



Statewide Transportation Advisory Committee (STAC)

2829 W. Howard Place, Denver, CO 80204

This meeting will be hosted in-person only

October 6, 2022

8:30 AM – 12:00 PM

Agenda

- 8:30-8:35 **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 8:35-8:40 **Approval of the September Meeting Minutes** - Vince Rogalski, STAC Chair
- 8:40-8:50 **CDOT Update on Current Events (Informational Update)** – Herman Stockinger, CDOT Deputy Director
- 8:50-9:00 **Transportation Commission Report (Informational Update)** – Vince Rogalski, STAC Chair
- Summary report of the most recent Transportation Commission meeting.
- 9:00-9:25 **TPR Representative and Federal Partners Reports (Informational Update)**
- A brief update from STAC members on activities in their TPRs and representatives from federal agencies.
- 9:25-9:40 **Legislative Report (Informational Update)** – Herman Stockinger, Andy Karsian, Jamie Grim
CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 9:40-10:05 **STAC Officer Elections (Action Items)** – Rebecca White, Director, Division of Transportation Development
- Elections for STAC Chair and Vice Chair
- 10:05-10:20 **Office of Innovative Mobility Grant Program Update (Informational Item)** – Kay Kelly, Chief, Office of Innovative Mobility
- Innovative mobility grant opportunities overview
- 10:20-10:30 Break
- 10:30-11:00 **Highway User Tax Fund (HUTF) Funding Distribution (Informational Item)** – Jeff Sudmeier, Chief Financial Officer, Office of Finance and Budgeting
- An overview of HUTF revenues from various sources
- 11:00-11:20 **Bridge and Tunnel Enterprise (BTE) Program Update (Informational Item)** – Patrick Holinda, Bridge and Tunnel Enterprise Manager
- An overview of BTE-eligible projects
- 11:20-11:45 **Colorado Transportation Investment Office (CTIO) Program Overview (Informational Item)** - Nicholas Farber, Director, Colorado Transportation Investment Office
- Program governance and express lane network overview
- 11:45-12:00 **Other Business** - Vince Rogalski, STAC Chair

Statewide Transportation Advisory Committee (STAC)—Meeting Minutes

Recording: <https://youtu.be/QlhCXzgOAKY>, Note: video recording begins during Item 3.

Location: Virtual

Date/Time: September 1, 2022; 8:30 a.m. – 12:30 p.m.

Chair: Vince Rogalski, Gunnison Valley TPR

Attendance - Updated 9/8/2022

Denver Area:	Nicholas Williams, Ron Papsdorf Steve Cook	Pueblo Area:	Chris Wiseman and Eva Cosyleon
Central Front Range:	Dick Elsner,	San Luis Valley:	Keith Baker, Vern Heersink
Eastern:	Scott Weaver, Kenneth Mooney	South Central:	Jennifer Oliver
Grand Valley:	Dana Brosig, Rachel Peterson	Southeast:	Stephanie Gonzales
Gunnison Valley:	Vince Rogalski, Roger Rash	Southwest:	Sarah Hill, Jim Caldelaria
Intermountain:	Bentley Henderson	Upper Front Range:	Scott James, Elizabeth Relford,
North Front Range:	Kristin Stephens, Becky Karasko, Suzette Mallette	Southern Ute Tribe:	None
Northwest:	Heather Sloop, Keith Reisberg	Ute Mountain Ute Tribe:	None
Pikes Peak Area:	John Liosatos, Holly Williams, Danelle Miller	FHWA:	Aaron Bustow, William Keenan
		FTA:	Emma Belmont
		Transportation Commissioners:	Don Stanton, Eula Adams, Kathleen Bracke, Lisa Hickey

Highlights and Action Items

1. Welcome and Introductions – Vince Rogalski, STAC Chair ([Video Link 0:00](#))
2. Approval of the August Meeting Minutes - Vince Rogalski, STAC Chair ([Video Link 0:00](#))
 - Motion by Nick Williams to Approve STAC “Summary” is seconded by Chris Wiseman and approved unanimously with no changes. Vince recognizes the need to approve July STAC minutes at the next STAC meeting.
3. CDOT Update on Current Events (Informational Update) – Herman Stockinger, CDOT Deputy Director ([Video Link 0:00](#))
 - Jeff Sudmeier delivered an update on contractor payments which represent the largest portion of capital construction costs. CY22 is on track to be the largest year for contractor payments at \$960 M (\$850M for CDOT and \$110M for the Bridge and Tunnel Enterprise [BTE]).
 - There is nearly \$400M up for approval for FY 19-22 of the 10-Year Plan
 - Plus, for FY 23-26, there is \$1.3B in additional projects planned.
 - With SB 17-267 and American Rescue Plan Act (ARPA) funds, contractor payments will likely stabilize at \$70M during the outyears of the 10-Year Plan (FY27+).
4. Transportation Commission (TC) Report (Informational Update) – Vince Rogalski, STAC Chair
Summary report of the most recent TC meeting. ([Video Link 5:40](#))
5. TPR Representatives and Federal Partner Reports (Informational Update) ([Video Link 31:07](#))
 - Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) reported about the finalization of their respective Multimodal Transportation and Mitigation Options Fund (MMOF) awarding process as well as updates regarding their respective construction projects in the wake of the incoming winter. TPRs and MPOs also reported on their respective GHG compliance

processes and STIP project updates. A few TPRs/MPOs noted the issue of safety and insufficient funding for safety enhancements in their regions.

- Federal Highway Administration (FHWA): Colorado National Electric Vehicle Infrastructure (NEVI) plan was recommended for approval by the FHWA office.
 - FTA congratulated recipients of recent 5339 awards.
6. Legislative Report (Informational Item) - Herman Stockinger, Andy Karsian, and Jamie Grim, CDOT Office of Policy and Government Relations (OPGR). ([Video Link 1:07:33](#))
- Transportation Legislative Review Committee (TLRC) Bills. The TLRC met in August and discussed a total of 10 bills
 - Rep. Don Valdez is looking to increase funding from the general fund (about \$5 Million) for Rest Stops. Rep. Don Valdez is also looking for additional funding for off-system (non-CDOT) bridges (\$5M but not yet verified).
 - Senator Faith Winter seeks to allow the state to use rest stops and state right of ways for EV charging thus repealing the ban on commercial activities in rest stops.
 - There is also a bill to add stationary vehicles (not just emergency vehicles) on shoulders to the move over law
 - Another Bill to clarify traffic safety process of yielding to larger commercial vehicles at roundabouts has been proposed
 - A bill from Bicycle Colorado deals with Automated Vehicle ID System usage regulations and processes. Overall seeking additional enforcement to protect cyclists.
 - TLRC will be meeting in September to discuss these bills; CDOT is also looking at a bill that will add transit agencies as voting members to TPRs around the state.

STAC Discussion

- John Liosatos and Heather Sloop are seeking clarification on members who represent both TPRs, Transit Agencies, and/or a geographic political entity in regards to the CDOT Bill that would add transit agencies as voting members.
7. 10-Year Plan Update (Informational Item) – Rebecca White, Director, Division of Transportation Development, ([Video Link 1:23:50](#))
- 10-Year Plan Update Timeline and Next Steps as Transportation Commission will be voting to approve the 10-Year Plan at their September meeting.
 - 10 Year Plan Funding Assumptions and Distribution Targets
 - Strategic funding assumptions include: SB 267 Certificates of Payment (COPs), SB 260 Highway Users Tax Fund (HUTF), Surface Transportation Block Grant (STBG) of the Infrastructure Investment and Jobs Act IIJA), and other IIJA programs: Carbon Reduction and flexible funding and specific funding for bridges and risk/resiliency
 - Original 4-Year (FY19-22) closing out; A total of \$380M for FY 22
 - Building the next 4-Year priority list (FY 23-26); \$325M per year on average statewide (from \$1.3B total for the next four year). Whatever is surplus will rollover to plan outyears (FY 27+)
 - When updating project lists, it was ensured that Regional Equity (Regional Priority Programming [RPP] Regional Equity/Midpoint Formula), Transit (10%), and Asset Management and Rural Paving (50% and 25% respectively) distribution targets were adhered to.
 - Accomplishments
 - The Largest investment in fixing Colorado's rural roads in CDOT's recent history (55 counties reached). Mobility Hubs under construction along the Front Range. 25 Projects completed to date with 58 projects under construction or soon to be.
 - Various safety improvements including: I-25 South Gap, I-25 North Express Lanes (Segment 6), etc.

