

# Colorado Transportation Commission

## Schedule & Agenda

October 18-19, 2023

### Transportation Commission Retreat

Wednesday, October 18, 2023

10:00 a.m. - 12:00 p.m.

- Discussion of Commission Priorities & Committee Assignments (Chair Stuart, Vice-Chair Hart)
- AG Office Boards & Commissions Annual Training (Kathy Young)

### Transportation Commission Workshops

Wednesday, October 18, 2023

Time	Topic	Speaker
12 p.m.	Lunch for Commissioners (Optional)	None
1:00 pm	Budget Workshop (Decision) <ul style="list-style-type: none"> <li>• FY 2023-24 Budget Amendment</li> <li>• FY 2024-25 Proposed Draft Budget Allocation Plan</li> </ul>	Jeff Sudmeier & Bethany Nicholas
1:45 p.m.	Policies and Procedures Overview and Adoption of Updated Policy Directive 1607.0 (Decision)	Herman Stockinger, Sari Weichbrodt, David Singer
2:15 p.m.	I-25 Crystal Valley Interchange 1601 (Castle Rock) (Information)	Stephanie Alanis & Nyssa Beach
3:00 p.m.	Break	None
3:15 p.m.	Bridge and Tunnel Enterprise (BTE) 10-Year Plan Financing Workshop (Information)	Patrick Holinda & Katie Carlson
3:45 p.m.	Mountain Rail Update (Information)	John Putnam, David Singer, Chris Enright
4:30 p.m.	Audit Review Committee (Information)	Frank Spinelli
5 p.m.	Adjournment	None

### Transportation Commission Meeting

Thursday, October 20, 2023

Time	Topic	Speaker
8 a.m.	Commissioner Breakfast	Various
9 a.m.	Call to Order, Roll Call Swear in New Commissioner - Jim Kelly	Herman Stockinger
9:15 a.m.	Public Comments	Various
9:25 a.m.	Comments of the Chair and Individual Commissioners	Commissioners
9:50 a.m.	Executive Director's Management Report	Shoshana Lew
9:55 a.m.	Chief Engineer's Report	Keith Stefanik

10 a.m.	CTIO Director's Report	Piper Darlington
10:05 a.m.	FHWA Division Administrator Report	John Cater
10:10 a.m.	STAC Report	Vincent Rogalski
10:15 a.m.	Act on Consent Agenda:  Proposed Resolution #1: Approve the Regular Meeting Minutes of September 21, 2023  Proposed Resolution #2: IGA Approval >\$750,000  Proposed Resolution #3: Confirmation of TC Committee Appointments  Proposed Resolution #4: CDOT Workforce Staffing Agility (FTE cap)  Proposed Resolution #5: Disposal: 8-A-EX, Commerce City  Proposed Resolution #6: Disposal: 79-EX, Idaho Springs  Proposed Resolution #7: Adoption of PD. 1607	Herman Stockinger  Lauren Cabot  Herman Stockinger  Anna Mariotti  Jessica Myklebust  Jessica Myklebust  Herman Stockinger, Sari Weichbrodt, David Singer
10:20 a.m.	Discuss and Act on Proposed Resolution #8: 4 <sup>th</sup> Budget Supplement of FY 2023-2024	Jeff Sudmeier & Bethany Nicholas
10:25 a.m.	Discuss and Act on Proposed Resolution #9: 3 <sup>rd</sup> Budget Amendment of 2023-2024	Jeff Sudmeier & Bethany Nicholas
10:30 a.m.	Recognition	None
10:35 a.m.	Other Matters	None
10:40 a.m.	Adjournment	None

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Estimated Start Time: 10:40 a.m.

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## Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, October 20, 2023

Time	Topic	Speaker
10:40 a.m.	Call to Order and Roll Call Swear in New Directors	Herman Stockinger
10:45 a.m.	Public Comments	Various
10:50 a.m.	Act on Consent Agenda <ul style="list-style-type: none"> <li>Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of September 21, 2023</li> </ul>	Herman Stockinger
10:55 a.m.	Discuss and Act on Proposed Resolution #BTE2: 2nd BTE Budget Supplement of FY 2023-2024	Jeff Sudmeier

11 a.m.	Discuss: Draft FY2024-25 BTE Budget Allocation Plan	Patrick Holinda
11:05 a.m.	Adjournment	None

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## Fuels Impact Enterprise Board of Directors Meeting

Thursday, October 20, 2023

Time	Topic	Speaker
11:05 a.m.	Call to Order and Roll Call Confirmation of Chair, Vice-Chair and Secretary	Herman Stockinger
11:10 a.m.	Public Comments	Various
11:15 a.m.	Act on Consent Agenda <ul style="list-style-type: none"> <li>Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of August 16, 2023</li> </ul>	Herman Stockinger
11:20 a.m.	Review of Proposed Bylaws and Articles of Organization Workshop	Darius Pakbaz & Craig Hurst
11:50 a.m.	Adjournment	None

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### Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Quarterly Annual Revenues Update (Jeff Sudmeier & Bethany Nicholas)
- October 2023 TC Grants Memo (Hannah Reed)
- Transportation Trends Report (William Johnson)
- BTE Year-end Reconciliation Report (Jeff Sudmeier & Patrick Holinda)



**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
BETHANY NICHOLAS, BUDGET DIRECTOR  
**DATE:** OCTOBER 18, 2023  
**SUBJECT:** FY 2022-23 FISCAL YEAR END BUDGET PROCESSES

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**Purpose**

This memorandum summarizes the FY 2022-23 year end budget processes, including final results from the revenue reconciliation process, 2023 federal redistribution, and FY 2022-23 roll forwards.

**Action**

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

**FY 2022-23 Revenue Reconciliation**

At the close of each fiscal year, the Division of Accounting and Finance (DAF) compares forecasted revenues from the prior fiscal year to actual revenues and presents the results to the Transportation Commission (TC) for review. DAF is now finished with the revenue reconciliation process from FY 2022-23, and the final results are provided in Attachment A, which details the reconciliation of forecasted to actual revenues for FY 2022-23.

The reconciliation of flexible revenue sources will result in an adjustment to the TC Program Reserve (Line 73) of (\$13.2) million. The reconciliation of inflexible revenue sources (i.e., sources dedicated to a specific program) will result in adjustments to those programs totaling (\$10.3) million. Please see Attachment B for more detail on adjustments for inflexible funds. Staff will work with impacted programs to make final adjustments to the FY 2023-24 total available budget. These adjustments do not require further TC action, per PD 703.0, and will be reflected in the amended Annual Budget (One-sheet) for the November budget amendment as Staff Adjustments.

**TC Program Reserve Reconciliation**

In addition to the reconciliation of flexible revenue sources, the FHWA redistribution and year end roll forward processes impact the final balance in the TC Program Reserve. For 2023 FHWA redistribution, CDOT received \$179.0 million in federal obligation authority. After accounting for automatic roll forwards and roll forwards approved by the EMT, the final residual SHF balance to return to the TC Program Reserve Fund is \$11.9 million.

The TC Program Reserve balance as of the beginning of September 2023 was \$9.4 million. The table below shows the various adjustments that will occur within the TC Program Reserve as a result of revenue reconciliation, federal redistribution, and year end roll forwards. The September and October Budget Amendments contain a package of proposed budget amendments to utilize a portion of the available balance for critical initiatives.



<b>September Beginning Balance</b>	<b>\$9,354,508</b>
Revenue Reconciliation	
<i>FY23 Flexible HUTF</i>	\$15,385,005
<i>FY23 Flexible FHWA</i>	-\$22,678,299
<i>FY23 Misc Revenue</i>	-\$5,862,932
Net Impact of Revenue Reconciliation	-\$13,156,226
FY23 FHWA Redistribution	\$179,000,000
Net Residual FY23 State Highway Fund Budget	\$9,136,521
<b>Total Balance Available to Repurpose</b>	<b>\$184,334,803</b>

**Next Steps**

- October 2023 - Staff will complete FY 2022-23 revenue reconciliation and adjust FY 2023-24 budget allocations for the TC Program Reserve, and programs with inflexible revenue sources to reconcile to actual revenue received. These changes will be reflected in the Amended FY 2023-24 Revenue Allocation Plan with the November Budget Amendment.
- January 2024 - The next revenue forecast update is scheduled to occur in December 2023 and staff plans to provide an update for the TC in January 2024.

**Attachments**

- Attachment A - FY 2022-23 Revenue Reconciliation
- Attachment B - Revenue Reconciliation Adjustments by Program



<b>Colorado Department of Transportation</b>			
<b>Attachment A – FY 2022-23 Revenue Reconciliation</b>			
<b>REVENUE SOURCE</b>	<b>FY 2022-23</b>		
	<b>FY 2022-23 Final Budget</b>	<b>Actual Revenue</b>	<b>Final Budget Variance</b>
<b>STATE FUNDS</b>			
HUTF Revenue to CDOT	\$435,905,328	\$451,290,333	\$15,385,005
CDOT Miscellaneous Revenue	\$34,228,238	\$28,365,306	-\$5,862,932
General Fund Revenue to CDOT	\$53,600,000	\$53,751,272	\$151,272
State Infrastructure Bank	\$7,774,000	\$7,904,436	\$130,436
Aeronautics Funds	\$64,962,002	\$60,136,880	-\$4,825,122
Bustang	\$1,910,288	\$3,089,294	\$1,179,006
<b>TOTAL STATE FUNDS</b>	<b>\$598,379,856</b>	<b>\$604,537,521</b>	<b>\$6,157,665</b>
<b>FASTER FUNDS</b>			
FASTER Safety - State Share to CDOT	\$78,563,184	\$83,339,807	\$4,776,623
FASTER Safety - Local Share for Rail and Transit	\$5,000,000	\$5,000,000	\$0
<b>TOTAL FASTER FUNDS</b>	<b>\$83,563,184</b>	<b>\$88,339,807</b>	<b>\$4,776,623</b>
<b>FEDERAL FUNDS</b>			
Federal Highway Administration - Flexible	\$426,698,743	\$404,020,444	-\$22,678,299
Federal Highway Administration - Inflexible	\$310,025,558	\$287,695,110	-\$22,330,448
Federal Transit Administration	\$28,090,735	\$45,895,441	\$17,804,706
National Highway Traffic Safety Administration	\$9,720,000	\$9,991,793	\$271,793
Federal Aviation Administration			
<b>TOTAL NON-EMERGENCY FEDERAL FUNDS</b>	<b>\$774,535,036</b>	<b>\$747,602,788</b>	<b>-\$26,932,248</b>
<b>LOCAL MATCHING FUNDS</b>			
Local Match for FHWA Funding	\$33,251,957	\$31,368,842	-\$1,883,115
Local Match for FTA Funding	\$13,802,536	\$8,248,236	-\$5,554,300
<b>TOTAL LOCAL MATCHING FUNDS</b>	<b>\$47,054,493</b>	<b>\$39,617,078</b>	<b>-\$7,437,415</b>
<b>Total Colorado Department of Transportation Revenue</b>	<b>\$1,503,532,569</b>	<b>\$1,480,097,194</b>	<b>-\$23,435,375</b>



**ADDITIONAL FEDERAL FUNDING OBLIGATION  
 AUTHORITY - PERMANENT RECOVERY &  
 REDISTRIBUTION**

Federal Highway Administration - Permanent Recovery

Federal Highway Administration - Redistribution		\$179,000,000	\$179,000,000
Federal Highway Infrastructure Program - Non-Urban			

Federal Highway Infrastructure Program - Urban

Federal Highway Infrastructure Program - Bridge

Replmnt & Rehab

<b>TOTAL ADDITIONAL FEDERAL OBLIGATION</b>	<b>\$0</b>	<b>\$179,000,000</b>	<b>\$179,000,000</b>
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**AUTHORITY**

<b>Total Colorado Department of Transportation          Revenue &amp; Obligation Authority</b>	<b>\$1,503,532,569</b>	<b>\$1,659,097,194</b>	<b>\$155,564,625</b>
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**Notes:**

<i>Total CDOT Flexible Revenue &amp; Federal Obligation</i>	\$896,832,309	\$1,062,676,083	\$165,843,774
<i>Total CDOT Inflexible Revenue &amp; Federal Obligation</i>	\$606,700,260	\$596,421,111	-\$10,279,149



## Colorado Bridge and Tunnel Enterprise (CBE)

REVENUE SOURCE	FY 2022-23		
	Budgeted	Actual Revenue	Final Budget Variance
<b>STATE FUNDS</b>			
Interest Income - Exempt	\$1,280,000	\$4,568,493	\$3,288,493
Bond Interest Income-Exempt	\$0	\$444,503	\$444,503
Reimbursement of Expenditures		\$126,176	\$126,176
Miscellaneous/Local Project Contributions			\$0
Bridge and Tunnel Impact Fee	\$12,680,000	\$11,600,604	-\$1,079,396
Retail Delivery Fee	\$7,452,296	\$9,458,074	\$2,005,778
<b>TOTAL STATE FUNDS</b>	<b>\$21,412,296</b>	<b>\$26,197,850</b>	<b>\$4,785,554</b>
<b>FASTER FUNDS</b>			
FASTER - Bridge Surcharge	\$109,000,000	\$102,044,352	-\$6,955,648
<b>TOTAL FASTER FUNDS</b>	<b>\$109,000,000</b>	<b>\$102,044,352</b>	<b>-\$6,955,648</b>
<b>FEDERAL FUNDS</b>			
Buy America Bonds Credit	\$5,148,202	\$5,159,144	\$10,942
Project & Debt Service			
Re-distributed FHWA for BE Projects	\$9,626,239	\$13,317,262	\$3,691,023
<b>TOTAL FEDERAL FUNDS</b>	<b>\$14,774,441</b>	<b>\$18,476,406</b>	<b>\$3,701,965</b>
<b>Statewide Bridge Enterprise Revenue</b>	<b>\$145,186,737</b>	<b>\$146,718,608</b>	<b>\$1,531,871</b>





<b>Colorado Transportation Investment Office (CTIO)</b>			
<b>REVENUE SOURCE</b>	<b>FY 2022-23</b>		
	<b>Budgeted</b>	<b>Actual Revenue</b>	<b>Final Budget Variance</b>
<b>STATE FUNDS</b>			
Tolling Revenue	\$45,126,737	\$32,669,412	-\$12,457,325
Bond Interest Income-Exempt	\$0	\$645,274	\$645,274
Fine Revenue	\$1,500,000	\$2,160,802	\$660,802
Managed Lanes	\$400,000	\$3,388,700	\$2,988,700
Interest Income - 536	\$545,000	\$1,543,286	\$998,286
Interest Income - 537	\$50,000	\$140,783	\$90,783
Service Charges	\$600,000	\$3,063,363	\$2,463,363
Fee for Service	\$4,000,000	\$4,832,969	\$832,969
<b>TOTAL STATE FUNDS</b>	<b>\$52,221,737</b>	<b>\$48,444,589</b>	<b>-\$3,777,148</b>
<b>Colorado Transportation Investment Office</b>	<b>\$52,221,737</b>	<b>\$48,444,589</b>	<b>-\$3,777,148</b>

<b>Clean Transit Enterprise (CTE)</b>			
<b>REVENUE SOURCE</b>	<b>FY 2022-23</b>		
	<b>Budgeted</b>	<b>Actual Revenue</b>	<b>Final Budget Variance</b>
<b>STATE FUNDS</b>			
Retail Delivery Fee	8,280,329	9,335,275	1,054,946
Interest Earned	\$0	\$114,187	\$114,187
<b>TOTAL STATE FUNDS</b>	<b>\$8,280,329</b>	<b>\$9,449,462</b>	<b>\$1,169,133</b>
<b>Clean Transit Enterprise</b>	<b>\$8,280,329</b>	<b>\$9,449,462</b>	<b>\$1,169,133</b>



<b>Nonattainment Area Pollution Mitigation Enterprise (NAAPME)</b>			
<b>REVENUE SOURCE</b>	<b>FY 2022-23</b>		
	<b>Budgeted</b>	<b>Actual Revenue</b>	<b>Final Budget Variance</b>
<b>STATE FUNDS</b>			
Retail Delivery Fee	1,932,077	2,179,628	247,551
Rideshare Fee	5,193,149	6,470,834	1,277,685
Interest Earned	\$0	\$88,589	\$88,589
<b>TOTAL STATE FUNDS</b>	<b>\$7,125,226</b>	<b>\$8,739,051</b>	<b>\$1,613,825</b>

<b>Total Transportation Revenue &amp; Federal Obligation</b>	<b>\$1,716,346,598</b>	<b>\$1,872,448,904</b>	
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\*Revenue is subject to change pending final audit.

\*Revenue is subject to change pending final audit.



<b>Attachment B - Revenue Reconciliation Adjustments by Program</b>			
<b>Revenue Source</b>	<b>Line</b>	<b>Program / Budget Line</b>	<b>Amount</b>
HUTF FASTER	15	Faster Safety Program	\$4,776,623
		<b>Total FASTER Revenue</b>	<b>\$4,776,623</b>
FHWA Inflexible	10	PROTECT Formula Program	-\$2,700,299
FHWA Inflexible	12	Highway Safety Improvement Program	-\$5,574,803
FHWA Inflexible	12	HSIP - Section 164 Penalty	-\$740,594
FHWA Inflexible	13	Railway-Highway Crossings Program	-\$519,204
FHWA Inflexible	19 / 63	Carbon Reduction Program	-\$1,706,878
FHWA Inflexible	20	National Highway Freight Program	-\$2,641,981
FHWA Inflexible	53	STBG-Urban (STP-Metro)	-\$3,549,741
FHWA Inflexible	54	Congestion Mitigation and Air Quality	-\$2,837,030
FHWA Inflexible	55	Metropolitan Planning	-\$438,272
FHWA Inflexible	56	Off-System Bridge Program	-462,095
FHWA Inflexible	60	Transportation Alternatives Program	-\$1,159,551
		<b>Total FHWA Inflexible Revenue</b>	<b>-\$22,330,448</b>
FHWA Local Match	53	Local Match for STBG-Urban / STP-Metro	-\$737,904
FHWA Local Match	54	Local Match for CMAQ	-\$589,749
FHWA Local Match	55	Local Match for Metro Planning	-\$91,106
FHWA Local Match	56	Local Match for Bridge Off-system	-\$115,524
FHWA Local Match	60	Local Match for TAP	-\$241,043
FHWA Local Match	63	Local Match for Carbon Reduction Program	-\$107,788
		<b>Total FHWA Local Match</b>	<b>-\$1,883,114</b>
Other State Revenue	48	Bustang	\$1,179,006
Other State Revenue	51	Aviation System Program	-\$4,825,122
Other State Revenue	77	State Infrastructure Bank	\$130,436
		<b>Total Other State Revenue</b>	<b>-\$3,515,680</b>





**MEMORANDUM**

**TO: THE TRANSPORTATION COMMISSION**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**BETHANY NICHOLAS, BUDGET DIRECTOR**  
**DATE: OCTOBER 18, 2023**  
**SUBJECT: FY 2023-24 BUDGET AMENDMENT**

**Purpose**

To review the third budget amendment to the FY 2023-24 Annual Budget in accordance with Policy Directive (PD) 703.0.

**Action**

The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and adopt the third budget amendment to the FY 2023-24 Annual Budget, which consists of nine items that require TC approval. The third budget amendment reallocates \$119.9 million from the Commission Reserve Funds line (Line 73) to various lines as described below. This package of amendments was presented last month for TC consideration.

**TC Program Reserve Balance**

As discussed in the FY 2022-23 Fiscal Year End Processes memo in this month’s packet, after accounting for revenue reconciliation, federal redistribution, and cost center roll forwards, the balance in the TC Program Reserve Fund is \$184.3 million. This is the balance that is available to repurpose for critical initiatives. The second Budget Amendment in September repurposed \$21.0 million of this balance, leaving \$163.3 million available for a package of requests in the October Budget Amendment, totaling approximately \$119.9 million. If the TC approves all requests as submitted, the ending balance in the TC Program Reserve would be \$43.4 million, which would be available to address future unforeseen needs.

<b>September Beginning Balance</b>	<b>\$9,354,508</b>
Net Impact of Revenue Reconciliation	-\$13,156,226
FY23 FHWA Redistribution	\$179,000,000
Residual FY23 SHF after Roll Forwards	\$9,136,5216
<b>Total Balance Available to Repurpose</b>	<b>\$184,334,803</b>
September 2023 Budget Amendment	-\$21,000,000
<b>September Ending Balance</b>	<b>\$163,334,803</b>
October 2023 Budget Amendment	-\$119,900,000
<b>October Ending TC Program Reserve Balance</b>	<b>\$43,434,803</b>

### **Budget Amendments**

As discussed with the TC in September, in anticipation of the receipt of a large amount of FHWA redistribution funds, staff developed a series of proposed budget amendments for TC consideration. This includes strategic investments in asset management, including pavement, culverts, rest area, guardrail, and rockfall mitigation, as well as investments in avalanche mitigation, transit/rail planning, and additional funding for the Capital Construction Cost Escalation Fund. In addition to these items are three amendments which were originally proposed as part of the development of the FY 2023-24 Budget, but which could not be accommodated at the time of approval. This includes additional funding for the light fleet and maintenance equipment budget, continued funding for the Colorado Operations Evaluation and Bottleneck Reduction (COBRA) program, and additional funding for the I-70 Mountain Corridor Joint Operations Area (JOA).

<b>Description</b>	<b>Amount (\$M)</b>	<b>Budget One Sheet Line</b>
Fixing Poor Interstate Pavement	\$13.0	Surface Treatment (Line 4)
Avalanche Mitigation	\$8.0	Geohazards Mitigation (Line 7)
Culvert Repair & Replacement	\$65.0	Structures (Line 5)
Rest Areas	\$10.0	Property (Line 34)
MASH Compliant Guardrail	\$10.0	Strategic Safety Program (Line 38)
Rockfall Mitigation	\$7.0	Geohazards Mitigation (Line 7)
Transit and Rail Planning	\$5.0	Rail Programs (Line 47)
Capital Construction Cost Escalation Fund	\$20.0	Commission Reserve Funds (Line 73)
Light Fleet / Maintenance Equipment	\$2.0	Agency Operations (Line 66)
Hot Spots / Cobra	\$0.5	Hot Spots (Line 14)
JOA Hotels and Per Diem	\$0.4	Agency Operations (Line 66)
<b>Total</b>	<b>\$140.9</b>	

Projects associated with funding for poor interstate pavement and avalanche mitigation were scheduled to go to advertisement last month and so these requests were approved with the September Budget Amendment. Approval is now being requested for the remaining items. The table above lists each of the proposed amendments, which are outlined in further detail below.

#### **Fixing Poor Interstate Pavement (September Budget Amendment)**

Staff requests \$13.0 million to accelerate projects that can “buy down” the Department’s poor rating on interstate pavement. In February 2023 staff presented a series of poor interstate pavement projects with an unfunded need of \$37.2 million, and it was anticipated that funding would be requested over several fiscal years. In April 2023, TC approved \$8.0 million for Region 4 which reduced the unfunded need to \$29.2 million. This additional \$13 million will accelerate pavement rehabilitation on I-70 in Eastern Colorado from Bethune to Burlington.

#### **Avalanche Mitigation (September Budget Amendment)**

Staff requests \$8.0 million to fund several significant capital investments in CDOT’s avalanche mitigation program at high volume locations, including: 1) \$7.6 million to install avalanche mitigation equipment on Vail Pass to avoid road closures for manual detonation of explosives; and 2) \$0.4 million for Eisenhower Johnson Memorial Tunnel improvements (\$200,000 to remove and repurpose Obellex on other avalanche paths and \$200,000 to install an Avalauncher for the Eisenhower Johnson Memorial Tunnel Loops Road).

### **Culvert Repair and Replacement**

Staff proposes using \$65.0 million for culvert repair and replacement. The significant precipitation and snow-melt over the past season has highlighted the need to remediate failing culverts across the state that can imperil the functionality of a roadway and cause a significant safety risk. This risk is worsened by climate change and the impacts of extreme weather. Notably, both the failure of SH 133 in Paonia and the collapse of I-70 at Blue Gulch in Glenwood Canyon during the mudslides involved significant culvert failure. While fixing all aging culverts across the state would be at least hundreds of millions of dollars, a \$65 million investment in culvert repair would be the most significant one in recent CDOT history, and will enable major progress at addressing the culverts that present the highest risk to the traveling public and the economy.

The third budget amendment reallocates \$65,000,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Structures line (Line 5) for culvert repair and replacement projects.

### **Rest Areas**

Staff proposes using \$10.0 million to repair and reopen the Pinon Area Rest area on South I-25 that was closed due to significant drainage and plumbing issues and needs major upgrades (\$8.5M), and another \$1.5M to improvements at other rest areas.

The third budget amendment reallocates \$10,000,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Property line (Line 34) to repair and reopen the Pinon Area Rest area and for improvements to other rest areas.

### **MASH Compliant Guardrail**

Staff proposes using \$10.0 million for MASH guardrail projects. One of the Department's FY24 Wildly Important Goals (WIG) strategy is: *Increase the funds awarded to install or upgrade guardrail devices at strategic locations to be compliant with the MASH from \$11 million in fiscal year 2023 to \$21 million by June 30, 2024.* The request, if funded, would complete the WIG strategy and help to achieve a federal requirement.

The third budget amendment reallocates \$10,000,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Strategic Safety Program line (Line 38) for MASH guardrail projects.

### **Rockfall Mitigation**

Staff proposes using \$7.0 million to address multiple unfunded geohazard projects ranging from \$1-8 million each.

The third budget amendment reallocates \$7,000,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Geohazards Mitigation line (Line 7) to address multiple unfunded geohazards projects including rockfall mitigation.

### **Transit and Rail Planning**

Staff proposes using \$5.0 million to accelerate transit and rail planning, including development of a Service Development Plan for mountain rail.

The third budget amendment reallocates \$5,000,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Rail Programs line (Line 47) to accelerate transit and rail planning, including development of a Service Development Plan for mountain rail.

### **Capital Construction Cost Escalation Fund**

Staff proposes using \$20.0 million to replenish the pool of funds that CDOT and the TC established to provide an additional source of funding for projects with significant cost escalation. This program has been highly successful in keeping projects moving at a tumultuous time in the economy.

The third budget amendment reallocates \$20,000,000 from the TC Program Reserve Fund to the Capital Construction Cost Escalation Fund, both within the Commission Reserve Funds line (Line 73), to replenish the Capital Construction Cost Escalation Fund.

#### **Light Fleet and Maintenance Equipment**

Staff proposes using \$1.4 million to address a funding shortfall for light fleet vehicles. In FY 2022-23, the State Fleet within the Department of Personnel increased the variable vehicle rate from \$0.28 per mile to \$0.454 per mile for all light vehicles. State Fleet communicated that an additional increase might be needed for FY 2023-24, potentially up to 19%. Staff also proposes using \$0.6 million to provide additional funding for the replacement of aging maintenance equipment with electric equipment (i.e. lawn mowers, leaf blowers, etc.).

The third budget amendment reallocates \$2,000,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Agency Operations line (Line 66) to address a funding shortfall for light fleet vehicles, and to provide additional funding for the replacement of aging maintenance equipment with electric equipment.

#### **HOT Spots/COBRA**

Staff proposes using \$0.5 million to continue the Colorado Operations Evaluation and Bottleneck Reduction (COBRA) program. Through this program, staff identify low-cost needs that improve the flow of traffic and improve the safety of our roadways. Examples include signal timing. Funding for this program has historically been provided through annual budget amendments.

The third budget amendment reallocates \$500,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Hot Spots line (Line 14) to continue the Colorado Operations Evaluation and Bottleneck Reduction (COBRA) program.

#### **JOA Funding for Per Diem and Hotels**

Staff proposes using \$0.4 million to fund per diem and hotel costs associated with the I-70 Mountain Corridor Joint Operations Area (JOA). Historically, the Division of Maintenance and Operations has sought supplemental funding at the beginning of each fiscal year to provide a centralized budget for per diem and hotel reimbursements for JOA sections. These funds are used when maintenance staff work extra hours due to staffing shortages.

The third budget amendment reallocates \$400,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Agency Operations line (Line 66) to fund per diem and hotel costs associated with the I-70 Mountain Corridor Joint Operations Area (JOA).

#### **Next Steps**

- October 2023 - Staff will complete any actions for approved budget amendments.

#### **Attachments**

Attachment A: FY 2022-23 Amended Revenue Allocation Plan  
Attachment B: Presentation

**Attachment A: FY 2023-24 CDOT AMENDED ANNUAL BUDGET (October 2023)**

Line	Budget Category / Program	A. Rollforward from FY 2022-23	FY 2023-24 Final Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY24 Program Budget Available including Changes	Directed By	Funding Source
<b>1 COLORADO DEPARTMENT OF TRANSPORTATION</b>									
2	Capital Construction	\$1,207.5 M	\$631.7 M	\$72.5 M	\$21.0 M	\$69.7 M	\$2,002.4 M		
3	Asset Management	\$204.8 M	\$399.3 M	\$72.0 M	\$21.0 M	\$3.9 M	\$701.0 M		
4	Surface Treatment	\$32.4 M	\$225.6 M	\$0.0 M	\$13.0 M	\$0.8 M	\$271.8 M	TC	FHWA / SH / SB 09-108
5	Structures	\$31.4 M	\$63.3 M	\$65.0 M	\$0.0 M	\$0.0 M	\$159.7 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$5.2 M	\$26.3 M	\$0.0 M	\$0.0 M	\$1.0 M	\$32.5 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.8 M	\$9.7 M	\$7.0 M	\$8.0 M	-\$0.3 M	\$25.2 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.5 M	\$6.5 M	\$0.0 M	\$0.0 M	-\$1.5 M	\$5.5 M	TC	FHWA / SH
9	Emergency Relief	\$4.7 M	\$0.0 M	\$0.0 M	\$0.0 M	-\$4.6 M	\$0.1 M	FR	FHWA
10	10 Year Plan Projects - Capital AM	\$129.8 M	\$68.0 M	\$0.0 M	\$0.0 M	\$8.5 M	\$206.3 M	TC / FR	FHWA
11	<b>Safety</b>	<b>\$66.8 M</b>	<b>\$115.6 M</b>	<b>\$0.5 M</b>	<b>\$0.0 M</b>	<b>\$9.9 M</b>	<b>\$192.8 M</b>		
12	Highway Safety Improvement Program	\$29.3 M	\$42.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$72.3 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.5 M	\$3.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.3 M	FR	FHWA / SH
14	Hot Spots	\$1.4 M	\$2.7 M	\$0.5 M	\$0.0 M	-\$0.3 M	\$4.3 M	TC	FHWA / SH
15	FASTER Safety	\$23.7 M	\$59.0 M	\$0.0 M	\$0.0 M	\$10.2 M	\$92.9 M	TC	SB 09-108
16	ADA Compliance	\$11.8 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$19.0 M	TC	FHWA / SH
17	<b>Mobility</b>	<b>\$936.0 M</b>	<b>\$116.8 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$55.9 M</b>	<b>\$1,108.6 M</b>		
18	Regional Priority Program	\$48.4 M	\$50.0 M	\$0.0 M	\$0.0 M	\$1.7 M	\$100.1 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$856.9 M	\$42.9 M	\$0.0 M	\$0.0 M	\$52.8 M	\$952.6 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$30.6 M	\$23.9 M	\$0.0 M	\$0.0 M	\$1.4 M	\$55.9 M	FR	FHWA / SH / SL
21	<b>Maintenance and Operations</b>	<b>\$38.9 M</b>	<b>\$394.5 M</b>	<b>\$20.0 M</b>	<b>\$0.0 M</b>	<b>\$2.7 M</b>	<b>\$455.3 M</b>		
22	<b>Asset Management</b>	<b>\$35.9 M</b>	<b>\$358.1 M</b>	<b>\$10.0 M</b>	<b>\$0.0 M</b>	<b>\$7.2 M</b>	<b>\$410.4 M</b>		
23	Maintenance Program Areas	\$0.8 M	\$284.9 M	\$0.0 M	\$0.0 M	\$6.7 M	\$291.6 M		
24	Roadway Surface	\$0.0 M	\$40.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$40.9 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$24.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$24.2 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$9.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.3 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$5.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.6 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$5.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.0 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$84.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$84.8 M	TC	SH
30	Traffic Services	\$0.0 M	\$75.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$75.7 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$21.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$21.1 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$18.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$18.1 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$2.8 M	\$12.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.9 M	TC	SH
34	Property	\$0.0 M	\$25.6 M	\$10.0 M	\$0.0 M	\$0.5 M	\$36.1 M	TC	SH
35	Capital Equipment	\$32.2 M	\$23.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$55.8 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
37	<b>Safety</b>	<b>\$1.7 M</b>	<b>\$12.2 M</b>	<b>\$10.0 M</b>	<b>\$0.0 M</b>	<b>-\$5.3 M</b>	<b>\$18.6 M</b>		
38	Strategic Safety Program	\$1.7 M	\$12.2 M	\$10.0 M	\$0.0 M	-\$5.3 M	\$18.6 M	TC	FHWA / SH
39	<b>Mobility</b>	<b>\$1.3 M</b>	<b>\$24.3 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.8 M</b>	<b>\$26.3 M</b>		
40	Real-Time Traffic Operations	\$0.0 M	\$14.3 M	\$0.0 M	\$0.0 M	\$0.5 M	\$14.7 M	TC	SH
41	ITS Investments	\$1.3 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.3 M	\$11.6 M	TC	FHWA / SH
42	<b>Multimodal Services &amp; Electrification</b>	<b>\$245.2 M</b>	<b>\$45.7 M</b>	<b>\$5.0 M</b>	<b>\$5.0 M</b>	<b>\$0.6 M</b>	<b>\$301.5 M</b>		
43	<b>Mobility</b>	<b>\$245.2 M</b>	<b>\$45.7 M</b>	<b>\$5.0 M</b>	<b>\$5.0 M</b>	<b>\$0.6 M</b>	<b>\$301.5 M</b>		
44	Innovative Mobility Programs	\$16.6 M	\$9.0 M	\$0.0 M	\$0.0 M	\$0.6 M	\$26.2 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.5 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$149.1 M	\$12.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$161.4 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Program	\$0.0 M	\$0.0 M	\$5.0 M	\$5.0 M	\$0.0 M	\$10.0 M	SL	SL
48	Bustang	\$79.5 M	\$9.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$89.2 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	<b>Suballocated Programs</b>	<b>\$599.6 M</b>	<b>\$310.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$57.8 M</b>	<b>\$967.4 M</b>		
50	<b>Aeronautics</b>	<b>\$23.5 M</b>	<b>\$64.2 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$87.7 M</b>		
51	Aviation System Program	\$23.5 M	\$64.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$87.7 M	AB	SA
52	<b>Highway</b>	<b>\$248.1 M</b>	<b>\$151.9 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$5.1 M</b>	<b>\$405.0 M</b>		
53	STBG-Urban (STP-Metro)	\$148.2 M	\$66.0 M	\$0.0 M	\$0.0 M	\$5.1 M	\$219.3 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$61.6 M	\$52.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$114.3 M	FR	FHWA / LOC
55	Metropolitan Planning	\$1.7 M	\$10.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.4 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$36.6 M	\$22.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$59.0 M	TC / FR	FHWA / SH / LOC
57	<b>Transit and Multimodal</b>	<b>\$328.0 M</b>	<b>\$94.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$52.7 M</b>	<b>\$474.7 M</b>		
58	Recreational Trails	\$1.4 M	\$1.6 M	\$0.0 M	\$0.0 M	-\$0.8 M	\$2.2 M	FR	FHWA
59	Safe Routes to School	\$8.5 M	\$3.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.6 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$48.0 M	\$21.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$69.6 M	FR	FHWA / LOC
61	Transit Grant Programs	\$77.2 M	\$51.7 M	\$0.0 M	\$0.0 M	\$34.8 M	\$163.8 M	FR / SL / TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$132.4 M	\$6.3 M	\$0.0 M	\$0.0 M	\$21.6 M	\$160.4 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$14.4 M	\$9.6 M	\$0.0 M	\$0.0 M	-\$2.8 M	\$21.2 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$46.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$46.0 M	SL / TC	SB 21-260
65	<b>Administration &amp; Agency Operations</b>	<b>\$26.9 M</b>	<b>\$112.1 M</b>	<b>\$2.4 M</b>	<b>\$0.0 M</b>	<b>-\$4.2 M</b>	<b>\$137.2 M</b>		
66	Agency Operations	\$26.4 M	\$66.2 M	\$2.4 M	\$0.2 M	-\$5.1 M	\$90.2 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$44.5 M	\$0.0 M	-\$0.2 M	\$0.0 M	\$44.2 M	SL	SH
68	Project Initiatives	\$0.5 M	\$1.4 M	\$0.0 M	\$0.0 M	\$0.8 M	\$2.7 M	TC	SH
69	<b>Debt Service</b>	<b>\$155.4 M</b>	<b>\$28.4 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$183.8 M</b>		
70	Debt Service	\$155.4 M	\$28.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$183.8 M	DS	SH
71	<b>Contingency Reserve</b>	<b>\$63.1 M</b>	<b>\$0.0 M</b>	<b>-\$99.9 M</b>	<b>-\$22.5 M</b>	<b>\$177.2 M</b>	<b>\$117.9 M</b>		



72	Contingency Fund	\$27.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.1 M	\$29.8 M	TC	FHWA / SH
73	Commission Reserve Funds	\$35.3 M	\$0.0 M	-\$99.9 M	-\$22.5 M	\$175.1 M	\$88.1 M	TC	FHWA / SH
74	Other Programs	\$49.0 M	\$34.3 M	\$0.0 M	\$1.5 M	\$2.3 M	\$87.2 M		
75	Safety Education	\$35.5 M	\$15.8 M	\$0.0 M	\$1.5 M	\$1.2 M	\$53.9 M	TC/FR	NHTSA / SSE
76	Planning and Research	\$5.5 M	\$17.4 M	\$0.0 M	\$0.0 M	\$1.2 M	\$24.1 M	FR	FHWA / SH
77	State Infrastructure Bank	\$8.0 M	\$1.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.1 M	TC	SIB
78	<b>TOTAL - CDOT</b>	<b>\$2,385.7 M</b>	<b>\$1,556.7 M</b>	<b>\$0.0 M</b>	<b>\$5.0 M</b>	<b>\$306.0 M</b>	<b>\$4,253.4 M</b>		

**Key to Acronyms:**

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

Line	Budget Category / Program	A. Estimated Rollforward from FY 2022-23*	FY 2023-24 Final Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY24 Program Budget Available including Changes	Directed By	Funding Source
79	<b>COLORADO BRIDGE &amp; TUNNEL ENTERPRISE</b>								
80	Capital Construction	\$18.2 M	\$101.7 M	\$0.0 M	\$0.0 M	\$5.6 M	\$125.4 M		
81	Asset Management-BTE	\$18.2 M	\$101.7 M	\$0.0 M	\$0.0 M	\$5.6 M	\$125.4 M		
82	Bridge Enterprise Projects	\$18.2 M	\$101.7 M	\$0.0 M	\$0.0 M	\$5.6 M	\$125.4 M	BEB	SB 09-108, SB 21-260
83	Maintenance and Operations	\$0.0 M	\$0.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.4 M		
84	Asset Management-BTE	\$0.0 M	\$0.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.4 M		
85	Maintenance and Preservation	\$0.6 M	\$0.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.4 M	BEB	SB 09-108
86	Administration & Agency Operations	\$4.4 M	\$1.8 M	\$0.0 M	\$0.0 M	\$0.1 M	\$6.4 M		
87	Agency Operations-BTE	\$4.4 M	\$1.8 M	\$0.0 M	\$0.0 M	\$0.1 M	\$6.4 M	BEB	SB 09-108
88	Debt Service	\$2.8 M	\$48.7 M	\$0.0 M	\$0.0 M	-\$16.6 M	\$34.8 M		
89	Debt Service-BTE	\$2.8 M	\$48.7 M	\$0.0 M	\$0.0 M	-\$16.6 M	\$34.8 M	BEB	FHWA / SH
90	<b>TOTAL - BRIDGE &amp; TUNNEL ENTERPRISE</b>	<b>\$25.4 M</b>	<b>\$153.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>-\$11.0 M</b>	<b>\$168.0 M</b>		

91	<b>COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)</b>								
92	Maintenance and Operations-CTIO	\$54.3 M	\$66.2 M	\$0.0 M	\$0.0 M	\$12.3 M	\$132.8 M		
93	Express Lanes Operations	\$54.3 M	\$66.2 M	\$0.0 M	\$0.0 M	\$12.3 M	\$132.8 M	HPTEB	Tolls / Managed Lanes Revenue
94	Administration & Agency Operations-CTIO	\$2.9 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$6.9 M		
95	Agency Operations-CTIO	\$2.9 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$6.9 M	HPTEB	Fee for Service
96	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
97	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	HPTEB	Fee for Service
98	<b>TOTAL - COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)</b>	<b>\$57.2 M</b>	<b>\$70.2 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$12.3 M</b>	<b>\$139.7 M</b>		

99	<b>CLEAN TRANSIT ENTERPRISE</b>								
100	Suballocated Programs	\$0.0 M	\$7.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.7 M		
101	Transit and Multimodal	\$0.0 M	\$7.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.7 M		
102	CTE Projects	\$0.0 M	\$7.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.7 M	CTB	SB 21-260
103	Administration & Agency Operations	\$0.0 M	\$1.5 M	\$0.0 M	-\$0.2 M	\$0.0 M	\$1.3 M		
104	Agency Operations-CTE	\$0.0 M	\$0.6 M	\$0.0 M	-\$0.2 M	\$0.0 M	\$0.4 M	CTB	SB 21-260
105	Contingency Reserve-CTE	\$0.0 M	\$0.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.9 M	CTB	SB 21-260
106	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
107	Debt Service-CTE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	CTB	SB 21-260
108	<b>TOTAL - CLEAN TRANSIT ENTERPRISE</b>	<b>\$0.0 M</b>	<b>\$9.1 M</b>	<b>\$0.0 M</b>	<b>-\$0.2 M</b>	<b>\$0.0 M</b>	<b>\$9.0 M</b>		

109	<b>NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE</b>								
110	Multimodal Services & Electrification	\$6.6 M	\$8.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.9 M		
111	Mobility	\$6.6 M	\$8.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.9 M		
112	NAAPME Projects	\$6.6 M	\$8.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.9 M	NAAPMEB	SB 21-260
113	Administration & Agency Operations	\$0.3 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M		
114	Agency Operations-NAAPME	\$0.3 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.5 M	NAAPMEB	SB 21-260
115	Contingency Reserve-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260
116	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
117	Debt Service-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260
118	<b>TOTAL - NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE</b>	<b>\$6.9 M</b>	<b>\$8.5 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$15.4 M</b>		
119	<b>TOTAL - CDOT AND ENTERPRISES</b>	<b>\$2,475.2 M</b>	<b>\$1,797.5 M</b>	<b>\$0.0 M</b>	<b>\$4.8 M</b>	<b>\$307.4 M</b>	<b>\$4,585.5 M</b>		

\*Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year.



**COLORADO**

Department of Transportation

# October 2023 Budget Workshop FY 2023-24 Budget Amendment

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# Agenda

- TC Program Reserve Balance
- FY 2023-24 Budget Amendments
- Next Steps





# TC Program Reserve Reconciliation

<b>September Beginning Balance</b>	<b>\$9,354,508</b>
Net Impact of Revenue Reconciliation	-\$13,156,226
FY23 FHWA Redistribution	\$179,000,000
Residual FY23 SHF after Roll Forwards	\$9,136,521
<b>Total Balance Available to Repurpose</b>	<b>\$184,334,803</b>



The September and October Budget Amendments contain a package of requests that would repurpose a portion of these funds for critical initiatives.



# FY 2023-24 Budget Amendments

Request #	Description	Amount (\$M)	Budget One Sheet Line
1	Fixing Poor Interstate Pavement *	\$13.0	Surface Treatment (Line 4)
2	Avalanche Mitigation *	\$8.0	Geohazards Mitigation (Line 7)
3	Culvert Repair & Replacement	\$65.0	Structures (Line 5)
4	Rest Areas	\$10.0	Property (Line 34)
5	MASH Compliant Guardrail	\$10.0	Strategic Safety Program (Line 38)
6	Rockfall Mitigation	\$7.0	Geohazards Mitigation (Line 7)
7	Transit and Rail Planning	\$5.0	Rail Programs (Line 47)
8	Capital Construction Cost Escalation Fund	\$20.0	Commission Reserve Funds (Line 73)
9	Light Fleet / Maintenance Equipment **	\$2.0	Agency Operations (Line 66)
10	Hot Spots / Cobra **	\$0.5	Hot Spots (Line 14)
11	JOA Hotels and Per Diem **	\$0.4	Agency Operations (Line 66)
<b>Total</b>		<b>\$140.9</b>	

\* These were approved with the September Budget Amendment

\*\* These are requests that could not be accommodated within the FY24 Budget when it was approved



# Impact to Program Reserve

<b>September Beginning Balance</b>	<b>\$9,354,508</b>
Net Impact of Revenue Reconciliation	-\$13,156,226
FY23 FHWA Redistribution	\$179,000,000
Residual FY23 SHF after Roll Forwards	\$9,136,521
<b>Total Balance Available to Repurpose</b>	<b>\$184,334,803</b>
September 2023 Budget Amendment	-\$21,000,000
<b>September Ending Balance</b>	<b>\$163,334,803</b>
October 2023 Budget Amendment	-\$119,900,000
<b>October Ending TC Program Reserve Balance</b>	<b>\$43,434,803</b>



# Next Steps

## October 2023

- Staff will complete any actions for approved budget amendments





**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
BETHANY NICHOLAS, BUDGET DIRECTOR  
**DATE:** OCTOBER 19, 2023  
**SUBJECT:** FOURTH BUDGET SUPPLEMENT - FY 2023-2024

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**Region 1**

**\$2,300,000- Tunnel Construction Program** - *Eisenhower-Johnson Memorial Tunnel (EJMT) Service Area Repairs* – This project was designed and bid to construct a combination of Type 3 and Type 9 guardrail approaching and exiting EJMT on both the East and West portals. After the project began construction, the management for CDOT maintenance indicated that the Type 3 guardrail would likely increase long term maintenance costs and significantly decrease safety. Type 3 guardrail is the existing type of guardrail and has been hit and destroyed numerous times. Changing to a singular barrier type, Type 9 concrete barrier, will likely lead to a reduction in long term maintenance costs as well as create a safer condition for the maintenance workers working behind this barrier, and for the traveling public who drive through the tunnel. Recently, a semi-truck traveling eastbound crashed through the type 3 barrier and rolled down the embankment. It is anticipated that these types of accidents will be reduced with the construction of the Type 9 concrete barrier.

The change from Type 3 to Type 9 barrier has increased the cost of the project by about \$1.4M. Other items increasing the cost of the project include traffic control, temporary barrier, reinforcing steel, and asphalt milling disposal overruns. These items were mis-quantified or were not included during the preconstruction phase which has led to an additional increase in the cost of the project by about \$700,000. Utilizing the current Minor Cost Revisions (MCR) budget and other savings, an additional \$2.3M is needed to fully fund the project. This includes CE and Indirect costs.

