governed by the Multimodal Services and Suballocated Programs sections of PD 703 Appendix B Project Related Transactions.

## IV. PROCEDURE

### A. Program and Project Area Definitions

- a. Electrification and Energy Program: Works with partners across the public and private sectors to facilitate the expansion of both electric vehicles and infrastructure across Colorado.
  - i. Charging Infrastructure Projects – Address gaps in statewide charging network through on-going support of EV byways and tourism program and CDOT EV charging investments



- ii. Education and Outreach Projects – Support public education, engagement, outreach and marketing for adoption of EVs statewide in partnership with other state agencies and stakeholders
  - iii. Medium- and Heavy-Duty (M/HD) Electrification Projects – Support CDOT fleet electrification and support other planning studies to achieve M/HD electrification goals in alignment with strategies outlined in the Colorado Clean Truck Strategy
  - iv. Transit Electrification Projects – Support transit fleet electrification planning, training, workshops and technical assistance
  - v. Workforce Development Projects – Support the development of training programs for EV workforce, including internal CDOT training
- b. Mobility Services Program: Explores ways to make transportation more efficient and accessible by evaluating new and emerging transportation modes and data, along with encouraging and facilitating transportation demand management strategies.
- i. Emerging Mobility Projects – Support the evaluation, study and pilots of emerging mobility technologies to understand impacts on roadways and traveler behavior
  - ii. Mobility Data Integration Projects – Support the Connected Colorado digital trip planning and ticketing platform, along with integration of new mobility data sources into CDOT platforms
  - iii. Strategic Transportation Demand Management (TDM) Projects – Support internal and external efforts that facilitate and encourage traveler behavior that makes more efficient use of the transportation network
- c. Mobility Technology Program: Focuses on guiding Colorado's strategy, policy and infrastructure for connected, autonomous and emerging transportation technologies
- i. Autonomous Vehicles Projects – provide equipment, technical support and oversight for CDOT's autonomous vehicles and oversight of the state Autonomous Mobility Task Force established under SB17-213 to ensure that Colorado's transportation system is ready to support the safe operation of autonomous driving technologies
  - ii. Connected Vehicles Projects – support the physical and digital infrastructure that allows connected vehicles to communicate directly with roadway operators and infrastructure to improve safety, mobility and environmental impacts.

## B. Budget Process and Guidelines

- a. Annual Budget Development and Approval:
  - i. The CDOT Office of Financial Management and Budget (OFMB) will disseminate guidance and instructions to all divisions and regions for developing their annual budget request in accordance with policies and deadlines established by the Transportation Commission (PD 703.0) and state statute.
  - ii. The Chief of Innovative Mobility will work with OIM staff to develop a budget request that conforms to OFMB guidance and the Transportation Commission approved policies established for the OIM budget.



1. The budget will adhere to the Program and Project level definitions described above.
  2. Budget development will be informed by consideration of the following elements:
    - a. CDOT Wildly Important Goals
    - b. CDOT PD 14 Goals
    - c. OIM Program Plans and Roadmaps
    - d. Interagency Strategic Documents
    - e. Staffing resources
    - f. On-going feedback from the CDOT Executive Management Team, Transportation Commission and OIM stakeholders
  - iii. The Chief of Innovative Mobility will submit a draft budget to the OFMB for review and approval by the CDOT Executive Director, Chief Financial Officer and other relevant members of the CDOT Executive Management Team, and subsequently presented to the Transportation Commission for approval with the CDOT Annual Budget.
- b. Budget Management:
- i. Execution of the final OIM budget will follow CDOT PD 703 guidelines and standard CDOT budget and accounting processes.
  - ii. The Chief of Innovative Mobility will seek additional budget approval in the following scenarios:
    1. CDOT Executive Management Team approval will be required for:
      - a. Anything that meets the change control thresholds established in PD703
      - b. Addition of new Program Areas and/or Project Categories
      - c. Significant deviations in funding allocations among Program Areas and/or Project Categories compared to prior year budgets
      - d. Items deemed substantive by OIM leadership
    2. Transportation Commission Approval
      - a. Anything that meets the change control thresholds established in PD703
      - b. Addition of new Program Areas and/or Project Categories
      - c. Significant deviations in funding allocations among Program Areas and/or Project Categories compared to prior year budgets
      - d. Items deemed substantive by OIM or CDOT leadership
- C. Reporting and Transparency Practices
- a. Executive Management Team:
    - i. The Chief of Innovative Mobility and OIM staff will provide on-going updates on portfolio progress as requested by the CDOT Executive Director, Chief Financial Officer or members of the CDOT Executive Management Team .
  - b. Transportation Commission:





- i. OIM staff will provide approximately quarterly updates to the CDOT Transportation Commission consisting of workshops, committee meetings and/or informational memos. These quarterly updates will include:
    - 1. Annual Office level update covering prior year accomplishments and describing upcoming year priorities and budget
    - 2. Annual Program level updates for each Program area - Electrification & Energy, Mobility Services and Mobility Technology
    - 3. As needed updates for time sensitive topics or topics of interest to the Commission
  - ii. OIM staff will provide new Commissioner orientations on the OIM portfolio as requested by the Transportation Commission Secretary.
  - iii. OIM staff will maintain an open line of communication with Commissioners for individual questions and feedback.
- c. General Public:
- i. OIM will share Program and Project-level information with members of the public via the OIM Website - <https://www.codot.gov/programs/innovativemobility>

## V. IMPLEMENTATION PLAN

The OIM Budget Guidance Document will be tracked in the OIM File Management Plan.

The Chief of Innovative Mobility or designee will train all employees on this budget guidance document.

## VI: REVIEW DATE

The OIM Budget Guidance Document will be reviewed on or before February 16, 2025 and every two years thereafter by the Executive Director, the Chief of Innovative Mobility and the Chief Financial Officer.



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject			
Annual Budget, Project Budgeting, and Cash Management Principles			703.0
Effective	Supersedes	Originating Office	
	08/19/2021	Office of Finance Management and Budget (“OFMB”)	

## I. PURPOSE

To establish the policy by which the Colorado Department of Transportation will determine and submit the annual budget and project budgets to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters.

## II. AUTHORITY

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

## III. APPLICABILITY

This Policy Directive applies to all divisions, regions and offices of the Colorado Department of Transportation.

## IV. DEFINITIONS

See Appendix A “Definitions”

## V. POLICY

**A. Scope.** This Policy Directive applies to all funds and accounts administered by the Department. The scope includes the formation and execution of the Department’s budget and the approval of the Department’s programs.

**B. Objective.** The objective of this Policy Directive is to document annual budget and project budgeting policies followed by the Department with the Commission’s approval to maximize the flow of funds to the Department’s construction and maintenance projects, applying effective and efficient cash management strategies.

1. The Commission will evaluate the Department’s ability to apply effective and efficient cash management strategies using the following criteria:
  - a. Available revenues in the Statewide Transportation Improvement Program (STIP) are as high as can be justified within relevant state and federal laws;

- b. Those revenues are fully allocated to programs or groups of projects within the STIP;
- c. Appropriations for construction and maintenance projects are as high as can be justified in conformance with state and federal laws;
- d. Taking into account the Department's mission to deliver projects in a timely manner, review and evaluate the monthly Fund 400 cash balance against the approved target cash balance. An exception exists in the case of the receipt of large General Fund transfers or receipt of other large proceeds, in which case, effort should be made to effectively and efficiently deliver projects and manage cash until cash balances return to target levels.

### **C. Principles.**

1. Financial risk is a necessary element in maximizing the flow of funds to projects. The Department may take necessary financial risks in order to accelerate projects while implementing the necessary controls in order to stay in compliance within overall risk management measures.
2. Transportation Commission approval will be required only when a transaction represents a high or substantial risk. Moderate or low risk items may be approved by the Executive Management Team or Staff level authority, respectively. High risk transactions are those transactions which by either the amount or substance represent elevated (non-routine) risk from a compliance and internal controls perspective, represent a significant decision of policy, or represent a decision which public or stakeholder engagement is required, expected, or desired. Examples of actions for which risk is evaluated include:
  - a. Changes to the funds allocated to a budgetary program or region
  - b. Changes to the funds apportioned to a project or cost center
  - c. Deviations in program applicability or eligibility
3. Level of Department and Commission governance is aligned to the level of risk.
  - a. Appendix B "Project Related Transactions"; In the case of project level adjustments, high risk is identified as an increase greater than or equal to 15% and greater than or equal to \$500,000, or greater than or equal to \$5,000,000. Moderate risk is identified as an increase between 10% to 15% or \$250,000 to \$500,000 or less than 15% and between \$500,000 to \$4,999,999.

- b. Appendix C “Budget Transactions”; Transfers between budget line items identified as high risk are greater than or equal to \$1.0 million. Moderate risk is identified as any adjustment less than \$1.0 million but greater than or equal to \$250,000. Low risk is defined as transfers below \$250,000, or any transfer to and from the Property Management Pool for controlled maintenance or approved building improvements, or transfers to and from Strategic Safety for approved program initiatives and projects. Transfers between 10 Year Plan Project lines that correspond to an approved project list are also low risk.
- c. Appendix D “Other Transactions”; Transaction specific risk types are assigned within the appendix.

#### **D. Annual Budget.**

1. The Department shall produce a long-range revenue forecast (produced every five years), including annual revenues and extending over at least 20 years, and a short-range revenue forecast, by month, extending over at least 36 months, for use in all of the Department’s programs and budgets.
2. Pursuant to § 43-1-113(2), C.R.S., annually, on or before December 15, the Commission shall adopt and the Department shall submit a proposed budget allocation plan for the fiscal year beginning on July 1 of the succeeding year. No later than April 15 of each year, the Commission shall adopt and submit a final budget allocation plan to the Office of State Planning and Budget.
3. The level of Department and Commission risk regarding the annual budget shall be defined as outlined in Appendix C.

#### **E. Statewide Transportation Improvement Program (STIP).**

1. Pursuant to 23 C.F.R. 450.216, the Department is required to develop a STIP.
2. The Department shall use the STIP as the principal expression of its programs and projects for the execution of all federal dollars assigned to transportation projects that have been adopted by the TC. For purposes of this PD, this will include highway construction and any federalized transit projects funded with specific state funding, such as FASTER transit.
3. Any project that requires federal authorization or obligation must be included in the STIP prior to any budget actions. Guidelines for developing the STIP may be found here: [STIP Development Guidelines \(4P\)](#). Guidance for amending or modifying the STIP may be found here: [STIP Amendment Guidelines](#)
4. The STIP will be amended at least once a year for major changes. Upon the

conclusion of a fiscal year, a new fiscal year will be amended into the STIP as the fourth federally recognized year.

5. Amendments that occur within Metropolitan Planning Organization (MPO) areas will be handled by the MPO and then summarized on a regular basis for Executive Director approval.

#### **F. Project Budgets.**

1. Projects typically will be managed and selected within a four-year program or programs of projects based on defined criteria, and in alignment with Transportation Commission performance objectives established in PD 14 (Policy Guiding Statewide Plan Goals & Objectives).
2. The Department shall approve the budget of each project through development and construction, and shall determine the level of approval for subsequent substantive changes to the cost of each project as outlined in Appendix B.

#### **G. Cash Balance Policy**

1. The Department shall prepare and maintain a Fund 400 Forecast model for the purpose of managing the Department's cash balance.
2. This model will incorporate SAP expenditures and analytical forecasts with vendor construction project drawdown schedules and budget revenues.
3. The resulting cash balance forecast will be charted against the Transportation Commission approved cash balance threshold to identify future cash balance risk points.
4. Risk will be identified and managed monthly through a Fund 400 Cash Management process.
5. The cash balance threshold will be reviewed as necessary. Any recommended changes for levels of risk or annual average monthly balance will be approved by the Commission.
6. Level of Department risks approved by the Commission and the Fund 400 Cash Management process principles are identified and maintained within Appendix E – Cash Management.

**VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE**

1. Appendix A – “Definitions”
2. Appendix B – “Project Related Transactions”
3. Appendix C – “Budget Related Transactions”
4. Appendix D – “Other Transactions”
5. Appendix E – “Cash Balance”

**VII. IMPLEMENTATION PLAN**

1. The OFMB shall establish procedures to implement this Policy Directive.
2. The OFMB shall train all CDOT employees who are impacted by or involved with this Policy Directive.
3. This Policy Directive shall be effective upon signature.

**VIII. REVIEW DATE**

This directive shall be reviewed on or before January 2024.

\_\_\_\_\_  
Secretary, Transportation Commission

\_\_\_\_\_  
Date of Approval

**Appendix A- Definitions**

“Staff Approval” shall mean project or program level budget actions, initiated by Department staff, that is approved by OFMB staff without EMT or Commission approval.

“Amendment” shall mean a change to the Budget allocation, either through an increase, decrease or transfer between Budget lines.

“Approval” shall mean administrative permission to proceed with a project, program, or other anticipated expenditure that will require one or more officials to exercise their expenditure authorities in order to enter into one or more commitments to pay for goods or services that are needed to accomplish the project or program objectives. For purposes of this Policy Directive, Approval authority will be determined based on risk

outlined in each Appendix. There are 3 possible risk levels needing varying approval: Staff, Executive Management Team (EMT) and Transportation Commission.

“Budget” shall mean a financial plan that shows intended authorizations, appropriations, and allotments of funds into and out of an accounting entity. When all inflows and outflows of funds of the accounting entity are shown in the budget, the budget becomes a prospective statement of revenues and expenditures for that entity. CDOT maintains several budgets including those for Colorado Bridge and Tunnel Enterprise, Colorado Transportation Investment Office, the Clean Transit Enterprise, the Nonattainment Area Air Pollution Mitigation Enterprise, the Aeronautics Division, and the core budget of CDOT, all of which are included in the State’s annual budget – the Long Bill.

“Cash Management” shall refer to the balancing of expected cash outflows with expected cash inflows.

“Confirmation Item” shall mean approval of an action undertaken prior to the scheduled TC meeting, but included on a formal Budget Supplement document as an informational item.

“Department” shall mean the Colorado Department of Transportation pursuant to § 43-1-103, C.R.S.

“Decision Item” shall mean any requested change to the base budget for a pool or a cost center.

"Fund 400" shall mean the State Highway Fund (SHF) which is the primary operating fund administered by CDOT to manage state transportation projects. This fund receives the state's share of HUTF distributions and federal funds. The fund also generates its own revenue, primarily from interest earnings on the fund balance and local government matching funds to federal transportation funding programs.

“Programs” shall mean a logical grouping of similar projects in scope; or small and miscellaneous in nature, typically identified and funded via the Department budget.

“Project” shall mean highway or other transportation related improvement activities contained under a single account number in CDOT’s SAP financial management information system.

“STIP” shall mean Statewide Transportation Improvement Program – A federally required, fiscally constrained, program that depicts transportation projects for a minimum of four (4) fiscal years.

“STIP Administrative Modification” shall mean minor changes to project costs, funding sources, or initiation dates. “Substantive” shall be used to mean exceeding the approved amount over a scope, schedule or budget threshold set by the Department’s Executive Director or designee.

Subject <b>Annual and Project Budgets and Cash Management Principles</b>	Number <b>703.0</b>
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“STIP Amendment” shall mean any major change to a project, including addition or deletion, major change to cost, initiation dates, or scope, including amending a year into the STIP.

“Supplement” shall mean any change requiring Transportation Commission approval within a program or Budget line, including a decision to fund a project or increase the funding of a project per the Policy Directive guidance.

“TC Approval Required” shall mean project level budget actions, initiated by Department staff requiring Commission approval as part of a budget supplement packet.

"Transaction" shall mean any change or action conducted in the management of the budget, such as any increase, decrease, or movement of funds. Every transaction type is listed and described in each tab of the appendix.

“Transportation Commission” or “Commission” shall mean the Colorado Transportation Commission pursuant to § 43-1-406, C.R.S.

“EMT-Approved List” shall mean a list of projects approved by the EMT for an Annual Program, per established processes.



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject			
Annual Budget, Project Budgeting, and Cash Management Principles			703.0
Effective	Supersedes	Originating Office	
	08/19/2021	Office of Finance Management and Budget (“OFMB”)	

**I. PURPOSE**

To establish the policy by which the Colorado Department of Transportation will determine and submit the annual budget and project budgets to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters.

**II. AUTHORITY**

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

**III. APPLICABILITY**

This Policy Directive applies to all divisions, regions and offices of the Colorado Department of Transportation.

**IV. DEFINITIONS**

See Appendix A “Definitions”

**V. POLICY**

**A. Scope.** This Policy Directive applies to all funds and accounts administered by the Department. The scope includes the formation and execution of the Department’s budget and the approval of the Department’s programs.

**B. Objective.** The objective of this Policy Directive is to document annual budget and project budgeting policies followed by the Department with the Commission’s approval to maximize the flow of funds to the Department’s construction and maintenance projects, applying effective and efficient cash management strategies.

1. The Commission will evaluate the Department’s ability to apply effective and efficient cash management strategies using the following criteria:
  - a. Available revenues in the Statewide Transportation Improvement Program (STIP) are as high as can be justified within relevant state and federal laws;

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- b. Those revenues are fully allocated to programs or groups of projects within the STIP;
- c. Appropriations for construction and maintenance projects are as high as can be justified in conformance with state and federal laws;
- d. Taking into account the Department’s mission to deliver projects in a timely manner, review and evaluate the monthly Fund 400 cash balance against the approved target cash balance. An exception exists in the case of the receipt of large General Fund transfers or receipt of other large proceeds, in which case, effort should be made to effectively and efficiently deliver projects and manage cash until cash balances return to target levels.

**C. Principles.**

- 1. Financial risk is a necessary element in maximizing the flow of funds to projects. The Department may take necessary financial risks in order to accelerate projects while implementing the necessary controls in order to stay in compliance within overall risk management measures.
- 2. Transportation Commission approval will be required only when a transaction represents a high or substantial risk. Moderate or low risk items may be approved by the Executive Management Team or Staff level authority, respectively. High risk transactions are those transactions which by either the amount or substance represent elevated (non-routine) risk from a compliance and internal controls perspective, represent a significant decision of policy, or represent a decision which public or stakeholder engagement is required, expected, or desired. Examples of actions for which risk is evaluated include:
  - a. Changes to the funds allocated to a budgetary program or region
  - b. Changes to the funds apportioned to a project or cost center
  - c. Deviations in program applicability or eligibility
- 3. Level of Department and Commission governance is aligned to the level of risk.
  - a. Appendix B “Project Related Transactions”; In the case of project level adjustments, high risk is identified as an increase greater than or equal to 15% and greater than or equal to \$500,000, or greater than or equal to \$5,000,000. Moderate risk is identified as an increase between 10% to 15% or \$250,000 to \$500,000 or less than 15% and between \$500,000 to \$4,999,999.

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- b. Appendix C “Budget ~~Related~~ Transactions”; [Transfers between budget line items](#) ~~Budget level adjustments~~ identified as high risk are greater than or equal to \$1.0 ~~M~~million. Moderate risk is identified as any adjustment less than \$1.0 ~~M~~million ~~but greater than or equal to \$250,000.~~ Low risk is defined as transfers below \$250,000, or or any transfer to and from the Property Management Pool for controlled maintenance or approved building improvements, or transfers to and from Strategic Safety for approved program initiatives and projects. [Transfers between 10 Year Plan Project lines that correspond to an approved project list](#) are also low risk.
- c. Appendix D “Other Transactions”; Transaction specific risk types are assigned within the appendix.

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**D. Annual Budget.**

- 1. The Department shall produce a long-range revenue forecast (produced every five years), including annual revenues and extending over at least 20 years, and a short-range revenue forecast, by month, extending over at least 36 months, for use in all of the Department’s programs and budgets.
- 2. Pursuant to § 43-1-113(2), C.R.S., annually, on or before December 15, the Commission shall adopt and the Department shall submit a proposed budget allocation plan for the fiscal year beginning on July 1 of the succeeding year. No later than April 15 of each year, the Commission shall adopt and submit a final budget allocation plan to the Office of State Planning and Budget.
- 3. The level of Department and Commission risk regarding the annual budget shall be defined as outlined in Appendix C.

**E. Statewide Transportation Improvement Program (STIP).**

- 1. Pursuant to 23 C.F.R. 450.216, the Department is required to develop a STIP.
- 2. The Department shall use the STIP as the principal expression of its programs and projects for the execution of all federal dollars assigned to transportation projects that have been adopted by the TC. For purposes of this PD, this will include highway construction and any federalized transit projects funded with specific state funding, such as FASTER transit.
- 3. Any project that requires federal authorization or obligation must be included in the STIP prior to any budget actions. Guidelines for developing the STIP may be found here: [STIP Development Guidelines \(4P\)](#). Guidance for amending or modifying the STIP may be found here: [STIP Amendment Guidelines](#)

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4. The STIP will be amended at least once a year for major changes. Upon the conclusion of a fiscal year, a new fiscal year will be amended into the STIP as the fourth federally recognized year.
5. Amendments that occur within Metropolitan Planning Organization (MPO) areas will be handled by the MPO and then summarized on a regular basis for Executive Director approval.

**F. Project Budgets.**

1. Projects typically will be managed and selected within a four-year program or programs of projects based on defined criteria, and in alignment with Transportation Commission performance objectives established in PD 14 ([Policy Guiding Statewide Plan Goals & Objectives](#)).
2. The Department shall approve the budget of each project through development and construction, and shall determine the level of approval for subsequent substantive changes to the cost of each project as outlined in Appendix B.

**G. Cash Balance Policy**

1. The Department shall prepare and maintain a Fund 400 Forecast model for the purpose of managing the Department’s cash balance.
2. This model will incorporate SAP expenditures and analytical forecasts with vendor construction project drawdown schedules and budget revenues.
3. The resulting cash balance forecast will be charted against the Transportation Commission approved cash balance threshold to identify future cash balance risk points.
4. Risk will be identified and managed monthly through a Fund 400 [Cash Management](#) process.
5. The cash balance threshold will be reviewed as necessary. Any recommended changes for levels of risk or annual average monthly balance will be approved by the Commission.
6. Level of Department risks approved by the Commission and the Fund 400 [Cash Management](#) process principles are identified and maintained within Appendix E – Cash ~~Balance~~ Management.

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**VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE**

1. Appendix A – “Definitions”
2. Appendix B – “Project Related Transactions”
3. Appendix C – “Budget Related Transactions”
4. Appendix D – “Other Transactions”
5. Appendix E – “Cash Balance”

**VII. IMPLEMENTATION PLAN**

1. The OFMB shall establish procedures to implement this Policy Directive.
2. The OFMB shall train all CDOT employees who are impacted by or involved with this Policy Directive.
3. This Policy Directive shall be effective upon signature.

**VIII. REVIEW DATE**

This directive shall be reviewed on or before ~~January 2024~~.

\_\_\_\_\_  
Secretary, Transportation Commission

\_\_\_\_\_  
Date of Approval

**Appendix A- Definitions**

“~~Allotment Advice Staff Approval~~” shall mean project or program level budget actions, initiated by Department staff, that is approved by OFMB staff without EMT or Commission approval.

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“Amendment” shall mean a change to the Budget allocation, either through an increase, decrease or transfer between Budget lines.

“Approval” shall mean administrative permission to proceed with a project, program, or other anticipated expenditure that will require one or more officials to exercise their expenditure authorities in order to enter into one or more commitments to pay for goods or services that are needed to accomplish the project or program objectives. For

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purposes of this Policy Directive. Approval authority will be determined based on risk outlined in each Appendix. There are 3 possible risk levels needing varying approval: Staff, Executive Management Team (EMT) and Transportation Commission.

“Budget” shall mean a financial plan that shows intended authorizations, appropriations, and allotments of funds into and out of an accounting entity. When all inflows and outflows of funds of the accounting entity are shown in the budget, the budget becomes a prospective statement of revenues and expenditures for that entity. CDOT maintains several budgets including those for Colorado Bridge and Tunnel Enterprise, Colorado Transportation Investment Office High Performance Transportation Enterprise, the Clean Transit Enterprise, the Nonattainment Area Air Pollution Mitigation Enterprise, the Aeronautics Division, and the core budget of CDOT, all of which are included in the State’s annual budget – the Long Bill.

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“Cash Management” shall refer to the balancing of expected cash outflows with expected cash inflows.

“Confirmation Item” shall mean approval of an action undertaken prior to the scheduled TC meeting, but included on a formal ~~on formal~~ Budget Supplement document as an informational item.

“Department” shall mean the Colorado Department of Transportation pursuant to § 43-1-103, C.R.S.

“Decision Item” shall mean any requested change to the base budget for a pool or a cost center.

"Fund 400" shall mean the State Highway Fund (SHF) which is the primary operating fund administered by CDOT to manage state transportation projects. This fund receives the state's share of HUTF distributions and federal funds. The fund also generates its own revenue, primarily from interest earnings on the fund balance and local government matching funds to federal transportation funding programs.

“Programs” shall mean a logical grouping of similar projects in scope; or small and miscellaneous in nature, typically identified and funded via the Department ~~B~~Budget.

“Project” shall mean highway or other transportation related improvement activities contained under a single account number in CDOT’s SAP financial management information system.

“STIP” shall mean Statewide Transportation Improvement Program – A federally required, fiscally constrained, program that depicts transportation projects for a minimum of four (4) fiscal years.

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“STIP Administrative Modification” shall mean minor changes to project costs, funding sources, or initiation dates. “Substantive” shall be used to mean exceeding the approved amount over a scope, schedule or budget threshold set by the Department’s Executive Director or designee.

“STIP Amendment” shall mean any major change to a project, including addition or deletion, major change to cost, initiation dates, or scope, including amending a year into the STIP.

“Supplement” shall mean any change requiring Transportation Commission approval within a program or Budget line, including a decision to fund a project or increase the funding of a project per the Policy Directive guidance.

“TC Approval Required” shall mean project level budget actions, initiated by Department staff requiring Commission approval as part of a budget supplement packet.

"Transaction" shall mean any change or action conducted in the management of the budget, such as any increase, decrease, or movement of funds. Every transaction type is listed and described in each tab of the appendix.

“Transportation Commission” or “Commission” shall mean the Colorado Transportation Commission pursuant to § 43-1-406, C.R.S.

“EMT-Approved List” shall mean a list of projects approved by the EMT for an Annual Program, per established processes.