- Notable Resiliency Improvements include: I-70 Peak Period Shoulder Lanes and the Eisenhower-Johnson Memorial Tunnel repair and maintenance.
 - The public and stakeholders can follow progress via 10-year Plan Accomplishments Reports and a new project status column that was added to 10-Year Plan project tables.
 - Updated 10-Year Plan Project Tables
 - 10-Year Plan Project Tables and Fact Sheets have been updated in partnership with planning partners (MPOs and TPRs).
 - Public Review Period began September 1st and TC Proposed Adoption is set for September 15.
 - Regions updated STAC on their regions' accomplishments, progress, and proposed future projects.
8. GHG Compliance (Informational Update) – Rebecca White, Director, Division of Transportation Development, ([Video Link 1:57:19](#))
- Three agencies required to demonstrate compliance by October 1, 2022: CDOT, NFR, and DRCOG
 - Compliance Run 2025 and 2030 Assumptions
 - Baseline: 6% Work from Home; Bike/Walk Speed: 12/3 mph; Telehealth/University: low (pre-COVID)
 - 2025: 20% Work from Home; Bike/Walk Speed: 12.7/5 mph; Telehealth/University: partway to 2030 levels
 - 2030: 20% Work from Home; Bike/Walk Speed: 13/5 mph; Telehealth/University: 2% additional telehealth; 40% tele-university (non-MPO areas)
 - Compliance Run met for 2025 but a shortfall was identified for 2030.
 - Mitigation measures used to close existing 2030 gap include: transportation demand management (TDM), heavy duty vehicle electrification, transit, operational measures, built environment
 - Specifics Related to Transit in non-MPO areas:
 - Bustang expansion from SB 180 saw \$30M in direct funding that will add 51,000 riders per year over a 3-year pilot period that will result in 9,414 tons of reduced GHG.
 - Rural Transit Recovery will see a reduction of 7,198 tons of GHG.
 - CDOT applied a different approach for compliance for 2040 and 2050 via the use of scenario assumptions. These scenario assumptions include model forecasting (WFH, Tele-health/university and MMOF levels of funding) and additional Energy and Emissions Reduction Policy Analysis Tool (EERPAT) modeling (transit and highway figures)
 - Without GHG mitigation measures there is a shortfall but standard is met via the application of GHG mitigation measures for 2040 and 2050.
 - September TC approval actions: Approve DRCOG and NFR GHG Rule Compliance Reports; approve CDOT's GHG Rule Compliance report; and approve the updated 10-Year Plan.

STAC Discussion/ Action Item

- Chris Wiseman motions to recommend the TC to accept the GHG Compliance Reports and 10-Year Plan and is seconded by Bentley Henderson motion was unanimous with no objections
9. Colorado Investments in Wildlife Crossing Infrastructure (Informational Update) – Tony Cady, Region 5 Planning and Environmental Manager ([Video Link 2:17:03](#))
- This presentation provided an overview of the history of wildlife/vehicle collision mitigation beginning in the 1970s.
 - CDOT began to focus on connectivity and increased efforts on research from 2000 onwards. Colorado Parks and Wildlife (CPW) became more engaged in 2014 with the release of [Western Slope Mule Deer Strategy](#) document.
 - The Western Slope Wildlife Prioritization Study in 2019 found prioritized highway segments in need of mitigation for wildlife-vehicle collisions (WVCs) and provision of habitat connectivity.

- An overview of recent successes and upcoming projects that further CDOT's and the State's goal of reducing WVCs and preserving habitat connectivity was given for each region.
 - CDOT has 25 projects with wildlife components as part of the 10-Year Plan. SB151 (Safe Passages for Wildlife and People) has helped establish and fund a preliminary list of future projects.
10. Other Business - Vince Rogalski, STAC Chair ([Video Link 2:40:15](#))
- Next STAC meeting is scheduled for October 6, 2022 and it is one of the two meetings scheduled in 2022 and 2023 that are in-person.
 - STAC will be holding an election for the STAC Chair and Vice Chair at the October 6, 2022 meeting.

DRAFT Transportation Commission (TC) Meeting Minutes

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

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

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

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

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

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

Discussion Summary:

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

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

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

Discussion Summary:

DRCOG GHG Compliance Plan

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

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

NFRMPO GHG Compliance Plan

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

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

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

Discussion:

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

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

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

Discussion:

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

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

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

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

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

Discussion:

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

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

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

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

Discussion:

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

Workshops concluded at roughly 5:30 pm

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

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

1. Call to Order, Roll Call

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

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

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

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

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

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

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

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

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

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

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

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

9. Discuss and Act on Consent Agenda – [Video link: 1:28:24](#)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Matt Inzeo - Two national awards to CDOT Communications Office

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

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

20. Meeting Adjourned: 10:59 am



COLORADO
Department of Transportation
Office of Innovative Mobility

DATE: October 6, 2022
TO: Statewide Transportation Advisory Committee
FROM: Kay Kelly, Chief of Innovative Mobility
SUBJECT: Innovative Mobility Grant Program

Purpose: This memo provides an overview of the Innovative Mobility Grant Program

Action: N/A - Informational

Background: The Office of Innovative Mobility (OIM) aims to reduce pollution in our air and congestion on our roads by expanding multimodal transportation options using traditional and emerging mobility technologies. OIM is organized into four program areas: Mobility Services, Mobility Technology, Electrification and Energy, and Division of Transit and Rail.

OIM initiated a grant program within our Mobility Services program in 2021 to encourage the deployment of Transportation Demand Management (TDM) strategies throughout the state. The grant program had three topic areas and resulted in 22 successful projects. This initial TDM-focused grant program has been expanded to encompass additional grant opportunities in the Mobility Technology and Electrification and Energy programs.

Category	Total Funds Available	Minimum and Maximum Awards	Match
Strategic TDM Grants	\$560,000	\$20,000 to \$50,000 for Innovation Project Grants \$20,000 to \$100,000 for Seed Funding Grants	20% match encouraged but not required
Electrification and Energy Grants	\$750,000	\$20,000 to \$100,000 for ZEV Workforce Development and E-Mobility Education and Awareness Grants	20% match encouraged but not required
Mobility Technology Grants	In-Kind Only: Roadside Units and On-Board Units for the purpose of enhancing connected vehicle technology	CDOT will provide a one time-gift of up to 10 Roadside Units (RSUs) and 10 onboard units (OBUs) to each awarded local jurisdiction. CDOT will also provide project support.	No match required

We intend to issue a notice of funding opportunity (NOFO) in late October with application materials posted to the [OIM website](#). OIM will also host an informational webinar in early November about the grant program. Grant applications will be due in early December.

Attachment: Innovative Mobility Grant Program Presentation





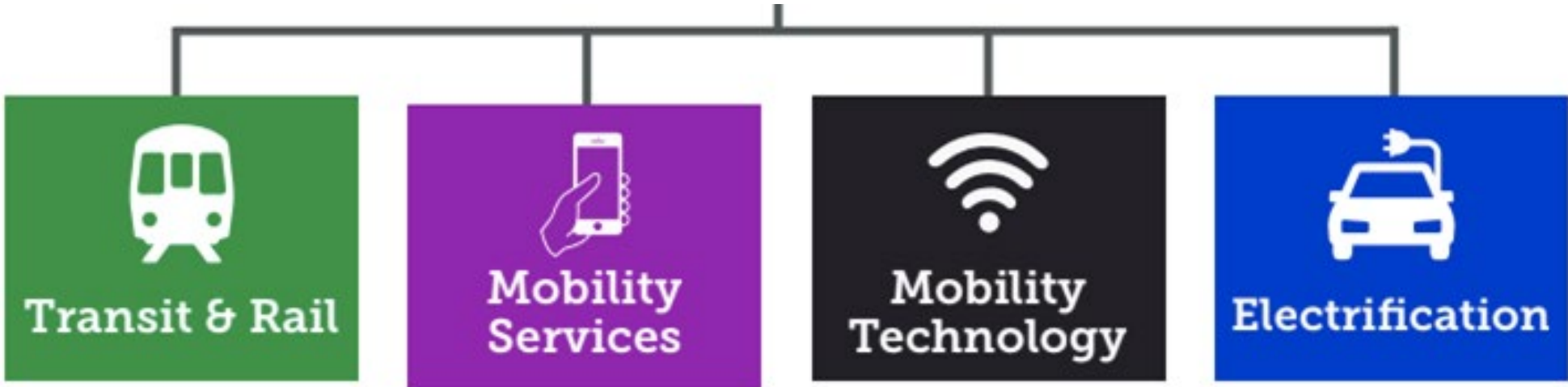
COLORADO

Department of Transportation

The Office of Innovative Mobility: Innovative Mobility Grants



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





Innovative Mobility Grant Purpose

- To help stakeholders with financial assistance to implement programs and projects to support the goals and objectives of the Office of Innovative Mobility's core mission
- This grant encompasses funding and opportunities from OIM's Mobility Services, Electrification & Energy, and Mobility Technology Programs





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Strategic Transportation Demand Management Grants



What is Transportation Demand Management?

Transportation Demand Management (TDM) is an umbrella term for the application of strategies and policies that facilitate more efficient use of our limited transportation resources. These typically fall into three categories:



CAPACITY CREATION

Reallocation of road space to more efficient modes, increased levels of transit service, etc.



NETWORK MANAGEMENT

Transit timetable changes, active traffic management strategies, etc.



TRAVELER BEHAVIOR CHANGE

Efforts that reduce unnecessary trips, shift trips away from single occupancy vehicles, redirect trips to less congested corridors and retime trips away from peak travel times.