*Per Policy Directive 703.0 increases above \$500k and above 25% of the original budget requires Transportation Commission Approval.*





**Transportation Commission Contingency Reserve Fund Reconciliation  
Fourth Supplement FY 2024 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
June-23	Balance 12S23		\$22,301,756	
July-23	Balance 1S24		\$20,201,756	
August-23	Balance 2S24		\$20,216,766	
September-23	Balance 3S24		\$23,143,766	
	No Pending Requests			
October-23	Pending Balance 4S24		\$23,143,766	

**Transportation Commission Contingency Reserve Fund Reconciliation  
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September-23	Balance 3S24		\$23,143,766	
	No Pending Requests			
October-23	Pending Balance 4S24		\$23,143,766	

**Transportation Commission Program Reserve Fund Reconciliation  
Fourth Supplement FY 2024 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
June-23	Balance 12S23		\$14,774,236	
July-23	Balance 1S24		\$10,774,236	
	Impaired Driving HB23-1102	-\$1,500,000		1000319063
	Reimbursement of advance to OJT	\$80,273		1000319046
August-23	Balance 2S24		\$9,354,509	
	FHWA August Redistribution Proceeds	\$179,000,000		1000320490
September-23	Balance 3S24		\$188,354,509	
	Prior month approved Avalanche Mitigation	-\$8,000,000		1000321601
	Prior month approved Fixing Poor Pavement	-\$13,000,000		1000321601
October-23	Pending Balance 4S24		\$167,354,509	

*For additional pending items please see the Budget Amendment Workshop*

**Transportation Commission Maintenance Reserve Reconciliation  
Fourth Supplement FY 2024 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
June-23	Balance 12S23		\$0	
July-23	Balance 1S24		\$12,000,000	
August-23	Balance 2S24		\$12,000,000	
September-23	Balance 3S24		\$12,000,000	
	No Pending Requests			
October-23	Pending Balance 4S24		\$12,000,000	



FY 2023-2024 Contingency Reserve Fund Balance Projection		
September		
TC Contingency Balance (Emergencies)	\$23,143,766	
<b>Pending Requests:</b>		
No Pending Requests		
Pending October		
TC Contingency Reserve Balance	\$23,143,766	
<b>Projected Outflow:</b>		
	Low Estimate	High Estimate
No Projected Outflows	\$0	\$0
<b>Projected Inflow:</b>		
	Low Estimate	High Estimate
I-70 Glenwood Canyon Slides Remaining Repayments	\$0	\$3,000,000
Projected FY 2022-2023 YE Contingency Balance	\$23,143,766	\$26,143,766
<b>TCCRF Surplus (Deficit) to Reach \$25M Balance July 1, 2023</b>	<b>(\$1,856,234)</b>	<b>\$1,143,766</b>

FY 2023-2024 Program Reserve Fund Balance Projection	
September	
TC Program Reserve Balance	\$188,354,509
<b>Pending Requests:</b>	
Prior month approved Avalanche Mitigation	(\$8,000,000)
Prior month approved Fixing Poor Pavement	(\$13,000,000)
Pending October	
TC Program Reserve Fund Balance	\$167,354,509
 <i>For other pending adjustments to Program Reserve see Budget Amendment Workshop</i> 	

FY 2023-2024 Cost Escalation Pool	
September	
Cost Escalation Pool Balance	\$13,138,112
<b>EMT Approved Requests:</b>	
Region 1 I-70 Escape Ramps	(\$2,501,591)
Pending October	
TC Program Reserve Fund Balance	\$10,636,521

FY 2023-2024 Maintenance Reserve Fund Balance Projection	
September	
TC Maintenance Reserve Balance	\$12,000,000
<b>EMT Approved Requests:</b>	
No Pending Requests	
Pending October	
TC Maintenance Reserve Fund Balance	\$12,000,000





**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
BETHANY NICHOLAS, BUDGET DIRECTOR  
**DATE:** OCTOBER 18, 2023  
**SUBJECT:** PROPOSED FY 2024-25 ANNUAL BUDGET

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**Purpose**

To review the Proposed FY 2024-25 Annual Budget, set for approval in November 2023.

**Action**

The Division of Accounting and Finance (DAF) is requesting Transportation Commission (TC) review of the Proposed FY 2024-25 Annual Budget Allocation Plan, and feedback to the Department in preparation for the approval of the Proposed FY 2024-25 Annual Budget Allocation Plan in November 2023. Staff will return in February 2024 to present the draft Final Budget Allocation Plan and the TC will be asked to adopt the final budget in March 2024.

**Proposed FY 2024-25 Annual Budget Allocation Plan:**

The draft Proposed FY 2024-25 Annual Budget Allocation Plan is available on the Department's website: <https://www.codot.gov/business/budget/cdot-budget>. The Proposed Budget Allocation Plan is a comprehensive annual budget that includes a Budget Narrative, Revenue Allocation Plan, Spending Plan, and supplemental reports.

- The Budget Narrative includes current program descriptions and funding detail supporting the annual budget.
- The Revenue Allocation Plan (Attachment A), often called the "one-sheet budget", shows how one year of revenue is allocated to CDOT's programs, including cost centers and program pools.
- The Spending Plan estimates operating and capital program expenditures during the fiscal year using new revenue and cash balances rolled forward from previous fiscal years (this report will be available for review in November 2023).

The Proposed FY 2024-25 Annual Budget is balanced using the September 2023 revenue forecast, which reflects \$2,013.8 million in total revenue that is available for programming in FY 2024-25 for CDOT and the enterprises. Revenues specific to a program that are considered inflexible (i.e. Federal and State mandated programs) have been automatically adjusted based on the FY 2024-25 revenue forecast. Asset Management and Maintenance programs are funded according to the FY 2024-25 Asset Management Planning Totals, approved by the TC in November 2019. All other program revenues are flexible and are initially set based on the FY 2023-24 budget amounts as adopted by the TC in March 2023 (and amended in July and September 2023), with some exceptions which are detailed below.

**Proposed Budget Highlights**

**Budget for 10 Year Plan Projects**

The total budget allocated for the 10 Year Plan for FY 2024-25 is currently \$118.7 million. This is the sum of the three 10 Year Plan Projects budget lines (Lines 10, 19 and 46), with 10% of this total initially allocated to multimodal projects. This amount will likely change through the budget process. Of the total



allocation, approximately \$30.3 million represents the balance of flexible federal revenue (STBG and NHPP) that was available after funding asset management, and other programs that use flexible federal funds. Other funding sources for the 10 Year Plan include the FHWA PROTECT and Bridge Formula Programs, and the CDOT share of the FHWA Carbon Reduction Program. These programs total \$78.2 million for FY 2024-25. Additionally, SB 21-260 transfers \$10.0 million in General Fund to the State Highway Fund for projects that reduce vehicle miles traveled or that directly reduce air pollution. The 10 Year Plan Projects - Multimodal line also includes \$0.2 million for a GHG modeling initiative by the Division of Transit and Rail.

**Maintenance Reserve Fund and Contingency Fund (Lines 36 and 73)**

The draft Proposed Budget currently reflects the full historical allocation of \$12.0 million to the Maintenance Reserve Fund (Line 36), and \$6.7 million to the Commission Reserve Funds line (Line 73). These allocations will be reduced for the Final Budget if additional funds are needed for statewide common policies, especially salary and benefits increases to align with the Governor’s Budget Request, or other critical initiatives that are identified during the budget setting process. Statewide common policies are costs or services that are centrally managed or provided by other state agencies (e.g. the Department of Personnel and Administration, or the Governor’s Office of Information Technology). CDOT’s share of each cost or service is built into the Governor’s Budget Request each year and updated throughout the legislative budget setting process.

**Administration (Line 67)**

Legislative and Office of State Planning & Budget (OSP) actions during the budget-building cycle may require changes in Administration spending for CDOT. The Administration line, which is annually appropriated by the General Assembly, has not yet been updated to reflect actions resulting from the legislative budget process. The CDOT legislative budget request will be submitted to the Joint Budget Committee as part of the Governor’s Budget request on November 1, 2023. Staff anticipates adjustments prior to November 1 as statewide common policies are finalized and these adjustments will be incorporated into the Proposed Budget prior to the TC’s adoption of the budget in November 2023. There will likely be additional adjustments throughout the legislative budget process and the Administration line will be updated accordingly.

**Debt Service (Line 70)**

The Proposed Budget for debt service is currently \$134.5 million, which includes \$9.0 million for debt service on CDOT HQ COPs, and \$125.5 million for debt service on SB267 COPs. Further, Senate Bills 21-260 and 21-265 provided a combined total of \$265 million to cover debt service on SB 17-267 COPs beginning in FY 2021-22. After covering debt service payments in FY 2021-22 through FY 2023-24, staff anticipates that \$130.6 million will roll forward and be available to cover the remaining debt service obligation in FY 2024-25, and subsequent years until exhausted.

**Additional Potential Changes to the FY 2024-25 Budget**

DAF identified the following outstanding issues or questions that will likely result in further changes to the FY 2024-25 Annual Budget Allocation Plan:

- *Increases for State Employee Salaries and Benefits:* For FY 2024-25, the Governor’s November 1 Budget Request will incorporate a new step pay plan that was established in the State’s Partnership Agreement with Colorado Wins. These changes are not reflected in the Proposed Budget, but they will primarily impact the Maintenance Program Areas (Lines 23 - 32), Agency Operations (Line 66) and Administration (Line 67), all of which are funded with State Highway Fund. Allocations to the Maintenance Reserve Fund (Line 36) and the Commission Reserve Funds line (Line 73) will likely be reduced for the Final Budget to address these changes, as well as



increases to other statewide common policies, and other critical initiatives that are identified during the budget setting process.

- *Decision Items:* During the FY 2024-25 budget-building process, CDOT divisions and regions can request decision items, which are requests for funding that represent a significant change to a division's current program (e.g., 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 2024. The TC will have an opportunity to review any potential decision Item requests during the February 2024 Budget Workshop, prior to the March adoption of the Final FY 2024-25 Annual Budget Allocation Plan.

### **Anticipated Timeline**

In November 2023, DAF will:

- Update the Administration budget (Line 67) based on final Common Policy updates provided by the Governor's Office. This update may impact other line items, including Agency Operations (Line 66) and the Commission Reserve Funds line (Line 73).
- Incorporate increases to state employee salaries and benefits to align with the Governor's Budget Request.
- Present the Proposed FY 2024-25 Annual Budget Allocation Plan for TC approval, including any changes related to topics discussed during October, for submission to the OSPB and General Assembly on or before December 15, 2023.

After November, DAF will continue to address the following items for the FY 2024-25 Annual Budget:

- In January 2024, the FY 2024-25 Annual Budget Allocation Plan will be updated, if necessary, to reflect the most recent revenue forecast.
- In February 2024, the TC will be asked to review and approve any decision items of \$1 million or more, and additional changes related to common policy updates, or updated forecasts of revenues. The TC will also be asked to review and approve any final actions to balance the budget based on decision items, and the most recent revenue forecast.
- In March 2024, the TC will be asked to review and adopt the FY 2024-25 Final Annual Budget Allocation Plan.

### **Attachments**

Attachment A - Draft FY 2024-25 Revenue Allocation Plan

Attachment B - Presentation



**FY 2024-25 Revenue Allocation Plan**

Line	Budget Category / Program	A. Estimated Rollforward from FY 2023-24*	B. FY 2023-24 Final Allocation Plan	C. FY 2024-25 Proposed Allocation Plan	Directed By	Funding Source
<b>1</b>	<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>					
<b>2</b>	<b>Capital Construction</b>	<b>\$0.0 M</b>	<b>\$631.7 M</b>	<b>\$647.2 M</b>		
<b>3</b>	<b>Asset Management</b>	<b>\$0.0 M</b>	<b>\$399.3 M</b>	<b>\$403.2 M</b>		
4	Surface Treatment	\$0.0 M	\$225.6 M	\$229.0 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$63.3 M	\$63.4 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$0.0 M	\$26.3 M	\$26.3 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$9.7 M	\$9.7 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital AM	\$0.0 M	\$68.0 M	\$68.4 M	TC / FR	FHWA
<b>11</b>	<b>Safety</b>	<b>\$0.0 M</b>	<b>\$115.6 M</b>	<b>\$132.0 M</b>		
12	Highway Safety Improvement Program	\$0.0 M	\$42.9 M	\$43.1 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.8 M	\$3.8 M	FR	FHWA / SH
14	Hot Spots	\$0.0 M	\$2.7 M	\$2.7 M	TC	FHWA / SH
15	FASTER Safety	\$0.0 M	\$59.0 M	\$75.2 M	TC	SB 09-108
16	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	TC	FHWA / SH
<b>17</b>	<b>Mobility</b>	<b>\$0.0 M</b>	<b>\$116.8 M</b>	<b>\$112.0 M</b>		
18	Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$42.9 M	\$38.2 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$0.0 M	\$23.9 M	\$23.8 M	FR	FHWA / SH / SL
<b>21</b>	<b>Maintenance and Operations</b>	<b>\$0.0 M</b>	<b>\$394.5 M</b>	<b>\$391.7 M</b>		
<b>22</b>	<b>Asset Management</b>	<b>\$0.0 M</b>	<b>\$358.1 M</b>	<b>\$355.3 M</b>		
23	Maintenance Program Areas	\$0.0 M	\$284.9 M	\$284.9 M		
24	Roadway Surface	\$0.0 M	\$40.9 M	\$40.9 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$24.2 M	\$24.2 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$9.3 M	\$9.3 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$5.6 M	\$5.6 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$5.0 M	\$5.0 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$84.8 M	\$84.8 M	TC	SH
30	Traffic Services	\$0.0 M	\$75.7 M	\$75.7 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$21.1 M	\$21.1 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$18.1 M	\$18.1 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$0.0 M	\$12.1 M	\$12.7 M	TC	SH
34	Property	\$0.0 M	\$25.6 M	\$22.7 M	TC	SH
35	Capital Equipment	\$0.0 M	\$23.5 M	\$23.0 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$12.0 M	TC	SH
<b>37</b>	<b>Safety</b>	<b>\$0.0 M</b>	<b>\$12.2 M</b>	<b>\$12.2 M</b>		
38	Strategic Safety Program	\$0.0 M	\$12.2 M	\$12.2 M	TC	FHWA / SH
<b>39</b>	<b>Mobility</b>	<b>\$0.0 M</b>	<b>\$24.3 M</b>	<b>\$24.3 M</b>		
40	Real-Time Traffic Operations	\$0.0 M	\$14.3 M	\$14.3 M	TC	SH
41	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH
<b>42</b>	<b>Multimodal Services &amp; Electrification</b>	<b>\$0.0 M</b>	<b>\$45.7 M</b>	<b>\$49.6 M</b>		
<b>43</b>	<b>Mobility</b>	<b>\$0.0 M</b>	<b>\$45.7 M</b>	<b>\$49.6 M</b>		
44	Innovative Mobility Programs	\$0.0 M	\$9.0 M	\$9.0 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$14.5 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$0.0 M	\$12.3 M	\$12.1 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Program	\$0.0 M	\$0.0 M	\$0.0 M	SL	SL
48	Bustang	\$0.0 M	\$9.8 M	\$14.0 M	TC	SB 09-108 / Fare Rev. / SB 21-260
<b>49</b>	<b>Suballocated Programs</b>	<b>\$0.0 M</b>	<b>\$310.0 M</b>	<b>\$335.5 M</b>		
<b>50</b>	<b>Aeronautics</b>	<b>\$0.0 M</b>	<b>\$64.2 M</b>	<b>\$67.6 M</b>		
51	Aviation System Program	\$0.0 M	\$64.2 M	\$67.6 M	AB	SA
<b>52</b>	<b>Highway</b>	<b>\$0.0 M</b>	<b>\$151.9 M</b>	<b>\$154.6 M</b>		
53	STBG-Urban (STP-Metro)	\$0.0 M	\$66.0 M	\$67.4 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$0.0 M	\$52.8 M	\$53.8 M	FR	FHWA / LOC
55	Metropolitan Planning	\$0.0 M	\$10.7 M	\$10.9 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$0.0 M	\$22.4 M	\$22.5 M	TC / FR	FHWA / SH / LOC
<b>57</b>	<b>Transit and Multimodal</b>	<b>\$0.0 M</b>	<b>\$94.0 M</b>	<b>\$113.3 M</b>		
58	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	FR	FHWA
59	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$0.0 M	\$21.6 M	\$22.8 M	FR	FHWA / LOC
61	Transit Grant Programs	\$0.0 M	\$51.7 M	\$53.2 M	FR / SL / TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$0.0 M	\$6.3 M	\$15.7 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$0.0 M	\$9.6 M	\$9.8 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$0.0 M	\$0.0 M	\$7.0 M	SL / TC	SB 21-260
<b>65</b>	<b>Administration &amp; Agency Operations</b>	<b>\$0.0 M</b>	<b>\$112.1 M</b>	<b>\$113.5 M</b>		
66	Agency Operations	\$0.0 M	\$66.2 M	\$66.6 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$44.5 M	\$45.3 M	SL	SH
68	Project Initiatives	\$0.0 M	\$1.4 M	\$1.7 M	TC	SH
<b>69</b>	<b>Debt Service</b>	<b>\$130.6 M</b>	<b>\$28.4 M</b>	<b>\$134.5 M</b>		
70	Debt Service	\$130.6 M	\$28.4 M	\$134.5 M	DS	SH
<b>71</b>	<b>Contingency Reserve</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$6.7 M</b>		
72	Contingency Fund	\$0.0 M	\$0.0 M	\$0.0 M	TC	FHWA / SH
73	Commission Reserve Funds	\$0.0 M	\$0.0 M	\$6.7 M	TC	FHWA / SH
<b>74</b>	<b>Other Programs</b>	<b>\$0.0 M</b>	<b>\$34.3 M</b>	<b>\$34.9 M</b>		
75	Safety Education	\$0.0 M	\$15.8 M	\$16.3 M	TC/FR	NHTSA / SSE
76	Planning and Research	\$0.0 M	\$17.4 M	\$17.7 M	FR	FHWA / SH
77	State Infrastructure Bank	\$0.0 M	\$1.1 M	\$0.9 M	TC	SIB
<b>78</b>	<b>TOTAL - CDOT</b>	<b>\$130.6 M</b>	<b>\$1,556.7 M</b>	<b>\$1,713.7 M</b>		

**Key to Acronyms:**

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

Line	Budget Category / Program	A. Estimated Rollforward from FY 2023-24*	B. FY 2023-24 Final Allocation Plan	C. FY 2024-25 Proposed Allocation Plan	Directed By	Funding Source
<b>79</b>	<b>COLORADO BRIDGE &amp; TUNNEL ENTERPRISE</b>					
80	Capital Construction	\$0.0 M	\$101.7 M	\$112.7 M		
81	Asset Management-BTE	\$0.0 M	\$101.7 M	\$112.7 M		
82	Bridge Enterprise Projects	\$0.0 M	\$101.7 M	\$112.7 M	BEB	SB 09-108, SB 21-260
83	Maintenance and Operations	\$0.0 M	\$0.8 M	\$0.8 M		
84	Asset Management-BTE.	\$0.0 M	\$0.8 M	\$0.8 M		
85	Maintenance and Preservation	\$0.0 M	\$0.8 M	\$0.8 M	BEB	SB 09-108
86	Administration & Agency Operations	\$0.0 M	\$1.8 M	\$1.8 M		
87	Agency Operations-BTE	\$0.0 M	\$1.8 M	\$1.8 M	BEB	SB 09-108
88	Debt Service	\$0.0 M	\$48.7 M	\$43.5 M		
89	Debt Service-BTE	\$0.0 M	\$48.7 M	\$43.5 M	BEB	FHWA / SH
<b>90</b>	<b>TOTAL - BRIDGE &amp; TUNNEL ENTERPRISE</b>	<b>\$0.0 M</b>	<b>\$153.0 M</b>	<b>\$158.8 M</b>		

<b>91</b>	<b>COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)</b>					
92	Maintenance and Operations-CTIO	\$0.0 M	\$66.2 M	\$101.7 M		
93	Express Lanes Operations	\$0.0 M	\$66.2 M	\$101.7 M	HPTEB	Tolls / Managed Lanes Revenue
94	Administration & Agency Operations-CTIO	\$0.0 M	\$4.1 M	\$4.1 M		
95	Agency Operations-CTIO	\$0.0 M	\$4.1 M	\$4.1 M	HPTEB	Fee for Service
96	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M		
97	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	HPTEB	Fee for Service
<b>98</b>	<b>TOTAL - COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)</b>	<b>\$0.0 M</b>	<b>\$70.2 M</b>	<b>\$105.7 M</b>		

<b>99</b>	<b>CLEAN TRANSIT ENTERPRISE</b>					
100	Suballocated Programs	\$0.0 M	\$7.7 M	\$8.4 M		
101	Transit and Multimodal	\$0.0 M	\$7.7 M	\$8.4 M		
102	CTE Projects	\$0.0 M	\$7.7 M	\$8.4 M	CTB	SB 21-260
103	Administration & Agency Operations	\$0.0 M	\$1.5 M	\$1.5 M		
104	Agency Operations-CTE	\$0.0 M	\$0.6 M	\$0.6 M	CTB	SB 21-260
105	Contingency Reserve-CTE	\$0.0 M	\$0.9 M	\$0.9 M	CTB	SB 21-260
106	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M		
107	Debt Service-CTE	\$0.0 M	\$0.0 M	\$0.0 M	CTB	SB 21-260
<b>108</b>	<b>TOTAL - CLEAN TRANSIT ENTERPRISE</b>	<b>\$0.0 M</b>	<b>\$9.1 M</b>	<b>\$9.9 M</b>		

<b>109</b>	<b>NONATTAINMENT AREA AIR POLLUTION MITIGATION ENTERPRISE</b>					
110	Multimodal Services & Electrification	\$0.0 M	\$8.3 M	\$10.4 M		
111	Mobility	\$0.0 M	\$8.3 M	\$10.4 M		
112	NAAPME Projects	\$0.0 M	\$8.3 M	\$10.4 M	NAAPMEB	SB 21-260
113	Administration & Agency Operations	\$0.0 M	\$0.2 M	\$0.2 M		
114	Agency Operations-NAAPME	\$0.0 M	\$0.2 M	\$0.2 M	NAAPMEB	SB 21-260
115	Contingency Reserve-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260
116	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M		
117	Debt Service-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260
<b>118</b>	<b>TOTAL - NONATTAINMENT AREA AIR POLLUTION MITIGATION</b>	<b>\$0.0 M</b>	<b>\$8.5 M</b>	<b>\$10.6 M</b>		

<b>119</b>	<b>FUELS IMPACT ENTERPRISE</b>					
120	Suballocated Programs	\$0.0 M	\$0.0 M	\$15.0 M		
121	Highway	\$0.0 M	\$0.0 M	\$15.0 M		
122	Fuels Impact Grants	\$0.0 M	\$0.0 M	\$15.0 M		
123	Administration & Agency Operations	\$0.0 M	\$0.0 M	\$0.0 M		
124	Agency Operations-FIE	\$0.0 M	\$0.0 M	\$0.0 M		
125	Contingency Reserve-FIE	\$0.0 M	\$0.0 M	\$0.0 M		
126	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M		
127	Debt Service-FIE	\$0.0 M	\$0.0 M	\$0.0 M		
<b>128</b>	<b>TOTAL - FUELS IMPACT ENTERPRISE</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$15.0 M</b>		
<b>129</b>	<b>TOTAL - CDOT AND ENTERPRISES</b>	<b>\$130.6 M</b>	<b>\$1,797.5 M</b>	<b>\$2,013.8 M</b>		

\*Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year. Estimated Roll forward budget will be incorporated prior to finalizing the FY 2025 budget, and updated after the close of FY 2024.



**COLORADO**

Department of Transportation

# FY 2024-25 Budget Workshop: Proposed Annual Budget Allocation Plan





# Agenda

- FY25 Revenue Forecast
- FY25 Proposed Budget Allocation Plan
  - Revenue Allocation Plan
  - Spending Plan
  - Budget Narrative and Other Budget Appendices
- Budget Development Process
- Additional Adjustments Coming
- Timeline and Next Steps

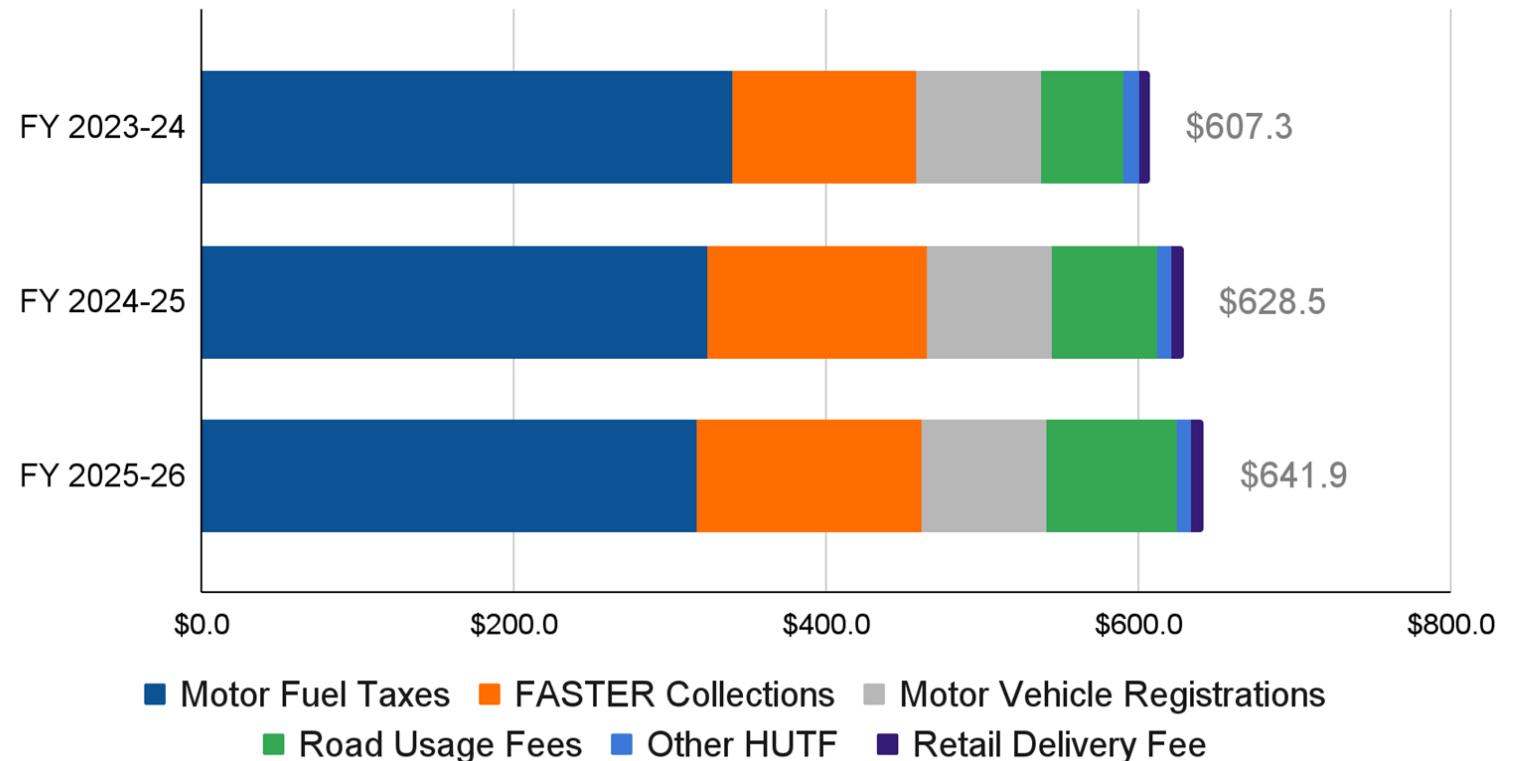




# HUTF Revenue Forecast Update

- Overall, 2023 traffic volumes increased compared to 2022. Traffic volumes exceeded the 2019 pre-pandemic volumes. The traffic volume for August 2023 was 112.1 percent of the traffic volume in May 2019.
- FASTER revenue is lower in calendar year 2023 due to Road Safety Surcharge rate reductions (backfilled by General Fund in FY24)

CDOT Forecasted Revenue by Source (Millions)





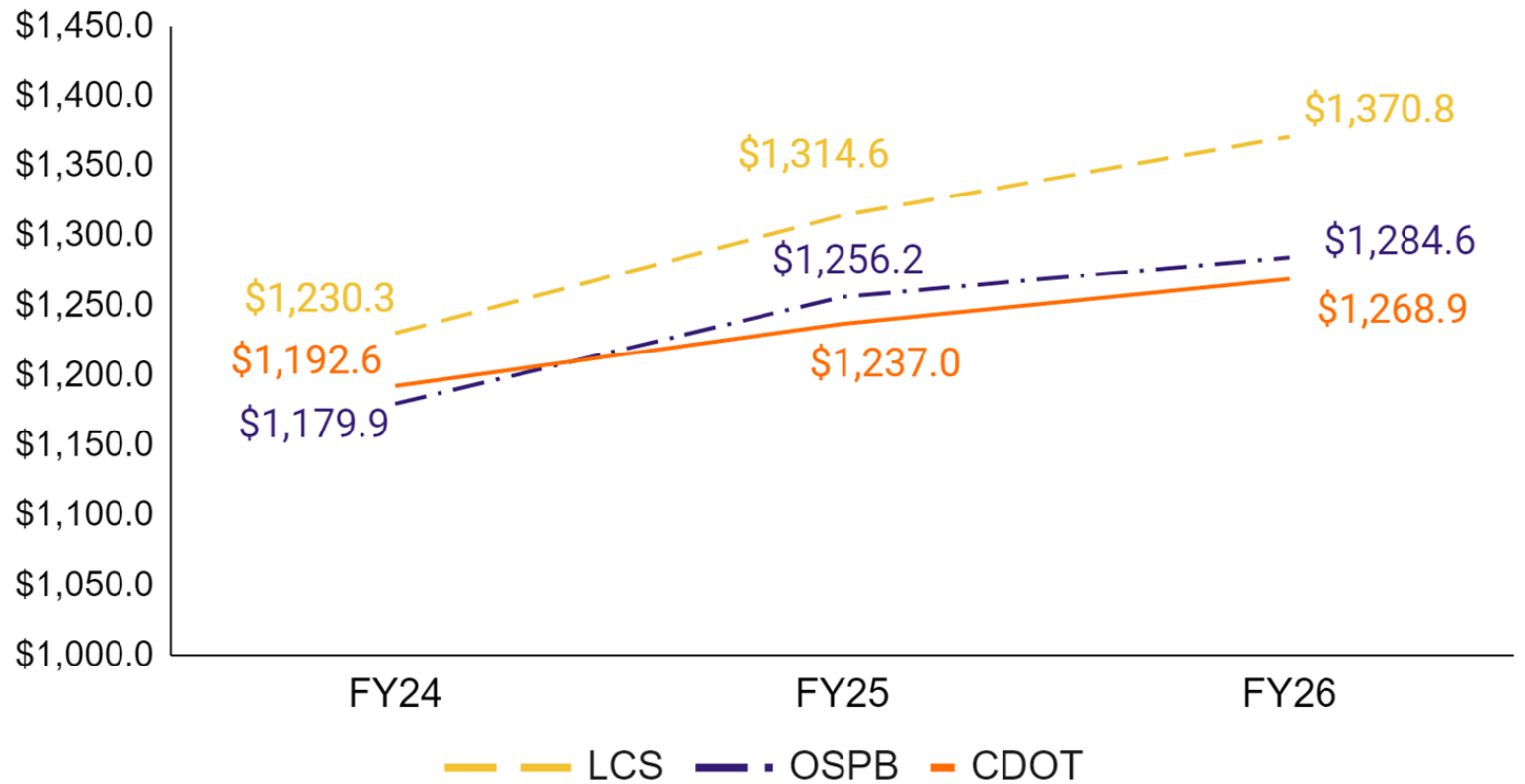
# OSPB and LCS Revenue Forecasts

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

Both statewide forecasts show state revenue surpassing the Referendum C TABOR Cap through the forecast period. Since TABOR refunds are paid from the General Fund, the higher than expected revenue will squeeze the General Fund budget in future years.

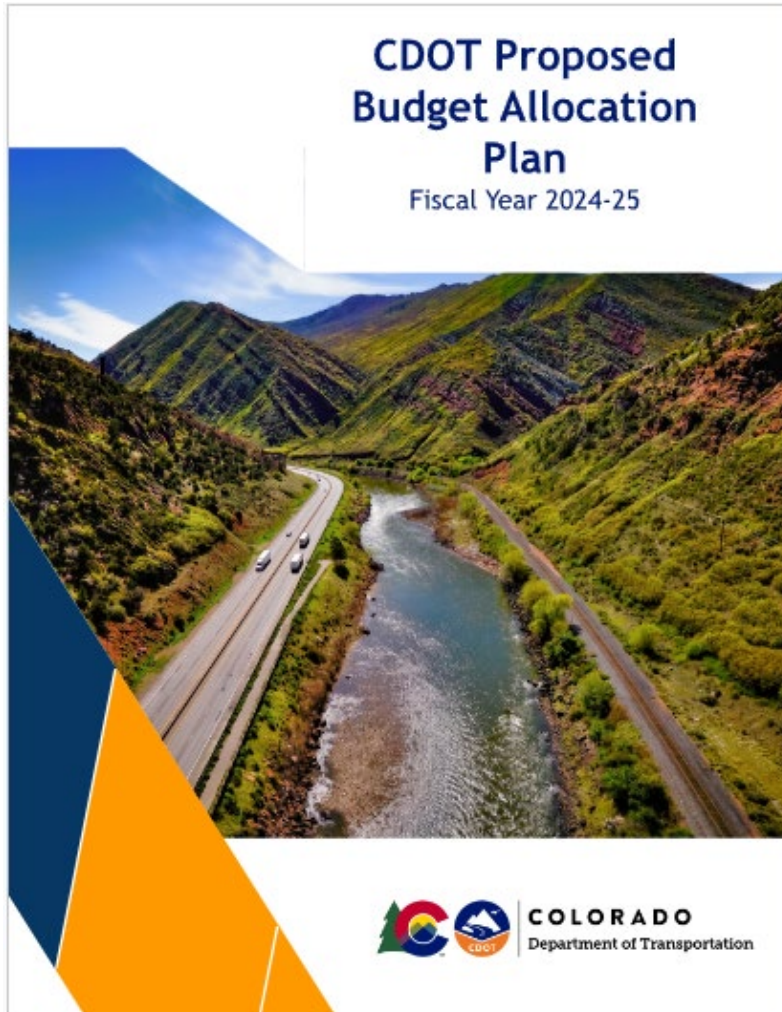
While this won't directly impact CDOT cash fund revenue, it may disrupt future General Fund transfers if the General Assembly decides to reallocate the General Fund budget elsewhere to cover other commitments.

Statewide HUTF Forecast Comparison - September FY 2023-24 Q1 Forecast (millions)





# Narrative and Other Budget Appendices



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

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

### Other Budget Appendices will be available in November:

- 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



# WHERE DO



# FUNDS COME FROM?

FY 2024-25

## Federal Programs

\$849.9 million

18.4 cents per gallon paid at the pump

## Highway Users Tax Fund

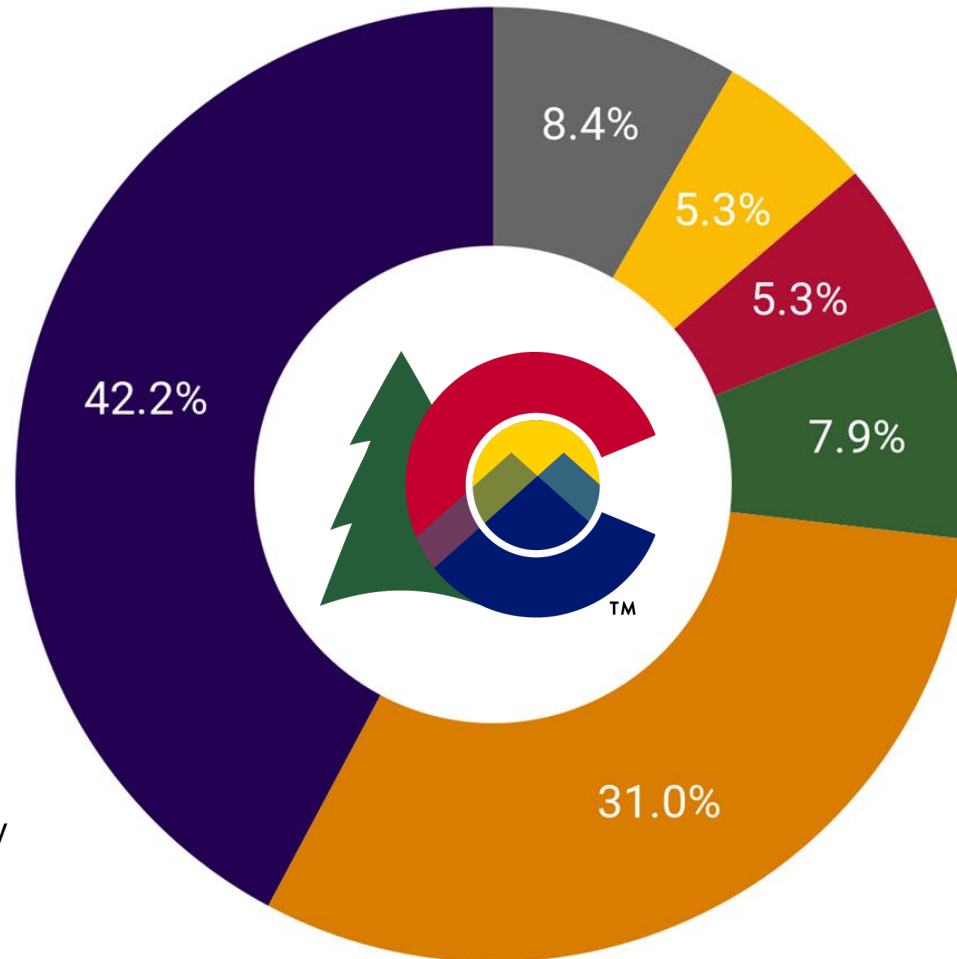
\$623.5 million

Fuel Taxes and Fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

## Bridge & Tunnel Enterprise

\$158.8 million

FASTER fees, Bridge Impact Fee, Retail Delivery Fees



## Other State Funds

\$168.4 million

Aviation fuel taxes, appropriated special programs, miscellaneous revenue, Clean Transit Enterprise, Nonattainment enterprise, Clean Fuels Enterprise

## Legislative Initiatives

\$107.5 million

General Fund Transfers to the State Highway Fund, Capital Development Committee funds

## Colorado Transportation Investment Office

\$105.7 million

Tolling and managed lane revenue



# HOW ARE



# FUNDS ALLOCATED?

## FY 2024-25

### Multimodal Services

\$49.6 million

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail Commission, Bustang

### Other Programs, Debt Service, Contingency Funding

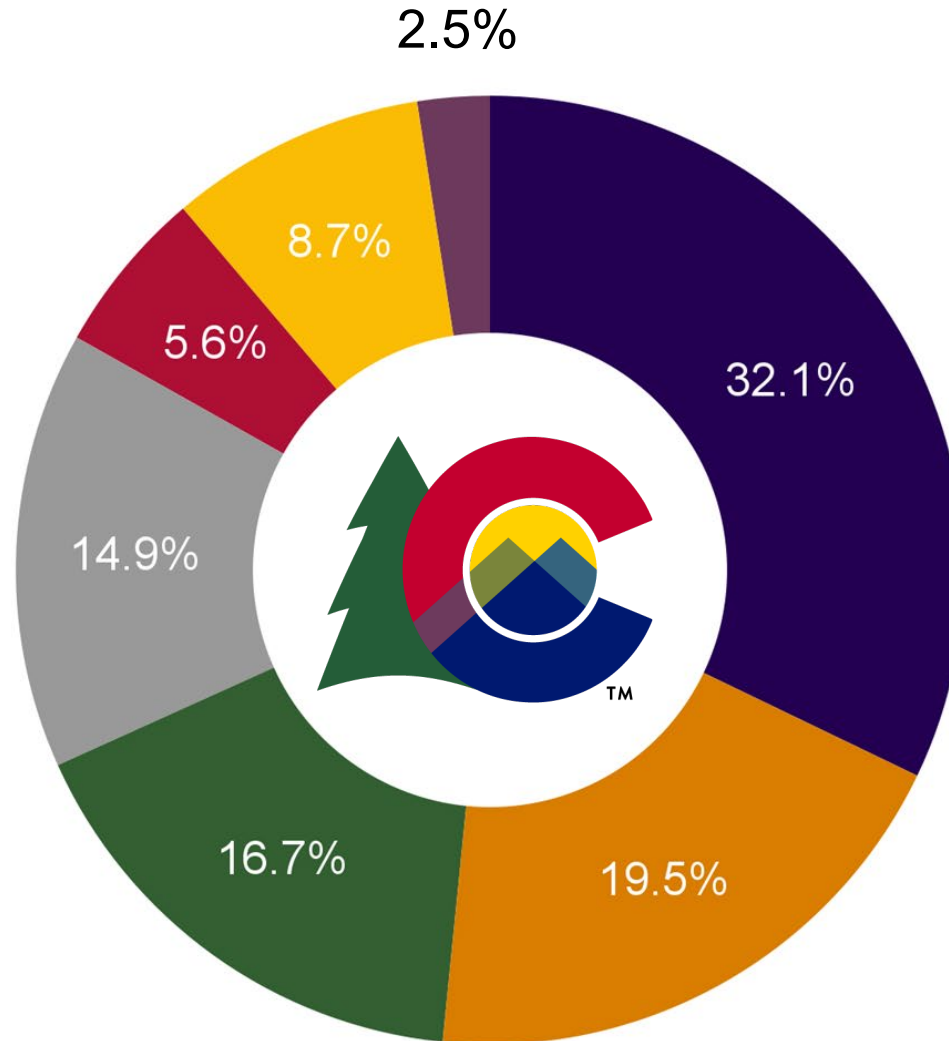
\$176.1 million

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds

### Administration and Agency Operations

\$113.5 million

Appropriated Administration budget, agency operations and project initiatives



### Capital Construction

\$647.2 million

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

### Maintenance and Operations

\$391.7 million

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

### Suballocated Programs

\$335.5 million

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets

### CDOT Enterprises

\$300.1 million

Bridge and Tunnel Enterprise, Colorado Transportation Investment Office, Clean Transit Enterprise, Nonattainment Enterprise, Fuels Impact Enterprise



# FY 2024-25 Revenue Allocation Plan

## (Allocation Plan Appendix A)

FY 2024-25 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2023-24*	B. FY 2023-24 Final Allocation Plan	C. FY 2024-25 Proposed Allocation Plan	Directed By	Funding Source
<b>1</b>	<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>					
2	Capital Construction	\$0.0 M	\$631.7 M	\$647.2 M		
3	Asset Management	\$0.0 M	\$999.3 M	\$403.2 M		
4	Surface Treatment	\$0.0 M	\$25.6 M	\$29.0 M	TC	FHWA / SH / SB 09 108
5	Structures	\$0.0 M	\$63.3 M	\$63.4 M	TC	FHWA / SH / SB 09 108
6	System Operations	\$0.0 M	\$26.3 M	\$26.3 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$9.7 M	\$9.7 M	TC	SB 09 108
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects Capital AM	\$0.0 M	\$68.0 M	\$68.4 M	TC / FR	FHWA
11	<b>Safety</b>	<b>\$0.0 M</b>	<b>\$115.6 M</b>	<b>\$132.0 M</b>		
12	Highway Safety Improvement Program	\$0.0 M	\$42.9 M	\$43.1 M	FR	FHWA / SH
13	Railway Highway Crossings Program	\$0.0 M	\$3.8 M	\$3.8 M	FR	FHWA / SH
14	Hot Spots	\$0.0 M	\$2.7 M	\$2.7 M	TC	FHWA / SH
15	FASTER Safety	\$0.0 M	\$59.0 M	\$75.2 M	TC	SB 09 108
16	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	TC	FHWA / SH
17	<b>Mobility</b>	<b>\$0.0 M</b>	<b>\$116.8 M</b>	<b>\$112.0 M</b>		
18	Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	TC	FHWA / SH
19	10 Year Plan Projects Capital Mobility	\$0.0 M	\$42.9 M	\$38.2 M	SL	FHWA / SB 17 267 / SB 21 260
20	Freight Programs	\$0.0 M	\$23.9 M	\$23.8 M	FR	FHWA / SH / SL
21	<b>Maintenance and Operations</b>	<b>\$0.0 M</b>	<b>\$394.5 M</b>	<b>\$391.7 M</b>		
22	Asset Management	\$0.0 M	\$358.1 M	\$355.3 M		
23	Maintenance Program Areas	\$0.0 M	\$284.9 M	\$284.9 M		
24	Roadway Surface	\$0.0 M	\$40.9 M	\$40.9 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$24.2 M	\$24.2 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$9.3 M	\$9.3 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$5.6 M	\$5.6 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$5.0 M	\$5.0 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$84.8 M	\$84.8 M	TC	SH
30	Traffic Services	\$0.0 M	\$75.7 M	\$75.7 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$21.1 M	\$21.1 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$18.1 M	\$18.1 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$0.0 M	\$12.1 M	\$12.7 M	TC	SH
34	Property	\$0.0 M	\$25.6 M	\$22.7 M	TC	SH
35	Capital Equipment	\$0.0 M	\$23.5 M	\$23.0 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$12.0 M	TC	SH
37	<b>Safety</b>	<b>\$0.0 M</b>	<b>\$12.2 M</b>	<b>\$12.2 M</b>		
38	Strategic Safety Program	\$0.0 M	\$12.2 M	\$12.2 M	TC	FHWA / SH
39	<b>Mobility</b>	<b>\$0.0 M</b>	<b>\$24.3 M</b>	<b>\$24.3 M</b>		
40	Real Time Traffic Operations	\$0.0 M	\$14.3 M	\$14.3 M	TC	SH
41	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH
42	<b>Multimodal Services &amp; Electrification</b>	<b>\$0.0 M</b>	<b>\$45.7 M</b>	<b>\$49.6 M</b>		
43	<b>Mobility</b>	<b>\$0.0 M</b>	<b>\$45.7 M</b>	<b>\$49.6 M</b>		
44	Innovative Mobility Programs	\$0.0 M	\$9.0 M	\$9.0 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$14.5 M	FR	FHWA
46	10 Year Plan Projects Multimodal	\$0.0 M	\$12.3 M	\$12.1 M	TC	FHWA / SB 17 267, SB 21 260
47	Rail Program	\$0.0 M	\$0.0 M	\$0.0 M	SL	SL
48	Bustang	\$0.0 M	\$9.8 M	\$14.0 M	TC	SB 09 108 / Fare Rev. / SB 21 260
49	<b>Suballocated Programs</b>	<b>\$0.0 M</b>	<b>\$310.0 M</b>	<b>\$335.5 M</b>		
50	<b>Aeronautics</b>	<b>\$0.0 M</b>	<b>\$64.2 M</b>	<b>\$67.6 M</b>		
51	Aviation System Program	\$0.0 M	\$64.2 M	\$67.6 M	AB	SA
52	<b>Highway</b>	<b>\$0.0 M</b>	<b>\$151.9 M</b>	<b>\$154.6 M</b>		
53	STBG Urban (STP Metro)	\$0.0 M	\$66.0 M	\$67.4 M	FR	FHWA / LDC
54	Congestion Mitigation and Air Quality	\$0.0 M	\$52.8 M	\$53.8 M	FR	FHWA / LDC
55	Metropolitan Planning	\$0.0 M	\$10.7 M	\$10.9 M	FR	FHWA / FTA / LDC
56	Off System Bridge Program	\$0.0 M	\$22.4 M	\$22.5 M	TC / FR	FHWA / SH / LDC
57	<b>Transit and Multimodal</b>	<b>\$0.0 M</b>	<b>\$94.0 M</b>	<b>\$113.3 M</b>		
58	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	FR	FHWA
59	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	TC	FHWA / LDC
60	Transportation Alternatives Program	\$0.0 M	\$21.6 M	\$22.8 M	FR	FHWA / LDC
61	Transit Grant Programs	\$0.0 M	\$51.7 M	\$53.2 M	FR / SL / TC	FTA / LDC / SB 09 108
62	Multimodal Options Program Local	\$0.0 M	\$6.3 M	\$15.7 M	SL	SB 21 260
63	Carbon Reduction Program Local	\$0.0 M	\$9.6 M	\$9.8 M	FR	FHWA / LDC

- Balanced using September 2023 revenue forecast
- Flexible revenue allocated based on FY24 budget amounts adopted by TC in March 2023 (and subsequently amended), with some adjustments to balance
- Inflexible revenue automatically adjusted based on FY25 revenue forecast
- Asset Management and Maintenance programs funded according to the FY25 Asset Management Planning Totals, approved by the TC in November 2019.
- The FY23 Revenue Allocation Plan reflects:
  - \$1,713.7 million for CDOT programs
  - \$300.1 million for transportation enterprises
  - \$2,013.8 million total for FY25



# Developing the Revenue Allocation Plan



## **Programs with Dedicated Revenue Sources**

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

## **Programs with Pre-Established Funding Levels**

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

## **Programs Based on CDOT Internal Budget Process**

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

## **Programs Based on a Set Schedule**

Example includes  
Debt Service

## **Asset Management**

Approved by the  
Commission in  
November 2019





# FY25 Funds for 10 Year Plan

<b>10 Year Plan One Sheet Line</b>	<b>Allocation</b>
10 Year Plan Projects - Capital AM (Line 10)	\$68.4 million
10 Year Plan Projects - Capital Mobility (Line 19)	\$38.2 million
10 Year Plan Projects - Multimodal (Line 46)	\$12.1 million
<b>Total Allocations to 10 Year Plan Projects Lines</b>	<b>\$118.7 million</b>

Total current funding to the 10 Year Plan Projects lines is \$118.7 M. This amount will be updated throughout the budget setting process.