**Project Related Transactions**

Project Type	Original Construction Budget	Pre-Award Adjustment and Contract Modification Orders			Project Closure Adjustments
		1) Greater than or equal to 15% and greater than or equal to \$500,000 ; or 2) greater than or equal to \$5,000,000 above the original approved amount	1) 10% or greater and between \$250,000-\$500,000 above the original approved amount; or 2) Less than 15% and between \$500,000 and \$4,999,999 above the original approved amount	1) Less than \$250,000 above the original approved amount; or 2) less than 10% and between \$250,000-\$499,999 above the original approved amount	
<b>Capital Construction</b>					
Asset Management: Surface Treatment, Structures (Bridge On-System, Culverts, Walls, Tunnels, High Mast Lighting), System Operations (TTS Maintenance, Traffic Signals), Geohazard Mitigation	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
	Staff Approval if based on established selection process				
Emergency Relief	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO			Staff Approval	
Highway Safety Improvement Program, FASTER Safety Program	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
	Staff Approval if based on established selection process				
Strategic Projects - 10 Year Plan (i.e. SB 17-267, SB 18-001, Legislative Funding, Pandemic Relief, PROTECT, Bridge Formula Program, Carbon Reduction)	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
	Staff Approval if based on established selection process				
National Highway Freight Program	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
	Staff Approval if based on established selection process				
Other Capital Programs - Permanent Water Quality Mitigation, Railway-Highway Crossings Program, Hot Spots, ADA Compliance, RPP, Vulnerable Populations, Congestion Relief, Wildlife Crossings, Wetland Mitigation	Staff Approval				
<b>Maintenance and Operations</b>					
Maintenance Program Areas	For all MLOS transactions, including Maintenance Projects, see "Other Transactions"				
Maintenance Reserve	TC Approval Required (Pre-approval of Chair if confirmation item in advance of monthly Commission meeting)				
ITS Investments	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
	Staff Approval if based on established selection process				
Other Maintenance and Operations Programs - Property, Road Equipment, Rest Areas, Strategic Safety Program, Real-Time Traffic Operations	Staff Approval				
<b>Multimodal Services</b>					
Innovative Mobility, Multimodal Options, Bustang, Mainstreets Programs, and National Electric Vehicle Infrastructure	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
	Staff Approval if based on established selection process				
<b>Suballocated Programs</b>					
Safe Routes to School	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
	Staff Approval if based on established selection process				
Transit Grant Programs	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
	Staff Approval if based on established selection process				
Other Suballocated Programs: Aviation System Programs, STBG-Urban, CMAQ, Metro Planning, Off-System Bridge, Recreational Trails, Transportation Alternatives, Carbon Reduction, Pandemic Relief	Staff Approval				
<b>Other Programs</b>					
Other Non Capital Programs: State Planning and Research, Headquarters Initiatives, Civil Rights Initiatives, Debt Service	Staff Approval				
Federal Discretionary Grants - State Match Required	Submittal of Grant does not require Commission Approval. Refer to respective line item of Appendix B for rules governing the state match.				
Federal Discretionary Grants - No State Match Required	Staff Approval				



Local contributions and overmatch	Staff Approval		
<b>Enterprises</b>			
Bridge and Tunnel Enterprise	Enterprise Board Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval
Colorado Transportation Investment Office	Enterprise Board Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO as well as the Director of CTIO	Staff Approval
Clean Transit Enterprise	Enterprise Board Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval
Nonattainment Area Air Pollution Mitigation Enterprise	Enterprise Board Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval

## Budget Transactions

Transaction Type	High Risk: TC Review and Approve	Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO as well as the Director of CTIO if applicable Report To and Inform TC or Enterprise Board	Low Risk: Staff Manage
<b>Development of Annual Budget</b>			
Annual Budget Allocation Plan	Annual Budget Adoption: November - adopt Proposed Budget March - adopt Final Budget	N/A	Allocations based on TC approved Asset Management Planning Budget Allocations based on dedicated revenue sources Allocations based on predetermined schedule or previously approved plan (i.e. debt service, ADA Compliance) Allocations continuing a previously approved prior year level of funding (i.e. RPP, Hot Spots, PWQ, etc.)
Annual Budget Setting Common Policy Changes	Presented as informational	Reviewed annually	N/A
Annual Budget Setting Decision Items	Greater than or equal to \$1 million per annum	Less than \$1 million per annum, available new program costs over \$500k at staff discretion should be provided to the TC as an Information Item	N/A
<b>Year End Roll Forwards</b>			
Year End Cost Center Roll Forwards	Greater than or equal to \$1 million per annum	Less than \$1 million per annum	Pre approved automatic rollforward per maintained list as required by statute, TC resolution or EMT approval, approved Budget Amendments if initiative crosses fiscal years.
Project Debudgets and Year End Pool Balances	Reallocation of funds between budget lines greater than or equal to \$1 million	N/A	Execution of pool rollforwards
<b>Budget Amendments and Other Changes</b>			
	<b>Formal Budget Amendments</b>	<b>EMT or Staff Authorized Changes</b>	
Transportation Commission Program Reserve	Individual transactions		
Transportation Commission Contingency Reserve	Individual transactions greater than or equal to \$1 million (Commission Chairperson approval for emergency requests for <i>Confirmation Items</i> ) or any transaction not related to emergency repairs or response caused by natural or manmade disasters.	Individual transactions less than \$1 million related to emergency repairs or response caused by natural or man made disasters.	N/A
Cost Escalation Fund	N/A	Individual transactions when used to address cost escalation on existing projects. Report monthly to Transportation Commission in the Budget Supplement.	N/A
Maintenance Reserve	Individual transactions greater than or equal to \$1 million for items other than Snow and Ice and Wildfire Reimbursements	Snow and Ice and Wildfire reimbursements require EMT approval. Report monthly to Transportation Commission	N/A
New Revenue Sources, Previous Year Revenue Reconciliation, Change in Revenue Estimates Impacting Current Year Budget, and Federal Redistribution	New flexible fund types allocated to programs other than the TC Program Reserve	N/A	Dedicated/inflexible fund types allocated to associated programs Flexible fund types allocated to TC Reserve for future distribution or reduction
Allocation of Federal Discretionary Grants	N/A	N/A	Project specific allocations to associated regions
Additional Local Contributions	N/A	N/A	Allocated to regional local overmatch program
Transfers to/from Other States or Federal Agencies	N/A	N/A	Dedicated/inflexible fund types allocated to associated programs
Transfers between Budget Line Items	Individual Transfers >= \$1,000,000	Individual Transfers between \$250,000 - \$999,999	Individual Transfers < \$250,000 or any transfer to and from the Property Management Pool for controlled maintenance or approved building improvements, or transfers to and from Strategic Safety for approved program initiatives and projects. Transfers between 10 Year Plan Project lines that correspond to an approved project list.
<b>Other Budget Transfers</b>			
MLOS Cost Centers Transfers	Transfers of MLOS funds to cost centers outside of MLOS >= \$1,000,000	Budget transfers across regions and requires additional DMO approval Individual transfers of MLOS funds to cost centers outside of MLOS >=\$250,000 require additional DMO approval	Individual transfers across sections within the same region <\$250,000 Staff Only Individual transfers across sections within the same region >=\$250,000 require additional DMO approval Individual transfers of MLOS funds to cost centers outside of MLOS <\$250,000 require additional DMO approval
Increases to Indirect Costs or Construction Engineering (CE)	Increases or new requests >= \$1,000,000	Increases or new requests >= \$250,000	Increases or new requests < \$250,000

## Other Transactions

<u>Transaction Type</u>	<u>High Risk: TC Review and Approve</u>	<u>Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO as well as the Director of CTIO, if applicable. Report To and Inform TC or Enterprise Board</u>	<u>Low Risk: Staff Manage</u>
Capital Development Committee	N/A	Any requests made to the CDC	N/A
Cash Balances and Revenue Forecasts	Periodic risk assessment cash balance threshold	Monthly Cash Memo	Evaluate construction lettings each month
Commercial Loans	Change that will trigger a loan and require Legislative Authority	N/A	Payment schedule included in quarterly and annual reports
Federal Funds Transfers	N/A	Transfers between fund types per 23 U.S. Code § 126	Transfers to/from other states for research projects or federal agencies, such as FTA.
Full Time Employee Requests	Increasing the total # of CDOT FTE's	N/A	Filling existing vacancies or reclassifying to best meet business needs
Maintenance Projects (M Projects)	State performed maintenance work (Structure Repairs, Overlays, Seal Coats) costing in excess of \$50,000 up to \$150,000	Emergency projects within Maintenance budget	State performed maintenance work (Structure Repairs, Overlays, Seal Coats) costing less than \$50,000
Use of Toll Credits	N/A	Review Annual Statement of Toll Credit Earnings and Use Provide strategic/programmatic direction	Execution of actions per strategic/programmatic direction
		Individual Use >=\$250,000 beyond preapproved strategy	Individual Use < \$250,000 beyond preapproved strategy
STIP	STIP Amendments no less than annually	Quarterly analysis of fiscal constrained project schedule	Administrative Modifications

<b>Cash Management</b>																													
<b>Cash Balance Thresholds</b>																													
<b>Confidence Level</b>	0.1% = 1/1,000																												
<b>Cash Balance Values</b>	Low = \$160M Nov-Dec-Jan	Average = \$205M Aug	High = \$300M Jun																										
<b>Calendar Year Distribution</b>	2016-2019																												
Cash balance threshold values to be incorporated into the Fund 400 Forecast Model to identify risk points.	<table border="1" style="margin: 10px auto;"> <caption>Cash Balance Thresholds Data</caption> <thead> <tr> <th>Month</th> <th>Monthly Minimum (\$ Millions)</th> </tr> </thead> <tbody> <tr><td>Jan</td><td>160</td></tr> <tr><td>Feb</td><td>170</td></tr> <tr><td>Mar</td><td>180</td></tr> <tr><td>Apr</td><td>230</td></tr> <tr><td>May</td><td>280</td></tr> <tr><td>Jun</td><td>300</td></tr> <tr><td>Jul</td><td>250</td></tr> <tr><td>Aug</td><td>210</td></tr> <tr><td>Sep</td><td>190</td></tr> <tr><td>Oct</td><td>170</td></tr> <tr><td>Nov</td><td>160</td></tr> <tr><td>Dec</td><td>160</td></tr> </tbody> </table>			Month	Monthly Minimum (\$ Millions)	Jan	160	Feb	170	Mar	180	Apr	230	May	280	Jun	300	Jul	250	Aug	210	Sep	190	Oct	170	Nov	160	Dec	160
	Month	Monthly Minimum (\$ Millions)																											
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Aug	210																												
Sep	190																												
Oct	170																												
Nov	160																												
Dec	160																												
<b>Management Process</b>																													
	<b>Deliverables</b>	<b>Reporting</b>																											
Fund 400 Forecast Model data management. Input of current month expenditure, drawdown and revenue data.	Final and closed forecast model each month  Completed variance analysis	Monthly - 36 month (or three fiscal years) forecast chart of cash balance projection to cash balance thresholds. Identification of risks, if any.																											
Identification of risk points in the 36 month forecast chart; and analysis and variance reconciliation.	Risk identification	Annually/As Needed - Report on the effectiveness of management process and practices, any recommendations for process changes, or changes to thresholds.																											

Project Related Transactions

Project Type	Original Construction Budget	Pre-Award Adjustment and Contract Modification Orders			Project Closure Adjustments
		1) Greater than or equal to 15% and greater than or equal to \$500,000 ; or 2) greater than or equal to \$5,000,000 above the original approved amount	1) 10% or greater and between \$250,000-\$500,000 above the original approved amount; or 2) Less than 15% and between \$500,000 and \$4,999,999 above the original approved amount	1) Less than \$250,000 above the original approved amount; or 2) less than 10% and between \$250,000-\$499,999 above the original approved amount	
<b>Capital Construction</b>					
Asset Management: Surface Treatment, Structures (Bridge On-System, Culverts, Walls, Tunnels, High Mast Lighting), System Operations (ITS Maintenance, Traffic Signals), Geohazard Mitigation, Rest Areas	TC Approval Required if not on-Approved List or if not Based upon Program Metrics based on established selection process Allotment-Advice Staff Approval if on EMT-Approved List or Based Upon Program Metrics project based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
Emergency Relief	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO			Allotment-Advice Staff Approval	
Highway Safety Improvement Program, FASTER Safety Program, Strategic Safety	TC Approval Required if not on-Approved List or if not Based upon Program Metrics based on established selection process Allotment-Advice Staff Approval if on EMT-Approved List or Based Upon Program Metrics project based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
Strategic Projects - 10 Year Plan (i.e. SB 17-267, SB 18-001, Legislative Funding, Pandemic Relief, PROTECT, Bridge Formula Program, Carbon Reduction)	TC Approval Required if not on-Approved List or if not Based upon Program Metrics based on established selection process Allotment-Advice Staff Approval if on EMT-Approved List or Based Upon Program Metrics project based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
National Highway Freight Program	TC Approval Required if not on-Approved List or if not Based upon Program Metrics based on established selection process Allotment-Advice Staff Approval if on EMT-Approved List or Based Upon Program Metrics project based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
Other Capital Construction Programs - Permanent Water Quality Mitigation, Railway-Highway Crossings Program, Hot Spots, ADA Compliance, RPP, Vulnerable Populations, Congestion Relief, Wildlife Crossings, Wetland Mitigation	Allotment-Advice Staff Approval				
<b>Maintenance and Operations</b>					
Maintenance Program Areas	For all MLOS transactions, including Maintenance Projects, see "Other Transactions"				
Maintenance Reserve	TC Approval Required (Pre-approval of Chair if confirmation item in advance of monthly Commission meeting)				
ITS Investments	TC Approval Required if not on-Approved List or if not Based upon Program Metrics based on established selection process Allotment-Advice Staff Approval if on EMT-Approved List or Based Upon Program Metrics project based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
Other Maintenance and Operations Programs - Property, Road Equipment, Rest Areas, Strategic Safety Program, Real-Time Traffic Operations	Allotment-Advice Staff Approval				
<b>Multimodal Services</b>					
Innovative Mobility Program (Strategic Transit, Multimodal Options) - Delete this line - OIM will be combined with line 24	TC Approval Required	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
Innovative Mobility, Multimodal Options, or Other Innovative or Multimodal Services Programs - Rail Commission, Bustang, Revitalizing Safer Mainstreets Programs, and National Electric Vehicle Infrastructure	Allotment-Advice Staff Approval				
<b>Suballocated Programs</b>					
Safe Routes to School (Advisory Committee to make Recommendations to the Transportation Commission)	TC Approval Required if not on-Approved List or if not Based upon Program Metrics based on established selection process Allotment-Advice Staff Approval if on EMT-Approved List or Based Upon Program Metrics project based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
Transit Grant Programs	TC Approval Required if not on-Approved List or if not Based upon Program Metrics based on established selection process Allotment-Advice Staff Approval if on EMT-Approved List or Based Upon Program Metrics project based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
Other Suballocated Programs: Aviation System Programs, STIC-Metro Urban, CMAQ Metro Planning, Off-System Bridge, Recreational Trails, TAP Transportation Alternatives, Carbon Reduction, Pandemic Relief	Allotment-Advice Staff Approval				
<b>Other Programs</b>					
Other Non Capital Programs: Safety-Education, SPR: State Planning and Research, Headquarters Initiatives, Civil Rights Initiatives, Debt Service	Allotment-Advice Staff Approval				
Federal Discretionary Grants - State Match Required	Submission of Grant does not require Commission Approval. Refer to respective line item of Appendix B for rules governing the state match.				
Federal Discretionary Grants - No State Match Required	Allotment-Advice Staff Approval				
Local contributions to state projects and overmatch	Allotment-Advice Staff Approval				
<b>Enterprises</b>					
Bridge and Tunnel Enterprise	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
High Performance Transportation Enterprise Colorado Transportation Investment Office	HPTEE/CHO-Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO as well as the Director of HPTEETO	Allotment-Advice Staff Approval	
Clean Transit Enterprise	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment-Advice Staff Approval	
Nonattainment Area Air Pollution Mitigation Enterprise	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO as well as the Director	Allotment-Advice Staff Approval	

### Budget Transactions

Transaction Type	High Risk: TC Review and Approve	Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO as well as the Director of HPPECTIO if applicable Report To and Inform TC or Enterprise Board	Low Risk: Staff Manage
<b>Development of Annual Budget</b>			
Annual Budget Allocation Plan	Annual Budget Adoption: November - adopt Proposed Budget March - adopt Final Budget	N/A	Allocations based on TC approved Asset Management Planning Budget Allocations based on dedicated revenue sources Allocations based on predetermined schedule or previously approved plan (i.e. debt service, ADA Compliance) Allocations continuing a previously approved prior year level of funding (i.e. RPP, Hot Spots, PWQ, etc.)
Annual Budget Setting Common Policy Changes	Presented as informational	Reviewed annually	N/A
Annual Budget Setting Decision Items	Greater than or equal \$1 million per annum	Less than \$1 million per annum, available new program costs over \$500k at staff discretion should be provided to the TC as an Information Item	N/A
<b>Year End Roll Forwards</b>			
Year End Cost Center Roll Forwards	Greater than or equal \$1 million per annum	Less than \$1 million per annum	Pre Approved Automatic Rollforward Per Maintained List as Required by Statute, TC Resolution or EMT Approval, approved Budget Amendments if initiative crosses fiscal years.
Project Debudgets and Year End Pool Balances	<del>BLANK</del> Reallocation of Funds Between Budget Lines greater than \$1 million	Approval of Exemption Requests	Execution of Pool Rollforwards or Retirements per Year-End and Project Debudget Policy
Year End Budget Pool Roll Forwards <del>Delete Row!!</del>	Reallocation of Funds Between Budget Lines greater than <del>\$1,000,000</del>	Review	Execution of Rollforwards or Retirements per Year-End and Project Debudget Policy
<b>Budget Amendments and Other Changes</b>			
<b>Formal Budget Amendments</b>		<b>EMT or Staff Authorized Changes</b>	
Transportation Commission Program Reserve	Individual transactions	N/A	N/A
Transportation Commission Contingency Reserve	Individual transactions greater than or equal to \$1 million (Commission Chairperson approval for emergency requests for <i>Confirmation Items</i> ) or any transaction not related to emergency repairs or response caused by natural or manmade disasters.	Individual transactions less than \$1 million related to emergency repairs or response caused by natural or man made disasters.	N/A
Maintenance Reserve	Individual transactions greater than or equal to \$1 million for items other than Snow and Ice and Wildfire Reimbursements	Snow and Ice and Wildfire Reimbursements require EMT approval. Report monthly to Transportation Commission	N/A
Cost Escalation Fund	N/A	Individual transactions when used to address cost escalation on existing projects. Report monthly to Transportation Commission in the Budget Supplement.	N/A
New Revenue Sources, Previous Year Revenue Reconciliation, Change in Revenue Estimates Impacting Current Year Budget, and Federal Redistribution	New flexible fund types allocated to programs other than the TC Program Reserve	N/A	Dedicated/Inflexible Fund Types Allocated to Associated Programs Flexible Fund Types Allocated to TC Reserve for Future Distribution or Reduction
Allocation of Federal Discretionary Grants	N/A	N/A	Project Specific Allocations to Associated Regions
Additional Local Contributions	N/A	N/A	Allocated to Regional Local Overmatch Program
Transfers to/from Other States or Federal Agencies	N/A	N/A	Dedicated/Inflexible Fund Types Allocated to Associated Programs
Transfers between Budget Line Items	Individual Transfers >= \$1,000,000	Individual Transfers >= \$250,000 - \$999,999	Individual Transfers < \$250,000 or any transfer to and from the Property Management Pool for controlled maintenance or approved building improvements, or transfers to and from Strategic Safety for approved program initiatives and projects. <b>Transfers between 10-Year Plan lines that correspond to approved project list.</b>
<b>Other Budget Transfers</b>			
MLOS Cost Centers Transfers	Transfers of MLOS funds to cost centers outside of MLOS >= \$1,000,000	Budget transfers across regions and requires additional DMO approval  Individual transfers of MLOS funds to cost centers outside of MLOS >=\$250,000 require additional DMO approval	Individual transfers across sections within the same region <\$250,000 Staff Only  Individual transfers across sections within the same region >=\$250,000 require additional DMO approval  Individual transfers of MLOS funds to cost centers outside of MLOS <\$250,000 require additional DMO approval
Increases to Indirect Costs or Construction Engineering (CE)	Increases or new requests >= \$1,000,000	Increases or new requests >= \$250,000	Increases or new requests < \$250,000

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## Other Transactions

<u>Transaction Type</u>	<u>High Risk: TC Review and Approve</u>	<u>Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO as well as the Director of HPTECTIO if applicable Report To and Inform TC or Enterprise Board</u>	<u>Low Risk: Staff Manage</u>
Capital Development Committee	N/A	Any requests made to the CDC	N/A
Cash Balances and Revenue Forecasts	Periodic Risk Assessment cash balance threshold	Monthly Cash Memo	Evaluate construction lettings each month
Commercial Loans	Change that will trigger a loan and require Legislative Authority	N/A	Payment schedule included in quarterly and annual reports
Federal Funds Transfers	N/A	Transfers between fund types per 23 U.S. Code § 126	Transfers to/from other states for research projects or federal agencies such as FTA.
Full Time Employee Requests	Increasing the total # of CDOT FTE's	N/A	Filling existing vacancies or Reclassifying to best meet business needs
Maintenance Projects (M Projects)	State performed maintenance work (Structure Repairs, Overlays, Seal Coats) costing in excess of \$50,000 up to \$150,000	Emergency projects within Maintenance budget	State performed maintenance work (Structure Repairs, Overlays, Seal Coats) costing less than \$50,000
Use of Toll Credits	N/A	Review Annual Statement of Toll Credit Earnings and Use Provide strategic/programmatic direction	Execution of actions per strategic/programmatic direction
		Individual Use >=\$250,000 beyond preapproved strategy	Individual Use < \$250,000 beyond preapproved strategy
<a href="#">STIP</a>	STIP Amendments no less than annually	Quarterly analysis of fiscal constrained project schedule	Administrative Modifications

Cash Management

Cash Balance Thresholds																																										
<b>Confidence Level</b>	0.1% = 1/1,000																																									
<b>Cash Balance Values</b>	Low = \$160M Nov-Dec-Jan	Average = \$205M Aug	High = \$300M Jun																																							
<b>Calendar Year Distribution</b>	2016-2019																																									
Cash balance threshold values to be incorporated into the Fund 400 Forecast Model to identify risk points.	<table border="1"> <caption>Cash Balance Thresholds Data</caption> <thead> <tr> <th>Month</th> <th>Monthly Minimum (\$ Millions)</th> <th>Annual Average (\$ Millions)</th> </tr> </thead> <tbody> <tr><td>Jan</td><td>160</td><td>205</td></tr> <tr><td>Feb</td><td>170</td><td>205</td></tr> <tr><td>Mar</td><td>180</td><td>205</td></tr> <tr><td>Apr</td><td>230</td><td>205</td></tr> <tr><td>May</td><td>280</td><td>205</td></tr> <tr><td>Jun</td><td>300</td><td>205</td></tr> <tr><td>Jul</td><td>250</td><td>205</td></tr> <tr><td>Aug</td><td>210</td><td>205</td></tr> <tr><td>Sep</td><td>190</td><td>205</td></tr> <tr><td>Oct</td><td>170</td><td>205</td></tr> <tr><td>Nov</td><td>160</td><td>205</td></tr> <tr><td>Dec</td><td>160</td><td>205</td></tr> </tbody> </table>			Month	Monthly Minimum (\$ Millions)	Annual Average (\$ Millions)	Jan	160	205	Feb	170	205	Mar	180	205	Apr	230	205	May	280	205	Jun	300	205	Jul	250	205	Aug	210	205	Sep	190	205	Oct	170	205	Nov	160	205	Dec	160	205
Month	Monthly Minimum (\$ Millions)	Annual Average (\$ Millions)																																								
Jan	160	205																																								
Feb	170	205																																								
Mar	180	205																																								
Apr	230	205																																								
May	280	205																																								
Jun	300	205																																								
Jul	250	205																																								
Aug	210	205																																								
Sep	190	205																																								
Oct	170	205																																								
Nov	160	205																																								
Dec	160	205																																								
Management Process																																										
	Deliverables	Reporting																																								
Fund 400 Forecast Model data management. Input of current month expenditure, drawdown and revenue data.	Final and closed forecast model each month	Monthly - 4836 month (or three fiscal years) forecast chart of cash balance projection to cash balance thresholds. Identification of risks, if any.																																								
Identification of risk points in the 4836 month forecast chart; and analysis and variance reconciliation.	Completed variance analysis  Risk identification	Annually/As Needed - Report on the effectiveness of management process and practices, any recommendations for process changes, or changes to thresholds.																																								





**COLORADO**

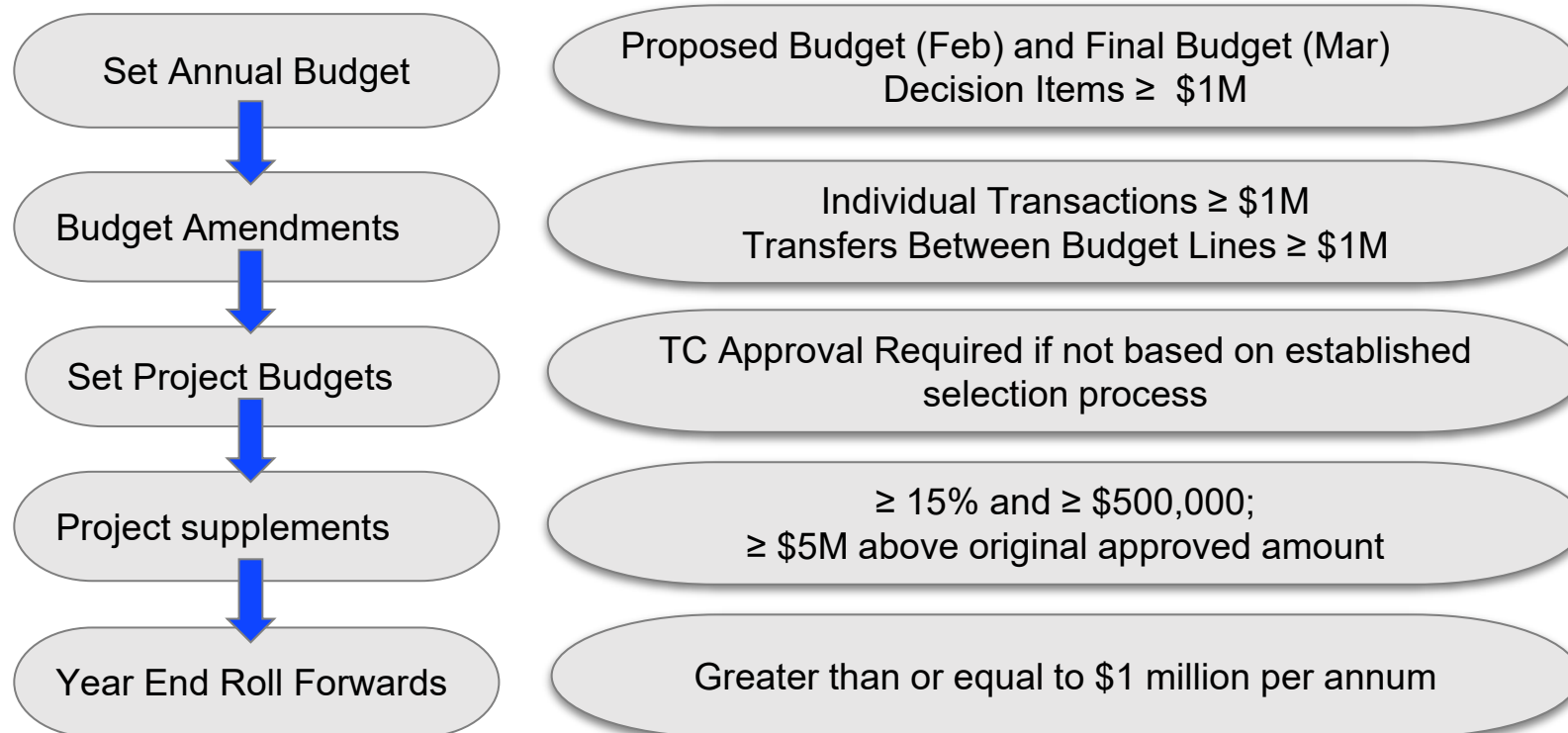
Department of Transportation

# January 2023 Proposed Changes to Policy Directive 703.0



# Overview: Policy Directive 703.0 Purpose

- “The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk and will exercise oversight on routine budget matters.”



