

# Colorado Transportation Commission Schedule & Agenda

June 20, 2024

12pm

Virtual Attendance Only

## Transportation Commission Workshops

Thursday, June 20, 2024

Time	Topic	Speaker
12 p.m.	Budget Workshop <ul style="list-style-type: none"> <li>• Budget Supplement and Amendment</li> <li>• Policy Directive 703</li> </ul>	Jeff Sudmeier and Bethany Nicholas
12:30 p.m.	Joint TC/BTE Workshop: US 50 bridge over Blue Mesa Reservoir	Keith Stefanik, Jason Smith, and Patrick Holinda
12:45 p.m.	Policy Directive 14 Workshop	Darius Pakbaz
1:30 p.m.	Program Distribution for Suballocated Formulas	Darius Pakbaz
1:45 p.m.	HB23-1276 Implementation and Policy Directive 16.0	Patrick Holinda
2 p.m.	Small Business and Diversity Committee (SBDC) Overview & Disadvantaged Business Enterprises (DBE) Goal Methodology Deep Dive	Marsha Nelson, Jun Arcilla, Greg Diehl, Chessie Price
3 p.m.	Adjournment	None

The Transportation Commission Meeting is anticipated to begin at 3 p.m., however, the Chair may alter the schedule as appropriate

## Transportation Commission Meeting

Thursday, June 20, 2024

Time	Topic	Speaker
3 p.m.	Call to Order, Roll Call	Herman Stockinger
3 p.m.	Public Comments	Various
3:10 p.m.	Comments of the Chair and Commissioners	Commissioners
3:30 p.m.	Executive Director's Management Report	Shoshana Lew
3:35 p.m.	Chief Engineer's Report	Keith Stefanik
3:40 p.m.	FHWA Division Administrator Report	John Cater
3:45 p.m.	STAC Report	Vincent Rogalski
3:50 p.m.	Act on Consent Agenda: <ul style="list-style-type: none"> <li>• Proposed Resolution #1: Approve the Regular Meeting Minutes of May 16, 2024</li> <li>• Proposed Resolution #2: IGA Approval &gt;\$750,000</li> <li>• Proposed Resolution #3: Fiscal Year 2025 Maintenance Projects \$150K-\$250K Approval</li> <li>• Proposed Resolution #4: Declaration of Excess - 46 Rev-Ex, I-25 and Happy Canyon</li> </ul>	Herman Stockinger  Lauren Cabot  Jim Fox  Jessica Myklebust

3:50 p.m.	<ul style="list-style-type: none"> <li>Proposed Resolution #5: Declaration of Excess- 45 Rev-EX, I-25 and Happy Canyon, Douglas County</li> <li>Proposed Resolution #6: Happy Canyon Rd. - South Portion Abandonment</li> <li>Proposed Resolution #7: Abandonment - Happy Canyon Rd. - North Portion</li> <li>Proposed Resolution #8: Disposal - 11-Ex to the Town of Superior</li> <li>Proposed Resolution #9: Release of Permanent Easement E-15 at I-25 and Broadway</li> <li>Proposed Resolution #10: Disposal: Parcel 46Rev2-EX Eagle County (Rule Road) to adjacent landowner</li> <li>Proposed Resolution #11: Devolution: US 40 Frontage Road to the City of Craig</li> <li>Proposed Resolution #12: Memorial Designations</li> </ul>	<p>Jessica Myklebust</p> <p>Jessica Myklebust</p> <p>Jessica Myklebust</p> <p>Jessica Myklebust</p> <p>Jessica Myklebust</p> <p>Jason Smith</p> <p>Jason Smith</p> <p>Emily Haddaway</p>
3:55 p.m.	Discuss and Act on Proposed Resolution #13: Budget Amendment of FY 2024	Jeff Sudmeier and Bethany Nicholas
4 p.m.	Discuss and Act on Proposed Resolution #14: Budget Supplement of FY 2024	Jeff Sudmeier and Bethany Nicholas
4:05 p.m.	Discuss and Act on Proposed Resolution #15: Policy Directive 703.0 Updates	Jeff Sudmeier and Bethany Nicholas
4:10 p.m.	Discuss and Act on Proposed Resolution #16: State Infrastructure Bank Rate	Jeff Sudmeier and Bethany Nicholas
4:15 p.m.	Discuss and Act on Proposed Resolution #17: Tolling Operations and Maintenance Intra Agency Agreement	Simon Logan
4:20 p.m.	Discuss and Act on Proposed Resolution #18: Program Distribution for Suballocated Formulas	Darius Pakbaz
4:25 p.m.	Discuss and Act on Proposed Resolution #19: Approve transfer of assets to BTE	Jeff Sudmeier
4:30 p.m.	Recognition	None
4:35 p.m.	Other Matters -Recommendation of New Chair, VC, and Secretary	Nominating Committee
4:40 p.m.	Adjournment	None

The Bridge and Tunnel Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Estimated Start Time: 4:40 p.m.

# Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, June 20, 2024

Time	Topic	Speaker
4:40 p.m.	Call to Order and Roll Call	Herman Stockinger
4:40 p.m.	Public Comments	Various
4:40 p.m.	Act on Consent Agenda <ul style="list-style-type: none"><li>Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of May 16, 2024</li></ul>	Herman Stockinger
4:45 p.m.	Discuss and Act on Proposed Resolution #BTE2: 9 <sup>th</sup> BTE Budget Supplement of FY24	Patrick Holinda
4:50 p.m.	Discuss and Act on Proposed Resolution #BTE3: Asset Ownership of BTE Funded and Completed Structures FY2023-24 and Acceptance of Transferred Assets	Patrick Holinda
4:55 p.m.	Discuss and Act on Proposed Resolution #BTE4: HB23-1276 Implementation and Policy Directive 16.0	Patrick Holinda
5 p.m.	Adjournment	None

The Fuels Impact Enterprise of Directors meeting not be meeting in June.

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## Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- June 2024 TC Grants Memo (Hannah Reed)



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission  
**From:** Jeff Sudmeier, Chief Financial Officer  
Bethany Nicholas, CDOT Budget Director  
**Date:** June 20, 2024

### **Subject:** FY 2023-24 Budget Amendment

#### **Purpose**

To review the eighth 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 eighth budget amendment to the FY 2023-24 Annual Budget, which consists of one item that requires TC approval. The eighth budget amendment:

1. Reallocates \$10 million from the Transportation Commission Reserve Fund within the Commission Reserve Funds line (Line 73) to the Contingency Fund (line 72) to ensure adequate funding is available for repairs needed on US 50 Blue Mesa Bridge.

#### **Budget Amendments**

The eighth budget amendment contains one item that requires TC approval.

#### **Commission Reserve Transfer**

Staff requests to transfer \$10 million from the Program Reserve to the Contingency Fund to cover costs associated with the initial emergency response activities needed as a result of safety issues on US 50 Blue Mesa Bridge. Please see the US 50 materials in this month's packet for more detail. This amendment is companion to the confirmation item in this month's budget supplement, which adds \$10 million to the US 50 Blue Mesa Bridge safety inspection and improvements project.

#### **Next Steps**

June 2024 - Staff will complete any actions for approved budget amendments.

#### **Attachments**

Attachment A - Amended FY 2023-24 Revenue Allocation Plan

Attachment A: Fiscal Year (FY) 2023-24 CDOT Amended Annual Budget (June 2024)

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 (CDOT)</b>									
2	<b>Capital Construction</b>	\$1,304.1 M	\$631.7 M	\$0.0 M	\$94.0 M	\$503.8 M	\$2,533.6 M		
3	<b>Asset Management</b>	\$220.4 M	\$399.3 M	\$0.0 M	\$93.5 M	\$3.2 M	\$716.4 M		
4	Surface Treatment	\$43.4 M	\$225.6 M	\$0.0 M	\$13.0 M	\$0.8 M	\$282.7 M	TC	FHWA / SH / SB 09-108
5	Structures	\$35.7 M	\$63.3 M	\$0.0 M	\$65.0 M	-\$0.1 M	\$163.9 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$5.4 M	\$26.3 M	\$0.0 M	\$0.5 M	\$1.0 M	\$33.2 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.9 M	\$9.7 M	\$0.0 M	\$15.0 M	-\$0.3 M	\$25.3 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	-\$2.9 M	\$1.8 M	FR	FHWA
10	10 Year Plan Projects - Capital AM	\$129.9 M	\$68.0 M	\$0.0 M	\$0.0 M	\$6.2 M	\$204.0 M	TC / FR	FHWA
11	<b>Safety</b>	\$82.5 M	\$115.6 M	\$0.0 M	\$0.0 M	\$14.8 M	\$212.9 M		
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	\$0.6 M	\$3.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.4 M	FR	FHWA / SH
14	Hot Spots	\$1.7 M	\$2.7 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$4.2 M	TC	FHWA / SH
15	FASTER Safety	\$38.6 M	\$59.0 M	\$0.0 M	\$0.0 M	\$15.0 M	\$112.2 M	TC	SB 09-108
16	ADA Compliance	\$12.6 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$19.8 M	TC	FHWA / SH
17	<b>Mobility</b>	\$1,001.3 M	\$116.8 M	\$0.0 M	\$0.5 M	\$485.8 M	\$1,604.3 M		
18	Regional Priority Program	\$55.5 M	\$50.0 M	\$0.0 M	\$0.0 M	\$8.4 M	\$113.9 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$912.5 M	\$42.9 M	\$0.0 M	\$0.5 M	\$481.7 M	\$1,437.7 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$33.2 M	\$23.9 M	\$0.0 M	\$0.0 M	-\$4.4 M	\$52.7 M	FR	FHWA / SH / SL
21	<b>Maintenance and Operations</b>	\$39.5 M	\$394.5 M	\$0.0 M	\$30.5 M	\$18.1 M	\$481.9 M		
22	<b>Asset Management</b>	\$35.9 M	\$358.1 M	\$0.0 M	\$20.5 M	\$25.2 M	\$438.9 M		
23	Maintenance Program Areas	\$0.8 M	\$284.9 M	\$0.0 M	\$0.0 M	\$26.1 M	\$311.0 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	\$1.3 M	\$16.2 M	TC	SH
34	Property	\$0.0 M	\$25.6 M	\$0.0 M	\$10.0 M	\$8.6 M	\$44.3 M	TC	SH
35	Capital Equipment	\$32.2 M	\$23.5 M	\$0.0 M	\$0.0 M	\$1.2 M	\$57.0 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$0.0 M	\$10.5 M	-\$12.0 M	\$10.5 M	TC	SH
37	<b>Safety</b>	\$2.0 M	\$12.2 M	\$0.0 M	\$10.0 M	-\$6.8 M	\$17.3 M		
38	Strategic Safety Program	\$2.0 M	\$12.2 M	\$0.0 M	\$10.0 M	-\$6.8 M	\$17.3 M	TC	FHWA / SH
39	<b>Mobility</b>	\$1.6 M	\$24.3 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$25.6 M		
40	Real-Time Traffic Operations	\$0.0 M	\$14.3 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$13.7 M	TC	SH
41	ITS Investments	\$1.6 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.3 M	\$11.9 M	TC	FHWA / SH
42	<b>Multimodal Services &amp; Electrification</b>	\$261.2 M	\$45.7 M	\$0.0 M	\$10.0 M	\$1.1 M	\$317.9 M		
43	<b>Mobility</b>	\$261.2 M	\$45.7 M	\$0.0 M	\$10.0 M	\$1.1 M	\$317.9 M		
44	Innovative Mobility Programs	\$18.3 M	\$9.0 M	\$0.0 M	\$0.0 M	\$0.6 M	\$27.9 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	\$150.4 M	\$12.3 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$162.1 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Program	\$14.3 M	\$0.0 M	\$0.0 M	\$10.0 M	\$0.0 M	\$24.3 M	SL	SL
48	Bustang	\$78.2 M	\$9.8 M	\$0.0 M	\$0.0 M	\$1.1 M	\$89.1 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	<b>Suballocated Programs</b>	\$621.9 M	\$310.0 M	\$0.0 M	\$0.0 M	\$18.9 M	\$950.9 M		
50	Aeronautics	\$23.5 M	\$64.2 M	\$0.0 M	\$0.0 M	-\$2.3 M	\$85.3 M		
51	Aviation System Program	\$23.5 M	\$64.2 M	\$0.0 M	\$0.0 M	-\$2.3 M	\$85.3 M	AB	SA
52	<b>Highway</b>	\$261.3 M	\$151.9 M	\$0.0 M	\$0.0 M	-\$31.1 M	\$382.0 M		
53	STBG-Urban (STP-Metro)	\$156.3 M	\$66.0 M	\$0.0 M	\$0.0 M	-\$7.3 M	\$215.1 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$62.4 M	\$52.8 M	\$0.0 M	\$0.0 M	-\$22.8 M	\$92.4 M	FR	FHWA / LOC
55	Metropolitan Planning	\$5.9 M	\$10.7 M	\$0.0 M	\$0.0 M	-\$0.4 M	\$16.2 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$36.6 M	\$22.4 M	\$0.0 M	\$0.0 M	-\$0.7 M	\$58.3 M	TC / FR	FHWA / SH / LOC
57	<b>Transit and Multimodal</b>	\$337.2 M	\$94.0 M	\$0.0 M	\$0.0 M	\$52.4 M	\$483.6 M		
58	Recreational Trails	\$1.4 M	\$1.6 M	\$0.0 M	\$0.0 M	-\$1.7 M	\$1.3 M	FR	FHWA
59	Safe Routes to School	\$8.6 M	\$3.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.7 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$48.1 M	\$21.6 M	\$0.0 M	\$0.0 M	\$1.2 M	\$70.9 M	FR	FHWA / LOC
61	Transit Grant Programs	\$80.7 M	\$51.7 M	\$0.0 M	\$0.0 M	\$36.0 M	\$168.5 M	FR / SL / TC	FTA / LOC / SB 09-108