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



# Additional Adjustments Coming

## Still to come....

- **Decision items** - Per PD 703.0, requests of less than \$1 million are reviewed and subject to approval by the Executive Management Team (EMT), while decision items of \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2022. The TC will have an opportunity to review any potential decision item requests during the February 2024 Budget Workshop, prior to the March adoption of the Final FY 2024-25 Annual Budget Allocation Plan.
- **Administration Budget (Line 67)** - Legislative and Office of State Planning & Budget (OSPB) actions during the budget-building cycle may require changes in Administration spending for CDOT. There will likely be additional adjustments throughout the legislative budget process and the Administration line will be updated accordingly.
- **Maintenance Reserve and Commission Reserve Funds (Lines 36 and 73)** - The draft Proposed Budget currently reflects the full historical allocation of \$12.0 million to the Maintenance Reserve Fund (Line 36) and \$6.7 million to the Commission Reserve Funds line (Line 73). These allocations may be reduced for the Final Budget if additional funds are needed for increases to state employee salaries and benefits, other statewide common policies, or other critical initiatives
- **Other potential changes**, including updates after the next revenue forecast in December 2023.



# Timeline and Next Steps

In November 2023, DAF will:

- Update the Administration budget based on final statewide common policies (changes may impact other lines), and incorporate increases to state employee salaries and benefits to align with the Governor's Budget Request.
- Present the Proposed FY 2024-25 Annual Budget Allocation Plan for TC approval.

After November, DAF will continue to address the following items for the FY 2024-25 Annual Budget:

- January 2024: The Proposed Annual Budget Allocation Plan may be updated to reflect the most current revenue forecast.
- February 2024: The TC will be asked to review and approve any decision items of \$1 million or more, and additional changes as necessary.
- March 2024: The TC will be asked to review and adopt the FY 2024-25 Final Annual Budget Allocation Plan.





## MEMORANDUM

**DATE:** September 8, 2023  
**TO:** Transportation Commission  
**FROM:** Herman Stockinger, Deputy Executive Director and OPR Director  
David Singer, Assistant Director, Passenger Rail  
Sari Weichbrodt, Rules, Policies, and Procedures Advisor  
**SUBJECT:** Adopting Updated Policy Directive 1607.0 “Rail Corridor Preservation Policy”

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### Purpose

This memorandum provides a summary of the proposed changes to Policy Directive 1607.0 “Rail Corridor Preservation Policy” for its adoption by the Transportation Commission.

### Action

To pass a resolution adopting the updated Policy Directive 1607.0 “Rail Corridor Preservation Policy.”

### Background

Policy Directive 1607.0 “Rail Corridor Preservation Policy” was last updated in 2014 and was due for review in 2019. The Directive provides a framework for the participation of the Colorado Department of Transportation (CDOT) in defining passenger or freight rail corridors in Colorado and engaging in passenger or freight rail activities.

### Details

The Policy Directive requires only minor changes to be current for 2023. Key changes include emphasis on offering passengers an option of passenger rail service to support a resilient transportation network and reduce highway maintenance costs; noting that current operational trackage is not a requirement to be listed as a significant rail corridor; and adding a requirement that CDOT’s Division of Transit and Rail (DTR) maintain a map of identified significant rail corridors in Colorado. We have adopted a new template to meet state accessibility requirements, transitioning from a tabular template to a memo template.

### Next Steps

DTR will continue to identify and monitor passenger and/or freight rail corridors of State interest, seeking to preserve the Right-of-Way of such corridors, as necessary, to accommodate future passenger and/or freight rail service.

### Attachments

Attachment b: Redlined Version of Policy Directive 1607.0  
Attachment c: Clean Version of Policy Directive 1607.0



<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
Subject <b>Rail Corridor Preservation Policy</b>		Number 1607.0
Effective <b>8.22.14</b>	Supersedes <b>8.22.14</b> <del>6.30.2000</del>	Originating Offices Division of Transportation Development and Division of Transit & Rail

## I. PURPOSE

The purpose of this Policy Directive is to provide a framework for determining under what conditions the Colorado Department of Transportation (CDOT) will participate in passenger and/or freight rail transportation by identifying criteria to be used in defining passenger and/or freight rail corridors of State interest and describing passenger and/or freight rail activities in which CDOT may engage.

## II. AUTHORITY

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

§ 43-1-104, C.R.S., (authority and responsibilities of Division of Transit & Rail)

§ 43-1-1301, *et seq.* C.R.S., (providing authority to CDOT to acquire abandoned rail rights-of-way)

## III. APPLICABILITY

This Policy Directive applies to all Divisions and Regions of the Colorado Department of Transportation.

## IV. POLICY

A. The Colorado Department of Transportation shall participate in passenger and/or freight rail transportation, in a manner consistent with its legal authority, when such participation serves to advance statewide transportation or economic interests, which include but are not limited to:

1. Preserving rail corridors for future passenger and/or freight rail use where the state can avoid the purchase of an equivalent corridor in the future.
2. Passenger and/or freight rail transportation may be needed in certain corridors to supplement the existing transportation network highway system ~~and to~~ provide adequate mobility, market access, ~~and~~ travel capacity, and choice.

3. Passenger and/or freight rail transportation can be demonstrated to be a cost-effective and/or environmentally preferable mode of transportation of significance to communities.

4. Preserving and/or enhancing existing freight rail service to reduce the state highway maintenance costs, and to avoid the transportation of displaced rail freight which may increase deterioration of the state highway system.

5. -Preserving and/or enhancing existing passenger rail service to reduce highway maintenance costs, and to encourage increased rail ridership by attracting people to choose passenger rail over single occupancy vehicle travel.

6. Enable and enhance the resilience of the transportation network to ensure movement of goods, materiel, and other critical commodities across the State and Rocky Mountains.

B. CDOT identifies state significant rail corridors in the State Freight ~~and~~ Passenger Rail Plan and the Statewide ~~Long Range~~ Transportation Plan. The following criteria shall be used to identify those corridors:

1. Existing or potential ~~future~~ demand for passenger/freight rail services.

a) Corridor significance can be presumed in the corridor if it is recommended in an adopted alternative analysis/feasibility study, planning & environmental linkage (PEL) study, or similar study.

b) Corridor significance can be presumed if the rail corridor is within, adjacent, or parallel to a transportation corridor identified in the Statewide ~~Long Range~~ Transportation Plan as needing significant capacity improvements.

c) Designation of a corridor for only freight rail purposes should only be considered when freight rail is necessary for the economic health of a community, area, or region. -This is determined based on the following factors:

(1) When there are no other reasonable modes of transport that can economically serve the needs of the community; or

(2) When abandonment of freight service in a corridor significantly impacts a parallel state facility.

d) If the rail corridor has present/future use as a significant statewide or national passenger/freight corridor. Corridors need not presently have operational trackage to be listed as a significant rail corridor.

2. Local and regional support for corridor preservation.

- a) Public support may be measured in terms of adopted land use plans supportive of rail transit or freight rail, local transportation, and financial commitments.
- b) Private support may be measured in terms of committed resources, personnel, or other economic development strategies.

C. The Division of Transit and Rail shall maintain a map of identified significant rail corridors.

~~DC~~. If a corridor is identified as a state significant rail corridor, CDOT shall, where feasible and prudent, design and construct roads and related structures to preserve right-of-way sufficient to accommodate future passenger / freight rail service.

1. In addition, if a corridor is identified as a state significant rail corridor, CDOT may engage in, but is not restricted to, preserving rail right-of-way through:

- a) Purchase: CDOT may allocate funds to purchase currently operating, embargoed railroad rights-of-way, rail lines identified/proposed for abandonment, or newly designated rail corridors for rail.
- b) Purchase/Lease Back: CDOT may purchase right-of-way/track and sell or lease back to another entity to operate in the corridor.
- c) Coordination with Railroad Companies: Engage private railroad companies in partnership to ensure that private railroad improvements in state significant rail corridors accommodate reasonably anticipated future transportation activities that serve the state transportation interests.
- d) Cost Sharing: CDOT may share the cost of reserving railroad right-of-way for future transportation improvements with other private or public entities.

~~ED~~. If a corridor is not identified as a rail corridor of state significance, but is identified in an adopted regional plan, the state may:

1. Cost Share: Share the cost of reserving right-of-way for future transportation improvements with other private or public entities.

Subject Rail Corridor Preservation Policy	Number 1607.0
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2. Incorporate future rail into highway design and construction: Where feasible and prudent, design and construct roads and related structures to preserve right-of-way sufficient to accommodate future passenger / freight rail service.

~~FE~~. The following criteria should be considered when prioritizing the above activities for funding:

1. Magnitude of impacts upon adjacent highways. -An estimate of the increased or decreased maintenance and reconstruction cost implications of diverting rail freight to truck transport on parallel state highway corridors should be evaluated considering present and future needs.
2. Immediacy of the possible abandonment of an existing rail line that may result in subsequent private/public activity encroaching on the existing or future rail right-of-way. An estimate should be made to determine how soon actions may occur by public or private developers or railroads that are likely to jeopardize an existing or future rail corridor.
3. The estimated price and cost-effectiveness of acquiring an existing or future corridor or preserving the option to implement rail service in an existing corridor.
4. Public-Private Partnership (PPP or P3). -The opportunity for participation in a public-private partnership that is beneficial to the traveling or freight-shipping public.

~~GF~~. Any financial commitment to purchase rail corridors shall be subject to such rail corridors being identified, justified, and included in the State Freight and Passenger Rail Plan, ~~and the Statewide Long Range~~ Transportation Plan, or any other planning documents statewide. -Such rail corridors shall be considered for acquisition consistent with § 43-1-1301 *et seq.*, C.R.S. Rail corridors shall be acquired only after specific budgetary action has been approved pursuant to Policy Directive 703.0.

## V. IMPLEMENTATION PLAN

1. This ~~P~~policy Directive shall be implemented jointly by the Division of Transit and Rail and the Division of Transportation Development.
2. ~~DTD and DTR shall ensure that all employees who will be referencing this Directive shall be made aware of its revisions, including but not limited to all DTR staff, DTD Multimodal Planning Branch Mobility Unit staff, Region Planners, Safety & Traffic Engineering (Section 130 Program), Regional Transportation Directors, and the Senior Management Team. The Office of Policy and Government Relations shall post this Directive on CDOT's intranet as well as on public announcements.~~

## VI. REVIEW DATE



Subject Rail Corridor Preservation Policy	Number 1607.0
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This Policy Directive shall be reviewed on or before ~~October~~ June 2028~~19~~.

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

\_\_\_\_\_  
Date



**Subject:** Rail Corridor Preservation Policy  
**Effective Date:** 9/21/23  
**Supersedes:** 8/22/14  
**Originating Office:** Division of Transportation Development/Division of Transit & Rail

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## **I. Purpose**

The purpose of this Policy Directive is to provide a framework for determining under what conditions the Colorado Department of Transportation (CDOT) will participate in passenger and/or freight rail transportation by identifying criteria to be used in defining passenger and/or freight rail corridors of State interest and describing passenger and/or freight rail activities in which CDOT may engage.

## **II. Authority**

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

§ 43-1-104, C.R.S., (authority and responsibilities of Division of Transit & Rail)

§ 43-1-1301, *et seq.* C.R.S., (providing authority to CDOT to acquire abandoned rail rights-of-way)

## **III. Applicability**

This Policy Directive shall apply to all Divisions, Regions, Branches, and Offices of the Colorado Department of Transportation.

## **IV. Policy**

A. The Colorado Department of Transportation shall participate in passenger and/or freight rail transportation, in a manner consistent with its legal authority, when such participation serves to advance statewide transportation or economic interests, which include but are not limited to:

1. Preserving rail corridors for future passenger and/or freight rail use where the state can avoid the purchase of an equivalent corridor in the future.
2. Passenger and/or freight rail transportation may be needed in certain corridors to supplement the existing transportation network provide adequate mobility, market access, travel capacity, and choice.



3. Passenger and/or freight rail transportation can be demonstrated to be a cost-effective and/or environmentally preferable mode of transportation of significance to communities.

4. Preserving and/or enhancing existing freight rail service to reduce the state highway maintenance costs, and to avoid the transportation of displaced rail freight which may increase deterioration of the state highway system.

5. Preserving and/or enhancing existing passenger rail service to reduce highway maintenance costs, and to encourage increased rail ridership by attracting people to choose passenger rail over single occupancy vehicle travel.

6. Enable and enhance the resilience of the transportation network to ensure movement of goods, materiel, and other critical commodities across the State and Rocky Mountains.

B. CDOT identifies state significant rail corridors in the State Freight and Passenger Rail Plan and the Statewide Transportation Plan. The following criteria shall be used to identify those corridors:

1. Existing or potential demand for passenger/freight rail services.

a) Corridor significance can be presumed in the corridor if it is recommended in an adopted alternative analysis/feasibility study, planning & environmental linkage (PEL) study, or similar study.

b) Corridor significance can be presumed if the rail corridor is within, adjacent, or parallel to a transportation corridor identified in the Statewide Transportation Plan as needing significant capacity improvements.

c) Designation of a corridor for only freight rail purposes should only be considered when freight rail is necessary for the economic health of a community, area, or region. This is determined based on the following factors:

(1) When there are no other reasonable modes of transport that can economically serve the needs of the community; or

(2) When abandonment of freight service in a corridor significantly impacts a parallel state facility.

d) If the rail corridor has present/future use as a significant statewide or national passenger/freight corridor. Corridors need



not presently have operational trackage to be listed as a significant rail corridor.

2. Local and regional support for corridor preservation.

a) Public support may be measured in terms of adopted land use plans supportive of rail transit or freight rail, local transportation, and financial commitments.

b) Private support may be measured in terms of committed resources, personnel, or other economic development strategies.

C. The Division of Transit and Rail shall maintain a map of identified significant rail corridors.

D. If a corridor is identified as a state significant rail corridor, CDOT shall, where feasible and prudent, design and construct roads and related structures to preserve right-of-way sufficient to accommodate future passenger / freight rail service.

1. In addition, if a corridor is identified as a state significant rail corridor, CDOT may engage in, but is not restricted to, preserving rail right-of-way through:

a) Purchase: CDOT may allocate funds to purchase currently operating, embargoed railroad rights-of-way, rail lines identified/proposed for abandonment, or newly designated rail corridors for rail.

b) Purchase/Lease Back: CDOT may purchase right-of-way/track and sell or lease back to another entity to operate in the corridor.

c) Coordination with Railroad Companies: Engage private railroad companies in partnership to ensure that private railroad improvements in state significant rail corridors accommodate reasonably anticipated future transportation activities that serve the state transportation interests.

d) Cost Sharing: CDOT may share the cost of reserving railroad right-of-way for future transportation improvements with other private or public entities.

E. If a corridor is not identified as a rail corridor of state significance, but is identified in an adopted regional plan, the state may:

1. Cost Share: Share the cost of reserving right-of-way for future transportation improvements with other private or public entities.



2. Incorporate future rail into highway design and construction: Where feasible and prudent, design and construct roads and related structures to preserve right-of-way sufficient to accommodate future passenger / freight rail service.

F. The following criteria should be considered when prioritizing the above activities for funding:

1. Magnitude of impacts upon adjacent highways. An estimate of the increased or decreased maintenance and reconstruction cost implications of diverting rail freight to truck transport on parallel state highway corridors should be evaluated considering present and future needs.
2. Immediacy of the possible abandonment of an existing rail line that may result in subsequent private/public activity encroaching on the existing or future rail right-of-way. An estimate should be made to determine how soon actions may occur by public or private developers or railroads that are likely to jeopardize an existing or future rail corridor.
3. The estimated price and cost-effectiveness of acquiring an existing or future corridor or preserving the option to implement rail service in an existing corridor.
4. Public-Private Partnership (PPP or P3). The opportunity for participation in a public-private partnership that is beneficial to the traveling or freight-shipping public.

G. Any financial commitment to purchase rail corridors shall be subject to such rail corridors being identified, justified, and included in the State Freight and Passenger Rail Plan, the Statewide Transportation Plan, or any other planning documents statewide. Such rail corridors shall be considered for acquisition consistent with § 43-1-1301 *et seq.*, C.R.S. Rail corridors shall be acquired only after specific budgetary action has been approved pursuant to Policy Directive 703.0.

## **V. Implementation Plan**

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

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



**VI. Review Date**

This Directive shall be reviewed on or before October 2028.

Herman Stockinger  
Transportation Commission Secretary

Date of Approval



# Policies and Procedures Overview





## What is a Policy Directive?

- A Policy Directive is adopted by the Transportation Commission and provides general policy guidance with respect to the management, construction, and maintenance of public highways and other transportation systems in the state
- PD number ends in .0 (for example, PD 9.0)
- Conceptual rather than technical
- Sometimes paired with a Procedural Directive on the same topic
- They don't have the force of law, but they are enforceable internally and can be persuasive externally





Caption

Main

Legal Basis

Who does this apply to?

The Substance

Who is responsible

Review Date

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
Subject <b>POLICY PROHIBITING SEXUAL HARASSMENT</b>		Number 603.0
Effective 1.22.2014	Supersedes 08.16.2007	Originating Office Division of Administrative Services / Employee Relations / Legal Office

**I. PURPOSE**

The Colorado Department of Transportation will not tolerate acts of sexual harassment or related retaliation against or by any employee.

**II. AUTHORITY**

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

42 U.S.C. 2000e, "Title VII of the Civil Rights Act of 1964" as amended.

**III. APPLICABILITY**

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

**IV. POLICY**

No employee shall commit an act of sexual harassment or related retaliation. It is a violation of this Policy Directive for anyone acting knowingly, recklessly, or negligently either to make a false complaint of sexual harassment or to provide false information regarding a complaint. It is intended that individuals who violate this Policy Directive may be disciplined or subjected to corrective action, up to and including termination.

**V. IMPLEMENTATION PLAN**

1. Employee Relations / Legal shall provide an electronic notification of this Policy Directive within one week of adoption to all Employee Relations/Legal staff members, Appointing Authorities, Regional Civil Rights Managers, and the Office of Organizational Learning & Development.
2. Employee Relations / Legal will work with the Office of Policy and Government Relations to post this Policy Directive on the Department intranet within one week of adoption.
3. Employee Relations / Legal shall work with the Office of Organizational Learning and Development to develop and provide educational training on this Policy Directive.

**VI. REVIEW DATE**

This Policy Directive will be reviewed on or before January, 2019.



## What is a Procedural Directive?

- Signed by the Executive Director and binding on all CDOT employees
- PD number ends in .1, .2, .3 (for example, PD 9.1, PD 9.2, PD 9.3)
- Procedural Directives are more specific than Policy Directives and establish detailed procedures, roles and responsibilities, and requirements for employees to follow
- Failure to follow either type of Directive can lead to corrective action or disciplinary action



## Policy Directive vs. Procedural Directive

Policy Directive (45)	Procedural Directive (95)
Number ends in .0 (for example, PD 9.0)	Number ends in .1, .2, .3 (for example, PD 9.1, PD 9.2, PD 9.3)
Approved by the Transportation Commission through a resolution	Signed by the Executive Director
More big-idea based (for example, CDOT will not discriminate)	More about procedure, responsibilities, and requirements



## How do we update a PD?

- We can update, repeal, or adopt a new PD [usually five-year review]
- Subject matter expert edits content with changes tracked
- Vetting process
- Labor Relations (COWINS) and Civil Rights
- Executive Management Team (EMT) review [usually two weeks]
- Schedule a briefing with the Executive Director (ED)
- ED signs the PD or grants approval to include on TC agenda
- If Policy Directive, prepare required documents for TC, get on the agenda, adopt through resolutions
- Example: Policy Directive 1607.0 “Rail Corridor Preservation Policy”



Source: Chris Enright

# Procedural Directive 1607.0 Rail Corridor Preservation Policy



## Procedural Directive for Rail Corridor Preservation

Identifies criteria to be used in defining passenger and/or freight rail corridors of State interest and describing passenger and/or freight rail activities in which CDOT may engage.

Updates include:

- Emphasis on the importance of offering passengers an option of passenger rail service to support a resilient transportation network and reduce highway maintenance costs.
- Noting that current operational trackage is not a requirement to be listed as a significant rail corridor.
- Adding a requirement that the DTR maintain a map of identified significant rail corridors.

Last Updated: June 2014



## WHY THE UPDATE?

### Was Due for Review in June 2019

Statewide Transportation Plan incorrectly referenced

### Heavily Focused on Freight Rail

Only mentioned freight impacts and benefits to highway system

### Open Ended Rules on Corridor Identification

Corridor identification requirements included open ended procedures

- ✓ Allowed for corridors to be identified by writing only
- ✓ Unclear on how current trackage condition influenced identification process



## WHAT WAS UPDATED?

### Next Review in June 2028

Statewide Transportation Plan reference corrected

### More Balanced Freight/Passenger Focus

Included language to capture the potential for passenger rail to benefit highway system

### Clarified Rules for Corridor Identification

Clarified gaps in corridor identification requirements

- ✓ Requires a map to identify significant rail corridors
- ✓ Notes that current operational trackage is not a requirement to be listed as a significant rail corridor



- Executive Management Team (including briefing to Director Lew)
- Division of Transit and Rail
- Division of Transportation Development
- Front Range Passenger Rail District
- COWINS (union for state employees)
- Civil Rights Title VI Review
- Office of Policy and Government Relations





# PD1607.0 – Questions/Comments



Source: Chris Enright



Source: Cody J. Hedges



**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** NATHAN LINDQUIST, SENIOR LAND USE PLANNER, DIVISION OF TRANSPORTATION DEVELOPMENT  
**DATE:** 10.18.23  
**SUBJECT:** *Crystal Valley TDM Strategies*

**Purpose**

The 1601 Procedural Directive states that new interchanges within an MPO boundary should make a good faith effort to reach a 3% reduction in Average Daily Trips (ADT) at the interchange on-ramps. As the Crystal Valley interchange is within DRCOG boundaries, the goal for TDM Strategies at the Crystal Valley Interchange is to reach a reduction of 575 trips which is 3% of the total ADT at the interchange.

**Action**

No action requested at the October workshop. Action will be requested at the November TC meeting.

**Background**

Castle Rock has committed to implementing the following TDM strategies within the 5 year timeline set by the 1601 Procedural Directive. These strategies add up to 1.5% ADT reduction. In addition, Castle Rock is implementing other TDM strategies that offer new services to the community and support TDM overall, but do not in themselves reduce ADT at the interchange (noted as a "support strategy"):

<b>TDM Strategy</b>	<b>Average Daily Trips reduction</b>
Bike and Pedestrian Facilities	150
DRCOG Schoolpool Program	33
DRCOG Vanpool Program	16



DRCOG Ridematching Carpool Program	51
Park-n-Ride/Carpool Lot	30
transit operations planning	support strategy
paratransit	support strategy
ITS Solutions	support strategy
Create a TMO	support strategy
Guaranteed Ride Home	support strategy
Identify final location of mobility hub	support strategy
<b>TOTAL</b>	<b>280 trips total or 1.5% ADT reduction</b>

In order to reach the 3% ADT reduction goal, Castle Rock will continue to work to finalize details on other TDM strategies in future years, and strategy implementation will occur beyond the 5-year window. Castle Rock is working to answer unknowns for additional strategies, and flexibility in how they will reach the 3% ADT reduction is needed at this time. In the Intergovernmental Agreement (IGA) with CDOT, Castle Rock will identify performance metrics and milestones for each strategy that will determine how and when ADT reduction may be obtained. These strategies include but are not limited to:

1. Mixed-Use Development
2. local microtransit shuttles
3. intercity transit

**Next Steps**

Staff will incorporate any TC comments for the November meeting where action will be requested.





**COLORADO**

**Department of Transportation**

## Policy Directive 1601: Crystal Valley Interchange Transportation Commission Workshop

Stephanie Alanis - Region 1 South Program Engineer

Nyssa Beach - CDOT Region 1 Resident Engineer

Nathan Lindquist Senior Land Use Planner, DTD Multimodal Planning Branch

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10/18/23



# Region 1 who we are and what we do

- Responsible for state-maintained roads east of Denver to the I-70 Eisenhower Johnson Memorial Tunnel
- Cover **8 counties** and **60 local agencies**
- Serve the needs of **2.9 million people**, half of Colorado's population

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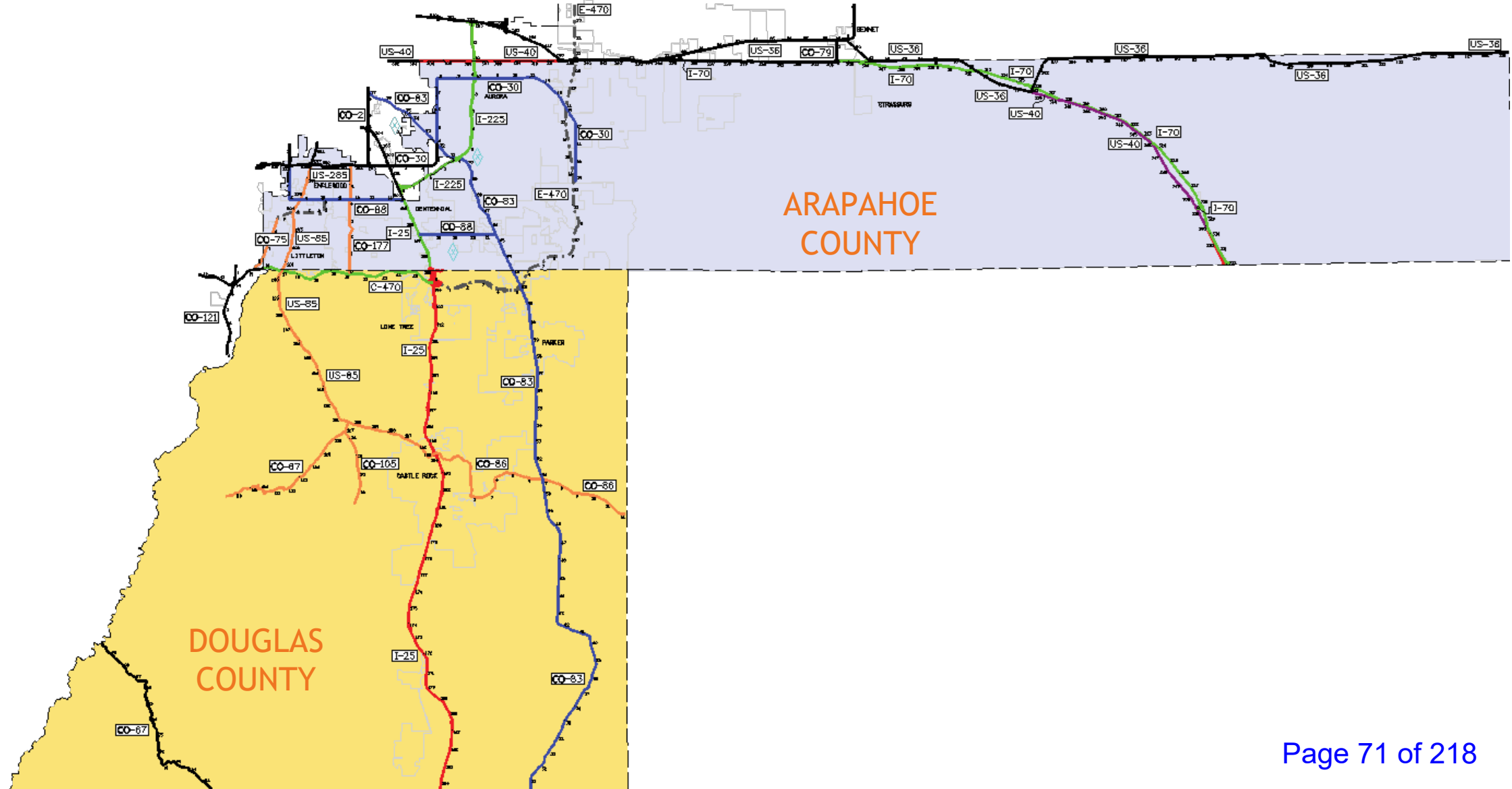
# Region 1 who we are and what we do



- Maintain **4,200 lane miles**, enough pavement to traverse the country
- Vehicles travel an average of **38 million miles daily** on that pavement
- Work includes pavement, striping, signage, repairs, snow removal, rock fall mitigation, trash removal, operations and capital improvement



# South Program Engineering

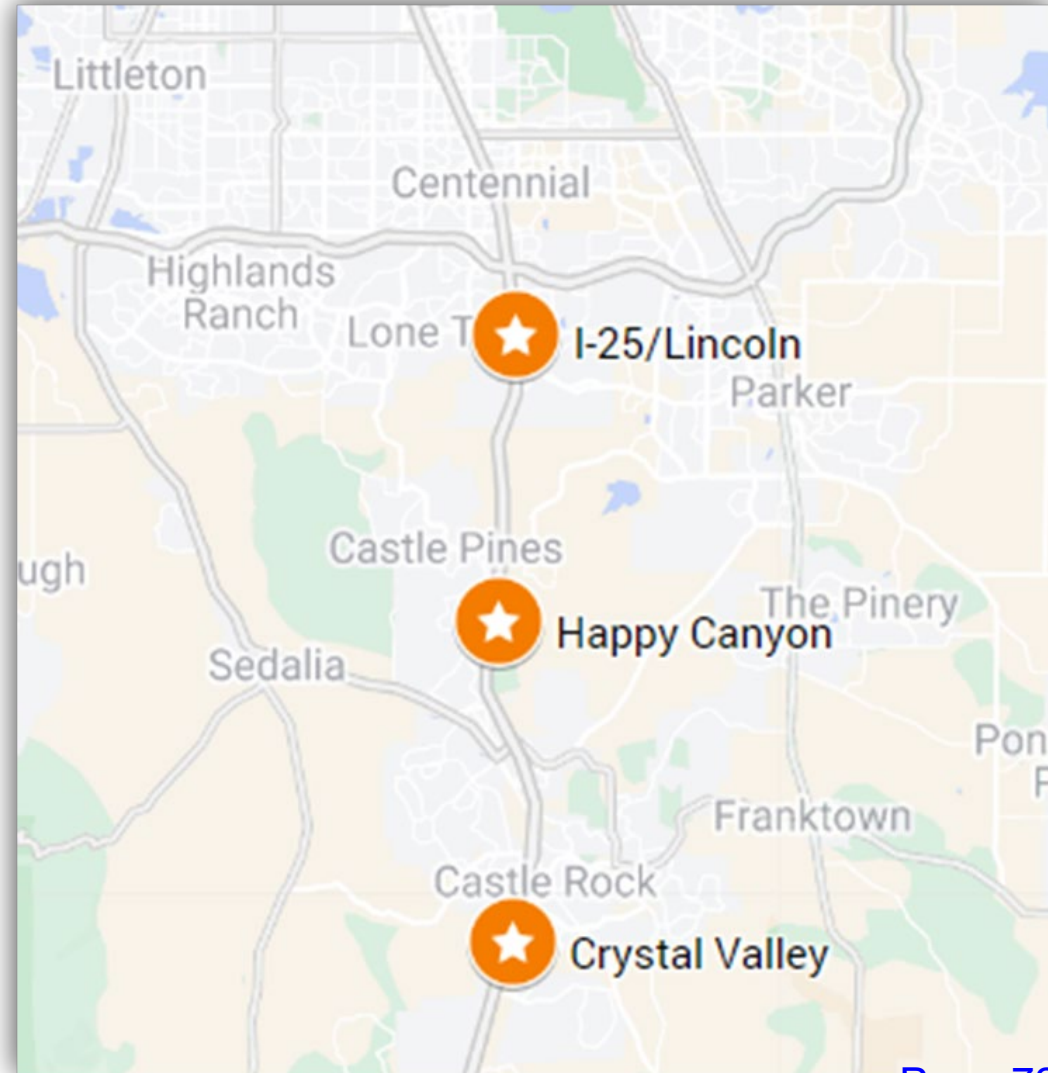




# R1 South Program projects

## I-25 interchange improvements

- Advancing Lincoln Avenue
- I-25 and Happy Canyon
- Crystal Valley Interchange (new interchange)
- Includes Transportation Demand Management and reduction of Greenhouse Gas emissions







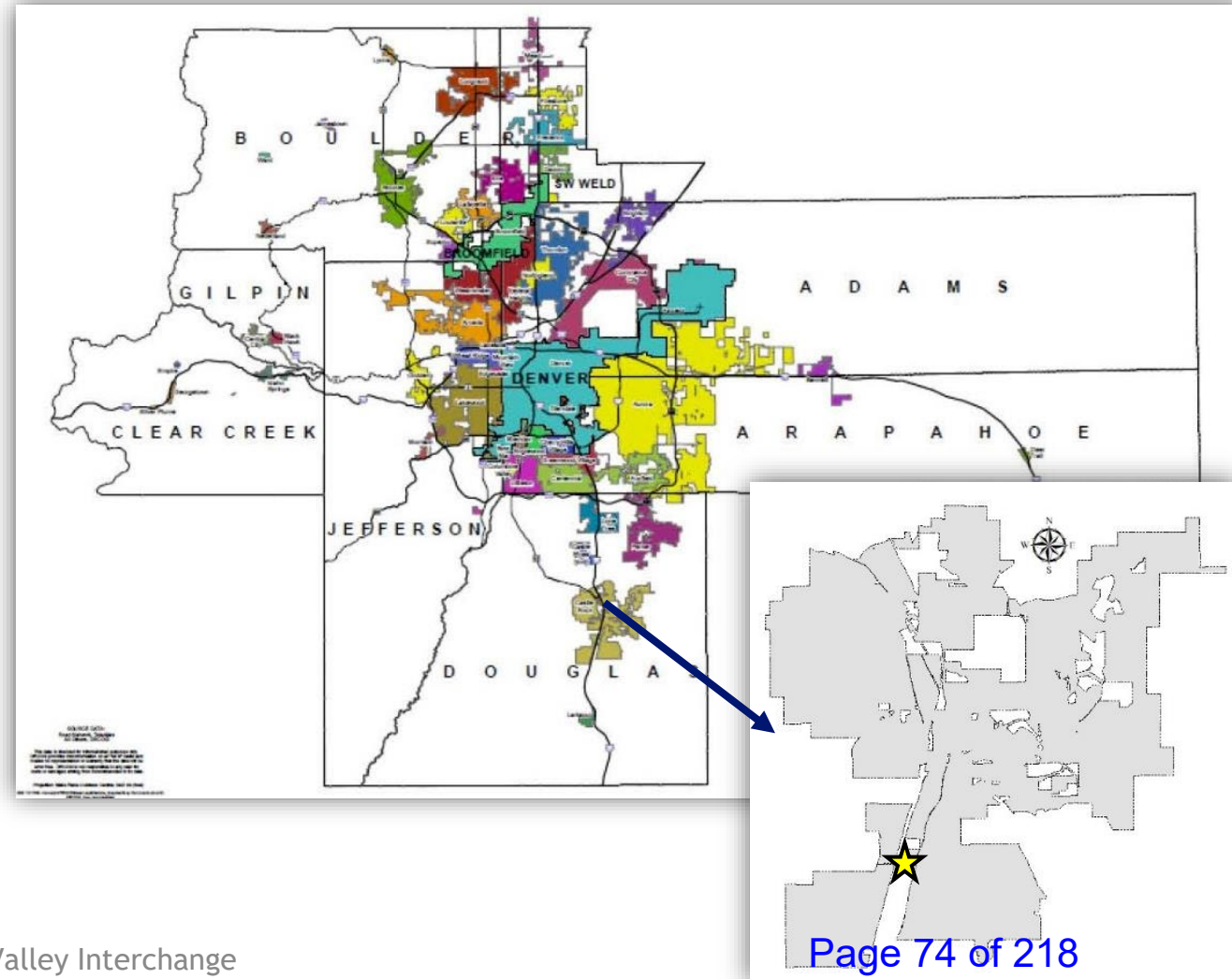
# Recap of Policy Directive 1601

- The 1601 policy and procedural directives outline the guiding principles and steps necessary to approve a new interchange or interchange modification on the interstate, freeway, or state highway system.
- Processes apply to both CDOT and local applicants.
- The Crystal Valley Interchange is a Type 1 request, subject to approval by the Transportation Commission.
- The Type 1 category includes proposals for new interchanges on the state highway system with a functional classification of interstate or freeway.



# Crystal Valley Interchange Vicinity Map

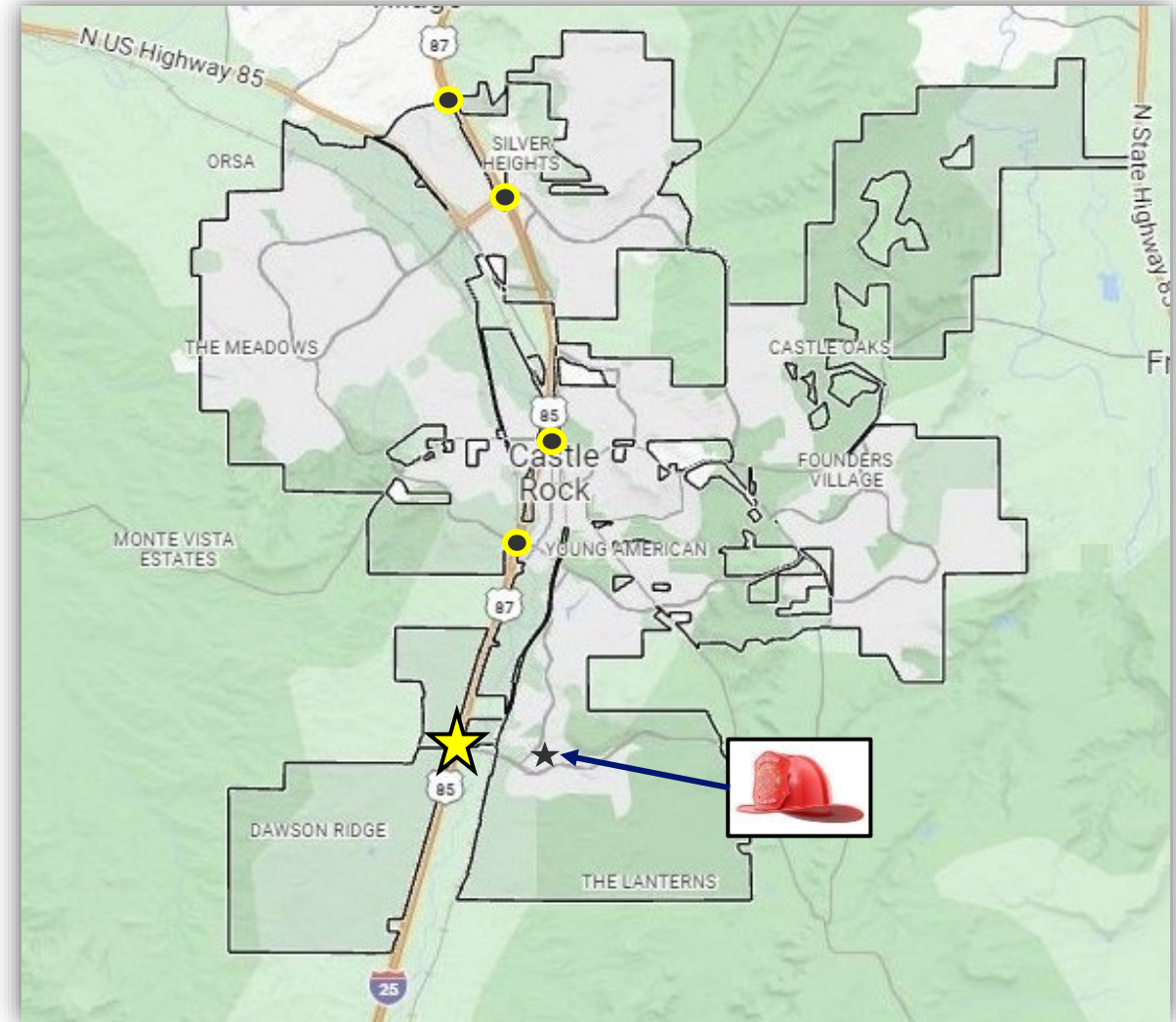
- The proposed Crystal Valley Interchange is located within the Town of Castle Rock
- I-25 Corridor within Douglas County
- Approximately 2.5 miles south of Downtown Castle Rock
- The Dawson Trails development is planned on the west side of I-25





# Crystal Valley Interchange: Purpose and Need

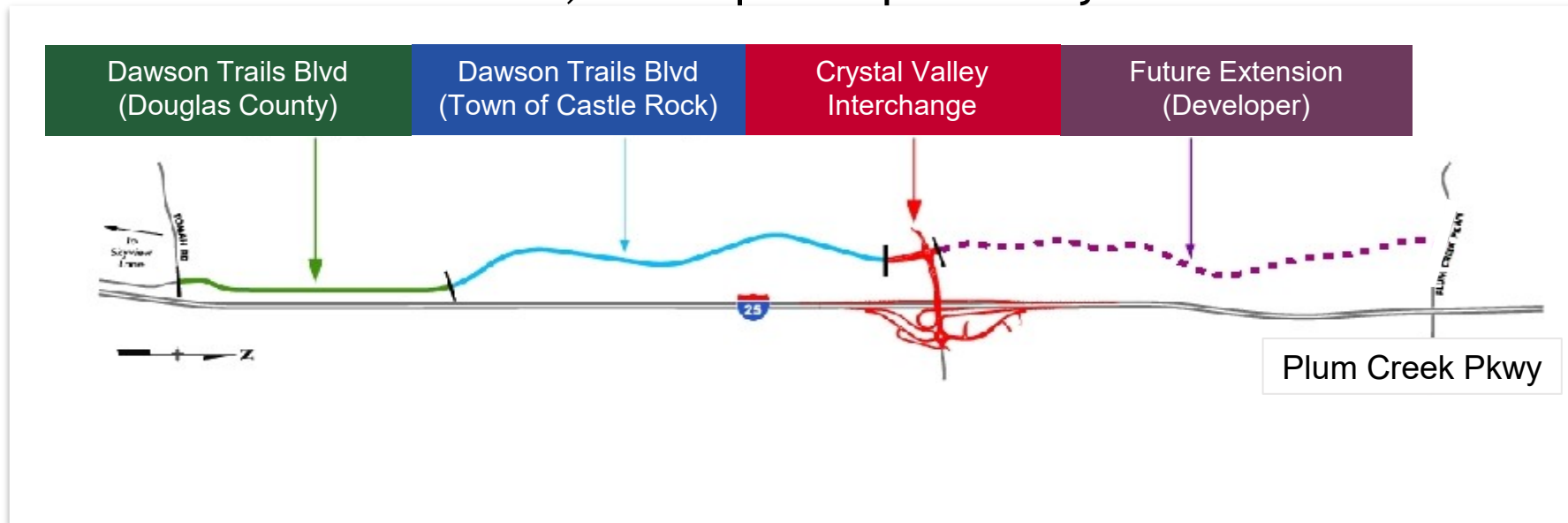
- Regional mobility and multimodal benefits
- Enhancing the local ancillary road network
- Public safety and operational improvements
- Improved I-25 incident response and evacuation efficiencies
- Eliminates one railroad crossing





# Project Segments Summary

- Crystal Valley Interchange Project Limits
- Separate Action: Dawson Trails Blvd (replaces W. Frontage Rd.)
  - Town of Castle Rock portion
  - Douglas County portion
  - Future extension to the north, developer responsibility