- “Transportation Commission Approval will be required only when a transaction represents a high or substantial risk. Moderate or low risk items may be approved by the Executive Management Team or Staff level authority, respectively.”



# PD 703.0 Items for Additional Review

In January staff recommended various changes including:

- Technical/Clerical Changes
- Updates to align the PD with Federal and State legislation and to internal operational and policy changes
- Added new programs, included all programs, revised or reorganized names, and updated terminology

There are three items that require further review:

- Appendix C - Budget Transactions
  - TC Oversight for new flexible revenue allocated to programs other than the TC Program Reserve
  - Addition of reporting requirements for the Cost Escalation Fund to the TC each month in the budget supplement
- Appendix B - Office of Innovative Mobility (OIM) Program

A REDLINE version illustrating all of the updates to the PD is in the packet to reference proposed changes.



# Appendix C: Budget Transactions

- New Flexible Funds: update language to ensure TC reviews all new flexible fund types that are allocated to programs other than the TC Program Reserve

<u>Transaction Type</u>	<u>High Risk: TC Review and Approve</u>	<u>Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO as well as the Director of CTIO if applicable Report To and Inform TC or Enterprise Board</u>	<u>Low Risk: Staff Manage</u>
New Revenue Sources, Previous Year Revenue Reconciliation, Change in Revenue Estimates Impacting Current Year Budget, and Federal Redistribution	New flexible fund types allocated to programs other than the TC Program Reserve	N/A	Dedicated/inflexible fund types allocated to associated programs Flexible fund types allocated to TC Reserve for future distribution or reduction

- Cost Escalation Fund: add a line to require EMT approval for transactions and to require monthly reporting to the Transportation Commission in the budget supplement.

<u>Transaction Type</u>	<u>High Risk: TC Review and Approve</u>	<u>Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO as well as the Director of CTIO if applicable Report To and Inform TC or Enterprise Board</u>	<u>Low Risk: Staff Manage</u>
Cost Escalation Fund	N/A	Individual transactions when used to address cost escalation on existing projects. Report monthly to Transportation Commission in the Budget Supplement	N/A



# Appendix B: Project Transaction Office of Innovative Mobility

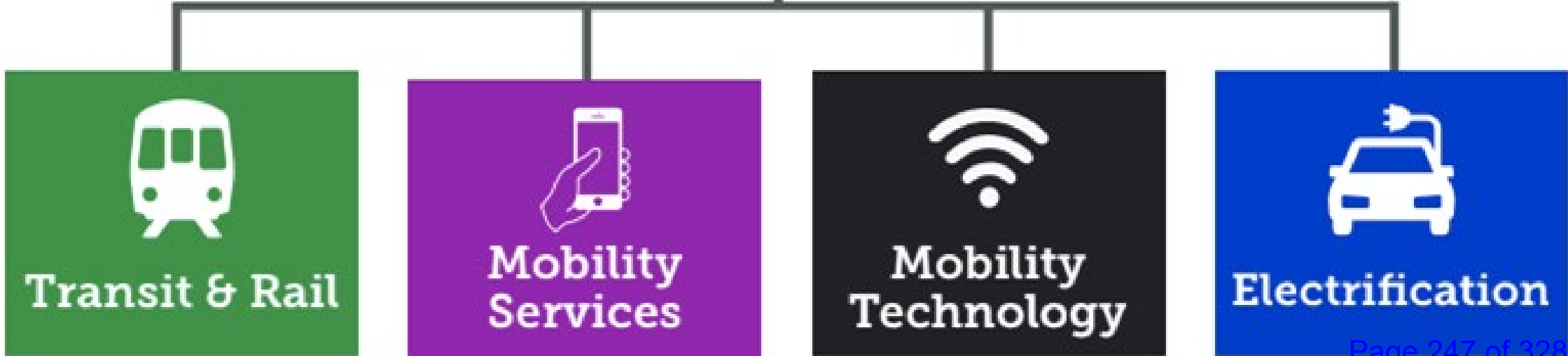
- Updating PD 703.0 to align the treatment of the Office of Innovative Mobility (OIM) projects and programs with other project types. This change would combine OIM with the Multimodal Services line and remove the requirement for specific approval of OIM projects and programs
  - OIM originated in 2019 and as a new program has required additional oversight and review. The program now has established consistency in its budgeting practices and is formalizing the budget setting process in a Budget Guidance Document
  - The use of any OIM funds for purposes other than what is defined in the Budget Guidance Document will require TC review and approval
  - The Transportation Commission will receive regular reporting and retain full decision making over the budget. The TC can review and change the budget at any time
  - The OIM Program will be subject to the same PD 703.0 thresholds as other programs.



# Office of Innovative Mobility



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





# OIM Programs and Project Categories

**PROGRAM  
LEVEL**

---

**PROJECT  
LEVEL**

## Mobility Services

Emerging Mobility

Mobility Data Integration

Strategic TDM

## Mobility Technology

Autonomous Vehicles

Connected Vehicles

## Electrification and Energy

Charging Infrastructure

Education and Outreach

M/HD Electrification

Transit Electrification

Workforce Development





# Electrification & Energy Program - Project Areas

- **Charging Infrastructure** - Address gaps in statewide charging network through on-going support of EV byways and tourism program and CDOT EV charging investments
  - *Note: Prior to SB21-260 and Federal NEVI funds, support was also provided for the Charge Ahead Colorado EV grant programs*
- **Education and Outreach** - Support public education, engagement, outreach and marketing for adoption of EVs statewide in partnership with other state agencies and stakeholders
- **Medium- and Heavy-Duty (M/HD) Electrification** - Support CDOT fleet electrification and support other planning studies to achieve M/HD electrification goals in alignment with strategies outlined in the Colorado Clean Truck Strategy
- **Transit Electrification** - Support for transit fleet electrification planning, training, workshops and technical assistance
  - *Note: The Clean Transit Enterprise established under SB21-260 assumed some of these activities*
- **Workforce Development** - Development of training programs for EV workforce, including internal CDOT training



# Mobility Services Program - Project Areas

- **Emerging Mobility** - Evaluation, study and pilots of emerging mobility technologies to understand impacts on roadways and traveler behavior
- **Mobility Data Integration** - Supports the Connected Colorado digital trip planning and ticketing platform, along with integration of new mobility data sources into CDOT platforms
- **Strategic Transportation Demand Management (TDM)** - Supports internal and external efforts that facilitate and encourage traveler behavior that makes more efficient use of the transportation network



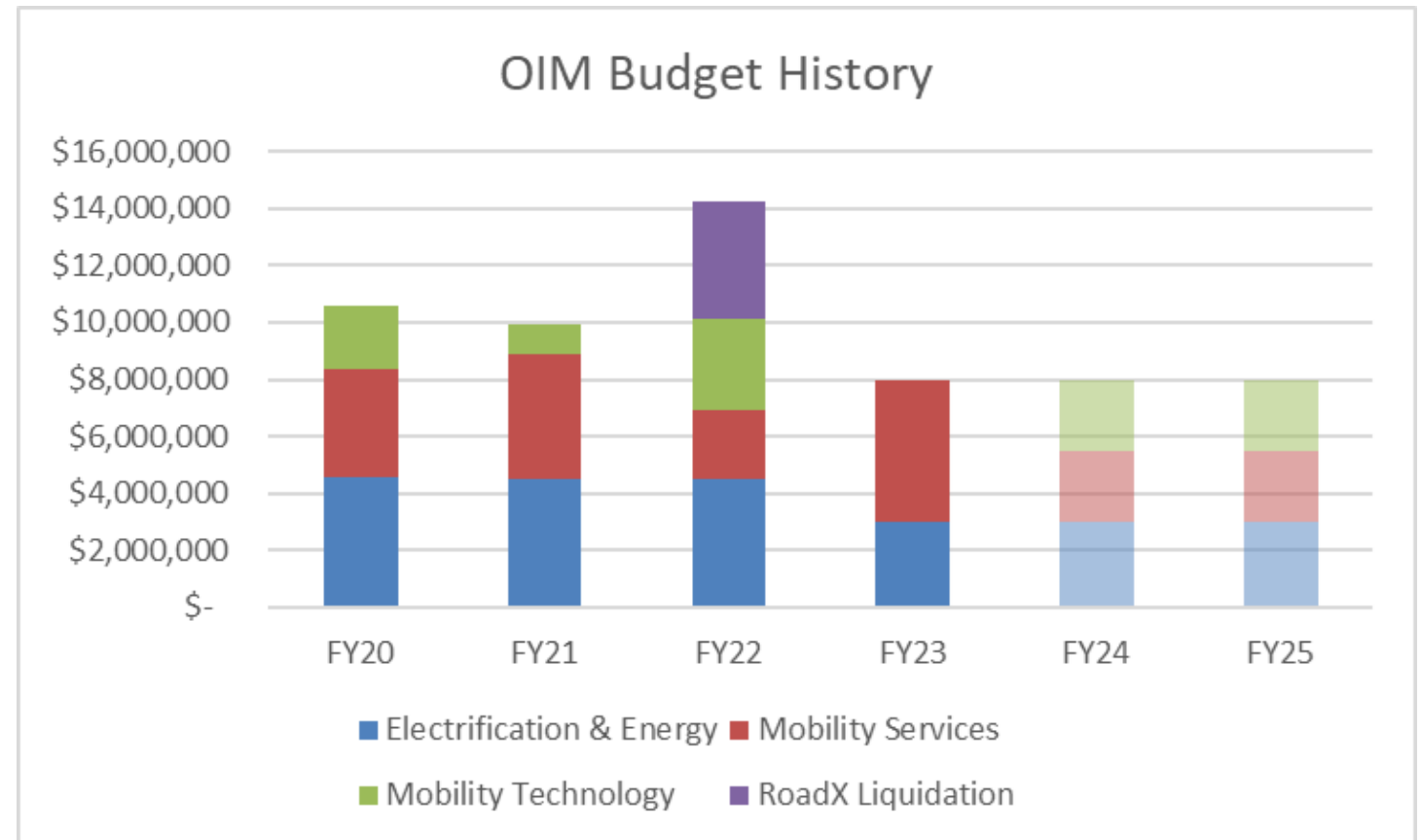
# Mobility Technology Program - Project Areas

- **Autonomous Vehicles** - provide equipment, technical support and oversight for CDOT's autonomous vehicles and oversight of the state Autonomous Mobility Task Force established under SB17-213 to ensure that Colorado's transportation system is ready to support the safe operation of autonomous driving technologies
- **Connected Vehicles** - supporting the physical and digital infrastructure that allows connected vehicles to communicate directly with roadway operators and infrastructure to improve safety, mobility and environmental impacts.



# OIM Budget History

- OIM was established in 2019
- For FY20-FY23, OIM's base budget has ranged from \$8M - \$10.5M annually
  - 0.5% of total CDOT budget
- OIM budget allocation follows a consistent process detailed in the OIM budget guidance document
- OIM budget is responsive to program needs and resources
- Allocations among OIM program and project areas have remained relatively consistent from year to year





# Reporting and Transparency

- Approximately quarterly cadence of workshops/committee meetings with TC with goals for:
  - 1 OIM-wide update per year including a description of annual accomplishments and next year priorities/budget
  - 1 dedicated TC update per program area per year
  - As needed updates for time sensitive topics
- New Commissioner Orientations
- Open line of communication with Commissioners for individual questions
- Public website:

<https://www.codot.gov/programs/innovativemobility>

## OIM Briefings to the Transportation Commission

### Office of Innovative Mobility

- **Oct 2020:** Budget & Accomplishments
- **Nov 2020:** GHG Roadmap Transportation Elements
- **Apr 2021:** Budget & Accomplishments
- **Apr 2022:** Budget & Accomplishments

### Electrification and Energy Program

- **Jan 2021:** EV Corridors
- **Nov 2021:** Clean Truck Strategy, Transit ZEV Roadmap
- **May 2022:** NEVI Program
- **Feb 2023:** EV Program Updates

### Mobility Services Program

- **Nov 2021:** Transit Emissions Dashboard
- **Feb 2022:** Mobility Services Program Updates

### Mobility Technology Program

- **Jul 2021:** Connected Vehicle (CV) Update
- **Oct 2021:** ATMA Demonstration
- **Nov 2022:** CV Update and Connected Freight Pilot



# OIM Budget Guidance Document

- Defines Standard OIM Program Areas and Project Categories
- Defines Standard OIM Reporting and Transparency Practices
- Defines Situations that Require TC Approval
  - Approval of overall OIM Budget allocation as part of annual budget process
  - Anything that meets the change control thresholds established in PD703
  - Addition of new Program Areas and/or Project Categories
  - Significant deviations in funding allocations among Program Areas and/or Project Categories
  - Items deemed sensitive by leadership
- Benefits of PD703 Revisions for OIM:
  - ✓ Reduces administrative steps
  - ✓ Treats OIM in a manner consistent with other CDOT programs
  - ✓ Provides greater certainty to staff on the annual work plan
  - ✓ Bestows confidence to engage in multi-year planning within OIM's established portfolio

**MEMORANDUM**

**TO: THE TRANSPORTATION COMMISSION**  
**FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER**  
**DATE: FEBRUARY 16, 2023**  
**SUBJECT: SIB LOAN APPLICATION FOR GRAND JUNCTION REGIONAL AIRPORT**

---

**Purpose**

The purpose of this memorandum is to provide background information on the Colorado State Infrastructure Bank (CO SIB) loan application for the Grand Junction Regional Airport Authority (GJRAA), and to review the CO SIB Review Committee recommendation for TC approval.

**Action**

The CDOT Office of Financial Management and Budget (OFMB) requests that the Transportation Commission review and approve the GJRAA's CO SIB loan request.

**Background**

On November 29, 2022, the Board of Commissioners for the GJRAA approved a resolution directing the Airport's Executive Director to submit an application for a SIB loan of \$3,737,580. On December 6, 2022, GJRAA submitted a SIB loan application in the same amount to expand commercial terminal vehicle parking and rehabilitate the primary general aviation area airfield access taxiway. The airport's commercial service activity has created the need for additional terminal parking capacity, and the airport's primary general aviation area airfield access taxiway needs rehabilitation and improvement to remain viable. On December 14, 2022, the Colorado Aeronautical Board (CAB) validated the aviation purpose and approved the request of the loan by their Board Resolution 2022-06, advancing the loan processing and request for approval to the Transportation Commission.

**Details**

Staff has processed the GJRAA application according to the criteria established in CDOT's PD 720.1 (SIB Procedures). OFMB has also validated it is a complete application, it is an eligible loan type, and GJRAA has the means to repay the proposed loan. Also, per PD 720.1, OFMB has convened the CO SIB Review subcommittee of the Transportation Commission and reviewed the pertinent information with the Chair. It is the determination of this subcommittee that this is a valid request and should be presented for further consideration.

**Schedule:** The current project schedule indicates that these two projects will be bid out in one package in early 2023.

**Terms:** The term of the proposed loan is a 10-year repayment period, at a fixed rate of 3.0%, and a request for the Transportation Commission to waive loan origination fees (1/4 of one percent of the loan



amount, or \$9,344). Resulting annual debt service payments would be approximately \$438,158 paid from GJRAA's operating and Passenger Facility Charge (PFC) revenue.

### **Options and Recommendation**

1. Approve the SIB loan GJRAA has requested (10 year repayment, \$3,737,580 at 3.0%, no origination fee).
2. Approve the SIB loan to GJRAA, including an origination fee per TC guidance (10 year repayment, \$3,737,580 at 3.0%, with a \$9,344 origination fee).
3. Request additional information from staff or GJRAA.
4. Deny the SIB loan request.

### **Next Steps**

If the loan is approved, OFMB will complete the loan processing, which includes preparing the final Loan Agreement, seeking authorization of the Loan Agreement by the GJRAA, and coordinating disbursement of funds to the escrow agent. OFMB and the Aeronautics Division will coordinate processing of valid disbursement requests from the escrow agent, as the project progresses.

### **Attachments**

- Attachment A: Airport Loan Analysis
- Attachment B: SIB Loan Application Cover Letter
- Attachment C: Development and Infrastructure Maps
- Attachment D: GJRAA Resolution of the Board of Commissioners
- Attachment E: Colorado Aeronautical Board Resolution





**General Information About the Sponsor:**

Sponsor's Name..... Grand Junction Regional Airport Authority

Application Date..... 6-Dec-22

CO SIB Priority..... Single

Transportation Region..... Region 3

---

**Loan Provisions:**

Requested Loan Amount..... \$3,737,580.00

Rate of Interest on the Loan..... 3.00%

Period..... 10 Years

Loan Repayment Basis..... Annual

Beginning Payment Date..... March 1, 2024

Repayment Sources(s)..... Operating/PFC Revenue

Payment Amount..... \$438,158.40

**Amoritzation Schedule :**

Payment Due Dates	Installment	Interest	Repayment	Remaining Balance
March-24	\$438,158.40	\$112,127.40	\$326,031.00	\$3,411,549.00
March-25	\$438,158.40	\$102,346.47	\$335,811.93	\$3,075,737.08
March-26	\$438,158.40	\$92,272.11	\$345,886.28	\$2,729,850.79
March-27	\$438,158.40	\$81,895.52	\$356,262.87	\$2,373,587.92
March-28	\$438,158.40	\$71,207.64	\$366,950.76	\$2,006,637.16
March-29	\$438,158.40	\$60,199.11	\$377,959.28	\$1,628,677.88
March-30	\$438,158.40	\$48,860.34	\$389,298.06	\$1,239,379.82
March-31	\$438,158.40	\$37,181.39	\$400,977.00	\$838,402.81
March-32	\$438,158.40	\$25,152.08	\$413,006.31	\$425,396.50
March-33	\$438,158.40	\$12,761.90	\$425,396.50	\$0.00

Project Information.....	Public Infrastructure Development
Project Description.....	Aviation
Type of Project.....	\$3,737,580.00
Total Project Cost.....	1.000
Technical Approval.....	Yes

**Operating Income for Debt Repayment:**

	Forecasted Operating Revenue (incl. PFC)	Operating Expenditures	Net Available	Debt Payment	Ratio
2021	\$7,896,834	\$5,070,423	\$2,826,411	\$438,158	6.5
2022	\$7,399,000	\$5,386,550	\$2,012,450	\$438,158	4.6
2023	\$8,344,884	\$6,065,000	\$2,279,884	\$438,158	5.2
2024	\$9,313,776	\$6,488,560	\$2,825,216	\$438,158	6.4
2025	\$10,340,746	\$6,942,306	\$3,398,440	\$438,158	7.8

# CO-SIB Loan Attachment J - Project Need and Enhancement to State Transportation System

Grand Junction Regional Airport (GJT) is in the middle of a nearly \$200 million Capital Improvement Program that includes replacing the primary runway, a project estimated to cost \$160 million with construction spanning over twelve years (2018-2030). While the Airport Improvement Program is anticipated to fund about 90% of the project costs, and the Colorado Division of Aeronautics helps GJT cover a portion of the Airport match each year, the Airport's matching contributions are still close to 10% of the total project cost (\$16 million). The Airport has been planful in saving and bonding to fund this project, but with rapidly rising costs, including escalations of 40% on work bid out in 2022, the total anticipated project cost continues to rise. There are other important airfield maintenance projects that are needed as well, including the rehabilitation of the secondary Runway, 4/22, in 2023. That project is also anticipated to have substantial grant funding with a significant Airport matching contribution.

There are two critical projects at the Airport with no grant funding options that need to be completed – expansion of the public parking lot and pavement rehabilitation and repairs in the primary General Aviation area. In early 2023 these two projects will be bid out as one package with RWY 4/22 construction to promote competitive bids and simplify construction coordination. Securing a \$3,737,580 State Infrastructure Bank (SIB) loan at a favorable interest rate will help the Airport address these urgent capital needs while maintaining the liquidity necessary to fund matching grants for the Runway 11/29 replacement program.

Public parking at GJT is both an imperative amenity, with no off-site Airport Parking available, and a critical funding source for Airport revenues, generating about \$1.5 million annually. Public parking needs to expand at GJT to meet current and future demand. The public parking lot exceeds capacity during peak periods, including over the Thanksgiving 2022 holiday. The Airport completed an Airport Development Plan in 2022 to inform development decisions at the Airport. One of the most urgent action items from the study was to expand the public parking lot as soon as possible. The Airport plans to pave the current gravel employee/overflow lot to expand public parking and relocate employee parking to a site adjacent to the passenger terminal. This will add approximately 300 parking spaces, bringing the total public parking space count to almost 900. With 900 spaces the Airport is set up to serve 700,000 passengers annually, 40% more than it served in 2021.





GJT has a sizeable and growing general aviation user and tenant base. There is substantial pavement maintenance and drainage improvements needed in the general aviation area of the Airport. In 2021 the Airport completed a drainage study and analysis of the general aviation areas around Taxiway C1A. This study identified areas in need of repairs and included both GJRAA-maintained and tenant-leased property. The Airport has since worked with tenants on plans to collectively make repairs to improve current conditions and avoid preventable problems in the future. Only Airport-maintained property will be funded by the Airport; tenants will fund improvements on private leaseholds. These repairs are important to address deferred maintenance and maintain a safe operating environment in the Airport's primary general aviation area.

# Attachment E

SIB Loan Application for GJT



## LEGEND AND PROJECT DESCRIPTIONS

-  **Terminal Parking Lot Expansion:** Expand the terminal area parking lot by constructing asphalt pavement in the existing millings overflow parking lot and installing lighting, signage and landscaping. Update the existing parking lot lighting and signage to match the parking lot expansion for a homogenous terminal area parking lot.
-  **Employee Parking Lot Construction:** Construct employee parking lot using compacted asphalt millings over prepared subgrade and install parking lot lights.
-  **Rehabilitate Walker Field Drive and Sunstrand Way:** Perform pavement maintenance of Walker Field Drive and Sunstrand Way by milling and overlaying the asphalt pavement. Extending the useful life of the highly trafficked airport roadway.
-  **Taxiway C1A Rehabilitation:** Various levels of pavement rehabilitation in select areas. Pavement rehabilitation ranges from crack sealing to full depth reconstruction. In addition to rehabilitating the pavement, there will be draining improvements such as regrading off pavement areas, installing weeps and extending culverts included in the project.



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REV.	DATE	DESCRIPTION	BY

GRAND JUNCTION REGIONAL AIRPORT  
 GRAND JUNCTION, COLORADO

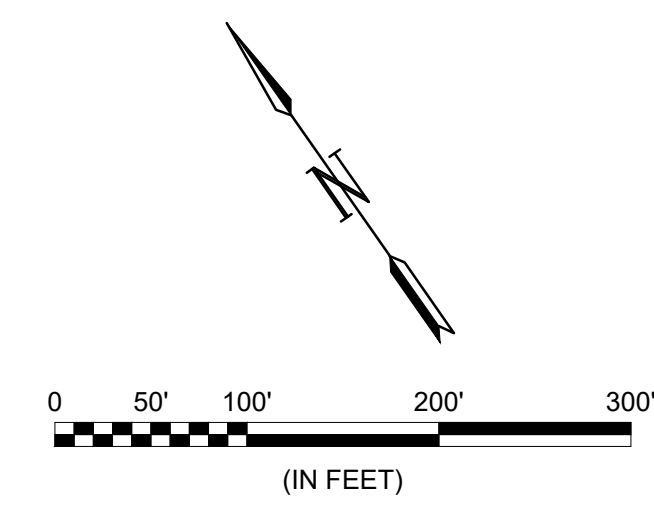
TERMINAL PARKING EXPANSION

PROJECT LAYOUT PLAN

JOB NO.: 22A25303  
 DATE: OCT. 2022  
 DESIGNED BY: SAM  
 DRAWN BY: SPT

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DRAWING NUMBER  
**GI-101**  
 SHEET NUMBER  
**3**



LEGEND	
	EXISTING PAVEMENT
	PROPOSED TERMINAL PARKING IMPROVEMENTS
	PROPOSED EMPLOYEE PARKING IMPROVEMENTS

ITEMS OF WORK	
WORK ITEMS INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:	
1.	INSTALL BARRICADES AND EROSION CONTROL DEVICES.
2.	CONSTRUCT PARKING LOT EXPANSION AND LIGHTING.
3.	CONSTRUCT NEW TEMPORARY EMPLOYEE LOT.
4.	INSTALL PAVEMENT MARKINGS.
5.	PERFORM SITE LANDSCAPING.
6.	REMOVE EROSION CONTROL DEVICES.