TDM Seed Funding Grants

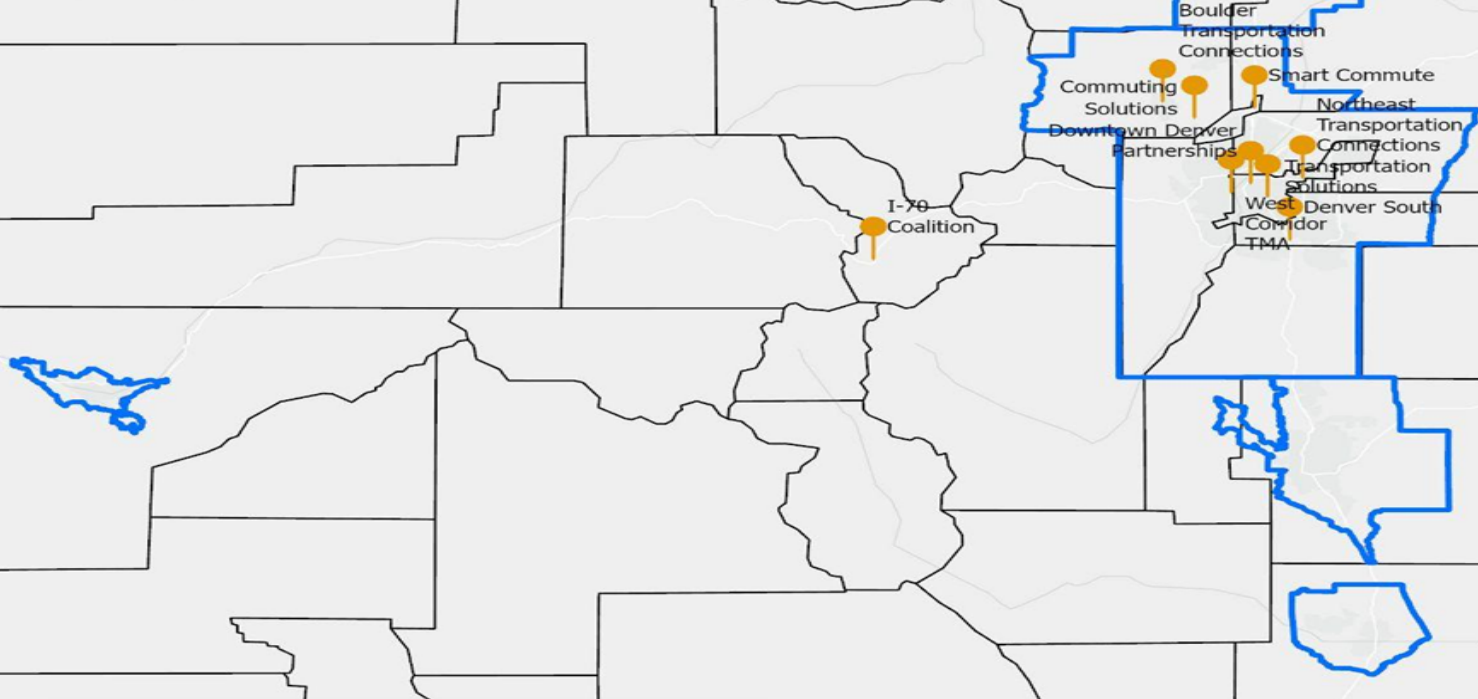
- Providing resources for new TMOs and TDM programs to form in currently underrepresented areas of the state.

TDM Innovation Grants

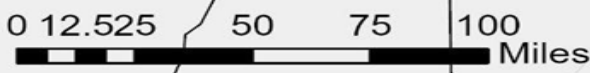
- Incentivizing innovative ideas that reach new audiences or address gaps in current practice.
- Scaling up existing best practices to expand their impact.

Past Grant Awards

-  TMO Support Grant
-  MPO Boundaries
-  County Boundaries



OIM issued grants to nine Transportation Management Organizations (TMOs) totaling: \$518,500.







TMO Support Grant Awardees

Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS

Past Grant Awards

Type

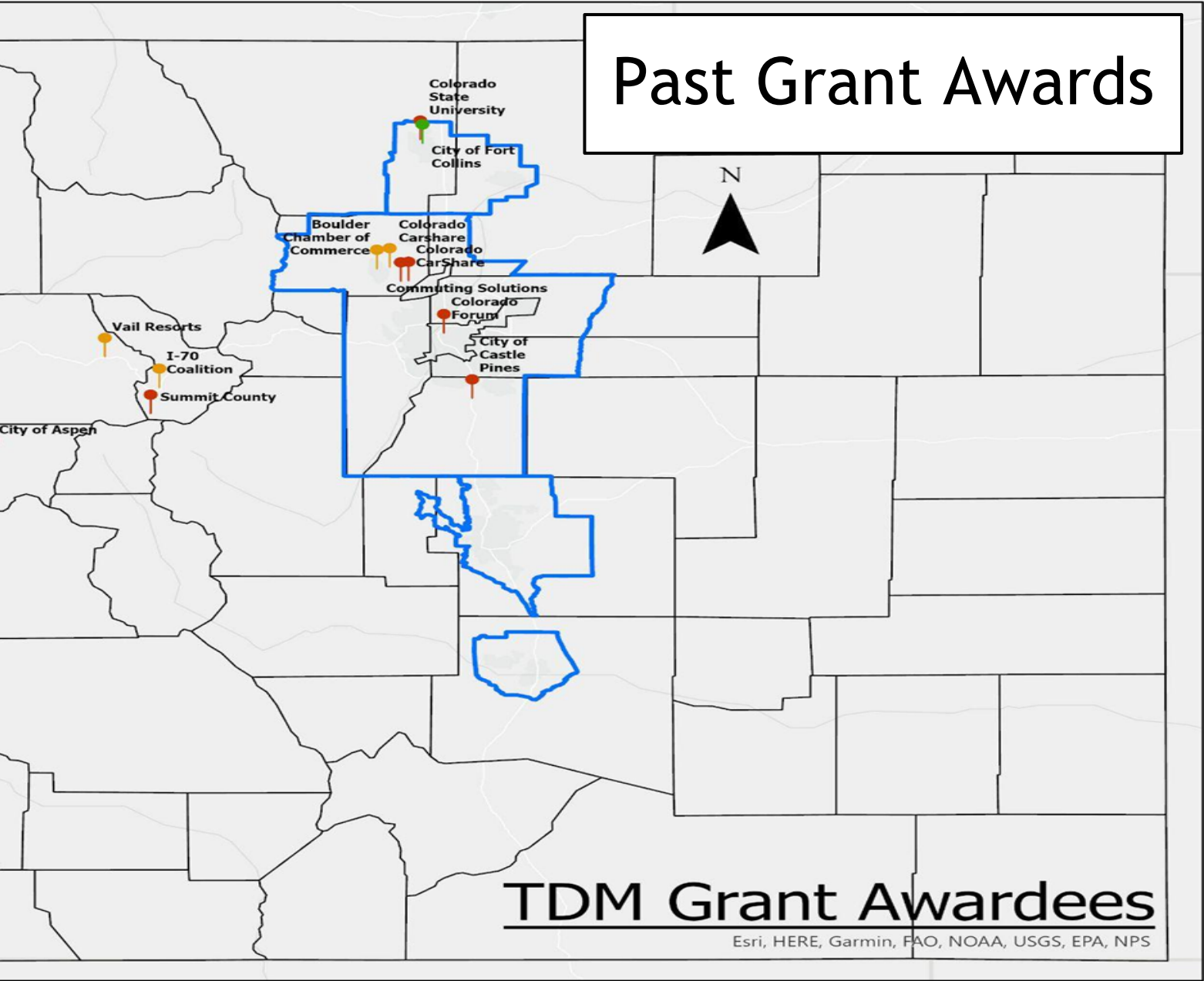
-  TDM Innovation Round 1
-  TDM Innovation Round 2
-  TDM Seed Funding

-  MPO Boundaries
-  County Boundaries

Round 1
TDM Innovation Grants Awarded:
\$357,000
7 projects
TDM Seed Funding Grants Awarded:
\$145,000
2 organizations

Round 2
TDM Innovation Grants Awarded:
\$190,000
4 projects
TDM Seed Funding Grants Awarded:
\$0
0 organizations

Total Funding Awarded to Date:
\$692,000



TDM Grant Awardees

Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS



Innovation Grants

To support innovative projects that:

- **Demonstrate** a TDM technology or approach that is new to the region, application, or audience; *or*
- **Expand** a technology or approach from a limited pilot to a wider geography, application, or audience;
- *or* **Scale** an existing, proven approach, program, and/or technology to a regional or statewide scale through the use of partnerships.

Grant award size	\$20,000 to \$50,000
Match requirement	20% with preference given to cash over in-kind matches
Applicant Eligibility	All organizations are eligible.
Length of Award	1-year following notice to proceed
Total Funding Available	\$560,000



Innovation Grants

Innovation Grants Evaluation Criteria (R2)		
Trip Reduction Impact	25%	What is the project's potential to reduce trips, both within the grant period and long-term?
Innovation	25%	To what extent does the project meet one or more of the criteria for innovation?
Project/Applicant Readiness	20%	What is the project's likelihood of success given the applicant's readiness, project plan, timeline, budget, and partnerships?
Equity	10%	How does the project consider and address underserved populations and equity gap areas in existing TDM practice?
Long-Term Impact	20%	What steps will the applicant take to disseminate their findings and ensure the continuing impact of the project (e.g. mentorship, case study, report-outs).



Seed Funding Grants

To establish new Transportation Management Organizations (TMOs) and permanent, dedicated TDM programs in currently un-represented areas of the state.

Grant award size	\$20,000 - \$100,000
Match requirement	At least 20%; preference given to larger matches
Applicant Eligibility	Governmental entities, non-profits (must provide affirmation from local government)
Length of Award	2 years following notice to proceed



Seed Funding Grants

Seed Funding Grants Evaluation Criteria (R2)		
Need & Existing Transportation Challenges	35%	To what extent does the proposed service area have a demonstrated need and audience for a dedicated TDM program? (e.g. congestion, mobility issues, planning precedent)
Applicant Readiness	30%	What is the program's likelihood of success given the applicant's readiness, plan, timeline, budget, and partnerships?
Equity	15%	How does the program consider and address underserved populations in the area, especially those underserved by traditional TDM practice?
Long-Term Sustainability	20%	To what extent does the applicant demonstrate a plan and capacity for financial self-sustainability beyond the initial grant period?