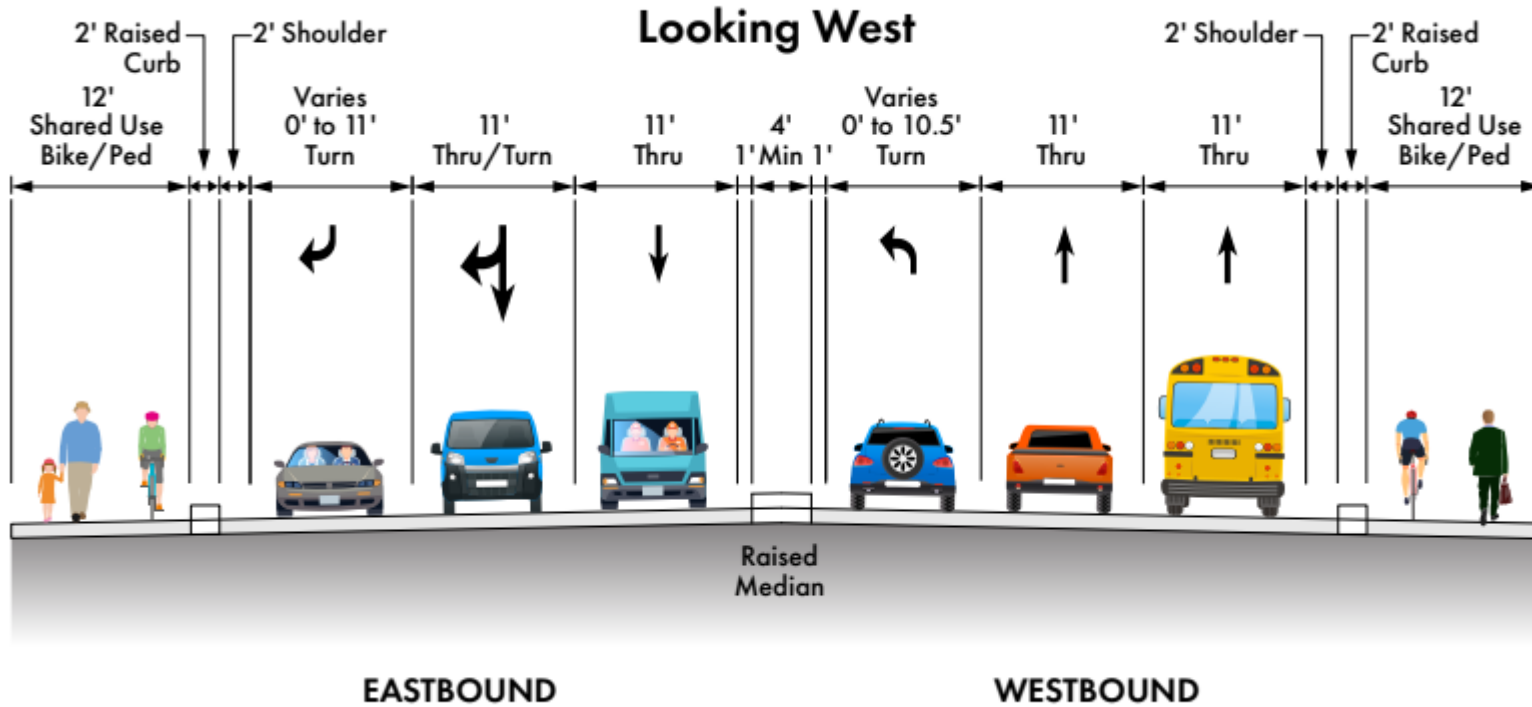
# Interchange Design





# Interchange Design

- Typical Section on Bridge over I-25: Bike/Ped Safety Considerations

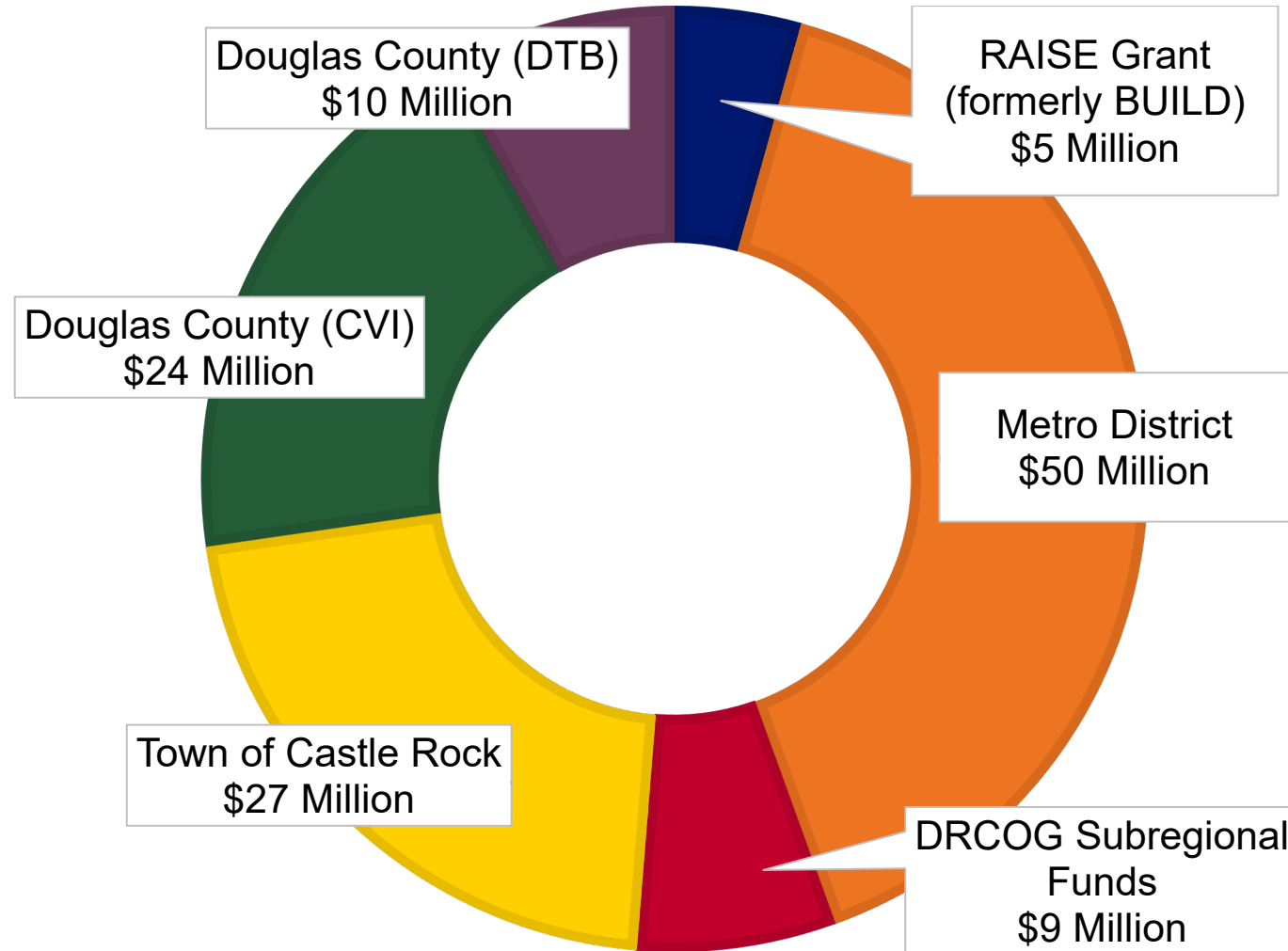




# Project Funding Summary

- **Funding Overview**

- Total Project Cost: \$124.6 million
- Primarily funded with local dollars





# Construction Phasing

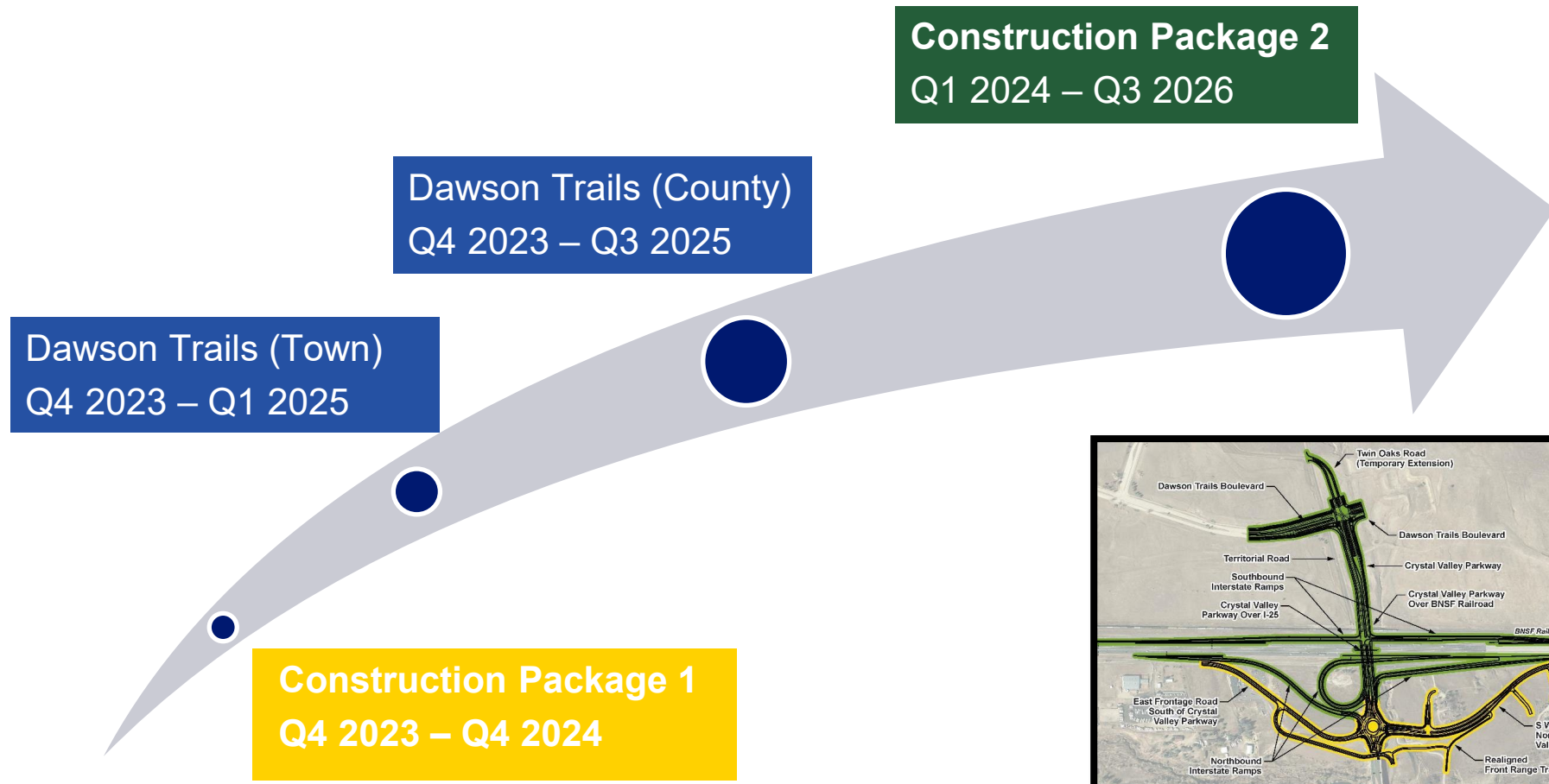
- Construction Phasing
  - Package 1
  - Package 2







# Project Schedule





# Transportation Demand Management in 1601 PD

- The Town staff worked closely with DRCOG and CDOT staff to identify additional TDM strategies
- The resulting TDM Plan remains consistent with 1601 PD, which is to preserve long-term functionality of the constructed interchange improvement
  - The effect of some of these TDM strategies will be realized beyond year five (5)
  - For others, the methodology is not yet reliable for granting trip reductions

	Percent Reduction of ADT
PD 1601 Goal	3.0%
Crystal Valley Interchange TDM Plan (First Five Years)	1.5%
Crystal Valley Interchange (Beyond Year Five)	>3.0% (anticipated)





# Project-Specific Transportation Demand Management Plan

Crystal Valley TDM Strategy	Annual Daily Traffic Trip Reduction
Bicycle and Pedestrian Facilities	150 trips
Schoolpool Program	33 trips
Vanpool Program	16 trips
Ridematching Carpool Program	51 trips
Park-n-Ride / Carpool Lot	30 trips
<b>Total</b>	<b>280 trips</b>
Three (3) Percent Goal	575 trips
Shortfall*	(296 trips)

- The current rural conditions of the area makes it difficult to reliably achieve a 3.0% reduction in the first five years of operations





# Project-Specific Transportation Demand Management Plan

Crystal Valley TDM Strategy	Trip Reduction	Notes
Local Transit Planning	No trip reduction credit	Planning will occur in first five years; any potential service will be beyond five-year horizon
Shuttles, Feeders and Paratransit	No trip reduction credit	Town-wide service; calculation cannot be determined
Intelligent Transportation Systems (ITS)	No trip reduction credit	Insufficient data to calculate a reduction at this time
Transportation Management Organization Study	No trip reduction credit	Study will occur within first five years; Insufficient data to calculate a reduction at this time
Event-Related TDM Programs	No trip reduction credit	Insufficient data to calculate a reduction at this time
Guaranteed Ride Home Program	No trip reduction credit	Insufficient data to calculate a reduction at this time



**COLORADO**

**Department of Transportation**

Questions?

Stephanie Alanis

South Program Engineer, CDOT Region 1

[nyssa.beach@state.co.us](mailto:nyssa.beach@state.co.us) | 303.746.8639

Nyssa Beach

Resident Engineer, R1 South Engineering Program

[nyssa.beach@state.co.us](mailto:nyssa.beach@state.co.us) | 303.746.8639

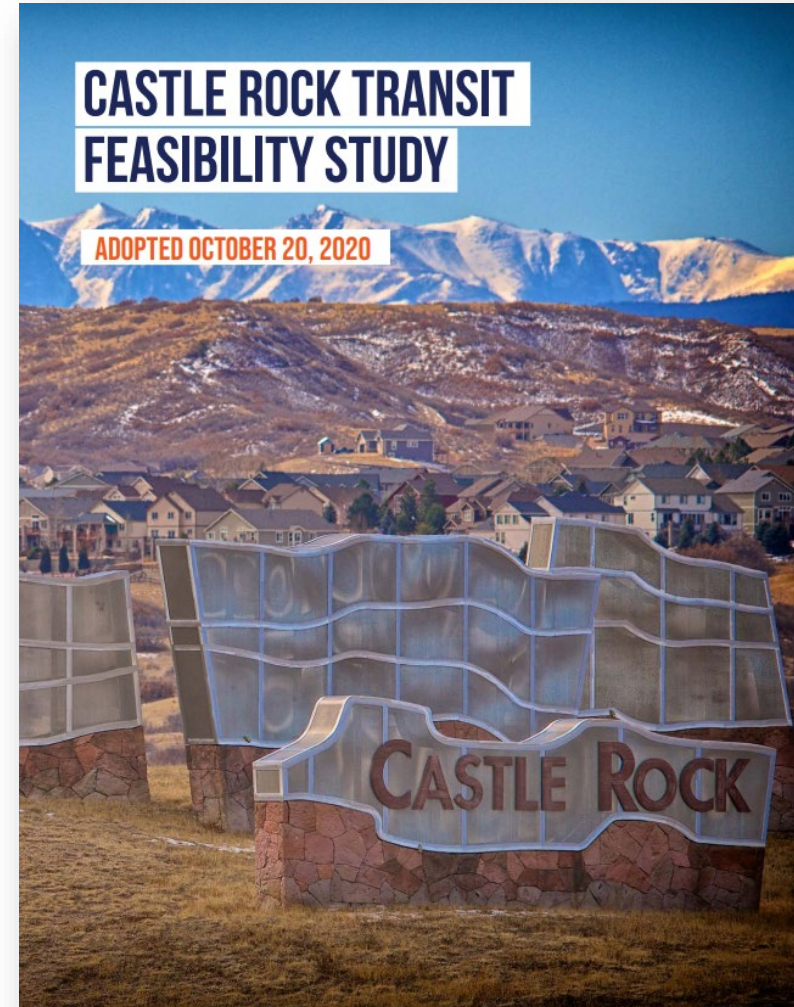
Nathan Lindquist Senior Land Use Planner, DTD Multimodal Planning Branch

[nathan.lindquist@state.co.us](mailto:nathan.lindquist@state.co.us) | 303.757-9760



# Transportation Demand Management in 1601 PD

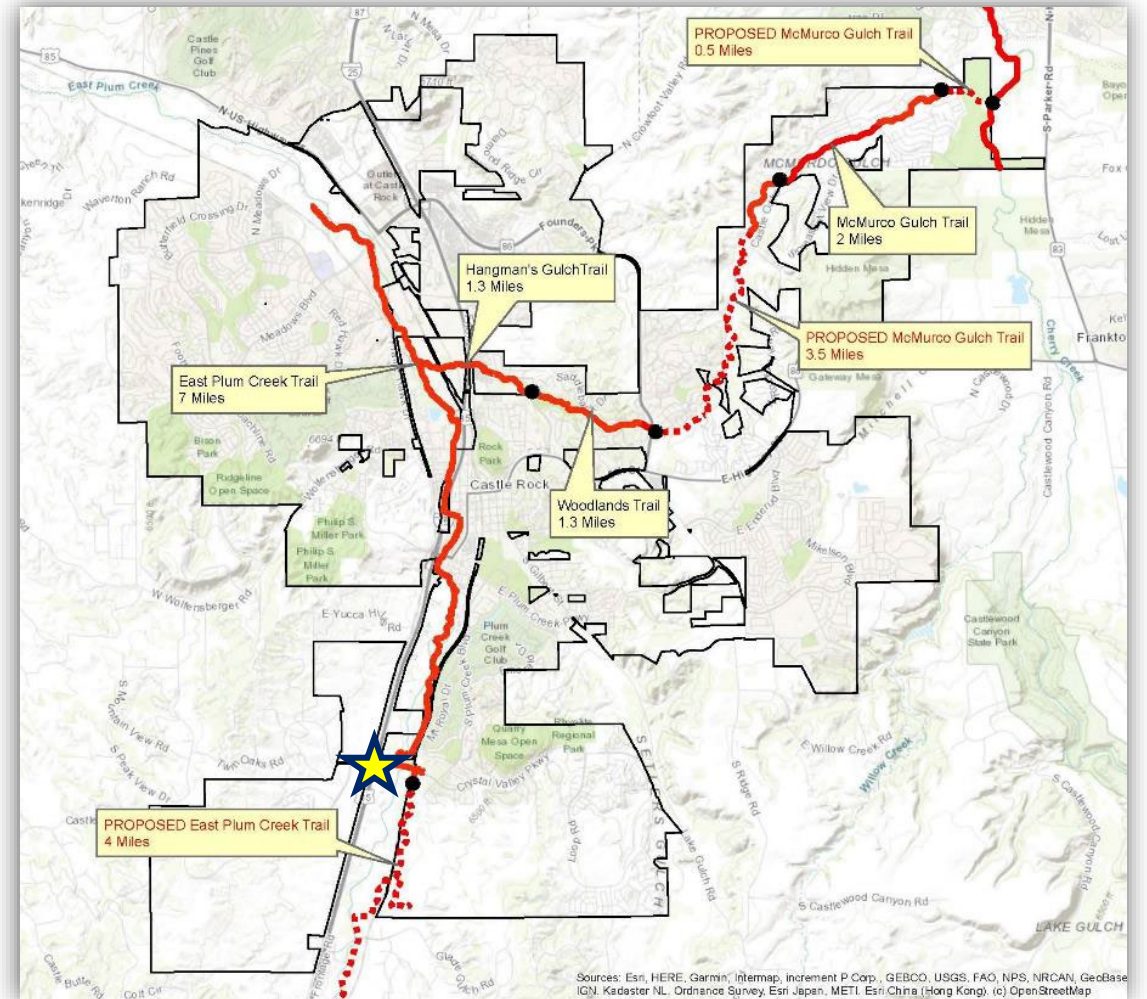
- The Town of Castle Rock supports the policy goals in 1601
- Transit Feasibility Study conducted by the Town in 2020
- TDM Plan developed in collaborative process with DRCOG, CDOT staff, and Town staff
  - ADT reductions that can be reliably achieved in first five years
  - Additional ADT reductions anticipated with growth and expansion of transportation options
- Rural context today, but growth is anticipated
- Several funding sources identified for TDM Strategies





# Project-Specific Transportation Demand Management Plan

- Project enhances regional trail connectivity
- Crystal Valley Interchange creates key bike/ped connection across I-25 to the Colorado Front Range Trail





**MEMORANDUM**

**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: PATRICK HOLINDA, BRIDGE AND TUNNEL ENTERPRISE MANAGER**  
**KATIE CARLSON, BRIDGE AND TUNNEL ENTERPRISE FINANCIAL**  
**MANAGER**  
**JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**DATE: OCTOBER 18, 2023**  
**SUBJECT: BRIDGE AND TUNNEL ENTERPRISE 10-YEAR PLAN FINANCING**  
**WORKSHOP**

**Purpose**

Staff has prepared this workshop to provide the Bridge and Tunnel Enterprise (BTE or Enterprise) Board of Directors (Board) an overview of the Enterprise's role in delivering the CDOT 10-Year Plan (10-Year Plan or plan), its planned participation in BTE eligible CDOT 10-Year Plan projects, and anticipated financing needs to deliver the plan.

**Action**

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

**Background**

The passage of SB21-260 established BTE as a key strategic business partner and funding source for the 10-Year Plan. To allow BTE to program available resources in accordance with the statute and to support CDOT with the funding and delivery of the 10-Year Plan, the Board adopted revisions to Policy Directive BE16.0, which provides direction to staff to prioritize 10-Year Plan projects when determining program funding allocations. Additionally, the Board approved the imposition of the bridge and tunnel impact fee and bridge and tunnel retail delivery fee (bridge and tunnel fees) using the authority granted by SB21-260. To date, approximately \$250M in BTE funds have been budgeted to 10-Year Plan projects.

**Details**

In parallel with the approval of the 10-Year Plan in September 2022, BTE staff provided the Board a workshop summarizing the Enterprise's role in supporting CDOT with the delivery of the 10-Year Plan and the Enterprise's financial status. As part of this presentation, the Board was made aware that the timing of several 10-Year Plan projects with significant BTE eligible components created a funding gap for the program during the current four-year planning period (FY2024-FY2027). Since the time of the workshop, the funding gap has fluctuated from approximately \$430M to approximately \$350M. This reduction is due to both the refinement of project cost estimates, schedules, and expenditure forecasts over time and the Enterprise's efforts to limit programming outside of the 10-Year Plan.

As previously discussed, BTE is planning to utilize financing to address the funding gap, facilitate timely completion of projects, and manage program cash flows from FY2024 to FY2027. Due to its Enterprise status, BTE is authorized to issue revenue bonds and enter into agreements with governmental and non-governmental entities for loans or grants.





Per recent analysis, BTE maintains a bonding capacity of over \$600M from its bridge safety surcharge revenues. After an extensive review of available financing vehicles, the Enterprise is currently targeting a revenue bond issuance or a combination of revenue bonds and loans to address its financing needs. Assuming a level debt repayment structure and a 30-year financing term, BTE staff estimate that a \$450M bond issuance will be needed to fully eliminate the funding gap and allow the Enterprise to meet its existing project commitments without potential scope reductions or schedule impacts.

To appropriately size the financing package, maintain optionality for future projects, and address potential variability in project cost estimates, schedules, and expenditure forecasts, BTE staff are assessing the option of issuing multiple tranches of financing. In this scenario, the Enterprise will programmatically evaluate project funding needs for each upcoming construction season, determine whether a debt issuance is necessary, and size the issuance appropriately to maintain project scope and schedule and the program's cash flow. The Enterprise is also evaluating the use of a programmatic debt issuance (vs. a project-specific debt issuance), in which financing proceeds can be used to fund any project in the Enterprise's portfolio, to allow for a more efficient spenddown of bond proceeds and maintain a higher degree of flexibility to address unforeseen changes or needs (e.g. unplanned emergency projects, variability in project cost estimates and schedules, etc.). It should also be noted that these strategies will provide the Enterprise with the optionality needed to effectively implement recently passed HB23-1276: Scope of Bridge and Tunnel Enterprise as new programmatic funding priorities are established.

Based on timing of forecast project funding needs for I-70 West: Floyd Hill, Vail Pass Safety and Operations Improvements, and I-25/US 50B (I-25 through New Pueblo Freeway), the Enterprise anticipates that financing will be required in early calendar year 2024. If the aforementioned funding strategies are employed, the first bond issuance is estimated to be in the range of \$200M and \$250M with the need for subsequent bond issuances in calendar year 2025 and 2026 assessed based on project needs in future fiscal years..

### Next Steps

1. Staff will continue to onboard the bond issuance team (underwriters, financing advisors, and bond counsel)
2. Staff will continue to refine the size, term, and structure of the debt issuance and evaluate the potential risks or trade-offs.
3. Staff will return to the Board with a deep dive presentation on the contemplated bond issuance.
4. Staff will continue to engage with the Board to implement recently passed HB23-1276.

### Attachments:

Attachment A: BTE 10-Year Plan Financing Workshop





**COLORADO**

Department of Transportation

# Statewide Bridge and Tunnel Enterprise 10-Year Plan Financing Workshop

October 18, 2023  
Page 90 of 218



1. BTE's Role in 10-Year Plan Delivery
2. BTE Project Funding Needs
3. BTE Financial Status
4. Financing Initiative Goals
5. Potential Financing Strategies
6. Financing Schedule and Next Steps





# BTE's Role in 10-Year Plan Delivery

The passage of SB21-260 established BTE as a key strategic business partner and funding source for the CDOT 10-Year plan

- Authorized the Enterprise Board to impose two new fees:
  - Bridge and Tunnel Impact Fee
  - Bridge and Tunnel Retail Delivery Fee
- Directed BTE to prioritize CDOT 10-Year Plan projects when allocating revenues from these fees (§ 43-4-217(1)(g)(I), C.R.S)
- BTE Policy and Procedural Directives regarding management of funding and project selection were revised to reflect this legislation
- To date, BTE has allocated approx. \$250M to the 10-Year Plan





# FY24-FY27 BTE 10-Year Plan Funding Needs

**Eisenhower Johnson Tunnels**

2 structures | N/A | \$100M

**Speer & 23rd Blvd Reconstruction**

3 structures | 35,338 ft<sup>2</sup> | \$60M

**US 6 and Wadsworth Blvd**

1 structure | 21,065 ft<sup>2</sup> | \$20M

**I-70 Vail Pass Project**

2 structures | 61,505 ft<sup>2</sup> | \$102M

**I-270 Critical Bridges**

6 structures | 71,417 ft<sup>2</sup> | \$90M

**I-70 Floyd Hill**

3 structures | 27,826 ft<sup>2</sup> | \$240M

**I-25 through Pueblo New Freeway**

2 structures | 39,829 ft<sup>2</sup> | \$51M

**Project Statistics**

- 17 bridge structures
- 217,151 ft<sup>2</sup> Poor Bridge Deck Area
- 15% of the Total Statewide Poor Bridge Deck Area
- EJMT Repair Program Fully Funded

**Note:** The estimated BTE-eligible construction costs shown above are for illustrative purpose only and are subject to change.



# BTE Other Project Funding Needs

### Legend

Existing BTE scope

New to BTE's scope  
(HB23-1276)

**10-Year Plan Projects**  
- 10-Year Plan projects with BTE eligible scope  
- Prioritized in accordance with statute and BTE policies and procedures

**Other Projects**  
- BTE eligible projects that are not currently included in the 10-Year Plan  
- Programmatic priorities will be re-evaluated due to the passage of HB23-1276

**Safety Critical Bridge Projects**  
- BTE is the primary funding source for the remaining 162 unprogrammed poor-rated bridges statewide

**Bridge Preventative Maintenance Projects**  
- BTE is responsible for maintaining the bridges it replaces or rehabs in perpetuity

**Tunnel Projects**  
- Projects to repair, maintain, or enhance tunnels

**Bridge Preventative Maintenance Projects (Expanded)**  
- Preventative maintenance for any good or fair-rated bridge

**Fair Bridge Bundling**  
- Packaging fair-rated bridges with projects that address poor-rated bridges for cost savings or schedule acceleration



# FY24-FY27 BTE Funding Gap

- Numerous strategic projects with BTE eligible scope are forecasting significant construction expenditures between FY24-FY27
  - \$700M+ in total forecast expenditures for the entire BTE portfolio
- The scale and timing of larger strategic projects creates a funding gap for BTE between FY24-FY27
  - Funding gap has been fluctuating between \$350M - \$450M
- BTE is well positioned to address the funding gap with financing
  - Business purpose includes financing to address poor-rated bridges and complete tunnel projects
  - Authorized to issue revenue bonds and to enter into agreements for loans or grants with governmental or non-governmental entities
  - Bonding capacity currently exceeds \$600M based on bridge safety surcharge revenues



# BTE Financial Status Summary

## FY24-FY33 Available Revenues vs. Project Commitments by FY (\$ in Millions)

Column	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total
Revenues <sup>1</sup>	\$ 153	\$ 160	\$ 169	\$ 178	\$ 185	\$ 194	\$ 196	\$ 200	\$ 203	\$ 206	\$ 1,843
Roll Forward <sup>2</sup>	15	19	(81)	(284)	(348)	(311)	(201)	(89)	34	159	\$ (1,088)
Non-Project Expenses <sup>3</sup>	(52.0)	(52.0)	(65.0)	(65.0)	(66.0)	(69.0)	(68.0)	(69.0)	(70.0)	(71.0)	\$ (647)
10-Year Plan Projects <sup>4</sup>	(53)	(175)	(292)	(174)	(74)	(7)	(8)	-	-	-	\$ (784)
Other Projects <sup>5</sup>	(44)	(32)	(16)	(2)	(8)	(8)	(8)	(8)	(8)	(8)	\$ (142)
<b>Cumulative Capacity/Deficit</b>	<b>\$ 19</b>	<b>\$ (81)</b>	<b>\$ (284)</b>	<b>\$ (348)</b>	<b>\$ (311)</b>	<b>\$ (201)</b>	<b>\$ (89)</b>	<b>\$ 34</b>	<b>\$ 159</b>	<b>\$ 285</b>	



Estimated FY24-FY27  
Funding Gap

**Note:** Variances in the funding gap are expected as construction cost estimates, schedules, and expenditure forecasts are refined

Source: Various, see below

<sup>1</sup> OFMB and pertinent debt service schedules. Assumes the loss of the BABs subsidy starting in CY24 and \$15M cap on FHWA participation in debt service on the Series 2010A/2019A bonds.

<sup>2</sup> Amounts reflected are annual year- end roll forwrds from the prior fiscal year.

<sup>3</sup> BTE staff and pertinent debt service schedules

<sup>4</sup> Region staff. Based on planning-level project expenditure forecasts. Subject to change.

<sup>5</sup> BTE staff





# Outstanding BTE Debt Summary

## Summary of Outstanding Bond Issuances and Debt Obligations as of FY2023-24

Purpose	Issuance / Obligation	Outstanding Principal	Outstanding Interest	Remaining Debt Service (Principal & Interest)	Last Payment
Refunded a portion of Series 2010A BABs	Series 2019A	\$38,740,000	\$5,463,400	\$44,203,400	FY2028
Repayment of Central 70 Capital Investment	C70 Capital Performance Payments	\$688,201,295	\$518,159,714	\$1,206,361,009	FY2052
Build America Bonds Program	Series 2010A	\$257,180,000	\$188,369,072	\$445,549,072	FY2041
<b>Total</b>				<b>\$1,696,113,481</b>	

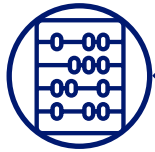
Note: BTE's total annual debt service obligation ranges from approximately \$45M to \$70M over the next 30 years



# BTE Financing Goals



BTE has been modeling various financing scenarios to deliver on its 10-year plan commitments with consideration given to the following goals:



Facilitating timely completion of 10-year plan and other safety critical BTE projects and managing program cash flow



Maintaining a sustainable level of program capacity in future fiscal years to effectively manage bridge and tunnel assets



Implementing HB23-1276, increasing investment in Glenwood Canyon, and establishing a “right-sized” annual asset management project budget



Maintaining flexibility and capacity to capitalize on federal discretionary grant opportunities



Selecting an approach that is compatible with CDOT and CTIO funding strategies



# Potential Financing Vehicles Evaluated



Transportation Infrastructure Finance and Innovation Act (TIFIA)



Grant Anticipation Revenue Vehicle Bonds (GARVEE)



Long-Term BTE Revenue Bonds



Short-Term BTE Revenue Bonds



Bank Placements



Combinations of these strategies



# Financing Vehicles Eliminated from Consideration



## Transportation Infrastructure Finance and Innovation Act (TIFIA)

- CTIO's pursuit of a TIFIA loan for Floyd Hill limits BTE's ability to utilize this strategy
- Longer transaction time would create timing issues for CY2024 construction projects
- Project-specific issuance provides less flexibility vs. programmatic issuance



## Grant Anticipation Revenue Vehicle Bonds (GARVEE)

- Requires diversion of federal revenues to BTE to serve as a revenue pledge
- Reduces CDOT's federal funding capacity, potentially impacting planned or programmed projects
- GARVEE issuance may have a lower credit rating & higher borrowing cost when compared to revenue bonds
- Less term flexibility when compared to BTE revenue bonds

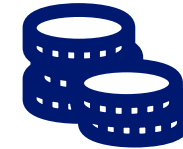


# Financing Vehicles Under Consideration



## Long-Term Revenue Bonds

- Lower annual debt service provides the most flexibility to deliver additional projects on a 10-year horizon
- Due to inflation, funding available over the short-term is expected to have more buying power than funding available over the long-term
- Higher total debt service
- Interest rates on shorter-term treasuries are currently rising above longer-term treasuries, making a long-term issuance more attractive
- Consistency with the approach for the 2010A bond issuance



## Short-Term Revenue Bonds (or Bank Placements)

- Higher annual debt service limits BTE's ability to fund additional projects on a 10-year horizon
- Higher annual debt service "pinches" the program during the peak of 10-year plan expenditures, resulting in the need to issue additional debt to avoid project impacts
- Lower total debt service
- Shorter term provides more Enterprise capacity after bonds reach maturity



# Additional Financing Considerations

## Optimizing Program Delivery

- How do we mitigate the impacts of variability in project cost estimates, schedules, and expenditure forecasts, provide optionality as HB23-1276 is implemented, and plan for unforeseen needs?
  - Programmatic debt issuance (vs. project specific)
  - Issuance of debt in multiple tranches (vs. a single issuance)

## Timing

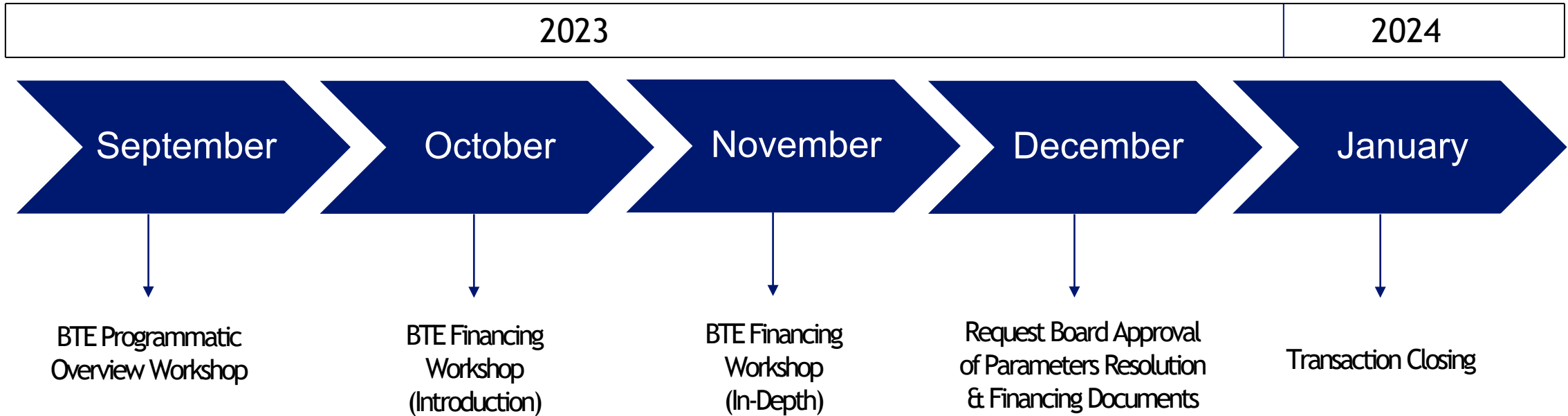
- How are we determining the most logical time for the first debt issuance?
  - Forecast timing of construction funding needs (Vail Pass, Floyd Hill, I-25/US50B)
  - Limitations on remaining BTE budget authority and BTE cash flow considerations
  - Forecast market conditions



- Initial analysis indicates that a **\$450M bond issuance (single issuance or multiple tranches) would eliminate the entire funding gap** - assuming a 30-year term and level debt service repayment
- Based on the forecast timing of expenditures for CY2024 construction projects, the first issuance is expected to be in the range of **\$200M to \$250M**
- The need for subsequent issuances to advance planned CY2025 and CY2026 projects will be evaluated as:
  - project cost estimates, schedules, and expenditure forecasts for future projects are refined, and
  - programmatic funding priorities are determined through the implementation of HB23-1276



# Schedule for Transaction



**Note:** The schedule will be reevaluated as needed based on the timing of project funding needs and market conditions.





# Financing Next Steps

- Continue onboarding the bond issuance team (underwriters, financial advisors, and bond counsel) for the transaction
- Continue to refine the size, term, and structure of the debt issuance and evaluate potential trade-offs/risks of each option
- Return to the Board with a deep dive presentation on the contemplated transaction in November



**COLORADO**

**Department of Transportation**

# Questions or comments?



Patrick Holinda, P.E., Program Manager  
Bridge and Tunnel Enterprise  
[Patrick.Holinda@state.co.us](mailto:Patrick.Holinda@state.co.us)

Katie Carlson, Financial Manager  
Bridge and Tunnel Enterprise  
[Katherine.Wagnon@state.co.us](mailto:Katherine.Wagnon@state.co.us)





**COLORADO**  
Department of Transportation

2829 W. Howard Place, 4<sup>th</sup> Floor  
Denver, CO 80204-2305

TO: Transportation Commission  
FROM: John Putnam, David Singer, Chris Enright  
DATE: October 18, 2023  
RE: Update on Mountain Rail Service Development Plan Proposal

**Purpose**

To update the Commission on recent activities and opportunities related to a proposal for mountain rail and to request TC Program Reserve funds be utilized for a Service Development Plan (SDP).

**Action**

Request approval of the FY 24 Budget Amendment this month that includes \$5 million from the TC Program Reserve to accelerate transit and rail planning, including the development of an SDP for mountain rail.

**Background**

Staff will provide the Commission an update on recent activities and opportunities related to a mountain rail proposal in NW Colorado.

**Next Steps**

If approved, staff will begin work on systems and project planning as part of the SDP.

**Attachments**

Attachment A - PowerPoint Presentation  
Attachment B-E- Letters of support for a mountain rail SDP.





C. Enright/CDOT

UPRR Craig Sub. at the Steamboat Spring, Steamboat Springs, CO



**COLORADO**

Department of Transportation

# Mountain Rail Service Development Plan Proposal



# Rail Context and Policy Issues

## Funding

- Major funding needs for enhancing capacity, safety and equity
- Limited **long-term funding** for passenger or freight rail improvements
  - Bipartisan Infrastructure Law is a time-limited opportunity (awarded by 2026)
  - Still need local match for capital, as well as operating and maintenance costs
- Significant capital and operating costs for passenger rail corridor development

## Coordination and joint planning

- Formalize coordination and communication with railroad operators
- Moffat Tunnel Lease Renewal

## Land use and development

- Integrate transit- and rail-oriented development
- Preserve existing rail infrastructure and right-of-way for future uses



# Why Now?



- Local leaders have indicated a desire for increased passenger rail options.
- Constructive discussions with Union Pacific leadership on increased passenger rail.
- Coal generation and mining is being phased out, affecting jobs and leaving little freight traffic on UP Craig Subdivision.
- Need to support a just transition.
- The Bipartisan Infrastructure Law creates a limited funding window.

Historic Steamboat Springs Station on the UP Craig Sub



# Requests from Stakeholders

State Representative  
JULIE McCLUSKIE  
Colorado State Capitol  
200 East Colfax Avenue, Room 307  
Denver, Colorado 80203  
Office: 303-866-2952  
Cell: 970-977-0621  
Email: julie.mccluskie.house@colleg.gov



HOUSE OF REPRESENTATIVES  
State Capitol  
Denver  
80203

SPEAKER OF THE HOUSE  
Vice-Chair  
Executive Committee of the  
Legislative Council  
Legislative Council Committee

October 9, 2023

Dear Governor Polis, Director Shoshana M. Lew, and the Colorado Transportation Commission:

I am writing to support reestablishing passenger rail service connecting Denver to Winter Park to Steamboat and on to Hayden and Craig by commencing a Service Development Plan for "Operation All Aboard" in the Northwestern region of Colorado. Reestablishing this passenger rail service would increase accessibility to nature, recreation, jobs, and housing. It also is a sustainable travel solution and will help reduce congestion on I-70. Investing in this rail network will open up countless opportunities for residents of Northwest Colorado, those traveling into the mountains, and ultimately advance Colorado's economy and mobility.

Since the rail infrastructure was set up in the early 1910s and in use until the mid-1960s, reestablishing the rail line can be done cost-effectively. Now is as good a time as ever, as we see property values skyrocketing in the high country, record-breaking travel along I-70, and a lack of workforce retention and housing. This passenger rail will increase the accessibility to major ski resorts like Winter Park and Steamboat and, in turn, support local businesses, tourist industries, and recreational opportunities. In addition, Colorado has been working hard to decrease air pollution and increase environmental public transportation opportunities. This rail line will help lead Colorado forward in a cost-effective and sustainable manner. Lastly, I-70 has been plagued with accidents, traffic, and construction – which has only worsened. By giving people another option to travel to the mountains will increase safety and accessibility. This is a pivotal time to take action to improve our state's transportation options, increase efficiency, prioritize sustainability, and boost our economy.

Thank you for considering commencing a Service Development Plan for "Operation All Aboard" to continue your commitment to help improve Northwest Colorado and all of Colorado.

Sincerely,

Julie McCluskie  
Speaker of the CO House of Representatives



General Assembly  
State of Colorado  
Denver

August 30, 2023

Dear Governor Polis, Director Shoshana M. Lew, and the Colorado Transportation Commission:

We appreciate you all and your staff for spending time in our community last week to hear about the potential for reestablishing passenger rail service connecting Denver to Winter Park to Steamboat and on to Hayden and Craig.

We are writing to you now to ask you to support moving this potential passenger rail expansion forward by commencing a Service Development Plan for "Operation All Aboard" in the Northwestern region of Colorado. A small investment by the Colorado Department of Transportation for a Service Development Plan for the Northwest subsection of the Union Pacific line is a critical next step for advancing this exciting opportunity. As the legislators for this region and advocates for environmentally-efficient transportation and increased access to affordable housing along transportation corridors, we believe that investing in this rail network presents an unparalleled opportunity to usher in a new era of affordability, mobility, and economic advancement in rural Colorado.

While Colorado looks to the future, it is essential that we draw on the legacy of our past. Due to the demand for Routt County agricultural products to be distributed nationwide, the rail line to Steamboat and Hayden was built in the early 1910s. Since 1968, the passenger rail has been closed, yet this rail line was extended and utilized by local coal mines and power plants. With many of those coal operations scheduled to retire in the near future, there is an opportunity to reestablish this rail line as a passenger rail using the existing infrastructure and connect the entire region's workforce – a nod to the past, present, and future of Northwest Colorado. Further, federal funding opportunities that now exist present an exciting and unique opportunity for our region that should be pursued.

Looking toward the future, rail transportation holds immense promise for the Northwest region of Colorado. Environmental prioritization, affordable housing solutions, and economic growth would be direct beneficial impacts of this passenger rail. By reducing emissions through reductions in commuter traffic, this project would establish the Northwest region and Colorado as a leader in modern solutions to the climate crisis. Further, as US-40 between Steamboat and Craig experiences frequent accidents, less cars on the road could significantly increase traveler safety. Importantly, one of the greatest challenges facing our community is the lack of affordable and attainable housing. A commuter and passenger rail would facilitate a realistic workforce connection between the more affordable communities of Hayden and Craig to jobs in Steamboat Springs. Finally, a passenger rail makes sense from an economic standpoint. As a growing community, we need better access to the region as a whole and a better transportation option for visitors traveling through the Yampa Valley Regional Airport. The rail line would be a direct solution to those concerns and thus positively impact our local environment, safety, and economy.

Currently, we stand at a pivotal juncture where the urgency of environmental concerns intersects with the need for pragmatic solutions to housing and transportation challenges. The present moment offers a unique opportunity to forge partnerships and secure funding that can establish an efficient, sustainable, and forward-looking rail system.

In light of these considerations, we request that the Colorado Department of Transportation create a Service Development Plan for the Northwest Colorado passenger rail. This plan would make this service more competitive for federal grant opportunities and serve as a roadmap to guide the strategic development of rail transportation in the region. By investing in the creation of a Service Development Plan, CDOT can demonstrate its commitment to fostering innovative solutions that address the challenges faced by our communities.

Thank you for your consideration of this project which demonstrates our commitment to progress in the Northwest Colorado region.

Sincerely,

Meghan Lukens  
State Representative  
House District 26

Dylan Roberts  
State Senator  
Senate District 8



522 Lincoln Avenue,  
Suite #30  
Steamboat Springs, CO 80487  
[www.co.routt.co.us](http://www.co.routt.co.us)

September 27, 2023

Dear Governor Polis, Director Shoshana M. Lew, and the Colorado Transportation Commission:

**We are writing to express our strong support for the reestablishment of passenger rail service in Northwest Colorado.**

It was extremely motivating to participate in a tour of the rail line and its potential spurs in Steamboat Springs and Hayden alongside the team from the Colorado Department of Transportation (CDOT), the Governor's office and our locally-driven grassroots coalition this August. There we discussed the storied evolution of passenger and freight rail in Routt County including its important history of moving people, produce, cattle and eventually coal. Over the past several decades, the dominant freight moved on our line has been coal. With the imminent transition of the coal-fired power plants in our area, we find Union Pacific (UP) more willing than ever to find a substitute use for what otherwise might end up as a stranded asset.

In fact, on an April 2023 ride on UP's heritage trains, County Commissioners heard from then Chief Executive Officer, Lance Fritz, that UP was ready for a proposal on enhanced and new passenger rail on the Northwest Colorado line. In addition, UP encouraged us to recognize just how much bargaining power we had with the Moffat Tunnel contract renegotiation. These factors, when combined with the unprecedented federal funding currently available and an exponential increase in commuter use on Highway 40, lead us to this opportune moment to revive passenger rail in Northwest Colorado.

We write in support of Senator Roberts, Representative Lukens and the partners who authored a September 8, 2023 letter requesting that you help us move passenger rail forward by creating a Service Development Plan (SDP). A SDP would allow us to better understand how to repurpose existing infrastructure to connect Routt County with Denver, Grand and Moffat Counties. Of top priority to us is providing our workforce with a transportation alternative that would likely be safer, more environmentally friendly, and more-cost-effective than commuting in single occupancy vehicles daily.

According to CDOT data 2,700 people commute into Steamboat Springs from Craig every day, 800 from Hayden and 850 from Oak Creek. We anticipate that these numbers will increase significantly with the Town of Hayden and communities within South Routt County growing and developing quality housing that is available at a significantly lower cost than Steamboat Springs. In addition, the frequent closures of I-70 and corresponding re-routing of traffic to Highway 40 place an undue burden on this already overburdened stretch of highway. Lastly, the Yampa Valley Regional Airport is among the fastest growing mountain town airports in Colorado with year-round air service and heavy winter use. Passenger rail to the airport will open up a world of possibilities for locals, visitors, and airport employees.

We have sounded the alarm with CDOT, Representative Neguse and both of our U.S. Senators about safety concerns on Highway 40 including rock fall, collisions related to wildlife, and fatalities due to distracted driving. We must develop a safer commuter alternative and alleviate the pressure that is building on Highway 40. We see passenger rail as that promising alternative.

We are at a critical juncture where we need to address our transportation deficiencies in a way that also promotes greenhouse gas emission reduction, and creates a more livable environment for our workforce. With strong partnerships in place, we stand at the ready to work with you to advance innovative transportation solutions in Northwest Colorado.

Timothy V. Corrigan  
District I

Tim Redmond  
District II

Sonja Macys  
District III



September 8, 2023

Dear Governor Polis, Executive Director Lew, and the Colorado Transportation Commission,

Thank you so much for taking the time to learn more about our community's vision for passenger rail in Northwest Colorado and we appreciate CDOT's interest in mountain corridor rail. We are proud of the strong public-private coalition that we have built to support this idea and, between the local municipalities, the ski resort, and community organizations, we believe we have the diverse skill set to bring this idea to fruition.

We are writing today to ask for your assistance to create a Service Development Plan (SDP) for intercity passenger rail from the Front Range to NW Colorado. We recognize the infrastructure and assets that we currently have but an SDP will help us better understand the feasibility of passenger rail for our region as well as the needed infrastructure, safety measures, and any other potential obstacles we may encounter for this project.

We recognize the opportunities for current and future federal infrastructure funding and believe we are well positioned to take full advantage of them. Our communities in Routt and Moffat Counties have committed to a Regional Transportation Authority (RTA) feasibility study and are actively discussing the formation of an RTA in the next two years. The near future closures of the Hayden and Craig Stations provide access to rail that wasn't available before and passenger rail provides economic development opportunities for the communities impacted by the closure. And the Yampa Valley community is aligned behind this project and have a diverse and skilled group of stakeholders who are committed to this project. For these reasons, we believe we are ready for the next step evaluating the feasibility of passenger rail that an SDP will provide.

Thank you for considering this request. Don't hesitate to reach out with questions or to discuss our request in greater detail.