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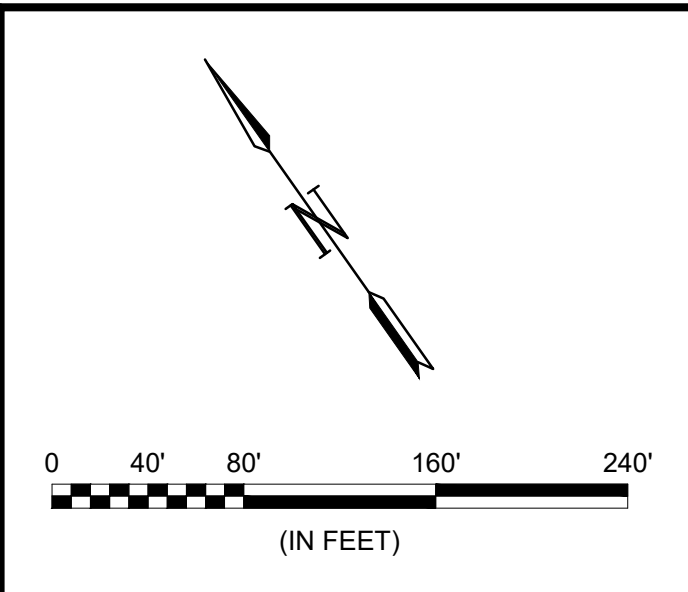
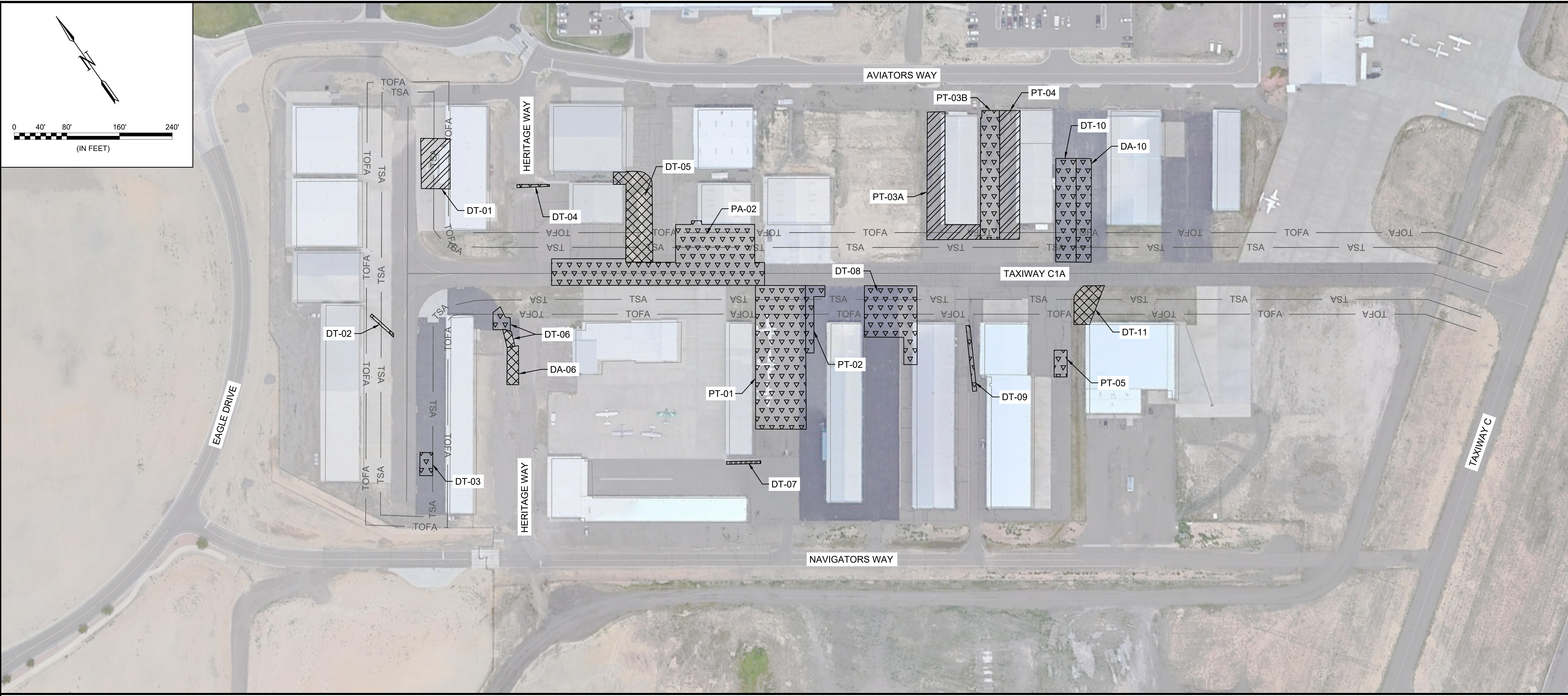
GRAND JUNCTION REGIONAL AIRPORT  
 GRAND JUNCTION, COLORADO  
 TAXIWAY C1A REHABILITATION

PROJECT LAYOUT AND SURVEY CONTROL PLAN

JOB NO.: 21A25301  
 DATE: SEPT. 2022  
 DESIGNED BY: SAM  
 DRAWN BY: MLF

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DRAWING NUMBER  
**GI-101**  
 SHEET NUMBER  
**3**



LEGEND	
	PROPOSED MAJOR REHABILITATION
	PROPOSED SURFACE TREATMENT
	PROPOSED NON-PAVEMENT REHABILITATION
	TSA TAXIWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA

ITEMS OF WORK
<b>SCHEDULE 1</b>
• RUNWAY 4-22 (SEPARATE PLAN SET)
<b>SCHEDULE 2</b>
• ASPHALT REHABILITATION, SURFACE TREATMENT, OR NON PAVEMENT REHABILITATION ON TAXIWAY C1A AND SURROUNDING AREAS AS DESIGNATED IN THE PLANS
<b>SCHEDULE 3</b>
• TERMINAL PARKING EXPANSION (SEPARATE PLAN SET)

- NOTES**
- NORTHING AND EASTING COORDINATES PROVIDED IN THE PLANS ARE BASED ON CO83-CF STATE PLANE COORDINATE ZONE. LOCATIONS ARE APPROXIMATE AND MUST BE COORDINATED IN THE FIELD WITH THE RPR PRIOR TO CONSTRUCTION.
  - INSTALLATION OF TEMPORARY EROSION CONTROL DEVICES MAY BE REQUIRED TO COMPLY WITH STORMWATER PERMITS. THESE DEVICES HAVE NOT BEEN SHOWN ON THE PLANS AND ARE THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL, MAINTAIN, AND REMOVE WHEN REQUIRED. STANDARD EROSION CONTROL DEVICE DETAILS HAVE BEEN INCLUDED FOR INFORMATION ONLY. SEE SPECIFICATION C-102 FOR ADDITIONAL INFORMATION.

File: L:\2021\21A25301 - GJT RW 4-22 Rehab Design\Drawings\C1A\GJT\_TWC1A-GI-101.dwg, Last Save: 11/15/2022 3:38 PM, Last saved by: MLFinley  
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**RESOLUTION NO. 2022-005**  
**RESOLUTION OF THE BOARD OF COMMISSIONERS**  
**REGARDING SIB LOAN APPLICATION**

**WHEREAS**, the Grand Junction Regional Airport Authority (“GJRAA”) is the owner and operator of the Grand Junction Regional Airport (“Airport”) located in Grand Junction, Colorado; and

**WHEREAS**, the State of Colorado, through the Colorado Department of Transportation (“CDOT”) and the Colorado Transportation Commission (“Commission”), provides loans to eligible project sponsors for qualified projects pursuant to the State Infrastructure Bank (“SIB”) Loan Program, authorized by Colorado Revised Statute (“CRS”) Section 43-1-113.5, and implementing regulations at 2 CCR 605-1; and

**WHEREAS**, GJRAA is an eligible project sponsor under the SIB Loan Program; and

**WHEREAS**, the Airport capital plan includes two projects that are qualified projects under the SIB Loan Program, specifically expansion of and improvements to the landside parking lots and rehabilitation and repair of taxiway C1A and other airfield pavement (“Eligible Airport Projects”); and

**WHEREAS**, the Colorado Public Airport Authority Act authorizes the GJRAA to borrow money (CRS § 41-3-106(1)(e)) and to enter into contracts and agreements with the State of Colorado (CRS 41-3-106(1)(d)); and

**WHEREAS**, the Board has determined that it would be in GJRAA’s interests to apply for an SIB loan and that GJRAA can satisfy the terms of an SIB loan agreement.

**NOW, THEREFORE**, by this Resolution, the Board hereby resolves and directs as follows:

1. The Board directs the Airport Executive Director to complete and submit by the applicable deadline an application for an SIB loan on the form prescribed by CDOT for the Eligible Airport Projects in an amount not to exceed \$3,737,580.
2. If the requested loan is approved by the Commission, the Airport Executive Director is authorized to negotiate a loan agreement with CDOT and present the loan agreement for the Board’s review and consideration.

PASSED AND ADOPTED this 29th day of November, 2022.


Board Members Voting AYE

Thaddus Shrader  
Ron Velarde  
Clay Tufly  
Rick Toggart  
Tom Benton  
Linde Marshall

Board Members Voting NAY

Erling Brabock

GRAND JUNCTION REGIONAL  
AIRPORT AUTHORITY

  
\_\_\_\_\_

Chairman

ATTEST:

  
\_\_\_\_\_

Clerk





# COLORADO

## Aeronautical Board

### Resolution 2022-06

#### RECOMMENDATION TO APPROVE THE AVIATION SIB APPLICATION DATED DECEMBER 6, 2022 SUBMITTED BY THE GRAND JUNCTION REGIONAL AIRPORT AUTHORITY

WHEREAS, The Colorado State Infrastructure Bank (hereinafter referred to as the “SIB”) is an investment bank at the state level with the ability to make loans to public and private entities, for the formation of public transportation projects within the state; and

WHEREAS, The General Assembly has passed legislation that made certain provisions for the Bank and established within the Bank a highway account, a transit account, an aviation account, and a transit and rail account; and

WHEREAS, The Transportation Commission has adopted rules, pursuant to 43-1-113.5, CRS, regarding the SIB; and

WHEREAS, The Grand Junction Regional Airport Authority has requested a loan from the SIB in the amount of \$3,737,580.00 for eligible transportation projects as described in Rule III, section 2, 2CCR 605-1, specifically infrastructure development and rehabilitation at the Grand Junction Regional Airport; and

WHEREAS, The Colorado Department of Transportation has adopted the SIB Procedure through Procedural Directive (“PD”) 720.1 as revised October 6, 2021 (“PD 720.1”); and

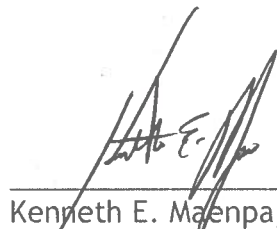
WHEREAS, PD 720.1 Section V.1.D requires that the Colorado Aeronautical Board (“CAB”) evaluate the technical, non-financial aspects of an aviation SIB loan application and shall approve a resolution recommending or not recommending approval by the Transportation Commission; and

WHEREAS, CRS 43-10-105 describes the duties of the CAB which, among other things, includes the establishment of policies for the growth and development of aviation in the state; and CRS 43-10-103 created the Division and, among other things, tasked the Division with promoting aviation safety and education; and CRS 43-10-101 declares a need to promote the safe operation of aviation in the state and identifies that improvement of general aviation and aviation facilities in the state promotes diversified economic development across the state; and

WHEREAS, the CAB recognizes and acknowledges these particular projects’ benefit to the Grand Junction Regional Airport and the statewide aviation system. Notably, these projects provide additional surface vehicle parking capacity and will rehabilitate taxiway C1A, the primary airfield access taxiway for the airport’s general aviation area. Together, these projects support both critical commercial terminal parking capacity, and safe and efficient general aviation aircraft airfield access. These projects are particularly aligned with the Access and Mobility Goal outlined in the Division’s 2020 Colorado State Aviation System Plan (CASP), with aspects aligning in some way with all four goals of the CASP.

NOW, THEREFORE BE IT RESOLVED, The Colorado Aeronautical Board hereby formally recommends Transportation Commission approval of the aviation SIB loan application submitted by the Grand Junction Regional Airport Authority dated December 06, 2022 for the purposes generally described in the application.

Passed this 14<sup>th</sup> day of December 2022.



\_\_\_\_\_  
Kenneth E. Maenpa, Chair  
Colorado Aeronautical Board



\_\_\_\_\_  
Attest  
David R. Ulane, Director  
Colorado Department of Transportation,  
Division of Aeronautics



**COLORADO**  
**Department of Transportation**  
Office of Policy and Government Relations

2829 W. Howard Place  
Denver, CO 80204-2305

**MEMORANDUM**

**DATE:** February 3, 2023

**TO:** Transportation Commission

**FROM:** Herman Stockinger, Transportation Commission Secretary  
David Ulane, Aeronautics Director  
Ryan Long, Colorado State Infrastructure Bank Manager  
Sari Weichbrodt, Rules, Policies and Procedures Advisor

**SUBJECT:** Authorize the Opening of Permanent Rules for the Colorado State Infrastructure Bank, 2 CCR 605-1, and Delegate Authority to a Hearing Officer

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**Purpose**

To update the Rules and Regulations for the Colorado State Infrastructure Bank (“the Rules”), 2 CCR 605-1, to allow the Colorado Aeronautical Board (“CAB”) to take action on aviation projects and to make other minor, non-substantive changes needed since the Rules were adopted in 2009.

**Action**

Staff proposes to open the Rules as a whole for reformatting, compliance with state accessibility requirements, and the addition of language related to the Colorado Aeronautical Board and aviation projects.

**Background**

The Rules were adopted in 2009 and have remained unchanged since their adoption. The Colorado Department of Transportation is required to periodically review rules and regulations to identify improvements and modifications. As part of the mandatory review of the Rules, staff identified changes to make the Rules more efficient, effective, and easier to understand. On the advice of the Attorney General’s Office, staff proposes to add the standard “Declaratory Order” language in Rule 7.1. Staff proposes to define the term “Colorado Aeronautical Board (CAB)” and to delete several unnecessary definitions. The limited number of substantive changes are described below in more detail.

**Proposed Substantive Changes to the Rules**

New proposed additions are in red and underlined, while proposed changes to strike language are ~~struck through~~.

## Proposed Change to the Rules to Allow CAB to Approve Aviation Projects

### 4.2 Project Evaluation

The evaluation shall identify how ~~such the~~ project will benefit from ~~F~~financial ~~A~~assistance and the capability of the ~~P~~project ~~S~~sponsor to meet the terms for debt repayment. The ~~R~~review ~~C~~committee shall evaluate the projects, and provide documentation and a recommendation regarding each project to the Commission, or the CAB for aviation projects.

### 4.4 Review Committee

4.4.1 The ~~R~~review ~~C~~committee shall consist of the following: one member of the ~~Colorado~~ ~~T~~ransportation ~~C~~ommission (or the CAB for aviation projects) who will chair the ~~R~~review ~~C~~committee; the regional transportation director from the appropriate engineering region or the divisional director, from the aeronautics division, or transit and rail division as appropriate; the CDOT chief financial officer or manager of OFMB, and the CO SIB administrator.

### 4.5 Funding ~~P~~procedure

The OFMB shall present the ~~R~~review ~~C~~committee's recommendation and evaluation to the ~~C~~ommission or the CAB for action, and the ~~C~~ommission or the CAB shall set approve the requested amount or recommend a different ~~the~~ maximum level of ~~F~~financial ~~A~~assistance for the project.

4.6.2 Fiduciary provisions - Unless specifically exempted by the Commission or the CAB, loan agreements for construction will specify that the funds will be disbursed in their entirety to a third party fiduciary or escrow agent with which the ~~P~~project ~~S~~sponsor has entered into an agreement. It shall be the responsibility of the ~~said agent~~ CO SIB Manager to validate requests....

## Proposed Change to the Rules to Add Declaratory Order Language

### Chapter 7: Declaratory Orders

7.1 The Transportation Commission and the Department may entertain, at their sole discretion, petitions for declaratory orders pursuant to § 24-4-105(11), C.R.S. relating to the CO SIB.

### Stakeholder Meeting Opportunity Held February 10, 2023

While the stakeholders for these Rules are fairly limited to those eligible to apply for projects or current recipients, CDOT staff invited them to a virtual public meeting to provide an overview of the proposed rule changes and solicit feedback. We emailed a copy of the proposed changes with the meeting invitation and included a method for receiving written comments via email. No negative comments were received.

### Next Steps

Should the Transportation Commission elect to open the Rules for permanent rulemaking, the

Department will file notice with the Secretary of State and the Department of Regulatory Agencies. We anticipate holding a rulemaking hearing in early April and returning to the Commission to request adoption of the Rules later that month.

**Attachments**

b: Permanent Rule to be Filed

Resolution to Open Permanent Rulemaking and Appoint a Hearing Officer (in Resolution Folder)

**DEPARTMENT OF TRANSPORTATION**

**Transportation Commission**

**RULES AND REGULATIONS BY THE COLORADO DEPARTMENT OF TRANSPORTATION FOR THE COLORADO STATE INFRASTRUCTURE BANK**

**2 CCR 605-1**

**Chapter 1: RULE I—General Provisions**

**1. SECTION 1- Statutory Authority**

The statutory authority for the Transportation Commission of Colorado (Commission) to adopt these rules are adopted pursuant to the authority contained in sections 43-1-113.5(3), C.R.S.

**1. SECTION 2- Purpose**

The purpose of these rules is to define eligibility requirements, prescribe the application and selection processes, and to detail certain terms for securing financial assistance, for public transportation projects within the state, from the CO SIB.

**1. SECTION 3- Applicability**

These rules shall be applicable to any public or private project sponsor of public transportation projects within the state.

**Chapter 2: RULE II—Definitions**

The following definitions shall apply to terms used in the Rules.

~~(2.1) “CAB” means the Colorado Aeronautical Board, a statutorily created board appointed by the Governor and approved by the Senate.~~

~~2.2 “CO SIB” means shall refer to the Colorado State Infrastructure Bank.~~

~~2.3(2) “CFR” shall mean the code of federal regulations.~~

~~(3) “Commission” means shall refer to the transportation commission of Colorado – the state’s transportation decision-making body.~~

~~2.4(4) “CRS” shall mean the Colorado revised statutes, as amended.~~

~~(5) “Default” means shall refer to the condition of a loan where the recipient has failed to meet a contractual obligation and failed to cure within thirty (30) days, including but not limited to: failure to make the loan payment; failure to use loan proceeds for stated purpose; failure to submit progress reports.~~

~~2.5(6) “Department” means shall refer to the Colorado Department of Transportation.~~

~~2.6(7) “Federal-aid program” means shall refer to any funds authorized by the United States Congress to assist states in providing for transportation.~~

- ~~2.7(8)~~ "Financial ~~A~~assistance" shall mean a loan or any credit assistance that the COSIB is authorized to offer.
- ~~2.8(9)~~ "Interest ~~R~~rate" means shall refer to the semi-annual interest rate approved by the Commission.
- ~~2.9(10)~~ "OFMB" means shall refer to the Colorado Department of Transportation's Office of Financial Management and Budget.
- ~~2.10(11)~~ "Political ~~S~~ubdivision" shall mean a county, municipality, ~~S~~ervice ~~A~~uthority, or special district authorized to enter into intergovernmental agreements pursuant to ~~§~~ 29-1-203-(2), C.R.S.
- ~~2.11(12)~~ "Project ~~S~~ponsor" means shall refer to the entity or organization that is requesting ~~F~~inancial ~~A~~ssistance.
- ~~2.12(13)~~ "Public-~~P~~private ~~I~~nitiative" shall mean a nontraditional arrangement between the ~~D~~epartment and one or more private or public entities as defined in ~~§~~ 43-1-1201-(3), C.R.S.
- ~~2.13(14)~~ "Review ~~C~~ommittee" or "Committee" means shall refer to the SIB loan review committee as described in Rule ~~4.4.1(V) Section 4(4)~~ herein.
- ~~2.14(15)~~ "State" means shall refer to the state of Colorado.
- ~~2.15(16)~~ "State ~~A~~gency" shall mean every entity in the executive branch of the ~~S~~tate's government including boards, commissions, departments, divisions, and offices.
- ~~2.16(17)~~ "TIP/STIP" shall mean the metropolitan planning organization's multiyear ~~T~~ransportation ~~I~~mprovement ~~P~~rogram/~~S~~tatewide ~~T~~ransportation ~~I~~mprovement ~~P~~rogram.
- ~~2.17(18)~~ "Transportation ~~P~~roject" shall mean the planned undertaking of an endeavor for the purpose of conveying passengers or goods.

### **~~RULE III—Chapter 3: Eligibility Requirements for Financial Assistance~~**

#### **~~3.SECTION 1: Eligible ~~P~~roject ~~S~~sponsors~~**

Entities eligible to receive ~~F~~inancial ~~A~~ssistance from the CO SIB shall include public entities such as ~~P~~olitical ~~S~~ubdivisions and ~~S~~tate ~~A~~gencies. Also, private companies and non-profit organizations shall be eligible either with a local government partner, or under the authority of a ~~P~~ublic-~~P~~private ~~I~~nitiative.

#### **~~3.SECTION 2: Eligible projects~~**

~~3.2.1 (1)~~ Only qualified projects shall be eligible for ~~F~~inancial ~~A~~ssistance. Qualified projects shall include any ~~C~~ommission-authorized project, right-of-way acquisition, federal-aid project, maintenance project, or safety project.

~~3.2.2 (2)~~ Commission-authorized projects – Any public or private ~~T~~ransportation ~~P~~roject as authorized by the ~~C~~ommission including, but not limited to planning, environmental impact studies, feasibility studies, engineering, construction, reconstruction, resurfacing, restoring, rehabilitation, or replacement of a public or private transportation facility within the ~~S~~tate.

~~3.2.(3)~~ Right-of-way acquisitions – The acquisition of real or personal property, or interests therein, for a public or private transportation facility within the ~~S~~tate.

- ~~3.2.(4)~~ Federal projects – Any highway, transit, aviation, rail, or other Itransportation Pproject within the Sstate that is eligible for financing or Financial Aassistance under Sstate or federal law.
- ~~3.2.(5)~~ Maintenance projects – The maintenance, repair, improvement, or construction of any public or private highway, road, street, parkway, transit, aviation, or rail project within the Sstate.
- ~~3.2.(6)~~ Safety Projects – The acquisition, improvement, or construction of rights-of-way, bridges, tunnels, railroad-highway crossings, drainage structures, signs, guardrails, or protective structures within this Sstate.

~~3~~.SECTION-3: Ineligible Projects

Qualified projects shall not include transportation facilities and other Itransportation Pprojects that are restricted to private use.

**RULE IV—Chapter 4: Disbursement of Moneys**

~~4~~.SECTION-1: Application process

- ~~4.1.(1)~~ All applications shall be submitted to the Department. The application shall be completed as described in the application package. If the application received by the Department is incomplete, ~~at that time~~ it shall be rejected and not considered for Financial Aassistance until completed.
- ~~4.1.(2)~~ Application package – The application package shall contain instructions and guidelines for completing the application and such package shall be available upon request. The Pproject Ssponsor shall be responsible for requesting an application package from the Department.

~~4~~.SECTION-2: Project Evaluation

~~The overall objective of the project evaluation process is to provide a mechanism for the recommendation of potential transportation projects for financial assistance to the Commission.~~ The evaluation shall identify how ~~thesuch~~ project will benefit from Financial Aassistance and the capability of the Pproject Ssponsor to meet the terms for debt repayment. The Rreview Committee shall evaluate the projects, and provide documentation and a recommendation regarding each project to the Commission or the CAB for aviation projects.

~~4~~.SECTION-3: Evaluation Criteria. Project evaluations shall be accomplished by incorporating a rating scheme across specific criteria as described below:

- ~~4.3.(1)~~ Project evaluations shall be accomplished by incorporating a rating scheme across specific criteria as described below:
- ~~(2)~~ Project Type – Project Ssponsors shall identify the type of project (road and highway, transit, aviation, and rail). This shall allow the commission to promote its objectives regarding types of Itransportation Pprojects assisted by the CO SIB.
- ~~4.3.2(3)~~ Public/Private Partnerships – Project Ssponsors shall indicate whether it is a public or private entity. An evaluation on the basis of public/private partnerships shall allow the CO SIB to facilitate Itransportation Pprojects that promote public purposes and feature some private financing.



- ~~4.3.3~~(4) Financial Need – Project ~~S~~sponsors shall submit financial and technical information as requested in the application to help identify how sponsored ~~T~~ransportation ~~P~~rojects would benefit financially from ~~CO SIB F~~inancial ~~A~~ssistance.
- ~~(5)~~4.3.4 Repayment Source – The ~~P~~roject ~~S~~sponsor shall present a statement of revenue sources for the purpose of paying back loans, e.g., fees, HUTF revenues, local option sales taxes, passenger facility charges, and general fund property taxes. This criterion shall allow the sponsor to demonstrate its ability to repay the loan.
- ~~(6)~~4.3.5 Security Provisions – The ~~P~~roject ~~S~~sponsor shall be required to identify security provisions, e.g., HUTF revenues, property, bank reserves. This criterion shall allow a measure of the ~~P~~roject ~~S~~sponsor's potential to secure the loan.
- ~~(7)~~4.3.6 Financial Ratios – Project ~~S~~sponsors shall provide the appropriate information requested in the application regarding its current financial condition and substantiating documentation on the total cost of the project including additional funding sources that the sponsor may intend to use to complete the project. This criterion shall demonstrate the ~~P~~roject ~~S~~sponsor's commitment to its project and validate the cost of the project.
- ~~(8)~~4.3.7 Term of Financial Obligation –The ~~P~~roject ~~S~~sponsor shall indicate how long it needs to repay the loan up to ten years. This criterion shall illustrate the length of the CO SIB's financial obligation to a ~~P~~roject ~~S~~sponsor's ~~T~~ransportation ~~P~~roject, which is important to replenishing the Colorado ~~S~~tate ~~I~~nfrastructure ~~B~~ank's capital to accommodate future ~~F~~inancial ~~A~~ssistance to subsequent applicants.
- ~~(9)~~4.3.8 Project Viability – Project ~~S~~sponsors shall reveal any other options for funding the project. This criterion shall provide a measure of a project's viability without ~~F~~inancial ~~A~~ssistance from the CO SIB.
- ~~(10)~~4.3.9 Project Benefits – Project ~~S~~sponsors shall be required to briefly describe the benefits of its ~~T~~ransportation ~~P~~roject. As a counterpoint, ~~P~~roject ~~S~~sponsors shall also be required to describe the likely negative effects of NOT receiving ~~F~~inancial ~~A~~ssistance from the CO SIB. This criterion shall identify benefits gained, from the ~~T~~ransportation ~~P~~roject receiving ~~F~~inancial ~~A~~ssistance, to the transportation system.
- ~~(11)~~4.3.10 Project Planning – In order to demonstrate local commitment as part of a fiscally constrained plan, ~~P~~roject ~~S~~sponsors shall indicate if their project is in the TIP/STIP, eligible to be amended into the TIP/STIP, in another approved transportation planning document, or not in any plan.

#### SECTION 4.4 Review ~~C~~ommittee

- ~~(1)~~4.4.1 The ~~R~~review ~~C~~ommittee shall consist of the following: one member of the ~~C~~olorado ~~T~~ransportation ~~C~~ommission (or the CAB for aviation projects) who will chair the ~~R~~review ~~C~~ommittee; the regional transportation director from the appropriate engineering region or the divisional director, from the aeronautics division, or transit and rail division as appropriate; the CDOT chief financial officer or manager of OFMB, and the CO SIB administrator.

#### ~~(2)~~4.4.2 Duties of the ~~C~~ommittee

The ~~R~~review ~~C~~ommittee shall evaluate loan applications based upon the responses to the criteria described in ~~section 3 of~~ Rule ~~4.3IV~~ herein; examine loan documentation including the sponsor's financial statements to assure that a pending loan meets CO SIB rules standards and statutory guidelines; review the planning and engineering aspects of the loan project. Also,

develop procedures for executing loan contracts and, as required, reviewing and, if appropriate recommending amending the terms of already executed loan contracts, periodically review maturing loans and progress reports, and in case of Default, decide what collection efforts should be taken to restore past-due loans and other nonperforming loans to satisfactory condition.

~~(3)~~4.4.3 Evaluations from the Committee

The Review Committee shall submit its recommendation and final evaluation to the OFMB. Regardless of the merits of the project or its total cost, the Committee shall not recommend to the Commission or the CAB that it lend an applicant an amount that it considers beyond the applicant's capacity to repay even if it means the project cannot go forward at that time.

4. SECTION 5. Funding Procedure

The OFMB shall present the Review Committee's recommendation and evaluation to the Commission or the CAB for action, and the Commission or the CAB shall ~~set approve the requested amount or recommend a different~~ the maximum level of Financial Assistance for the project.

SECTION 4.6. Loan Agreement

4.6.1) The OFMB shall negotiate the terms of a loan agreement with the approved Project Sponsor.

4.6.2) Fiduciary provisions – Unless specifically exempted by the Commission or the CAB, loan agreements for construction will specify that the funds will be disbursed in their entirety to a third party fiduciary or escrow agent with which the Project Sponsor has entered into an agreement. It shall be the responsibility of the ~~said agent~~ CO SIB Manager to validate requests for construction draws by the contractor and to provide periodic advances of fund to the contractor, as authorized by the terms of the construction contract. The third party administrator of the loan shall also provide periodic progress reports to the Committee. In instances where the loan is for the purchase of real property unrelated to a construction project or for the purchase of equipment, the third party will disburse the funds upon presentation of the requisite documentation demonstrating that the property or equipment procured is that for which the loan was approved and that the amounts paid match those presented in the loan application.

~~(3)~~4.6.3 Ongoing interest – The loan agreement shall specify that the Department retains a collateral interest in the item(s) procured with the loan proceeds and that the sponsor may not sell the items procured until such time as payment in full is made upon the loan.

**RULE V – Chapter 5: Interest Rates and Fees**

5.1) Interest earnings and/or origination fees are required to re-capitalize the CO SIB and to offset a portion of the cost of its administration. There shall be no interest-free loans. However, interest payments may be delayed for up to two years, and all accrued interest can be capitalized into the principal outstanding balance. In addition, an origination fee to partially offset the cost of administering the CO SIB may be assessed. If such fee is assessed, the calculated amount can be added to principal to be repaid according to the agreed upon amortization schedule.