62	Multimodal Options Program - Local	\$136.8 M	\$6.3 M	\$0.0 M	\$0.0 M	\$22.7 M	\$165.8 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$15.4 M	\$9.6 M	\$0.0 M	\$0.0 M	-\$7.1 M	\$17.9 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$46.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.3 M	\$47.5 M	SL / TC	SB 21-260
65	<b>Administration &amp; Agency Operations</b>	<b>\$27.1 M</b>	<b>\$112.1 M</b>	<b>\$0.0 M</b>	<b>\$10.2 M</b>	<b>-\$6.4 M</b>	<b>\$143.0 M</b>		
66	Agency Operations	\$26.5 M	\$66.2 M	\$0.0 M	\$4.7 M	-\$8.3 M	\$89.2 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$44.5 M	\$0.0 M	\$5.4 M	-\$0.1 M	\$49.8 M	SL	SH
68	Project Initiatives	\$0.6 M	\$1.4 M	\$0.0 M	\$0.0 M	\$2.0 M	\$3.9 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>\$76.6 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>-\$136.0 M</b>	<b>\$159.4 M</b>	<b>\$100.0 M</b>		
72	Contingency Fund	\$32.1 M	\$0.0 M	\$10.0 M	\$5.0 M	\$2.0 M	\$49.1 M	TC	FHWA / SH
73	Commission Reserve Funds	\$44.5 M	\$0.0 M	-\$10.0 M	-\$141.0 M	\$157.4 M	\$50.9 M	TC	FHWA / SH
74	<b>Other Programs</b>	<b>\$50.2 M</b>	<b>\$34.3 M</b>	<b>\$0.0 M</b>	<b>\$1.8 M</b>	<b>\$0.7 M</b>	<b>\$87.0 M</b>		
75	Safety Education	\$35.5 M	\$15.8 M	\$0.0 M	\$1.8 M	\$1.5 M	\$54.6 M	TC/FR	NHTSA / SSE
76	Planning and Research	\$6.7 M	\$17.4 M	\$0.0 M	\$0.0 M	-\$1.0 M	\$23.2 M	FR	FHWA / SH
77	State Infrastructure Bank	\$8.0 M	\$1.1 M	\$0.0 M	\$0.0 M	\$0.1 M	\$9.2 M	TC	SIB
78	<b>Total - CDOT</b>	<b>\$2,536.1 M</b>	<b>\$1,556.7 M</b>	<b>\$0.0 M</b>	<b>\$10.5 M</b>	<b>\$695.6 M</b>	<b>\$4,798.9 M</b>		
<b>79 Colorado Bridge &amp; Tunnel Enterprise (BTE)</b>									
80	Capital Construction	\$22.6 M	\$101.7 M	\$0.0 M	\$0.0 M	\$167.2 M	\$291.4 M		
81	Asset Management-BTE	\$22.6 M	\$101.7 M	\$0.0 M	\$0.0 M	\$167.2 M	\$291.4 M		
82	Bridge Enterprise Projects	\$22.6 M	\$101.7 M	\$0.0 M	\$0.0 M	\$167.2 M	\$291.4 M	BEB	SB 09-108, SB 21-260
83	<b>Maintenance and Operations</b>	<b>\$0.0 M</b>	<b>\$0.8 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$1.4 M</b>		
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	<b>Administration &amp; Agency Operations</b>	<b>\$4.4 M</b>	<b>\$1.8 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$1.6 M</b>	<b>\$7.9 M</b>		
87	Agency Operations-BTE	\$4.4 M	\$1.8 M	\$0.0 M	\$0.0 M	\$1.6 M	\$7.9 M	BEB	SB 09-108, SB 21-260
88	<b>Debt Service</b>	<b>\$0.0 M</b>	<b>\$48.7 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>-\$16.6 M</b>	<b>\$32.1 M</b>		
89	Debt Service-BTE	\$0.0 M	\$48.7 M	\$0.0 M	\$0.0 M	-\$16.6 M	\$32.1 M	BEB	FHWA / SH
90	<b>Total - Bridge &amp; Tunnel Enterprise (BTE)</b>	<b>\$27.1 M</b>	<b>\$153.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$152.2 M</b>	<b>\$332.8 M</b>		
<b>91 Colorado Transportation Investment Office (CTIO)</b>									
92	Maintenance and Operations-CTIO	\$54.3 M	\$66.2 M	\$0.0 M	\$0.0 M	\$488.4 M	\$608.9 M		
93	Express Lanes Operations	\$54.3 M	\$66.2 M	\$0.0 M	\$0.0 M	\$488.4 M	\$608.9 M	HPTEB	Tolls / Managed Lanes Revenue
94	<b>Administration &amp; Agency Operations-CTIO</b>	<b>\$2.9 M</b>	<b>\$4.1 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.1 M</b>	<b>\$7.0 M</b>		
95	Agency Operations-CTIO	\$2.9 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.1 M	\$7.0 M	HPTEB	Fee for Service
96	<b>Debt Service-CTIO</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>		
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>\$488.5 M</b>	<b>\$615.9 M</b>		
<b>99 Clean Transit Enterprise (CTE)</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	<b>Administration &amp; Agency Operations</b>	<b>\$0.0 M</b>	<b>\$1.5 M</b>	<b>\$0.0 M</b>	<b>-\$0.2 M</b>	<b>\$0.0 M</b>	<b>\$1.3 M</b>		
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	<b>Debt Service</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>		
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 (CTE)</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>		
<b>109 Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)</b>									
110	Multimodal Services & Electrification	\$6.6 M	\$8.3 M	\$0.0 M	\$0.5 M	\$1.8 M	\$17.1 M		
111	Mobility	\$6.6 M	\$8.3 M	\$0.0 M	\$0.5 M	\$1.8 M	\$17.1 M		
112	NAAPME Projects	\$6.6 M	\$8.3 M	\$0.0 M	\$0.5 M	\$1.8 M	\$17.1 M	NAAPMEB	SB 21-260
113	<b>Administration &amp; Agency Operations</b>	<b>\$0.3 M</b>	<b>\$0.2 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>-\$0.4 M</b>	<b>\$0.2 M</b>		
114	Agency Operations-NAAPME	\$0.3 M	\$0.2 M	\$0.0 M	\$0.0 M	-\$0.4 M	\$0.2 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	<b>Debt Service</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.0 M</b>	<b>\$0.2 M</b>	<b>\$0.2 M</b>		
117	Debt Service-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	\$0.2 M	NAAPMEB	SB 21-260
118	<b>Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)</b>	<b>\$6.9 M</b>	<b>\$8.5 M</b>	<b>\$0.0 M</b>	<b>\$0.5 M</b>	<b>\$1.6 M</b>	<b>\$17.5 M</b>		
119	<b>Total - CDOT and Enterprises</b>	<b>\$2,627.3 M</b>	<b>\$1,797.5 M</b>	<b>\$0.0 M</b>	<b>\$10.8 M</b>	<b>\$1,337.9 M</b>	<b>\$5,774.1 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.

Key to Acronyms:

AB = Aeronautics Board

BEB = Bridge Enterprise Board

CTB = Clean Transit Board

DS = Debt Service

FR = Federal

HPTEB = High Performance Transportation Enterprise Board

LOC = Local

M = millions in dollar amount

NAAPMEB = Nonattainment Area Air Pollution Mitigation Enterprise Board

SA = State Aviation

SB = Senate Bill

SH = State Highway  
SIB = State Infrastructure Bank  
SL = State Legislature  
TC = Transportation Commission



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Budget Director

**Date:** June 20, 2024

**Subject:** Annual Review of Policy Directive 703.0

### Purpose

To provide an annual review and update of Policy Directive (PD) 703.0 and request Transportation Commission (TC) consideration of proposed changes. This includes an explanation of the PD and how well the policies and thresholds have been functioning.

### Action

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

### Background

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

The TC last reviewed the PD in depth at the beginning of Calendar Year 2023 and adopted a fully revised and updated PD. Staff reviews the PD and provides an update to the TC annually.

### Recommended Updates:

In this year's review staff has found that overall the PD provides clear guidance on how staff must handle all types of transactions and generally covers the entire array of potential transactions. There are a few updates that staff is recommending to ensure the PD reflects current programs and policies and to address some gaps and opportunities that have been identified. The majority of recommended updates impact the appendices within the PD.

Staff is proposing the following updates:

### Narrative:

- Removing language relating to the Statewide Transportation Improvement Plan



(STIP). CDOT is required to develop a STIP per federal regulation 23 CFR 450.218 and the STIP is governed by the [Project Priority Programming Process \(4P\)](#). The Transportation Commission reviews and approves the STIP development process separately from PD 703.0. Therefore the information does not need to be included in this policy.

- Formalizing the risk levels within the narrative and removing the language from the appendices to simplify the appendix language.
- Grammatical and language updates to provide additional clarification throughout. Adding the new Fuels Impact Enterprise.

#### **Appendix B: Project Transactions**

- General Updates: Update the entire appendix to ensure all existing programs are represented, they are placed in the correct category, and all new programs are added.
  - Remove “Pandemic Relief” because this program has concluded
  - Add “COBRA” to the Capital Construction section and “Rail” to the Multimodal Services section.
  - Move “Rest Areas” and “Property” from Maintenance and Operations to Capital Construction.
  - Remove Maintenance Reserve from the Project Transaction Appendix because it is included in the Budget Transactions Appendix.
  - Remove the Transit Grant Programs line and add “Transit Programs” to the existing line under the Multimodal Services category. Remove “Grant” so that the term encompasses all Transit Programs. The approval thresholds remain the same.

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

- Budget Amendments and Other Changes:
  - Add language to provide clarification for the maintenance reserve: individual transactions less than \$1 million require EMT approval while *all* Snow and Ice and Wildfire reimbursements require EMT approval.
  - Add language to clarify that when speaking about transfers between budget line items, the PD is referring to line items that are within the Revenue Allocation Plan.
  - Add language to allow staff to make administrative transfers to facilitate the execution of funds based on prior Transportation Commission approved purposes by obtaining 2 signatures from CDOT management.

#### **Appendix D: Other Transactions**

- Staff proposes deleting this appendix because the topics within this appendix either currently are or can be addressed in other places. Topics appear either within other appendices in PD 703.0, within state statute, or as requirements of other processes.

- Capital Development Committee: Staff proposes removing this line. The Department is required by statute (43-1-113 (2.5) C.R.S) to submit a request to the capital development committee, therefore it is not something that is subject to TC decision making.
- Cash Balances and Revenue Forecasts: “Periodic risk assessment cash balance threshold.” Staff proposes removing this line. This already appears in Appendix E. Cash Balance. “Annually/As Needed - Report on the effectiveness of management process and practices, any recommendations for process changes, or changes to thresholds.”
- Commercial Loans: Staff proposes removing this line. The Department does not have the statutory authority to take a commercial loan. It is prohibited under Section 20 of Article X and Article XI of the state constitution.
- Federal Funds Transfers: Staff proposes removing this line. Transfers between fund types per 23 U.S. Code § 126 increase the ability for CDOT to maximize federal reimbursements in the current time period and do not impact the budgetary authority of individual programs. These transactions don’t pose a specific risk that requires TC review.
- Full Time Employee Requests: Staff proposes moving this line to Appendix C: Budget Transactions under “Other Budget Transfers.”
- Maintenance Projects (M Projects): Staff proposes removing this line. Maintenance projects are addressed in Colorado Statutes 24-92-109 and 24-92-116. These address specific dollar thresholds for required reporting to the Transportation Commission, approval from the TC, and the Project cost cap.
- Use of Toll Credits: Staff proposes removing the line to align with the procedure currently in place for all other funding sources. Currently the Transportation Commission does not review or approve the determination of state, federal, or the funding mix within the project. This is an internal process that does require EMT approval which is documented internally therefore it doesn’t require a line in this PD.
- STIP: Staff proposes removing language relating to the Statewide Transportation Improvement Plan (STIP). CDOT is required to develop a STIP per federal regulation 23 CFR 450.218 and the STIP is governed by the [Project Priority Programming Process \(4P\)](#). The Transportation Commission reviews and approves the STIP development process separately from PD 703.0.

#### **Appendix E: Cash Balance**

- No substantial changes. Staff proposes deleting an outdated reference to years.

#### **Appendix F: Enterprise Policies**

- Staff proposes adding a new appendix that contains information on what policies the CDOT Enterprises follow for budgetary matters to act as a reference.
- Some items worth noting:
  - As the Fuels Impact Enterprise is still being established, their board will be approving all budget transactions no matter the dollar amount. As FIE becomes

functional, they will create their own Policy Directive to guide Budget Transactions to be adopted by their board.

- The Non-Attainment Air Pollution Mitigation Enterprise is currently in the process of adopting Their Fiscal Management Policy. This will be reviewed in their June meeting. A link will be provided to the formal adopted PD once the board has approved it .

### **Next Steps**

TC approval of updated PD 703.0

### **Attachments**

PD 703.0 Narrative - Clean Version

PD 703.0 Narrative - Red Lined Version

PD 703.0 Appendices - Clean Version

PD 703.0 Appendices - Red Lined Version

Presentation



## Policy Directive 703.0

**Subject:** Annual Budget, Project Budgeting, and Cash Management Principles  
**Effective Date:** 00/00/0000  
**Supersedes:** If applicable. insert PD number  
**Originating Office:** Office of Financial Management and Budget (OFMB)

### I. Purpose

The purpose of this Policy Directive is to establish the policy by which the Colorado Department of transportation will determine and submit the annual budget, project budgets, or any other relevant budgetary matters to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters by deferring lesser decisions to Executive Management or Staff according to risk.

### II. Authority

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

### III. Applicability

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

### IV. Definitions

See Appendix A “Definitions”

### V. Policy

1. **Scope.** This Policy Directive applies to all funds and accounts administered by the Department. The scope included the formation and execution of the Department’s budget and the approval of the Department’s programs.
2. **Objective.** The objective of this Policy Directive is to document annual budget and project budgeting policies followed by the Department with the Commission’s approval to effectively manage the flow of funds to the Department’s construction and maintenance projects, applying effective and efficient cash management strategies.
  - a. The Commission will evaluate the Department’s ability to apply effective and efficient cash management strategies using the following criteria:

## Policy Directive 0703.0

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

### 3. Principles

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

## Policy Directive 0703.0

greater than or equal to \$1.0 million. Moderate risk is defined as transfers that are less than \$1.0 million but greater than or equal to \$250,000. Low risk is defined as transfers below \$250,000 or any transfer to and from the Property Management Pool for controlled maintenance or approved building improvements, or transfers to and from Strategic Safety for approved program initiatives and projects. Transfers between 10 Year Plan Project lines that correspond to an approved project list are also low risk.

### 4. Annual Budget

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

### 5. Statewide Transportation Improvement Program (STIP)

- a. Pursuant to 23 C.F.R. 450.216, the Department is required to develop a STIP.
- b. All projects must be included in the STIP prior to budgeting. For more information, please see the Project Priority Programming Process (4P) Guidelines.

### 6. Project Budgets

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

## Policy Directive 0703.0

outlined in Appendix B.

### 7. Cash Balance Policy

- a. The Department shall prepare and maintain a Fund 400 Forecast model for the purpose of managing the Department's cash balance.
- b. This model will incorporate SAP expenditures, analytical forecasts with vendor construction project drawdown schedules, and forecasted revenues.
- c. The resulting cash balance forecast will be charted against the Transportation Commission approved cash balance risk points.
- d. Risk will be identified and managed monthly through a Fund 400 Cash Management process.
- e. The cash balance threshold will be reviewed as necessary. Any recommended changes for levels of risk or annual average monthly balance will be approved by the Commission.
- f. Level of Department risks approved by the Commission and the Fund 400 Cash Management process principles are identified and maintained within Appendix E - Cash Management.

### VI. Documents Referenced in This Directive

1. Appendix A - "Definitions"
2. Appendix B - "Project related Transactions"
3. Appendix C - "Budget Related Transactions"
4. Appendix D - "Cash Balance"
5. Appendix E - "Enterprise Policies"

### VII. Implementation Plan

This Policy Directive shall be effective upon [SIGNATURE/DATE]. The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

The Division of Accounting and Finance shall oversee the implementation of this Policy Directive.

The Office of Financial Management and Budget shall provide input regarding how the implementation of this Policy Directive impacts the overall safety of our employee population and its integration into building emergency response plans.

## Policy Directive 0703.0

### X. Review Date

This Directive shall be reviewed on or before DATE.

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Shoshana M. Lew  
Executive Director

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Date of Approval

### Appendix A - Definitions

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

“Amendment” shall mean a change to the Budget allocation, either through an increase, decrease or transfer between budget lines contained in the Revenue Allocation Plan.

“Approval” shall mean administrative permission to proceed with a project, program, or other anticipated expenditure that will require one or more officials to exercise their expenditure authorities in order to enter into one or more commitments to pay for goods or services that are needed to accomplish the project or program objectives. For purposes of this Policy Directive, Approval authority will be determined based on risk outlined in each Appendix. There are 3 possible risk levels needing varying approval: Staff, Executive Management Team (EMT) and Transportation Commission.

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

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

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



## Policy Directive 0703.0

informational item.

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

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

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

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

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

“Risk Levels” are identified within the appendices using the terminology “TC Approval Required”, “EMT Approval Required” or “Staff Approval” as well as respective color coding (Red, Yellow, Green) as a visual aid.

“High Risk: TC Review and Approve” means that the transaction must be presented for review to the Transportation Commission and the Department must obtain a signed resolution in order to complete the transaction.

“Moderate Risk: EMT Approval Required” means that the transaction must be presented for review to the Executive Management Team and staff must obtain two signatures from the following positions: the Executive Director (or designee), the Chief Engineer, the Chief Financial Officer as well as a Director from an Enterprise if applicable. Anything impacting an Enterprise must be provided as informational to the relevant Enterprise Board.

“Low Risk: Staff Manage” means that staff can make the determination whether to approve and complete the transaction based on existing state and federal rules and regulations and internal policies and procedures.