Kind regards,

Rob Perlman, Regional COO  
Rocky Mountain Division  
Alterra Mountain Company



Michael Buccino  
Counselor  
City of Steamboat Springs



Sonja Macys  
Commissioner District III  
Routt County



Jennifer Holloway, CEO  
Craig Chamber and  
Moffat County Visitor Center



Matthew Mendicino  
City Manager  
Town of Hayden



Kevin Booth  
Director  
Yampa Valley Regional Airport



Tim Wohlgenant  
Executive Director  
Yampa Valley Community Foundation



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# Requests from Stakeholders

## COLORADO NEWSLINE

GOVERNMENT ENVIRONMENT JUSTICE HEALTH ECONOMY COMMENTARY DOWN THE LINE

ECONOMY GOVERNMENT

### Colorado officials reshuffle Moffat Tunnel lease team as passenger rail push accelerates

Train service eyed in northwest region that includes Steamboat Springs

BY: DAVID O. WILLIAMS - SEPTEMBER 26, 2023 4:00 AM



## COLORADO NEWSLINE

GOVERNMENT ENVIRONMENT JUSTICE HEALTH ECONOMY COMMENTARY DOWN THE LINE

ENVIRONMENT GOVERNMENT

### In wake of oil train legal win, Colorado mountain towns dream of passenger rail

Local officials see opportunity in discussions around Moffat Tunnel lease, which expires in 2025

BY: DAVID O. WILLIAMS - AUGUST 30, 2023 4:00 AM



### Lawmakers ask CDOT for Northwest Colorado passenger-rail development plan

News FOLLOW NEWS | Sep 5, 2023



Trevor Ballantyne FOLLOW  
tballantyne@steamboatpilot.com

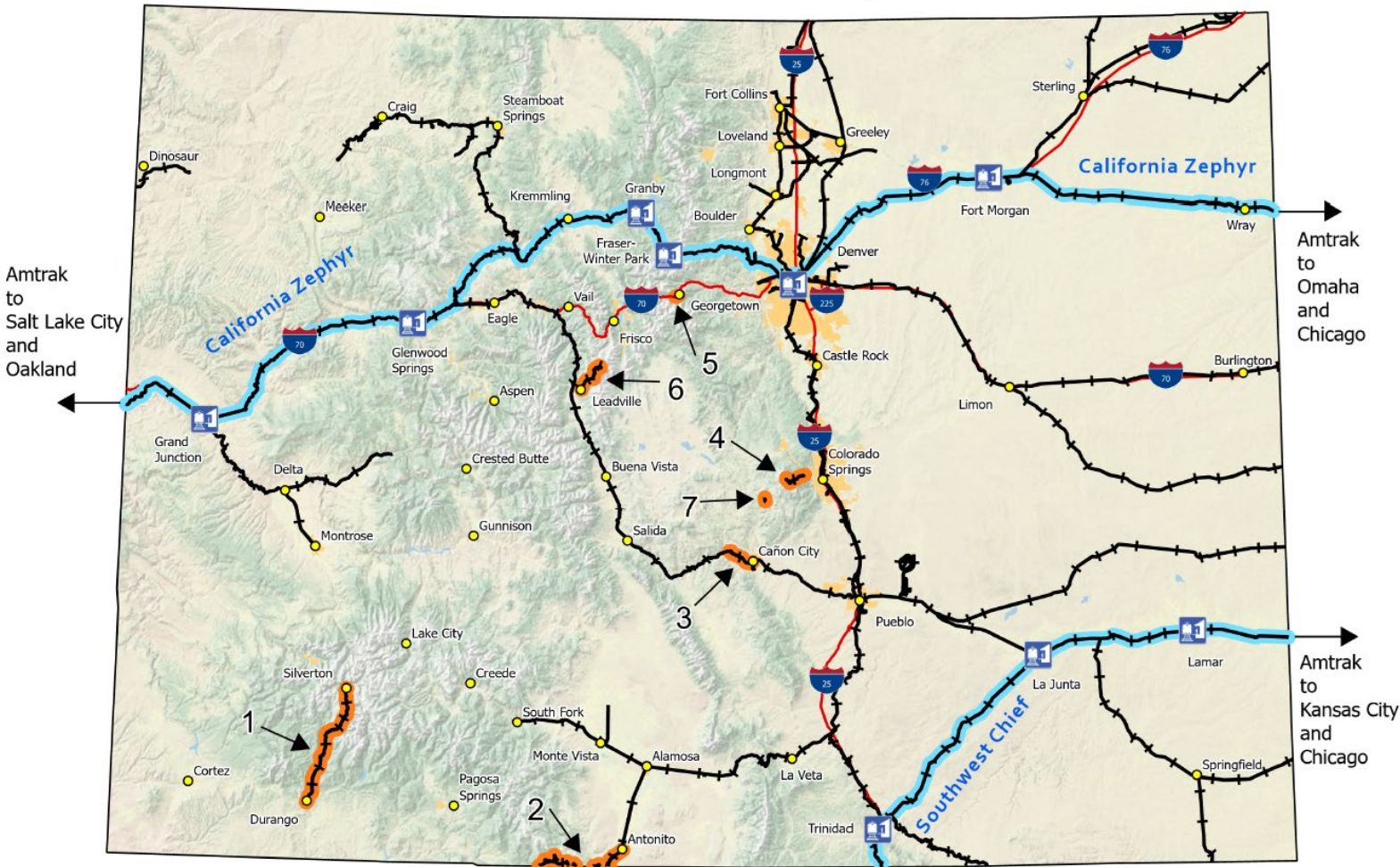






# Existing Routes - Underutilized Capacity

## Colorado Rail System



**Tourist Rail Line Key**  
 1. Durango & Silverton Narrow Gauge RR  
 2. Cumbres & Toltec Scenic RR  
 3. Royal Gorge RR  
 4. Pikes Peak Cog Railway  
 5. Georgetown Loop RR  
 6. Leadville, Colorado, and Southern RR  
 7. Cripple Creek & Victor Narrow Gauge RR

Amtrak to Albuquerque and Los Angeles  
 Amtrak Stations  
 Cities  
 Railroad  
 Interstates  
 Amtrak  
 Tourist Rail Lines  
 Urban Area

### Moffat Tunnel Subdivision

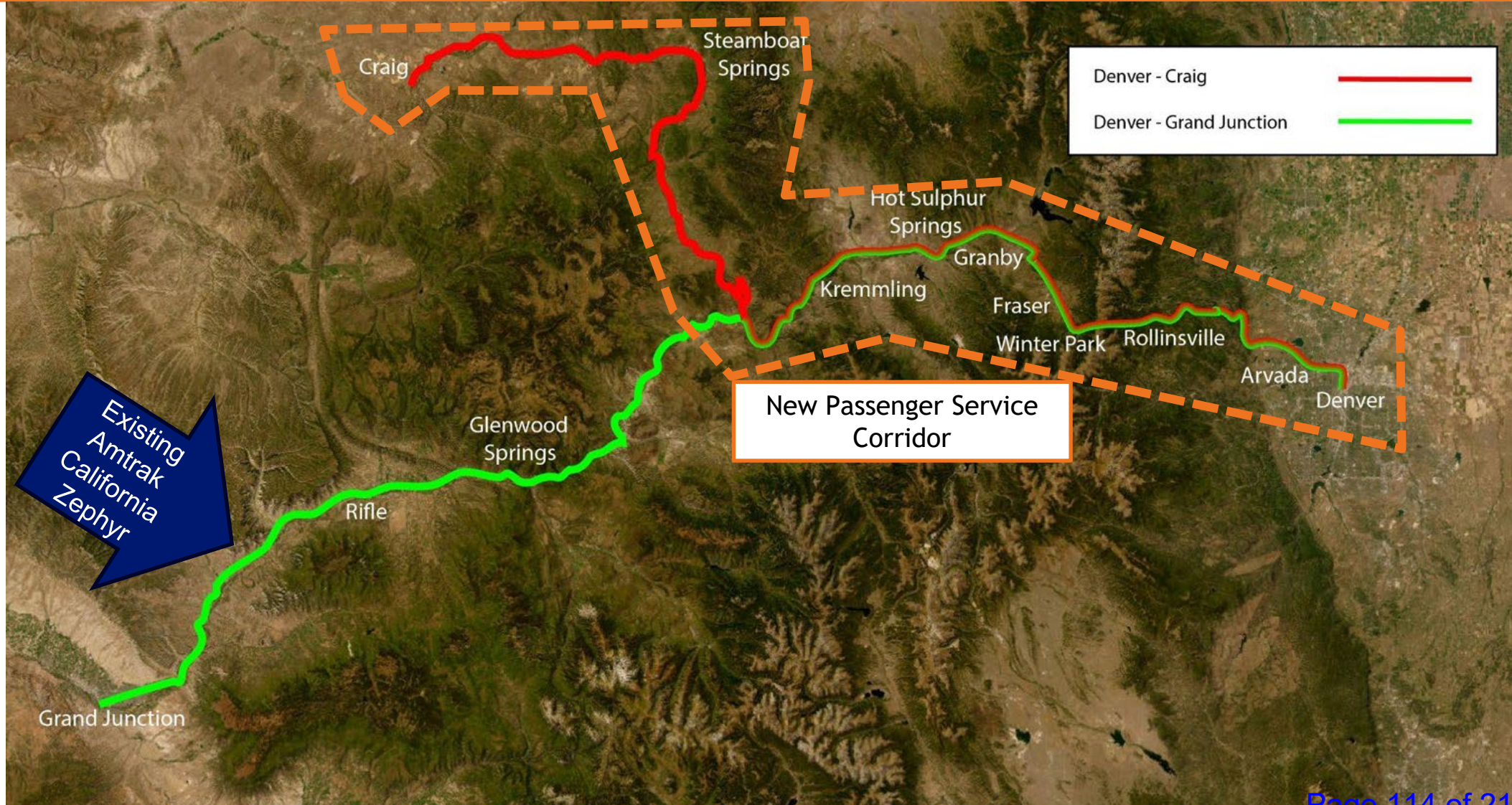
- Denver to Bond
- Includes 29 tunnels
- Serves Winter Park, Granby, Kremmling, Arvada, Rollinsville
- Used by Amtrak and Rocky Mountaineer
- Known for exceptionally scenic views for passengers
- Averages six daily trains (inc. passenger trains)
- Capacity of 24-30 trains/day

### Craig Subdivision

- Bond to Craig
- Serves Steamboat Springs, Craig, Hayden Airport
- Coal traffic decreasing dramatically



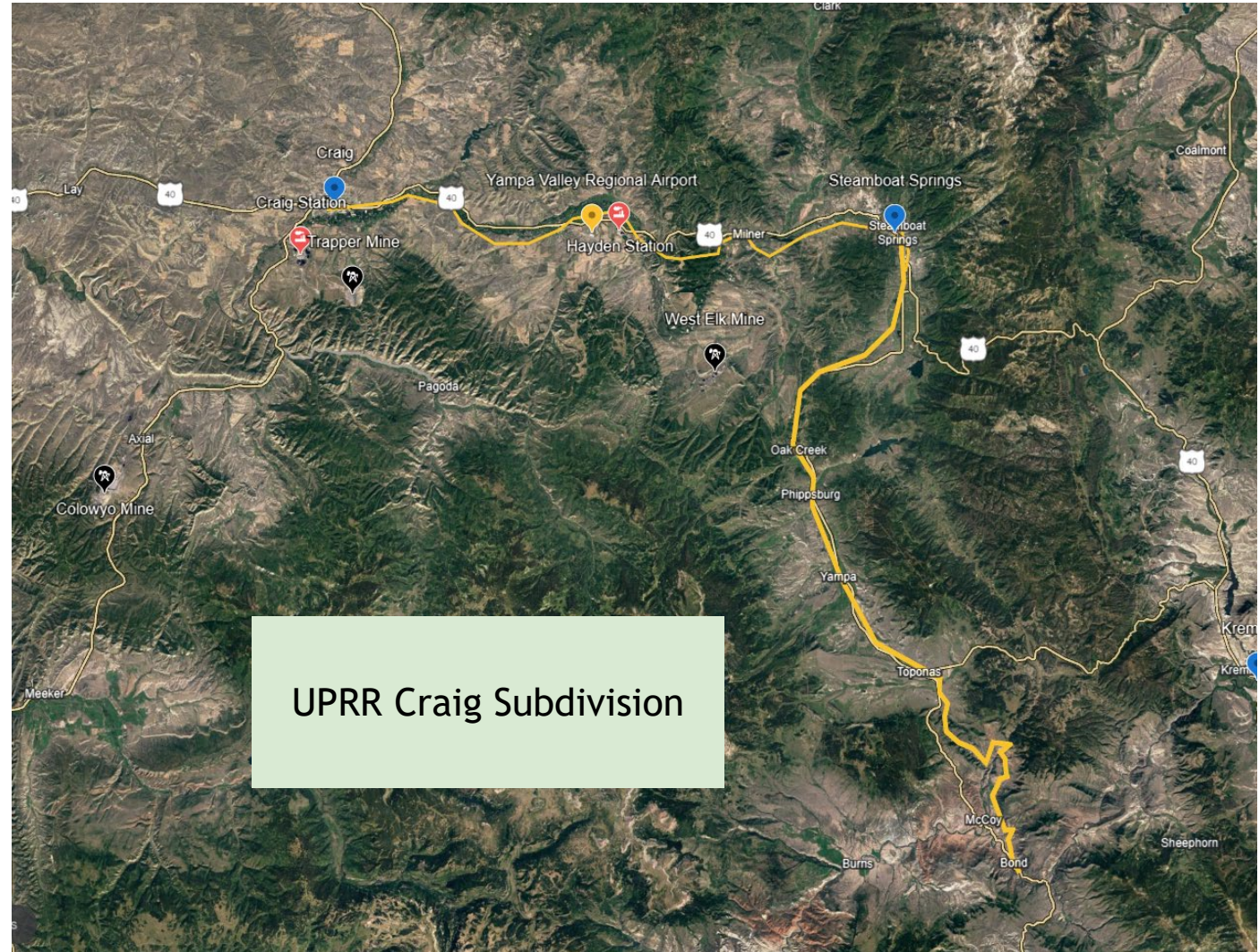
# Mountain Rail





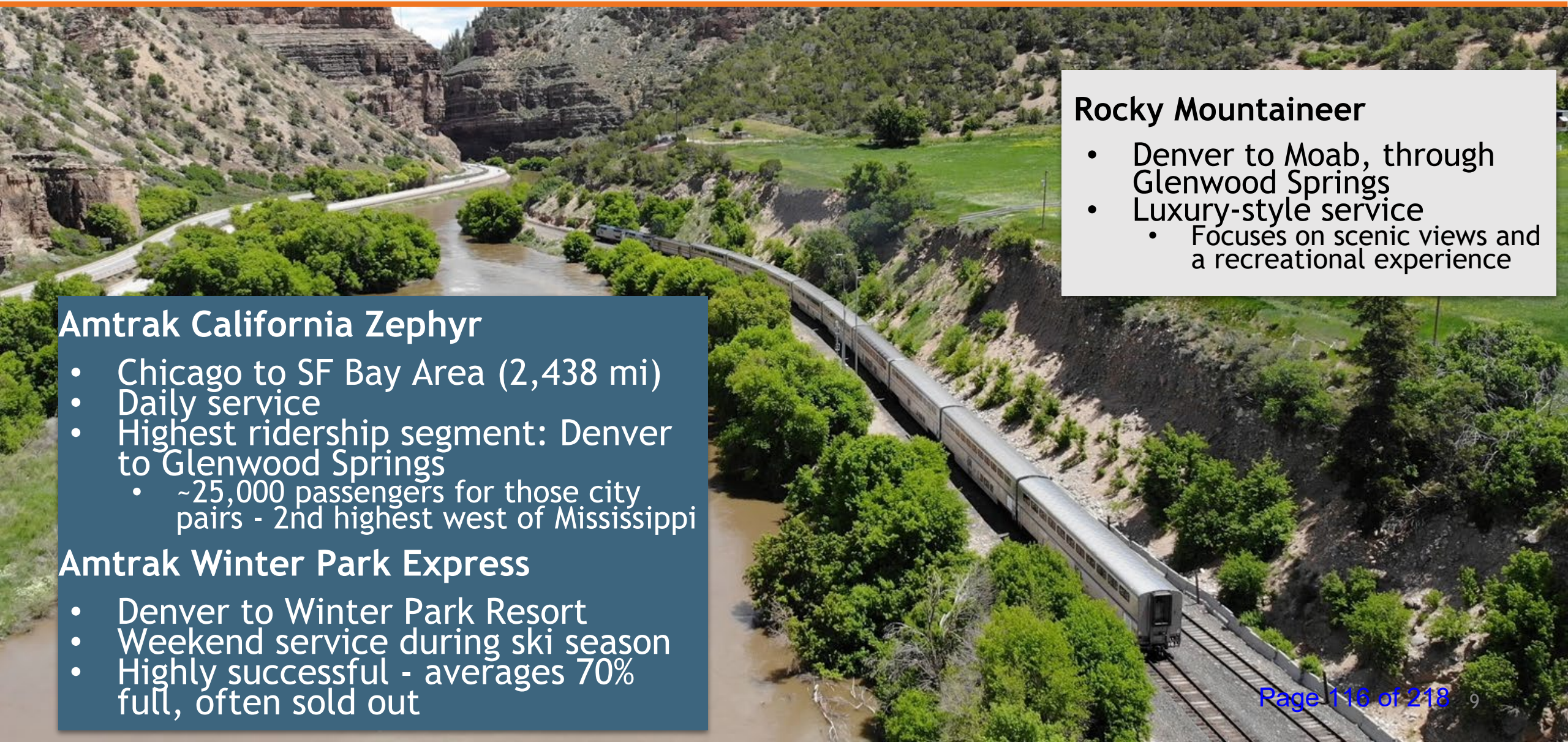
# Craig Subdivision - Transition from Coal

- Tri-State G&T and Xcel Energy will close the last units at Craig and Hayden by 2030 and 2028
- Mining will largely cease, removing almost all current freight demand
- The Colorado Office of Just Transition has been working to help workers transition to new, high-quality jobs and communities thrive by attracting diverse businesses
- The Craig Subdivision is a critical asset for just transition that could go inactive without new business





# Existing Passenger Service



## Rocky Mountaineer

- Denver to Moab, through Glenwood Springs
- Luxury-style service
  - Focuses on scenic views and a recreational experience

## Amtrak California Zephyr

- Chicago to SF Bay Area (2,438 mi)
- Daily service
- Highest ridership segment: Denver to Glenwood Springs
  - ~25,000 passengers for those city pairs - 2nd highest west of Mississippi

## Amtrak Winter Park Express

- Denver to Winter Park Resort
- Weekend service during ski season
- Highly successful - averages 70% full, often sold out



# Proposed Project

Develop a service plan for mountain passenger rail

Priority route: **Denver to Craig**

Focused on rapid and straightforward implementation

- Expand existing services
- Minimum investments
- Leveraging underutilized lines



# Mission and Likely Benefits

## **Implement a passenger rail network on feasible and sustainable corridors in the mountains**



Improve mobility and multimodal travel options



Connect communities



Foster economic vitality and improve transportation equity as an element of a just transition away from fossil fuels

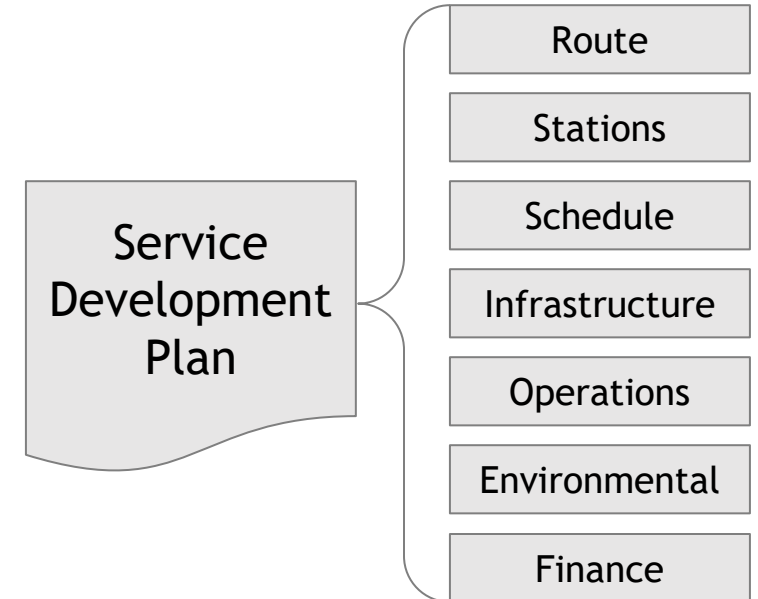


Support environmental sustainability goals



# What is an SDP?

- Determines operational and financial feasibility for Passenger Rail Service
- Defines all the essential elements of planning and operating a passenger rail network
- Includes an alternatives analysis
- Detailed planning process outlined by Federal Railroad Administration (FRA) guidance
  
- Leverages industry best practices
- Colorado is a leader in SDP processes through experience on FRPR
- Helps streamline the subsequent permitting process



U.S. Department  
of Transportation

**Federal Railroad  
Administration**



# Key Analysis Steps



ROUTE



SERVICE



OPERATIONS  
MODELING



INFRASTRUCTURE



FINANCE AND  
RIDERSHIP RESULTS





# Service Development Elements

## Stations

- Perform a market analysis to understand origins and destinations
- Leverage local planning efforts & identify transit connections
- Informs financial and ridership results

## Service

- Develop range of options
- Build train schedules & frequencies
- Schedules influence operations model
- Ridership model will predict performance

## Operations

- Building RR Partnerships
- Collecting operational data
- Building train performance model
- Influences infrastructure and cost



## Fleet

- Evaluating standards and requirements
- Influences stations, scheduling, and infrastructure design, maintenance

## Infrastructure

- Validated via operational analysis
- Influences cost estimates and financial modeling

## Environmental Context

- Inventory sensitive environmental resources
- Consider potential impacts and mitigation strategies
- Engage stakeholders and agency Coordination



## Cost Estimation

- Collecting baseline data from national benchmarks
- Pending infrastructure designs, stations, and fleet

## Financial Modeling

- Assembling baseline data
- Pending cost estimations, infrastructure, fleet and stations
- Influences public benefit analysis

## Public Benefit Analysis

- Follows USDOT standard practice
- Factors both financial and societal benefits
- Pending financial and cost models, as well as ridership

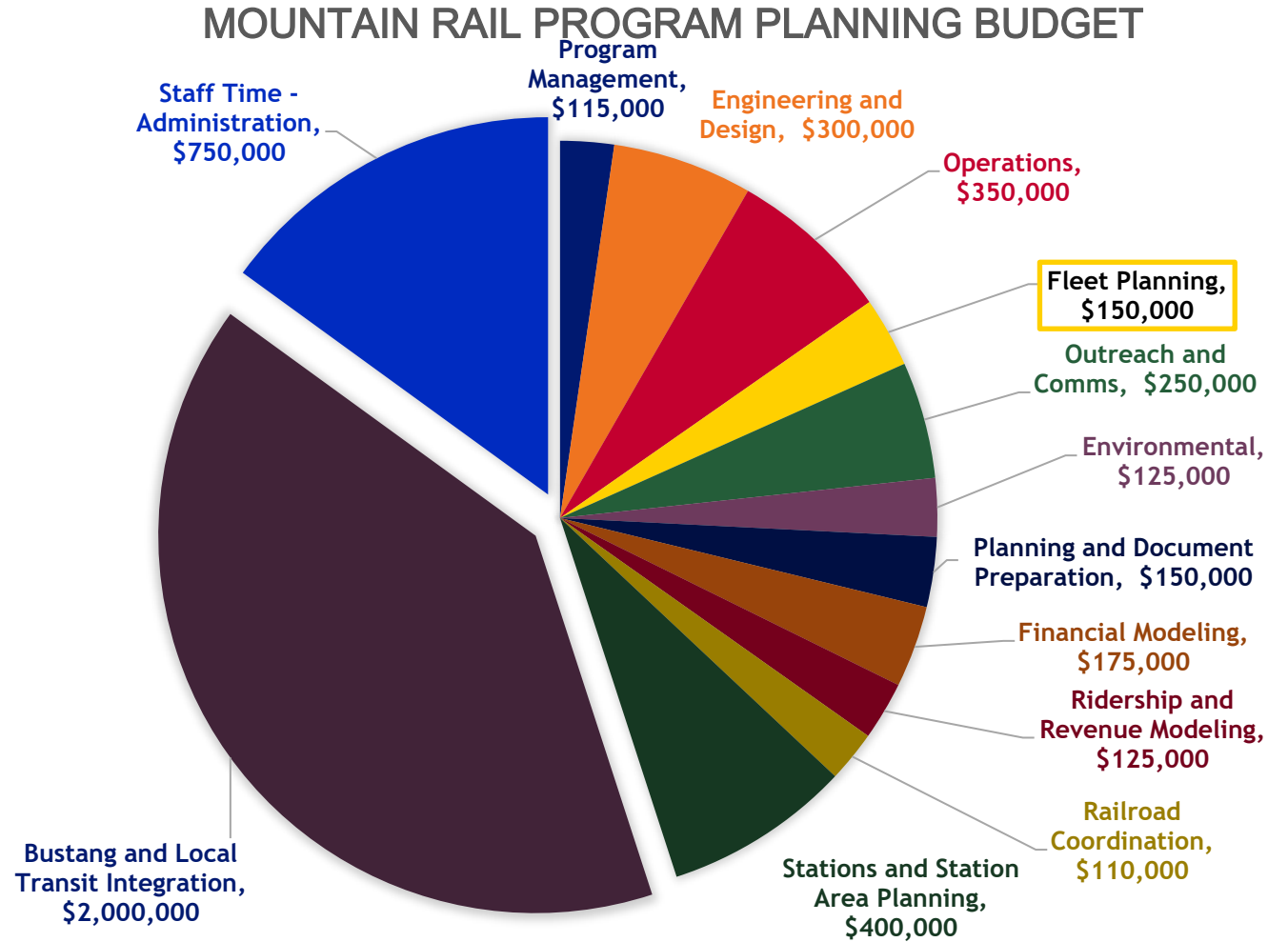


# Proposed Mountain Rail Program

## \$5.0 M program budget

- \$3M: Service planning effort
  - \$750k: CDOT staff time
- \$2M: Bustang and Local Transit Integration planning

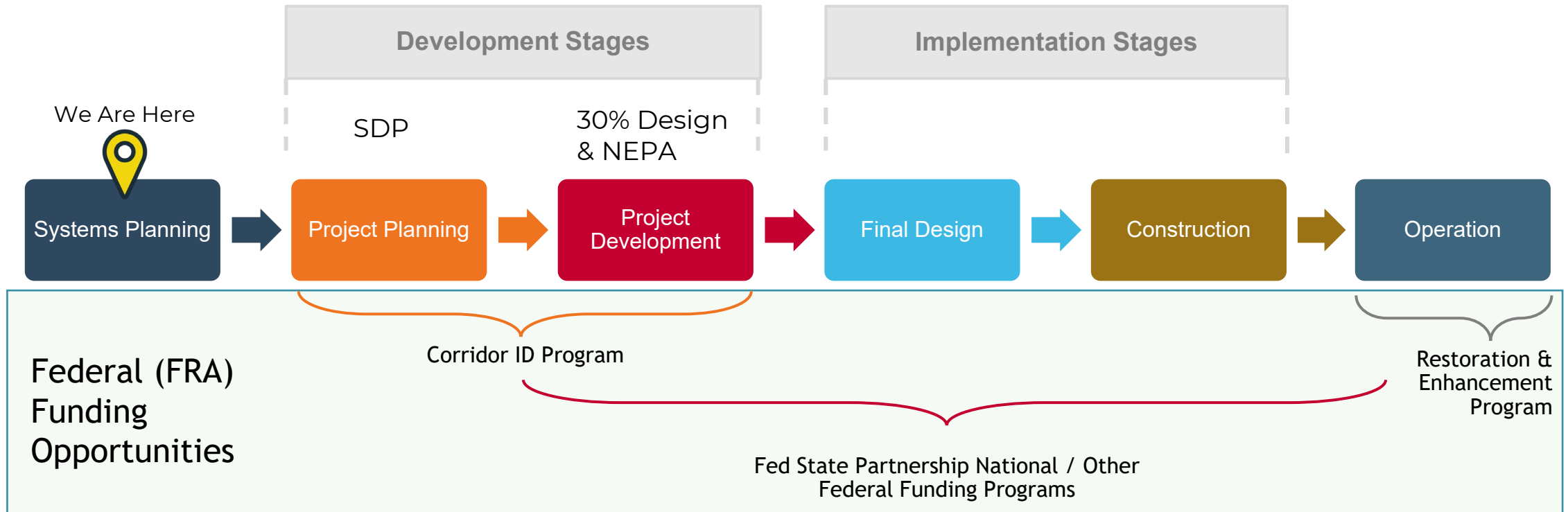
*FRPR SDP Budget is \$3.925m*



\* Includes both consultant and technical staff time in each item. Covers entire service planning process and associated program management.



# Project Development Timeline





**COLORADO**  
Department of Transportation

# Questions/Discussion





September 8, 2023

Dear Governor Polis, Executive Director Lew, and the Colorado Transportation Commission,

Thank you so much for taking the time to learn more about our community’s vision for passenger rail in Northwest Colorado and we appreciate CDOT’s interest in mountain corridor rail. We are proud of the strong public-private coalition that we have built to support this idea and, between the local municipalities, the ski resort, and community organizations, we believe we have the diverse skill set to bring this idea to fruition.

We are writing today to ask for your assistance to create a Service Development Plan (SDP) for intercity passenger rail from the Front Range to NW Colorado. We recognize the infrastructure and assets that we currently have but an SDP will help us better understand the feasibility of passenger rail for our region as well as the needed infrastructure, safety measures, and any other potential obstacles we may encounter for this project.

We recognize the opportunities for current and future federal infrastructure funding and believe we are well positioned to take full advantage of them. Our communities in Routt and Moffat Counties have committed to a Regional Transportation Authority (RTA) feasibility study and are actively discussing the formation of an RTA in the next two years. The near future closures of the Hayden and Craig Stations provide access to rail that wasn’t available before and passenger rail provides economic development opportunities for the communities impacted by the closure. And the Yampa Valley community is aligned behind this project and have a diverse and skilled group of stakeholders who are committed to this project. For these reasons, we believe we are ready for the next step evaluating the feasibility of passenger rail that an SDP will provide.

Thank you for considering this request. Don’t hesitate to reach out with questions or to discuss our request in greater detail.

Kind regards,

Rob Perlman, Regional COO  
Rocky Mountain Division  
Alterra Mountain Company



Michael Buccino  
Councilor  
City of Steamboat Springs



Sonja Macys  
Commissioner District III  
Routt County



Jennifer Holloway, CEO  
Craig Chamber and  
Moffat County Visitor Center



Mathew Mendisco  
City Manager  
Town of Hayden



Kevin Booth  
Director  
Yampa Valley Regional Airport



Tim Wohlgenant  
Executive Director  
Yampa Valley Community Foundation



State Representative  
JULIE McCLUSKIE  
Colorado State Capitol  
200 East Colfax Avenue, Room 307  
Denver, Colorado 80203  
Office: 303-866-2952  
Cell: 970-977-0021  
Email: julie.mccluskie.house@coleg.gov



SPEAKER OF THE HOUSE  
Vice-Chair:  
Executive Committee of the  
Legislative Council  
Legislative Council Committee

**HOUSE OF REPRESENTATIVES**  
State Capitol  
Denver  
80203

October 9, 2023

Dear Governor Polis, Director Shoshana M. Lew, and the Colorado Transportation Commission:

I am writing to support reestablishing passenger rail service connecting Denver to Winter Park to Steamboat and on to Hayden and Craig by commencing a Service Development Plan for "Operation All Aboard" in the Northwestern region of Colorado. Reestablishing this passenger rail service would increase accessibility to nature, recreation, jobs, and housing. It also is a sustainable travel solution and will help reduce congestion on I-70. Investing in this rail network will open up countless opportunities for residents of Northwest Colorado, those traveling into the mountains, and ultimately advance Colorado's economy and mobility.

Since the rail infrastructure was set up in the early 1910s and in use until the mid-1960s, reestablishing the rail line can be done cost-effectively. Now is as good a time as ever, as we see property values skyrocketing in the high country, record-breaking travel along I-70, and a lack of workforce retention and housing. This passenger rail will increase the accessibility to major ski resorts like Winter Park and Steamboat and, in turn, support local businesses, tourist industries, and recreational opportunities. In addition, Colorado has been working hard to decrease air pollution and increase environmental public transportation opportunities. This rail line will help lead Colorado forward in a cost-effective and sustainable manner. Lastly, I-70 has been plagued with accidents, traffic, and construction – which has only worsened. By giving people another option to travel to the mountains will increase safety and accessibility. This is a pivotal time to take action to improve our state's transportation options, increase efficiency, prioritize sustainability, and boost our economy.

Thank you for considering commencing a Service Development Plan for "Operation All Aboard" to continue your commitment to help improve Northwest Colorado and all of Colorado.

Sincerely,

A handwritten signature in black ink, appearing to read "Julie McCluskie".

Julie McCluskie  
Speaker of the CO House of Representatives





## General Assembly State of Colorado Denver

August 30, 2023

Dear Governor Polis, Director Shoshana M. Lew, and the Colorado Transportation Commission:

We appreciate you all and your staff for spending time in our community last week to hear about the potential for reestablishing passenger rail service connecting Denver to Winter Park to Steamboat and on to Hayden and Craig.

We are writing to you now to ask you to support moving this potential passenger rail expansion forward by commencing a Service Development Plan for "Operation All Aboard" in the Northwestern region of Colorado. A small investment by the Colorado Department of Transportation for a Service Development Plan for the Northwest subsection of the Union Pacific line is a critical next step for advancing this exciting opportunity. As the legislators for this region and advocates for environmentally-efficient transportation and increased access to affordable housing along transportation corridors, we believe that investing in this rail network presents an unparalleled opportunity to usher in a new era of affordability, mobility, and economic advancement in rural Colorado.

While Colorado looks to the future, it is essential that we draw on the legacy of our past. Due to the demand for Routt County agricultural products to be distributed nationwide, the rail line to Steamboat and Hayden was built in the early 1910s. Since 1968, the passenger rail has been closed, yet this rail line was extended and utilized by local coal mines and power plants. With many of these coal operations scheduled to retire in the near future, there is an opportunity to reestablish this rail line as a passenger rail using the existing infrastructure and connect the entire region's workforce - a nod to the past, present, and future of Northwest Colorado. Further, federal funding opportunities that now exist present an exciting and unique opportunity for our region that should be pursued.

Looking toward the future, rail transportation holds immense promise for the Northwest region of Colorado. Environmental prioritization, affordable housing solutions, and economic growth would be direct beneficial impacts of this passenger rail. By reducing emissions through reductions in commuter traffic, this project would establish the Northwest region and Colorado as a whole as a leader in modern solutions to the climate crisis. Further, as US40 between Steamboat and Craig experiences frequent accidents, less cars on the road could significantly increase traveler safety. Importantly, one of the greatest challenges facing our community is the lack of affordable and attainable housing. A commuter and passenger rail would facilitate a realistic workforce connection between the more affordable communities of Hayden and Craig to jobs in Steamboat Springs. Finally, a passenger rail makes sense from an economic standpoint. As a growing community, we need better access to the region as a whole and a better transportation option for visitors traveling through the Yampa Valley Regional Airport. The rail line would be a direct solution to these concerns and thus positively impact our local environment, safety, and economy.

Currently, we stand at a pivotal juncture where the urgency of environmental concerns intersects with the need for pragmatic solutions to housing and transportation challenges. The present moment offers a unique opportunity to forge partnerships and secure funding that can establish an efficient, sustainable, and forward-looking rail system.

In light of these considerations, we request that the Colorado Department of Transportation create a Service Development Plan for the Northwest Colorado passenger rail. This plan would make this service more competitive for federal grant opportunities and serve as a roadmap to guide the strategic development of rail transportation in the region. By investing in the creation of a Service Development Plan, CDOT can demonstrate its commitment to fostering innovative solutions that address the challenges faced by our communities.

Thank you for your consideration of this project which demonstrates our commitment to progress in the Northwest Colorado region.

Sincerely,

Handwritten signature of Meghan Lukens in black ink.

Meghan Lukens  
State Representative  
House District 26

Handwritten signature of Dylan Roberts in blue ink.

Dylan Roberts  
State Senator  
Senate District 8

September 27, 2023

Dear Governor Polis, Director Shoshana M. Lew, and the Colorado Transportation Commission:

**We are writing to express our strong support for the reestablishment of passenger rail service in Northwest Colorado.**

It was extremely motivating to participate in a tour of the rail line and its potential spurs in Steamboat Springs and Hayden alongside the team from the Colorado Department of Transportation (CDOT), the Governor's office and our locally-driven grassroots coalition this August. There we discussed the storied evolution of passenger and freight rail in Routt County including its important history of moving people, produce, cattle and eventually coal. Over the past several decades, the dominant freight moved on our line has been coal. With the imminent transition of the coal-fired power plants in our area, we find Union Pacific (UP) more willing than ever to find a substitute use for what otherwise might end up as a stranded asset.

In fact, on an April 2023 ride on UP's heritage trains, County Commissioners heard from then Chief Executive Officer, Lance Fritz, that UP was ready for a proposal on enhanced and new passenger rail on the Northwest Colorado line. In addition, UP encouraged us to recognize just how much bargaining power we had with the Moffat Tunnel contract renegotiation. These factors, when combined with the unprecedented federal funding currently available and an exponential increase in commuter use on Highway 40, lead us to this opportune moment to revive passenger rail in Northwest Colorado.

We write in support of Senator Roberts, Representative Lukens and the partners who authored a September 8, 2023 letter requesting that you help us move passenger rail forward by creating a Service Development Plan (SDP). A SDP would allow us to better understand how to repurpose existing infrastructure to connect Routt County with Denver, Grand and Moffat Counties. Of top priority to us is providing our workforce with a transportation alternative that would likely be safer, more environmentally friendly, and more-cost-effective than commuting in single occupancy vehicles daily.

According to CDOT data 2,700 people commute into Steamboat Springs from Craig every day; 800 from Hayden and 850 from Oak Creek. We anticipate that these numbers will increase significantly with the Town of Hayden and communities within South Routt County growing and developing quality housing that is available at a significantly lower cost than Steamboat Springs. In addition, the frequent closures of I-70 and corresponding re-routing of traffic to Highway 40 place an undue burden on this already overburdened stretch of highway. Lastly, the Yampa Valley Regional Airport is among the fastest growing mountain town airports in Colorado with year-round air service and heavy winter use. Passenger rail to the airport will open up a world of possibilities for locals, visitors, and airport employees.

We have sounded the alarm with CDOT, Representative Neguse and both of our U.S. Senators about safety concerns on Highway 40 including rock fall, collisions related to wildlife, and fatalities due to distracted driving. We must develop a safer commuter alternative and alleviate the pressure that is building on Highway 40. We see passenger rail as that promising alternative.

We are at a critical juncture where we need to address our transportation deficiencies in a way that also promotes greenhouse gas emission reduction, and creates a more livable environment for our workforce. With strong partnerships in place, we stand at the ready to work with you to advance innovative transportation solutions in Northwest Colorado.



Timothy V. Corrigan  
District I



Tim Redmond  
District II



Sonja Macys  
District III



**Colorado Transportation Commission  
Audit Review Committee Agenda  
Wednesday, October 18, 2023**

**Eula Adams, Chair  
District 3**

**Karen Stuart  
District 4**

**Terry Hart  
District 10**

**All commissioners are invited to attend this Committee meeting**

<b>1.</b>	<b>Call to Order</b>	<b>Verbal</b>
<b>2.</b>	<b>Motion to Approve June 14, 2023 Minutes</b>	<b>p. 1</b>
<b>3.</b>	<b>Authority</b>	<b>Verbal</b>
<b>4.</b>	<b>Consulting Services</b>	<b>Verbal</b>
<b>5.</b>	<b>Emergency Project Audit Preliminary Results</b>	<b>Verbal</b>
<b>6.</b>	<b>Recommendation Status</b>	<b>Verbal</b>

**THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION**

# DRAFT September 20-21, 2023 Transportation Commission (TC) Meeting Notes

## Workshops and Regular Meeting

Wednesday, September 20, 2023

1:00 pm to 5:00 pm

Youtube link:

[September 20, 2023 Transportation Commission Meeting Recording](#)

## Transportation Commission Workshops 0:00

### Call to Order, Roll Call

10 Commissioners were present: Karen Stuart, Eula Adams, Terry Hart, Yessica Holguin, and Mark Garcia, Rick Ridder, Shelley Cook, Barbara Bowman, and Hannah Parsons, with Commissioner Jim Kelly absent.

**Colorado Transportation Investment Office Overview (Piper Darlington, Kelly Brown, John Gregory, Josh Gerace, and Simon Logan) [Recording Timestamp 00:07:57](#)**

### Purpose and Action:

This workshop was designed to provide an overview of CTIO and how it supports key CDOT projects and initiatives. No action is requested. This is an informational-only item.

### Discussion:

- CTIO Director, Piper Darlington, presented an overview of the CTIO that covered: their organization and staff, how CTIO receives external support from financial advisors, the CTIO Board of Directors, CTIO Governing Documents, CTIO-CDOT Intra-Agency Agreements, CTIO Express Lanes Network, Express Lane Network Usage, Benefits of Express Lanes, Express Lanes Safety Enforcement Program (SEP), Central 70 Globeville Elyria-Swansea (GES) Tolling Equity Program, Considerations in Private Investment and Alternative Financing, and Project Financing Secured through Express Lanes.
- No substantial comments or concerns were raised by the TC members.

**Right of Way Condemnation Authorization (Keith Stefanik) [Recording Timestamp 00:38:57](#)**

**Purpose and Action:**

Project Number NHPP 0842-111, US 85, Sedalia To Daniels Park Road, Project ID #: 20069. CDOT is seeking approval to initiate and conduct condemnation proceedings.

**Discussion:**

- No substantial comments or concerns were raised by the TC members.

**Budget Workshop & Commissioner Roundtable on Budget Items (Jeff Sudmeier and Bethany Nicholas), [Recording Timestamp 00:47:36](#)****Purpose and Actions:**

This workshop summarized the FY 2022-23 year end budget processes, including preliminary results from the revenue reconciliation process, 2023 federal redistribution, and FY 2022-23 roll forwards. In addition an overview of the current FY 2024 budget will be presented along with information related to next year's budget that CDOT staff is just starting on now. This is an informational item only; no action was required.

**Discussion:**

- Commissioner Garcia raised questions related to transit and rail and if the Service Development Plan is a legislative mandate - the answer was no. In particular, ridership numbers on Winter Park Express were requested. CDOT staff noted that Winter Park Express operates in partnership with Winter Park Resort and Amtrak and continues to turn to a profit relative to operating expenses, and high-performing passenger rail, for entire winter season at greater than 70% capacity, and Saturdays selling out tickets months in advance, Denver-Glenwood springs route is one of the ten top performing routes in the entire U.S. Commissioner Garcia asked about ridership during the off-ski season. It was explained that the Amtrak California Zephyr daily service is a high-performing route. Commissioner Cook asked if CDOT is seeking federal grant funding on Front Range Passenger Rail and also on Mountain Rail if that will cause the two projects to compete against each other. Executive Director Lew responded that competition is not a concern, and that both projects would help complement each other during a submittal seeking federal funding and more convenient coordination with the Union Pacific (UP) railroad.
- Commissioner Stuart would like a TC workshop on the Service Development Plan. Executive Director Lew answered that this was a good grouping of related topics for next month - the state freight and passenger rail plan and \$5M request for Service Development Plan (SDP). Commissioner Stuart asked what is the timeframe to develop a SDP. Director Lew noted that the SDP was codified in the IIJA and is fairly new requirement. Shoshana Lew stated it can be done quickly, get pieces approved sequentially, work with FRA (Federal railroad administration).

**Bridge and Tunnel Enterprise - Programmatic Overview (Patrick Holinda and Tyler Weldon) [Recording Timestamp 02:07:09](#)****Purpose and Action:**

Provide the Statewide Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) a high-level programmatic overview and progress update and inform the Board of upcoming Enterprise initiatives. This presentation is for information purposes only; no action is requested from the Board.

**Discussion:**

- Presented to the the TC an overview of the Organizational Structure, Maintaining Enterprise status, why the Enterprise was created, Evolution of Bridge and Tunnel Enterprise, BTE Annual Revenue, BTE Project Eligibility, Project Prioritization, BTE 10 Year-Plan Funding (FY24-FY27), and implementation of HB23-1276 requirements.
- No substantial TC member comments or concerns were raised.

**TC/BTE Board Joint Vail Pass Construction Project Workshop (Karen Berdoulay), [Recording Timestamp 02:29:36](#)**

**Purpose and Action:**

Provide the TC and BTE Board of Directors (Board) a status update on the I-70 West: Vail Pass Safety Improvements Phase 1 project and request the approval of two proposed budget actions to fully fund the project. Staff requests that TC and BTE Board of Directors approve the following resolutions:

- 1) TC Resolution: #11 - Approval to add funds from the the I-70 Vail Pass Safety and Operations Project in the FY 23-26 period, and reduce funds from the I-70 Vail Pass Auxiliary Lanes project in the FY 27+ period
- 2) BTE Resolution: #BTE2 - Approval and Adoption of the First Fiscal Year 2023-24 Project Budget Supplement for the Statewide Bridge and Tunnel Enterprise

**Discussion:**

- Karen Berdoulay, CDOT Region 3 Engineer, presented to the TC regarding the I-70 West Vail Pass project background and scope, project status, project budget and estimate, value engineering, requests for approval of 10-Year Plan funding advance and a BTE budget supplement.
- No substantial TC member comments or concerns were raised.

**CDOT Workforce Staffing Agility (Info) (Anna Mariotti and Jeff Sudmeier), [Recording Timestamp 02:54:51](#)**

**Purpose and Action:**

To present the TC with an updated approach to workforce staffing that allows the agency increased agility and dynamic response to staffing needs based on workload and funding. No action is requested in September. TC approval of the enhanced workforce staffing agility approach will be requested in October 2023.

**Discussion:**

- CDOT team presented on: CDOT Policy Directive 703: Annual Budget, Project Budgeting, and Cash Management Principles, Historical FTE Count Interpretation, 2023 Legislative FTE Fiscal Notes, Accountability.
- It was explained that even if CDOT staff is given permission to create positions, the TC would still maintain the responsibility to approve the funding of new positions via their approval of the CDOT budget.
- Executive Director Lew mentioned that staff will be keeping some of the nominal positions in case we have the opportunity to recruit staff but not sitting on a high vacancy allows CDOT to be a little more nimble.

- Commissioner Adams asked Jeff Sudemeier for 400 positions into dollars how much money is that and if the roll over funds are part of this amount.

## **Overview and Adoption of Policy Directive 1601: Interchange Approval Process (info) (Herman Stockinger, David Singer, and Sari Weichbrodt), [Recording Timestamp 03:16:58](#)**

It was explained that typically salary is budgeted for the fiscal year, and are not rolled forward. For 400 positions with benefits the cost would roughly be \$35 million.

### **Purpose and Action:**

CDOT Division of Transportation Development (DTD) staff provided the TC with an overview of Policy Directive (PD) 1601 - Interchange Approval Process. While no action was requested, staff anticipates specific 1601 approval requests coming before the TC in the coming months.

### **Discussion:**

- The 1601 Interchange approval process was presented along with the role of the TC in granting their approval There are transportation demand management requirements for all interchange approvals that were added to the policy in 2021.

## **Policies and Procedures Overview and Adoption of Updated Policy Directive 1607 (Decision)(Herman Stockinger, David Singer, and Sari Weichbrodt)**

- This workshop was tabled.

## **Transportation Commission Regular Meeting**

**Thursday, September 21, 2023**

**9:00 am to 10:45 am**

[September 21, 2023 Transportation Commission Meeting Recording](#)

### **Call to Order, Roll Call**

Five seated Commissioners were present: Karen Stuart, Eula Adams, Terry Hart, Yessica Holguin, and Mark Garcia, and five newly appointed Commissioners: Shelley Cook, Hannah Parsons, Barbara Bowman, Megan Vasquez, and Rick Ridder were in attendance. Appointee, Jim Kelly, was absent.

### **Swear In New Commissioners and Election of Officers**

Five Commissioners were sworn in by TC Secretary and CDOT Deputy Executive Director, Herman Stockinger. Commissioners Cook, Ridder, Parsons, Vasquez and Bowman. Commissioner Garcia motioned and motion was seconded by Commissioner Holguin to elect Commissioner Stuart as TC Chair and Commissioner Hart as the TC Vice Chair.

### **Public Comments [Recording Timestamp 00:1:43](#)**

Commissioner Stuart highlighted written comments received. From the Colorado General Assembly - Representative Lukens and Senator Roberts raised their adamant opposition for changes to TPR boundaries for the NWTTPR. These comments are available for review online.

- Danny Katz, COPIRG - Applauded CDOT for their handling of the Zero Fare Month for Bustang, and for encouraging transit across Colorado. We need a transit network to all pull in the same direction. Thanks for encouraging more transportation options for Coloradans.



- Rachel Hultin - Bicycle Colorado - Warmly welcomed new Commissioners. Today is E-Bike day. Lots of E-bike purchases being made. E-Bike is most efficient for households with no automobiles, and in remote areas that lack transit connections. Please consider E-Bike riders as part of the community of transportation stakeholders. E-Bike riders need safe places to ride. Cyclists tend to ride 60% farther with an E-Bike. Make sure the transportation system considers and works for them. Appreciates observing when CDOT is working on adding bicycles and pedestrian improvements to corridors.
- Previous TC Chair, Gary Beedy noted that the State Highway System impacts everyone's life. Needed for moving goods and people. Eastern Plains are the hands that bring the food to the urban areas. As a producer of wheat, he has produced enough wheat for a loaf of bread for every person in Colorado. Described situation of dairy farm growth due to Cheese Factory moving in to his area. TC's responsibility is to maintain the transportation system. Look at the assets of the system - the roadways. CDOT has a \$350 M deficit for maintenance on our system. Not reaching our goals and anticipate more work needed for the system as it is aging. We are behind on our bridges. In 1953 there was a huge purge of highways across the nation. We have fiscal constraints to contend with. Wrapped up comments welcoming the new TC members.
- Commissioner Stuart thanked Gary Beedy for his service to the TC and for his tenure as TC Chair.

### Comments of the Chair and Individual Commissioners [Recording Timestamp 00:16:04](#)

- Seated Commissioners welcomed the new Commissioners to the TC. Previously seated Commissioners with seats now filled by new appointees were recognized and thanked for their service - Commissioners Stanton, Bracke, Vasquez, Hall, Hickey, and Beedy. The previous TC members all learned a lot from one another, and formed relationships. Previous Commissioners will be honored at upcoming TPR meetings by CDOT Region RTDs.
- Commissioner Garcia noted it has been a quiet month for September. Observing lots of projects underway during his travels across Colorado. CDOT staff were congratulated for this good work.
- Commissioner Holguin recognized and thanked the people providing public comments. Recognized the outgoing Commissioners, Beedy, Hall, Vasquez, Hall, Bracke and thanked them for their help and guidance when first seated. As a Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) Board member attended last month's meeting, and an in-person meeting of NAAPME is scheduled for the future.
- Commissioner Hart noted that the new TC members are coming onboard at a very exciting time with great things coming up in our future. Recently road a Hydrogen powered train at 80 mph with other Commissioners and the Governor in the Pueblo area. Stressed the importance of Front Range Passenger Rail to the state.
- Commissioner Adams acknowledged Piper Darlington and her work on the CTIO, as the new Director, is doing and will continue to do a great job. Attended DRCOG meetings. Attends the STAC meetings. The TPR Boundary Study is interesting. Looking forward to seeing the conclusion of the study. CDOT staff dedication is impressive. The Burnham Yard tour was exciting. John Lorme's presentation on CDOT's preparedness activities taken for the winter season was impressive. Need to make folks aware of all the work CDOT does to keep roads clear from ice and snow and safe. The increased level of distracted driving is a safety concern in Colorado. Due to increased modes of travel it is important to keep our eyes peeled and avoid distractions when traveling.
- Commissioner Bowman expressed that it was her honor to be here serving for District 7. She is a fourth generation Denverite, but loves the Western Slope. Noted the work of Commissioner Hall and her work on the TC. Commissioner Bowman's background is in tourism. Visit Durango is one program she was involved with. Will continue work to invite visitors into the state.