5.2) Interest Rate – The Interest Rate for loans from the CO SIB shall be established and ~~by resolution,~~ adopted by the resolution of the Commission not later than June 30, of each year for loans applied for during the ensuing months of July; August; September; October; November; December. An Interest Rate shall be established and ~~by resolution,~~ adopted by resolution of the

Commission not later than December 31, of each year for loans originating during the ensuing months of January; February; March; April; May; June.

5.(3) Origination Fee – Pursuant to § 43-1-113.5-(7), C.R.S., a fee may be charged to reimburse the Department for reasonable expenses incurred while administering the CO SIB. Not later the June 30, of each year, the Commission shall determine whether or not to assess an origination fee for the ensuing fiscal year. If assessed, the origination fee schedule shall be as follows: a maximum of one percent for loan proceeds up to \$1 million, three-quarters of a percent for loan proceeds over \$1 million and up to \$2.5 million, one-half percent on the amount of loan proceeds over \$2.5 million and up to \$5 million, and one-quarter percent on the amount of loan proceeds over \$5 million.

#### **RULE VI—Chapter 6: Repayment of Loans**

##### **6.SECTION 1: Loan Amortization**

Financial Assistance in the form of a loan shall be amortized and simple interest shall be applied to the outstanding principal of each loan. An amortization schedule shall be attached to the loan agreement between the Department and the Project Sponsor.

##### **6.SECTION 2: Payback Period**

The payback period for Financial Assistance shall be not more than ten years. The term of a loan requested by a Project Sponsor shall be one of the criteria used for evaluation.

##### **6.SECTION 3 Remedies in case of Default**

6.3.(1) If a recipient of Financial Assistance from the CO SIB fails to meet any of the terms or conditions of the loan agreement and fails to cure within thirty (30) days, the recipient shall be in Default, as defined in Rule 2.4H-(5). The Department shall notify the recipient of the condition. If the recipient fails to cure within thirty (30) days thereof, the Department may declare the entire principal amount of the loan then outstanding immediately due and payable, and bring a right of action against such recipient in district court to seek any applicable legal or equitable remedy, including reasonable attorney fees.

##### 6.3.(2) Default on loan repayment

If the recipient does not make a scheduled payment and fails to cure within thirty (30) days, the Department may assess a LATE CHARGElate charge penalty or initiate debt collection efforts to recover the amounts due.

#### **Chapter 7: Declaratory Orders**

7.1 The Transportation Commission and the Department may entertain, at their sole discretion, petitions for declaratory orders pursuant to § 24-4-105(11), C.R.S. relating to the CO SIB.

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#### **Editor's Notes**

#### **History**

Entire rule eff. 11/30/2009.



# COLORADO

## Transportation Commission

2829 W. Howard Place  
Denver, CO 80204

**DATE:** February 8, 2023  
**TO:** Transportation Commission  
**FROM:** Herman Stockinger, Deputy Executive Director  
 San Lee, PE - State Traffic Engineer  
 Manjari Bhat, PE - Statewide Safety Champion  
 Dan Roussin - State Access Program Administrator  
**SUBJECT:** State Highway Access Category Assignment Schedule Update

### Purpose and Action

To update the State of Colorado Highway Access Category Assignment Schedule (Assignment Schedule), 2 CCR 601-1A, to reflect current access categories and ownership of highway segments. If the Transportation Commission permits the Colorado Department of Transportation (Department) to move forward in making changes to the rule, the Department requests authorization to open the Permanent Rules and allow a Hearing Officer to conduct the necessary rulemaking hearing.

### Details

Access management is the coordinated planning, regulation, and design of access between roadways and land development. It encompasses a range of methods that promote the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel. The State Highway Access Code (2 CCR 601-1) implements the state statute and sets standards for the regulation on access on Colorado State Highways. The Access Code is adopted by the Transportation Commission.

The State Highway Access Code requires the Transportation Commission to maintain the Access Category Assignment Schedule for the state highway system by rule of order. The Commission is responsible to assign an access category to all highway sections or segments. There are eight access category classifications as defined by the State Highway Access Code; category classification is based upon design criteria. The number, spacing, type, and location of an access (and a traffic signal, if present) have direct and significant effects on the capacity, speed, and safety of the highway system. The assignment of access categories helps to protect the Colorado State Highway system and provides the functional basis for acting on all access permit requests. The table below showcases the access categories as defined in the State Highway Access Code:

<b>Table of access categories, with approximate descriptions</b>	
<b>F-W Interstate System, Freeway Facilities</b>	
<b>E-X Expressway, Major Bypass</b>	
<b>Rural</b>	<b>Non-Rural</b>
<b>R-A Regional Highway</b>	<b>NR-A Regional Highway</b>
<b>R-B Rural Highway</b>	<b>NR-B Arterial</b>
	<b>NR-C Arterial</b>
<b>F-R Frontage Roads (both urban and rural)</b>	

The Transportation Commission has not updated the Assignment Schedule since September 13, 2013.



The Department is requesting mainly clerical changes and relinquishments of highways from the past nine years. These relinquishments also require the creation of new segments so that the Department may protect major roadways like Interstates and Freeways.

The Department has received four requests from local jurisdictions to change the access category in certain sections of highway. All requests (refer to the 'Action' column in the table below) have regional concurrence on access category changes. The table below demonstrates the requested edits to the Assignment Schedule. The table includes information regarding the CDOT region, highway, beginning and end milepoints, requested action, and the reasoning behind the requested action.

Edits to State Highway Access Category Assignment October 2022						
	Region	Highway	Beg MP	End MP	Action	Reason
1	1	002B	10.86	13.345	Delete Highway Segment	CDOT no longer owns roadway
2	1	002C	13.345	19.944	Delete Highway Segment	CDOT no longer owns roadway
3	1	002D	10.86	11.209	Delete Highway Segment	CDOT no longer owns roadway
4	1	002D	19.506	19.944	CDOT kept for Interstate	CDOT needs to own the roadway
5	1	070R	2.188	2.711	From I-70 to Colorado Blvd	It is not in the Access Category Book
6	1	075A	2.179	2.65	Delete Highway Segment	CDOT no longer owns roadway
7	1	085A	1.565	2.288	Delete Highway Segment	CDOT no longer owns roadway
8	1	265B	0.034	0.147	Added this section - added NR-A	Adding Roadway to the interchange
9	2	227A	0	0.333	Delete Highway Segment	CDOT no longer owns most of the roadway
10	2	233A	0	2.147	Delete Highway Segment	CDOT no longer owns roadway
11	3	006C	42.894	43.212	Change category EX to NR-A	Town of Palisade concurs -
12	3	006D	91.999	92.275	Delete Highway Segment	CDOT no longer owns roadway
13	3	006E	141.82	149.67	Delete Highway Segment	CDOT no longer owns roadway
14	3	006N	141.87	141.89	Added this section - added EX	CDOT owns the ROW protecting Interchange
15	3	009D	101.56	103.05	Corrected the mile post	Had incorrect milepost
16	3	013A	0	0.97	Delete Highway Segment	CDOT no longer owns roadway
17	3	013C	0	0.222	Part of the Interchange	We own the Interchange. EX Category
18	3	040A	87.469	89.322	Typo - Delete "Q"	Delete "Q"
19	3	040A	97.648	107.03	Typo - Delete "Y"	Delete "Y"
20	3	050A	32.069	37.882	Typo - Add "RD"	Add "Rd"
21	3	065A	7.353	9.727	Typo - Delete ".00"	Delete ".00"
22	3	133A	8.858	15.867	Typo - Name local road	Delete "SH 187" Add "Grand Ave"
23	3	187A	0	0.689	Delete Highway Segment	CDOT no longer owns roadway
24	3	300A	0	3.356	Typo - changing explanation	Added "1880 feet north of mp 3"
25	4	006I	343.52	344.49	Change Category NR-A to NR-B	Town of Wiggins/County/CDOT concur
26	4	006I	344.77	345.93	Change Category NR-A to NR-B	Town of Wiggins/County/CDOT concur
27	4	006J	404.15	404.64	Delete Highway Segment	CDOT no longer owns roadway
28	4	006Z	0	0.604	Delete Highway Segment	CDOT no longer owns roadway
29	4	014C	234.26	234.75	Reducing NRA area in the County	Keep it the same in the County Area
30	4	014C	234.75	236.73	Change Category NR-A to NR-B	City of Sterling - Make it same with City limits
31	4	014C	236.73	236.92	Delete Highway Segment	CDOT no longer owns roadway
32	4	034A	118.81	120.23	Delete Highway Segment	CDOT no longer owns roadway
33	4	034B	222.27	222.52	Change category NRA to NRB	Yuma County concurs - letter of support
34	4	076B	0	0.472	Delete Highway Segment	CDOT no longer owns roadway
35	4	138Z	0	0.614	Delete Highway Segment	CDOT no longer owns roadway
36	4	263A	0.635	2.733	Delete Highway Segment	CDOT no longer owns roadway
37	5	024A	297.08	299.06	Typo - Added space	Add space "INTERCHG SH"
38	5	034A	60.965	62.507	Typo - Added space and an "E" to	Add space "34, ELKHORN AVE"
39	5	160A	40.483	40.826	Typo - Added space	Add space "FROM 32 FEET EAST of PATTON ST"
40	5	160A	81.406	83.165	Typo - Added spaces	Add Space "TO ANIMAS"
41	5	160E	0	2.439	Delete Highway Segment	CDOT no longer owns roadway

**Attachment**

[b-Link to Redline draft of 2 CCR 601-1A, State Highway Access Category Assignment Schedule](#)



## MEMORANDUM

**TO:** THE COLORADO TRANSPORTATION COMMISSION  
**FROM:** NICK FARBER, CTIO DIRECTOR  
KRISTI GRAHAM-GITKIND, CHIEF HUMAN RESOURCES OFFICER  
KELLY BROWN, CTIO CHIEF TOLL OPERATIONS OFFICER  
**SUBJECT:** APPROVAL OF CTIO FULL TIME EQUIVALENTS  
**DATE:** FEBRUARY 16, 2023

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### Purpose

To request Colorado Transportation Commission (TC) approval of seven (7) Full-Time Equivalent (FTE) positions for the Colorado Transportation Investment Office (CTIO).

### Action

Staff is requesting TC approval of Proposed Resolution #11 Increase to CDOT's FTE Cap Based on CTIO Staffing Needs.

### Background:

In January, CTIO held a joint workshop with the TC and the CTIO Board of Directors to discuss a new Tolling Operations Branch as well as staffing to support the growth of the CTIO division over the next four years. Four key factors were identified as driving CTIO's request for current and future FTE's: Network Growth, New System Functionality, Legislative Mandates, and Implementation of a New Commercial Tolling Back Office System.

### Current Details:

To support the workload resulting from the programmatic change above, CTIO is requesting TC approval of seven (7) FTEs so it can fill the following seven (7) positions:

- Two (2) Senior Tolling Traffic Operations Lead
- Four (4) Tolling Traffic Operators
- One (1) New Toll System Project Manager

Please see the CTIO Staffing Plan packet provided at the January 2023 Joint Board TC Workshop for further details and background on the proposed request.

### Options and Recommendations:

- Staff Recommendation: Approve Proposed Resolution #11, fulfilling CTIO's request for seven (7) new FTEs in FY 2022-23
- Approve a reduced number of FTEs and/or delay CTIO's request for seven (7) new FTEs, explaining that CTIO must continue to use contractor labor to fill some or all the requested above for FY 2022-23.
- Reject CTIO's request for seven (7) new FTEs, explaining that CTIO must continue to use contractor labor to fill the seven (7) positions requested above.

### Next Steps

- If approved, CTIO Staff will continue the process of creating the PDQs for the seven (7) FTE positions referenced above and commencing the hiring process.
- If approved, CTIO will include budget for the new positions in its upcoming FY 2023-24 annual budget for approval in March by the CTIO Board.
- CTIO Staff will work with CDOT executive management to determine an appropriate timeline for bringing the request for the remaining (12) FTE before the TC for consideration.

**Colorado Bridge and Tunnel Enterprise Board**  
**Meeting Minutes**  
**December 14, 2022**

PRESENT:           Yessica Holguin, District 1  
                  Don Stanton, District 2  
                  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

EXCUSED:           Eula Adams, District 3

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

- Regular Meeting Minutes of November 17, 2022
- 5<sup>th</sup> Budget Supplement



**MEMORANDUM**

**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**DATE: FEBRUARY 16, 2023**  
**SUBJECT: SIXTH SUPPLEMENT TO THE FISCAL YEAR 2022-23 BRIDGE AND TUNNEL ENTERPRISE BUDGET**

**Purpose**

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request from Region 1 to increase the design phase budget for six BTE-eligible bridges on I-270 in Adams County as part of the larger I-270 Critical Bridges Project (project).

**Action**

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

**Background**

Staff is requesting to increase the design phase budget by \$2,981,750 to provide the necessary budget to advance the design of the six BTE-eligible bridges tabulated below to approximately 40%. All the bridges are in the top tier of the January 2023 BTE Bridge Prioritization Plan. Additional funding is being requested at this time due to recent advancements in project readiness after the Transportation Commission approval of the Construction Manager/General Contractor project delivery and the subsequent selection of the design consultant by CDOT. The selection process for the project’s construction manager is still ongoing. In FY 2021-22, the Board approved \$446,400 (ref: Resolution BTE-22-03-02) to establish the design phase for the project. Listed below are the six BTE-eligible structures that will be replaced through the project.

<u>Structure ID</u>	<u>Description</u>	<u>Deck Area (sq. ft.)</u>	<u>Year Built</u>
E-17-ID	I 270 ML WBND over S. Platte River	12,518	1969
E-17-IE	I 270 ML EBND over S. Platte River	12,518	1969
E-17-IF	I 270 ML WBND over Burlington Canal	8,869	1969
E-17-IG	I 270 ML EBND over Burlington Canal	8,869	1969
E-17-IH	I 270 ML WBND over SH 265 ML & RR	14,951	1969
E-17-IJ	I 270 ML WBND over Service Rd. & RR	13,692	1970
	Total:	71,417	

The I-270 Critical Bridges project will accelerate the replacement of eight total bridges on the I-270 corridor between Mile Points 0.9 and 2.0 in advance of the larger I-270 Improvement and Congestion Relief 10-Year Plan project. It is a high priority to complete these structures on an accelerated timeline due to the





increasing frequency and severity of planned and unplanned bridge deck repairs, which have created maintenance and safety concerns. The repairs also create disruptions to the traveling public resulting from lane closures needed to perform the work.

The two non-BTE-eligible bridges will be funded through other sources.

**I-270 Critical Bridges**  
 (Old E-17-ID, E-17-IE; E-17-IF, E-17-IG; E-17-IH; E-17-IJ) (New Not Assign Yet) (SAP Project # 24947)  
*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>	\$ 466,400	\$ 2,981,750	\$ -	\$ -	\$ 2,981,750	\$ 3,448,150	\$ 34,891
	<b>Total Design</b>	\$ 466,400	\$ 2,981,750	\$ -	\$ -	\$ 2,981,750	\$ 3,448,150	\$ 34,891
<b>Total Project Budget &amp; Expenditure</b>		\$ 466,400	\$ 2,981,750	\$ -	\$ -	\$ 2,981,750	\$ 3,448,150	\$ 34,891
			Year of Expenditure			Total Request		
			FY 2023	FY 2024	FY 2025			
			\$ 2,981,750	\$ -	\$ -	\$ 2,981,750		

**Next Steps**

- 1) Approval of this Budget Supplement and Proposed Resolution #BTE-2 will provide the necessary budget to advance the design of E-17-ID, E-17-IE, E-17-IF, E-17-IH, E-17-IG, and E-17-IJ to approximately 40%.
- 2) An additional budget supplement request for the final design will be brought to the Board at a later time after the BTE-eligible project scope is further refined.





**MEMORANDUM**

**TO: BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**DATE: FEBRUARY 16, 2023**  
**SUBJECT: RESOLUTION TO APPROVE BRIDGE AND TUNNEL ENTERPRISE FUNDING MATCH FOR THE FY2023 RAISE GRANT PROGRAM**

**Purpose**

The Statewide Bridge and Tunnel Enterprise Board of Directors (Board) is being asked to approve the attached resolution that commits Statewide Bridge and Tunnel Enterprise (BTE) funding for the replacement of four BTE-eligible bridges for three separate projects that will be submitted for the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.

**Action**

Staff is requesting Board approval of Proposed Resolution # BTE- 3: FY2023 RAISE Grant Applications, to commit a BTE match for the FY 2023 RAISE Grant Program.

**Background**

On January 3, 2023, the U.S. Department of Transportation (USDOT) released a Notice of Funding Opportunity (NOFO) for the FY 2023 RAISE Grant Program. The RAISE grant program is part of the Local and Regional Project Assistance Program in the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law or IIJA) which is focused on advancing significant local and regional surface transportation projects. Staff evaluated projects with the highest probability of award based on the selection criteria outlined in the NOFO. The three projects described in this memo were identified as top candidates for submission through this process. All three projects include BTE-eligible scope, were vetted by the executive management team, and are a high priority for CDOT, BTE, and the numerous other project stakeholders. Additionally, the projects are all included in the CDOT 10-Year Plan. It should be noted that these projects were previously submitted for various FY 2022 federal discretionary grant opportunities, however, the applications were unsuccessful.

**Details**

**Region 1: US 6 and Wadsworth Interchange Improvements Project**

The existing configuration of the US 6 and Wadsworth Blvd. interchange, and the roadway within the project limits, has not kept pace with increasing traffic and multi-modal travel demands. This proposed interchange improvement project will meet current design and safety standards, improve safety and mobility, and improve multi-modal travel options at the US 6 and Wadsworth Blvd. interchange and along Wadsworth Blvd. The proposed project east-west limits along US 6 are from the eastern interchange ramps at Wadsworth Blvd. and west to Garrison Street. On Wadsworth Blvd., the project limits are from 4th Avenue to Highland Drive. This area is a vital regional hub of the western Denver metropolitan as well as a vital interchange for the City of Lakewood. The replacement of the BTE-eligible bridge, US 6 over Wadsworth (F-16-O), is a key element of the project.



<u>Structure ID</u>	<u>Description</u>	<u>County</u>	<u>Deck Area (sq. ft.)</u>	<u>BTE Prioritization Tier</u>
F-16-O	US 6 ML over SH 121 ML	Jefferson	21,065	1 <sup>st</sup>

Structure F-16-O is a continuous concrete tee beam bridge that was constructed in 1972 with a poor-rated deck and superstructure. Inspection reports for F-16-O indicate that 100% of the visible deck area contains efflorescence, rust staining, spalls, delamination, or map cracking. These defects indicate that the structure has experienced heavy moisture and chloride intrusion and has reached the end of its anticipated service life.

BTE staff is requesting \$20M maximum in BTE match funding to replace the structure based on high-level cost estimates by the project team. Allocation of these funds will be contingent on a RAISE grant award. Current BTE program forecasts indicate that this project can be accommodated between FY2024-25 and FY2025-26 using unprogrammed resources. The project design work was previously completed to a near FOR (90%) design level and is currently being updated to reflect current design standards and codes. The project has previously completed the Environment Assessment (EA) review and has been issued a Finding of No Significant Impact and Final Selection Evaluation by FHWA, however, a re-evaluation of the EA was required and is currently underway.

**Region 4: I-76 Phase IV Safety and Mobility Reconstruction Project - I-76 and US 34 Spur Bridge and Interchange Reconstruction**

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

<u>Structure ID</u>	<u>Description</u>	<u>County</u>	<u>Deck Area (sq. ft.)</u>	<u>BTE Prioritization Tier</u>
C-22-AY	I-76 WB over RR, Beaver Creek	Morgan	20,710	1 <sup>st</sup>
C-22-BG	I-76 ML EB over US 34 Spur	Morgan	8,277	1 <sup>st</sup>

Structure C-22-AY is a prestressed concrete girder bridge constructed in 1960 in Morgan County and is rated in poor condition due partially to deterioration and corrosion of post-tensioned strands in high moment regions of the superstructure. The most recent bridge inspection report noted that 19 prestressed wires were either broken or had heavy corrosion with a total of 36 linear feet of exposed rebar observed throughout the structure. The structure is not currently load restricted at this time but is likely to require a load restriction if deterioration of the superstructure continues to advance. Due to its location along a significant freight route, a future load restriction for the structure would have major impacts to movement of goods across the state.

C-22-BG is also a prestressed concrete girder bridge and was constructed in 1961. The bridge is rated in poor condition due to advanced deterioration of the bridge deck. Significant portions of the bridge deck contain efflorescence, rust staining, and map cracking. Stalactites were also reported in the most recent inspection report. These defects indicate that the structure has experienced heavy moisture and chloride intrusion and has reached the end of its anticipated service life.

BTE staff is requesting \$18M maximum in BTE state match funding to replace both structures as part of the I-76 phase IV project. Current BTE program forecasts indicate that this project can be accommodated on the current construction schedule (FY2024-25 through FY2025-26) using unprogrammed bridge safety surcharge and SB21-260 bridge and tunnel fee revenues. The project design work was previously completed to a near FOR (90%) design level and is currently being updated to reflect current design standards and new railroad design requirements.



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

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

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

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

BTE staff is requesting \$14M maximum in BTE state match funding to replace bridge P-05-B in combination with the larger US 160 corridor project. Current BTE program forecasts indicate that this project can be accommodated on the current construction schedule (FY2024-25 through FY2026-27) using unprogrammed bridge safety surcharge and SB21-260 bridge and tunnel fee revenues. The project design work was previously completed to a FIR (30%) design level in 2019. The project team is currently performing a re-evaluation of the EIS Preferred Alternative that will effectively address the safety, capacity, and mobility issues but will include an overall smaller roadway footprint. The re-evaluation is anticipated to be complete this year.

**Next Steps**

1. CDOT will submit a grant application for the projects by the USDOT February 28<sup>th</sup>, 2023 deadline.
2. If a grant is awarded, BTE staff will return to the Board requesting funding as part of the monthly budget supplement process.
3. If a grant is not awarded, CDOT will evaluate the viability of submitting the projects for a future federal grant opportunity and/or advancing the projects to construction with other funding sources.





**MEMORANDUM**

**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: PATRICK HOLINDA, BRIDGE AND TUNNEL ENTERPRISE MANAGER**  
**DATE: FEBRUARY 16, 2023**  
**SUBJECT: BRIDGE AND TUNNEL ENTERPRISE Q2 FY2023 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/fy2023-quarterly-reports>

**Action**

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

**Background**

**Eisenhower Johnson Memorial Tunnels Consolidation Grouting Project**

BTE made progress towards addressing the EJMT repair and maintenance backlog, which was identified as the most significant area of need across the statewide tunnel asset class. Recently, a reprioritization of the planned EJMT projects was performed and the Plenum Liner Consolidation Grouting Project was identified as the highest remaining priority. The ongoing maintenance required to manage water infiltration through the plenum liner has been a significant burden on financial and personnel resources. In December 2022, the Board approved a resolution to establish the construction phase budget for this critical project. This action was the first allocation of BTE funds for a tunnel project, a significant milestone for the Enterprise!

**Floyd Hill to Veterans Memorial Tunnels Project Groundbreaking**

In October 2022, Governor Polis, members of Colorado's congressional delegation who represent the area, state legislators, local officials, and CDOT/BTE held a groundbreaking ceremony for the Floyd Hill Project, celebrating progress of the main project and the start of the early projects: the US 40 roundabouts and the Genesee wildlife crossing. The project was fully funded as of Q1 FY2023 after the announcement of the award of a \$100M grant through the Infrastructure for Rebuilding America (INFRA) program, the allocation of strategic SB17- 267/SB21-260 funding, and the announcement of planned innovative financing by BTE and CTIO. In May 2022, the BTE Board authorized staff to leverage up to \$260M in BTE state matching funds to increase the competitiveness of the grant application and solidify the Enterprise's commitment to the project.

**Central 70 Project Ribbon Cutting**

In November 2022, Governor Polis, the Federal Highway Administration, local officials, and CDOT celebrated the completion of the 4-acre cover park over a section of the new lowered Interstate 70 between Brighton and Colorado boulevards as well as the completion of major interstate construction as a part of the Central 70 Project. At \$1.2 billion, the Central 70 Project is the largest infrastructure project in Colorado's history and is finishing on time and under budget. The Central 70 Project spans between Interstate 25 and Chambers Road and is one of Colorado's economic backbones. Since its August 2018 groundbreaking, the Central 70 Project has reconstructed 10-miles of I-70, added one new Express Lane in each direction, removed the aging 57-year-old viaduct, lowered the interstate, and built a new 4-acre park for the surrounding community.



**Program Progress**

In Q2 FY2023, staff continued to make progress addressing the state’s “Poor” bridge population. A summary of the Enterprise's activities and accomplishments for this period is provided below.

**Structures with Design Funding Increases Approved Q2 FY2023**

Structure ID	Region	County	Facility Carried over Featured Intersection	Budget
A-27-A	4	Sedgwick	US 385 ML over Draw	\$839,120
B-27-A	4	Phillips	US 6 ML over Frenchman Creek	
B-27-D	4	Phillips	US 6 ML over Frenchman Creek	
B-27-F	4	Phillips	US 6 ML over Draw	

**Structures with Construction Funding Established in Q2 FY2023**

Structure ID	Region	County	Facility Carried over Featured Intersection	Budget
F-13-X	3	Clear Creek	Johnson I-70 ML Tunnel EBND	\$21,900,900
F-13-Y		Summit	Eisenhower I-70 ML Tunnel WBND	

**Structures with Construction Funding Increases Approved in Q2 FY2023**

Structure ID	Region	County	Facility Carried over Featured Intersection	Budget
N-17-AD	2	Huerfano	I-25 ML SB over US 160 ML, RR Spur	\$5,551,839

**Structures that Completed Construction in Q2 FY2023**

New Structure ID	Old Structure ID	Region	County	Facility Carried over Featured Intersection
H-17-CR	H-17-CF	2	El Paso	County Road 404 over I-25 ML
H-13-H	H-13-G	2	Park	US 285 ML over S Fork South Platte River
F-13-V	F-13-S_Minor	3	Summit	I-70 ML over Forest Service Rd
F-13-VA				
I-05-VA	I-05-V	3	Delta	SH 92 ML over Gunnison River

**Bridge Prioritization Plan Update**

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan in January 2023 based on the updated “poor” bridge list released by CDOT Staff Bridge. This information was advanced to the Q2 FY2023 report for expedited distribution. Pursuant to the update, 11 structures became BTE eligible and are itemized below.

Structure ID	Region	County	Facility Carried over Featured Intersection
B-07-S	3	Moffat	SH 13 ML over Fortification Creek
E-17-IN	1	Adams	I-270 ML WBND over Dahlia Street
F-08-AH	3	Garfield	I-70 ML EBND over Access Rd, Colorado River
F-08-BA	3	Garfield	I-70 ML EBND over Colorado River
F-16-HO	1	Jefferson	I-70 ML EBND over Moss Street, W 7 <sup>th</sup> Ave
H-11-U	3	Lake	SH 300 ML over Lake Fork Creek
I-17-CO	2	El Paso	US 85 ML over I-25 ML
J-18-M	2	El Paso	US 85 ML over Fountain Creek
K-18-FF	2	Pueblo	US 50 Bus Rte over Arkansas River
P-17-K	2	Las Animas	SH 12 ML over Draw
P-19-G	2	Las Animas	US 160 ML over RR Spur

**Active Project Portfolio**

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 30 bridge projects that will rehabilitate or replace 76 BTE eligible structures and address approximately half a million square feet of eligible poor-rated bridge deck area statewide.