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

## Policy Directive 0703.0

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

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

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

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

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



## Policy Directive 703.0

Subject: Annual Budget, Project Budgeting, and Cash Management Principles  
Effective Date: 00/00/0000  
Supersedes: If applicable. insert PD number  
Originating Office: Office of Financial Management and Budget (OFMB)

### I. Purpose

The purpose of this Policy Directive is to establish the policy by which the Colorado Department of transportation will determine and submit the annual budget, ~~and~~ ~~projected~~ budgets, ~~or any other relevant budgetary matters~~ to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters ~~by deferring lesser decisions to Executive Management or Staff according to risk.~~

### II. Authority

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

### III. Applicability

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

### IV. Definitions

See Appendix A “Definitions”

### V. Policy

1. **Scope.** This Policy Directive applies ~~applied~~ to all funds and accounts administered by the Department. The scope included the formation and execution of the Department’s budget and the approval of the Department’s programs.
2. **Objective.** The objective of this Policy Directive is to document annual budget and project budgeting policies followed by the Department with the Commission’s approval to ~~effectively manage~~ ~~maximize~~ the flow of funds to the Department’s construction and maintenance projects, applying effective and efficient cash management strategies.
  - a. The Commission will evaluate the Department’s ability to apply effective and efficient cash management strategies using the following criteria:
    - ~~i. Available revenues in Statewide Transportation Improvement Program (STIP) are as high as can be justified within relevant state and federal laws;~~
    - ~~ii. Those revenues are fully allocated to programs or groups of~~

## Policy Directive 0703.0

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

### 3. Principles

- a. Financial risk is a necessary element in maximizing the flow of funds to projects. The Department may take necessary financial risks in order to accelerate projects while implementing the necessary controls in order to stay in compliance within overall risk management measures.
- b. Transportation Commission approval will be required only when a transaction represents a high or substantial risk. Moderate or low risk items may be approved by the Executive Management Team or Staff level authority, respectively. High risk transactions are those transactions which by either the amount or substance represent elevated (non-routine) risk from a compliance and internal controls perspective, represent a significant decision of policy, or represent a decision which public or stakeholder engagement is required, expected, or desired. Examples of actions for which risk is evaluated include:
  - i. Changes to the funds allocated to a budgetary program or region
  - ii. Changes to the funds apportioned to a project or cost center
  - iii. Deviations in program applicability **at the project level or eligibility**
- c. Level of Department and Commission governance is aligned to the level of risk.
  - i. Appendix B "Projects Related Transactions"; In the case of project level adjustments, high risk is identified as an increase greater than or equal to 15% and greater than or equal to \$5,000,000. Moderate risk is identified as an increase between 10% to 15% or \$250,000 to \$500,000 or less than 15% and between \$500,000 to \$4,999,999.
  - ii. Appendix C "Budget Transactions"; Transfers between budget line items **in the Revenue Allocation Plan** identified as high risk are greater than or equal to \$1.0 million. Moderate risk **is defined as transfers that are less high-risk are greater than or equal to** \$1.0 million but greater than or equal to \$250,000. Low risk is defined as transfers below \$250,000 or any transfer to and from the Property Management Pool for controlled maintenance or

## Policy Directive 0703.0

approved building improvements, or transfers to and from Strategic Safety for approved program initiatives and projects. Transfers between 10 Year Plan Project lines that correspond to an approved project list are also low risk.

~~iii. Appendix D “Other Transactions”; Transaction specific risk types are assigned within the appendix.~~

### 4. Annual Budget

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

### 5. Statewide Transportation Improvement Program (STIP)

- a. Pursuant to 23 C.F.R. 450.216, the Department is required to develop a STIP.
- b. ~~All projects must be included in the STIP prior to budgeting. For more information, please see the Project Priority Programming Process (4P) Guidelines. The Department shall use the STIP as the principal expression of its programs and projects for the execution of all federal dollars assigned to transportation projects that have been adopted by the TC. For purposes of this PD, this will include highway construction and any federalized transit projects funded with specific state funding, such as FASTER transit.~~
- c. ~~Any project that requires federal authorization or obligation must be included in the STIP prior to any budget actions. Guidelines for developing the STIP may be found here: STIP Development Guidelines (4P). Guidance for amending or modifying the STIP may be found here: STIP Amendment Guidelines.~~
- d. ~~The STIP will be amended at least once a year for major changes. Upon the conclusion of a fiscal year, a new fiscal year will be amended into the STIP as the fourth federally recognized year.~~
- e. ~~Amendments that occur within Metropolitan Planning Organization (MPO) areas will be handled by the MPO and then summarized on a regular basis for Executive Director approval.~~

### 6. Project Budgets

## Policy Directive 0703.0

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

### 7. Cash Balance Policy

- a. The Department shall prepare and maintain a Fund 400 Forecast model for the purpose of managing the Department's cash balance.
- b. This model will incorporate SAP expenditures, ~~and~~ analytical forecasts with vendor construction project drawdown schedules, and ~~forecasted budget~~ revenues.
- c. The resulting cash balance forecast will be charted against the Transportation Commission approved cash balance risk points.
- d. Risk will be identified and managed monthly through a Fund 400 Cash Management process.
- e. The cash balance threshold will be reviewed as necessary. Any recommended changes for levels of risk or annual average monthly balance will be approved by the Commission.
- f. Level of Department risks approved by the Commission and the Fund 400 Cash Management process principles are identified and maintained within Appendix E - Cash Management.

## VI. Documents Referenced in This Directive

1. Appendix A - "Definitions"
2. Appendix B - "Project related Transactions"
3. Appendix C - "Budget Related Transactions"
- ~~4. Appendix D - "Other Transactions"~~
5. Appendix ~~D-E~~ - "Cash Balance"
6. Appendix E - "Enterprise Policies"

## VII. Implementation Plan

This Policy Directive shall be effective upon [SIGNATURE/DATE]. The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

The Division of Accounting and Finance shall oversee the implementation of this Policy Directive.

The Office of Financial Management and Budget shall provide input regarding how the implementation of this Policy Directive impacts the overall safety of our employee

## Policy Directive 0703.0

population and its integration into building emergency response plans.

### X. Review Date

This Directive shall be reviewed on or before DATE.

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Shoshana M. Lew  
Executive Director

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Date of Approval

### Appendix A - Definitions

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

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“Approval” shall mean administrative permission to proceed with a project, program, or other anticipated expenditure that will require one or more officials to exercise their expenditure authorities in order to enter into one or more commitments to pay for goods or services that are needed to accomplish the project or program objectives. For purposes of this Policy Directive, Approval authority will be determined based on risk outlined in each Appendix. There are 3 possible risk levels needing varying approval: Staff, Executive Management Team (EMT) and Transportation Commission.

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

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

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

## Policy Directive 0703.0

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

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

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

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

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

“Risk Levels” are identified within the appendices using the terminology “TC Approval Required”, “EMT Approval Required” or “Staff Approval” as well as respective color coding (Red, Yellow, Green) as a visual aid.

“High Risk: TC Review and Approve” means that the transaction must be presented for review to the Transportation Commission and the Department must obtain a signed resolution in order to complete the transaction.

“Moderate Risk: EMT Approval Required” means that the transaction must be presented for review to the Executive Management Team and staff must obtain two signatures from the following positions: the Executive Director (or designee), the Chief Engineer, the Chief Financial Officer as well as a Director from an Enterprise if applicable. Anything impacting an Enterprise must be provided as informational to the relevant Enterprise Board.

“Low Risk: Staff Manage” means that staff can make the determination whether to approve and complete the transaction based on existing state and federal rules and regulations and internal policies and procedures.

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

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

~~“STIP Amendment” shall mean any major change to a project, including addition or~~



## Policy Directive 0703.0

~~deletion, major change to cost, initiation dates, or scope, including amending a year into the STIP.~~

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

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

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

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

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

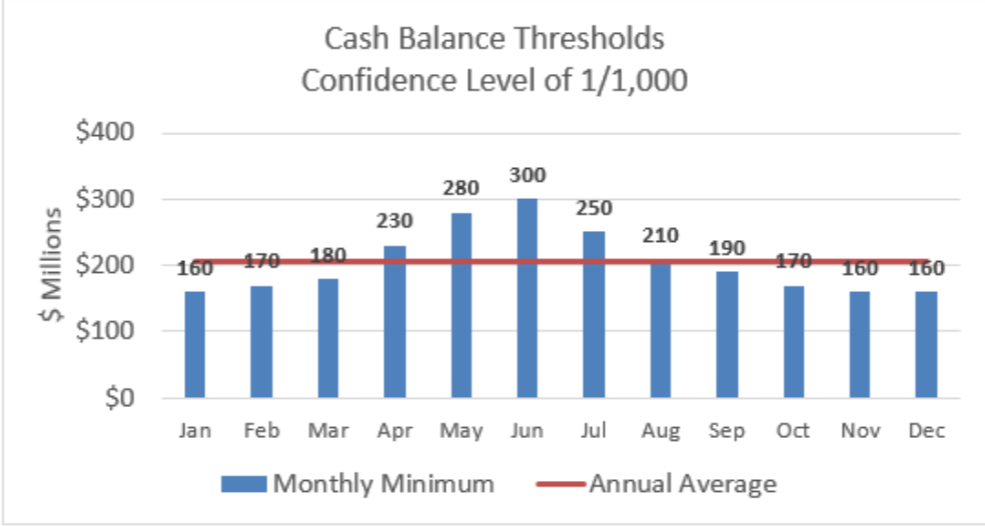
## Appendix B - Project Related Transactions

Program Code for Staff View Only	Project Type	Original Construction Budget	Pre-Award Adjustment and Contract Modification Orders			Project Closure Adjustments
			1) Greater than or equal to 15% and greater than or equal to \$500,000 ; or 2) greater than or equal to \$5,000,000 above the original approved amount	1) 10% or greater and between \$250,000-\$500,000 above the original approved amount; or 2) Less than 15% and between \$500,000 and \$4,999,999 above the original approved amount	1) Less than \$250,000 above the original approved amount; or 2) less than 10% and between \$250,000-\$499,999 above the original approved amount	
<b>Capital Construction</b>						
BAP, BBP, BCP, BFP, BTP, BWP, CBP, CBR, CCP, CTP, CWP, ITM, ITS, SGA, SGN, SUR, RAR, RFM, SM265-010	Asset Management: Surface Treatment, Structures (Bridge On-System, Culverts, Walls, Tunnels, High Mast Lighting), System Operations (ITS Maintenance, Traffic Signals), Geohazard Mitigation	TC Approval Required if not based on established selection process Staff Approval if based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
EMR, E15	Emergency Relief	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO				Staff Approval
HAZ, HLZ, FSA, FSB, SAE	Highway Safety Improvement Program, FASTER Safety Program	TC Approval Required if not based on established selection process Staff Approval if based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
10A, 10C, 10M, 262, 6CR, SHV, 7PX, 7PT, PAN, SB1, SBT, PRT, BFP	Strategic Projects - 10 Year Plan (i.e. SB 17-267, SB 18-001, Legislative Funding, PROTECT, Bridge Formula Program, Carbon Reduction)	TC Approval Required if not based on established selection process Staff Approval if based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
FR8	National Highway Freight Program	TC Approval Required if not based on established selection process Staff Approval if based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
PWQ, RRC, HOT, ADA, RPP, TSV, LNX, WLX, OPN, OPS, COB, COR	Other Capital Programs - Permanent Water Quality Mitigation, Railway-Highway Crossings Program, Hot Spots, ADA Compliance, RPP, Vulnerable Populations, Congestion Relief, Wildlife Crossings, Wetland Mitigation, COBRA, Rest Areas, Property	Staff Approval				
<b>Maintenance and Operations</b>						
Cost Centers	Maintenance Program Areas	For all MLOS transactions, including Maintenance Projects, see "Other Transactions"				
ITI	ITS Investments	TC Approval Required if not based on established selection process Staff Approval if based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
MTC, MTO		Other Maintenance and Operations Programs - Property, Road Equipment, Rest Areas, Strategic Safety Program, Real-Time Traffic Operations	Staff Approval			
<b>Multimodal Services</b>						
RMS, RMA, SMS, MMA, MMM, MDC, MSC, MDF, MDT, OIM, EVP, BUS, BOP, BOB, DIR, TRG, STL	Innovative Mobility, Multimodal Options, Bustang, Mainstreets Programs, and National Electric Vehicle Infrastructure, Rail, Transit Programs	TC Approval Required if not based on established selection process Staff Approval if based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
<b>Suballocated Programs</b>						
SAR	Safe Routes to School	TC Approval Required if not based on established selection process Staff Approval if based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
6CB, 6CE, 6CG, 6CL, 6DR, 6GV, 6NF, 6PP, 6PU, AER, MDR, MNF, MPP, MD9, CMA, CDR, CNF, CPP, CQR, CUF, MPH, MPT, BRO, BIO, RCT, TAP, TDR, TPP, TNF, PDR, PPK, PNF	Other Suballocated Programs: Aviation System Programs, STBG-Urban, CMAQ, Metro Planning, Off-System Bridge, Recreational Trails, Transportation Alternatives, Carbon Reduction	Staff Approval				
<b>Other Programs</b>						
SPR, PRI, HQI, CRI, DST	Other Non Capital Programs: State Planning and Research, Headquarters Initiatives, Civil Rights Initiatives, Debt Service	Staff Approval				
DIS, EAR, LOC, LOM	Federal Discretionary Grants - State Match Required	Submittal of Grant does not require Commission Approval. Refer to respective line item of Appendix B for rules governing the state match.				
	Federal Discretionary Grants - No State Match Required	Staff Approval				
	Local contributions and overmatch	Staff Approval				
<b>Enterprises</b>						
SSR, BTE, BEF, FBE, DSB	Bridge and Tunnel Enterprise	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
HP1, HP4, HP6, HB5	Colorado Transportation Investment Office	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO as well as the Director of CTIO	Staff Approval	
CTE	Clean Transit Enterprise	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
NAP	Nonattainment Area Air Pollution Mitigation Enterprise	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	

## Appendix C - Budget Related Transactions

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

# Appendix D - Cash Balance

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

## Appendix E - Enterprise Policies

Enterprises	Description	Links
Clorado Transportation Investment Office (CTIO)	CDOT and CTIO currently have an MOU in place that provides comprehensive guidance on budget transaction processes and thresholds.	<a href="#">2022-02-08 CDOT HPTE MOU</a>
Non-Attainment Air Polution Mitigation Enterprise (NAAPME)	NAAPME is not governed by PD 703.0. The NAAPME Fiscal Management Policy governs its budget processes.	<a href="#">NAAPME Fiscal Management Policy</a>
Clean Transit Enterprise (CTE)	CTE is not governed by PD 703.0. It is subject to its own Policy Directive that governs budget processes.	<a href="#">CTE Policy Directive (August 2023)</a>
Fuels Impact Enterprise (FIE)	The FIE Board will approve all transactions no matter the dollar amount until it approves its own Policy Directive.	
Bridge and Tunnel Enterprise (BTE)	BTE utilizes PD 16.1, which outlines the established BTE Budget Supplement request process, to budget projects in both the preconstruction and construction phases. The PD stipulates that Staff must follow PD 703.0 when any budget increase, regardless of project phase, exceeds the total budget that was initially approved by the BTE Board of Directors. BTE cost centers and pool transactions are also subject to PD 703.0.	<a href="#">016.1 PD BE Mgmt of FASTER Rev and Bridge Projects</a>