- Commissioner Parsons noted that it is a privilege to serve District 9, and recognized the work of Commissioner Hickey. Commissioner Parsons is meeting with Lisa after this initiation. Lives in Colorado Springs. Worked for a tech company as employee number 3 and has an interest in all modes of transportation and in hardware and software. Currently navigating retail delivery fees and has employees across the state that serve in rural areas of the state. Served in community development organizations. Worked on Policy for transportation in the past. Attended a Pikes Peak Area Council of Governments meeting. Attended a Pueblo County meeting with Commissioner Hart thanked Executive Director Lew for a wonderful orientation.
- Commissioner Ridder thanked CDOT staff for help with navigating materials. Major interest revolves around Front Range Passenger Rail FRPR, I-70, Wildlife Corridors, and in terms of I-70 improvements for Clear Creek/Gilpin Area and response to challenges Glenwood Canyon fallout. Met with Stakeholders in Region and I-70 is a major issue for them. Background - in survey research - 300 surveys in Colorado in Western Colorado from pro-sports, wildlife corridors and passenger rail, will bring that expertise to the TC.
- Commissioner Cook thanked Commissioner Stanton for his work previously on the TC. Background - thread of transportation for roads and transit as an elected official- Arvada City Council and RTD BOD and owner and founder of a microtransit company took place by Skyride. Impressed with the work of CDOT. Pleased and proud to work with CDOT.
- Newly appointed Commissioner Vasquez served as a Mayor of Elizabeth. Focus is on Young people. Yesterday whirlwind of information - thank you to Jennifer, Herman, and Sally for making us feel welcome. TY to Heather Sloop and to the former Commissioner Beedy for time on a call. Thanked other Commissioners and their welcome.
- Commissioner Stuart noted that CDOT is more multi-modal and is focused on what we can do to reduce congestion in a safe and consistent manner. Onboarding six people at once is a lot, and recognized Herman Stockinger and Jennifer Uebelher for their work to initiate the new Commissioners. Impressed with the redistribution presentation that was given yesterday. Noted the topics from Workshops - CTIO policy and safety enforcement for use of toll lanes.

### **Executive Director's Management Report (Shoshanna Lew) [Recording Timestamp 00:49:20](#)**

- Recognized and Thanked the outgoing and incoming Commissioners to the TC.
- Welcomed Piper Darlington as Director of the CTIO.
- Paul DesRoucher, the new Director of Division of Transit and Rail, is doing a phenomenal job.
- John Putnam is taking on inter-agency special advisor role to negotiate the lease of the Moffat Tunnel, among other passenger rail related efforts.
- CDOT staff are making ready for winter season work. CDOT has made a major dent in the vacancy rate for maintenance staff that operate the snow plows and other winter equipment. The retention rate has been great - at 90% thanks to John Lorme, Bob Fifer, etc., and added another trainer to the team. CDOT is in a much better position than they were a year ago.
- Many projects getting ready for the season close.
- Rural paving projects are wrapping up focused on getting roads in a state of good repair... Debeque project is one. Berthoud Pass and pothole work there is going well.
- Regarding rail work, we visited places to see opportunities on how feasible clean transportation service is.
- A lot of vocal encouragement from northwest Colorado to use existing rail capacity for passenger rail. Met with local officials from Routt County to Hayden, who encouraged work on a project for mountain passenger rail. We are getting started with \$5M, with encouraging communication with freight rail provider underway.
- Glenwood culvert work is exciting, and is focused on the important basics.

### **Chief Engineer's Report (Keith Stefanik) [Recording Timestamp 00:57:48](#)**

- Major milestones sections of I-25 segments 6- 8 coming to substantial conclusion soon.

- Military Access, Mobility & Safety Improvement Project (MAMSIP) also coming along and is going well.
- Vail Pass project had struggles but the project team has dealt with it well, and has worked well with the CDOT Executive Management Team (EMT) to keep EMT informed and find solutions in order to move forwards. Looking to package 4 BID.
- For the US 550/US160 project, this Region 5 design build project is due to finish mid next year
- Redistribution funding of \$179M will go to our assets that need more improvements, and we will put some money into good programs and improvements.
- We are working with the TC on two approvals today, and placement of more Redistribution funds will be decided next month.

### **CTIO Report (Piper Darlington) [Recording Timestamp 01:02:18](#)**

- Expressed appreciation to those welcoming her to the Directorship of CTIO.
- CTIO Board met, the Board approved a grant match - reconnecting and communities and neighborhoods - The match is \$400K partnering with CDOT Region 1 and the City and County of Denver for the highest and best use of land. This is an innovative approach to funding a project. The Project is titled: Removing the Highway Barrier - Equitability Restoring Colfax Ave. and Federal Blvd. Mobility and Land Use.
- Commissioner Shelley Cook noted that value capture is an innovative approach for funding projects.
- Weekly updates on warning period along I-25 North and 20,000 warning notices sent out, and for C-470 15,000 warning notices have been sent out, regarding violations in using toll lanes. Oversize overweight vehicles are also not to use PPSLs when they are closed.

### **Federal Highway Administration (FHWA) Division Administrator Report (John Cater) [Recording Timestamp 01:07:23](#)**

- The FHWA relationship with CDOT goes back to over 110 years. Highway system is a federally administered State Program where funding goes to CDOT. State selects projects and State's own the roads. This is a unique program with a partnership. The FHWA Office is in Lakewood near the Federal Center.
- Redistribution funds were mentioned - Colorado received \$179M due to good work of CDOT staff, conducted in a very short timeframe.
- End of federal fiscal year (FFY) as transportation has multi-year funding - as of October 1 FHWA offices will still be open even if a government shutdown happens after September 30, 2023.
- Colorado is an example to other states as FHWA conducted a peer exchange on Peak Period Shoulder Lanes (PPSLs) with New York State. FHWA Colorado shared what worked and the challenges, and strategies on how to handle PPSL use violations.
- Another Peer Exchange was held on intersection safety. Tools like roundabouts, etc. were discussed. Due to there being much more of a mix of modes using the transportation system, there is the need to keep the transportation system functioning well and safely.

### **STAC Report (Vince Rogalski- STAC Chair) [Recording Timestamp 01:11:54](#)**

- Vince joined the STAC back in 1993 and became chairman in 2004. Grew up in Minnesota. Over last 30 years haven't missed meetings due to work of CDOT maintenance staff to keep the roads clear between Gunnison Valley and Denver.

- STAC work is fun working on improving transportation in Colorado
- STAC has 17 members - 10 rural Transportation Planning Regions (TPRs), 5 Metropolitan Planning Organizations (MPOs) and two Indian Tribes - Southern Ute Indian Tribe (SUIT) and Ute Mountain Ute (UMU) . Most members are elected officials - County Commissioners or City Council members.
- Meeting in person next month at CDOT HQ, but also have remote meeting options on zoom.
- Meetings are 3-4 hours long, and STAC get lots of work done. Sometimes there is a need for special meetings. Legislative updates regarding federal and state policies occur, and Michael Whitaker is the current nominee for the Federal Aviation Administration (FAA) Administrator.
- HB 23-1101 requires a TPR Boundary Review Study. Other topics of the study are related to administration of TPRs and is also a key focus of the study.
- Vince is carrying on as a non-elected official as TPR president of Gunnison Valley TPR.
- Boundary considerations were discussed at STAC for several TPRs. These considerations are not yet CDOT staff recommendations. Most TPRs prefer to be left as is for their boundaries.
- The previous August STAC meeting covered the Regional Priority Projects Program (RPP) proposed formula for distribution. The STAC agreed that their recommendation for the formula would be the same as was recommended previously. The September STAC meeting discussed the Multimodal Transportation and Mitigation Options Fund (MMOF) distribution formula. MMOF to be discussed further next month.
- Next STAC meeting will be in-person at CDOT HQ on October 5, 2023.
- Heather Sloop, STAC Vice Chair, introduced herself. The HB 23-1101 study will include a great informational piece to enhance transparency and help TPR administrators have more cohesion and understanding, so that TPR members understand TPRs, what TPRs do, and how they help their regions. MPOs are being coordinated with now. This will be a very positive effort for the state.
- Commissioner Adams recognized the good work of Vince and Heather as leaders of the STAC.

### **Act on Consent Agenda (Herman Stockinger) [Recording Timestamp 01:29:46](#)**

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

- Proposed Resolution #1: Approve the Regular Meeting Minutes of August 17, 2023 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: FY24 Maintenance Projects \$150k-\$250k - Jim Fox
- Proposed Resolution #4: Disposal: 19 parcels along US 6 Frontage Rd - Jessica Myklebust
- Proposed Resolution #5: Abandonment: US 6 North Frontage Road, Lakewood Proposed - Jessica Myklebust
- Resolution #6: Xcel Electric Vehicle Charging Easements - Jessica Myklebust and Heather Paddock
- Proposed Resolution #7: Holy Cross Energy Easement - Dotsero - Jason Smith

### **Discuss and Act on Proposed Resolution #9: 3rd Budget Supplement FY 2024 (Jeff Sudmeier) [Recording Timestamp 01:31:08](#)**

A Motion by Commissioner Garcia to approve, and seconded by Commissioner Ridder passed unanimously. This is a CDOT Region 1 request to move \$ 1.3M from one 10-Year Plan project to another - from the West Metro Bridge project to the I-70 West PPSL project

### **Discuss and Act on Proposed Resolution #10: FY 2024 Budget Amendment (Jeff Sudmeier) [Recording Timestamp 01:34:02](#)**

A Motion by Commissioner Bowman to approve, and seconded by Commissioner Holguin passed unanimously. This is a request to provide \$13M from TC Reserves to surface treatment of Interstates and \$8M for geohazard mitigation.

**Discuss and Act on Proposed Resolution #11 - Advancement of Vail Pass in the 10-Year Plan (Jeff Sudmeier and Darius Pakbaz) [Recording Timestamp 01:35:49](#)**

Move \$33M from FY 27+ in 10-Year Plan to current FY 2024.

A Motion by a Commissioner to approve was received, and seconded by Commissioner Adams passed unanimously.

**Discuss and Act on Proposed Resolution #12 - Condemnation Authorization Request (Keith Stefanik) [Recording Timestamp 01:37:54](#)**

Project Number NHPP 0842-111, US 85, Sedalia To Daniels Park Road, Project ID #: 20069.

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

**Adjournment at 10:45 am**



**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: October 5, 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:** October 19, 2023  
**TO:** Transportation Commission  
**FROM:** Herman Stockinger  
**SUBJECT:** Approval of Appointments to TC Committees

---

### Purpose

To confirm Chair Stuart's appointments of Transportation Commissioners to various committees.

### Action

To pass a resolution confirming those appointments.

### Background

The Commission Rules state how committees should be filled: "...Members shall be appointed by the Chairman with consent of the full Commission, to all Standing Committees... The Commission shall ratify the appointments of members to Standing Committees by resolution." While other committee assignments need not be ratified by the full Commission, it makes sense to handle all appointments at the same time, and similarly.

The Commission will be discussing the committee assignments at their retreat on Wednesday, October 18, 2023. The resolution will be updated after this discussion and posted to the website.

### Next Steps

None

### Attachments

Appendix A





## Appendix A

### 2023-2024 TC COMMITTEE MEMBERSHIPS

The following committee assignments have been made acknowledging your interests and strengths, and reflect your first and second choices whenever possible. If you have been assigned to a committee you don't want to serve on please let us know so we can make appropriate changes before the formal confirmation of appointments at Thursday's TC meeting.

We appreciate your willingness and commitment to participate in these important committees. As a reminder, anyone on the TC can attend any of the committee meetings (and are encouraged to do so if desired) regardless of assignment.

#### **Small Business and Diversity (5)**

Mark Garcia- Chair  
Yessica Holguin  
Jim Kelly  
Megan Vasquez  
Barbara Bowman

#### **Audit (5)**

Eula Adams- Chair  
Hannah Parsons  
Rick Ridder  
Megan Vasquez  
Mark Garcia

#### **Mobility (5)**

Yessica Holguin- Chair  
Shelley Cook  
Rick Ridder  
Barbara Bowman  
Hannah Parsons  
(Terry Hart)

#### **Fiber (5)**

Terry Hart- Chair  
Mark Garcia  
Rick Ridder  
Megan Vasquez  
Hannah Parsons

#### **CTIO (3)**

Karen Stuart  
Eula Adams  
Shelley Cook

**Agency Coordination Committee (3)**

Karen Stuart  
Jim Kelly  
Shelley Cook

**DRCOG (3/2)**

Yessica Holguin  
Shelley Cook  
Karen Stuart  
Eula Adams - alternate  
Megan Vasquez – alternate

**Scenic Byways**

Barbara Bowman

**State Infrastructure Bank**

Jim Kelly

**Clean Transit**

Mark Garcia

**Efficiency and Accountability**

Karen Stuart  
Terry Hart



**MEMORANDUM**

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**TO: THE TRANSPORTATION COMMISSION**  
**FROM: CHIEF HUMAN RESOURCES OFFICER, ANNA MARIOTTI**  
**DATE: OCTOBER 5, 2023**  
**SUBJECT: ENHANCING CDOT WORKFORCE STAFFING AGILITY**

**Purpose**

Document support from the Colorado Transportation Commission (TC) with an updated approach to workforce staffing that allows the agency increased agility and dynamic response to staffing needs based on workload and funding.

**Action**

Executive Management requests concurrence that approved FTEs be defined as “actively filled” positions and the FTE count increased by 3.0 FTE based on recent legislative sessions.

**Background**

A workshop was presented to the TC in September 2023 outlining the benefits of defining FTEs as “actively filled” positions versus positions that have been created in the CDOT personnel management system. This shift in strategy will allow the agency to gain the versatility to adapt to increases in funding levels, changing program requirements, etc. To ensure that the TC has consistent insight into agency staffing levels, a quarterly report will be provided to TC that outlines the number of positions created as well as the number of positions actively filled to ensure adherence to the approved number of FTE. Additionally, an internal review and approval process will be put in place to assess new position requests and ensure that new positions are well justified and focused on the most critical organizational needs. New position requests will be assessed for cost and budget impact, and may require subsequent TC approval actions if/when new positions require additional budget.

**Key Benefits of Approving Enhanced Workforce Staffing Agility Approach**

Approval of the adjustment to the current approach for the approved number of FTEs will allow the agency the flexibility to continue recruiting for mission critical positions while also ensuring projects and programs are adequately staffed to not cause delays in the implementation of projects or programs. This enhanced staffing flexibility will allow the agency to be more strategic with staffing levels and placement to support the safety of the traveling public, increases in funding and population, new legislative requirements and programs, as well as a focus on innovative and multi-modal transportation options. These programs and projects directly impact and are critical factors in the overall quality of life for Colorado residents and visitors.

### Legislative Increase to Approved number of FTE

Recent legislative sessions have created a need to increase the approved number of FTE for the agency by 3.0 FTE. It is requested that the 3.0 FTE be added to the approved number of FTE (3,464 FTE) for an updated total of 3,467 FTE.

#### SB23-280 Hazardous Material Mitigation

- Fiscal note identified 1 FTE
- Administering the enterprise and awarding grants under the bill requires 1.0 FTE beginning in FY 2023-24. Standard operating and capital outlay costs are included, and costs have been prorated for the bill's effective date. The position will be located in the Division of Transportation Development.

#### SB23-172: Protecting Workers Opportunities and Rights Act

- Fiscal note identified 1.5 FTE
- The bill is anticipated to increase the number of grievances and claims filed and investigated in each state agency's internal human resources department and may increase workload to adjust record-keeping requirements, which will require additional human resource staff in each agency. It may also require state agencies to create or modify a harassment training and prevention program as part of a potential affirmative defense.
  - a. Requesting to increase to 2.0 FTE as it is anticipated that there will be difficulty recruiting and hiring a part time employee to support this function. The additional work duties of the position would include supporting litigation tracking and monitoring beyond the POWR Act (workplace violence, etc).

### Next Steps

Approval of Resolution #4.

### Attachments

None



**MEMORANDUM**

**TO: THE TRANSPORTATION COMMISSION**  
**FROM: KEITH STEFANIK, P.E. CHIEF ENGINEER**  
**DATE: OCTOBER 19, 2023**  
**SUBJECT: DISPOSAL: I-76 AND 120<sup>TH</sup> AVE (PARCEL 8-A-EX)**

**Purpose**

CDOT Region 1 is proposing to dispose of Parcel 8-A-EX, comprising 212,488 sq ft (4.878 acres) of right of way that is no longer needed for transportation purposes.

**Action**

CDOT Region 1 is requesting a resolution, in accordance with C.R.S. 43-1-210(5), approving the disposal of 212,488 sq ft (4.878 acres) of right of way that is no longer needed for transportation or maintenance purposes.

**Background**

Parcel 8-A-EX was acquired in 1998 under project IM(CX)076-1(160) for the benefit of Commerce City. The parcel was intended to be transferred to Commerce City after project completion, but the transfer was not completed. The subject parcel contains Cameron Drive and a detention pond, both of which are maintained by Commerce City. The City has requested CDOT convey Parcel 8-A-EX for nominal value in accordance with the Code of Federal Regulations 23.710.403(e).

CFR 710.403(e) allows CDOT to dispose of property for less than fair market value to other governmental agencies for continued non-proprietary public use.

**Next Steps**

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey Parcel 8-A-EX Commerce City for nominal value, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403. The deed will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for non-proprietary public use, title to such property will automatically revert back to CDOT. The deed will be recorded in the office of the Adams County Clerk and Recorder.

**Attachments**

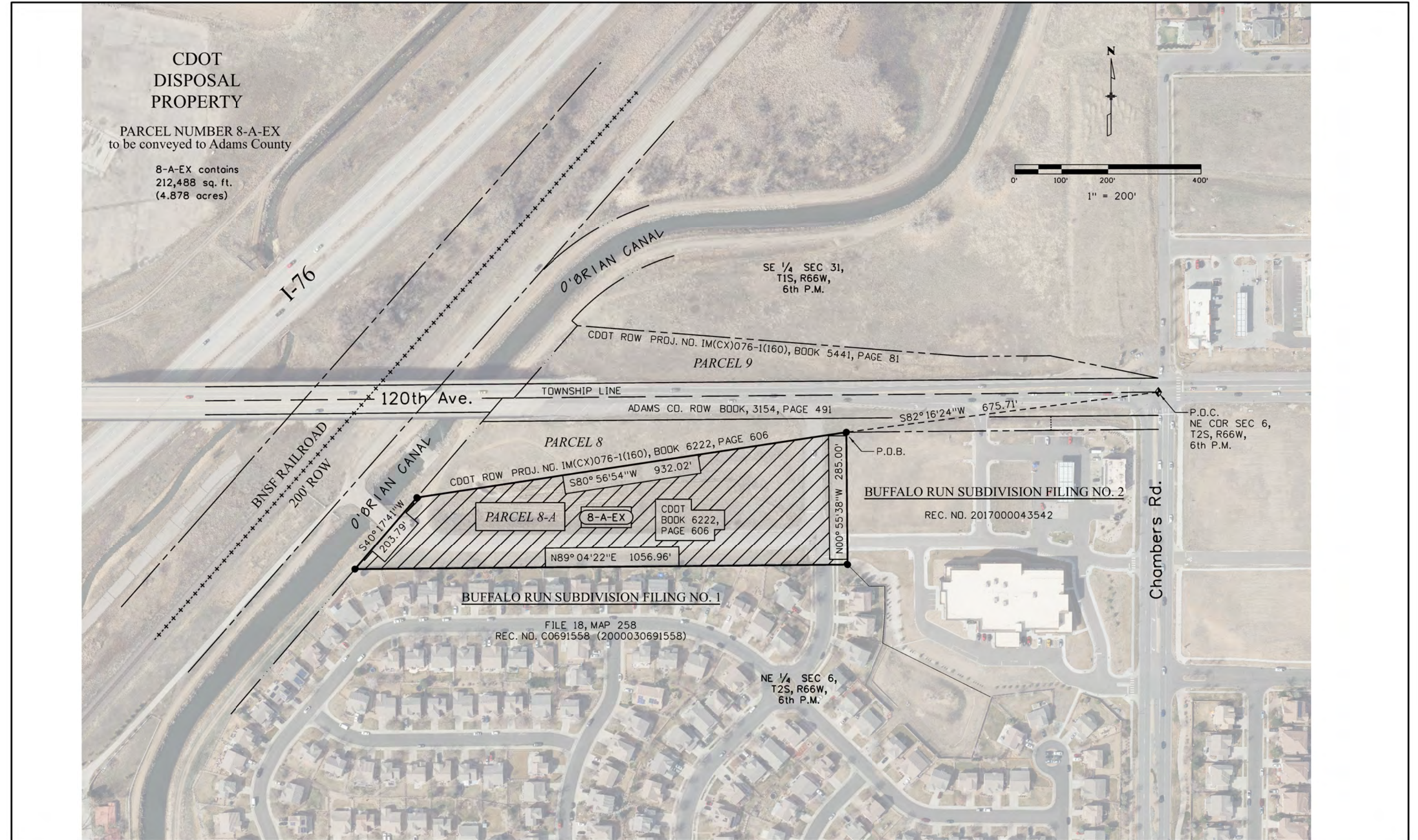
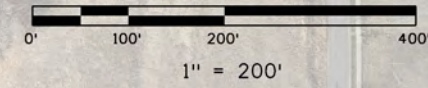
Exhibit Depicting the Disposal Property



CDOT  
DISPOSAL  
PROPERTY

PARCEL NUMBER 8-A-EX  
to be conveyed to Adams County

8-A-EX contains  
212,488 sq. ft.  
(4.878 acres)





**MEMORANDUM**

**TO: THE TRANSPORTATION COMMISSION**  
**FROM: KEITH STEFANIK, P.E. CHIEF ENGINEER**  
**DATE: OCTOBER 19, 2023**  
**SUBJECT: DISPOSAL: SH 103, IDAHO SPRINGS (PARCEL 79-EX)**

**Purpose**

CDOT Region 1 is proposing to dispose of Parcel 79-EX, comprising 16,276 Sq Ft (0.374 acres) that is no longer needed for transportation purposes.

**Action**

CDOT Region 1 is requesting a resolution, in accordance with C.R.S. 43-1-210(5), approving the disposal of 16,276 Sq Ft (0.374 acres) of property that is no longer needed for transportation or maintenance purposes.

**Background**

Parcels 78, 79, and 81 were acquired in 1957 under project C\_51-0103-03. In 2020, a portion of each of the three parcels were combined into a new parcel, referred to as "Parcel 80-EX". The City of Idaho Springs acquired 80-EX for the purpose of building a fire station (Resolution # TC-20-10-04). It was ultimately determined that 80-EX was not sufficiently sized to accommodate the fire station.

The subject of this current disposal request is Parcel 79-EX, which was comprised of the remaining portions of Parcels 78, 79, and 81. Parcel 79-EX is located on SH 103, just south of I-70 near 411 CO-103 in Idaho Springs. The City of Idaho Springs plans to use 79-EX along with the previously acquired 80-EX as a site for the fire station. The City has requested CDOT convey Parcel 79-EX for nominal value in accordance with 23 CFR 710.403(e).

The Code of Federal Regulations 23.710.403 allows CDOT to dispose of property for less than fair market value to other governmental agencies for continued non-proprietary public use.

**Next Steps**

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey Parcel 79-EX the City of Idaho Springs for nominal value, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403. The deed will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for non-proprietary public use, title to such property will automatically revert back to CDOT. The deed will be recorded in the office of the Clear Creek County Clerk and Recorder.



**Attachments**

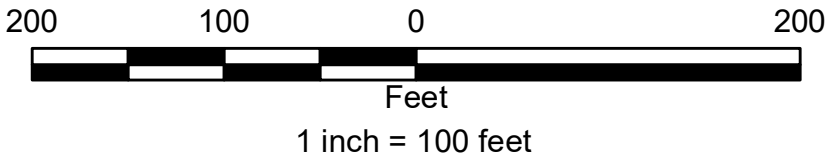
Exhibit Depicting the Disposal Property



# Highway 103 - Portions of Parcels 78, 79 & 81 to be acquired



-  Portion of Parcels 78, 79 & 81 (to be acquired)
-  GIS Parcels



This map is visual representation only, do not use for legal purposes. Map is not survey accurate and may not comply with National Mapping Accuracy Standards. Map is based on best available data as of April, 2023.





**Colorado Bridge and Tunnel Enterprise Board**  
**Meeting Minutes**  
**September 21, 2023**

PRESENT:           Yessica Holguin, District 1  
                  Shelley Cook, District 2  
                  Eula Adams, District 3  
                  Karen Stuart, Chair, District 4  
                  Rick Ridder, District 6  
                  Barbara Bowman, District 7  
                  Mark Garcia, District 8  
                  Hannah Parsons, District 9  
                  Terry Hart, Vice-Chair, District 10  
                  Megan Vasquez, District 11

EXCUSED:           Jim Kelly, District 5

AND: Staff members, organization representatives, and broadcast publicly

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

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

- Regular Meeting Minutes of July 19, 2023
- 1<sup>st</sup> Budget Supplement of FY24



**MEMORANDUM**

**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**DATE: OCTOBER 19, 2023**  
**SUBJECT: SECOND SUPPLEMENT TO THE FISCAL YEAR 2023-24 BRIDGE AND TUNNEL ENTERPRISE BUDGET**

**Purpose**

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve budget supplement requests for two projects.

The first project, located in Region 1, requests a budget supplement that increases the design phase budget to advance the design from preliminary to final design and initiate the right-of-way (ROW) phase for Floyd Hill to Veterans Memorial Tunnels Improvement Project in Clear Creek County (structure numbers F-15-BL, F-15-BM, & F-15-D). The second project, located in Region 4, requests a budget to establish the construction phase for project US 40 over Draw in Lincoln County (structure number I-24-N).

**Action**

Staff is requesting Board approval of Proposed Resolution #BTE-2, the second budget supplement to the Fiscal Year 2023-24 BTE budget.

**Background**

**Region 1: Floyd Hill to Veterans Memorial Tunnels Improvement Project - (Design & ROW) (F-15-BL, F-15-BM, F-15-D).**

A budget increase is being requested to fund the final design of three BTE eligible structures as part of the planned incremental budgeting process for the Floyd Hill to Veterans Memorial Tunnel Improvement project. Additionally, this budget supplement will establish the right-of-way phase for Construction Package #3. The last planned incremental budget request for the design phase was approved by the Board at the March 17, 2022 BTE Board meeting through Resolution #BTE-22-03-02. The March 2022 budget request was based on an estimated BTE eligible proportional share of project design costs based on the preferred design alternative at that time. This request reflects subsequent refinements to the preferred design alternative and the current estimated BTE eligible proportional share of design costs.



The project will be phased in three main segments:

- 1) the East Section which is currently under construction as Construction Package #1,
- 2) the West Section which is currently at 90% level design as Construction Package #2, and
- 3) the Central Section which is currently at 30% design as Construction Packages #3 and #4.

The Central Section, which contains all BTE eligible project scope, will be built in two phases; Construction Package #3 includes an access road, walls, saddle cut, and several other items that are needed to construct the structures and roadway in Construction Package #4.

The right-of-way funding requested is for F-15-BLA which will replace F-15-BL on I-70 WB at the base of Floyd Hill. The bridge will extend from the Hill section (the section between Homestead Road (Exit 247 and the bottom of Floyd Hill near mile post 244) to the Saddle Cut (adjacent to Sawmill Gulch on the south side of Clear Creek). The ROW phase includes the property at the west bridge abutment and approach located at the Saddle cut.

Structure F-15-BL is a 5-span riveted girder bridge carrying the westbound lanes of I-70 and is a top tier structure in the July 2023 BTE Prioritization Plan. Bridge inspection reports indicate that F-15-BL has deck and substructure deterioration including repeated potholes in the deck that have required emergency repairs and spalls and cracking in columns with exposed reinforcing steel.

Structure F-15-BM is a 4-span rolled steel bridge that serves as the off-ramp for I-70 westbound to US 6 at the bottom of Floyd Hill and is a top tier structure in the July 2023 BTE prioritization plan. Bridge inspection reports indicate that F-15-BM has deck and substructure deterioration including significant areas of concrete delamination and spalling with exposed broken and corroded reinforcing steel.

Structure F-15-D is a 3-span rolled steel girder bridge that serves as the access to a CDOT maintenance yard and other local businesses from the Hidden Valley interchange and is a top tier structure in the July 2023 BTE prioritization plan. Bridge inspection reports indicate that F-15-D has deck deterioration including exposed and corroded rebar, rust staining and heavy efflorescence.

The structures have been tabulated below.

<u>Structure ID</u>	<u>Description</u>	<u>Existing Deck Area (sq. ft)</u>	<u>Year Built</u>
F-15-BL	I 70 ML Westbound over US 6, Clear Creek	18,428	1959
F-15-BM	Ramp to US 6 ML over Clear Creek	5,488	1959
F-15-D	I 70 Frontage Rd over Clear Creek	3,918	1936
	Total	27,834	



**I-70 ML over Clear Creek Floyd Hill in Clear Creek County**  
**(Old F-15-BL, F-15-BM, F-15-D) (New F-15-BLA, F-15-BMA, F-15-DR) (SAP Project # 22716)**  
**Budget Components by Phase, Funding Program, Fiscal Year**

Phase of Work	Current Budget	BTE Supplement Action					Revised Budget	Expended To-Date
		Year of Budget				Total Request		
		FY 2024	FY 2025	FY 2026	FY 2027			
Right-of-Way	\$ -	\$ 1,349,760	\$ -	\$ -	\$ -	\$ 1,349,760	\$ 1,349,760	\$ -
	\$ -	\$ 1,349,760	\$ -	\$ -	\$ -	\$ 1,349,760	\$ 1,349,760	\$ -
Design	\$ 11,465,100	\$ 4,888,800	\$ -	\$ -	\$ -	\$ 4,888,800	\$ 16,353,900	\$ 5,061,790
	\$ 11,465,100	\$ 4,888,800	\$ -	\$ -	\$ -	\$ 4,888,800	\$ 16,353,900	\$ 5,061,790
Environmental	\$ 667,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 667,900	\$ 648,603
	\$ 667,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 667,900	\$ 648,603
<b>Total Project Budget</b>	<b>\$ 12,133,000</b>	<b>\$ 6,238,560</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,238,560</b>	<b>\$ 18,371,560</b>	<b>\$ 5,710,393</b>
		Year of Expenditure				Total Request		
		FY 2024	FY 2025	FY 2026	FY 2027			
		\$5,260,000	\$978,560	\$0	\$0	\$6,238,560		

**Region 4: US 40 ML over DRAW (I-24-N).**

This request is to establish the construction phase for I-24-N. The design was completed with funds approved by the BTE Board on September 15, 2022 through Resolution # BTE-22-09-02. This bridge replacement project is being combined with a FASTER Safety project which will extend a previously completed passing lane across the bridge. Over 50% of the traffic volume on this corridor is from truck traffic, and there is a documented history of frequent multivehicular crashes within or near the project limits, many of which are related to attempted passing maneuvers.

Structure I-24-N is a 4-span steel girder bridge and is a third-tier structure in the July 2023 BTE prioritization plan. Bridge inspection report indicates that I-24-N has advanced deterioration of substructure units with the cantilevered portion of one of the pier caps showing visible sagging. The inspection report also indicated a risk of bearing failure at various locations. At one location, movement of a bearing under live loads was observed and has resulted in damage to the pier cap. Essential Repair Letters (ERLs) were issued to address immediate safety concerns and recent repairs include the temporary shoring of a girder end, repairs to restore bearing integrity, and temporary shoring of a pier cap.

Due to the anticipated cost to restore the structure to a state of good repair, it was determined that a full replacement of the structure is the appropriate course of action. The inspection frequency has been increased to 12-month intervals to monitor the structure until it is replaced. It was previously a Top-Tier structure in July 2021, however, recent emergency repairs have temporarily elevated the structure from poor to fair condition. The emergency repairs are expected to allow the bridge to operate safely but did not eliminate the need to replace the structure.



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

Phase of Work	Current Budget	BTE Supplement Action					Revised Budget	Expended To-Date
		Year of Budget				Total Request		
		FY 2024	FY 2025	FY 2026	FY 2027			
Right-of-Way	\$ 15,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,653	\$ 6,123
	\$ 15,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,653	\$ 6,123
Design	\$ 533,858	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 533,858	\$ 387,399
	\$ 533,858	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 533,858	\$ 387,399
Construction	\$ -	\$ 8,352,110	\$ -	\$ -	\$ -	\$ 8,352,110	\$ 8,352,110	\$ -
	\$ -	\$ 8,352,110	\$ -	\$ -	\$ -	\$ 8,352,110	\$ 8,352,110	\$ -
<b>Total Project Budget</b>	<b>\$ 549,511</b>	<b>\$ 8,352,110</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,352,110</b>	<b>\$ 8,901,621</b>	<b>\$ 393,522</b>
		Year of Expenditure				Total Request		
		FY 2024	FY 2025	FY 2026	FY 2027			
		\$3,654,050	\$4,698,060	\$0	\$0	<b>\$8,352,110</b>		

**Next Steps**

Approval of Proposed Resolution #BTE-2 will allow for the continuation of preconstruction activities on the BTE eligible portions of the Floyd Hill to Veterans Memorial Tunnels Improvement Project, and US40 over Draw (I-24-N) bridge replacement and FASTER Safety passing lane combination project to proceed to advertisement.





**MEMORANDUM**

**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**PATRICK HOLINDA, BRIDGE AND TUNNEL ENTERPRISE MANAGER**  
**DATE: OCTOBER 19, 2023**  
**SUBJECT: BRIDGE AND TUNNEL ENTERPRISE FISCAL YEAR 2024-25 DRAFT**  
**PROPOSED ANNUAL BUDGET**

**Purpose:**

This month the Bridge and Tunnel Enterprise Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2024-25 Draft Proposed Annual Budget 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 and comment on the FY 2024-25 Draft Proposed Annual Budget.

**Background:**

In coordination with the Office of Financial Management and Budget (OFMB), Bridge and Tunnel Enterprise (BTE) is presenting a FY 2024-25 Draft Proposed Annual Budget. BTE will return in November with the Final Proposed Annual budget for review and approval.

**Details:**

Estimated Bridge and Tunnel Enterprises revenues for FY 2024-25 are \$158.8 million. The primary revenue sources for the Enterprise that are used to fund projects to mitigate the impact of vehicles utilizing the state's bridges and tunnels are:

- *Line 2: \$110,404,944 for FASTER Bridge Safety Surcharge Fee.* In 2009, Funding Advancement for Surface Transportation and Economic Recovery, otherwise known as FASTER, was signed into law. The legislation authorized BTE to collect a bridge safety surcharge dedicated to funding projects to address on-system, poor-rated bridges. The surcharge ranges from \$13 to \$32, based on the vehicle weight, and is collected annually when vehicles are registered in the state.
- *Line 3: \$22,217,321 for Bridge and Tunnel Impact Fee.* In 2021, SB21-260, also known as Sustainability of the Transportation System, authorized the Enterprise to impose a Bridge and Tunnel Impact fee on special fuel. This fee rate for FY 2024-25 is \$0.04 per gallon and gradually increases by \$0.01 each fiscal year until FY 2031-2032. After this time period, the fee will be adjusted annually based on inflation.
- *Line 4: \$8,913,041 for Bridge and Tunnel Retail Delivery Fee.* In 2021, SB21-260, also known as Sustainability of the Transportation System, dedicated a portion of the state's retail delivery fee to



the Enterprise. The Bridge and Tunnel Enterprise receives a flat 10% of the annual fee rate that is placed on all retail deliveries. This fee is also adjusted annually based on inflation.

Overall projected revenues have been allocated to the following budget categories in the proposed FY 2024-25 budget for Fund 538:

- *Line 21: \$2,370,949 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 brought on more internal staff in FY 2023-24 to support the program. Funding in this category will be used for ongoing program management, implementation of HB23-1276: Scope of Bridge and Tunnel Enterprise, development and implementation of a new BTE asset management program, and other ongoing program management activities and initiatives. Any additional updates to this category or any changes related to the administration of the program will be reflected in the final budget presented in February.
- *Line 25: \$0 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. Another example, 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. No additional funding is currently being allocated to this line item as staff believe remaining roll forward balances from prior years will be sufficient based on current programmatic needs.
- *Line 29: \$1,056,271 for Maintenance.* BTE is responsible for paying CDOT to perform routine maintenance of all BTE bridges on its behalf. Major activities include snow removal, sweeping and trash removal. The FY 2024-25 budget allocation has been determined using factors such as the age and level of maintenance required for the existing population of BTE bridges as well as structures that are forecasted to be transferred from CDOT to BTE (rehabilitation projects) or acknowledged by BTE (replacement projects).
- *Line 33: \$1,000,000 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 committed to budgeting a minimum of \$100,000 annually for exploring preservation techniques on BE bridges. Additionally, this funding will be used to perform more extensive bridge preventative maintenance treatments, such as joint repair or replacement, waterproofing, and deck overlays, on aging BTE-owned bridges.
- *Line 38: \$49,282,801 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 2024-25.
- *Line 42: \$105,099,726 for the Bridge and Tunnel Enterprise Construction Program.* This funding will be used to program BTE eligible capital construction projects based on the BTE Four-Year



Plan and the CDOT Ten-Year Plan. Requests to allocate this funding to individual BTE projects will be brought before the Board of Directors via the monthly budget supplement process.

**Next Steps:**

BTE program staff will return next month requesting the review and approval of the final proposed budget for FY 2024-25. Then in the following several months, OFMB and BTE program staff will be finalizing the budget. Key tasks will include reviewing updated FY 2024-25 revenue projections, aligning both the final BTE budget with the CDOT narrative budget and one-sheet, and reviewing all budget allocations. In February 2024, BTE will present the Board with a final budget for review and comment, and in March 2024, staff will request approval and adoption of the final FY 2024-25 budget.

**Attachment:**

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2024-25 Draft Proposed Annual Budget





Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2024-25 Draft Proposed Annual Budget

<b>Bridge and Tunnel Enterprise Fiscal Year 2024-25 Draft Proposed Annual Budget</b> <b>Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538)</b>			
Line	Budget Item	Estimated	Proposed Allocations
1	<b>Estimated Fiscal Year 2024-25 Revenue</b>		
2	FASTER Bridge Safety Surcharge Fee	\$ 110,404,944	
3	Bridge & Tunnel Impact Fee	\$ 22,217,321	
4	Bridge & Tunnel Retail Delivery Fee	\$ 8,913,041	
5	Interest Earnings	\$ 2,450,000	
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	\$ 50,000	
9	<b>Total Estimated Revenue</b>	<b>\$ 158,809,747</b>	
10			
11	<b>Estimated Allocations</b>		
12	<b>Administrative &amp; Operating Activities</b>		
13	Bridge and Tunnel Enterprise Staff Compensation		\$ (711,949)
14	Bridge and Tunnel Enterprise Program Support		\$ (1,400,000)
15	Attorney General Legal Services		\$ (50,000)
16	Annual Audit		\$ (35,000)
17	Travel Expenses		\$ (10,000)
18	Operating Expenses		\$ (4,000)
19	Trustee Fee		\$ (10,000)
20	Other consulting		\$ (150,000)
21	<b>Total Administrative &amp; Operating Activities</b>		<b>\$ (2,370,949)</b>
22			
23	<b>Support Services</b>		
24	Additional Project and Program Support Services		\$ -
25	<b>Total Support Services</b>		<b>\$ -</b>
26			
27	<b>Maintenance</b>		
28	Routine Maintenance on Bridge and Tunnel Enterprise Structures		\$ (1,056,271)
29	<b>Total Maintenance</b>		<b>\$ (1,056,271)</b>
30			
31	<b>Preservation</b>		
32	Bridge and Tunnel Preservation		\$ (1,000,000)
33	<b>Total Preservation</b>		<b>\$ (1,000,000)</b>
34			
35	<b>Debt Service and Availability Payments</b>		
36	2010A and 2019A Bond Debt Service		\$ (17,181,000)
37	Central 70 Availability Payment		\$ (32,101,801)
38	<b>Total Debt Service and Availability Payments</b>		<b>\$ (49,282,801)</b>
39			
40	<b>Construction Program</b>		
41	Funding for Bridge and Tunnel Enterprise Projects		\$ (105,099,726)
42	<b>Total Construction Program</b>		<b>\$ (105,099,726)</b>
43			
	<b>Total Fund 538 Revenues</b>	<b>\$ 158,809,747</b>	
	<b>Total Fund 538 Allocations</b>		<b>\$ (158,809,747)</b>
	<b>Remaining Unbudgeted Funds</b>		<b>\$ (0)</b>



**Fuels Impact Enterprise Board  
Meeting Minutes  
August 16, 2023**

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

EXCUSED:           VACANT, District 2  
                  Barbara Vasquez, District 6

AND: Staff members, organization representatives, and broadcast publicly

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

In August, the Fuels Impact Enterprise Board of Directors approved:

- The Adoption of New Fee Structure



# COLORADO

Department of Transportation

Division of Transportation Development

Freight Mobility & Safety Branch  
2829 W. Howard Place, 4<sup>th</sup> Floor  
Denver, CO 80204-2305

## MEMORANDUM

**TO:** FUELS IMPACT ENTERPRISE BOARD OF DIRECTORS  
**FROM:** DARIUS PAKBAZ, DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT  
CRAIG HURST, DTD FREIGHT MOBILITY & SAFETY MANAGER  
ERICA DENNEY - DTD FREIGHT PROGRAM PLANNER  
**DATE:** 20 October 2023  
**SUBJECT:** Review the Fuels Impact Enterprise Grant Program, Fee, and introduce Draft Articles of Organization and Bylaws for future consideration of adoption.

### Purpose

The purpose of this memorandum is to provide an overview of the Fuels Impact Enterprise, newly established under Senate Bill 23-280 - *Hazardous Material Mitigation* to the Enterprise Board of Directors. Additionally, it provides an overview of the adopted fee, the grant program, draft articles of organization, and the draft bylaws.

### Action

Action on the Articles of Organization and the Bylaws will occur at the next board meeting.

### Background

Senate Bill 23-280, signed into law on June 6, 2023, established the Fuels Impact Enterprise within the Colorado Department of Transportation. This enterprise is tasked with improving the transportation of fuel and motor vehicle emissions. To allow the enterprise to accomplish this business purpose and fully exercise its powers and duties, the enterprise may:

- Impose a fuels impact reduction fee as authorized by C.R.S. 43-4-1505(1), which was completed at the August board meeting.
- Issue grants as authorized by the fuels impact reduction grants program created in section 43-4-1506; and
- Issue revenue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise.



To carry out its duties and its business enterprise, the enterprise adopted a fuels impact reduction fee per gallon, beginning on September 1, 2023, to be paid by licensed fuel excise tax distributors within Colorado and licensed fuel distributors who ship products from outside of Colorado to a point within Colorado. This fee cannot be more than six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon of fuel products delivered for sale or use in Colorado.

The enterprise will be tasked to administer the fuels impact reduction grant program, to provide grants to certain critically impacted communities, governments and transportation corridors for the improvement of hazardous mitigation corridors and to support local and state government projects related to emergency responses, environmental mitigation, or projects related to transportation fuel within the state. C.R.S. 43-4-1506 (2) requires the distribution of the first \$10 million of funds from the grant program to the following:

- \$6,400,000 to Adams County (64%)
- \$2,000,000 to the City of Aurora (20%)
- \$1,300,000 to El Paso County (13%)
- \$240,000 to Mesa County (2.4%)
- \$60,000 to Otero County (0.6%)

Additionally, the enterprise can distribute up to five million dollars (\$5 million) from the fund, after the transfers outlined above and after providing for administrative expenses of the enterprise, to commercial freight corridors, support state government projects related to emergency responses, environmental mitigation, or support projects related to the transportation of fuel within the state on routes necessary for the transportation of hazardous materials.

If the fund balance of the cash fund for the enterprise exceeds \$15 million, the fuels impact reduction fee will not be collected.

As defined in 43-4-1503 (1)(b), the Colorado Transportation Commission shall also serve as the Fuels Impact Enterprise Board of Directors and the enterprise will end its existence on January 1, 2030 and defined in C.R.S. 43-4-1507.

The Board of Directors are being asked to review and provide feedback on the draft Articles of Organization. The draft articles of organization utilized the Bridge and Tunnel enterprise documents as a template so there is consistency across enterprises. The draft articles of organization incorporate the following topics.

- Defines the enterprise's name, authority, and purpose.
- Describes the Taxpayers Bill of Rights (TABOR) exemption for the enterprise.
- Defines the board, directors, and the board's powers.
- Describes the revenue and expenditures.
- Describes how the board can make amendments.



- Requires the board to create bylaws.

The Board of Directors are also being asked to review and provide feedback on the draft bylaws. The Bridge and Tunnel bylaws were also used as a template for consistency across enterprises. The draft bylaws incorporate the following topics.

- Defines the “home office” of the Enterprise as CDOT HQ
- Defines the board of directors powers, qualifications, term length, performance, reimbursement expectations, and required disclosures.
- Defines the operational parameters of the board of director meetings.
- Describes the public meeting requirements that must be met.
- Defines the duties and responsibilities of the board of director officers.
- Requires an annual budget is adopted and defines the fiscal year as July 1 - June 30th.

### **Next Steps**

Staff will present for consideration by the Enterprise Board of Directors proposed Articles of Organization of the enterprise and Bylaws for the Fuels Impact Enterprise Board of Directors at the next board meeting. Also at the next board meeting, staff will present budgets for fiscal years 2024 and 2025 for the enterprise for consideration by the Enterprise Board of Directors.

### **Attachments**

- Attachment A - Fuels Impact Enterprise Overview Presentation
- Attachment B - Draft Fuels Impact Enterprise Articles of Organization
- Attachment C - Draft Bylaws for the Fuels Impact Enterprise Board of Directors





**COLORADO**

Department of Transportation

# Fuels Impact Enterprise Overview and Fuels Impact Mitigation Fee

Darius Pakbaz - DTD Director

Craig Hurst - DTD Freight Mobility & Safety Branch Manager

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# SB 23-280

## Hazardous Materials Mitigation

- Signed into law on June 6, 2023
- Established the Fuels Impact Enterprise
- Imposed the Fuels Impact Reduction Fee and Grant Program
- Extends the fee schedule of the Petroleum Storage Tank Fund (\$25 per tank truckload) until September 1, 2023.
- Additional Petroleum Regulations to be carried out by the Department of Labor and Employment (CDLE)





# Fuels Impact Enterprise

## General Overview

Officially Created on August 8, 2023; expires on January 1, 2030

**Business Purpose: Improve the Transportation of Fuel and Monitor Vehicle Emissions**

**Enterprise Governance: The Colorado Transportation Commission shall serve as the Fuels Impact Enterprise Board of Directors**

### Enterprise Powers:

- Impose a fuel impact reduction fee
- Issue grants authorized by the fuels impact reduction grant program
- Issue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise.
- Provide services set forth in C.R.S. 43-4-1506
- Other powers as implied by statute.







# Fuels Impact Reduction Fee

As detailed in C.R.S. 43-4-1503, the Fuels Impact Enterprise Board was required to set the fuels impact reduction fee by September 1, 2023.

The fee can be set by the Enterprise Board of Directors up to **six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon** of fuel products delivered for sale or use in Colorado.

This fee will be paid by licensed fuel excise tax distributors within Colorado and licensed fuel distributors who ships products from outside of Colorado to a point within Colorado.

The fee will not be collected if the fuels impact cash fund exceeds **\$15 million dollars**.

The staff recommended that the fuels impact fee be set at \$0.006125 to ensure that the enterprise has the best opportunity to deliver the full grant funding amount and fulfil its business purpose. The board of directors voted to approve the fee to be set at the recommended level of \$0.006125 at the August Fuels Impact Enterprise board meeting.