**MEMORANDUM**

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**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**PATRICK HOLINDA, BRIDGE AND TUNNEL ENTERPRISE MANAGER**  
**DATE: FEBRUARY 16, 2023**  
**SUBJECT: BRIDGE AND TUNNEL ENTERPRISE FISCAL YEAR 2023-24 FINAL ANNUAL BUDGET ALLOCATION PLAN**

**Purpose:**

This month the Bridge and Tunnel Enterprise Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise (BTE) Fiscal Year (FY) 2023-24 Final Annual Budget Allocation Plan for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and comment.

**Action:**

The Board is being asked to review the FY 2023-24 Final Annual Budget Allocation Plan, and BTE staff will return next month seeking the Board's adoption of this budget.

**Background:**

In November 2022, the Board approved resolution #BTE-2022-11-02, adopting a Final Proposed Annual Budget Allocation Plan for FY 2023-24. In coordination with the Office of Financial Management and Budget (OFMB), BTE staff has reviewed current revenue projections and proposed allocations to determine if any changes need to be made and is presenting an FY 2023-24 Final Annual Budget Allocation Plan.

**Details:**

Estimated total Bridge and Tunnel Enterprises revenues for FY 2023-24 are \$152.9 million. This includes \$109.0 million from the FASTER Bridge Safety Surcharge and \$27.3 million from the Bridge and Tunnel Impact Fee and Retail Delivery Fee authorized by the passage of Senate Bill (SB) 21-260 Sustainability of the Transportation System. Additionally, BTE is forecasting approximately \$5.1 million will be received for the US Treasury Subsidy for the Build America Bonds (subsidy). To account for the potential risk that the subsidy is lost or reduced due to sequestration in the next fiscal year, the Enterprise will be closely tracking federal legislation related to the subsidy and managing project budget allocations accordingly. With the addition of the subsidy, the Federal Funds share of debt service for the Series 2010A bonds has been decreased proportionally in accordance with the Memorandum of Understanding between the Federal Highway Administration and Colorado Department of Transportation Accounting for Colorado Bridge Enterprise Program Build America Bonds (BABs) Debt Service Reimbursements executed on 12/16/2010.

Staff also reviewed the budget allocations and have increased line 13, BTE Staff Compensation, by \$22,047 to account for the proposed 5% across-the-board salary increase per the COWINs partnership agreement and other internal staffing updates. Adjustments to the BTE construction program budget have been made to align budget allocations with forecasted revenues. Staff increased line 41 by \$1,097,594 so all available funds can be allocated to the program's construction program.



Overall projected revenues have been allocated to the following budget categories in the final FY 2023-24 Final Annual Budget Allocation Plan for Fund 538:

- *Line 21: \$1,781,047 for Administrative & Operating Activities.* Funding in the category is used for expenses related to staff compensation, program support, and financing programs. The proposed budget reflects a shift from external consultant support to full-time employees as the program has brought on more internal staff to support the program. Staff is currently working to refine the level of consultant staffing needed to support the continued integration of tunnels into BTE, the development and implementation of enhancements to BTE's asset management program, and other ongoing program management activities.
- *Line 25: \$48,000 for Support Services.* Support services funding allows BTE to provide supplemental staffing or services on an as-needed or short-term basis thereby enabling BTE-eligible projects and the BTE program to meet required schedules. An example of an activity performed under this category is scoping work, which is the process of evaluating BTE-eligible structures to establish a scope of work for an upcoming project, developing an initial cost estimate, identifying potential project risks, and recommending a course of action to streamline project delivery and maximize return on investment. Most recently, this funding was used to support CDOT with the development of a grant application for the I-270 Critical Bridges project on an accelerated timeline.
- *Line 29: \$825,000 for Maintenance.* BTE is responsible for reimbursing CDOT for routine maintenance performed to BTE-owned bridges on its behalf in accordance with the Maintenance Agreement that was executed between the legacy Bridge Enterprise (BE) program and CDOT. Major activities include snow removal, sweeping and trash removal. The FY 2023-24 budget allocation has been determined using factors such as the age and level of maintenance required for the existing population of BTE bridges and the structures that are forecasted to be transferred from CDOT to BTE.
- *Line 33: \$0 for Bridge Preservation.* In FY 2012-13, a Pilot Preservation Agreement (Agreement) was executed between the legacy Bridge Enterprise (BE) program and CDOT to initiate a Pilot Bridge Preservation Program. Per the Agreement, BE would be budgeting \$100,000 for exploring preservation techniques on BE bridges. Currently, BTE has a prior year bridge preservation budget balance available to use and will not be allocating any additional funding in FY 2023-24. In past years, BTE has used these funds to participate in various efforts with CDOT including:
  - A parolee preventative maintenance program with CDOT maintenance;
  - A study of Floyd Hill, (structure F-15-BL) with CDOT Staff Bridge Branch, including purchasing sensors and monitoring equipment to obtain data regarding bridge stability in order to determine if there is any action required to keep the existing structure in service; and
  - A pilot project with Staff Bridge Branch to develop a new split timber stringer repair specification with the goals of: evaluating the potential of the repair specification to meet BTE goals for structure rehabilitations, reducing future maintenance costs by eliminating emergency repairs due to progressive failure, and increasing the load carrying capacity of the existing structures to remove load restrictions on key freight corridors throughout the state.
- *Line 38: \$48,653,354 for Debt Service and Availability Payments.* Funding in this category includes payments for the Series 2019A refunded bonds, the Series 2010A bond issuance, and the BTE share of the Central 70 availability payment for FY 2023-24.
- *Line 42: \$101,666,625 for the Bridge and Tunnel Enterprise Construction Program.* This funding will be used to program projects based on the BTE Four-Year Plan and Statewide Transportation





Improvement Plan (STIP). Requests to allocate this funding to individual BTE projects will be brought before the Board via the monthly budget supplement process.

**Next Steps:**

Next month, BTE staff will return to the Board seeking approval and adoption of the FY 2023-24 Final Annual Budget Allocation Plan.

**Attachment:**

Attachment A: Bridge and Tunnel Enterprise FY 2023-24 Final Annual Budget Allocation Plan



**Attachment A:**

<b>Bridge and Tunnel Enterprise Fiscal Year 2023-24 Final Annual Budget Allocation Plan</b> <b>Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538)</b>			
Line Item	Budget Item	Estimated Revenues	Allocations
1	<b>Estimated Fiscal Year 2023-24 Revenue</b>		
2	FASTER Bridge Safety Surcharge Fee	\$ 109,000,000	
3	Bridge & Tunnel Impact Fee	\$ 19,080,000	
4	Bridge & Tunnel Retail Delivery Fee	\$ 8,219,585	
5	Interest Earnings	\$ 1,800,000	
6	US Treasury Subsidy for Build America Bonds	\$ 5,148,202	
7	Federal Funds for 2010A Bond Debt Service	\$ 9,626,239	
8	Central 70 Conduit Issuer Fee	\$ 100,000	
9	<b>Total Estimated Revenue</b>	<b>\$ 152,974,026</b>	
10			
11	<b>Estimated Allocations</b>		
12	<b>Administrative &amp; Operating Activities (Cost Centers B8800-538 and B88AD-538)</b>		
13	Bridge and Tunnel Enterprise Staff Compensation		\$ (678,047)
14	Bridge and Tunnel Enterprise Program Support		\$ (900,000)
15	Attorney General Legal Services		\$ (50,000)
16	Annual Audit		\$ (35,000)
17	Travel Expenses		\$ (4,000)
18	Operating Expenses		\$ (4,000)
19	Trustee Fee		\$ (10,000)
20	Other consulting		\$ (100,000)
21	<b>Total Administrative &amp; Operating Activities</b>		<b>\$ (1,781,047)</b>
22			
23	<b>Support Services (Cost Center B88SP-538)</b>		
24	Additional Project and Program Support Services		\$ (48,000)
25	<b>Total Support Services</b>		<b>\$ (48,000)</b>
26			
27	<b>Maintenance (Cost Center B88MS-538)</b>		
28	Routine Maintenance on Bridge and Tunnel Enterprise Structures		\$ (825,000)
29	<b>Total Maintenance</b>		<b>\$ (825,000)</b>
30			
31	<b>Preservation (Cost Center B88BP-538)</b>		
32	Bridge and Tunnel Preservation		\$ -
33	<b>Total Preservation</b>		<b>\$ -</b>
34			
35	<b>Debt Service and Availability Payments (B88AP-538)</b>		
36	2010A and 2019A Bond Debt Service		\$ (17,181,000)
37	Central 70 Availability Payment		\$ (31,472,354)
38	<b>Total Debt Service and Availability Payments</b>		<b>\$ (48,653,354)</b>
39			
40	<b>Construction Program</b>		
41	Funding for Bridge and Tunnel Enterprise Projects		\$ (101,666,625)
42	<b>Total Construction Program</b>		<b>\$ (101,666,625)</b>
43			
	<b>Total Estimated Fund 538 Revenues</b>	<b>\$ 152,974,026</b>	
	<b>Total Fund 538 Allocations</b>		<b>\$ (152,974,026)</b>
	<b>Remaining Unbudgeted Funds</b>		<b>\$ (0)</b>



## MEMORANDUM

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**TO:** The Transportation Commission  
**FROM:** Gary Vansuch, Director of Process Improvement  
**DATE:** February 16, 2023  
**SUBJECT:** Successes from the CDOT Internship and Fellowship Programs

### Purpose

To showcase the successes from the CDOT Internship and Fellowship Programs, and to discuss plans to continue to evolve those programs.

### Action

The Office of Process Improvement is requesting the opportunity to highlight for the Commission the successes from the CDOT Internship and Fellowship Programs during the past decade, and to discuss plans to continue to evolve and strengthen those programs.

The Office of Process Improvement is partnering with the Program Manager for the Internship and Fellowship Programs from the Division of Human Resources for this Workshop. Additionally, eight current Interns and Fellows will be on hand to discuss their experiences and contributions.

### Background

In October 2022, the Chair of the Colorado Transportation Commission asked the Secretary of the Commission to schedule a Workshop for the Commission regarding the CDOT Internship and Fellowship programs.

The CDOT Internship and Fellowship Programs are featured here on the external CDOT website.  
<https://sites.google.com/state.co.us/process-improvement/internship-program>

### Next Steps

None.



**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER  
**DATE:** FEBRUARY 16, 2023  
**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.

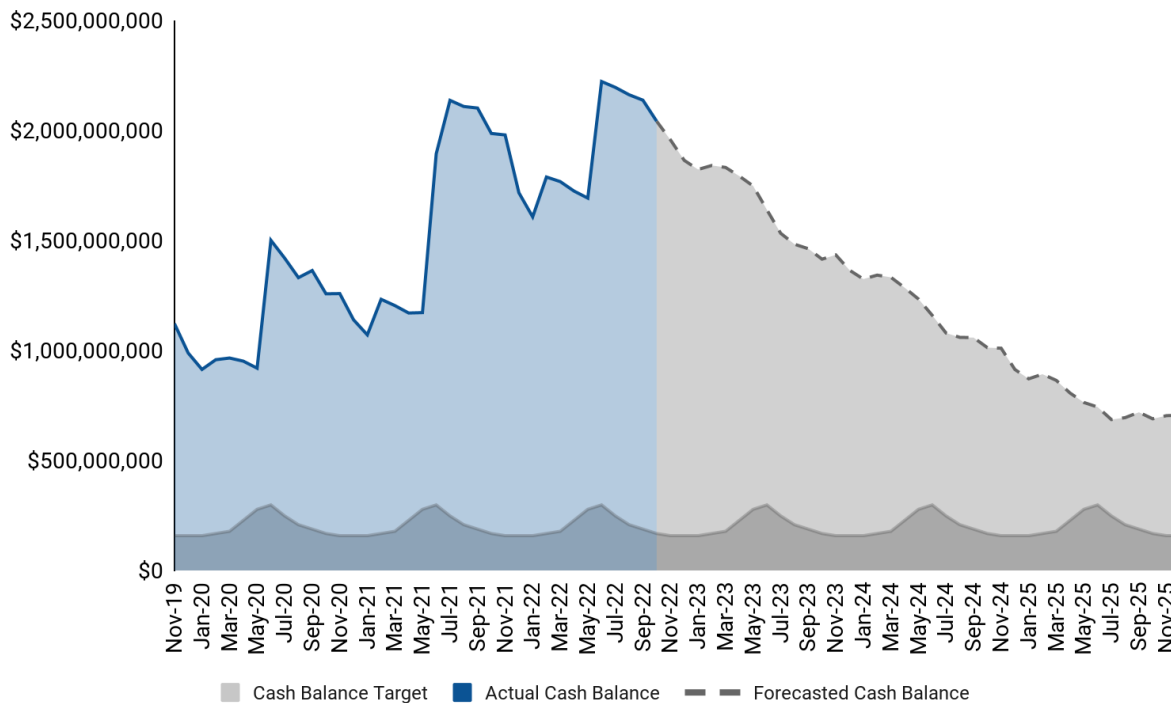
**Action**

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 December 2022 was \$1.87 billion; \$1.71 billion above that month’s cash minimum cash balance target of \$160 million. December’s cash balance consists of \$655.6 million in the State Highway Fund and \$1.21 billion in the Senate Bill 267 trustee account. The actual cash balance for December 2022 was \$53.2 million higher than expected due to higher than forecasted FHWA reimbursements.

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**

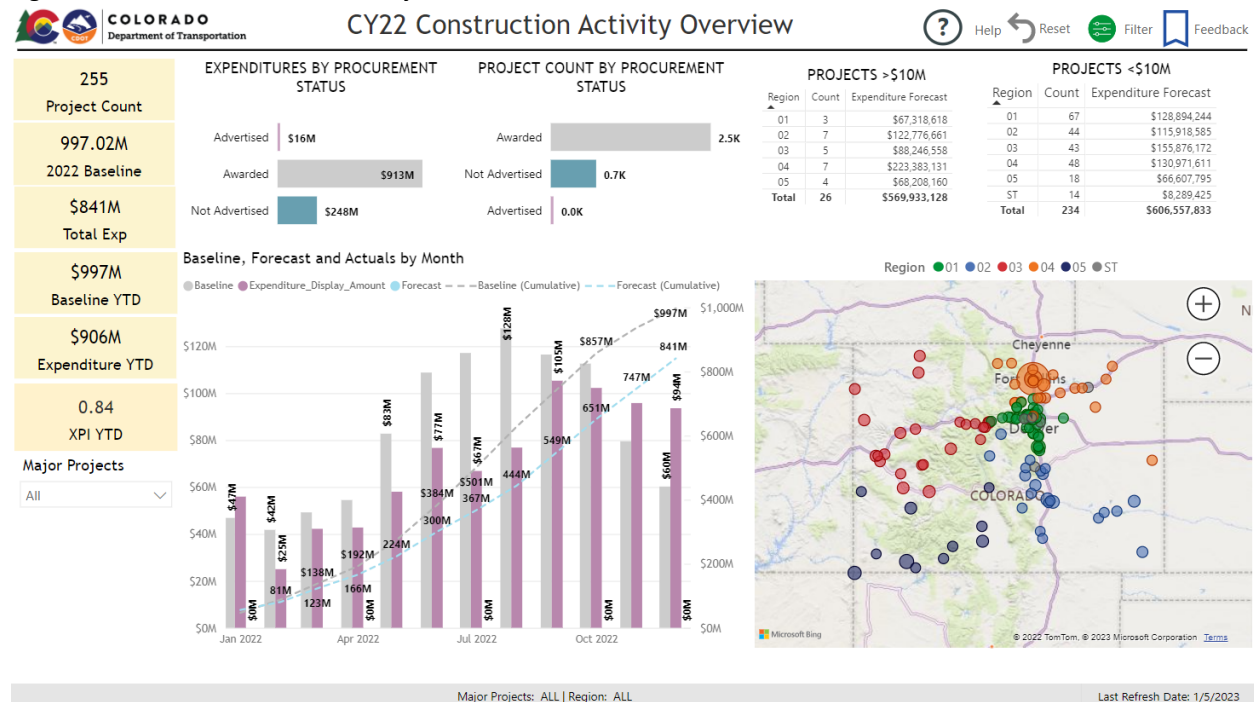
\$ millions	CY 2017 (actual)	CY 2018 (actual)	CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (actual)	CY 2023 (forecast)	CY 2024 (forecast)
Expenditures	\$642	\$578	\$669	\$774	\$615	\$841	\$869	\$850*

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

Figure 3 details CY22 baseline 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 were a total \$841 M., which corresponds with an Expenditure Performance Index (XPI) of .84 (actual expenditures vs. baseline). Figure 3 also outlines the number of projects planned to incur construction expenditures in CY22; a listing of CY22 baseline and project count by procurement status (awarded, not advertised and advertised); and count of projects by region that have CY22 forecast greater than \$10 million dollars and less than \$10 million dollars.

**Figure 3 - CY 22 Construction Activity Overview**





**MEMORANDUM**

**TO: THE TRANSPORTATION COMMISSION**  
**FROM: JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER**  
**DATE: FEBRUARY 16, 2023**  
**SUBJECT: STATE INFRASTRUCTURE BANK ACTIVITY REPORT FOR FISCAL YEAR 2022-23**

**Purpose**

This memo summarizes information related to State Infrastructure Bank (SIB) activity for State FY 2022-23.

**Action**

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

**Background**

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

**Mid Year Summary**

**Table 1: Colorado SIB Assets Summary, As of December 31, 2022**

Overview of Colorado SIB Assets As Of 12/31/2022			
Assets	Aeronautics	Highways	Total
<b>Cash:</b>			
Fund 715	\$ 11,749,285	\$ 3,550,116	\$ 15,299,401
Authorized Federal Funds	\$ -	\$ -	\$ -
<b>Amount Available to Loan</b>	<b>\$ 11,749,285</b>	<b>\$ 3,550,116</b>	<b>\$ 15,299,401</b>
<b>Accounts Receivable:</b>			
Outstanding Loan Balances	\$ 19,164,601	\$ 3,011,755	\$ 22,176,355
Accrued Interest	\$ -	\$ -	\$ -
<b>Total Accounts Receivable</b>	<b>\$ 19,164,601</b>	<b>\$ 3,011,755</b>	<b>\$ 22,176,355</b>
<b>Total Assets</b>	<b>\$ 30,913,886</b>	<b>\$ 6,561,870</b>	<b>\$ 37,475,756</b>
<b>Percent of Account/Fund Loaned</b>	<b>61.99%</b>	<b>45.90%</b>	<b>59.18%</b>



**Assets**

As of December 31, 2022, the Colorado SIB had \$37.5 million in total assets (see Table 1). Of the total assets, 61.99 percent (\$30.9 million) was attributed to the Aeronautics account and 45.90 percent (\$6.6 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.

As of December 31, 2022, there was a total of \$15.3 million available to loan, of which \$11.7 million was in the Aeronautics account and \$3.6 million was in the Highway account.

**Loans**

Currently, the Colorado SIB has 7 outstanding loans totaling \$22.2 million (see Table 2). Five\* loans are from the Aeronautics account, totaling \$19.2 million, and three\* loans are from the Highway account totaling \$3.0 million. As of December 31, 2022, all Colorado SIB loans were current.

**Table 2: Colorado SIB Loan Summary, As of December 31, 2022**

Colorado SIB Loans Summary As Of 12/31/2022								
	Original Loan	Balance Due	Debt Service	Interest Rate	Original Loan Date	Next Payment Due Date	Termination Date	Contract No.
<b>Aeronautics Account:</b>								
Colorado Springs*	\$ 5,500,000	\$ 4,997,704	\$ 612,296	1.99%	3/3/2021	3/3/2023	3/3/2031	AVNFY2021-001
Colorado Springs	\$ 3,431,183	\$ 1,474,855	\$ 392,043	2.50%	5/26/2016	5/26/2023	5/26/2026	AVNFY2016-002
Colorado Springs	\$ 7,500,000	\$ 6,185,515	\$ 890,483	3.25%	1/3/2020	1/3/2023	1/3/2030	AVNFY2020-001
Arapahoe County Airport Authority	\$ 8,000,000	\$ 5,034,813	\$ 914,070	2.50%	6/1/2018	6/1/2023	6/1/2028	AVNFY2018-001
Rocky Mountain Metropolitan Airport	\$ 2,015,000	\$ 1,471,714	\$ 236,219	3.00%	3/25/2019	3/25/2023	3/25/2029	AVNFY2019-001
<b>Total:</b>	<b>\$ 26,446,183</b>	<b>\$ 19,164,601</b>	<b>\$ 3,045,111</b>					
<b>Highway Account:</b>								
Central City	\$ 1,521,693	\$ 496,568	\$ 173,867	2.50%	7/17/2015	7/17/2023	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
<b>Total:</b>	<b>\$ 4,588,193</b>	<b>\$ 3,011,755</b>	<b>\$ 516,911</b>					
<b>Grand Total:</b>	<b>\$ 31,034,376</b>	<b>\$ 22,176,355</b>	<b>\$ 3,562,023</b>					

\*The Transportation Commission approved an \$8 million SIB loan at the January 2021 Transportation Commission meeting, utilizing both Aeronautics and Highway funds. However, this is one loan, using both SIB accounts.

The Office of Financial Management and Budget (OFMB) recently received an Aeronautics SIB loan application from the Grand Junction Regional Airport Authority for \$3.7 million. This loan application is going to the Transportation Commission in February for consideration. As this loan has not yet been considered by the Transportation Commission, it is not reflected in the table above.

**Interest Rate**

The interest rate was 2.00% for all four quarters for FY 2021-22. The Transportation Commission approved an interest rate increase to 3.00% for the first half of FY 2022-23 and a subsequent rate increase to 3.50% for the second half of FY 2022-23.

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





**Next Steps**

OFMB Staff will provide the Commission a review of end of year FY 2022-23 SIB account activities in August 2023.



**DATE:** February 2, 2023  
**TO:** Transportation Commission  
**FROM:** Amber Blake, Director, Division of Transit & Rail  
**SUBJECT:** DTR Programs Report - Q2 October 1, 2022 thru December 31, 2022

### **Purpose**

This memo provides the Transportation Commission with a Q2 SFY23 update on the Division of Transit and Rail (DTR) Program Activities, with data reflective of the SFY quarter ending December 31, 2022..

### **Action**

For information only. No action needed.

### **Background**

This Memo provides an overview of the programs conducted within DTR, and includes financial, ridership and programmatic data.

DTR strives to ensure that this informational report provides transparency and accountability of all program activities, demonstrating that we are good stewards of public funding and are providing essential transit support to the communities in Colorado. While public transportation comes in many forms, it can be defined as a system that moves people from one location to another in an efficient, affordable manner; it includes buses, trains (including high-speed and light rail), and is designed as an alternative to automobile travel and to reduce unnecessary walking time. Transit systems may operate within a city or connect one (or more) city to another. The benefits of public transportation are amplified when the systems are planned, engineered, and operated with interconnectivity, high-quality user experience and efficiency as a priority.

DTR ensures compliance with the various transit related Procedural/Policy Directives (PDs) 704, 1608.1 and 1605. *Note: DTR is currently reviewing each of the PDs to update them to represent the current state as they have not been updated in some time and things have changed from a transit program standpoint with funding, program activities and federal/state oversight.*

DTR is required to adhere to FTA Circular 5010.1E, which requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR's) and Milestone/Progress Reports (MPR's). This information is a joining activity assembled by members of the Division of Transit & Rail (DTR), the HQ Business Office (HQBO) and the Office of Financial Management & Budget (OFMB).

### **Details**

DTR administers various state and federal funding sources and grant opportunities to meet the needs of the communities throughout Colorado, and support CDOT's Mission "To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices."

## Transit Administration

### State Funds Update

The table below represents the available State funds in DTR's portfolio. The table provides current year allocation, prior year roll forward, current available balance, planned and current budgeted to project amounts.

FASTER Funding						
Allocation Timeline	Funding	Current Year Allocation Amount	Prior Year Roll Forward	Balance	Planned	Budgeted
Annual Budget (FY23-FY28)	FASTER	\$15M total				
		\$5M Regional Transit	\$5,451,460	\$13,708,700	\$10,471,001	\$7,724,092
		\$2.5M Statewide Transit	\$14,098,397	\$16,564,366	\$3,793,540	\$793,540
		\$2.3M Regional Bus Operations	\$220,001	\$0	\$0	\$0
		Bustang Operations	N/A	\$487,214	-	\$5,138
		Bustang Personal Services	N/A	\$2,212,774	-	\$8,317,812
		DTR Administration	N/A	\$1,059,148	-	\$20,082

Senate Bill Funding						
Allocation Timeline	Funding	Current Year Allocation Amount	Prior Year Roll Forward	Balance	Planned	Budgeted
4 years (FY18-FY22) Project List	Senate Bill 287		\$81,226,715	\$81,226,715	\$5,380,000	\$500,000
	Senate Bill 280		\$2,001,001	\$2,001,001	\$78,515,627	\$17,041,454
(FY18) Project List	Senate Bill 223	\$0	\$3,893,515	\$3,893,515	\$844,312	\$922,872
(FY23) Three Pilot Program \$10M for three years with \$30M upfront	*Senate Bill 180	\$30,000,000	\$0	\$30,000,000	\$0	\$0

Multi Modal Funding						
Allocation Timeline	Funding	Current Year Allocation Amount	Prior Year Roll Forward	Balance	Commitments	Budgeted
1 year (FY23)	*MMOF State Funds	\$805,066	\$0	\$805,066	\$0	\$0
1 Year (FY23)	*MMOF ARPA	\$35,121,000	\$0	\$35,121,000	\$0	\$0

Fare Box Revenue						
Allocation Timeline	Funding	Current Year Amount	Prior Year Roll Forward	Available Balance	Commitments	Budgeted
N/A	Regional Commuters Farec	\$6,075,070	\$0	\$2,100,359	\$0	\$2,602,369
N/A	Bustang Bus Replace	\$972,827	\$0	\$746,374	\$78,900	\$264,039
N/A	Bustang Reserve Fund	\$1,125,000	\$0	\$1,125,000	\$0	\$0

### Notice of Funding Availability (NOFA) 2023 Federal and State Transit Funding Super Call for Planning, Administration/ Operating, Mobility Management, and Capital Projects

The Colorado Department of Transportation's (CDOT) Division of Transit and Rail (DTR) issued the 2023 Call for Projects on July 5, 2022. The 2023 NOFA closed on September 30th, 2022, a total of 117 total applications requesting \$56.7M in state/federal funding were received. The table below illustrates the applications and funds requested. These applications are currently under review.

<b>2023 Application Type</b>	<b>No.</b>	<b>Total Federal/State Requested</b>
Expand existing fleet/service	6	\$1,213,654.00
FASTER/FTA Facility/Capital Equipment	11	\$25,466,478.00
Vehicle Application	25	\$11,036,029.00
FASTER Large UZA_Set Aside	2	\$2,247,268.00
5310 MM	9	\$1,543,782.00
5310 Operating (Rural)	9	\$1,391,441.00
5311 (Expanding/New Service)	8	\$2,396,883.00
5311 (Baseline funding)	35	\$9,892,140.00
5304 Planning	7	\$489,124.00
ZEV	3	\$86,400.00
Settlement Program	2	\$971,026.00
<b>Total</b>	<b>117</b>	<b>\$56,734,225.00</b>

Additional Transit Funding/Contracting (As of 10/30/2022)

- DTR in conjunction with CDOT Regions and TPRs will be responsible for administering approximately \$20M in MMOF Transit Funding during FY23, resulting in 25 grant agreements.
- DTR in conjunction with our Local Agency partners will be responsible for administering \$4.8M in CDS - FTA Funding during FY23, resulting in 4 grant agreements.
- DTR in conjunction with our Local Agency partners will be responsible for administering \$47.3M in 5339c Funding during FY23, resulting in 5 grant agreements.