## Appendix B: Project Related Transactions

Program Code for Staff View Only	Project Type	Original Construction Budget	Pre-Award Adjustment and Contract Modification Orders			Project Closure Adjustments
			1) Greater than or equal to 15% and greater than or equal to \$500,000 ; or 2) greater than or equal to \$5,000,000 above the original approved amount	1) 10% or greater and between \$250,000-\$500,000 above the original approved amount; or 2) Less than 15% and between \$500,000 and \$4,999,999 above the original approved amount	1) Less than \$250,000 above the original approved amount; or 2) less than 10% and between \$250,000-\$499,999 above the original approved amount	
<b>Capital Construction</b>						
BAP, BBP, BCP, BFP, BTP, BWP, CBP, CBR, CCP, CTP, CWP, ITM, ITS, SGA, SGN, SUR, RAR, RFM, SM265-010	Asset Management: Surface Treatment, Structures (Bridge On-System, Culverts, Walls, Tunnels, High Mast Lighting), System Operations (ITS Maintenance, Traffic Signals), Geohazard Mitigation	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
		Staff Approval if based on established selection process				
EMR, E15	Emergency Relief	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO				Staff Approval
HAZ, HLZ, FSA, FSB, SAE	Highway Safety Improvement Program, FASTER Safety Program	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
		Staff Approval if based on established selection process				
10A, 10C, 10M, 262, 6CR, SHV, 7PX, 7PT, PAN, SB1, SBT, PRT, BFP	Strategic Projects - 10 Year Plan (i.e. SB 17-267, SB 18-001, Legislative Funding, <b>Pandemic Relief</b> , PROTECT, Bridge Formula Program, Carbon Reduction)	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
		Staff Approval if based on established selection process				
FR8	National Highway Freight Program	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
		Staff Approval if based on established selection process				
PWQ, RRC, HOT, ADA, RPP, TSV, LNX, WLX, OPN, OPS, <b>COB, COR</b>	Other Capital Programs - Permanent Water Quality Mitigation, Railway-Highway Crossings Program, Hot Spots, ADA Compliance, RPP, Vulnerable Populations, Congestion Relief, Wildlife Crossings, Wetland Mitigation, <b>COBRA, Rest Areas, Property</b>	Staff Approval				
<b>Maintenance and Operations</b>						
Cost Centers	Maintenance Program Areas	For all MLOS transactions, including Maintenance Projects, see "Other Transactions"				
<b>TCS</b>	<b>Maintenance Reserve</b>	<b>TC Approval Required (Pre-approval of Chair if confirmation item in advance of monthly Commission meeting)</b>				
ITI	ITS Investments	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
		Staff Approval if based on established selection process				
MTC, MTO	Other Maintenance and Operations Programs - <b>Property</b> , Road Equipment, <b>Rest Areas</b> , Strategic Safety Program, Real-Time Traffic Operations	Staff Approval				
<b>Multimodal Services</b>						
RMS, RMA, SMS, MMA, MMM, MDC, MSC, MDF, MDT, OIM, EVP, <b>BUS, BOP, BOB, DIR, TRG, STL</b>	Innovative Mobility, Multimodal Options, Bustang, Mainstreets Programs, and National Electric Vehicle Infrastructure, <b>Rail, Transit Programs</b>	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
		Staff Approval if based on established selection process				
<b>Suballocated Programs</b>						
SAR	Safe Routes to School	TC Approval Required if not based on established selection process	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
		Staff Approval if based on established selection process				
<b>DIR, TRG, STL, BOP, BUS</b>	<b>Transit Grant Programs</b>	<b>TC Approval Required if not based on established selection process</b>	<b>TC Approval Required</b>	<b>Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO</b>	<b>Staff Approval</b>	
		<b>Staff Approval if based on established selection process</b>				
6CB, 6CE, 6CG, 6CL, 6DR, 6GV, 6NF, 6PP, 6PU, AER, MDR, MNF, MPP, MD9, CMA, CDR, CNF, CPP, CQR, CUF, MPH, MPT, BRO, BIO, RCT, TAP, TDR, TPP, TNF, PDR, PPK, PNF	Other Suballocated Programs: Aviation System Programs, STBG-Urban, CMAQ, Metro Planning, Off-System Bridge, Recreational Trails, Transportation Alternatives, Carbon Reduction, <b>Pandemic Relief</b>	Staff Approval				
<b>Other Programs</b>						
SPR, PRI, HQI, CRI, DST	Other Non Capital Programs: State Planning and Research, Headquarters Initiatives, Civil Rights Initiatives, Debt Service	Staff Approval				
DIS, EAR, LOC, LOM	Federal Discretionary Grants - State Match Required	Submission of Grant does not require Commission Approval. Refer to respective line item of Appendix B for rules governing the state match.				
	Federal Discretionary Grants - No State Match Required	Staff Approval				
	Local contributions and overmatch	Staff Approval				
<b>Enterprises</b>						
SSR, BTE, BEF, FBE, DSB	Bridge and Tunnel Enterprise	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
HP1, HP4, HP6, HB5	Colorado Transportation Investment Office	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO as well as the Director of CTIO	Staff Approval	
CTE	Clean Transit Enterprise	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	
NAP	Nonattainment Area Air Pollution Mitigation Enterprise	Enterprise Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Staff Approval	

## Appendix C: Budget Transactions

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

### Appendix D: Other Transactions

Transaction Type	High Risk: TC Review and Approve	Moderate Risk: EMT Approval Required 2 Signatures ED (or Designee), Chief Engineer, CFO as well as the Director of CTO if applicable -Report To and Inform TC or Enterprise Board	Low Risk: Staff Manage
Capital Development Committee	N/A	Any requests made to the CDC	N/A
Cash Balances and Revenue Forecasts	Periodic risk assessment cash balance threshold	Monthly Cash Memo	-Evaluate construction lettings each month
Commercial Loans	Change that will trigger a loan and require Legislative Authority	N/A	Payment schedule included in quarterly and annual reports
Federal Funds Transfers	N/A	Transfers between fund types per 23 U.S. Code 5 126	Transfers to/from other states for research projects or federal agencies, such as FTA
Full Time Employee Requests	Increasing the total # of CDOT FTE's	N/A	Filling existing vacancies or reclassifying to best meet business needs
Maintenance Projects (M Projects)	State performed maintenance work (Structure Repairs, Overlays, Seal Coats) costing in excess of \$50,000 up to \$150,000	Emergency projects within Maintenance budget	State performed maintenance work (Structure Repairs, Overlays, Seal Coats) costing less than \$50,000
Use of Toll Credits	N/A	Review Annual Statement of Toll Credit Earnings and Use, Provide strategic/programmatic direction	Execution of actions per strategic/programmatic direction
		Individual Use >=\$250,000 beyond preapproved strategy	Individual Use <\$250,000 beyond preapproved strategy
STIP	STIP Amendments no less than annually	Quarterly Annual analysis of fiscally constrained project schedule	Administrative Modifications



# Appendix E: Cash Management

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

## Appendix F - Enterprise Policies

Enterprises	Description	Links
Clorado Transportation Investment Office (CTIO)	CDOT and CTIO currently have an MOU in place that provides comprehensive guidance on budget transaction processes and thresholds.	<a href="#">2022-02-08 CDOT HPTE MOU</a>
Non-Attainment Air Polution Mitigation Enterprise (NAAPME)	NAAPME is not governed by PD 703.0. The NAAPME Fiscal Management Policy governs its budget processes.	<a href="#">NAAPME Fiscal Management Policy</a>
Clean Transit Enterprise (CTE)	CTE is not governed by PD 703.0. It is subject to its own Policy Directive that governs budget processes.	<a href="#">CTE Policy Directive (August 2023)</a>
Fuels Impact Enterprise (FIE)	The FIE Board will approve all transactions no matter the dollar amount until it approves its own Policy Directive.	
Bridge and Tunnel Enterprise (BTE)	BTE utilizes PD 16.1, which outlines the established BTE Budget Supplement request process, to budget projects in both the preconstruction and construction phases. The PD stipulates that Staff must follow PD 703.0 when any budget increase, regardless of project phase, exceeds the total budget that was initially approved by the BTE Board of Directors. BTE cost centers and pool transactions are also subject to PD 703.0.	<a href="#">016.1 PD BE Mgmt of FASTER Rev and Bridge Projects</a>



**COLORADO**

Department of Transportation

# June 2024 Proposed Changes to Policy Directive 703.0



# Agenda

- PD 703.0 Purpose
- PD 703.0 Structure
- Overview of Proposed Changes
- Proposed Changes in Detail



Top of the Rockies Scenic Byway



# Policy Directive 703.0 Purpose

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

Set Annual Budget	Proposed Budget (Nov) and Final Budget (Mar) Decision Items $\geq$ \$1M
Budget Amendments	Individual Transactions $\geq$ \$1M Transfer Between Budget Lines $\geq$ \$1M
Set Project Budgets	TC approval required if not on approved list or if not based upon program metrics
Project Supplements	$\geq$ 15% and $\geq$ \$500,000; or $\geq$ above the original approved amount
Year End Roll Forwards	$\geq$ \$1M per annum for cost centers Reallocation of funds between lines for pools

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



# PD 703.0 Appendix Structure

Appendix B	Appendix C	Appendix D	Appendix E
<b>Project Transactions</b>	<b>Annual Budget Transactions</b>	<b>Other Transactions</b>	<b>Cash Management</b>
Capital Construction	Development of Annual Budget	Capital Development Committee	Fund 400 Forecast model, deliverables, and reporting
Maintenance and Operations	Year End Roll Forwards	Cash Balances and Revenue Forecasts	
Multimodal Services	Budget Amendments and Other Changes	Commercial Loans	
Sub-allocated Programs	Other Budget Transfers	Federal Funds Transfers	
Other Programs		FTE Requests	
Enterprises		Maintenance Projects	
		Use of Toll Credits	
		STIP	



# What IS Changing and What IS NOT Changing

Staff recommend various updates to the document. A REDLINE version of the PD is in the packet to reference these proposed changes

## What is **not** Changing

- Overall purpose of the PD and the core content of the narrative section
- Types of transactions the document covers
- Purposes of each Appendix

## What is Changing

- Technical/ Clerical changes such as adding and removing programs, updating and/or simplifying terminology, etc.
- Appendices B and C - updates to ensure all programs are included, they are in the correct category, and new programs are added.



# Appendix B: Project Transactions

- Remove “Pandemic Relief” because this program has concluded
- Add “COBRA” to the Capital Construction section and “Rail” to the Multimodal Services section
- Move “Rest Areas” and “Property” from Maintenance and Operations to Capital Construction
- Remove Maintenance Reserve from the Project Transaction Appendix because it is included in the Budget Transactions Appendix
- Remove the Transit Grant Programs line and add “Transit Programs” to the existing line under the Multimodal Services category. Remove “Grant” so that the term encompasses all Transit Programs
- **All approval thresholds remain the same**





# Appendix C: Budget Transactions

- Add language to provide clarification for the maintenance reserve: individual transactions less than \$1 million require EMT approval while all Snow and Ice and Wildfire reimbursements require EMT approval. **This does not change the existing policy, only clarifies.**
- Add language to clarify that when speaking about transfers between budget line items, the PD is referring to line items that are within the Revenue Allocation Plan. **This does not change the existing policy, only clarifies.**
- Add language to allow staff to make administrative transfers to facilitate the execution of funds based on prior Transportation Commission approved purposes by obtaining 2 signatures from CDOT management.
- **All approval thresholds remain the same**



# Appendix D: Other Transactions

Capital Development Committee	The Department is required by statute (43-1-113 (2.5) C.R.S) to submit a request to the capital development committee
Cash Balances and Revenue Forecasts	This already appears in Appendix E: Cash Balance
Commercial Loans	All debt financing requires a signed resolution. This is consistent across all issuers and is not a specific requirement for CDOT or the State of Colorado.
Federal Funds Transfers	Transfers are used internally to maximize federal reimbursements and do not impact the budgetary authority of individual programs. Internal processes are in place.
Full Time Employee Requests	Relocating this line to Appendix C: Budget Transactions
Maintenance Project (M Projects)	C.R.S. 24-92-109 and 24-92-116 address specific dollar thresholds for required reporting to the TC, approval from the TC, and the Project cost cap
Use of Toll Credits	This is an internal process that relates to the determination of the funding mix within a project. Currently the TC does not review or approve these determinations
STIP	The STIP is required by 23 CFR 450.218 and is governed by the 4P process which is reviewed and approved by the TC through a separate process outside of PD 703.0

Staff proposes eliminating Appendix D because topics either currently are or can be addressed in other places. Topics are either within other appendices, state statute, or as requirements of other processes.



# New Appendix: Enterprise Policies

Enterprise	Description
Colorado Transportation Investment Office (CTIO)	CDOT and CTIO currently have an MOU in place that, in conjunction with PD 16.1 provides comprehensive guidance on budget transaction processes and thresholds
Non-Attainment Air Pollution Mitigation Enterprise (NAAPME)**	The Non-Attainment Air Pollution Mitigation Enterprise (NAAPME) is not governed by PD 703.0. The NAAPME Fiscal Management Policy governs its budget processes
Clean Transit Enterprise (CTE)	The Clean Transit Enterprise (CTE) is not governed by PD 703.0. CTE is subject to its own Policy Directive that governs budget processes
Fuels Impact Enterprise (FIE)*	The Fuels Impact Enterprise Board will approve all transactions no matter the dollar amount until it approves its own Policy Directive
Bridge and Tunnel Enterprise (BTE)	The Bridge and Tunnel Enterprise utilizes PD 16.1 for budget transactions in the preconstruction and construction phases of projects. Any increases above the amounts outlined in PD 16.1 in other project phases or cost center budget transactions are subject to PD 703.0

\*The FIE is currently approving all budget transactions no matter the dollar amount. As they become more established they will develop and adopt a policy directive.

\*\*NAAPME is currently in the process of adopting their fiscal management policy.



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Keith Stefanik, Chief Engineer

Jason Smith, Region 3 Region Transportation Director

Jeff Sudmeier, Chief Financial Officer

Patrick Holinda, Bridge and Tunnel Enterprise Manager

**Date:** June 13, 2024

**Subject:** US 50 Blue Mesa Reservoir Bridge Emergency Response Update and Funding Request

### Purpose

To update the Transportation Commission (TC) and Bridge and Tunnel Enterprise (BTE) Board on the status of the US 50 Blue Mesa Reservoir bridge closure and emergency response, and request additional funding to complete initial response activities and proceed with critical and permanent repairs.

### Action

Approval of Proposed Resolution #TC-13 (Budget Amendment) transferring \$10M from the TC Program Reserve to the TC Contingency.

Approval of Proposed Resolution #TC-14 (Budget Supplement) allocating \$10M from the TC Contingency to projects associated with the US 50 Blue Mesa Reservoir Bridge emergency response.

Approval of Proposed Resolution #TC-19 transferring the ownership of two US 50 Blue Mesa Reservoir Bridge structures from CDOT to the BTE.

Approval of Proposed Resolution #BTE-3 accepting the ownership of two US 50 Blue Mesa Reservoir Bridge structures.

Approval of Proposed Resolution #BTE-2 (BTE Budget Supplement) allocating \$81M to critical and permanent repair projects associated with the US 50 Blue Mesa Reservoir Bridge emergency response.

### Background

On Thursday, April 18, a safety closure was put in place for a bridge on US Highway 50 located west of Gunnison over the Blue Mesa Reservoir. During this time, CDOT was conducting a special required inspection of high-strength steel bridges as required by the

Federal Highway Administration (FHWA). This inspection was required because of known issues with similarly constructed bridges elsewhere in the country. A defect was observed during an early investigation of the bridge. CDOT immediately brought in a second inspection crew with resources to perform another method for testing whether the defect posed a safety hazard on the bridge. The second inspection took place on Thursday, April 18. The bridge was closed at the urging of the FHWA and state bridge engineering experts due to the findings of an ongoing safety inspection.

The following is an update on progress:

- **Detours**

- County Road 26 (CR 26) is currently using pilot cars with 7 crossings per day – with the exception of Wednesday that only has 5 passage times.
  - The State of Colorado legal maximum vehicle dimensions and weights will be enforced. This allows trailers and heavier commercial use of the CR 26 bypass.
  - Oversize or overweight vehicles are not allowed on CR 26 and must use the other CDOT recommended detours of I-70 to the north or US 160 to the south.
- County Road 12 (Kebler Pass) opened on June 1st.
  - CDOT contracted flaggers will be stationed at each end to enforce the 50 foot length restriction.
- County Road 25 (CR 25) is currently closed to through traffic.
  - Local residents are allowed to use the road.
  - CDOT is also currently working with Gunnison County to make improvements to CR 25 in preparation for possible use if the Lake Fork Bridge (K-07-A) needs to be shut down. This is being done as an additional risk and resiliency option ahead of additional safety inspections of the Lake Fork Bridge.

- **Bridges**

- Middle Bridge (K-07-B):
  - Critical inspections of the 118 butt welds within the tension zones of the three fracture critical spans have been completed.
  - Paint removal and primer for the critical repair locations has been completed.
  - Platforms beneath the bridge deck have been installed to facilitate the critical repairs and to facilitate secondary inspections.
  - Fabricated steel plates began arriving at the site on June 8-9.
  - Once critical repairs are made certain emergency services and passenger vehicles will be allowed on the bridge at intermittent passage times.
  - Intermittent opening is currently planned for July 4, 2024.
- Lake Fork Bridge (K-07-A):
  - This bridge is also required to be inspected per FHWA recommendations.