# Fuels Impact Reduction Grant Program

C.R.S. 43-4-1506

Fuels Impact Reduction Grant Program  
**\$15 million**

First “Allocation”  
**\$10 million**  
Allocation to Specific Local Governments

Second “Allocation”  
**\$5 million**  
Enterprise Administration

The Enterprise will be tasked with administration of the Fuel Impact Reduction Grant Program. Its purpose is to provide grants to certain impacted communities, governments, and transportation corridors for:

- Hazardous Mitigation Corridors
- Support Local and state products
  - Emergency Responses
  - Environmental Mitigation
  - Projects related to transportation of fuel within Colorado



# Fuels Impact Reduction Grant Program

## Political Subdivision Allocation - \$10 million

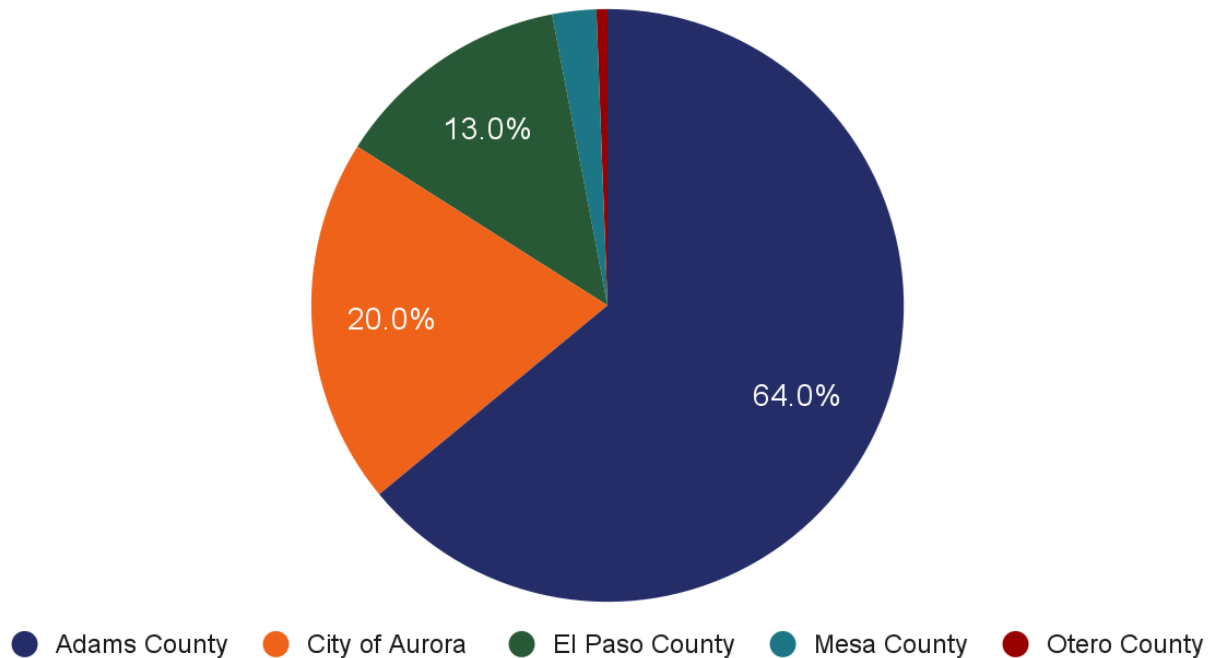
The first allocation of funds, as required by statute, are to the following political subdivisions for the improvement of hazardous mitigation corridors in the state prioritizing uses related to safety and environmental impacts

- Adams County - \$6,400,000 - 64%
- City of Aurora - \$2,000,000 - 20%
- El Paso County - \$1,300,000 - 13%
- Mesa County - \$240,000 - 2.4%
- Otero County - \$60,000 - 0.6%

If the enterprise is unable to distribute \$10 million, funds will be distributed in proportion described above.

If a political subdivision is unable to accept these funds, unacceptable amounts will be distributed to the other political subdivisions on a proportionate basis.

Political Subdivision Allocation - \$10 million





# Fuels Impact Reduction Grant Program

## FI Enterprise Administered Funds

The enterprise can allocate \$5 million dollars from the fuels impact cash fund, after the initial transfers to political subdivisions, and after providing for administrative expenses, to the enterprise for the following:

- Commercial Freight Corridors;
- State government projects related to emergency responses;
- State government projects related to environmental mitigation; or
- Support projects related to the transportation of fuel within the state on routes necessary for the transportation of hazardous materials.





# Fuels Impact Enterprise Draft Articles of Organization

The Fuels Impact Enterprise draft article of organization were created by using the Bridge and Tunnel Enterprise articles or organization as a template so we can be consistent across the enterprise boards.

- Defines the enterprise’s name, authority, and purpose.
- Describes the TABOR exemption for the enterprise.
- Defines the board, directors, and the board’s powers.
- Describes the revenue and expenditures.
- Describes how the board can make amendments.
- Requires the board to create bylaws.





# Fuels Impact Enterprise Draft Bylaws

The Fuels Impact Enterprise draft bylaws were created by using the Bridge and Tunnel Enterprise bylaws as a template so we can be consistent across the enterprise boards.



- Defines the “home office” of the Enterprise as CDOT HQ
- Defines the board of directors powers, qualifications, term length, performance, reimbursement expectations, and required disclosures.
- Defines the operational parameters of the board of director meetings.
- Describes the public meeting requirements that must be met.
- Defines the duties and responsibilities of the board of director officers.
- Requires an annual budget is adopted and defines the fiscal year as July 1 - June 30th.

## Next Steps & Questions?

- We will bring back the Articles of Organization and Bylaws to the next Fuels Impact Enterprise board meeting for the board to consider adopting both after any suggested changes are made.
- We will bring a draft budget for FY 2024 & FY 2025 for review and discussion at the next board meeting.

## **FUELS IMPACT ENTERPRISE**

### **ARTICLES OF ORGANIZATION**

#### **PREAMBLE**

The General Assembly of the State of Colorado (the “State”) found and declared in C.R.S. § 43-4-1501 (1)(a)(I) and (II) that:

(A) Certain communities in the state serve as the distribution points for almost all of the fuel transported in the State;

(B) Licensed fuel distributors rely on the hazardous mitigation corridor infrastructure in these communities to support the economic functions of the State; and

(C) Increasing requirements on fuel composition and blends will cause the infrastructure in these communities to be relied upon even more.

(II) Therefore, the General Assembly finds it appropriate to establish the fuels impact reduction grant program to provide grants to those communities for the improvement of their hazardous mitigation corridor infrastructure and for projects related to the transportation of fuel within the State.

Therefore, in C.R.S. § 43-4-1501(1)(b), the General Assembly established the Fuels Impact Enterprise to assist in the administration of the programs described and to collect the fees necessary to implement these programs.

The General Assembly thereupon created and expanded, in C.R.S § 43-4-1503(1)(a), a fuels impact enterprise as a government-owned business within the Colorado Department of Transportation (the “Department”).

#### **Article I. Name**

The fuels impact enterprise created in C.R.S. § 43-4-1503(1)(a) shall be known as the FUELS IMPACT ENTERPRISE ("Enterprise").

#### **Article II. Authority**

The Colorado Legislature approved the creation of the Fuels Impact Enterprise during its regularly scheduled session in 2023, and Senate Bill 23-280 was signed into law by the Governor of the State of Colorado on June 6, 2023. The Enterprise shall function pursuant to these Articles of Organization until such time as it may be abolished by a specific action under applicable Colorado state law.

#### **Article III. Purpose**



The business purposes of the Enterprise are to improve the transportation of fuel in the State and monitor vehicle emissions. To accomplish this purpose, the Enterprise may impose a fuels impact reduction fee; issue grants as authorized by C.R.S. § 43-4-1506; and issue revenue bonds payable from the fee revenue and other money available to the Enterprise.

to provide grants to those communities for the improvement of their hazardous mitigation corridor infrastructure and for projects related to the transportation of fuel within the state.

#### **Article IV. TABOR Exemption**

As provided in Section 43-4-1503(3), C.R.S., the Enterprise shall constitute an “enterprise” for purposes of section 20 of article X of the state constitution so long as it retains the authority to issue revenue bonds and receives less than ten percent of its total revenues in grants from all Colorado state and local governments combined. So long as it constitutes an enterprise pursuant to Section 43-4-1503(3), C.R.S., the Enterprise shall not be subject to any provisions of section 20 of article X of the state constitution. Consistent with the determination of the Colorado supreme court in Nicholl v. E-470 Public Highway Authority, 896 P.2d 859 (Colo. 1995), the power to impose taxes is inconsistent with enterprise status under section 20 of article X of the state constitution, and, therefore, it is the conclusion of the general assembly that the revenue collected by the fuels impact enterprise is generated by fees, not taxes, because the fuels impact reduction fee imposed by the enterprise is: (I) Imposed for the specific purpose of allowing the enterprise to defray the costs of providing the services specified in this section; and (II) Collected at rates that are reasonably calculated based on the costs of the services provided by the enterprise; and (d) So long as the enterprise qualifies as an enterprise for purposes of section 20 of article X of the state constitution, the revenue from the fuels impact reduction fee is not state fiscal year spending, as defined in section 24-77-102(17), or state revenues, as defined in section 24-77-103.6(6)(c), and does not count against either the state fiscal year spending limit imposed by section 20 of article X of the state constitution or the excess state revenues cap, as defined in section 24-77-103.6(6)(b)(I)(G).

#### **Article V. Enterprise Board and Enterprise Director**

The Transportation Commission of Colorado (“the Commission”) shall serve as the Enterprise Board (“Board”) and the Executive Director of the Department shall appoint a director of the Enterprise (the “Enterprise Director”).

The Enterprise Director shall oversee the discharge of all responsibilities of the Enterprise.

The Enterprise and the Enterprise Director shall exercise their powers and perform their duties as if the same were transferred to the Department by a **type 2** transfer, as defined in section 24-1-105, C.R.S.

#### **Article VI. Officers**

The officers of the Enterprise shall be elected according to the Bylaws of the Board and shall have the duties set forth in the Bylaws.

## **Article VII. Powers**

The Enterprise may:

- (a) Impose a fuels impact reduction fee as authorized in Section 43-4-1505(1), C.R.S.;
- (b) Issue grants as authorized by the fuels impact reduction grant program created in Section 43-4-1506, C.R.S.;
- (c) Issue revenue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise as authorized in Section 43-4-807, C.R.S.; and

In addition to any other powers and duties specified in Section 43-4-1505, C.R.S., the Board also has the following powers and duties:

- (a) To set and adopt, on an annual basis, a budget for the Enterprise;
- (b) To have and exercise all rights and powers necessary or incidental to or implied from the specific powers and duties granted in Section 43-4-1501 *et seq.*, C.R.S.

## **Article VIII. Revenues and Expenditures**

The fuels impact enterprise cash fund has been created in the state treasury pursuant to C.R.S. § 43-4-1504(1)(a)(I). The fund consists of fuels impact reduction fee revenue credited to the fund pursuant to Section 43-4-1505(1), C.R.S., any money that the General Assembly may transfer or appropriate to the fund for the implementation of the grant program described in Section 43-4-1506, C.R.S., and any federal money or gifts, grants, or donations received. The state treasurer shall credit to the fund all interest and income derived from the deposit and investment of money in the fund. Money in the fund is continuously appropriated to the Enterprise for the purposes set forth in C.R.S. § 43-4-1501 *et seq.* and to pay the Enterprise's reasonable and necessary operating expenses, including the repayment of any loan received pursuant to C.R.S. § 43-4-1504(2).

The Department may transfer money from any legally available source to the Enterprise for the purpose of defraying expenses incurred by the Enterprise before it receives fee revenue or revenue bond proceeds. The Enterprise may accept and expend any money so transferred, and notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer is a loan from the Department to the Enterprise that is required to be repaid and is not a grant for purposes of section 20(2)(d) of article X of the state constitution or as defined in C.R.S. § 24-77-102(7). All money transferred as a loan to the Enterprise shall be credited to the fuels impact enterprise cash fund in the state treasury. Loan liabilities that are recorded in the fuels impact fund but that are not required to be paid in the current fiscal year shall not be considered when calculating sufficient statutory fund balance for purposes of C.R.S. § 24-77-102(7). As the Enterprise receives sufficient revenue in excess of expenses, the Enterprise shall reimburse the Department

for the principal amount of any loan made by the Department plus interest at a rate set by the Department.

**Article IX. Articles of Organization--Amendment**

The Board may amend, supplement, or repeal these Articles of Organization or adopt new Articles of Organization. All such changes shall affect and be binding upon the Enterprise, the Board and the Members heretofore, as well as hereafter, authorized. Any amendment, supplement or repeal of these Articles of Organization or adoption of new Articles of Organization shall require a majority vote of the Members at any regular meeting of the Board.

**Article X. Bylaws**

The Board shall adopt a set of Bylaws to govern its internal operations and procedures.

DRAFT

## **FUELS IMPACT ENTERPRISE BOARD BYLAWS**

### **Article I. Offices and Definitions**

A. Principal Office. The principal office of the Fuels Impact Enterprise (“Enterprise”) shall be 2829 W. Howard Place, Denver, Colorado 80204. The Enterprise may have other offices and places of business at such places within the State of Colorado as shall be determined by the Enterprise Board (“Board”), as defined below.

B. Definitions. Capitalized terms shall have the definitions ascribed to them in these Bylaws and the Articles of Organization.

### **Article II. Fuels Impact Enterprise Board**

A. Enterprise Board. All the powers of the Enterprise, as described in § 43-4-1503, *et seq.*, C.R.S., and as otherwise provided by law, shall be vested in the Board. The Board shall manage the business and affairs of the Enterprise. The Board shall consist of the members of the Transportation Commission of Colorado, as determined pursuant to § 43-1-106(1), C.R.S. Members of the Board shall have the ability to vote.

B. Qualifications and Term. All members of the Board shall be, at the time of appointment and throughout their tenure on the Board, members of the Transportation Commission of Colorado as provided in § 43-1-106(1), C.R.S.

C. Performance of Duties. By acceptance of his or her office, each member of the Board shall be deemed to have accepted the obligation to perform his or her duties in good faith and in a manner he/she believes to be in the best interests of the Enterprise.

D. Reimbursement. The Board may provide for reimbursement of the members of the Board for reasonable and necessary expenses incurred on behalf of the Enterprise consistent with State Fiscal Rules but the members shall otherwise serve without compensation.

E. Disclosures. Members of the Board shall make financial disclosures and avoid conflicts of interest as provided by policies adopted by the Board and as provided by law.

### **Article III. Meetings of the Fuels Impact Enterprise Board**

A. Place of Meetings. The regular or special meetings of the Board or any committee designated by the Board shall be held at the principal office of the Enterprise or at any other place that a majority of the Board or any such committee, as the case may be, designates from time to time.

B. Regular Meetings. Regular meetings of the Board shall be held at a time and date set by the Board, but will generally be held the third Thursday of the month. It shall be the duty of the members of the Board to attend Board meetings. The Board shall meet no less than five (5)

times per year. The Chair of the Board ("the Chair") may postpone or advance the time and date of any regular meeting for a period not to exceed one week. The Board may remove items from the agenda or rearrange the order of the agenda items at any time. Items may be added to the agenda only with adequate public notice prior to the meeting, as provided by law.

C. Special Meetings. Special meetings may be called by the Director of the Enterprise, the Chair, or a majority of the members of the Board, with three days' notice by electronic mail or, in an emergency, 24 hours' notice by telephone or electronic mail, unless otherwise provided by law.

D. Notice of Meetings. Notice of the time, date and place shall be provided to the Board and the public as required by law.

E. Quorum. A quorum of the Board shall be six (6) members. If a quorum of the Enterprise Board is present, a majority vote of the members present shall be required to carry any motion, order, regulation, bylaw or other action of the Board. All formal action of the Board shall be by resolution adopted at a duly called meeting of the Board and no individual member shall exercise individually any administrative authority with respect to the Enterprise.

F. Voting. Each member of the Board shall be entitled to one vote. The Board may act only by resolution or motion at a duly called meeting. Voting shall be either by voice or roll call vote. A roll call vote shall be conducted upon the request of a member of the Board or at the discretion of the Chair. Any member of the Board shall disqualify himself or herself from voting on any issue with respect to which he/she has a private interest, unless such member of the Board has disclosed such interest in compliance with § 24-18-110, C.R.S.

G. Conduct of Meetings. All meetings of the Board will be conducted under Roberts Rules of Order, unless specifically provided otherwise by the Board or these Bylaws.

H. Executive and Other Committees. The Board may, by a motion or resolution adopted by a majority of the members of the Board, designate not less than two (2) of its members to constitute one or more other committees, each of which shall have and may exercise such authority as may be set forth in said motion or resolution. If any such delegation of authority of the Board is made as herein provided, all references to the Board contained in these Bylaws, the Articles of Organization, § 43-4-1501, *et seq.*, C.R.S. or any other applicable law or regulation relating to the authority so delegated shall be deemed to refer to such committee.

#### **Article IV. Open Meetings and Open Records**

A. Open Meetings. All meetings of the Board shall be open to the public and shall be preceded by adequate public notice as required by law. Public notice of the Board agenda shall be made prior to Board meetings.

B. Open Records. The records of the Board shall be public records and shall be open for public inspection, as provided by law for public records. Board meetings shall be

recorded by electronic recording device. Minutes shall be made of all Board meetings and shall be approved by the Board. After approval by the Board, minutes shall be made a part of the Board records.

#### **Article V. Officers of the Fuels Impact Enterprise Board**

A. General. The Chair and Vice-Chair shall be the officers of the Board. The Board shall appoint a Secretary who shall not be a member of the Board. The officers shall be elected by the Board annually at the Board meeting in August. If the election of such officers is not held at such meeting, such election shall take place as soon thereafter as a meeting may be conveniently held. The Board shall elect a Chair and Vice-Chair, each of whom must be a member of the Board. Each officer shall serve at the pleasure of the Board.

B. General Duties. All officers of the Enterprise, as between themselves and the Enterprise, shall have the authority and shall perform such duties in the management of the Enterprise as may be provided in these Bylaws, the Articles of Organization or as may be determined by resolution or action of the Board not inconsistent with these Bylaws.

C. Specific Duties of Officers. In addition to duties designated by the Board, the duties of the officers shall include the following:

1. Chair. The Chair shall preside at all meetings of the Board. The term of the office as Chair shall be for one year or until a successor shall be elected.

2. Vice-Chair. The Vice-Chair shall, in the case of the absence or disability of the Chair, perform the duties of the Chair. The Vice-Chair shall also perform such other duties as may be prescribed by the Board from time to time. The term of office of Vice-Chair shall be for one year or until a successor shall be elected.

3. Secretary. The Secretary shall keep the records of the Board. The Secretary shall have the custody of the seal of the Enterprise and shall, in addition, perform all of the other duties usually pertaining to this office. The term of office shall be at the will of the Board.

D. Delegation of Duties. Whenever an officer is absent for any reason, the Board may delegate the powers and duties of an officer to any other Officer or to any member of the Board.

E. No contract right. Service on the Board shall not of itself create contract rights in the office.

#### **Article VI. Fiscal Year and Budget**

A. Fiscal Year. The fiscal year of the Enterprise shall be based on the State of Colorado fiscal year (July 1 – June 30). The fiscal year may be changed from time to time by the Board at its discretion.

B. Budget. The Board shall set and adopt on an annual basis a budget for the Enterprise. The budget shall be adopted not later than June of each year.

## **Article VII. Amendments**

A. General. The Board may amend, supplement, or repeal these Bylaws or adopt new bylaws and all such changes shall affect and be binding upon the Board and members heretofore, as well as hereafter, authorized. Any amendment, supplement or repeal of these Bylaws or adoption of new bylaws shall require a majority vote of all of the members at any regular meeting.

B. Notice. Specific notice of each meeting at which consideration of proposed amendment to, supplementation of, or repeal of these Bylaws or adoption of new bylaws shall be given in the same manner as notice of meetings is to be given pursuant to Article III, Section D. hereof.

C. Vote Necessary. Any adoption of new bylaws, or amendment, supplement, or repeal of these Bylaws shall require approval by a majority of the Board at any regular meeting at which the amendment, supplement, repeal, or adoption is considered.

## **Article VIII. Selection, Powers and Duties of Director**

A. The CDOT Executive Director shall appoint a CDOT employee to act as the Director of the Enterprise.

B. The Director shall be the chief executive officer of the Enterprise and shall supervise the activities of the Enterprise and shall direct and manage overall Enterprise staff and functions.

C. The Director or his or her designee shall report to the Board and recommend priorities, policies, and procedures to the Board.

D. The Director or his or her designee shall work with federal, state, local, and private agencies on Enterprise projects, funding, and programs.

E. The Director or his or her designee shall see that all policies, directions and orders of the Board are carried out and shall, under the supervision of the Board, have such other authority, powers or duties as may be prescribed by the Board.

## **Article IX. Miscellaneous**

A. Invalid Provision. The invalidity or non-enforceability of any particular provision of these Bylaws shall not affect the other provisions herein, and these Bylaws shall be construed in all respects as if such invalid or unenforceable provision were omitted.

B. Governing Law. These Bylaws shall be governed by and construed in accordance with the constitution and laws of the State of Colorado and § 43-4-1501, *et seq.*, C.R.S. for the Enterprise, as amended from time to time.

C. Gender. Whenever required by context, the singular shall include the plural, the singular, and one gender shall include the other.

D. Contracts and Amendments. The Board shall set budgets for its operations and the Director, or his or her delegee, shall have authority to approve and enter into contracts and any amendments of existing contracts, so long as the total projected expenditures do not exceed the estimate of available funds approved for the fiscal year by the Board that are within an approved budget. The Director's signature or the signature of his or her delegee on such contracts and contract amendments shall legally bind the Enterprise.

DRAFT





**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CDOT CHIEF FINANCIAL OFFICER  
**DATE:** OCTOBER 18, 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.

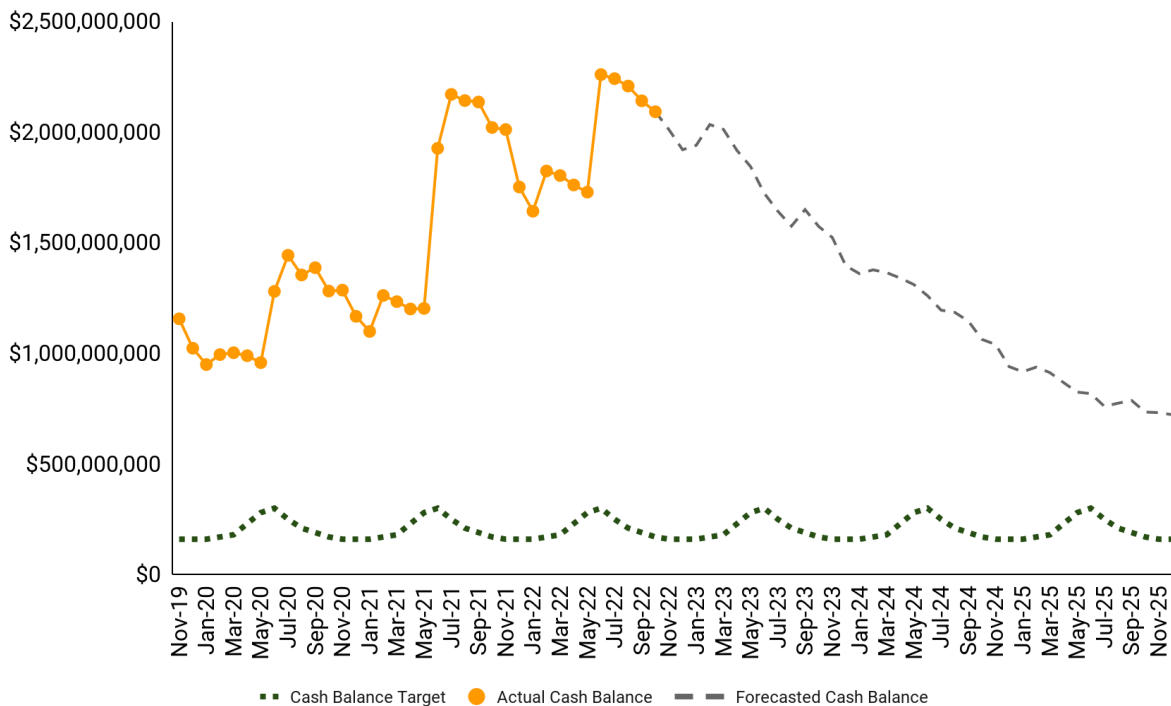
**Action**

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 August 2023 was \$1.57 billion; \$1.36 billion above that month's minimum cash balance target of \$210 million. August's cash balance includes \$386.64 million in the State Highway Fund and \$1.05 billion in the Senate Bill 267 trustee account. The actual cash balance for August 2023 was \$6.1 million lower than forecasted. This variance is primarily related to higher than expected State Highway Fund expenditures.

The revenue forecast for future months was adjusted to reflect an anticipated reimbursement to CDOT from CTIO in October for expenses on the I-25 North Segment 7/8 corridor. The reimbursement is being provided through a recently executed TIFIA loan on the I-25 North corridor and includes reimbursement of \$121.0 million in October 2023, with additional draws against the TIFIA loan anticipated in subsequent months.

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.
- **Other Legislative Sources**- This includes revenue transferred from the General Fund to the State Highway Fund through legislation passed by the Colorado General Assembly.
- 

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.

### 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*

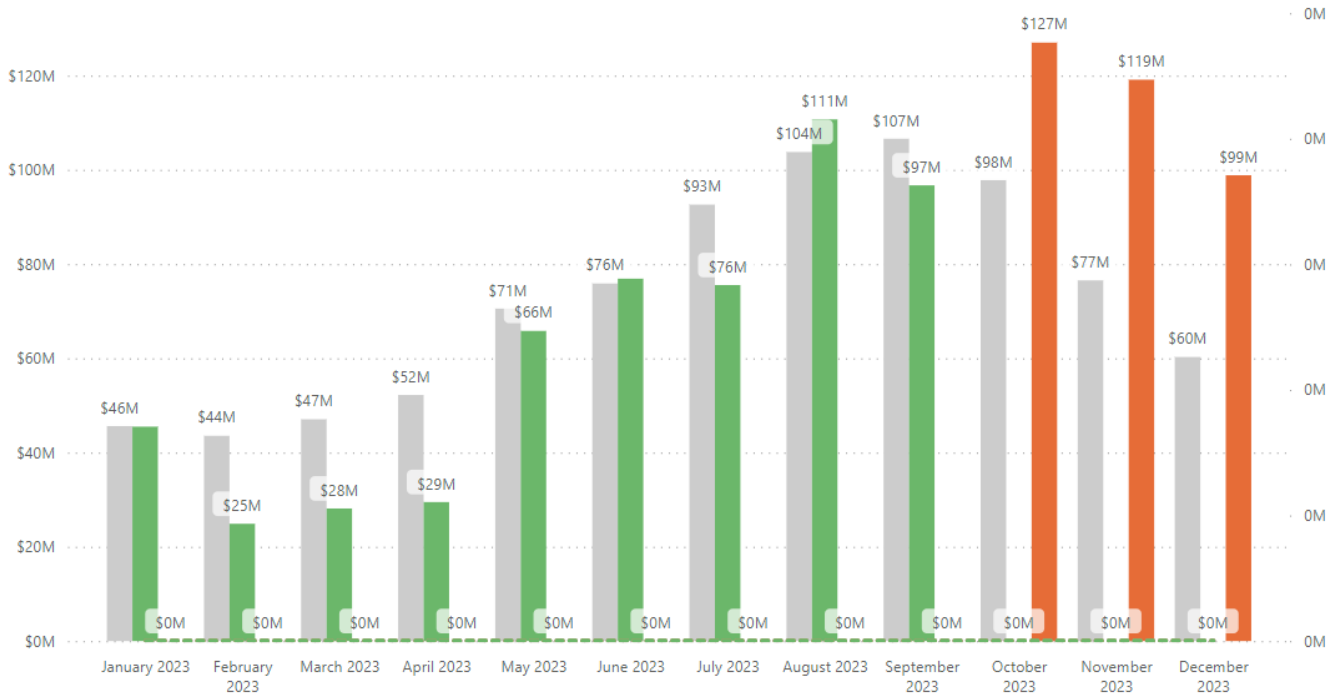
\*This is preliminary information based on the 10-Year Plan update which was considered by the Transportation Commission for approval in September 2022. This information will be updated as additional project schedule detail becomes available.

Figure 3 details CY23 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, July month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 0.87 (actual expenditures vs. baseline). There were \$464M actual expenditures YTD vs. the baseline of \$531M. The CY 23 baseline includes expenditures from 169 projects.



● Baseline (Month) ● Actuals (Month) ● Forecast (Month) ● Baseline (Cumulative) ● Forecast (Cumulative) ● Actual (Cumulative)





**MEMORANDUM**

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** JEFF SUDMEIER, CHIEF FINANCIAL OFFICER  
BETHANY NICHOLAS, BUDGET DIRECTOR  
**DATE:** OCTOBER 18, 2023  
**SUBJECT:** FY 2023-24 Q1 ANNUAL REVENUE FORECAST UPDATE

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**Purpose**

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

**Action**

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

**Background**

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

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

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

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

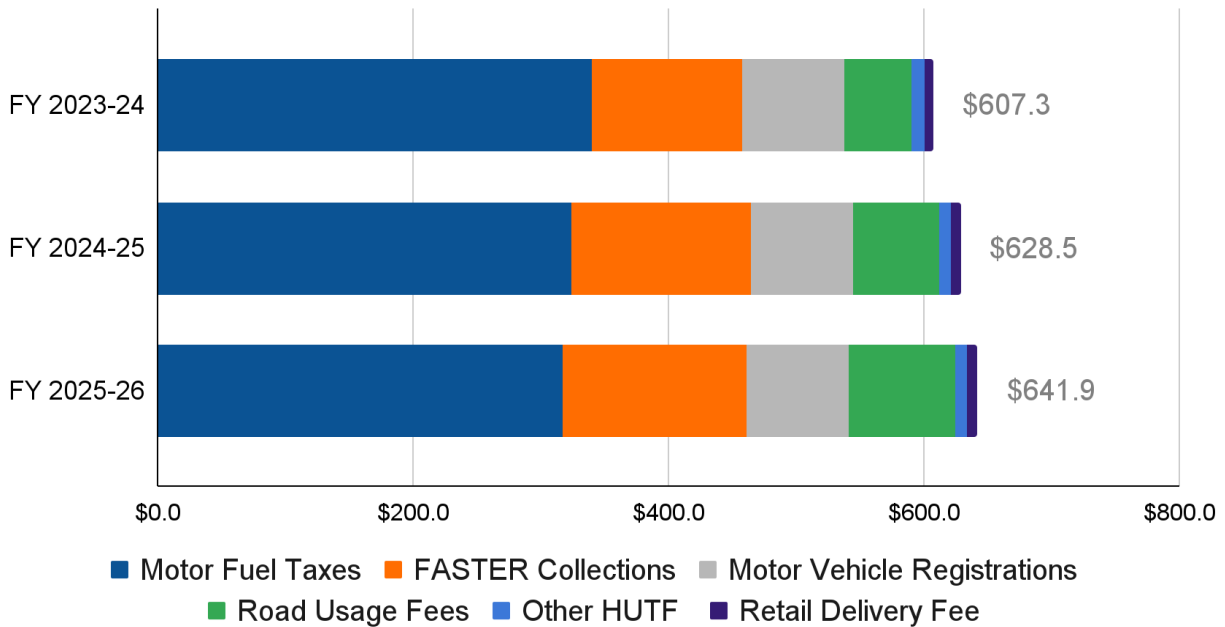




**Summary**

The graph below summarizes the estimated HUTF distributions to CDOT for FY 2022-23, FY 2023-24, and FY 2024-25 based on the latest quarterly forecast update. The revenue expectations in this forecast are slightly higher than the Department’s May forecast. Revenue increases in future years are primarily attributed to increased revenue from FASTER fees, the Road Usage Charge, Electric Vehicle fees, and the Retail Delivery Fee.

**CDOT Forecasted Revenue by Source (Millions)**



**Statewide Economic Outlook**

The labor market has remained strong and consumer demand has outperformed the expectations of Colorado’s statewide forecasts. Overall, economic activity has decelerated smoothly, following the path of a soft landing. The principal risk to the economic outlook is tightening monetary policy that could trigger a recession.

**Colorado VMT**

Overall, 2023 has seen year-over-year increases in traffic volumes compared to 2022. Traffic volumes have also exceeded the 2019 pre-pandemic volumes. The traffic volume for August 2023 was 112.1 percent of the traffic volume in May 2019.

**FASTER Safety Reduction**

House Bill 22-1351 “Temporarily Reduce Road User Charges” delayed the implementation of the Road Usage Fee created in SB 21-260 from July 1, 2022, to April 1, 2023. It also extended an \$11.10 reduction to the Road Safety Surcharge through 2023. This bill is expected to decrease CDOT revenue by about \$47.1 million for FY 2022-23 and FY 2023-24. This lost fee revenue was backfilled by the General Fund in FY 2022-23.





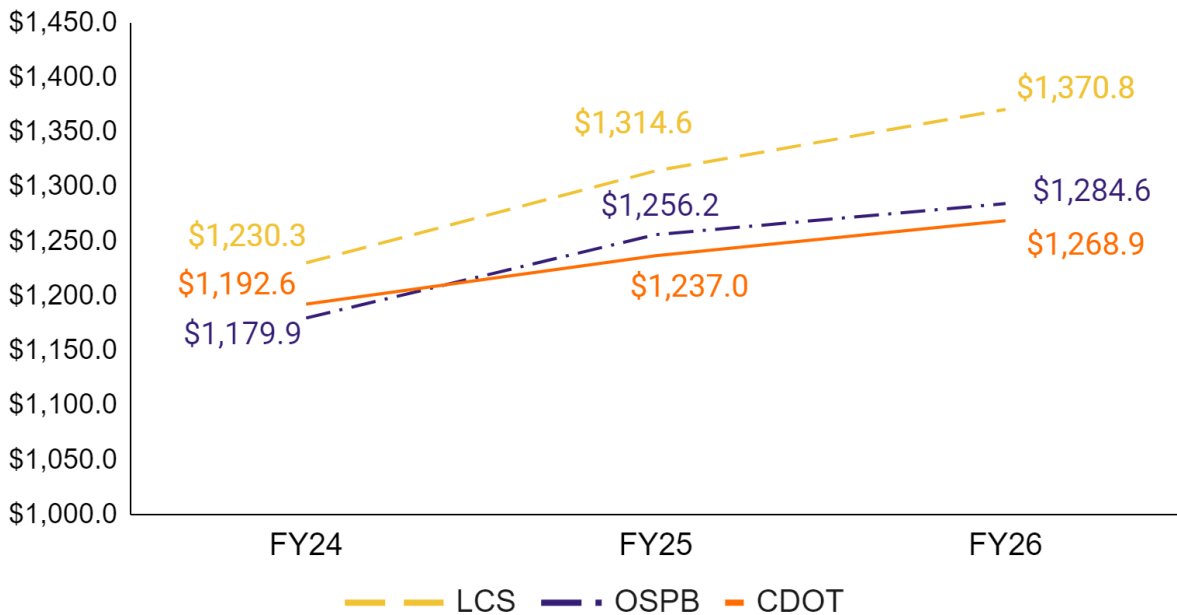
Description	FY 2022-23	FY 2023-24
Fee Reduction	(\$36,900,000)	(\$10,200,000)
General Fund Backfill	\$47,100,000	
<b>Grand Total</b>	<b>\$10,200,000</b>	<b>(\$10,200,000)</b>

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

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

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

Statewide HUTF Forecast Comparison - September FY 2023-24 Q1 Forecast (millions)



**TABOR Refunds**

Both statewide forecasts show state revenue surpassing the Referendum C TABOR Cap through the forecast period. Since TABOR refunds are paid from the General Fund, the higher than expected revenue will squeeze the General Fund budget in future years.





**MEMORANDUM**

**TO:** COLORADO TRANSPORTATION COMMISSION  
**FROM:** HANNAH L. REED, FEDERAL GRANTS COORDINATOR IN OPGR  
**DATE:** OCTOBER 18<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, as well as current and future coordination of proposals to anticipated federal discretionary programs, primarily under the Infrastructure Investment Jobs Act (IIJA).

**Action**

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

The Bridge Investment Program (BIP) Large Bridge NOFO was released at the end of September with a November 27th deadline. Pending project consideration and selection, BTE Resolutions to commit match funding for this program should be anticipated during November's Transportation Commission.

As always, Commissioners and CDOT staff 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 discretionary grant programs have closed and all proposals have been reviewed:

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
      - **\$640k AWARDED**
    - Scenic Highway of Legends Wayfinding and Interpretive Materials Implementation in Region 2
    - Mount Evans Collaborative Renaming, Re-signing, and Educational Emphasis in Region 1
2. STRENGTHENING MOBILITY and REVOLUTIONIZING TRANSPORTATION (SMART)
  - CDOT-led ATMA proposal with MN DOT, OK DOT, and WI DOT as subrecipients
    - **\$1.89M AWARDED**
3. Enabling Middle Mile Broadband
  - CDOT submitted a \$119M proposal to build 7 middle mile corridors across the state

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
    - **\$700k AWARDED**
  - CDOT also provided letters of support for two local applications in Fort Collins
5. FTA's ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS)
  - Install ADAS demonstrative technologies into three of CDOT's Bustang fleet
    - **\$1.2M AWARDED**
6. RAISE 2023
  - The City of Lakewood and CDOT revised and resubmitted the 6th & Wadsworth Interchange Reconstruction proposal
    - **\$20M AWARDED**
  - Boulder County and CDOT revised and resubmitted the CO 119 Diagonal Multimodal Improvements proposal
    - **\$25M AWARDED**
  - Grand County and CDOT revised and resubmitted the US 40 Passing Lanes & Red Dirt Hill Safety Reconstruction proposal
  - Morgan and Weld Counties and CDOT revised and resubmitted the I-76 Phase IV Regional Improvements for Safety and Efficiency (RISE) proposal
  - La Plata County and CDOT revised and resubmitted the US 160 Safety and Mobility Improvements proposal
  - CDOT submitted an application for the preliminary phase of the I-70 Corridor Resiliency and Connectivity Improvements project
  - CDOT, with Summit County and Summit County Safe Passages, submitted an application for the I-70 East Vail Pass Wildlife Crossings project
7. CONSOLIDATED RAIL INFRASTRUCTURE & SAFETY IMPROVEMENTS (CRISI)
  - **Unfortunately, the entire state of Colorado, as well as 13 other states nationwide, were awarded zero CRISI grants for FY22.**

The following discretionary grant programs have closed, but applications are still being reviewed:

1. CORRIDOR IDENTIFICATION DEVELOPMENT PROGRAM (CIDP)
  - CDOT and FRPR-D co-sponsored an application for the Colorado Front Range Corridor
2. As in previous years, CASTA and FHU Consulting coordinated applications with local agencies for the 5339 discretionary grant programs (Low-No Emissions and Bus & Bus Facilities). CDOT then reviewed applications and submitted under its UEI and Grants.gov profile
  - Archuleta County Mountain Express Low-E Fleet and Bus Facility Project
  - Avon Transit Diesel Bus Replacement with GILLIG Electric Bus
  - Gunnison Valley RTA's City of Gunnison Multimodal Transit Center
  - Town of Telluride Galloping Goose ZEV Incremental Costs and Facility Upgrades
  - ECO Transit Battery Electric/Hybrid Bus Replacement and Expansion
  - ECO Transit Vehicle Storage Facility Electrification Project
  - RFTA - Ten Battery Electric Buses to Replace Diesel Buses
  - RFTA Regional Transit Center Phase 6 and Phase 8 Construction
  - ADA Bus for Wet Mountain Valley Rotary Transportation
  - Mountain Express Bus Storage, Maintenance, and Operations Facility
  - Breckenridge Free Ride: Diesel to Electric Bus Transition & Safety and Efficiency Improvements
  - SMART Vanpool Vehicle Replacement Project
  - Durango Transit Replacement Vehicles
  - Via Mobility Renewable Energy Microgrid for Enhanced Electric Transit Bus Charging
  - First Electric Bus & Charging Infrastructure Installation for the Town of Winter Park
3. WILDLIFE CROSSING PILOT PROGRAM (WCPP)



- CDOT, with Douglas County, revised the application for the Greenland Wildlife Overpass, as the final component of the I-25 Gap project in Region 1.
  - CDOT, with Summit County, repackaged the I-70 East Vail Pass Wildlife Crossings project in Region 3.
  - CDOT submitted the US 160 Critical Wildlife Connectivity application in Region 5.
4. **PROMOTING RESILIENT OPERATIONS for TRANSFORMATIVE, EFFICIENT and COST-SAVING TRANSPORTATION (PROTECT):**
- CDOT submitted the CO West RESCUE Project to address resiliency in and around rural Western Colorado. The scope includes I-70 Glenwood Canyon, Blue Hill on Cottonwood Pass, US 40, and SH 9.
  - The City of Boulder and CDOT co-sponsored an application in Region 4 to replace two poor bridges and an undersized culvert on CO 7. The existing bridges experience recurring flooding/overtopping that restrict accessibility of the highway.
    - This project will likely also be eligible for the FY23 cycle of Bridge Investment Program (BIP).
5. **MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG):** A multi-billion dollar “umbrella” program that contains Mega, INFRA, and Rural Surface Transportation.
- CDOT, with local agency partners, is prepared to revise eligible applications from the FY22 cycle, utilizing USDOT advice and guidance from FY22 application debriefs:
    - US 50 Safety Highway Improvements for Freight and Travel in Region 2
    - I-76 Phase IV Reconstruction in Region 4
    - US 160 Safety & Mobility Improvements in Region 5
  - Other eligible priority projects include:
    - I-70 East Vail Pass Wildlife Crossings in Region 3
    - CO West RESCUE: Resiliency in Rural Western Colorado in Region 3
    - North I-25 Segment 5 in Region 4 with Weld County
6. **RECONNECTING COMMUNITIES AND NEIGHBORHOODS (RCN)**
- CDOT and Denver submitted a planning application for the Federal & Colfax Interchange in Region 1
  - CDOT continues to support the Trinidad East-West Reconnections under I-25 viaduct proposal in Region 2

#### **IN PROGRESS**

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

1. **STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART)**
  - CDOT resubmitted the Coordinated Adaptive Ramp Metering application from last year, utilizing the debrief notes from the SMART program staff, in Region 1
  - CDOT submitted an application to prepare to test new Adaptive Traffic Signal Control (ATSC) technologies at ~40 intersections in Region 4
2. **TRANSIT-ORIENTED DEVELOPMENT PLANNING PROGRAM (TOD)**
  - CDOT supported Denver and RTD with a proposal in Region 1 along Federal, related to BRT and First-Last Mile recommendations.

#### **NEW & FORTHCOMING OPPORTUNITIES**

The following discretionary programs are newly released or are expected to release in the near future. CDOT is interested in pursuing eligible and competitive projects or partnerships for each program:

##### **1. BRIDGE INVESTMENT PROGRAM (BIP)**

- Large Bridge NOFO was released at the end of September on a rolling basis
  - This means the remaining IIJA funds appropriated to BIP Large Bridge has been allocated into a single NOFO with rolling deadlines for each fiscal year through 2026.
  - FY23 and FY24 were combined into this first round.
  - FY25 applications are due August 1st, 2024
  - FY26 applications are due August 1st, 2025

- FHWA release NOFOs for Planning and “Other than Large” Bridge subprograms separately in the near future
- 2. RAILROAD CROSSING ELIMINATION PROGRAM (RCE)
  - NOFO anticipated in October 2023
- 3. RAISE 2024
  - NOFO will be released by the end of the November 2023
- 4. CONSOLIDATED RAIL INFRASTRUCTURE & SAFETY IMPROVEMENTS (CRISI)
  - NOFO anticipated in December 2023 / January 2024

#### **CDOT DISCRETIONARY GRANT PROGRESS BY THE NUMBERS**

Since the IIJA was signed into law in November 2021

- CDOT has applied for ~\$969.2M across 13 programs
  - Including CDOT and Local partner co-applications: ~\$1.2B across 17 programs
  - Note: This includes resubmissions and revisions of the same application to multiple eligible programs, as well as each annual cycle of a program, and/or independent components of a whole project that meet eligibility across multiple programs.
- We have been awarded ~\$221.74M...so far!

#### **Next Steps**

SMART & TOD applications were both due October 10th, 2023

FY 23/24 BIP Large Bridge applications are due November 27th, 2023



# COLORADO

## Department of Transportation

Division of Transportation Development

Performance and Asset Management Branch  
2829 W. Howard Place, 4<sup>th</sup> Floor  
Denver, CO 80204-2305

**TO:** THE TRANSPORTATION COMMISSION  
**FROM:** DARIUS PAKBAZ - DIRECTOR, DIVISION OF TRANSPORTATION DEVELOPMENT  
WILLIAM JOHNSON - PERFORMANCE & ASSET MANAGEMENT BRANCH MANAGER  
JACOB KERSHNER - PERFORMANCE PROGRAM MANAGER  
**DATE:** OCTOBER 17, 2023  
**RE:** TRANSPORTATION TRENDS REPORT - PURSUANT TO 2 CCR 601-22 § 8.06.2

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### Purpose

To provide the Transportation Commission with transportation trends relevant to the Greenhouse Gas (GHG) reduction provisions of 2 CCR 601-22.

### Action

Informational only. No action required.

### Background

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

### Next Steps

Assess whether directional change in any of the metrics warrant consideration of policy changes.

### Attachments

Attachment B - 2023 Transportation Trends Report





**COLORADO**  
Department of Transportation

# 2023 Transportation Trends Report

PURSUANT TO 2 CCR 601-22, 8.06.2  
COLORADO DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION DEVELOPMENT

COLORADO DEPARTMENT OF TRANSPORTATION | 2829 W. Howard Place, Denver, CO 80204

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## Introduction

CDOT annually provides a report to the Transportation Commission of factors relevant to the GHG reduction provisions of 2 CCR 601-22, for the Commission to assess whether directional change in any of the metrics warrant consideration of policy change. This report, published on October 1, 2023, meets the requirement of the transportation planning rule and is available for review by the Colorado Transportation Commission.

## Factors/Metrics Provided to Fulfill Requirement

- Population Growth
- Vehicle Miles Traveled
- Electric Vehicle Registrations
- Transit Ridership
- Bicycle Usage
- Economic Factors
  - Jobs & Unemployment
  - Gross Domestic Product
  - Consumer Price Index
  - Transportation Fuel Prices
  - Personal Income

## Population Growth

The State Demography Office provides population estimates and forecasts for Colorado's regions, counties, and municipalities annually. Estimates are provided in the late summer of each year. Illustrated below are current population estimates for Colorado and its Metropolitan Planning Organizations (MPOs).

Figure 1 - Colorado and MPO Population Estimates

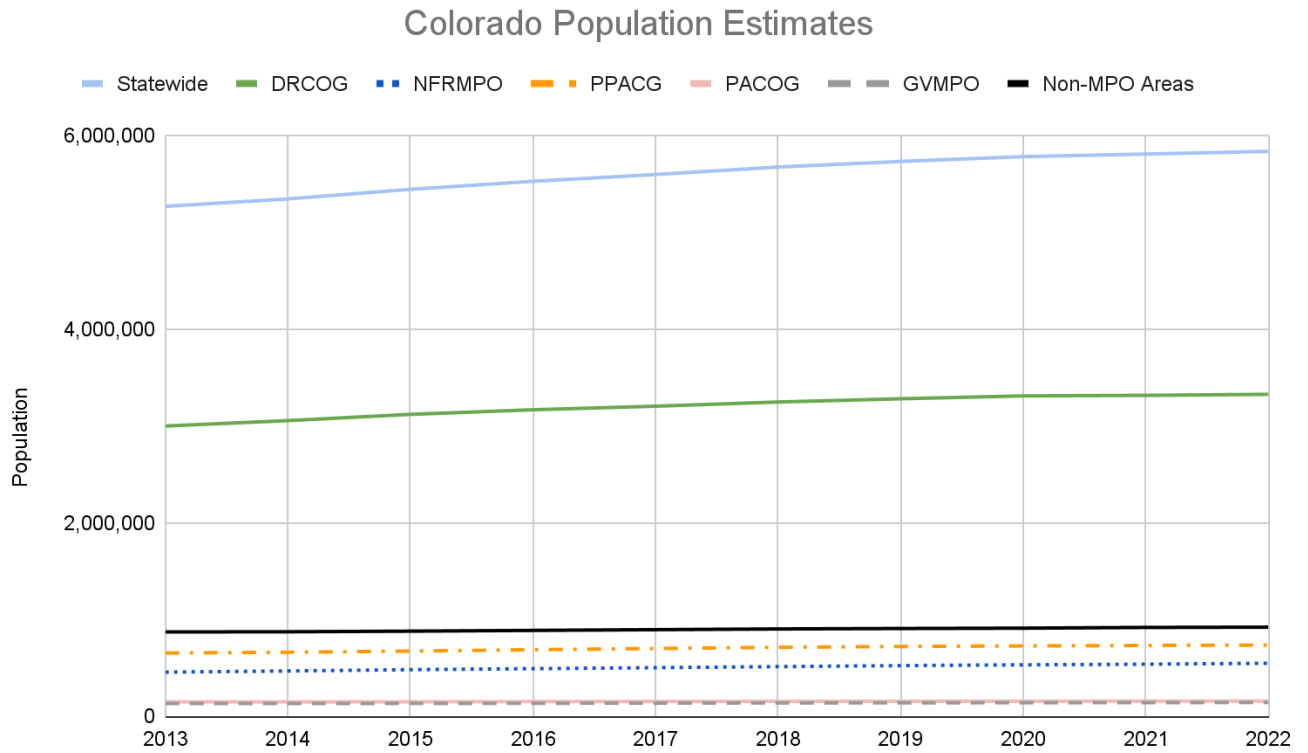


Table 1 - Population Estimates, Change from Prior Year and 2013

Geography	2022 Data	Percent Change from Prior Year	Percent Change from 2013
Colorado	5,838,736	0.5%	10.8%
DRCOG	3,328,221	0.3%	10.9%
NFRMPO	549,239	1.8%	20.0%
PPACG	736,862	0.4%	12.4%
PACOG	158,210	0.1%	5.4%
GVMPO	143,720	0.7%	7.7%
Non-MPO Areas	922,485	0.3%	5.7%

Table 2 - Colorado and MPO Population Estimates

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2013	5,270,883	3,000,722	457,834	655,697	150,133	133,406	873,091
2014	5,347,655	3,056,645	469,488	662,967	150,413	133,376	874,766

2015	5,446,594	3,121,159	483,297	675,023	151,878	134,276	880,961
2016	5,529,631	3,168,887	493,552	689,262	153,425	135,721	888,784
2017	5,599,588	3,205,653	503,653	701,717	154,734	137,419	896,412
2018	5,676,912	3,248,912	514,545	714,596	155,771	139,219	903,869
2019	5,734,909	3,282,361	525,136	722,192	156,521	140,224	908,475
2020	5,784,584	3,312,286	532,963	728,792	157,242	141,286	912,015
2021	5,811,026	3,317,686	539,557	733,573	158,084	142,653	919,473
2022	5,838,736	3,328,221	549,239	736,862	158,210	143,720	922,485

**Data Source:**

Colorado Department of Local Affairs  
 State Demography Office

<https://demography.dola.colorado.gov/assets/html/population.html>

Updated: August 1, 2023

**Vehicle Miles Traveled**

Vehicle miles traveled (VMT) data is provided by the Colorado Department of Transportation’s Division of Transportation Development, through its annual traffic counting program. The latest available year for this data is 2022. Data for calendar year 2023 will be available in Fall of 2024. Illustrated below is VMT and VMT per capita for Colorado and its MPOs.