**Bus Operations**

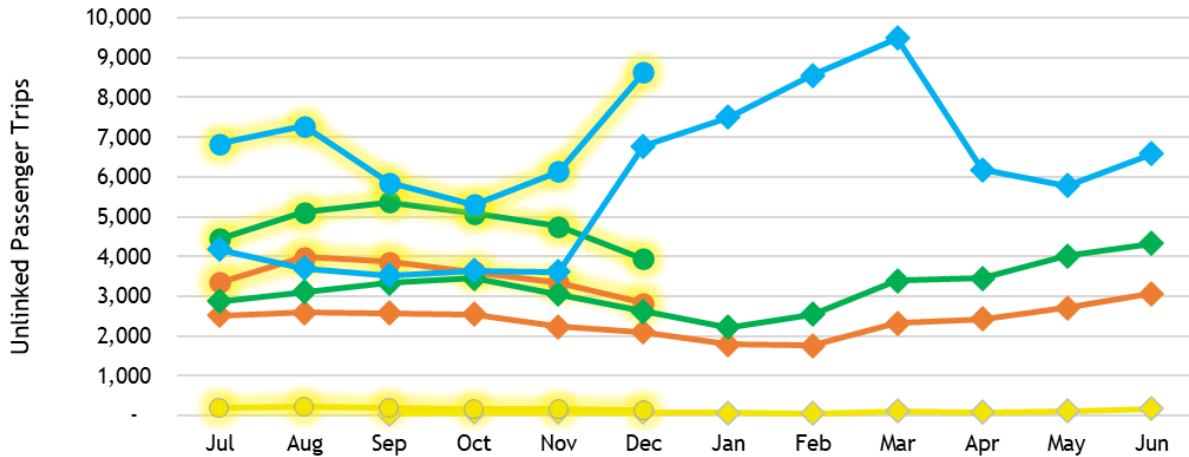
The Bustang family of services comprises Bustang, Outrider and Pegasus bus services. Bustang serves the I-25 and I-70 corridors and links major transit systems together thereby offering the traveling public reliable transit service along the highest traveled corridors in the state. Bustang Outrider connects rural Colorado to larger cities and is operated through partnerships with local transit providers. Pegasus is CDOT’s newest service utilizing small vans to provide frequent, affordable and reliable peak period transit service.

**Bustang**

Ridership

Bustang core system ridership continued to improve year-over-year in the second quarter thanks to continued improvements in the COVID-19 pandemic. System-wide ridership increased by 46% over Q2 FY2022, and core system-wide load factor increased from 26% to 28%. The Q2 FY2023 farebox recovery ratio for the Bustang core system was 30%, an improvement of 14% (four percentage points) over Q2 FY2022. For a complete breakdown of the financials, please see the table on the next page.

## Monthly Bustang System Ridership by Line & Fiscal Year



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
South FY22	2,522	2,590	2,577	2,539	2,228	2,099	1,789	1,765	2,322	2,422	2,714	3,060
South FY23	3,353	3,987	3,864	3,615	3,354	2,823						
North FY22	2,879	3,114	3,339	3,452	3,051	2,616	2,221	2,542	3,392	3,445	4,018	4,325
North FY23	4,446	5,117	5,366	5,082	4,764	3,934						
West FY22	4,173	3,696	3,528	3,638	3,612	6,770	7,503	8,554	9,484	6,175	5,778	6,587
West FY23	6,833	7,280	5,854	5,307	6,139	8,630						
DTC FY22			32	90	90	81	65	50	112	86	115	169
DTC FY23	191	236	200	164	163	125						

Service expansion launched on September 6, 2022 that included additional trips on the North, South and West Lines. Presently, the expansion includes two weekday trips in each direction on the North Line and South Line, as well as an extension of one daily Denver–Avon trip to Denver–Grand Junction in each direction daily on the West Line. While the service expansion initially included an additional two weekend trips in each direction on the North Line & South Line and an additional daily trip in each direction between Denver and Grand Junction on the West Line, these routes were paused until further notice on October 13. A pause was necessary to eliminate repeated route cancellations and improve system reliability due to CDOT’s contractor experiencing an unexpected coach operator shortage. From October 13 through the end of the quarter, only one percent of trips were not operated as scheduled.

### On-Time Performance

During the quarter, the Bustang system departed on-time on more than 94% of all operated trips. An on-time departure is defined as no earlier than scheduled departure and no more than 10 minutes later than scheduled. Connecting route delays due to winter weather in December were the primary cause of lower on-time performance for the West Line. On-time performance for individual lines was as follows:

- West Line: 88%
- North Line: 97%
- South Line: 95%
- DTC Line: 89%

### Farebox Revenue and Farebox Ratio

Ridership for the Bustang system increased by 46% year-over-year, continuing to recover from the effects of the COVID-19 pandemic. This increase in ridership led to a 65% year-over-year revenue increase. Farebox recovery ratio improved by 4 percentage points year-over-year to 30% despite increased fuel costs and a contractually required modest increase in the fee per revenue mile.

	Q2 FY22	Q2 FY23	Difference Q2 FY23 vs. Q2 FY22	% Difference	Oct-22	Nov-22	Dec-22
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#### **Bustang System**

Revenue Riders	30,266	44,328	14,062	46%	14,168	14,420	15,740
Load Factor	26%	28%	+2 pts	7%	26%	28%	30%
Revenue	\$ 336,092	\$ 554,848	\$ 218,756	65%	\$ 165,979	\$ 165,324	\$ 223,546
Cumulative Avg. Fare	\$ 11.10	\$ 12.52	\$ 1.41	13%	\$ 11.72	\$ 11.46	\$ 14.20
Farebox Recovery Ratio	26%	30%	+4 pts	14%	26%	27%	37%

#### **South Line**

Revenue Riders	6,866	9,792	2,926	43%	3,615	3,354	2,823
Load Factor	15%	17%	+2 pts	13%	19%	18%	15%
Revenue	\$ 74,961	\$ 87,304	\$ 12,343	16%	\$ 32,745	\$ 27,963	\$ 26,596
Cumulative Avg. Fare	\$ 10.92	\$ 8.92	\$ (2.00)	-18%	\$ 9.06	\$ 8.34	\$ 9.42
Farebox Recovery Ratio	21%	18%	-3 pts	-16%	20%	17%	16%

#### **North Line**

Revenue Riders	9,119	13,780	4,661	51%	5,082	4,764	3,934
Load Factor	20%	24%	+4 pts	18%	27%	25%	20%
Revenue	\$ 100,100	\$ 112,556	\$ 12,457	12%	\$ 41,757	\$ 36,627	\$ 34,173
Cumulative Avg. Fare	\$ 10.98	\$ 8.17	\$ (2.81)	-26%	\$ 8.22	\$ 7.69	\$ 8.69
Farebox Recovery Ratio	38%	29%	-9 pts	-24%	32%	28%	26%

#### **West Line**

Revenue Riders	14,020	20,304	6,284	45%	5,307	6,139	8,858
Load Factor	46%	55%	+9 pts	19%	41%	51%	73%
Revenue	\$ 157,743	\$ 352,425	\$ 194,682	123%	\$ 90,469	\$ 99,941	\$ 162,015
Cumulative Avg. Fare	\$ 11.25	\$ 17.36	\$ 6.11	54%	\$ 17.05	\$ 16.28	\$ 18.29
Farebox Recovery Ratio	29%	38%	+9 pts	31%	28%	33%	55%

#### **DTC**

Revenue Riders	261	452	191	73%	164	163	125
Load Factor	2%	6%	+4 pts	223%	6%	8%	6%
Revenue	\$ 3,289	\$ 2,563	\$ (726)	-22%	\$ 1,008	\$ 793	\$ 762
Cumulative Avg. Fare	\$ 12.60	\$ 5.67	\$ (6.93)	-55%	\$ 6.14	\$ 4.87	\$ 6.10
Farebox Recovery Ratio	4%	5%	+1 pts	30%	5%	5%	5%

### Quarterly Safety/Collisions

During the quarter, Bustang was involved in three preventable and five non-preventable collisions. None of the preventable or non-preventable collisions resulted in reported injuries to operators, passengers, or members of the traveling public. This puts the Bustang system at a preventable collision rate of 0.85 per 100,000 operating miles for the second quarter, which is within the target goal of 1 per 100,000 operating miles. The service operator will continue to focus training on collision avoidance procedures. Staff are pleased with the service operators efforts to reduce preventable collisions.

<u>Date</u>	<u>Bus #</u>	<u>Line</u>	<u>Location</u>	<u>Comment</u>	<u>Preventable?</u>
10/6/2022	38010	North Line	SB I-25 near Exit 250 (Berthoud)	OV merged into bus from highway on ramp. No injuries reported.	No
10/10/2022	38011	South Line	SB I-25 near Exit 151 (Monument)	MCO sideswiped OV while merging from highway on ramp. No injuries reported. MCO cited by LEO.	Yes
10/20/2022	38024	North Line	Loveland P-n-R	MCO scraped the underside of the front bumper while entering the passenger loading area.	Yes
11/15/2022	38004	South Line	20th & Chestnut Sts, Denver	OV rear-ended bus at traffic signal. No injuries reported.	No
11/21/2022	38006	North Line	Golden yard	Bus legally parked during layover. Sideswiped by OV, damaging mirror.	No
12/3/2022	38012	West Line	Eby Creek Rd, Eagle	OV rear-ended the bus in the roundabout. No injuries reported	No
12/17/2022	38007	South Line	Tejon PNR, Colorado Spgs	MCO backed into OV within Park-n-Ride. No injuries reported	Yes
12/30/2022	38003	South Line	Broadway & Speer Blvd, Denver	OV attempted to pass the bus from the right. OV hit the bus while merging ahead of the bus.	No

### **Bustang Seasonal Services**

The bulk of the seasonal Bustang to Broncos service fell within the second quarter of this fiscal year. Despite a disappointing season from the Broncos, nearly 2,000 paying customers used the service over the course of the ten home games (two preseason and eight regular season). The roundtrip, reserved-seat service between stops on the North & South Lines and Empower Field at Mile High again proved popular, averaging 79% passenger load over the course of the season and preseason.

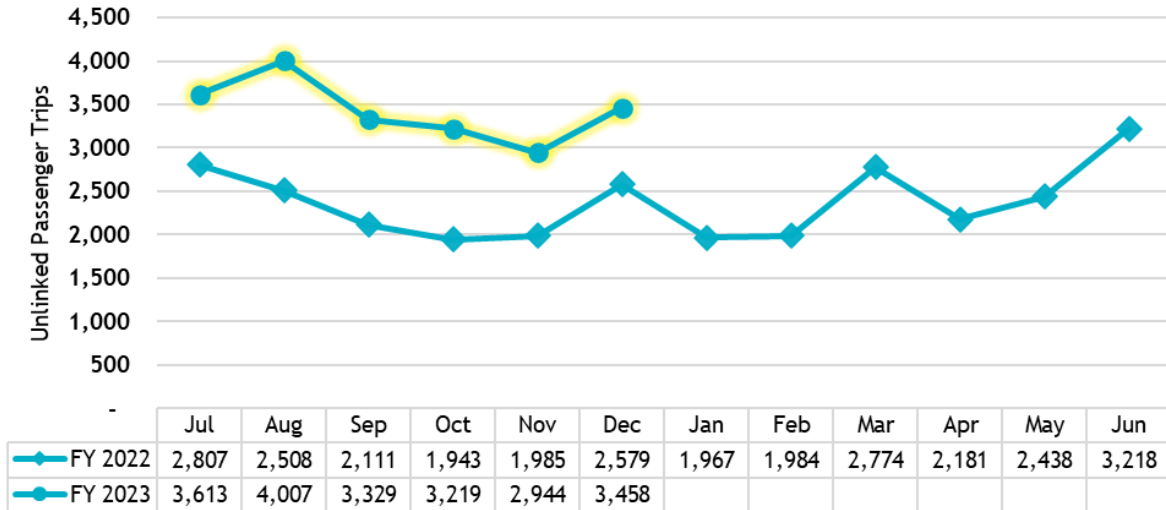
Snowstang, which offers reserved-seat, roundtrip service from Metro Denver to some of Colorado's best ski resorts, launched for the 2022-23 winter season on December 17th. All four participating resorts from the 2021-22 season (Arapahoe Basin, Copper Mountain, Loveland Ski Area, and Steamboat Resort and Howelsen Hill in Steamboat Springs) opted to continue service this season, and staff were thrilled to add Breckenridge as a fifth destination. In response to public feedback, all Snowstang routes added an additional Denver-area stop at the Woolly Mammoth Park-n-Ride near the I-70/C-470 interchange in Jefferson County. Ridership has been strong since the service relaunched, with 2,441 unlinked passenger trips taken through the end of the Martin Luther King, Jr. Day holiday weekend. The service has received positive feedback from both customers and partner resorts since this season's launch.

### **Outrider**

Outrider continues to experience year-over-year ridership growth as well, and passenger counts now exceed pre-COVID levels. In FY 22 Quarter 2, total passenger count was 6,507. Passenger count for FY 23 Quarter 2

was 9,607, a 48% increase year-over-year. Bus Operations staff is now meeting regularly with SRDA staff to support and improve their operations and vehicle maintenance program.

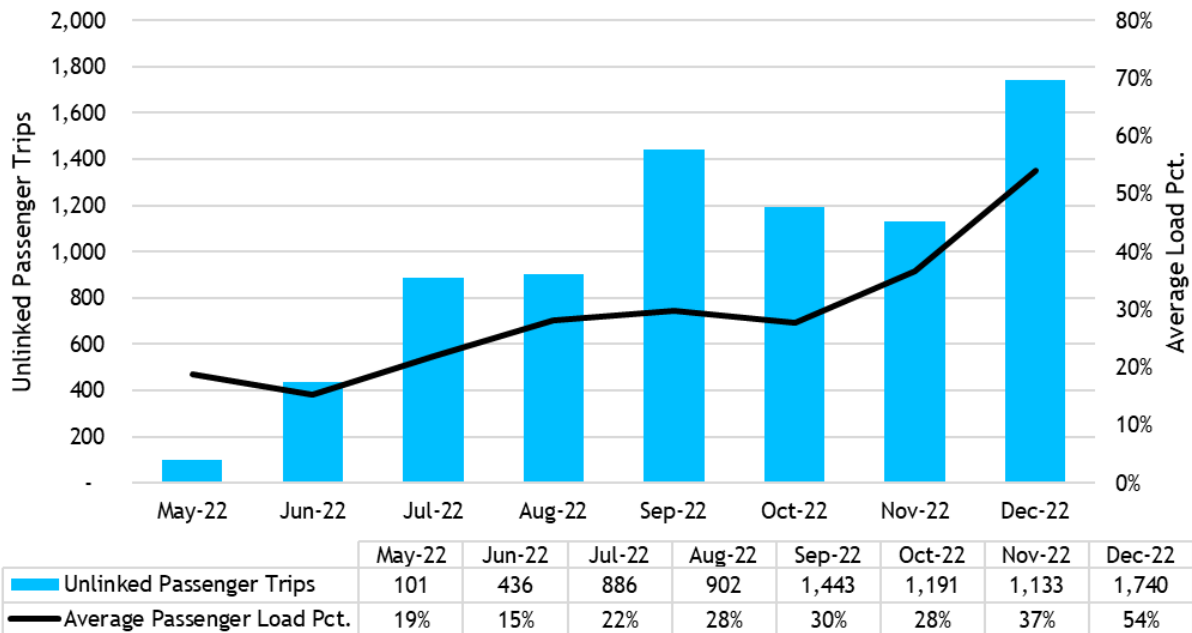
### Bustang Outrider System Monthly Ridership by Fiscal Year



### Pegasus

Pegasus continued to experience ridership increases throughout the second quarter, improving upon its first full quarter of operation. Overall customer feedback remains positive, and marketing efforts are in place to promote the service throughout the winter ski season.

### Pegasus Ridership & Load Percentage by Month







**MEMORANDUM**

**TO:** COLORADO TRANSPORTATION COMMISSION  
**FROM:** HANNAH L. REED, FEDERAL GRANTS COORDINATOR IN OPGR  
**DATE:** FEBRUARY 15<sup>TH</sup>, 2023  
**SUBJECT:** UPDATE TO TRANSPORTATION COMMISSION ON SUBMITTED, IN PROGRESS, AND FORTHCOMING GRANT APPLICATIONS TO IIJA DISCRETIONARY PROGRAMS

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**Purpose**

To share progress on submitted applications; current and future coordination of proposals to anticipated federal discretionary programs under the Infrastructure Investment Jobs Act (IIJA); review the grant successes of 2022; and inform processes and procedures for achieving continued grant success in 2023.

**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.

For the RAISE 2023 grant cycle, the staff requests BTE action this month to re-approve contingent funding for the US 6 & Wadsworth, I-76 Phase IV, and US 160 projects.

As always, Commissioners are encouraged to contact CDOT's in-house grant team with questions, comments, and suggestions.

**Background and Details**

For information on closed 2022 grant programs and awarded proposals, please refer to 2022 TC Grants Memos from December 2022 or prior.

The following FY22 discretionary grant programs are still under USDOT review and remain unawarded:

1. NATIONAL SCENIC BYWAY PROGRAM (NSBP)
  - DTD Colorado Byways Team received 26 project proposals from local agencies statewide. Three eligible and competitive applications were submitted by CDOT:
    - Alpine Loop and Silver Thread Facilities, Safety, and Recreation Upgrades in Regions 3 & 5
    - Scenic Highway of Legends Wayfinding and Interpretive Materials Implementation in Region 2
    - Mount Evans Collaborative Renaming, Re-signing, and Educational Emphasis in Region 1
  - The NSBP 2022 awards will likely be announced in February 2023.
2. BRIDGE INVESTMENT PROGRAM (BIP)
  - "Other" Bridge subprogram:
    - I-76 Phase V in Region 4
    - US 160 Florida River Bridge in Region 5
    - Y6 BPM in Region 5

- 6th & Wads Interchange in Region 1
    - Resubmission
- 3. Enabling Middle Mile Broadband
  - CDOT submitted a \$119M proposal to build 7 new middle mile fiber corridors across the state
    - Region 3: 46 miles of fiber between Grand Junction and Delta
    - Region 2: 119 miles of fiber between Pueblo and Lamar.
    - Region 2 & 4: 119 miles of fiber Lamar to Burlington.
    - Region 4: 37 miles of fiber between Greeley and Wiggins
    - Region 4: 60 miles of fiber from Sterling to the Nebraska State Line.
    - Region 4: 5 miles of fiber between Boulder and Longmont.
    - Region 5: 115 miles of over pull fiber from South Fork to Walsenburg.
- 4. RAILROAD CROSSING ELIMINATION (RCE)
  - A planning application to study the elimination of two at-grade highway-rail crossings on US 34 in Region 4
  - CDOT also provided letters of support for two local applications in Fort Collins
- 5. RECONNECTING COMMUNITIES PILOT PROGRAM (RCP)
  - CDOT co-sponsored a planning proposal with Trinidad to mitigate the impacts of the I-25 viaduct that divides the City.
- 6. STRENGTHENING MOBILITY and REVOLUTIONIZING TRANSPORTATION (SMART)
  - CDOT-led ATMA proposal with MN DOT, OK DOT, and WI DOT as subrecipients
  - I-25 Coordinated and AI-based Ramp Metering System in Region 1
- 7. FTA's ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS)
  - Install ADAS demonstrative technologies into three of CDOT's Bustang fleet
- 8. CONSOLIDATED RAIL INFRASTRUCTURE & SAFETY IMPROVEMENTS (CRISI)
  - US 50/US 550 Reconfigured Intersection for Safety and Consolidation (RISC) in Region 3

## IN PROGRESS

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

1. RAISE 2023
  - The complete NOFO was released on Dec. 14th.
    - CDOT is revising the 6th & Wadsworth Interchange Reconstruction proposal, as it received a "Project of Merit" designation in 2022.
    - CDOT will continue to partner with Boulder County in revising and resubmitting the 119 Safety and Mobility proposal.
    - CDOT is preparing an application for the preliminary phase of the I-70 resiliency project with an application to replace modular bridge joints and the structural guardrail on Glenwood Canyon, with some complementary safety improvements on other nearby routes.
    - CDOT is partnering with Summit County and Summit County Safe Passages to submit for the I-70 East Vail Pass Wildlife Crossings project to build three new wildlife crossings on the westbound lanes of I-70.
    - Idaho Springs has requested CDOT's support in preparing a planning proposal for their multimodal downtown improvements
    - All previously submitted applications that meet eligibility and competitive criteria for RAISE are also being considered.
      - US 40 Passing Lanes & Red Dirt Hill Improvements in Region 3
        - a. w/collaboration from Grand County
      - I-76 Phase IV Reconstruction and Repavement Project in Region 4
        - a. w/ collaboration from Morgan County & Weld County
      - US 160 Safety and Mobility Improvement Project in Region 5
        - a. w/ collaboration from La Plata County
2. CORRIDOR IDENTIFICATION DEVELOPMENT PROGRAM (CIDP)
  - CDOT and FRPR-D are co-sponsoring an application for the Colorado Front Range Corridor

## 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. WILDLIFE CROSSING PILOT PROGRAM: Funding opportunity exclusive to planning, establishing, and improving safer wildlife crossings over existing transportation assets.
  - CDOT is preparing to submit for the Greenland Wildlife Overpass, as the final component of the I-25 Gap project.
    - This project was previously submitted in May 2020 to the BUILD program
  - The I-70 East Vail Pass Wildlife Crossings project will likely be an eligible and competitive application for this program, as well as RAISE, so CDOT plans to revise and resubmit as applicable.
  - CDOT will also pursue competitive wildlife crossing projects in the 10 Year Plan, and/or those presented by the Colorado Wildlife and Transportation Alliance.
2. PROMOTING RESILIENT OPERATIONS for TRANSFORMATIVE, EFFICIENT and COST-SAVING TRANSPORTATION (PROTECT): Funding to make existing transportation assets, particularly evacuation routes, more resilient to extreme weather events and other natural disasters. The formula funding for this program was announced in Summer 2022; it is anticipated that the discretionary program will be announced in Winter/Spring 2023.
  - CDOT is preparing a scalable proposal to address resiliency on corridors related to Glenwood Canyon, including I-70, Cottonwood Pass, US 40, SH 13, and SH 9.

### Next Steps

RAISE 2023 applications are due Feb. 28, 2023

CIDP applications are due March 20th, 2023



# Quarterly Status Report

October 2022 through December 2022



PREPARED BY:



IN CONSULTATION WITH:



**COLORADO**  
Department of Transportation  
Statewide Bridge Enterprise

**DATE:** January 23, 2022

**TO:** Colorado Transportation Commission (TC)  
Colorado Transportation Investment Office (CITO) Board of Directors (formerly the Colorado High Performance Transportation (HPTE))  
Colorado Bridge and Tunnel Enterprise (BE) Board of Directors

**FROM:** Robert Hays, Project Director, Central 70 Project

**SUBJECT:** Quarterly Update

### PROJECT PROGRESS

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

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

### ACTION

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

### BACKGROUND

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

### MATTERS REQUIRING POLICY INPUT

None at this time.

### COMPLETED MILESTONES THIS QUARTER

October 2022 through December 2022

- Completed I-70 far east pavement overlays from I-225 to Chambers Road.
- Continue Milestone punch list item work for all segments, including the Airport Node building.
- Completed work on the I-70 median barrier and overhead sign structures west of Colorado Boulevard.
- Continued installation and integration of the Intelligent Transportation Systems (ITS) devices and permanent fiber optic cabling from Node 1 to the Airport Road Node building.

- Completed garden roof assembly waterproofing on the Cover Top.
- Completed work on all remaining Cover Top items, including turf field, fencing, lighting, amphitheater, shade structures, and splash pad.
- Completed landscaping on Cover Top and at Swansea Elementary School.
- Completed construction of East 46<sup>th</sup> Avenue South between Brighton and Colorado Boulevards, including roadway, walls, utilities, and drainage.
- Completed miscellaneous work in the Brighton East and West ponds.
- Continued working on various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Continued installation and testing of Express Lanes tolling infrastructure and equipment.
- Continued York East pond excavation and associated roadway reconstruction work.
- Testing of Pump Station enhancements were conducted. Continue to compile information to close out Corrective Action Request (CAR-032).
- Achieved Milestones 5B (EB I-70 between Brighton Boulevard to Dahlia Street, UPRR Phase 6, WB I-70 SMA Paving) and 6 (Cover Top, 46th Avenue South).
- Opened Cover Top Park and amenities to the public, including the CCD Community Building.
- Began demobilization and site restoration from various construction staging yards within the project limits.
- Continued final I-70 striping.
- Continued final profile grinding of I-70 pavement for smoothness.
- Completed 70-day Electronic Toll Collection (ETC) Tolling equipment burn-in.
- Continued work on Colorado Pond.
- Continued landscaping corridor wide.
- Began developing the Substantial Completion punch list.

## UPCOMING MILESTONES

### January 2023 through March 2023

- Substantial Completion is scheduled for February 16, 2023.
- Commence tolling of I-70 Express Lanes in late February.
- Continue project close-out of Construction Period and fully transition into Operating Period.
- Complete Milestone punch list items throughout the project.
- Closeout outstanding Corrective Action Requests, NCR's and Design Packages.
- Begin compiling project documentation for Final Acceptance.
- Complete final profile grinding of I-70 pavement for smoothness.
- Complete the Substantial Completion punch list.
- Complete York East and Colorado pond work.
- Review of As-Built design packages.

## LAWSUIT UPDATE

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

As part of the settlement agreement with the Sierra Club plaintiffs (Sierra Club, Elyria and Swansea Neighborhood Association, Chaffee Park Neighborhood Association, and Colorado Latino Forum), CDOT funded a health study of the Elyria-Swansea neighborhoods. The Colorado Department of Public Health and Environment (CDPHE) is leading this effort on behalf of the State. CDPHE signed a contract with ENVIRONS and Colorado State University (CSU) to conduct the study in March 2022 and the study is underway. Meetings are being held monthly at the CSU Spur at the National Western Complex.

## ISSUES

KMP achieved Milestone Completion for Milestones 5B (completion of EB I-70 between Brighton Boulevard to Dahlia Street, UPRR Phase 6, and WB I-70 SMA paving) and 6 (completion of Cover Top and 46<sup>th</sup> Avenue South) this period. KMP continues to work on a variety of punch list items for each Milestone. KMP proactively worked with the Department to develop construction mitigations for the York East Pond that provide drainage functionality of the pond per the Milestone 5B requirements while KMP completes the remaining pond elements as part of the punch list process prior to Substantial Completion.