COLORADO

Department of Transportation

Innovative Mobility Grant: Electrification & Energy



Electrification and Energy Grant Purpose

- *To develop and attract the skills and talent necessary to meet the changing demands of the transportation electrification sector. This grant addresses multiple challenges that Colorado and the wider mobility and electrification industry are facing: talent shortages, gap in new skillsets, and the growing need for training due to technology advances.*
- *To expand public awareness and education around EVs and increase the public understanding of their benefits, capabilities, and availability*





Funding Categories

The solicitation will have two categories for Electrification & Energy funding:



ZEV Workforce Development

- To increase training for clean transportation jobs and workers, specifically for disproportionately impacted communities
- To ensure an adequate workforce to deploy and maintain ZEVs and ZEV infrastructure, including transit ZEV workforce development
- To ensure an inclusive, equitable, and accessible workforce transition and provide benefits to disproportionately impacted communities



E-Mobility Education and Awareness

- To provide educational and awareness programs to educate the public including EV Ride and Drives and EV showcases
- To support grassroots organizations in accelerating electrification efforts
- To deliver STEM education on the benefits of ZEVs, including support for K-12
- To increase ZEV knowledge within disproportionately impacted communities



Examples of Eligible Projects

All projects must be in Colorado and benefit Coloradans. Examples of eligible projects include:

- Developing a new ZEV curriculum and/or integrating new ZEV curriculum into existing curriculum
- Scholarships for existing ZEV training, certification, and/or degree programs provided by others
- Purchase of ZEV-specific equipment and materials necessary to provide training and/or ongoing service and repair of ZEVs
- Implement and/or expand ZEV education programs for K-12 students
- Host community events that will raise public awareness of ZEVs such as EV ride and drives or EV showcases
- Community outreach with local partners, local communities, and grassroots organizations to identify appropriate methods to increase e-mobility adoption



Electrification and Energy Grants

ZEV Workforce Development and E-Mobility Education and Awareness Grant Summary

Grant Award Size	\$20,000 - \$100,000
Match Requirement	A local cash or in-kind match of 20% of the requested grant funds is encouraged but not required
Applicant Eligibility	All organizations are eligible. However, all projects must be in Colorado and benefit Coloradans.
Length of Award	1-year following notice to proceed
Total Funding Available	\$750,000



Selection Criteria

Electrification & Energy Grants Evaluation Criteria		
Equity, Inclusivity, and Local Impact	30%	To what extent does the project consider and address underserved populations and the ZEV equity gap? What is the level of stakeholder involvement? Does the project benefit existing communities including involvement of local community and business partners?
Demonstrated Project Need	25%	Why is a grant needed for the project? How does the project consider and address the workforce and educational gaps and needs?
Replicability & Scalability	20%	Is the project easily replicable? Can the project scale to a wider geographic area? Are the lessons learned transferable?
Applicant and Project Readiness	15%	What is the project's likelihood of success, given the readiness demonstrated by the applicant's expertise, project plan, timeline, budget, and partnerships?
Innovation	10%	Does the project demonstrate a technology or approach that is new to the region, application, or audience?



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Innovative Mobility Grant: Mobility Technology



What are Connected Vehicles?

- Connected Vehicle (CV) technology enables vehicles, equipment, and applications to communicate directly with roadway operators and infrastructure in real-time
- CV technology can help improve safety, system efficiency, and mobility on Colorado Roadways
- Roadside Units (RSU) and On-Board Units (OBU) are critical components to connected vehicle infrastructure. These devices enable vehicle to vehicle (V2V) and vehicle-to-infrastructure (V2I) communication. Data collected and shared through CV infrastructure includes real-time traffic and weather conditions and signal-timing notifications





Mobility Technology Opportunity

Deployment of Roadside and On-Board Units

- CDOT will provide a one-time gift of up to 10 Roadside Units (RSUs) and 10 onboard units (OBUs) to each awarded local jurisdiction.
- CDOT will also provide project support





Goals

1. Increase the deployment of connected vehicles
2. Support local jurisdictions in connected vehicle pilots
3. Expand Colorado's network of connected roadways
4. Discover new use cases for CVs and the generated data
5. Increase efficiency on Colorado roadways in partnership with local jurisdictions
6. Increase safety on Colorado roadways





Applicant Requirements

- Must be a municipal or county jurisdiction (roadway infrastructure owner-operators) within Colorado
- Applicants must agree to share the generated CV data with CDOT
- CDOT will assist in project facilitation (including providing an installation vendor for the RSU. The jurisdiction may also choose to do the own installation if preferred). Applicants must have a dedicated staff contact that will be available during planning, design and installation
- Applicants must be willing to enroll in CDOT's CV Security Credential Management System (SCMS)
- Must submit license application to the Federal Communications Commission for operation of the units. (CDOT will provide guidance and support on how to do this).

Project Eligibility Requirements

- Project must be located within Colorado
- Selected area must have fiber or cellular backhaul (the network necessary to connect equipment to a subnetwork)
- If the area does not have a fiber, the entity will be responsible for providing funding, and maintaining the cellular backhaul communication.
- CDOT encourages applicants, even if this is a significant barrier, will work with you



Mobility Technology Selection Criteria

RSU and OBU Local Jurisdiction Deployment Evaluation Criteria		
Project and Applicant Readiness	35%	Does the applicant have a good intended use for CVs? Have they selected a roadway(s) that would benefit from CVs? Do they have the means (people power, motivation, expertise) to run the project effectively? What is the project's likelihood of success based on readiness, plan, timeline, and budget? Is the applicant willing to learn about CVs and developing a CV implementation plan?
Application Quality	10%	Is the application well-written and well-planned?
Project Benefit	25%	How does this project benefit the applicant and the public in both the near- and long-term?
Reporting, Data Usage, and Sharing	15%	Can the applicant provide required quarterly reports on the pilot? How does the applicant plan to use the CV data? Are specific data use cases feasible and well thought out? Does the applicant agree to share CV data with CDOT?
Long-Term Sustainability	15%	To what extent does the applicant demonstrate a plan and capacity for financial self-sustainability beyond the initial grant period?



Mobility Technology Grant Summary

Summary	
Opportunity Award Size	Up to 10 roadside units and 10 onboard units
Match Requirement	None
Applicant Eligibility	Must be a municipal or county jurisdiction located within Colorado
Length of Award	Project support 1-year following notice to proceed
Total Equipment Available	10 RSUs/OBUs for up to 10 local jurisdictions



Preliminary Next Steps

Outreach to Stakeholders about Grant Availability

STAC Meeting	October 6
CDOT Transit Monthly Meeting	October 6
Colorado Climate Staff meeting (state employees from multiple agencies)	October 11
Statewide MPO Meeting	October 13
Statewide Planning Team meeting (internal CDOT staff)	October 13
Advanced Mobility Partnership (AMP) Meeting	November 1
Transit & Rail Advisory Committee (TRAC) Meeting	November 3

***These dates are tentative and are subject to change

Notice of Funding Availability

October 24

Webinar about the Grants

November 9 from 12:00 - 1:00 PM

Grant Applications Due

December 9

Notice of Awards

Mid-January, 2023



Grant Website: <https://www.codot.gov/programs/innovativemobility/oim-grants-1/oim-grants>

General Questions: dot_innovativemobility@state.co.us

Sina Zhen

Electrification & Energy Grants

Sina.Zhen@state.co.us

Andy Geleske

Mobility Technology Grants

Andy.Geleske@state.co.us

Heather Pickering-Hilgers

TDM Grants

Heather.PickeringHilgers@state.co.us



MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)
FROM: PATRICK HOLINDA, BRIDGE & TUNNEL ENTERPRISE MANAGER
DATE: OCTOBER 6, 2022
SUBJECT: STATEWIDE BRIDGE AND TUNNEL ENTERPRISE 10-YEAR PLAN WORKSHOP

Purpose

Staff have prepared this workshop to provide the STAC an overview of the Enterprise’s role in delivering the CDOT 10-Year Plan (10-Year Plan or plan), its planned participation in BTE eligible CDOT 10-Year Plan projects, and the program’s financial forecast.

Action

N/A

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 BTE Board of Directors (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.

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

Details

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



are in the fiscally constrained portion of the plan (FY23-FY26). It should also be noted that there is the potential for variance in the current estimated funding gap as more refined construction cost and schedule data becomes available. If construction expenditures extend into future fiscal years or if cost estimates decrease, the funding gap could be reduced, while project cost increases could increase the funding gap if the planned construction expenditures are occurring over a similar timeframe.

To date, nearly \$200M in BTE funds have been budgeted to 10-Year Plan projects.