**Vehicle Miles Traveled**



Figure 2 - Colorado and MPO VMT

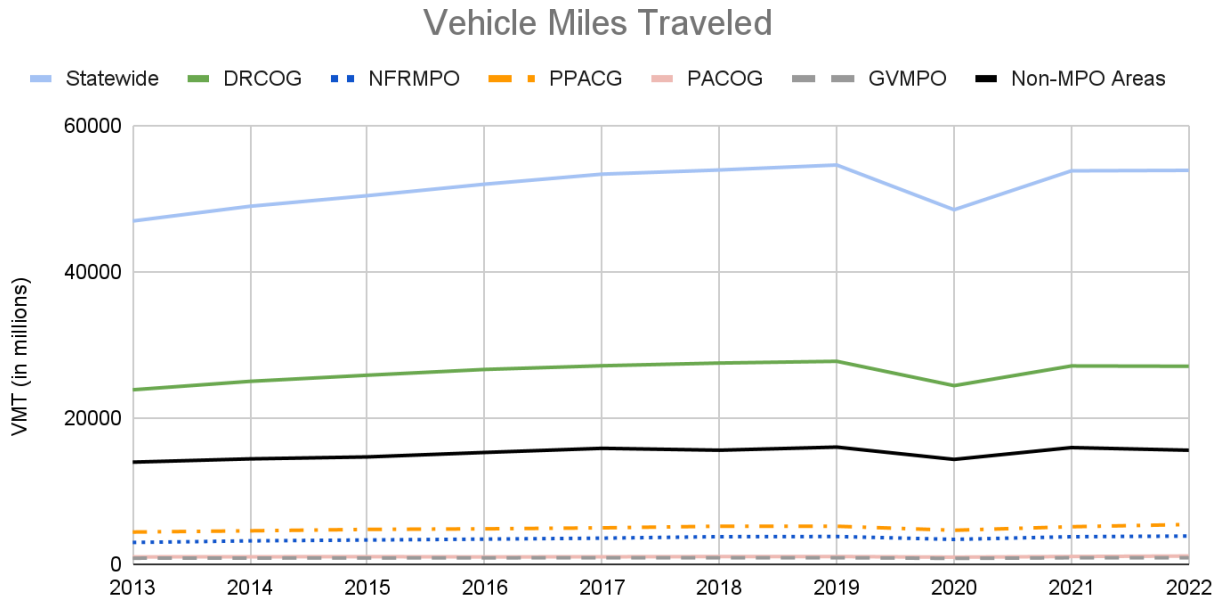


Table 3 - VMT, Change from Previous Year and 2013

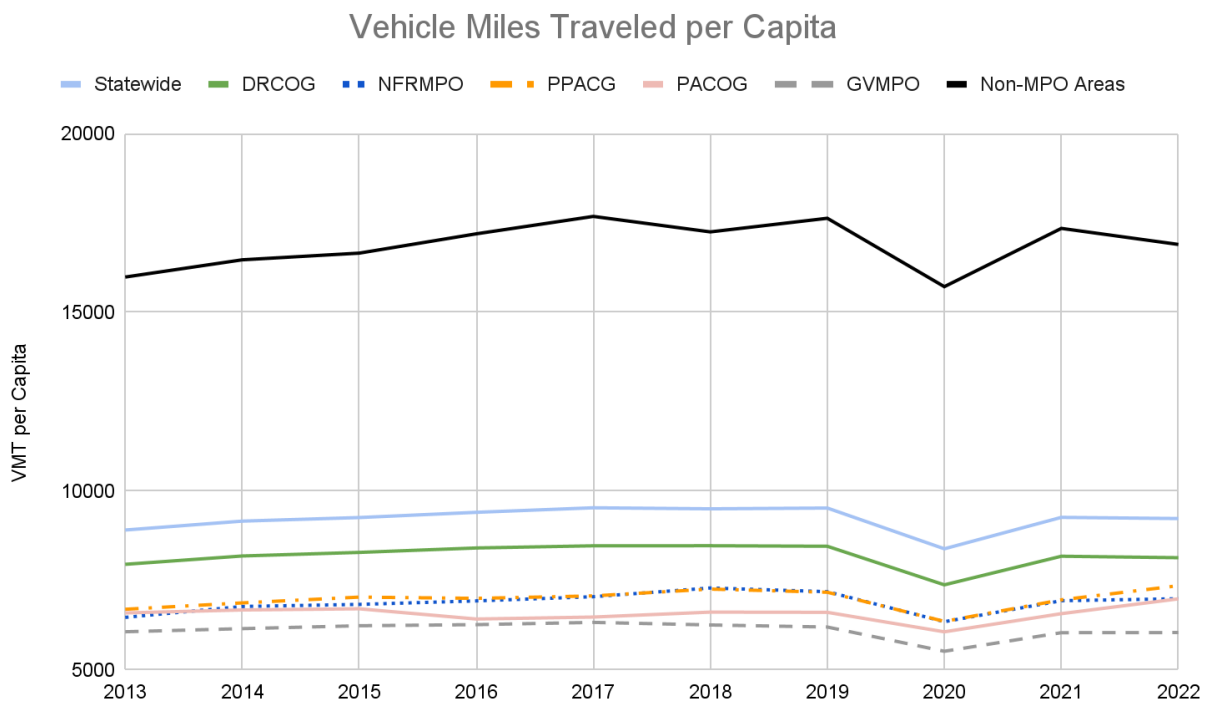
Geography	2022 Data	Percent Change from Prior Year	Percent Change from 2013
Colorado	53,901,700,000	0.5%	10.8%
DRCOG	27,082,500,000	-0.3%	10.9%
NFRMPO	3,838,500,000	1.6%	20.0%
PPACG	5,418,700,000	0.3%	12.4%
PACOG	1,105,300,000	0.0%	5.4%
GVMPO	868,700,000	0.8%	7.7%
Non-MPO Areas	15,588,300,000	-2.3%	11.7%

Table 4 - Colorado and MPO VMT (millions)

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2013	46,968.1	23,860.8	2,961.3	4,389.9	989.8	809.2	13,957.0
2014	48,985.1	25,018.4	3,179.8	4,556.6	1,004.1	820.6	14,405.5
2015	50,437.3	25,858.5	3,301.4	4,748.7	1,018.8	837.0	14,672.6
2016	52,009.1	26,645.8	3,419.9	4,824.8	985.3	850.3	15,282.9

2017	53,382.1	27,151.0	3,548.7	4,960.3	1,002.2	869.6	15,850.2
2018	53,953.6	27,523.7	3,751.3	5,187.3	1,030.4	870.9	15,590.4
2019	54,633.6	27,760.4	3,774.2	5,179.0	1,034.5	869.2	16,016.7
2020	48,509.4	24,429.9	3,381.3	4,629.9	954.6	779.6	14,333.7
2021	53,839.3	27,125.3	3,747.8	5,114.4	1,040.1	861.3	15,950.1
2022	53,901.7	27,082.5	3,838.5	5,418.7	1,105.3	868.7	15,588.3

**Vehicle Miles Traveled per Capita**  
*Figure 3 - Colorado and MPO VMT per Capita*



**Table 5 - VMT per Capita, Change from Previous Year and 2013**

Geography	2022 Data	Percent Change from Previous Year	Percent Change from 2013
Colorado	9,232	-0.4%	3.6%
DRCOG	8,137	-0.5%	2.3%

NFRMPO	6,989	0.8%	8.1%
PPACG	7,354	5.7%	9.8%
PACOG	6,986	6.3%	6.0%
GVMPO	6,044	0.1%	-0.4%
Non-MPO Areas	16,898	-2.6%	5.7%

Table 6 - Colorado and MPO VMT per Capita

Year	Statewide	DRCOG	NFRMPO	PPACG	PACOG	GVMPO	Non-MPO Areas
2013	8,911	7,952	6,468	6,695	6,593	6,066	15,986
2014	9,160	8,185	6,773	6,873	6,675	6,153	16,468
2015	9,260	8,285	6,831	7,035	6,708	6,234	16,655
2016	9,406	8,409	6,929	7,000	6,422	6,265	17,195
2017	9,533	8,470	7,046	7,069	6,477	6,328	17,682
2018	9,504	8,472	7,290	7,259	6,615	6,256	17,249
2019	9,526	8,457	7,187	7,171	6,609	6,198	17,630
2020	8,386	7,378	6,347	6,356	6,064	5,520	15,717
2021	9,265	8,178	6,934	6,959	6,572	6,040	17,347
2022	9,232	8,137	6,989	7,354	6,986	6,044	16,898

**Data Source:**

Colorado Department of Transportation  
 Online Transportation Information System (OTIS)

<https://dtdapps.coloradodot.info/otis>

Updated: August 1, 2023

## Electric Vehicles

Electric vehicle (EV) data shows original registrations in the state over time. An ‘Original Registration’ is a vehicle that shows up in the database for the first time and could either be a new sale or a vehicle coming in from out of state. Data is provided from the EValueateCO dashboard, from the Atlas Public Policy Group and the Colorado

Energy Office. Total original registrations include models that are battery electric vehicles (BEV) and plug-in hybrid electric vehicles (PHEV).

Figure 4 - EV Original Registrations, Total and Major Vehicle Categories

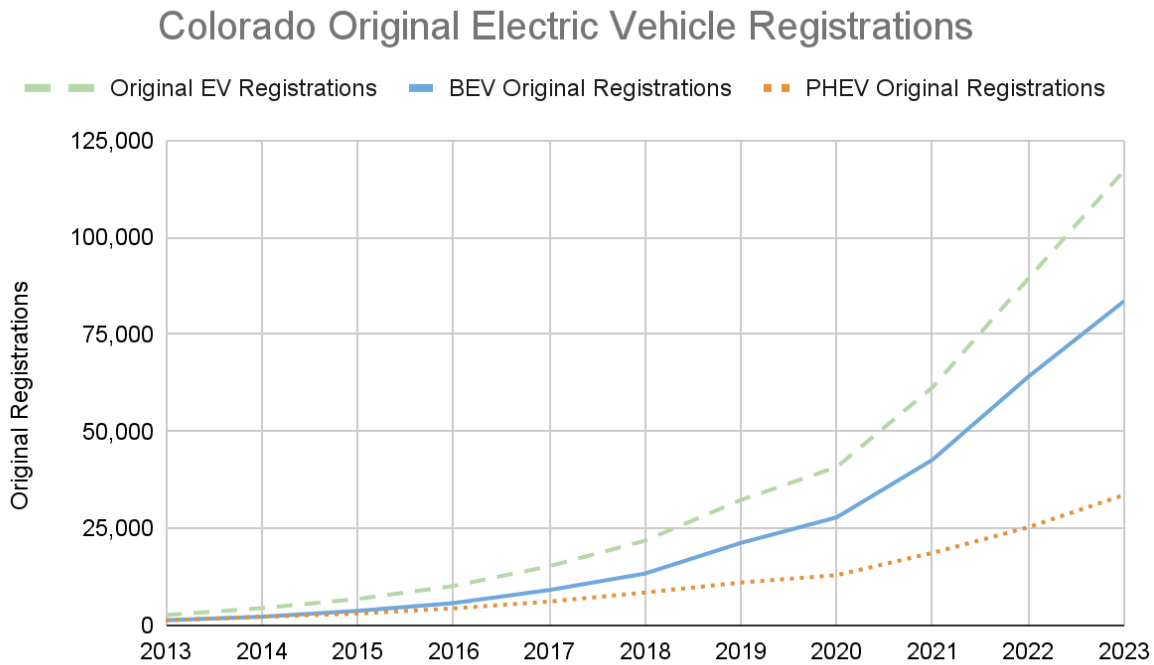


Table 7 - Original EV Registrations, Change from 2023 and 2013

	*2023 Data	Percent Change from 2022	Percent Change from 2013
EV Original Registrations	117,207	31.1%	4,293.1%
BEV Original Registrations	83,583	30.4%	6,132.9%
PHEV Original Registrations	33,624	32.9%	2,433.8%

\* 2023 data is current as of September 26, 2023.

Table 8 - Original EV Registrations, Total and Major Vehicle Categories (cumulative)

Year	EV Original Registrations	BEV Original Registrations	PHEV Original Registrations
2013	2,668	1,341	1,327
2014	4,457	2,235	2,222
2015	6,812	3,753	3,059
2016	10,156	5,754	4,402
2017	15,257	9,116	6,141

2018	21,834	13,362	8,472
2019	32,307	21,259	11,048
2020	40,798	27,843	12,955
2021	61,365	42,687	18,678
2022	89,386	64,091	25,295
*2023	117,207	83,583	33,624

\* 2023 data is current as of September 26, 2023

**Data Source:**

Atlas Public Policy Group/Colorado Energy Office

EvaluateCO

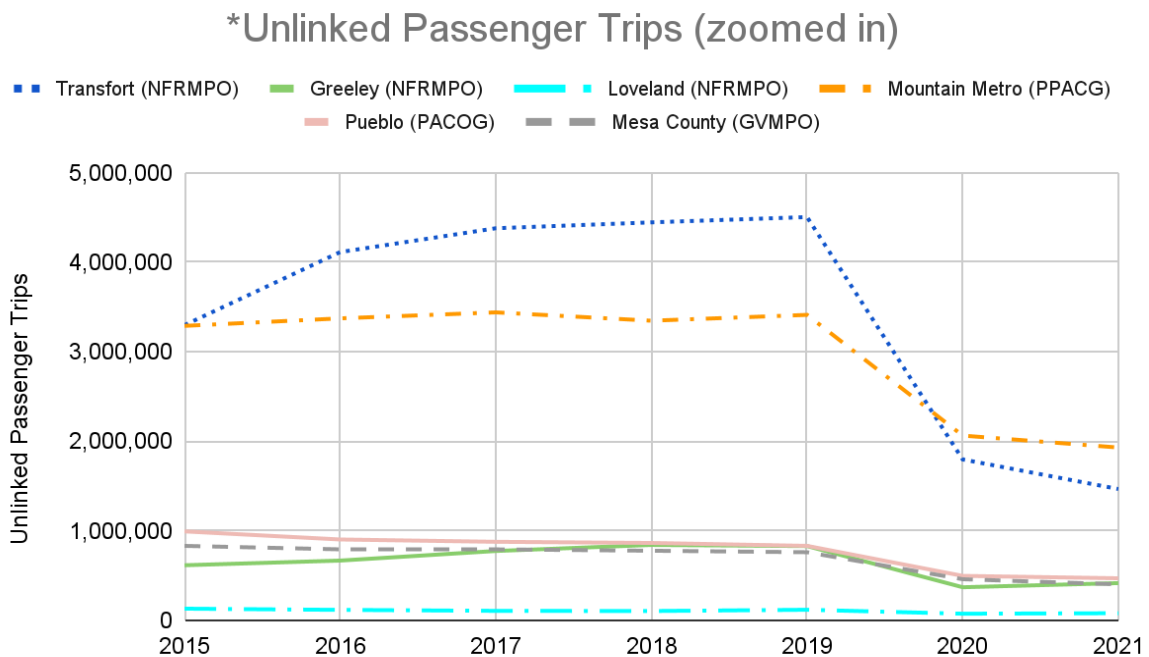
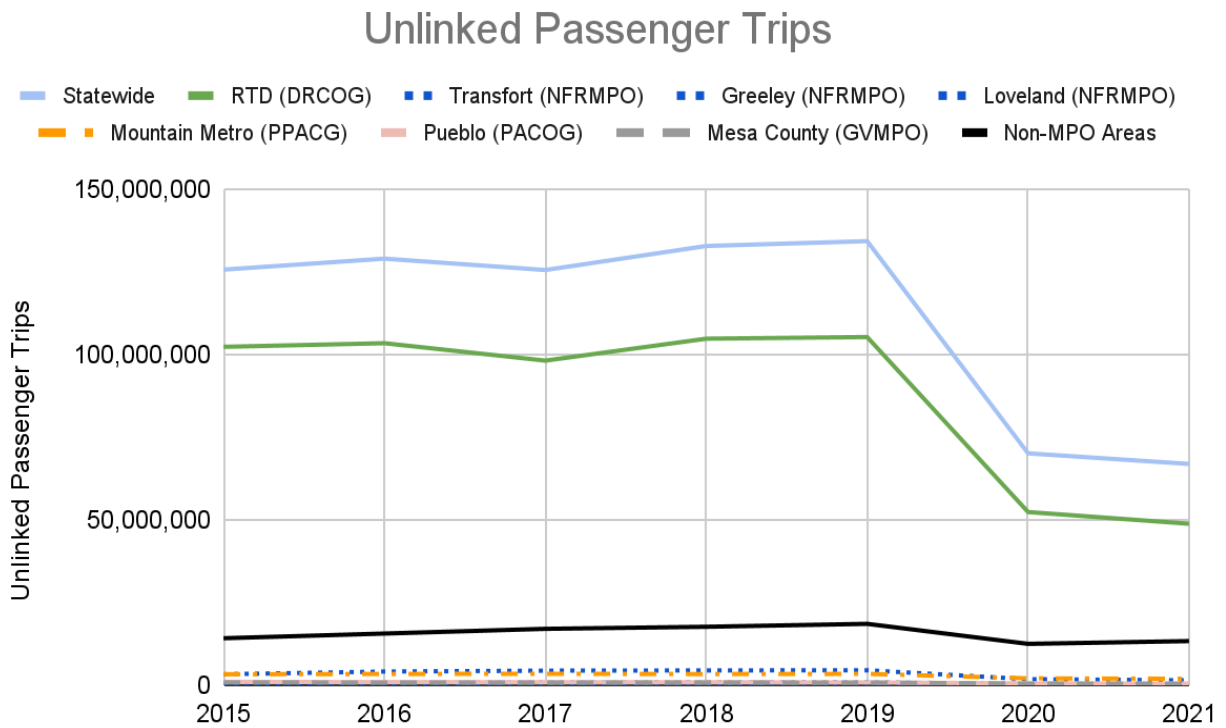
<https://atlaspolicy.com/evaluateco/>

Updated: September 26, 2023

## Transit Ridership

Transit ridership in the state is represented by the unlinked passenger trips statistic, provided by the National Transit Database (NTD). Unlinked passenger trips count a rider on each trip, by mode, and are reported by each transit agency that receives federal funds. Data from 2015 to 2021 is readily available and presented in this report. 2022 data will be available in November 2023.

Figure 5 - Unlinked Passenger Trips, Statewide and Major Colorado Transit Agencies



\* Chart is zoomed in to display major Colorado transit agencies with unlinked passenger trips below 5,000,000.

**Table 9 - Unlinked Passenger Trips, Change from Previous Year and 2015**

Geography	2021 Data	Percent Change from Previous Year*	Percent Change from 2015
Colorado	66,857,905	-4.6%	-44.8%
RTD (DRCOG)	48,777,163	-6.8%	-52.3%
Transfort (NFRMPO)	1,466,945	-18.4%	-55.5%
City of Greeley (NFRMPO)	416,010	12.5%	-32.4%
Loveland Transit (NFRMPO)	79,754	7.5%	-38.9%
Mountain Metro (PPACG)	1,930,060	-6.5%	-41.3%
Pueblo Transit (PACOG)	469,908	-5.4%	-52.7%
Mesa County (GVMP)	402,300	-12.4%	-51.6%
Non-MPO Areas	13,315,765	6.7%	-6.1%

\*Note - percent change statistics from 2020 to 2021 affected by COVID-19 pandemic.

**Table 10 - Unlinked Passenger Trips, Statewide and Major Colorado Transit Agencies**

Year	Statewide	RTD (DRCOG)	Transfort (NFRMPO)	Greeley (NFRMPO)	Loveland (NFRMPO)	Mountain Metro (PPACG)	Pueblo (PACOG)	Mesa County (GVMP)	Non-MPO Areas
2015	125,584,005	102,250,731	3,297,091	615,365	130,488	3,288,722	993,404	831,608	14,176,596
2016	128,900,802	103,340,797	4,112,808	667,532	116,964	3,372,415	903,046	792,946	15,594,294
2017	125,463,344	98,077,504	4,378,724	774,651	105,917	3,439,405	877,227	792,946	17,016,970
2018	132,727,049	104,708,480	4,444,532	842,132	104,115	3,346,182	864,290	777,384	17,639,934
2019	134,188,182	105,207,476	4,503,616	829,337	118,236	3,411,436	831,954	760,788	18,525,339
2020	70,052,872	52,314,687	1,796,952	369,725	74,213	2,063,408	496,659	459,351	12,477,877
2021	66,857,905	48,777,163	1,466,945	416,010	79,754	1,930,060	469,908	402,300	13,315,765

**Data Source:**

Federal Transit Administration

National Transit Database

<https://www.transit.dot.gov/ntd>

Updated: August 1, 2023

## Bicycle Usage

As part of the report CDOT is required to include bicycle use data. Developing a systematic approach to collecting pedestrian and bicycle volume data is a complex process that requires a range of tools to address the unique characteristics of active transportation. The nature of bicycling and walking poses some unique challenges in terms of detection based on user behaviors and facility types. CDOT's Bicycle and Pedestrian Program is currently working with the Information Management Branch and the Applied Research and Innovation Branch to explore factors and considerations to help determine the best approach and appropriate technologies for planning and implementing an effective bicycle and pedestrian count system. CDOT currently lacks the data to report statewide bicycle usage and is working to implement a process to collect this data in an effort to meet the requirements of this report.

## Economic Indicators

Economic indicators allow for analysis of current economic conditions and support predictions of future performance. The following economic indicators are included in the report:

1. Colorado Labor Force
2. Gross Domestic Product
3. Consumer Price Index
4. Fuel Prices
5. Personal Income Per Capita

### Colorado Labor Force

The Colorado labor force is analyzed using the unemployment rate as an indicator of current economic conditions. Unemployment rate estimates are provided by the U.S. Bureau of Labor Statistics within the U.S. Department of Labor, provided monthly and periodically updated. For this report, the labor force, both employed and unemployed are reported for the latest month available.



Figure 6 - Colorado Unemployment Rate

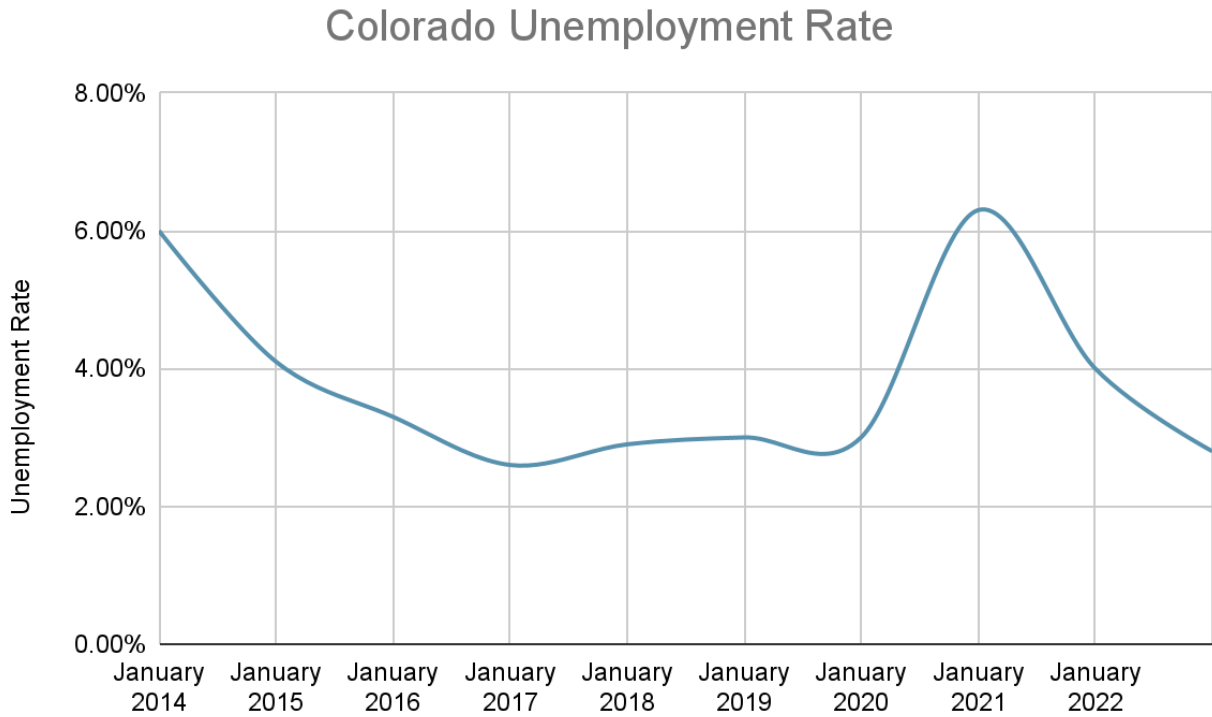


Table 11 - Colorado Labor Force & Unemployment Rate, Change from Previous Year and 2013

Statistic	January 2023 Data	Percent Change from Previous Year	Percent Change from 2014
Colorado Labor Force	3,206,346	0.2%	15.4%
Total Labor Force Employed	3,115,910	1.4%	19.3%
Total Labor Force Unemployed	90,436	-28.8%	-45.4%
Unemployment Rate	2.8%	-30.0%	-53.3%

\*Seasonally Adjusted

Table 12 - Colorado Labor Force & Unemployment Rate, as of January each Year

Month & Year	Labor Force	Employed	Unemployed	Unemployment Rate
January 2014	2,778,644	2,613,030	165,614	6.0%
January 2015	2,812,740	2,696,305	116,435	4.1%
January 2016	2,862,652	2,767,788	94,864	3.3%
January 2017	2,911,905	2,836,089	75,816	2.6%
January 2018	3,016,639	2,929,572	87,067	2.9%

January 2019	3,083,800	2,991,927	91,873	3.0%
January 2020	3,136,173	3,042,478	93,695	3.0%
January 2021	3,118,553	2,923,228	195,325	6.3%
January 2022	3,199,508	3,072,499	127,009	4.0%
January 2023	3,206,346	3,115,910	90,436	2.8%

*\*Seasonally Adjusted*

**Data Source:**

U.S. Bureau of Labor Statistics

Local Area Unemployment Statistics

[Local Area Unemployment Statistics Home Page \(bls.gov\)](https://www.bls.gov/louisiana/)

Updated: August 14, 2023

**Gross Domestic Product**

The gross domestic product (GDP) is the value of goods and services, produced within the state, and used as an economic barometer. The data is measured by the Bureau of Economic Analysis within the U.S. Department of Commerce and is available on an annual and quarterly basis. This report uses real/inflation adjusted dollars with 2012 as the base year.

*Figure 7 - Colorado GDP in Real/Inflation-Adjusted Dollars*

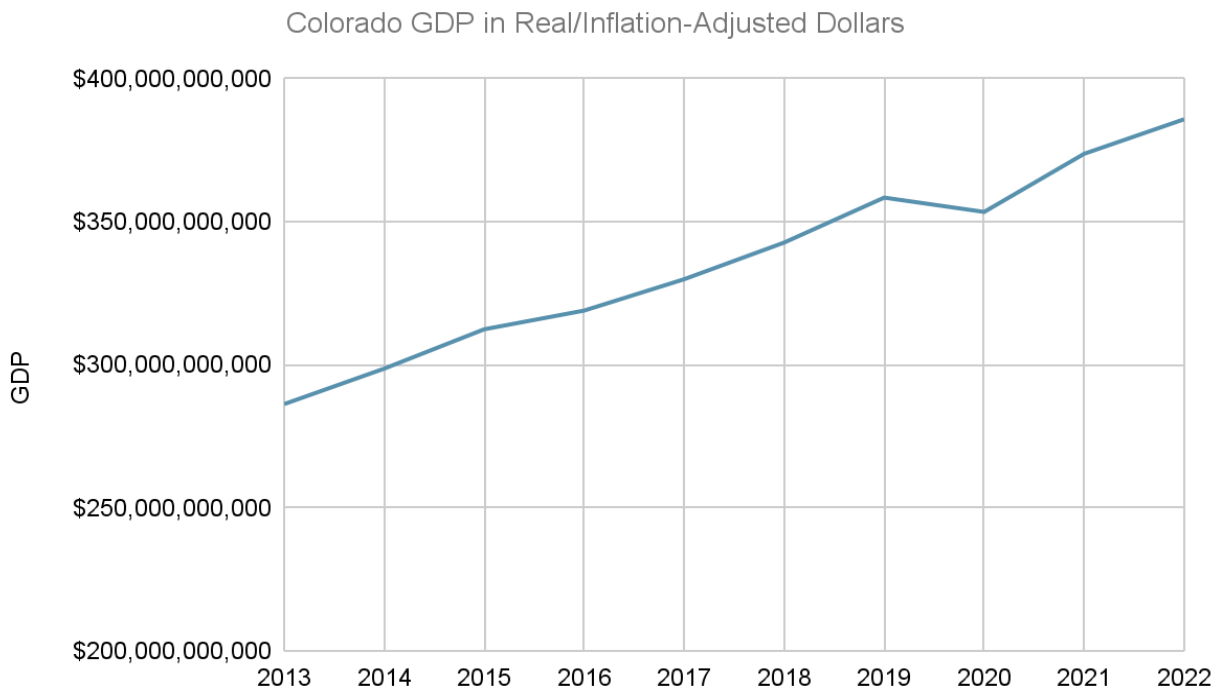


Table 13 - Colorado GDP in Real/Inflation-Adjusted Dollars, Change from Previous Year and 2013

Statistic	2022	Percent Change from Previous Year	Percent Change from 2013
GDP Real Dollars/Inflation Adjusted	\$385,835,000,000	3.2%	34.8%

Table 14 - Colorado GDP in Real/Inflation-Adjusted Dollars

Year	GDP (Real dollars/inflation-adjusted)
2013	\$286,259,100,000
2014	\$298,655,300,000
2015	\$312,409,700,000
2016	\$318,953,400,000
2017	\$329,913,300,000
2018	\$342,733,200,000
2019	\$358,438,500,000
2020	\$353,438,500,000
2021	\$373,763,000,000
2022	\$385,835,000,000

Chained 2012 Dollars

**Data Source:**

U.S. Bureau of Economic Analysis

Real Gross Domestic Product by State

[GDP by State | U.S. Bureau of Economic Analysis \(BEA\)](#)

Updated: August 14, 2023

**Consumer Price Index**

The consumer price index (CPI) is the price of a weighted average market basket of consumer goods and services purchased by households, designed to track changes in prices over time. The CPI report is provided by the Bureau of Labor Statistics (BLS) within the U.S. Department of Labor. The base year for the CPI index is 1982 (1982=100). The inflation rate is determined by the percent change in the CPI index. The data is available on a nationwide basis, large regions within the nation, and major metropolitan areas. For this report, the CPI index for the Denver-Aurora-Lakewood statistical area was used.

Figure 8 - Denver-Aurora-Lakewood Consumer Price Index and Inflation Rate

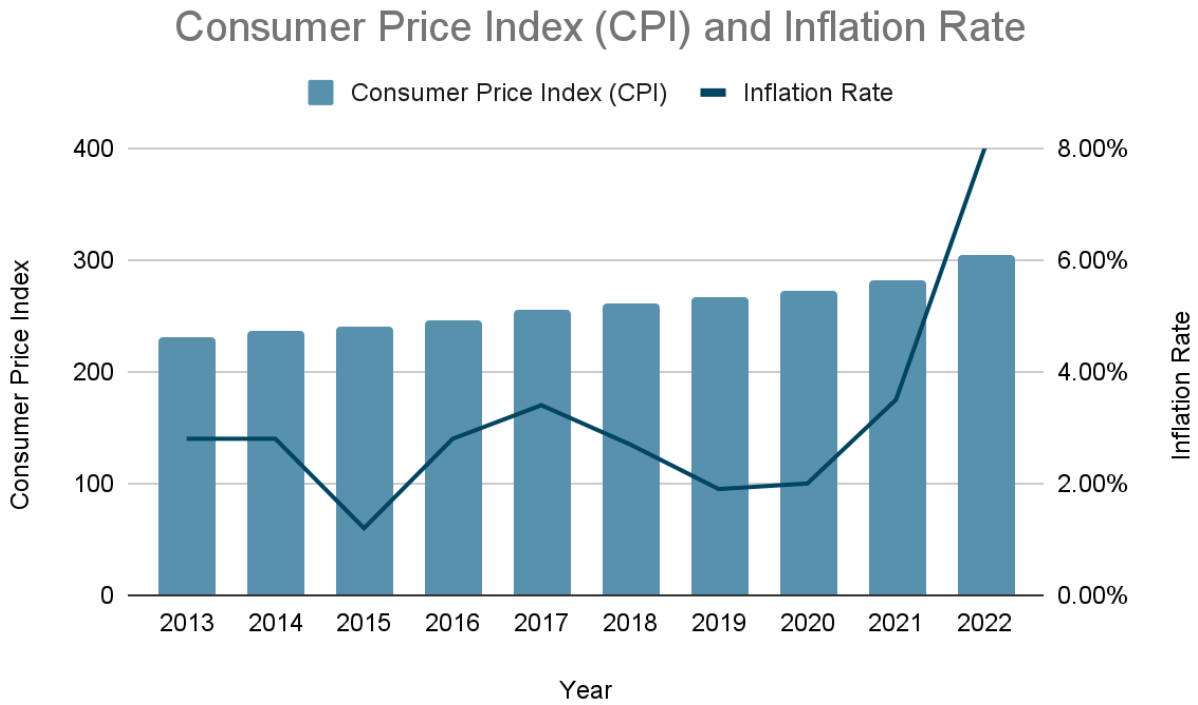


Table 15 - Denver-Aurora-Lakewood Consumer Price Index (CPI) and Inflation Rate, Change from Previous Year and 2013

Statistic	2022 Data	Percent Change from Previous Year	Percent Change from 2013
Consumer Price Index	304.424	8.0%	31.9%
Inflation Rate	8.0%	128.5%	185.7%

Table 16 - Denver-Aurora-Lakewood Consumer Price Index (CPI) and Inflation Rate

Year	Consumer Price Index (CPI)	Inflation Rate
2013	230.791	2.8%
2014	237.200	2.8%
2015	239.990	1.2%
2016	246.643	2.8%
2017	254.995	3.4%
2018	261.958	2.7%
2019	266.999	1.9%
2020	272.207	2.0%

2021	281.845	3.5%
2022	304.424	8.0%

Seasonally Adjusted

**Data Source:**

U.S. Bureau of Labor Statistics

Consumer Price Index - Regional Resources

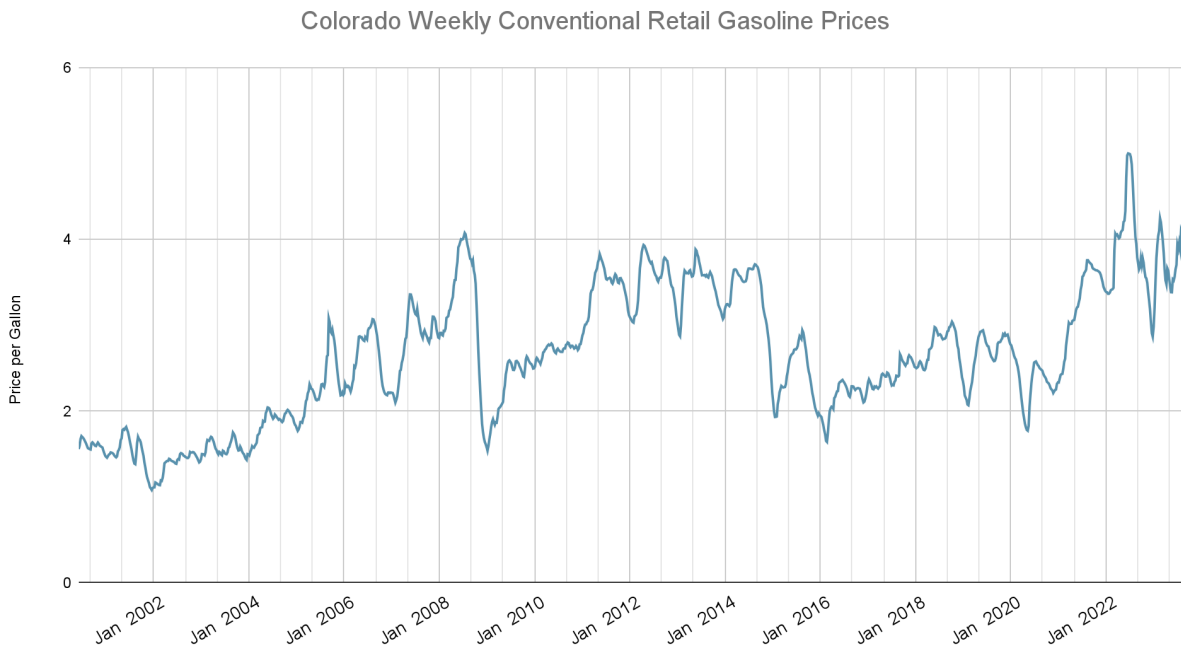
[Regional Resources: U.S. Bureau of Labor Statistics \(bls.gov\)](https://www.bls.gov)

Updated: August 14, 2023

**Fuel Prices**

Updated on a weekly basis, fuel prices are displayed as an average price for all grades of conventional retail gasoline sales throughout the state. The data is provided by the U.S. Energy Information Administration within the U.S. Department of Energy. The data is also available for specific grades of gasoline, and for the Denver Metropolitan Area, on an average per week basis.

*Figure 9 - Colorado Weekly Conventional Retail Gasoline Prices*



*Table 17 - Colorado Weekly Conventional Retail Gasoline Prices, Change from Latest Reported Week, Previous Year and 2013*

Statistic	Week of August 7, 2023	Percent Change from Previous Year	Percent Change from 2013
Conventional Retail Gasoline Price	\$4.07	-8.6%	14.1%

*Table 18 - Colorado Weekly Conventional Retail Gasoline Prices, Highest and Lowest Weekly Price*

Week of	Lowest Gasoline Price	Highest Gasoline Price
2013	\$2.87 (Jan. 21, 2013)	\$3.88 (May 20, 2013)
2014	\$2.21 (Dec. 29, 2014)	\$3.71 (Aug. 18, 2014)
2015	\$1.93 (Jan. 19, 2015)	\$2.94 (Aug. 17, 2015)
2016	\$1.64 (Feb. 22, 2016)	\$2.36 (Jun. 20, 2016)
2017	\$2.25 (Feb. 13, 2017)	\$2.66 (Sep. 4, 2017)
2018	\$2.35 (Dec. 31, 2018)	\$3.04 (Oct. 8, 2018)
2019	\$2.07 (Feb. 11, 2019)	\$2.94 (Jun. 3, 2019)
2020	\$1.77 (May 11, 2020)	\$2.77 (Jan. 6, 2020)
2021	\$2.33 (Jan. 4, 2021)	\$3.76 (Aug. 16, 2021)
2022	\$2.87 (Dec. 26, 2022)	\$5.00 (Jun. 20, 2022)
2023	\$2.98 (Jan. 02, 2023)	\$4.25 (Feb. 20, 2023)

**Data Source:**

U.S. Energy Information Administration

Petroleum & Other Liquids - Weekly Colorado All Grades Conventional Retail Gasoline Prices

[Weekly Colorado All Grades Conventional Retail Gasoline Prices \(Dollars per Gallon\) \(eia.gov\)](https://www.eia.gov/energy/price/weekly-colorado-all-grades-conventional-retail-gasoline-prices)

Updated: August 14, 2023

**Personal Income Per Capita**

Per capita personal income is the total personal income of the state of Colorado divided by total midyear population. It includes income that people get from wages and salaries, Social Security and other government benefits, dividends and interest, business ownership, and other sources. Data is calculated by the Bureau of Economic Analysis and preliminary estimates are available three months after the end of the year. Revised state estimates are available nine months after the end of the year.

Figure 10 - Colorado Per Capita Personal Income

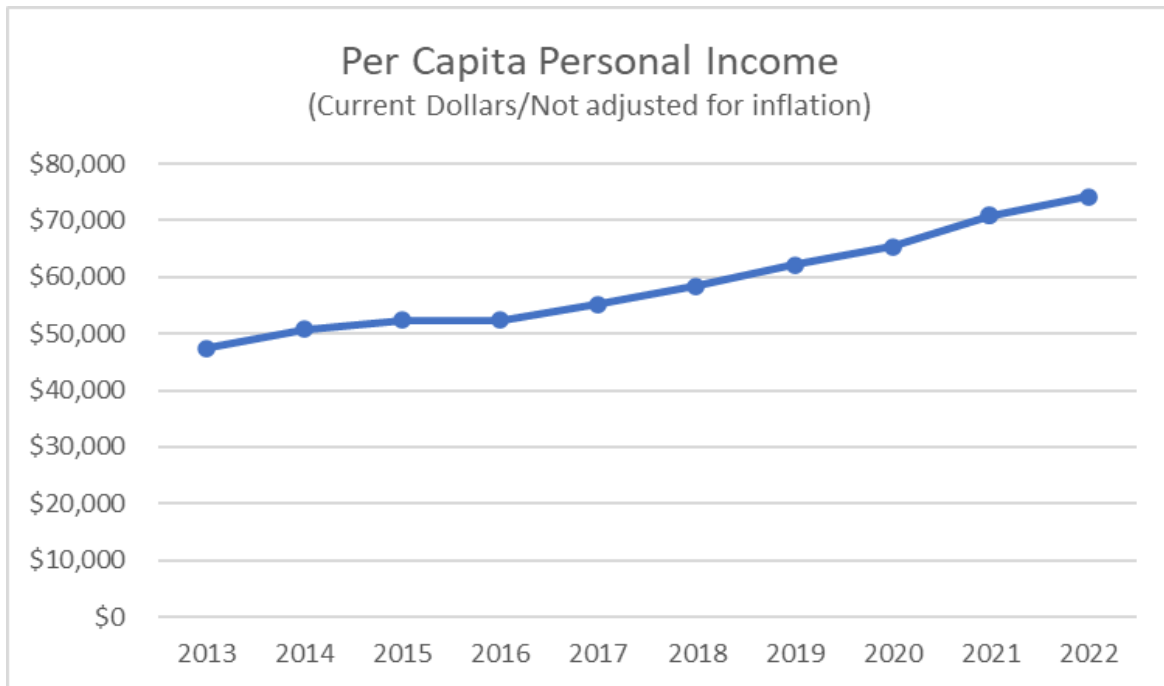


Table 19 - Colorado Annual Per Capita Personal Income

Year	Per Capita Personal Income (Current Dollars/Not adjusted for inflation)
2013	\$47,404
2014	\$50,797
2015	\$52,339
2016	\$52,390
2017	\$55,251
2018	\$58,453
2019	\$62,124
2020	\$65,352
2021	\$70,715
2022	\$74,167

**Data Source:**

U.S. Bureau of Economic Analysis  
 GDP and Personal Income - Regional Data

[SAINC1 State Annual personal income summary: personal income, population, per capita personal income | U.S. Bureau of Economic Analysis \(BEA\)](#)

Updated: March 31, 2023



**MEMORANDUM**

**TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS**  
**FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER**  
**PATRICK HOLINDA, BRIDGE AND TUNNEL ENTERPRISE MANAGER**  
**DATE: OCTOBER 19, 2023**  
**SUBJECT: FISCAL YEAR 2022-23 YEAR END RECONCILIATION REPORT**

**Purpose**

This memorandum provides a Fiscal Year (FY) 2022-23 year-end reconciliation report for the Bridge and Tunnel Enterprise (BTE) Fund 538. This report includes FY 2022-23 unaudited revenue reconciliation information and remaining program balances eligible to be rolled into FY 2022-23.

**Action**

The purpose of this memo is informational only. No action is required.

**Background**

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

***FY 2022-23 Revenue Reconciliation***

The Office of Financial Management and Budget (OFMB) forecasted \$145.1 million in BTE revenues for FY 2022-23, BTE received \$146.7 million. Table 1 on the following page provides a comparison of FY 2022-23 estimated revenues to revenues received. Although FY 2022-23 has closed, figures are unaudited and subject to change. Should there be any notable changes following the annual audit, staff will provide an update to the Board at that time.





Table 1: Bridge and Tunnel Enterprise Revenue Reconciliation Summary

Revenue Source	FY 2022-23 Budgeted Revenue	FY 2022-23 Actual Revenue	Difference
FASTER Bridge Safety Surcharge	\$ 109,000,000	\$ 102,044,352	\$ (6,955,648)
Bridge & Tunnel Impact Fee	\$ 12,680,000	\$ 11,600,604	\$ (1,079,396)
Bridge & Tunnel Retail Delivery Fee	\$ 7,452,296	\$ 9,458,074	\$ 2,005,778
Interest Earnings	\$ 1,280,000	\$ 5,012,996	\$ 3,732,996
Miscellaneous Revenue	\$ 0	\$ 126,176	\$ 126,176
Federal Subsidy for Build America Bonds	\$ 5,148,202	\$ 5,159,144	\$ 10,942
Federal Funds	\$ 9,626,239	\$ 13,317,262	\$ 3,691,023
<b>Total</b>	<b>\$ 145,186,737</b>	<b>\$ 146,718,608</b>	<b>\$ 1,531,871</b>

BTE staff is working with OFMB to complete the FY2022-23 revenue reconciliation adjustments. Additional received revenues above the estimated FY 2022-23 budgeted amount of \$145.1 million will be added to the BTE FASTER and SB21-260 project pools during the revenue reconciliation process where it will be available for future program needs.

***FY 2022-23 Cost Center Roll Forward***

In accordance with Policy Directive PD 703.0, all BTE cost center and project pool balances are eligible for automatic roll forward to the current fiscal year. Table 2 provides a summary of the remaining cost center and pool budget balances that were available to roll forward from FY 2022-23 to the current FY 2023-24. It should be noted that the roll forward BTE FASTER and SB21-260 project pool balances are programmed for planned and active projects as part of the multi-year planning process.

Table 2: Bridge and Tunnel Enterprise Roll Forward Detail

Budget Category	Cost Center and/or Program Pool	Amount Remaining in FY 2022-23
Program Administration	B8800-538	\$ 2,908,229
	B88AD-538	\$ 28,382
	B88AT-538	\$ 18,054
Scoping Pools	B88SP-538	\$ 1,489,834
Maintenance	B88MS-538	\$ 111,340
Bridge Preservation	B88BP-538	\$ 458,880
Central 70 Availability Payment	B88AP-538	\$ 0



BTE FASTER Project Pool	SSR	\$ 10,133,483
BTE SB21-260 Project Pool	BTE	\$ 8,032,296
<b>Total</b>		<b>\$ 23,180,498</b>

**Next Steps**

BTE staff will coordinate with OFMB staff to complete the revenue reconciliation process and adjust the cost centers and pool budgets as appropriate.