- Initial safety inspections occurred on April 11 concurrently with the Middle Bridge. The initial safety inspection did not find surface cracking that was found on the Middle Bridge.
  - CDOT is developing an inspection plan and schedule of work to complete the in-depth safety inspections.
  - Paint removal and in depth inspection is scheduled to begin in early July once the Middle Bridge permanent repairs have started and CR 25 improvements are complete.
  - CDOT will systematically make any required repairs to areas as defects are identified.
  - CDOT is currently preparing construction phasing and traffic control options that correlate with the Middle Bridge repairs.
- **Public Engagement**
    - CDOT leadership and staff immediately set up several recurring meetings with locals to provide consistent and timely updates.
    - CDOT also held multiple in-person and hybrid town halls in Gunnison and Montrose since the project began.
      - April 23, virtual
      - May 7, Gunnison
      - May 21, Gunnison
      - May 22, Montrose
      - June 11, On Site Media Visit
      - June 11, Gunnison
    - All the locals have been understanding and helpful with CDOT leadership and staff, especially Gunnison County. They have been a great partner during this entire process.
    - Planning a press site visit and additional public meeting in mid-June and an opening event on July 2nd prior to the limited opening.
- **Future schedule and timeline**
    - This repair plan will prioritize fixing cracks and critical issues that pose an imminent risk to structural integrity. This will be part of Phase I repairs and will safely expedite emergency vehicles and lighter loads being allowed back onto the bridge first until permanent repairs can be completed. **The goal is to restore limited vehicle access by July 4th** if all of the necessary steps can be completed without delays.
    - Phase 2 requires more time to complete and can be performed safely in between in-service traffic openings on the bridge. Once Phase 2 is completed, CDOT will be able to allow full loads back onto the bridge, which is anticipated to be complete in **Fall 2024**.

#### *Funding for Initial Response - \$30 Million*

In April and May, \$20M in TC Contingency funding was approved by the TC to fund emergency response activities associated with the closure. This included costs associated with inspections, traffic control, county road improvements, and pre-construction costs for critical and permanent repairs. Approximately \$2.2M has been

budgeted for inspections, \$5.0M has been budgeted for design, \$7.5M for alternate route detours and \$4.5M for additional preconstruction and construction management.

At this point in time, it is estimated that an additional \$10M in funding will be required to complete the remaining work associated with this phase of the effort. Of the \$10M in funding, approximately \$5.5M is needed to complete preconstruction activities, and \$4.5M is needed to complete county road improvements. In order to ensure progress can continue without interruption, it was necessary to access the additional \$10M in funding in advance of the June TC meeting. The TC Vice Chair provided authorization to proceed with accessing the \$10M in funding in advance of full ratification by the TC on June 20.

The 8th Budget Amendment will transfer \$10M from the TC Program Reserve to the TC Contingency. The 12th Budget Supplement will allocate \$10M from the TC Contingency to projects associated with the US 50 Blue Mesa Reservoir Bridge emergency response. See CDOT Budget Amendment and CDOT Budget Supplement memos for additional materials related to funding approval.

#### *Funding for Critical and Permanent Repairs - \$81 Million*

Approval of an additional \$10M in TC Contingency funding will bring the total commitment to the US 50 Bridge response to \$30M. These funds will cover preconstruction work associated with critical (Phase I) and permanent (Phase II) repair projects required to restore traffic to the currently closed bridge Middle Bridge (K-07-B), and make similar anticipated repairs to the other bridge, Lake Fork Bridge (K-07-A).

The construction phase costs for these projects will require significant additional funding. The CDOT team has been working for the last 6 weeks to develop repair plans and estimate costs. Critical (Phase I) repair work is anticipated to begin in June, with permanent (Phase II) repair work anticipated to begin in early July. As such, approval of funding is needed this month in order to ensure these projects can move forward without delay. Repair costs are estimated to total \$81M, with funding proposed from the BTE.

The Critical (Phase I) Repair Project is focused on US 50 Middle Bridge (K-07-B) and will prioritize fixing cracks and critical issues in five areas that pose an imminent risk to structural integrity. The Permanent (Phase II) Repair Project will focus on both the US 50 Middle Bridge (K-07-B) and the US 50 Lake Fork Bridge (K-07-A) and involve additional and more significant repairs which will allow full loads back onto US 50.

In order to ensure progress can continue without interruption, it was necessary to access funding associated with the Critical (Phase I) repair project in advance of the June BTE meeting. The BTE Vice Chair provided authorization to proceed with accessing \$10M in BTE funding in advance of full ratification of the \$81M request by the BTE on June 20.

The 9th BTE Budget Supplement will allocate \$81M to critical and permanent repair projects associated with the US 50 Blue Mesa Reservoir Bridge emergency response. See BTE Budget Supplement memo for additional materials related to funding approval.

Additionally, BTE funding of critical and permanent repair work will require the transfer of asset ownership of the two US 50 structures. See TC Asset Transfer memo and BTE Asset Acceptance memo for additional material related to the transfer of assets.

### **Next Steps**

Critical and permanent repair projects will move forward in June and early July, respectively. Critical repairs are anticipated to be completed in time to restore limited vehicle access to the currently closed US 50 Middle Fork bridge by July 4.

### **Attachments**

Attachment A: US 50 Blue Mesa Reservoir Bridge Emergency Response Presentation





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# US 50 Blue Mesa Emergency Bridge Joint TC/BTE Board Workshop



# US 50 Blue Mesa Bridges ER Agenda

## Agenda

1. Project General Information
2. Project Status
3. Project Repair Schedule
4. Requests for approval of TC Reserve and BTE budget supplement



# US 50 Blue Mesa Bridges ER General Information

## K-07-A



- US 50 over the Lake Fork at mile marker 132.69
- 6 Span, Continuous Composite Welded Girder bridge. 993ft, 300ft max span
- Spans 3, 4, and 5 are Non-redundant Steel Tension Members (NSTM).
- 2 total lanes, 1 lane each direction
- Built 1963, FAIR Condition
- Commonly referred to as Lake Fork Bridge

## K-07-B

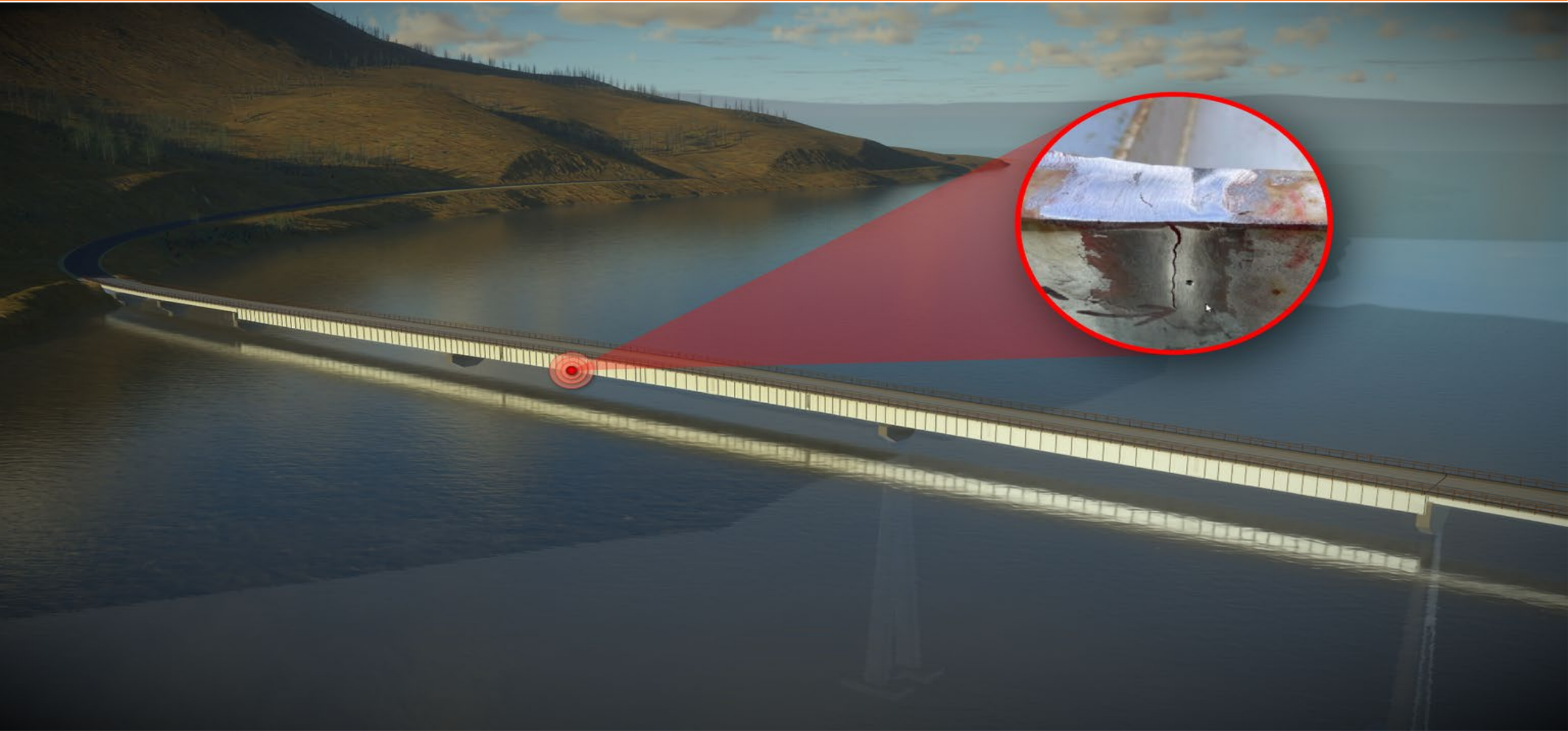


- US 50 over the Blue Mesa Reservoir at mile marker 136.16
- 10 Span, Continuous Composite Welded Girder bridge. 1,532ft, max span 360ft
- Spans 5, 6, and 7 are Non-redundant Steel Tension Members (NSTM).
- 2 total lanes, 1 lane each direction
- Built 1963, FAIR Condition
- Commonly referred to as Middle Bridge





# US 50 Blue Mesa Bridges ER General Information - Initial Crack





# US 50 Blue Mesa Bridges ER Project Status - CR 25 & CR 26 Detours





# US 50 Blue Mesa Bridges ER Project Status - Inspections

- Critical inspections for bridge safety and design of repairs are complete
- Approximately 118 critical inspection locations
- Secondary safety inspections continue to further confirm structural integrity and finalize repair design





# US 50 Blue Mesa Bridges ER Project Status - Findings





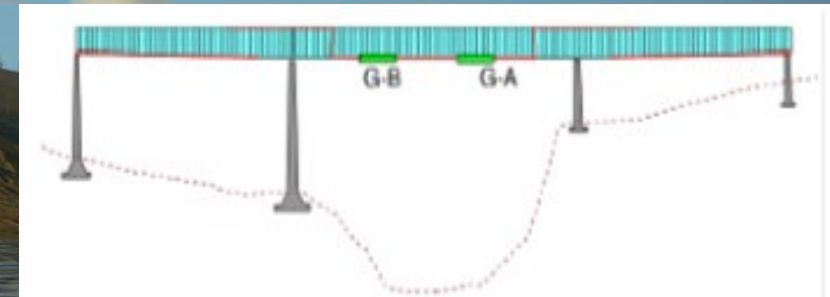
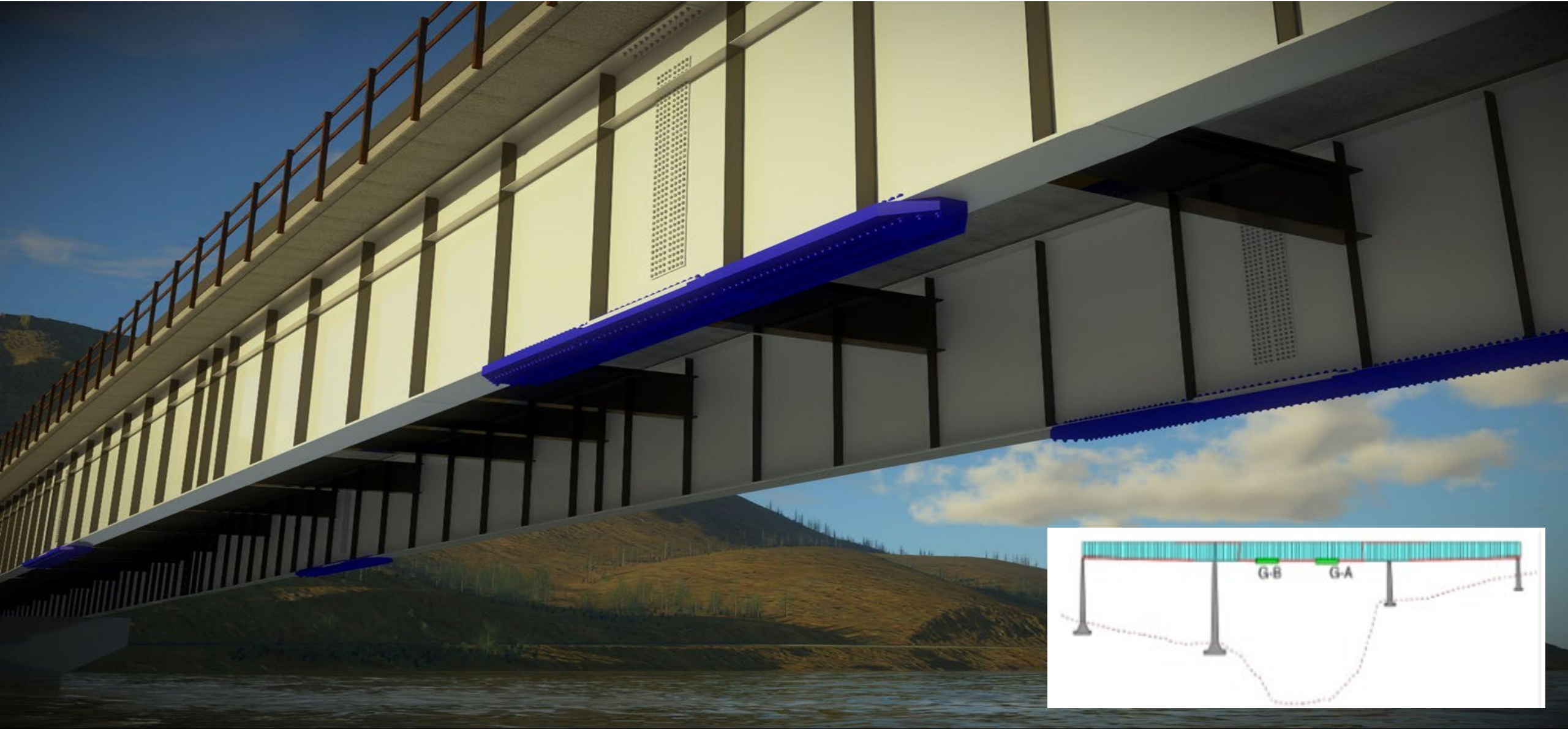
# US 50 Blue Mesa Bridges ER Middle Bridge - Project Phasing

- CDOT planning to repair Middle Bridge in 2 construction phases
- Phase 1: Span 6 critical repair locations
  - Critical repairs necessary to re-open bridge to in-service loading
  - Preliminary schedule milestone completion is July 4, 2024
  - **Structure will be open to limited traffic once Phase 1 is complete**
- Phase 2: Repair remaining locations on Spans 5, 6 and 7
  - Remaining repair locations required to restore bridge to prior in-service loading conditions
  - Preliminary schedule completion in November 2024
  - **When complete the structure will be open to full traffic**