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

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

Attachments:

Attachment A: BTE Eligible 10-Year Plan Project Summary

Attachment B: BTE 10-Year Plan Overview Workshop



Attachment A: BTE Eligible 10-Year Plan Project Summary

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



COLORADO

Department of Transportation

Bridge and Tunnel Enterprise 10-Year Plan Workshop

October 6, 2022



Agenda

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





2022 BTE 10-Year Plan Progress Update

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



Revisions to Policy and Procedural Directives

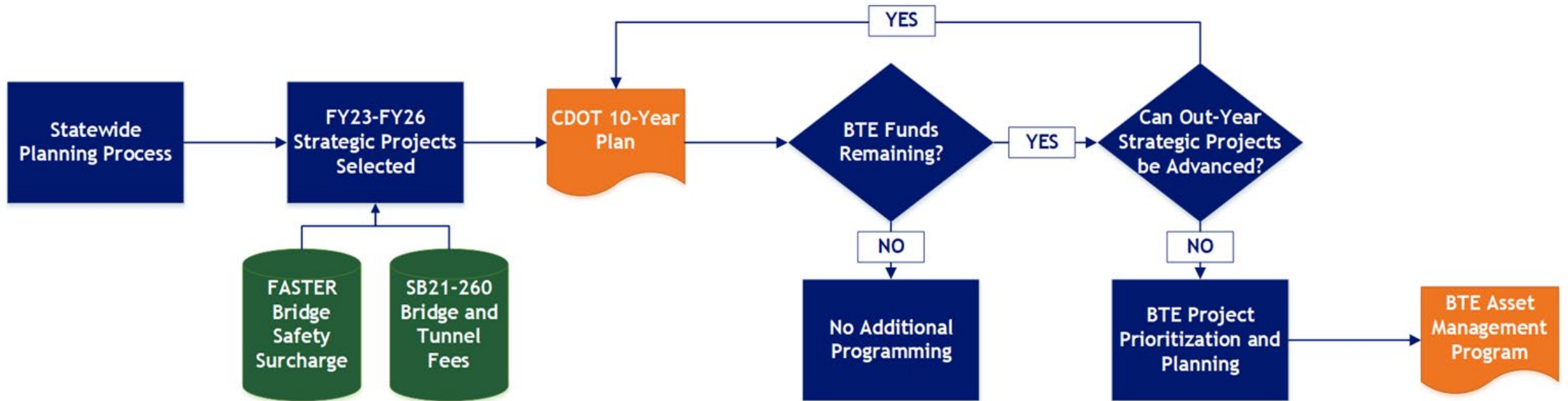
The recently approved policy and procedural directives include the following key changes to account for the passage of SB21-260:

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





Revisions to Policy and Procedural Directives





Overview of BTE Eligible 10-YP Scope



\$150 M
Addressing EJMT
Maintenance and Repairs

\$100 M
Funding Gap
Addressed by BTE

\$50 M
Allocation via
SB21-260 Funds



64
BTE Eligible Bridges

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

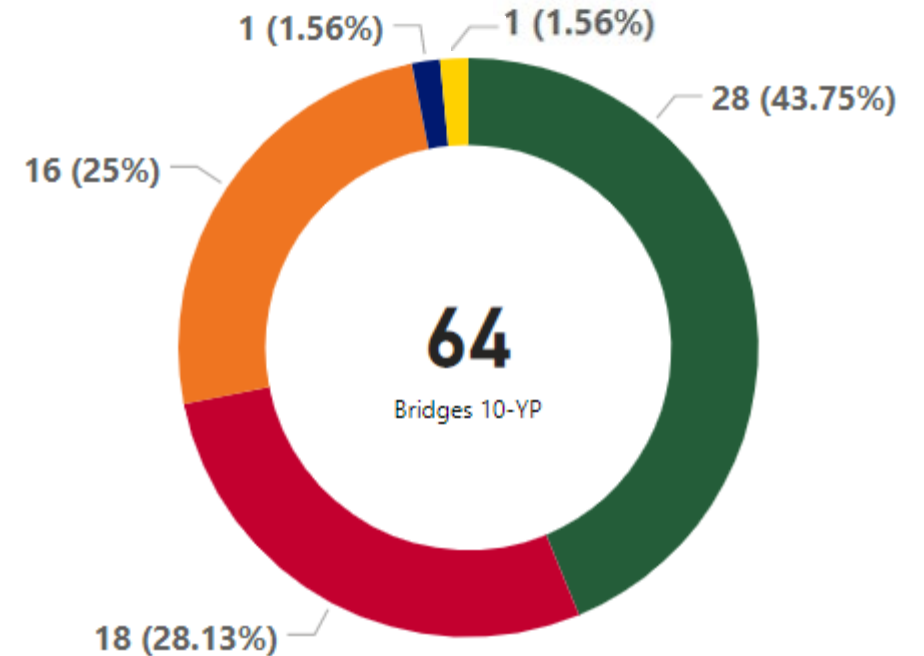
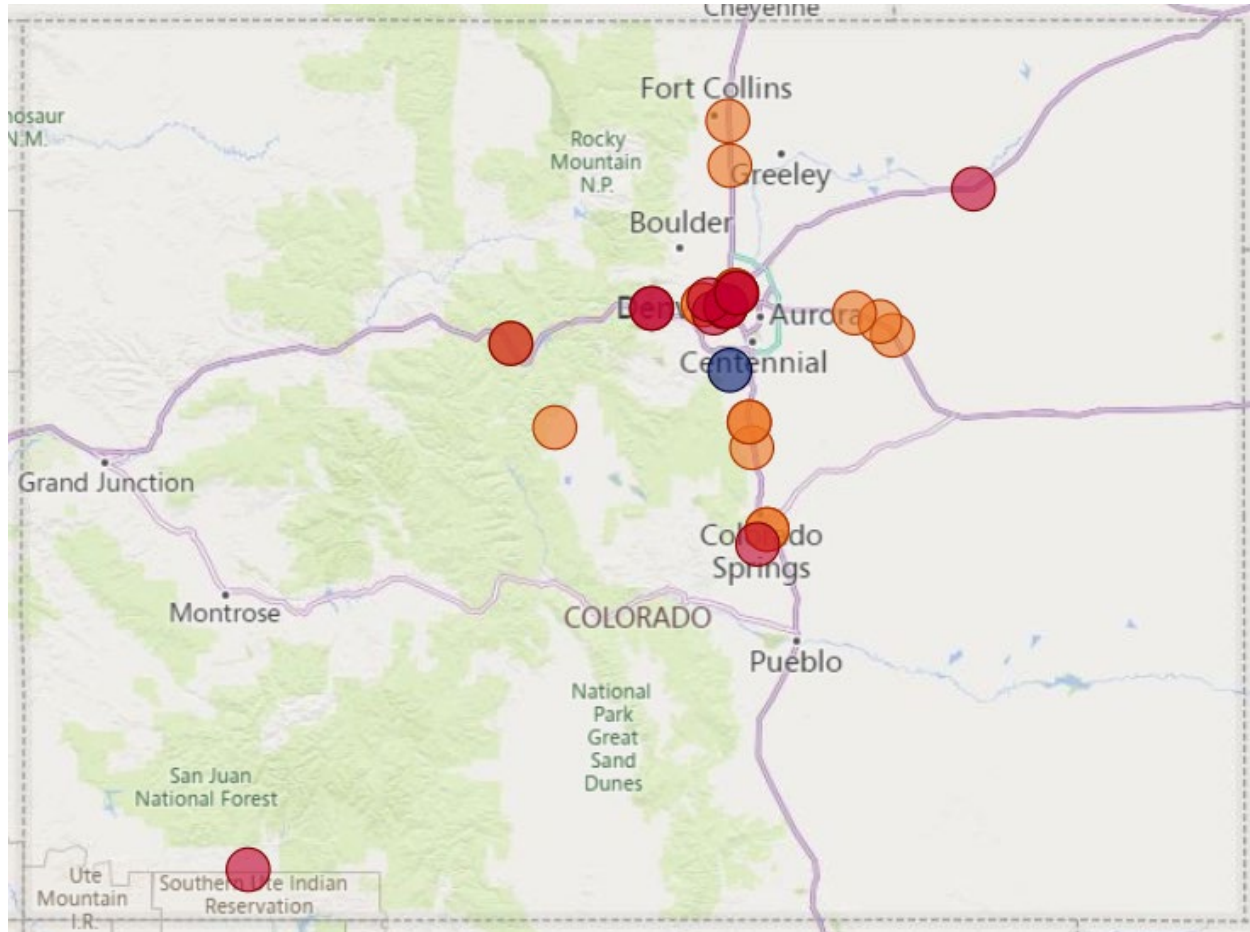
50% of
Statewide Poor
Deck Addressed¹

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

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



BTE Eligible 10-Year-Plan Bridges by Status



Nearly \$200M in BTE funds budgeted

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



Program Financial Overview

BTE Revenues by FY (\$ in Millions)

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

Source: OFMB and pertinent debt service schedules

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

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



Program Financial Overview

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

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

Source: BTE Staff, unless otherwise noted

¹ Source: Pertinent debt service schedules

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

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



Program Financial Overview

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

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

Source: CDOT Region Staff, unless otherwise noted

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

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

October 6, 2023



Program Financial Overview

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

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

Source: CDOT Region Staff, unless otherwise noted

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

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

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

⁴ Funding reserve for projects in the dispute or arbitration processes



Program Financial Overview

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

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



Current Estimated
Funding Gap = \$432M

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

Source: BTE Staff

¹ BTE is the only funding source to address poor-rated bridges not on the 10-year plan (90 total + 15-20 additional bridges forecast to fall to poor condition per year)



Funding Solutions

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



BTE Funding Plan Considerations

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



Legislative Proposals for BTE Funding Flexibility

Proposal #1 - Bridge Preservation Proposal

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

Proposal #2 - Bridge Bundling Proposal

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



COLORADO

Department of Transportation

Questions or comments?





COLORADO
Department of Transportation
Division of Transportation Development

2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE (STAC)
FROM: NICK FARBER, DIRECTOR, COLORADO TRANSPORTATION INVESTMENT OFFICE (CTIO)
DATE: OCTOBER 6, 2022
SUBJECT: OVERVIEW OF CTIO

Purpose

This discussion is designed to provide an overview of CTIO and how it supports key CDOT projects and initiatives.

Action

This is an informational-only item.

Background

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

This discussion is designed to provide an overview of the core functions of CTIO, how it has accelerated project development, and helped finance major projects in the state.