The Federal Emergency Management Agency (FEMA) approval of the Letter of Map Revision (LOMR) for the Sand Creek overflow channel continues to drive the completion date for Substantial Completion. KMP submitted the LOMR documents to the flood plain administrator (City and County of Denver) for review in September 2022 and to FEMA in November 2022. Comments were received from each entity in December 2022. KMP is currently addressing these comments with a resubmittal anticipated in late January 2023. As this entire process typically takes a year, KMP and the Enterprises continue working with the City and County of Denver on options to accelerate this process (the concurrent Denver and FEMA reviews being one such acceleration). The Enterprises will continue to monitor the status of the LOMR review and its impacts on the Substantial Completion deadline (February 16, 2023).

The Enterprises, KMP, and the City and County of Denver continue to resolve remaining punch list items, submittal comments, and permit issues on the Cover Top from Denver Parks and Recreation (DPR) and other City entities. All parties continue to work together making progress towards resolution of these items. The Change Order for the City and County of Denver Tech Services requested changes on the Closed Circuit Television (CCTV) system for the Cover Top has been executed.

KMP continues to work with Jorgenson (the Operations and Maintenance (O&M) Contractor) on updating various management plans and submittals required for the Operating Period. The

Enterprises continue to monitor and have regular discussions with KMP regarding the status of the Operating Period submittals and plans.

COVID-19 continues to be monitored by the Enterprises but has not impacted the project schedule at this time. KMP has indicated that some supply chain issues with miscellaneous project elements exist, but KMP has been able to either identify alternate suppliers or accommodate extended procurement timeframes within the project schedule to date. Procurement of some Cover amenities such as shade structure translucent panels is currently a challenge. The Enterprises continue to monitor this situation

Supervening Events (SE) are summarized in the table below (shading indicates the SE is closed). There are no open SEs as of the date of this report.

SEN #	Description	Date Received from KMP	Type of SEN	Status
1	UPRR Agreement Delay, Request for Extension to Detailed Supervening Event Submission	04/25/2018	Comp Event	Resolved with 2 <sup>nd</sup> Amendment to the Project Agreement
2	UPRR Phase 0 Work Delay	03/23/2018	Comp Event	Resolved with 2 <sup>nd</sup> Amendment to the Project Agreement
3	UPRR Work Performance Schedule	03/23/2018	Delay Relief Event	Withdrawn by KMP
4	Section 232 Steel and Aluminum Tariffs	08/13/2018	Relief Event	Resolved with 2 <sup>nd</sup> Amendment to the Project Agreement
5	Swansea Asbestos Containing Material	07/07/2018	Comp Event	Change Order was executed on 09/03/2019
6	AP-83 Asbestos Containing Material	10/10/2018	Comp Event	Withdrawn by KMP
7	Sand Creek Bridge	11/20/2018	Comp Event	Change Order was executed on 05/06/2020
8	UPRR Crossing Diaphragm Spacing	12/17/2018	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
9	Structure E-17-FX Viaduct	12/17/2018	Comp Event	Withdrawn by KMP
10	UPRR Transverse Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
11	UPRR Underside Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
12	UPRR Drip Plates	02/22/2019	Comp and Relief Event	Withdrawn by KMP
13	UPRR Bearings	02/22/2019	Comp and Relief Event	Withdrawn by KMP
14	UPRR Impact Loading	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement



SEN #	Description	Date Received from KMP	Type of SEN	Status
15	UPRR Rebar Detailing	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
16	Severe Weather Event - Bomb Cyclone	03/27/2019	Relief Event	Withdrawn by KMP
17	UPRR Shoring	03/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement
18	UPRR Shoring Unexcused RR delay	03/28/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
19	AP-102 Hazardous Material	03/27/2019	Comp Event	Withdrawn by KMP
20	Reserved			Not submitted to Enterprises
21	UPRR Steel Notes	05/02/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement
22	UPRR Steel Notes Relief	05/02/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
23	Recognized Hazardous Material (RHM) 46 <sup>th</sup> and Steele Southwest Gore Asbestos	05/29/2019	Comp Event	Withdrawn by KMP
24	UPRR Crossing Diaphragm Spacing	06/14/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 8
25	UPRR Transverse Plate Welding	06/19/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 10
26	UPRR Underside Plate Welding	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 11.
27	Reserved			Not submitted to Enterprises
28	Reserved			Not submitted to Enterprises
29	UPRR Impact Loading	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 14.
30	UPRR Rebar Detailing	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 15.
31	UPRR Drainage Review	08/22/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
32	UPRR Drainage Review	08/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 31.

SEN #	Description	Date Received from KMP	Type of SEN	Status
33	UPRR Unreasonableness	08/22/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
34	UPRR Unreasonableness	08/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 33.
35	Fire Department Review	12/26/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement.
36	Fire Department Review	12/26/2019	Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 35.
37	Discovery of Recognized Hazardous Material – Dahlia & Stapleton Asbestos-Containing Material (ACM)	01/31/2020	Comp Event	Withdrawn by KMP
38	Enterprises' Failure to Grant and Extension of Time	04/14/2020	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
39	Swansea School Asbestos Containing Material – Phase 2	05/04/2020	Comp Event	Change Order was executed on 09/13/2021.
40	Shutdowns, Suspensions, Disruptions and Other Impacts Related to COVID-19	05/21/2020	Comp Event	Withdrawn by KMP
41	Shutdowns, Suspensions, Disruptions and Other Impacts Related to COVID-19	05/21/2020	Force Majeure, Delay and Relief Events,	Withdrawn by KMP
42	Discovery of Recognized Hazardous Material – 46 <sup>th</sup> & Jackson RHM	06/15/2020	Comp Event	Withdrawn by KMP
43	Discovery of Recognized Hazardous Material – 46 <sup>th</sup> & Pilot ACM	07/30/2020	Comp Event	Withdrawn by KMP
44	RHM – E 46th S between Milwaukee and Steele ACM	04/20/2022	Comp Event	Withdrawn by KMP
45	RHM – I-70 and Coliseum	05/16/2022	Comp Event	Withdrawn by KMP
46	Swansea Underground Storage Tank	06/15/2022	Comp Event	Withdrawn by KMP

**SCHEDULE STATUS**

KMP reported that the Project is 98.3% complete through December 2022. Design is 100% complete and construction is 98.1%.

Revised Baseline Schedule 6 (RBS6) is the current project schedule. The Critical Path of the Project continues to be driven by the preparation, submittal, and approval of the Letter of Map Revisions for the Sand Creek Overflow channel, with the anticipated FEMA approval in February 2023 driving Substantial Completion. See earlier discussion on the status of the Sand Creek LOMR.

KMP achieved Milestones 5B and 6 this period, with only punch list items for these Milestones remaining to be completed.

KMP continued to work on close-out for all three railroads (DRIR, BNSF, and UPRR) this period. The as-built package for BNSF was submitted to BNSF for approval in December 2022. The as-built packages for UPRR and DRIR are anticipated to be submitted in January 2023.

Major construction activities are complete on the Project, with the focus now on completing punch list items throughout the corridor and transitioning into the Operating Period. KMP continues to prepare close-out documentation for submittal to the Enterprises and Third-Parties.

Landscaping installation continued until the end of October 2022 but has been suspended for the winter. KMP will resume irrigation and planting for those areas that have not been completed in Spring 2023, with a goal of achieving Substantial Landscape Completion prior to May 31, 2023.

Construction of the Cover Top, including the multi-use field, was completed in November 2022. A neighborhood celebration was held on December 3, 2022 to open the Cover Top park.

Tolling equipment and integration by ETC completed this period and system testing is anticipated to complete in January 2023. Tolling is schedule to commence in late-February 2023.

Punch list work associated with Milestones 1 and 2B nears completion. Work associated with Change Order 081 east of Peoria Street is complete, with barrier placement and pavement striping completed in October 2022.

Following completion of this work, the Substantial Completion punch list will be developed, with Substantial Completion scheduled to complete in February 2023.

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

Event	Baseline Date	Forecast Date	Status
Commercial Close	11/21/2017	NA	Completed 11/21/2017
Financial Close	12/21/2017	NA	Completed 12/21/2017
NTP1	02/09/2018	NA	Completed 02/09/2018
NTP2	06/01/2018	NA	Completed 07/10/2018
NTP3 (Snow and Ice Control Services)	07/01/2018	NA	Completed 07/18/2018
Payment Milestone 1 (Sand Creek Bridge to Chambers Road)	12/09/2019	NA	Completed 12/09/2019
Milestone 2A* (WB I-70 between Monaco and Colorado; outside bridge decks complete)	11/10/2020	N/A	Completed 11/05/2020
Milestone 2B* (Sta 2091+00 (Dahlia Street) to Sand Creek Bridge)	09/29/2021	N/A	Completed 09/29/2021
Payment Milestone 3* (UPRR Phase 4B, switch SY-112 to new bridge)	10/17/2020	N/A	Completed 10/17/2020
Payment Milestone 4A* (UPRR Phase 5)	09/26/2021	N/A	Completed 09/26/2021
Payment Milestone 4B* (Viaduct Demolition)	12/20/2021	N/A	Completed 09/29/2021
Payment Milestone 5A* (Cover Girders, EB Colorado Off-Ramp, EB I-70 Mass Excavation)	03/25/2022	N/A	Completed 03/25/2022
Payment Milestone 5B* (EB I-70 between Brighton Boulevard to Dahlia Street, UPRR Phase 6, WB I-70 SMA Paving)	10/28/2022	N/A	Completed 10/28/2022
Payment Milestone 6* (Cover Top, 46 <sup>th</sup> Avenue South)	11/23/2022	N/A	Completed 11/23/2022
Complete Intelligent Transportation System(s) (ITS)/Tolling Testing/Integration	02/15/2023	01/20/23	26 Days
Substantial Completion	02/16/2023	02/16/2023	0 days
Final Acceptance	07/29/2023	07/29/2023	0 days
Design/Build Phase Close-out**	01/29/2024	12/25/2023	0 days
*Modified as part of the Fourth Amendment to the Project Agreement.			
** Completion of Final project documentation.			

### BUDGET STATUS

The project budget reflects the 2022 Annual Update to the Financial Plan that was approved by FHWA in April 2022.

Enterprises Costs Estimate	Amount
Environmental Phase	\$40.7M
Procurement Phase	\$83.7M
Delivery Phase	\$53.1M
Miscellaneous Enterprise Reserve*	\$1.2M
ROW Phase	\$116.7M
Utility Phase	\$34.7M
Enterprises Construction Contingency	\$45.9M
<b>Enterprises Construction Total</b>	<b>\$378.4M</b>

\*Included in Delivery Phase Amount

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

The Enterprises previously reallocated funds from cost underruns in the Utility and Delivery Phases of the Project to supplement the Project Contingency. The Utility Phase of the Project realized cost savings due to the Burlington Northern Sante Fe (BNSF) and UPRR railroad agreement (RRA) actual construction costs being lower than originally estimated. As the BNSF and UPRR RRA work, for which the Enterprises were responsible to pay the railroads directly, has completed, the Enterprises elected to reallocate \$11M from the unused Utility Phase funds to cover project contingency overruns. The Utility Phase still maintains an unused balance of over \$1M that will not be reallocated until the UPRR and BNSF final invoices are settled. In addition, the Miscellaneous Enterprise Reserve from the Delivery Phase is also anticipated to have remaining funds available at Substantial Completion based on actual costs to date. Finally, KMP was not able to achieve Substantial Completion by December 31, 2022, so the 2021 Settlement Agreement Incentive of \$2.5M will not be paid to KMP and these funds will be reallocated to the Project Contingency. The Enterprises continue to monitor these cost underruns in the Utility and Delivery Phases as the Project approaches Substantial Completion. The Project has sufficient budget to cover all identified costs.

Contingency	Amount (in millions)
Enterprises Change Order/Supervening Event Initial Contingency	\$45.9M
Enterprises Transfer of Unused Funds from Utility and Delivery Phases to Change Order/Supervening Contingency	\$11.0M
Executed Change Orders – Previous	\$28.2M
Executed Change Orders – Current Quarter	\$0.2M
Settlement Agreement	\$7.6M
2021 Settlement Agreement (Base)	\$12.5M
2021 Settlement Agreement (Incentive)*	\$0M
<b>Remaining Enterprises Change Order/Supervening Event Contingency Balance</b>	<b>\$8.4M</b>

\*2021 Settlement Agreement (Incentive) of \$2.5M was not achieved by KMP

### CONTRACT CHANGE NOTICES

As of December 31, 2022, the Enterprises have executed (125) Change Orders, issued (79) Enterprise Change Notices, received (38) KMP Change Notices, issued (31) Directive Letters, received (43) Supervening Event Notices, received (41) Preliminary Supervening Event Submissions, and received (23) Detailed Supervening Event Submissions. The change orders executed to date have had a net cost of \$28.4 million to the Project.

No claims have been filed by KMP against the Project.

### QUALITY

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

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

**Independent Assurance Testing (IAT):** The Enterprises’ IAT program tests each OVT and Independent Quality Control (IQC) tester for each test procedure at least once per year. The Enterprises have determined that all Owner Verification and KMP IQC testers are qualified to test on the Project through December 2022.

**Construction Verification Inspections (CVI):** The Enterprises’ CVIs evaluate KMP compliance with Project Agreement (PA) requirements by assessing a risk-based percentage of their Construction Work. All non-conforming work identified by the Enterprise is resolved through KMP’s nonconformance report closure process. From October 2022 through December 2022, the Enterprises’ conducted 77 CVIs, yielding an 84 percent overall conformance percentage. For the entire project through December 2022, the Enterprises’ have conducted 2,875 CVIs, yielding a 95 percent overall conformance percentage. KMP continues to perform well for permanent construction work such as Electrical/ITS, Structures, Walls, Roadway, Earthwork, Cover, and Utilities. All nonconforming construction work identified by either KMP or the Enterprises has been properly addressed through the Nonconformance Reports (NCR) process.

**Project Management Process Audits:** The Enterprises’ Project Management Process Audits evaluate KMP compliance with the PA and processes prescribed in KMP’s approved Management Plans. From October 2022 through December 2022, the Enterprises’ conducted 31 process audits, yielding a 43% percent overall conformance percentage (excluding civil rights audits). For the entire Project through December 2022, the Enterprises’ conducted 771 process audits, yielding an 87 percent overall conformance percentage (excluding civil rights audit). The low conformance percentage for the quarter is due to the Enterprises’ continuing to audit Operating Period processes such as the O&M Quality Management Plan. The Enterprises anticipate that the conformance percentage will rise as KMP refines their new processes going into the Operating Period and brings in additional personnel to improve performance. Notable and outstanding process quality issues for this reporting period are presented below. This list includes all of the open Corrective Action Requests (CAR).

Element	Process	Issue	Status
Construction Quality Management	Cover MEP Systems – Requirements Traceability Matrix (RTM)	On 06/03/2021 the Enterprises requested that KMP develop a corrective action plan to address systemic Nonconforming Work related to Schedule 10, Section 12.22 traceability and management of the Cover MEP System requirements.	KMP demonstrated successful implementation of the plan by holding successful Pre-Activity Meetings and submitting test scripts/results for the Cover MEP work on the south bore. The Department closed the Corrective Action in November 2022. <b>CLOSED</b>

Element	Process	Issue	Status
Construction Quality Management	As-Built Verification for Invert Elevations of Drainage Structures	KMP found that multiple drainage structures along the Fixed Firefighting Suppression drainage system were out of tolerance, leading to negative flow. In September 2021, KMP notified the Department that they do not have records verifying the invert elevations for all the other drainage structures that they had placed on the Project.	In September 2021, the Department Approved KMPs corrective action plan to address this issue. KMP plans to go back and re-survey all invert elevations for previously placed structures. They will also revise the PC Drainage checklist to ensure that they document invert elevations before building on top of the structures. As of December 2022, KMP is currently resurveying the numerous inverts and has not yet submitted as-builts and nonconformance information to the Department. The Department expects that this will remain open until Spring 2023. <b>OPEN</b>
Operations and Maintenance	Operations and Maintenance Quality Management Plan (OMQMP)	KMP issued a corrective action to address the OMQMP and discrepancies between what was detailed in the plan and what has been implemented in the field. This Corrective Action was developed in response to various deficiencies in implementation observed in the field.	For Closure, KMP needs to resubmit the OMQMP and then properly implement the plan for a quarter. The Department accepted the revised OMQMP, but KMP has not implemented the plan consistently. Department process audits show that KMP needs to improve their OMQMP implementation. The Department expects that this Corrective Action will remain open until Spring 2023. <b>OPEN</b>
Construction Quality Management	ITS Fiber Splicing	In February 2022, KMP notified the Department of damaged ITS fiber for the new CDOT backbone. This was the second instance of damaged backbone on the Project. The damage was caused by careless splicing procedures. This CAR is to document process changes with splicing and protection of finished fiber.	Department received passing test results for the splice and KMP did not have any repeat instances. The Department closed the Corrective Action in October 2022. <b>CLOSED</b>



Element	Process	Issue	Status
Construction Quality Management	Cover Systems Communications	<p>In June 2022, the Department requested KMP to investigate the root cause and develop a corrective action plan to address active Head-to-head Cover Systems going offline. From the start of May 2022 and into June 2022, the Jorgensen CTMC Operators sent approximately fourteen emails describing Cover System communication issues.</p>	<p>In July 2022, KMP developed the corrective action plan to start tracking each communication-loss/system-glitch reported by the Jorgensen CTMC operators. Each individual item received a root cause analysis. KMP then looked at all issues holistically to determine if there is a system-wide health issue. Prior to the switch into the south side cover, KMP concluded that these issues were individual issues and not a system-wide issue. As of December 2022, KMP still needs to close some individual work orders prior to closing the corrective action. Also, KMP needs to show within their management plans that they are performing root cause analysis of these issues throughout the 30-year Term. The Department expects that this Corrective Action will remain open until Substantial Completion</p> <p style="text-align: center;"><b>OPEN</b></p>
Construction Quality Management	Pump Station Failure	<p>On August 7, 2022, a significant rain event resulted in deep standing water on I-70 mainline between Columbine and York from 7:00 PM to 9:40 PM. The pumps did not automatically start as designed.</p>	<p>KMP immediately began investigating the root cause of the pumps not automatically starting as designed. KMP found that there were two main contributing factors: (1) incorrect water level set points, (2) inactive backup water level sensor. KMP developed robust operational and procedural improvements within their Corrective Action Plan. KMP implemented a design change in November 2022 and began testing improvements in December 2022. The Department expects that all corrective actions will be complete and verified prior to Substantial Completion.</p> <p style="text-align: center;"><b>OPEN</b></p>

Element	Process	Issue	Status
Construction Quality Management	Deluge Valve Cabinet Heaters	On 12/19/22, Department requested that KMP develop three separate Corrective Action Plans to mitigate significant concerns related to the Deluge Valve Cabinet (DVC) flow alarms and freezing that occurred on 12/17/22 and 12/19/22. (1) Temporary monitoring plan, (2) long term solution to prevent valve freezing, (3) operational improvements for monitoring and response.	KMP has developed the temporary monitoring and heating plan and successfully prevented freezing valves during the Arctic Blast (12/21/22). They are currently developing design changes and operational improvements for the other two items. The Department expects that this Corrective Action will remain open until Spring 2023. <b>OPEN</b>

**Design Verification Reviews (DVR):** The Enterprises’ DVRs evaluate KMP compliance with PA requirements by assessing KMP’s design plans and other deliverables. From October 2022 through December 2022, the Enterprises’ conducted 25 DVRs yielding a 90 percent overall conformance percentage. For the entire Project, the Enterprises conducted 1,373 reviews, yielding an 86 percent overall conformance percentage. All noncompliant design identified by the Enterprises is resolved prior to KMP releasing the plans for construction. Additionally, KMP and the Enterprises issue NCRs for design issues that are identified during performance of construction work. The nonconforming design is then resolved prior to construction acceptance. Since there has not been any known noncompliant design incorporated into the permanent work, there are not any notable design issues identified by the Enterprises and/or KMP for this reporting period.

### MAINTENANCE/TRAFFIC ISSUES

The focus of routine maintenance work for this reporting period included snow and ice removal, drainage, pavement, shoulder, slope and fence repair; litter, trash and sweeping cycle; vegetation control; sign maintenance; traffic services inspections; metal guardrail maintenance; graffiti removal; energy attenuator maintenance; CTMC/tunnel operations; and resolution of any safety critical or hazardous defects which occurred during the reporting period.

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

## SAFETY ISSUES

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

Safety Patrol responded to 697 events during this reporting period. This total includes 169 crash/incidents.

## CIVIL RIGHTS STATUS

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

Design Status through the 4<sup>th</sup> Quarter of 2022: KMP’s DBE goal for the design is 11.6% (\$6.65 million). KMP has commitments to DBE design firms of 14.4% (\$8.28 million) and payments to DBE design firms of 14.1% (\$8.28 million); the commitment amount exceeds the KMP DBE goal for the design period. KMP’s ESB goal for the design period is 3.0% (\$1.72 million). KMP has commitments to ESB design firms of 9.85% (\$5.65 million\*) (\*Dollar value of the contract was decreased. Additionally, payment amounts and counting amounts are being updated as closeouts are processed) and payments to DBE design firms of 9.75% (\$5.59 million); the commitments and payments exceed the ESB goal for design for the Project.

Construction Status through the 4<sup>th</sup> Quarter of 2022: KMP’s DBE goal for the construction is 12.5% (\$95.9 million). KMP has commitments to DBE construction firms of 17.89% (\$137.3 million) and payments of 17.58% (\$134.9 million); this exceeds the KMP DBE goal for the construction period. KMP’s ESB goal for the construction period is 3.0% (\$23 million). KMP has commitments to ESB construction firms of 10.50% (\$80.5 million) and payments of 8.45% (\$64.8 million); this exceeds KMP’s ESB goal for construction for the Project.

### Workforce Development Program and Goals

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

KMP and its subcontractors have enrolled local hires for both professional services and construction. They have enrolled 657 local hires to date. The total Local Hire hours decreased to 1,117,195.61 due to reporting in LCPtracker\*; with more than 50% of those hours completed by New Hires. KMP has met their Local Hire Goal and based on hours reported in LCPtracker and

has met the Goal for the Local Hire Incentive. \* This number will fluctuate per quarter due to payrolls being rejected / accepted / resubmitted / contractors removed, etc.

KMP has enrolled 294 On-the-Job Training (OJT) participants since inception. To date, 339,876 OJT hours have been reported. The reported OJT hours are less than what was reported last quarter due to a discrepancy in LCPtracker. CDOT has reached out to LCPtracker for clarification. Based on the number of hours reported, the OJT Goal of 200,000 hours has been met. KMP has met the first OJT Substantial Completion Graduate Incentive with 41 Graduated Retained Apprentices. KMP has another 7 Graduated Apprentices that are pending fulfillment of the 6-month retention requirement.

### MITIGATION/COMMUNITY COMMITMENTS STATUS

As of the date of this report, all the identified Record of Decision (ROD) mitigation measures are either in progress or completed. The ROD included 146 mitigation commitments to be completed as part of the project. The mitigation commitments are being completed in conjunction with the construction work and are being tracked by the Enterprises and KMP in the Monthly Environmental Status Report (ESR). KMP and the Department are working on compiling the environmental closeout documents associate with the Mitigation Completion Report.

The Department is currently working with the stakeholders on developing an approach to fulfill the Historic Creative Mitigation for the Project which will include developing a historic context for Argo Park and Globeville neighborhoods. If desired, the communities will then be able to use these context documents to obtain local landmark designation or state or national register of historic places nominations (the Department would only develop the context documents and would not be part of obtaining designation).

This Project is unique in that the core feature of the project—lowering the highway and constructing a Cover/park that will link the two sides of the community back together—was developed to address Environmental Justice (EJ) concerns that arose from original highway construction back in the 1960s.

In addition to the Cover and park, the Central 70 Project includes other unique EJ mitigations such as the recognition of the importance of the Swansea Elementary School as a community center. These mitigations include two new early childhood education classrooms, a new heating and air conditioning (HVAC) system, new exterior windows and doors, a relocated and renovated main entrance and administration offices, and a new playground at the Swansea Elementary School. The table below provides the status of the EJ mitigations.

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

## COMMUNITY ENGAGEMENT

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

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

The PI team planned a ribbon-cutting event for the new park on Nov. 30 and speakers included Governor Polis, FHWA Acting Administrator Pollack, Denver Mayor Hancock, CDOT Executive Director Shoshana Lew, Councilwoman Ortega, KMP Chief Commercial Officer Gainsburg and Swansea Elementary Principal Vanessa Trussell. Approximately 100 people were in attendance.

The following Saturday, Dec. 3, a community appreciation event was held at the new park and included live music at the new amphitheater, food trucks, face painting and soccer drills, along with a holiday market featuring local goods. Approximately 600 people were in attendance.

The final Chips & Chat was held in November.



**MEMORANDUM**

**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: KAY HRUSKA, ENTERPRISE CONTROLLER**  
**JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**DATE: FEBRUARY 16, 2022**  
**SUBJECT: ANNUAL AUDITED FINANCIAL STATEMENTS FOR FISCAL YEARS 2022 AND 2021**

Purpose

To present the Bridge and Tunnel Enterprise (BTE) annual audited financial statements for Fiscal Years 2022 and 2021.

Action

No formal action is being requested. Informational only.

Background

On an annual basis, the Office of the State Auditor (OSA) engages an outside audit firm to conduct a financial and compliance audit of the BTE. For Fiscal Year 2021-22, OSA contracted with FORVIS, LLP (FORVIS) to complete the annual audit. The purposes and the scope of the Fiscal Year 2021-22 audit were to:

- Express opinions on the financial statements of the Enterprise as of and for the years ended June 30, 2022 and 2021, including consideration of internal control over financial reporting as required by auditing standards.
- Review the Enterprise's compliance with rules and regulations governing the expenditure of federal and state funds for the year ended June 30, 2022.
- Issue a report on the Enterprise's internal control over financial reporting and on compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters based on our audit of the financial statements.

Details

FORVIS' report included an unmodified opinion of BTE's financial statements for the year ended June 30, 2022.

No instances of noncompliance were considered material to the financial statements were disclosed by the audit, and no material weaknesses in internal control over financial reporting were identified.

There was one proposed audit adjustment identified during the audit that resulted in one finding.

BTE relies on year-end estimates prepared by various contractors to accrue for accounts payable. When these estimates were audited, it was determined that BTE's estimates were overstated by \$2.2 million. FORVIS requested and BTE completed an adjusting entry to CDOT's financial system SAP totaling \$2.2 million to correct the overstatement of accounts payable.

FORVIS has the following recommendations to improve BTE's fiscal year-end accounts payable accruals:

"BTE should enhance internal controls over year-end accounts payable accruals by implementing a reconciliation and review between accounts payable estimates and the actual invoice amount and, if necessary record adjusting entries for any significant differences."



BTE will enhance their internal controls over year-end accounts payable actuals by implementing a reconciliation process between accounts payable estimates and the actual invoice amount. BTE will work with the regional business managers and accounting staff to provide additional reviews and analysis of the accounts payable estimates and invoices received to implement a reconciliation process. Additionally, BTE will work with the Office of the State Controller (OSC) to complete adjusting entries in accounting periods 14 and 15 to correct any variances between accounts payable estimates and invoices received.

Other Information:

The Fiscal Year 2022 and 2021 audited financial statements have been posted to BTE's website. Below is the link for the Fiscal Year 2022 and 2021 audited financial statements. If hard copies of the financial statements are desired, please contact Kay Hruska.

<https://www.codot.gov/programs/BridgeEnterprise/financial-statements/colorado-department-of-transportations-statewide-bridge-and-tunnel-enterprise-final-fs-063022.pdf>