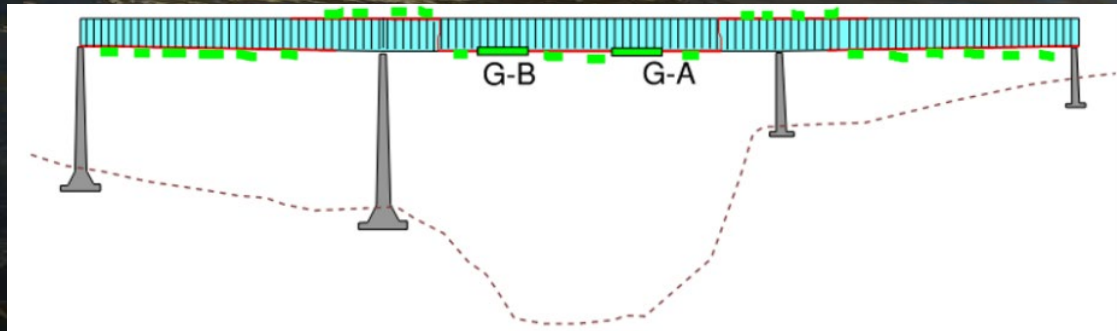
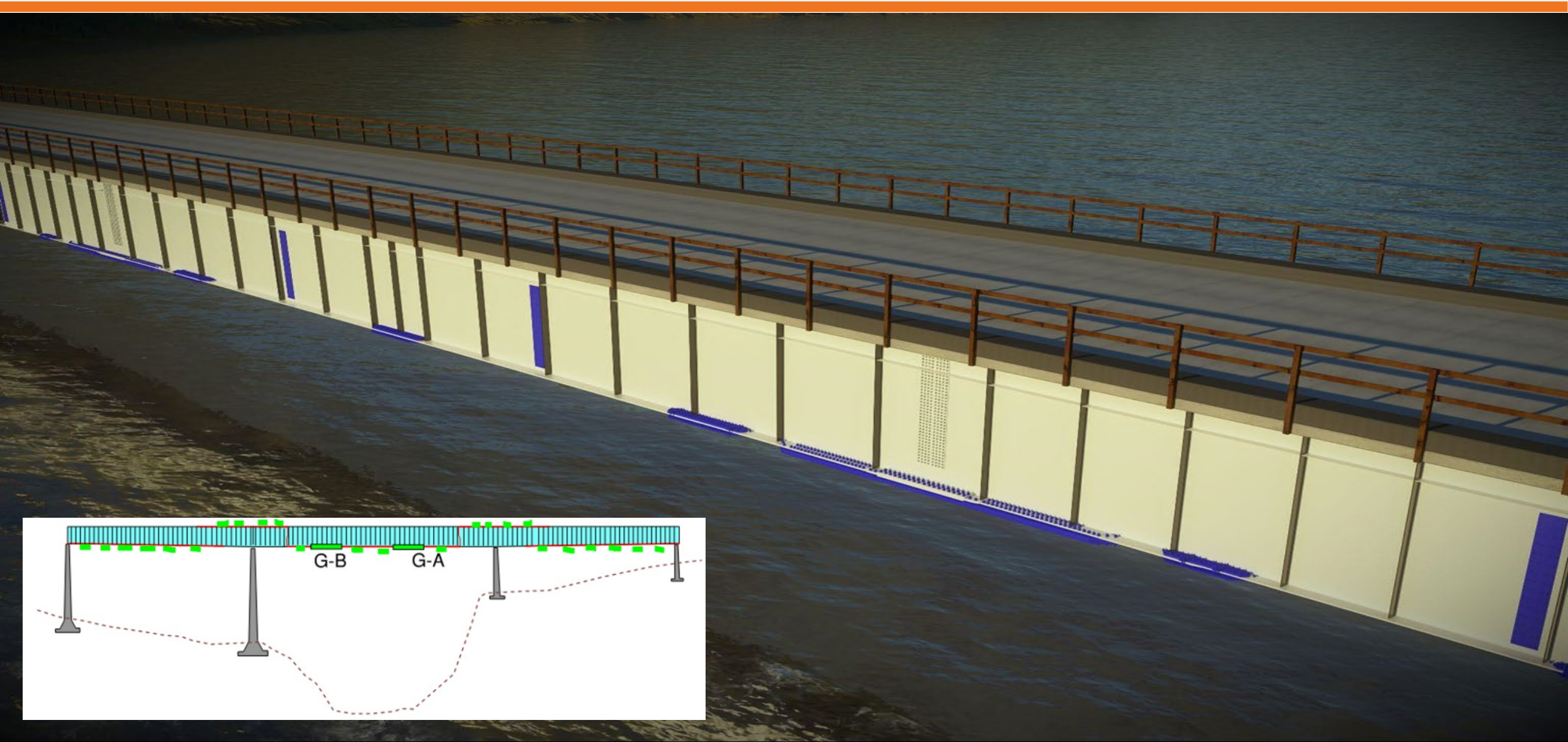


# US 50 Blue Mesa Bridges ER Middle Bridge - Critical Repairs



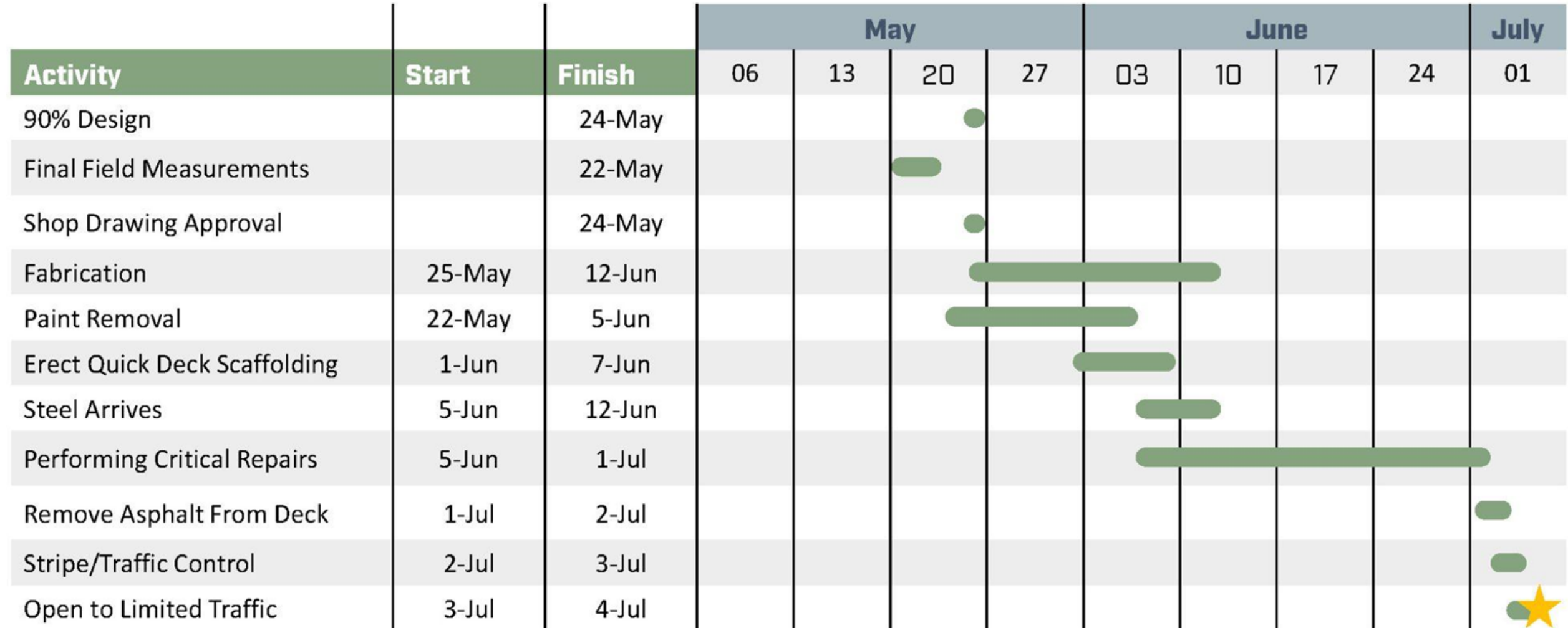


# US 50 Blue Mesa Bridges ER Middle Bridge - Permanent Repairs





# US 50 Blue Mesa Bridges ER Middle Bridge - Critical Repairs Schedule





# US 50 Blue Mesa Bridges ER Planning-Level Project Cost Estimate

<b>Estimated Cost for CDOT Funded Activities</b>	<b>Amount Funded</b>
Preconstruction (Inspections, Testing, Design, Other)	\$9,000,000
County Road Construction and Maintenance	\$21,000,000
Subtotal	\$30,000,000
<b>Estimated Cost for BTE Funded Activities</b>	<b>Amount Funded</b>
Blue Mesa Bridge Repairs (Critical and Permanent)	\$81,000,000
Subtotal	\$81,000,000
<b>Total Planning-Level Cost Estimate</b>	<b>\$111,000,000</b>

Note: Planning-level cost estimate provided for illustrative purposes with the best information available as of 6/12/24. Cost estimates shown are subject to change as inspection and design activities are completed for the bridge repair packages.



# US 50 Blue Mesa Bridges ER CDOT Budget Supplement and Amendment

<b>Estimated Cost for CDOT Funded Activities</b>	<b>Amount Funded</b>
April and May Contingency Reserve Funding Already Approved	\$20,000,000
June Pre-Authorized Contingency Reserve Funding	\$10,000,000
<b>Total Estimated Costs for CDOT Funded Activities</b>	<b>\$30,000,000</b>

To ensure progress continued without interruption, the TC Vice Chair provided authorization to proceed with accessing the \$10 M in funding in advance of full ratification by the TC.

To provide adequate funding in the Contingency Reserve the 8th Budget Amendment transfers \$10.0 M from the TC Program Reserve to the TC Contingency.

- \$5.1 M will remain in the TC Contingency and will roll into FY25. An additional \$15.0 M in revenue will be allocated to the Contingency Reserve in July.
- \$7.1 M remains in the TC Program Reserve and will roll into FY25.



# US 50 Blue Mesa Bridges ER BTE Budget Supplement Request

- K-07-A and K-07-B are eligible for BTE funding
- BTE plans to commit \$81M for the K-07-B critical repair package and future permanent repair packages for both bridges based on planning level cost estimates
- Funding sources:
  - \$30.1M in unprogrammed Series 2024A bond proceeds
  - \$50.9M in unprogrammed pay-go revenues (FASTER fees and SB21-260 bridge and tunnel fees)
- Funding status:
  - \$10M pre-approved for the ongoing critical repair package on 6/6/24 is budgeted
  - Remaining \$71M will be allocated to the permanent repair packages upon approval of Proposed Resolution BTE#2



# US 50 Blue Mesa Bridges ER BTE Programmatic Impacts

- BTE will need to consider modifying its current Plan of Finance, delaying projects in its portfolio, or both to address the forecast funding shortfall resulting from this request
- Current forecasts indicate that an additional \$60-\$70M in BTE financing would fully mitigate potential impacts to BTE's capital plan
- BTE currently maintains sufficient bonding capacity to accommodate this increase
- Viable alternatives to address the funding shortfall will be brought to the Board in fall 2024 for review during the planning stages of BTE's next financing



# US 50 Blue Mesa Bridges ER Asset Transfer

- In accordance with accounting processes for BTE funded projects, a transfer of K-07-A and K-07-B from CDOT to BTE is required to ensure compliance with the Taxpayer's Bill of Rights (TABOR)
- Proposed Resolution #19 provides TC approval to transfer the CDOT assets to BTE
- Proposed Resolution BTE#3 provides BTE Board approval to accept the assets along with future maintenance responsibilities for the bridges at no cost to CDOT





Questions?





**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Darius Pakbaz, Director, Division of Transportation Development. William Johnson, Performance and Asset Management Branch Manager. Jacob Kershner, Performance Program Manager.

**Date:** June 20, 2024

**Subject:** Proposed Policy Directive 14.0 Revisions

### Purpose

Policy Directive 14.0 (PD 14) establishes the overarching policy and objectives for the development and implementation of Colorado's 2050 Statewide Transportation Plan. The policy outlined in this directive will guide the department's strategic 10-Year Transportation Plan via a collaborative public process, and provide performance measures and targets to measure the success of the Department's efforts to improve in the key goal areas of Advancing Transportation Safety, Fix Our Roads, and Sustainably Increase Transportation Choice. These performance measures facilitate the implementation of the Statewide Transportation Plan by directing transportation investments in the 10-Year Transportation Plan, Four-Year Prioritized Plan, Statewide Transportation Improvement Program (STIP), and the annual budget. Periodically, the Transportation Commission (TC) revises PD 14 with updated performance measures or targets.

### Action

Continue discussions from the May Transportation Commission workshops to refine the draft policy for future action.

### Background

Staff reviewed PD 14 and proposed revisions to the TC in May 2024. The proposed revisions streamlined PD 14 by reducing the number of performance measures to ensure the Department is strategically focusing investments towards key goal areas to make substantial progress towards CDOT's overarching vision for the future of transportation.

As part of the ongoing dialogue surrounding PD 14, continued discussions at the upcoming June TC workshops are requested to update the draft. The presentation will provide an opportunity for the TC to engage further into the proposed revisions and offer feedback and insights.

## **Next Steps**

TC approval of resolution to adopt PD 14 at a future Transportation Commission meeting.

## **Attachments**

Attachment A: Proposed PD 14.0 Revisions Presentation

Attachment B: Draft Update PD 14.0



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**Department of Transportation**

# Policy Directive 14.0 (PD 14.0)

## Proposed Revisions

June 20, 2024



## CDOT's Performance Landscape



Governor's Priorities  
drive performance at all levels.



Crime  
Prevention



Energy and  
Renewables



Health



Housing



Tax Reform

**Tier  
1**

Department Goals

Transportation Commission Policy Directive 14.0 | CDOT Performance Plan (WIGs)

**Tier  
2**

Strategic  
Investments

10-Year Transportation Plan | 4-Year Prioritized Plan |  
Statewide Transportation Improvement Program | Federal National Performance Measures

**Tier  
3**

Strategic Plans

Your Transportation Priorities | Strategic Transportation Safety Plan | Greenhouse Gas (GHG)  
Roadmap 2.0 | Transportation Asset Management Plan | Statewide Transit Asset Management  
Plan | Freight and Passenger Rail Plan | Aviation System Plan | GHG Transportation Planning  
Standard | Carbon Reduction Strategy | National Electric Vehicle Infrastructure Plan

**Tier  
4**

Performance Measures

Federal Performance Progress Reports | CDOT Accountability Dashboard |  
Ranking the States | Transparency Online Project System | SB 21-260 Reporting |  
Performance Dashboards



# Setting the Stage

## Themes & Identification of Issues



- **Make Travel Safer**

- Rise in traffic-related fatalities and serious injuries since 2010.
- Overall goal of vision zero.
- Provide safer options for Vulnerable Roads Users (VRUs)



- **Fix our roads and maintain our current system**

- 3.3% percent of interstates in poor condition - Ranked 47th out of the 50 states.
- Public perception - complaints and news stories
- Continue work and programs from the previous 10-Year Plan on poor interstates and rural road investments



- **Expand Transit Service to Coloradans**

- Crucial initiative to help with Greenhouse Gas (GHG) reduction goals
- Strategic growth
- Reduces congestion
- Provide options to everyone and all communities



- **Reduce GHG Emissions from the Transportation Sector**

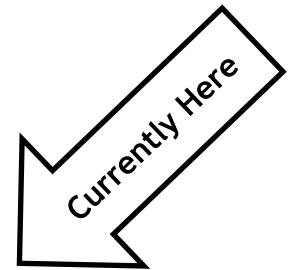
- Top sector for GHG emissions - 28 to 30% of all GHG emissions
- GHG Planning Standard - required reduction of 1.5 Million Metric Tons (mmt) and 1.2 mmt of emissions in new transportation plans
- Overall sector wide goal of reaching net zero emissions by 2050
- Provide more options for the traveling public to reduce single occupancy vehicle travel



# Policy Directive 14 Annual Review Process

- **PD 14 Review Framework**

- Provides continuous improvement for the key goals of the department
- Informs funding decisions and project selections
- Measures the success of PD 14 performance measures
- Additionally, a complete review of PD 14 is done prior to new planning cycles





# Policy Directive 14

## Discussion with Local Partners

- Some concern about general maintenance and condition of the other assets that support the transportation, but not included in the revised policy.
  - Expressed the concern about falling behind in the maintenance of the roadways and other already established assets
- Concern about the cost of interstate maintenance vs. other highways
- Some expressed support for a focus on the top-level goals as this provides the framework for the planning process for capital investments.
  - “If everything is important, nothing is important”
- Consideration for usage of roadways and assets in the metrics and seeing a return on investment
  - Roadway and Highway Usage
  - Usage and Ridership of Transit Systems
- How do we convey this to the greater public and to policy makers on the need for maintaining what we have?
- Ensuring that the other data and other topic specific plans are not lost and conveyed to stakeholders. <sup>5</sup>





# Overview of Policy Directive 14.0

## Purpose Section

- **Overview:**
  - Establishes the overarching policy and objectives for Colorado's 2050 Statewide Transportation Policy Plan.
  - Guides the department's strategic 10-Year Transportation Plan through a public, collaborative process.
  - Provides guidance to programs financing and implementing the department's capital construction program.
- **Implementation:**
  - Guides transportation investments in:
    - 10-Year Transportation Plan, Four-Year Prioritized Plan, Statewide Transportation Improvement Program (STIP) and Annual budget
- **Accountability:**
  - Transportation Commission can amend the directive as necessary.
  - CDOT Staff will update the Transportation Commission annually.
  - Accountability dashboards will be published regarding goals and performance measures.
- **Discussion on language for this section, proposed changes?**



# Overview of Policy Directive 14.0

## Policy Section

- **Overview:**
  - Guides the development of the 2050 Colorado Statewide Transportation Plan through a collaborative public process.
- **Project Selection:**
  - 10-Year Transportation Plan projects will be selected through a collaborative, public, and data-driven approach.
  - Approved projects will be prioritized in the Four-Year Prioritized Plan.
  - Projects will be included in the Statewide Transportation Improvement Program (STIP).
- **Financial Resource Distribution:**
  - Financial resources over the 10-Year Transportation Plan lifecycle (through FY 2037) can support achievement of performance targets.
  - Development of annual department budgets will be guided by these targets.
- **Procedural Directives:**
  - CDOT will develop procedural directives to:
    - Outline procedures for development, amendment, and reporting of the 10-Year Transportation Plan and the Four-Year Prioritized Plan.
    - Implement Programmatic Performance Measures that guide project selection and budget decisions for CDOT infrastructure and investment programs not included in the 10-Year Transportation Plan.
- **Discussion on language for this section, proposed changes?**



# Draft Planning Cycle Goals

## Guiding Principles for Plan Development & Implementation



### Advancing Transportation Safety

No matter your journey or travel method, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely through a collaborative and shared vision for transportation safety in Colorado.



### Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions and redesign it for the future.



### Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase mode choice and reduce air pollution from transportation for all members of the traveling public.



# Proposed PD 14 Revisions

## Revise the Scope of PD 14 to Focus on CDOT's Top Goals

Advancing Transportation



### Current Metrics

- Vehicle Crashes
- Fatalities
- Serious Injuries
- Vulnerable Road Users
- Employee Safety

### Revised Metrics

- Fatalities and Serious Injuries
- Vulnerable Road Users (VRUs)

Fix Our Roads



### Current Metrics

- Bridges
- Pavement
- Maintenance
- Other Highway Assets
- Transit Assets

### Revised Metrics

- Bridge Condition
- Pavement Condition

Sustainably Increase Transportation Choice



### Current Metrics

- Reliability and Congestion
- Multimodal Options
- Environmental Impact

### Revised Metrics

- Statewide Transit
- Clean Transportation



# Advancing Transportation Safety

## Advancing Transportation Safety

No matter your journey or travel method, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely through a collaborative and shared vision for transportation safety in Colorado.

### Performance Measures

- **Fatalities and Serious Injuries**
- **Vulnerable Road Users**

- Reduce the number of traffic-related fatalities and serious injuries.
  - 50% reduction by 2037
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users.
  - 50% reduction by 2037





# High-Performing Roadways

## Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions and redesign it for the future.

### Performance Measures

- **Bridge Condition**
- **Pavement Condition**

- **Pavement Condition**

- Interstate Pavement in Poor Condition (FHWA Metric)
  - At or Below 1% (by 2037)
- State Highway System Pavement Drivability Life (DL)
  - At or above 80% High/Moderate DL (by 2037)

- **Bridge Condition**

- National Highway System (NHS) Bridges in Poor Condition
  - At or below 5% Poor (Maintain through 2037)
- State Highway System (SHS) Bridges in Poor Condition
  - At or below 5% Poor (Maintain through 2037)





# Sustainably Increase Transportation Choice

## Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase mode choice and reduce air pollution from transportation for all members of the traveling public

### Performance Measures

- Statewide Transit
- Clean Transportation

### • Statewide Transit

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit and rail services.
  - Increase revenue service miles by 15 million by 2037

### • Clean Transportation

- Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap.
  - 50% Reduction of Carbon Dioxide Equivalent (CO<sub>2</sub>e) by 2037 (from 2005 baseline)





# Overview of Policy Directive 14.0 Performance Measures and Targets Section

## Overview:

- PD 14.0 performance measures and targets guide implementation of the Statewide Transportation Plan.
- Aligned with three key goal areas:
  - Advancing Transportation Safety
  - Fix Our Roads
  - Sustainably Increase Transportation Choice

Discussion on language for this section, proposed changes?





# Overview of Policy Directive 14.0 Implementation Section

- **Implementation Responsibilities:**
  - The Division of Transportation Development, Division of Accounting and Finance, Division of Engineering, Office of Innovative Mobility, and other CDOT Divisions and Regions will implement this Policy Directive.
- **Annual Performance Reporting:**
  - The Division of Transportation Development will report annually on PD 14.0 performance to track progress towards achieving targets.
  - Reports will precede the submission of the Department's annual budget.
- **Transportation Commission:**
  - Use PD 14.0 to guide the allocation of funds
  - Adjust PD 14.0 as needed
- **Policy Directive Review:**
  - CDOT will review and update or reaffirm this Policy Directive with each 10-Year Plan update cycle.
- **Discussion on language for this section, proposed changes?**



**COLORADO**

**Department of Transportation**

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Darius Pakbaz, Director - Division of Transportation Development

**Date:** June 20, 2024

**Subject:** Adoption of Sub-allocated Formula Program Distribution for Upcoming Planning Cycle

### Purpose

Review and adopt formula methodologies for sub-allocated programs as part of the 2050 statewide planning cycle.

### Action

Adoption of proposed resolution #18 at the Transportation Commission meeting, approving the allocation formulas for the sub-allocated programs, for the next planning cycle.

### Background

At the beginning of each planning cycle, the Commission reviews potential revenue estimates to determine allocation of funds to help with planning activities. This includes the allocation of sub-allocated formula programs, in which formula methodologies are reexamined to determine an optimal allocation of these funds, if allowed by state or federal law.

Throughout the past few months, staff and the Statewide Transportation Advisory Committee (STAC) has reviewed the allocation formulas and provided recommendations for consideration by the Commission for this planning cycle. These recommendations were reviewed with the Commission at the May 2024 Transportation Commission workshops, with a potential decision of adoption of new programs up for consideration by the Commission at the June 2024 Transportation Commission meeting.

The recommendations for each program are as follows:

- Transportation Alternatives Program - Status Quo/No Change
- FASTER Safety Mitigation - Status Quo/No Change
- Carbon Reduction Program Local - Status Quo/No Change
- Surface Transportation Block Grant (STBG) Urban - Status Quo/No Change

- Congestion Mitigation and Air Quality (CMAQ) - Status Quo/No Change
- Metropolitan Planning (Metro-PL) - CDOT to supplement metro planning funding with SPR funding for MPOs with low program balances and demonstrated need. Implement a carryover policy for MPOs with high carryover balances starting in FY27.
- Regional Priority Planning - Two recommendations for consideration:
  - STAC Recommendation: Adopt a new formula based on 25% Vehicle Miles Traveled (VMT), 20% Population, 40% Total Lane Miles, and 15% Truck VMT.
  - Staff Recommendation: Status Quo/No Change

### **Next Steps**

After final adoption of the formula methodologies, local partners will receive a notice from the Division of Accounting and Finance that will outline specific allocation dollars for fiscal year 2025, based on the adopted CDOT Budget for each program.

### **Attachments**

B - Presentation - Sub-allocated Program Distribution



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# Program Distribution for Suballocated Programs

June 2024



# Program Distribution: Formula Programs

Formula Program	Recipients
Transportation Alternatives Program	CDOT Region Distribution
FASTER Safety Mitigation	CDOT Region Distribution
Carbon Reduction Program Local	MPO Distribution
Surface Transportation Block Grant Urban (STBG-U)	MPO Distribution
Congestion Mitigation and Air Quality (CMAQ)	MPOs/TPRs in air quality nonattainment areas
Multimodal Transportation & Mitigation Options Fund (MMOF) (Note: MMOF will be discussed in a separate presentation)	TPR Distribution
Metro Planning (Metro-PL)	MPO Distribution
Regional Priority Program (RPP)	CDOT Region Distribution

- Formula programs are state or federal funding programs that have an allocation methodology that is directed by a formula established by the TC, the rules governing the funding program, or a combination of both.
- Formula programs are different from asset management funding programs that are allocated based on asset condition & performance targets.
- This table shows all the formula programs that are part of Program Distribution and the recipients of the funding distributions (CDOT Regions, Metropolitan Planning Organizations (MPOs), and/or Transportation Planning Regions (TPRs)).



# Understanding the Data

- Distribution formulas use a combination of population, vehicle Miles Traveled (VMT), truck VMT, and lane miles data.
- Lane Miles, VMT and Truck VMT data is all on-system data that comes from CDOT's Online Transportation Information System (OTIS).
  - Roadway segments are extracted based on the scale requested (county, MPO, etc.) and statistics are calculated based on those extracted segments.
  - Program Distribution infrastructure and traffic-based formulas are calculated using the OTIS "on-system" (i.e., CDOT-owned highways, including CDOT-owned federal aid highways) data for lane miles, VMT, and Truck VMT.

Data	Source / Description
Population	2020 Census
VMT	2021 OTIS Data; VMT is the traffic volume of the roadway segment multiplied by the length of the roadway segment.
Truck VMT (TVMT)	2021 OTIS Data; Truck VMT is the traffic volume multiplied by truck traffic percentage multiplied by total segment length.
Lane Miles (LM)	2021 OTIS Data; Lane miles is the total number of miles of through lanes in a roadway segment. It is determined by multiplying the roadway segment length by the number of through lanes.



# Regional Priority Program Overview

- **Program Purpose:**
  - RPP is a flexible funding program for regional priority projects.
- **Program Funding:**
  - This program receives \$50 million annually.
- **Program Overview:**
  - The current RPP formula distributes the funding to the CDOT regions based on a formula of 50% population / 35% lane miles / 15% truck VMT.
  - This formula has been in place since 2015.



# Regional Priority Program Recommendation

- **STAC Recommendation:**
  - 25% VMT, 20% Population, 40% Lane Miles, and 15% Truck VMT
    - Votes: 11 - Yes ; 5 - No
  - This was the same recommendation the STAC made to the TC in 2019, though the TC did not take the STAC recommendation at that time.
  - This formula is viewed by some STAC members to be a compromise between the current formula and the formula that was in place for many years prior to 2015 (45% VMT, 40% Lane Miles, and 15% Truck VMT).
- **Staff Recommendation:**
  - Staff recommends keeping the current RPP formula in place. The current formula has been in place since 2019, and staff believes that this formula will continue to serve statewide needs.





# Regional Priority Program Funding Distribution

## Current Formula - Staff Recommendation

50% Pop; 35% Lane Miles; 15% Truck VMT

RPP Distribution*	%	\$
Region 1	35.93%	\$17,966,052
Region 2	19.52%	\$9,761,144
Region 3	13.79%	\$6,896,595
Region 4	23.71%	\$11,856,502
Region 5	7.04%	\$3,519,707
TOTAL	100.00%	\$50,000,000

## STAC Recommendation

25% VMT; 20% Pop; 40% Lane Mi; 15% Truck VMT

RPP Distribution*	%	\$
Region 1	32.50%	\$16,250,392
Region 2	19.11%	\$9,553,743
Region 3	15.77%	\$7,884,495
Region 4	24.43%	\$12,215,481
Region 5	8.19%	\$4,095,889
TOTAL	100.00%	\$50,000,000

\*Example distributions based on FY 24 budget amounts.



# Metropolitan Planning Overview

- **Program Purpose:**

- Federal FHWA & FTA funding to support the operations for each MPO. This program is also often referred to as the Consolidated Planning Grant (CPG) program because it represents the consolidation of both FHWA and FTA metropolitan planning funds.

- **Program Funding Overview:**

- MPOs were allocated a total of \$10,685,220 (FHWA/FTA + local) in FY 2024
- Funding provided by FHWA and FTA to support work activities necessary to conduct the federally required metropolitan planning process.

- **Current Formula Program Distribution:**

- Metro planning is distributed by urban area population; and then the small MPOs (PACOG & GVMPO) are bumped up to set minimums (\$339,900 for GVMPO & \$360,500 for PACOG) by redistributing CPG dollars from the other MPOs.



# Metropolitan Planning Recommendation & Funding Distribution

## STAC & Staff Recommendation:

- Distribution by total MPO AREA population with the state providing State Planning & Research (SPR) funding to increase MPOs consolidated planning grant (up to \$500k/yr available if MPO(s) has a low carryover balance and/or demonstrated need).
- Additional SPR funding may be made available to any MPO with a low carryover balance and/or demonstrated need of eligible activities based on SPR funding availability and CDOT/FHWA approval.
- Implement Carryover Policy
  - Starting October 1, 2027, MPOs will be allowed to carryover a maximum of 25% of a one-year allocation OR \$500K (whatever amount is higher). Anything above these thresholds would be redistributed by the CPG formula annually.
  - For MPOs that currently have a carryover of more than 25% of a one-year allocation or \$500K, CDOT (in partnership with FHWA and FTA) will require the MPO to provide a plan for how they will reduce their carryover balance.

Metro PL Distribution*	%	Total \$
DRCOG	67.99%	\$7,265,398
GVMPO	2.90%	\$309,607**
NFRMPO	10.92%	\$1,166,945
PPACG	14.95%	\$1,597,722
PACOG	3.23%	\$345,548**
<b>TOTAL</b>	<b>100.00%</b>	<b>\$10,685,220</b>

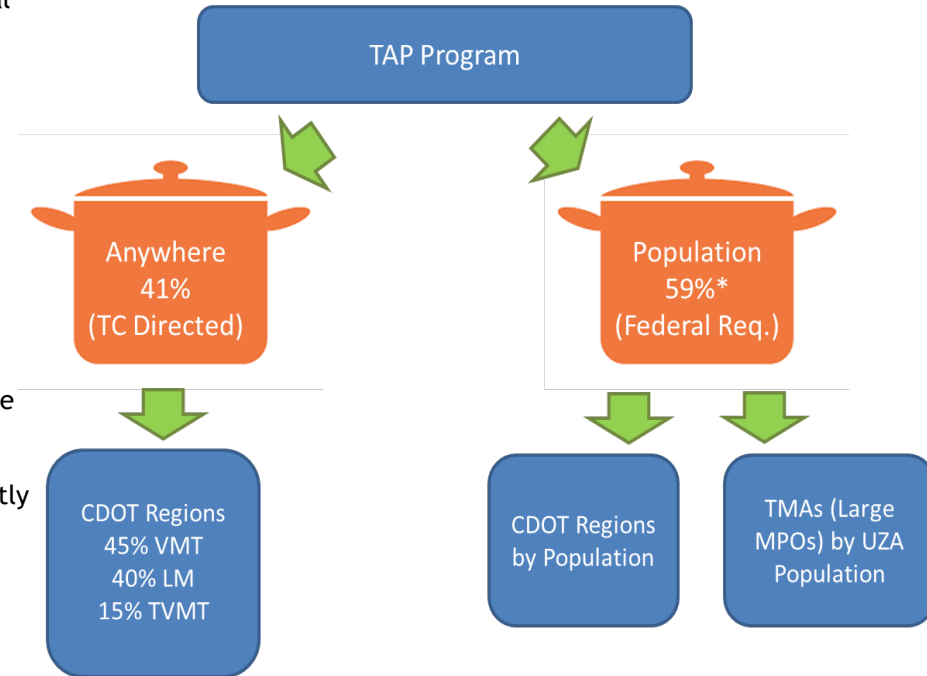
\*Example distributions based on FY 24 budget amounts.

\*\*Potential to supplement with SPR dollars to increase MPO distributions up to \$500K/yr if MPO has a low carryover balance and/or demonstrated need.



# Transportation Alternatives Program (TAP) Overview

- **Program Purpose:**
  - Implement non-motorized transportation projects and environmental mitigation.
- **Program Funding Overview:**
  - ~\$21.6 M (FY 24 budget)
- **Formula Program Distribution:**
  - 59% of funding distributed based on population (This is a federal requirement.)
    - This funding is distributed between the CDOT Regions by population, and the Transportation Management Areas (i.e. the large MPOs) by urban area population.
  - Remaining funding can be spent anywhere in the state and is currently distributed to the CDOT Regions based on 45% VMT, 40% lane miles, and 15% truck VMT.
    - TC-Directed with the caveat that funding must be allocated through a competitive process administered by the State (federal requirement established when the program was created under MAP-21).