Attachments

CTIO Overview Presentation





COLORADO
Transportation
Investment Office

Overview of CTIO

Statewide Transportation Advisory Committee

October 6, 2022

About CTIO

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

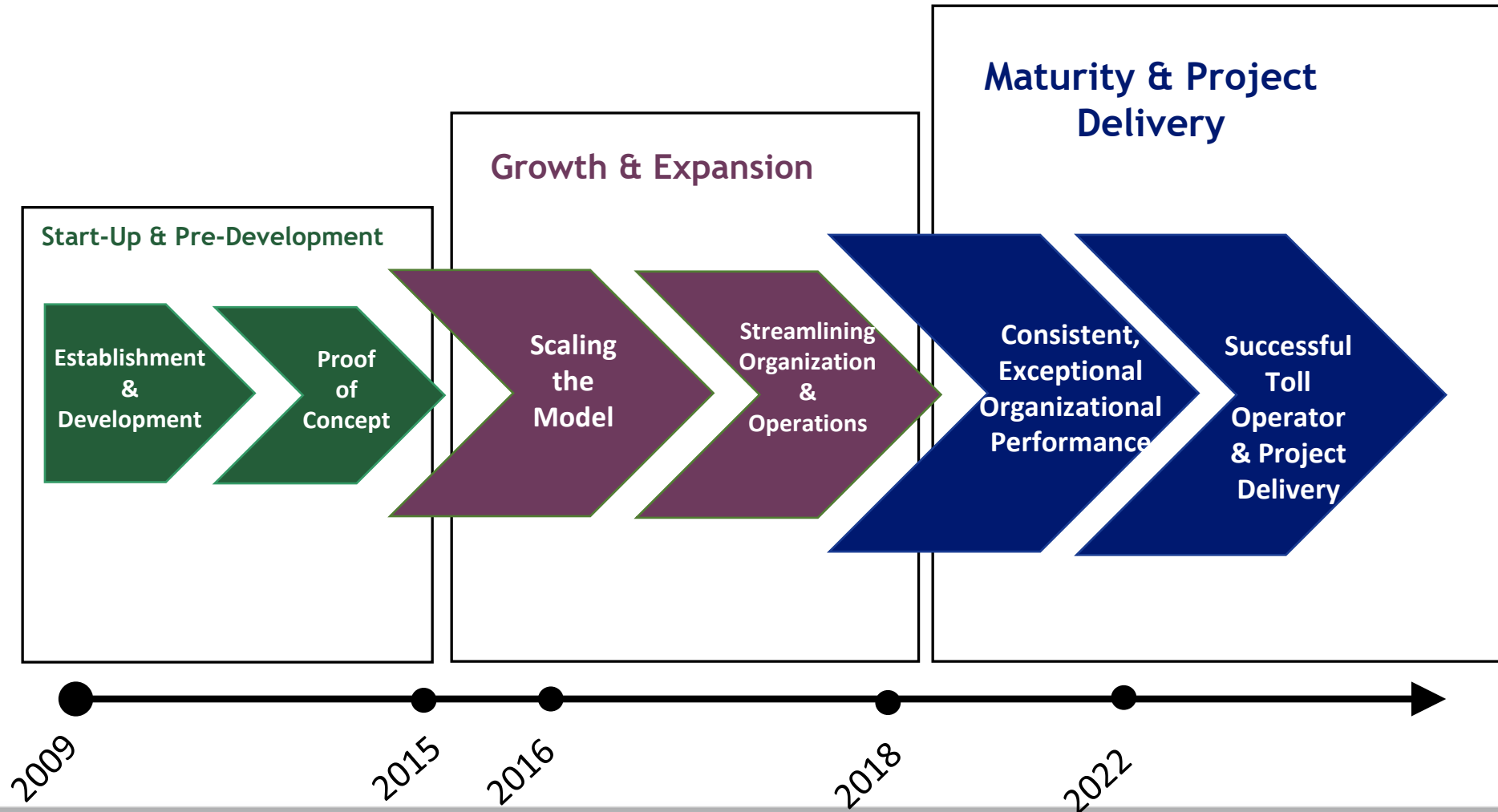
CTIO's Legal Framework

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

CTIO's Mission

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

CTIO Phases of Growth



CTIO Staff and Governance

Organizational Chart: Internal

CTIO Board of Directors

External
Enterprise
Oversight



Internal
Program
Management



External
Program
Support

Nick Farber
Director

Kelly Brown
Chief Toll
Operations Officer

Piper Darlington
Budget and Special
Projects Manager

John Gregory
Major Projects
Manager

Maria Johnson,
Tolling
Operations
Supervisor

Josh Gerace
Tolling
Maintenance
Supervisor

Pam
Hutchins
Contract
Support

Simon Logan
Special Projects
Lead and Policy
Analyst

Karen Delgado
Program
Assistant

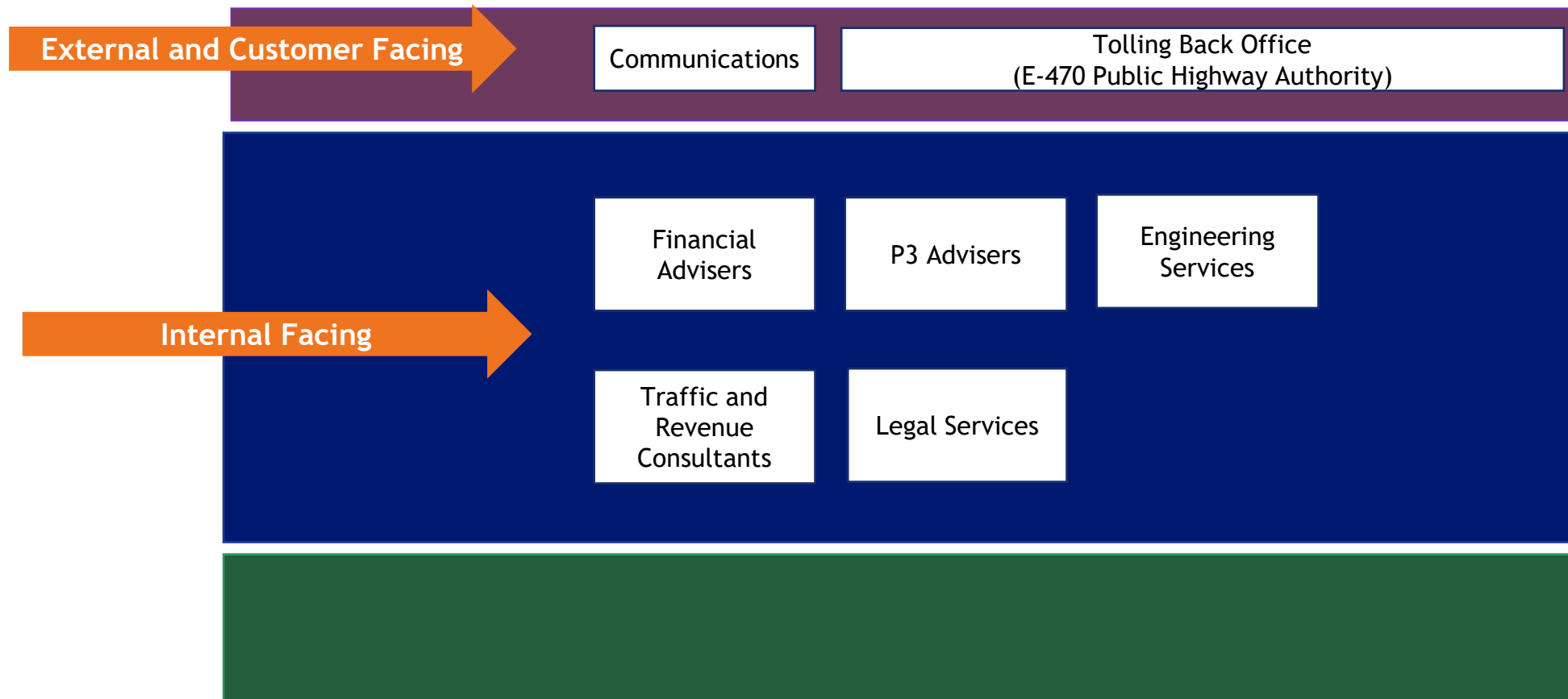
Kay Hruska
Enterprises
Controller

Randall Dingle
Contracts &
Procurement

Tim Hoover
Communications

George Hypolite
Attorney
General

CTIO Organizational Chart: External Support



CTIO Board of Directors

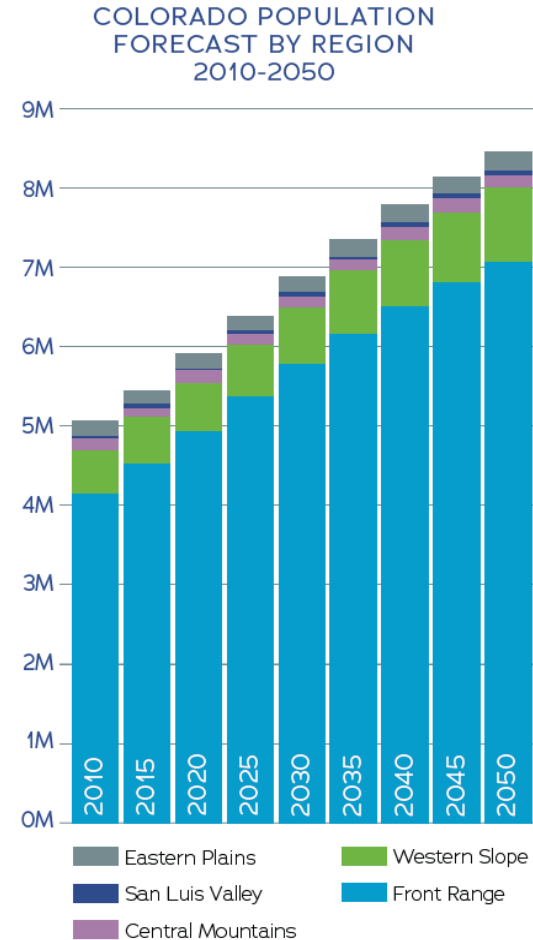
The CTIO Board of Directors consists of three members of the Transportation Commission (TC) and four members appointed by the Governor from each of the following geographic areas: (1) the planning area of the Denver Regional Council of Governments (DRCOG), (2) the planning area of the North Front Range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

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

Express Lanes Network

Rapid Population Growth and the Need for Action

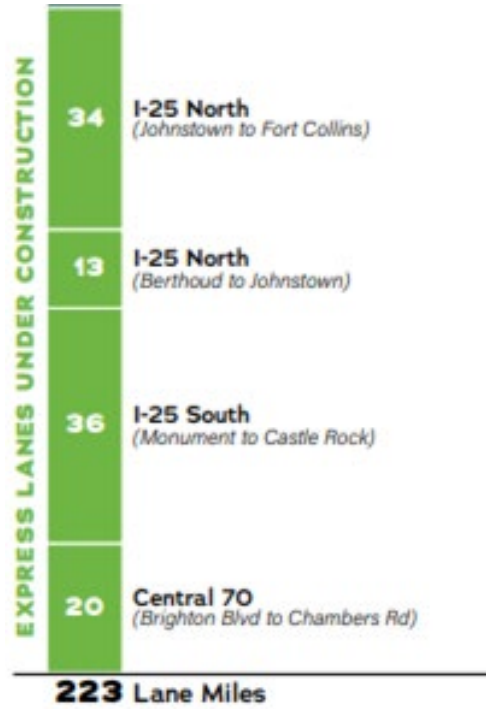
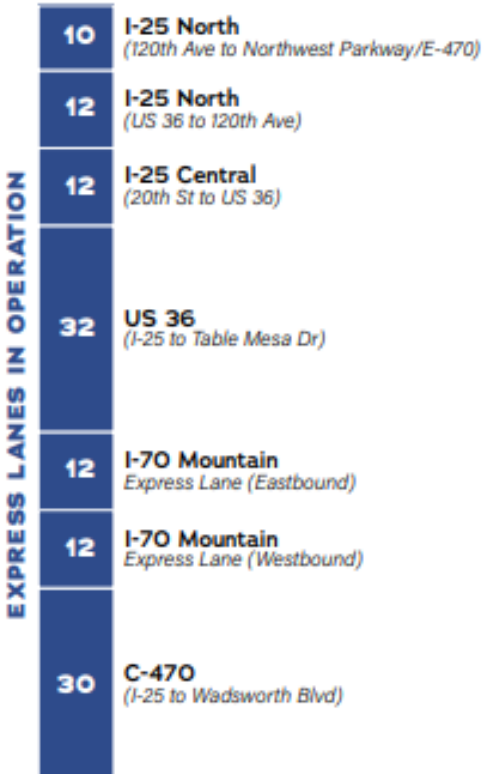
- Colorado added almost a million new residents (774, 518) between 2010 and 2020, growing the states population by 14.8% to 5.8 million residents.
- The rapid growth of Colorado's population points to even greater congestion unless innovative ways to accelerate key mobility projects are pursued.



Source: Colorado State Demography Office

Express Lane Network

LANE MILES OF EXPRESS LANES



EXPRESS LANES NETWORK USAGE

18% AVERAGE HOV USE

12.7 million total vehicles USING THE EXPRESS LANES

2 million total FREE TRIPS BY HOV3+ USERS

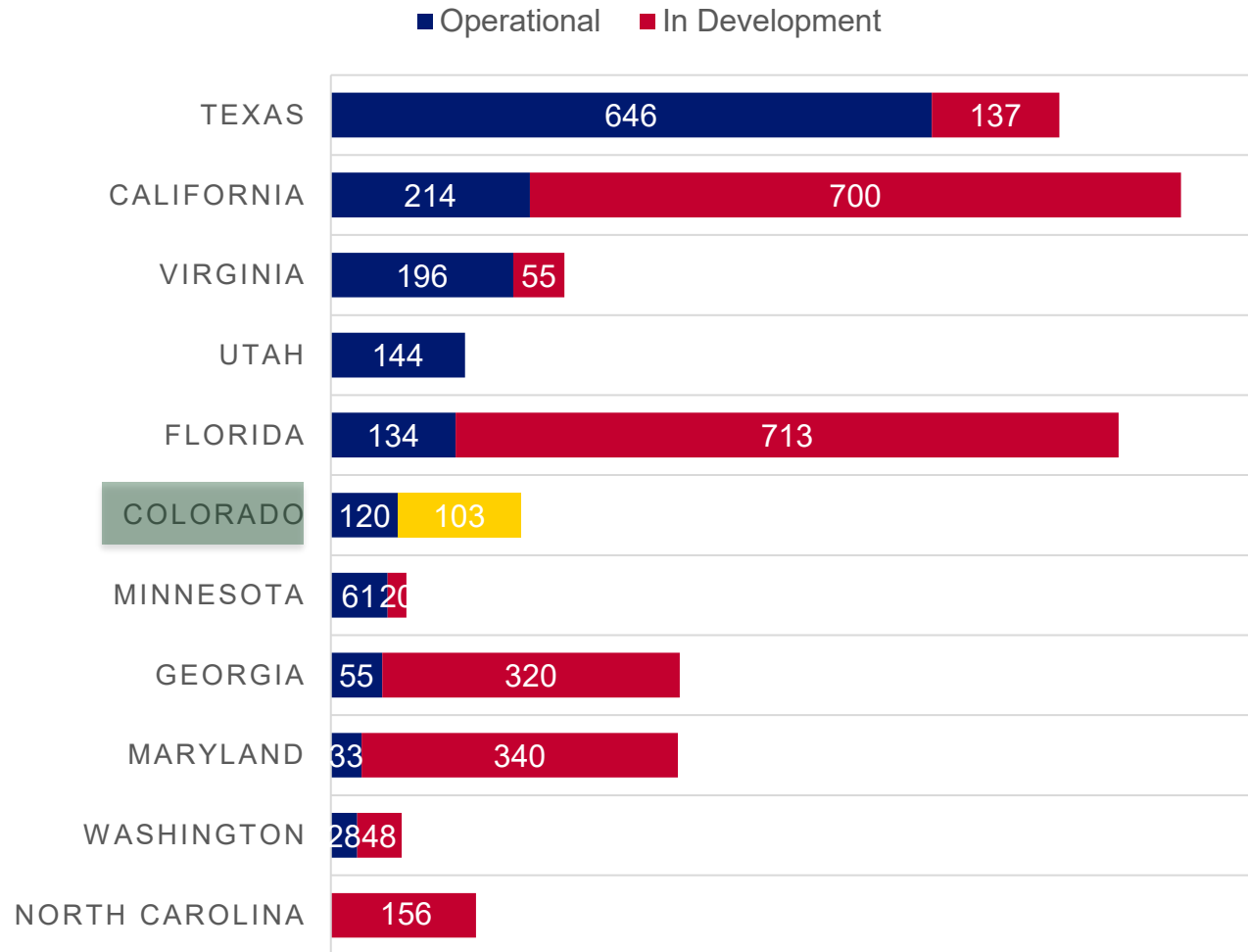


Benefits of Express Lanes

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

US Comparison

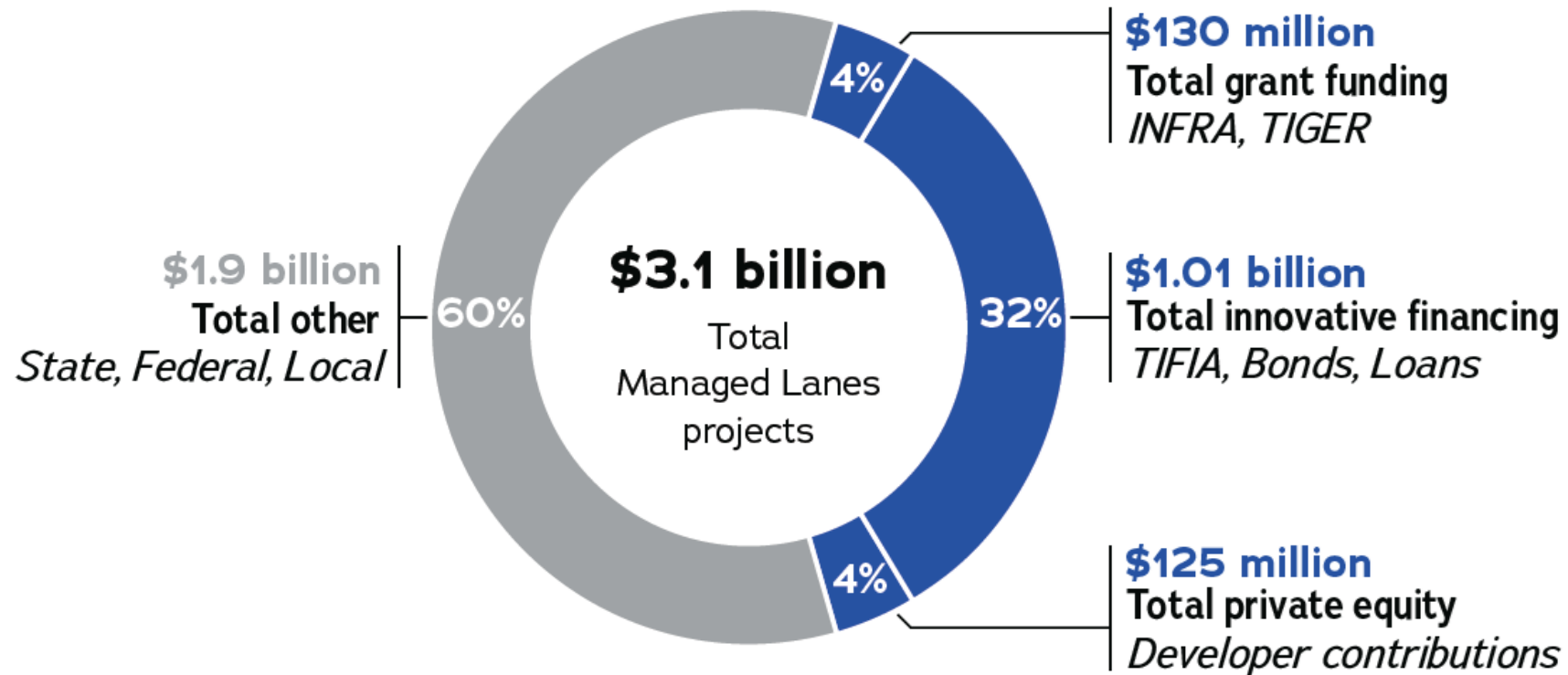
- Colorado has approximately 120 operational lane miles of Express Lanes.
- Colorado ranks #6 of 11 states with Express Lanes.



How CTIO Supports Key Projects and Initiatives

Project Financing Secured Through Managed Lanes

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



Important Considerations in Private Investment and Alternative Financing

Accelerated Timing

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

Reduced Upfront Costs

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

Expanded Scope

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

Innovation

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

Risk Transfer

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

Reliability

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

CTIO Supporting Project Acceleration and Financing

Express Lane Corridors: Ongoing Management and Implementation

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

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

- US 36, Central 70

Innovative Financing

- TIFIA, Loans, Bonds

Project Development

- Floyd Hill, I-270

Public Outreach and Communications

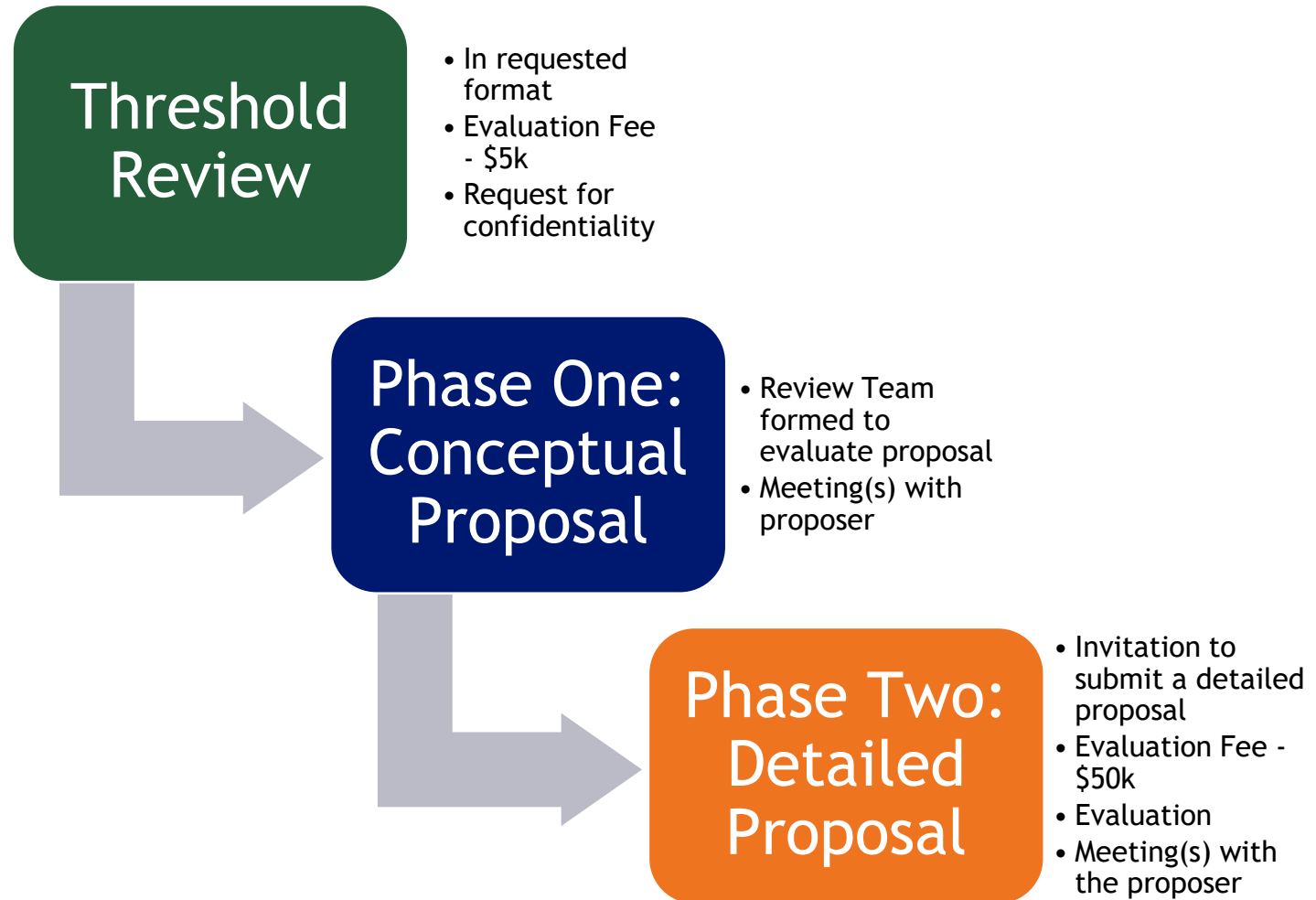
- Safety Campaigns

Public and Stakeholder Engagement

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

Review and Evaluation of Unsolicited Proposals

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



Back Office

What is a back office?

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

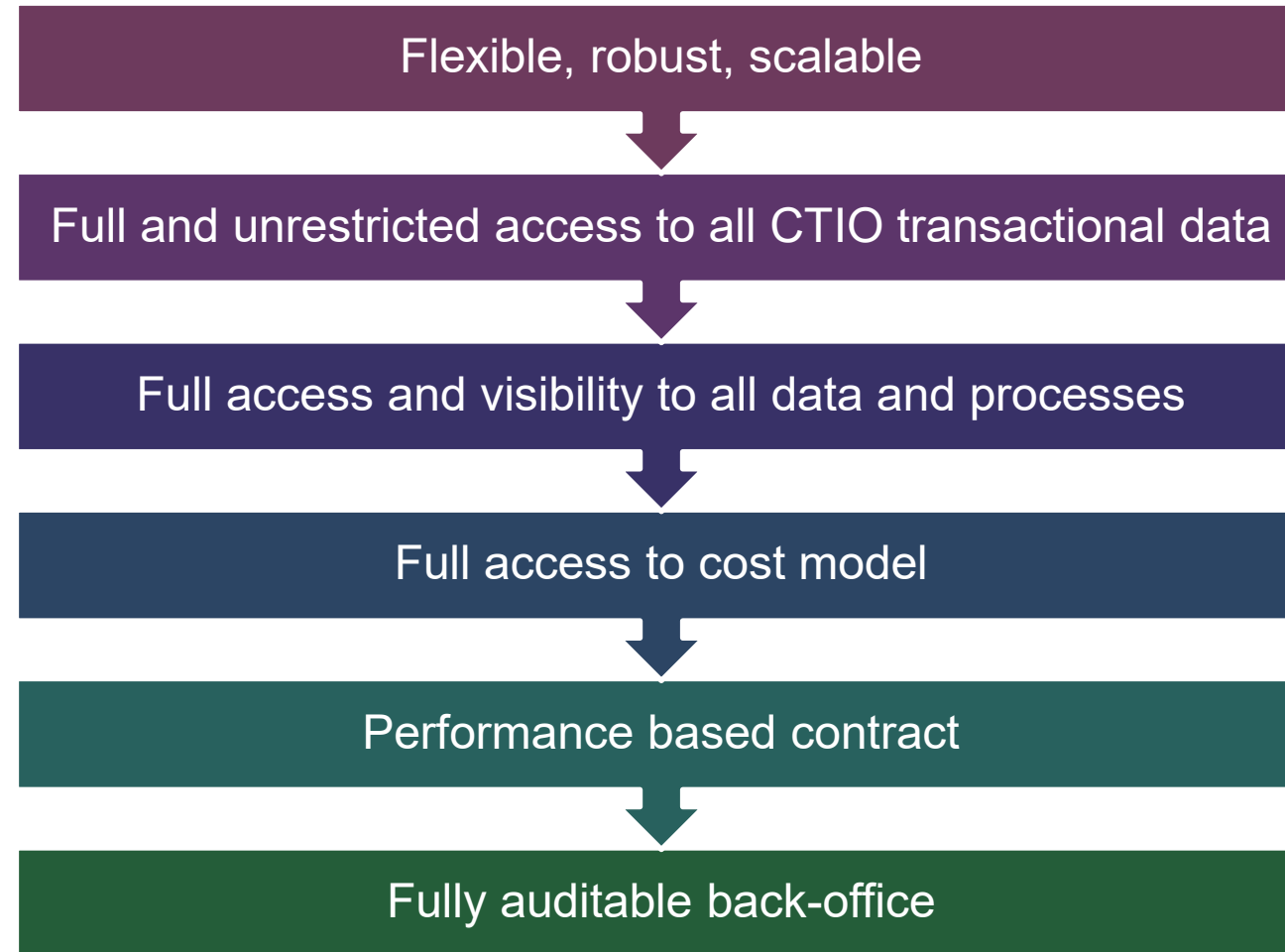
All Express Lanes have toll collection technology on the roadway that collects transaction data sent to the back office for processing.

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

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

Back Office: Goals For The Future System

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



Thank you!