# Transportation Alternatives Program (TAP) Recommendation & Funding Distribution

TAP Distribution*	%	\$
DRCOG	27.45%	\$5,929,154
NFRMPO	3.33%	\$720,310
PPACG	6.46%	\$1,396,058
<b>Total TMA Distribution</b>	<b>37.25%</b>	<b>\$8,045,522</b>
Region 1	15.32%	\$3,308,713
Region 2	12.04%	\$2,601,642
Region 3	11.81%	\$2,550,172
Region 4	18.19%	\$3,929,588
Region 5	5.39%	\$1,165,070
<b>TOTAL Region</b>	<b>62.75%</b>	<b>\$13,555,185</b>
<b>TOTAL</b>	<b>100.00%</b>	<b>\$21,600,707</b>

## STAC and Staff Recommendation

- Status Quo / No Change

\*Example distributions based on FY 24 budget amounts.



# FASTER Safety Mitigation (FSM) Overview

- **Program Purpose:**
  - Reduce the number of highway crashes, especially those that result in fatalities & serious injuries.
- **Program Funding Overview:**
  - Funding Advancement for Surface Transportation and Economic Recovery (FASTER) was created in 2009 to improve roadway safety, repair deteriorating bridges, support and expand transit
  - The FSM Program is the CDOT Program charged with improving highway safety through the use of FASTER Safety funds
  - Data driven: Based on State Highway (On System) Crashes
- **Formula Program Distribution:**
  - Weighted by Crash Cost Severity
  - 2018-2022 State Highway Crash Data
  - Weighted for Fatalities



# FASTER Safety Mitigation Recommendation & Funding Distribution

## STAC and Staff Recommendation

- Status Quo / No Change

FASTER Safety Mitigation Distribution*	%	\$
Region 1	34.42%	\$24,094,850
Region 2	20.04%	\$14,028,557
Region 3	12.09%	\$8,459,969
Region 4	23.81%	\$16,670,066
Region 5	9.64%	\$6,746,558
<b>Total</b>	<b>100.00%</b>	<b>\$70,000,000</b>

\*Example distributions based on FY 24 budget amounts.



# Carbon Reduction Program - Local Overview

- **Program Purpose:**
  - New federal funding program to support the reduction of transportation emissions. Eligible project examples include public transportation, capital projects to support bus rapid transit, and active transportation projects. This program is generally fairly flexible in terms of funding infrastructure projects as long as there is a case for reducing carbon emissions.
- **Program Funding Overview**
  - ~\$9.84 million (FY 24 budget)
- **Formula Program Distribution:**
  - Funds are federally required to be allocated on the basis of population for the MPO urbanized areas.





# Carbon Reduction Program - Local Recommendation & Funding Distribution

## STAC and Staff Recommendation:

- Status Quo / No Change
- Funds are federally required to be allocated on the basis of population for the MPO urbanized areas.

Carbon Reduction-Local Distribution*	%	\$
DRCOG	68.79%	\$6,769,093
GVMPO	3.31%	\$326,157
NFRMPO	9.89%	\$973,170
PPACG	14.47%	\$1,424,051
PACOG	3.53%	\$347,606
<b>TOTAL</b>	<b>100.00%</b>	<b>\$9,840,078</b>

\*Example distributions based on FY 24 budget amounts.



# Surface Transportation Block Grant Urban Overview

- **Program Purpose:**

- Surface Transportation Block Grant Urban (STBG-U) is flexible federal funding to address metropolitan area transportation issues for MPOs with census defined urban area populations above 200,000.

- **Program Funding Overview:**

- ~\$67.4 total (FY 24 budget)

- **Formula Program Distribution:**

- Funds are federally required to be allocated on the basis of population for the Transportation Management Area (TMA) urbanized areas. This includes DRCOG, NFRMPO, and PPACG with populations above 200,000.



# Surface Transportation Block Grant Urban Recommendation & Funding Distribution

## STAC and Staff Recommendation:

- Status Quo / No Change
- Funds are federally required to be allocated on the basis of population for the Transportation Management Area (TMA) urbanized areas. This includes DRCOG, NFRMPO, and PPACG with populations above 200,000.

STBG-U Distribution*	%	\$
DRCOG	74.92%	\$50,472,273
NFRMPO	8.36%	\$5,628,711
PPACG	16.72%	\$11,266,133
<b>TOTAL</b>	<b>100.00%</b>	<b>\$67,367,117</b>

\*Example distributions based on FY 24 budget amounts.



# Congestion Mitigation and Air Quality (CMAQ) Overview

- **Program Purpose:**
  - Federal funding to support activities with air quality benefits.
- **Program Funding Overview:**
  - Required to go to air quality nonattainment or maintenance areas, with a few statewide exceptions like connected vehicle technology and electric vehicle charging infrastructure.
  - Colorado has nonattainment areas for ozone, but no longer has areas of the state in maintenance for other pollutants like carbon monoxide and particulate matter (PM10). The former maintenance areas have all reached the end of their 20-year air quality demonstration period, meaning they are no longer eligible to receive CMAQ funding.
- **Program Distribution:**
  - Funding is distributed to the ozone nonattainment areas (DRCOG, NFRMPO, and UFR TPR) on the basis of 75% population and 25% VMT in the ozone nonattainment areas. CDOT receives 5% of the CMAQ funding for eligible statewide projects.



# Congestion Mitigation and Air Quality (CMAQ) Recommendation & Funding Distribution

## STAC and Staff Recommendation:

- Status Quo / No Change

CMAQ Distribution*	%	\$
DRCOG Ozone Area	80.21%	\$43,183,651
NFRMPO Ozone Area	12.19%	\$6,565,079
UFR TPR Ozone Area	2.60%	\$1,398,139
Statewide	5.00%	\$2,691,940
<b>TOTAL</b>	<b>100.00%</b>	<b>\$53,838,809</b>

\*Example distributions based on FY 24 budget amounts.



# Formula Programs Summary of Recommendations

Formula Program	Formula Recommendation
Transportation Alternatives Program	STAC & Staff Recommendation: Status Quo / No Change
FASTER Safety Mitigation	STAC & Staff Recommendation: Status Quo / No Change
Carbon Reduction Program Local	STAC & Staff Recommendation: Status Quo / No Change
Surface Transportation Block Grant (STBG) Urban	STAC & Staff Recommendation: Status Quo / No Change
Congestion Mitigation and Air Quality (CMAQ)	STAC & Staff Recommendation: Status Quo / No Change
<b>Multimodal Transportation &amp; Mitigation Options Fund (MMOF)</b>	<b>STAC &amp; Staff Recommendation: Change to the MMOF urban area distribution formula &amp; modify the administrative set-aside.</b>
Metro Planning (Metro-PL)	STAC & Staff Recommendation: CDOT to supplement metro planning funding with SPR funding for MPOs with low program balances and demonstrated need. Implement a carryover policy for MPOs with high carryover balances starting in FY27.
Regional Priority Program (RPP)	STAC Recommendation: Change formula to 25% VMT, 20% Population, 40% Lane Miles, and 15% Truck VMT. Staff Recommendation: Status Quo / No Change



## Near-Term Next Steps

- May - TC action on MMOF match and distribution formulas; TC action on TPR boundaries
- May/June - Review/finalize revenue assumptions and forecast; Discussion of Kick-off Presentation with local partners
- June - TC action on remaining formula program distributions; TC action on PD 14; Officially kick-off start of plan development.
- July/August - Review/finalize allocation assumptions and forecast
- September - Review/finalize 2050 Resource Allocation



Thank You







# COLORADO

## Department of Transportation

### Bridge and Tunnel Enterprise Board of Directors Memorandum

**To:** The Bridge and Tunnel Enterprise Board of Directors

**From:** Patrick Holinda, Bridge and Tunnel Enterprise Manager

**Date:** June 20, 2024

### Subject: Adoption of Proposed Revisions to Policy Directive 16.0

#### Purpose

Staff have prepared this workshop to provide the Bridge and Tunnel Enterprise (BTE or Enterprise) Board of Directors (Board) an overview of proposed revisions to Policy Directive (PO) 16.0 “Oversight of Funding for State Bridges and Tunnels”.

#### Action

Staff is requesting approval of resolution to adopt revised PO 16.0 “Oversight of Funding for State Bridges and Tunnels”.

#### Background

PO 16.0 establishes BTE program eligibility requirements and provides guidance to staff on project selection, project execution, and transparency. This directive was last updated and approved in August 2022, prior to passage of HB 23-1276. HB23-1276 was signed into law on May 15, 2023, expanding the scope of the BTE. Revisions to Policy Directive 16.0 are now required to reflect the Enterprise’s expanded scope.

HB23-1276 expands the scope of the BTE in two ways:

- 1) BTE can now complete of preventative maintenance bridge projects, which are projects that involve a treatment or strategy to extend the service life of a fair-rated or good-rated bridge (as determined by the department) by preventing, delaying, or reducing deterioration.
- 2) BTE can now repair, reconstruct, replace, and maintain a bridge that the department has rated as fair if the fair-rated bridge is included as part of a project to repair, reconstruct, replace, or maintain a designated bridge (a structurally deficient or/and functionally obsolete bridge that has been rated poor by the department).

#### Key Updates

The following key revisions are required to reflect the statute:

1. Update definitions to include “Fair-rated bridge”, “Good-rated bridge”, and “Preventative maintenance bridge project” to align with statute.
2. As in statute, the PO expands the scope of BTE to include preventative maintenance bridge projects for good-rated and fair-rated bridges.

3. As in statute, the PO expands the scope of BTE: fair-rated bridge treatments may also be included in a designated bridge project or other project involving the repair, replacement, or reconstruction of a designated bridge if:
  - a. including the fair-rated bridge is an efficient use of BTE resources, and
  - b. will result in cost savings or schedule acceleration for a project that will improve safety.
4. Add that BTE shall pursue opportunities to increase investment levels in preventative maintenance if capacity is available to respond to urgent present needs to repair and replace designated bridges and improve highway safety statewide.
5. Add that staff shall collaborate with CDOT Region Staff to maintain and execute a plan to provide a sustainable level of funding to address ongoing tunnel capital investment needs.

## Options and Recommendations

1. Approve Proposed Resolution #BTE-4 to adopt revisions to PO 16.0 “Oversight of Funding for State Bridges and Tunnels” - Staff Recommendation
2. Approve Proposed Resolution #BTE-4 to adopt revisions to PO 16.0 “Oversight of Funding for State Bridges and Tunnels” with amendments
3. Request additional information from Staff and approve Proposed Resolution #BTE-4 at a later date (please note that this option may lead a delay in BTE funding availability for the US 50 Blue Mesa Bridge Emergency Response Project)

## Next Steps

Staff will explore opportunities to leverage this new funding flexibility to increase statewide investment in bridge preventative maintenance and improve the efficiency and effectiveness of the Statewide Bridge and Tunnel Enterprise program.

## Attachments:

Attachment A: Proposed Revisions to Policy Directive 16.0 Workshop

Attachment B: Redlined version of current Policy Directive 16.0

Attachment C: Final proposed version of revised Policy Directive 16.0



**COLORADO**

Department of Transportation

# Statewide Bridge and Tunnel Enterprise Policy Directive 16.0 Workshop

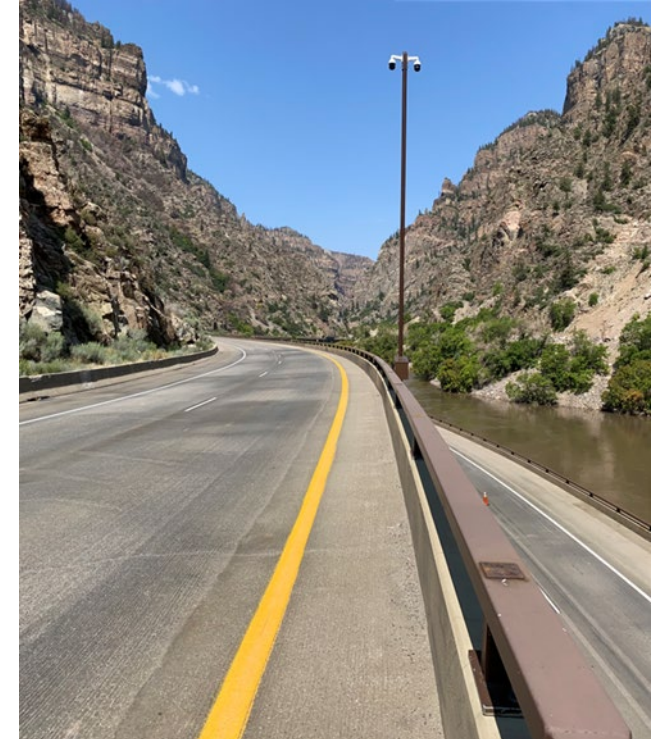
June 20, 2024



# Purpose and Need

The June 2022 version of the Policy Directive was approved prior to the passage of House Bill 23-1276, and does not include the following key items:

- Expansion of the Enterprise's scope to include:
  - Preventative maintenance projects for good-rated and fair-rated bridges
  - Repair, reconstruction, or replacement of a fair-rated bridge if the work is included in a poor-rated bridge project for cost savings or acceleration for a project that improves safety





# BTE Scope Expansion

Good Rated Bridges

Preventative Maintenance (New)

Fair Rated Bridges

Preventative Maintenance (New)  
Replacement, rehabilitation, or repair (New)  
*(if bundled with poor-rated bridge for cost savings or acceleration)*

Poor Rated Bridges

Replacement, rehabilitation, or repair (New)



# Revision History

Version	Policy Directive Approval Date	Policy Number	Approving Resolution Number	Notes
Original	01.26.2016	BE 16.0	BE-16-1-2	New Policy
Revised	03.18.2021	BE 16.0	BE-21-03-02	New Bridge Enterprise Eligibility Criteria
Revised	08.18.2022	BE 16.0	BTE-22-06-07	SB 21-260 passage
Proposed	06.20.2024	16.0	BTE-24-06-20	HB 23-1276 passage

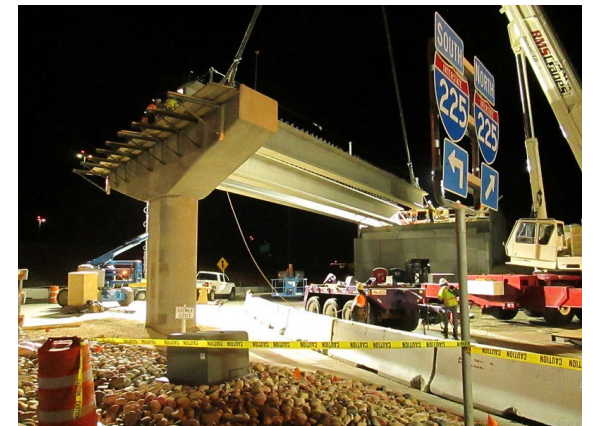


# Vetting Participants

## The updated Directive was reviewed by:

- Bridge and Tunnel Enterprise program staff
- Department of Accounting and Finance
  - Enterprise Controller
  - Enterprise Accountant
- Transportation Unit of the Attorney General's Office
- Office of Policy & Government Relations
- Bridge and Tunnel Enterprise Executive Steering Committee
  - Executive Director
  - Deputy Executive Director
  - Chief of Staff
  - Chief Financial Officer
  - Chief Engineer
  - Deputy Chief Engineer
  - Regional Transportation Directors
  - Director of Maintenance and Operations
  - Director of the Division of Transportation Development
- Staff Bridge Branch
  - State Bridge Engineer
  - Bridge Asset Manager
  - Bridge and Structure Inspection Engineer
  - Bridge Load Rating Engineer
  - Staff Bridge Unit Leaders (each Region has an assigned Unit Leader)

- Tunnel Owner/Operator Group
  - Region 1 Tunnel Resident Engineer
  - Region 3 Bridge Enterprise and Special Projects Resident Engineer
  - All other members of the statewide tunnel owner/operator group
- Statewide PEIII Group
- Project Support Branch Managers
- Bridge and Tunnel Enterprise Progress Meeting Group
  - Includes approximately 75 BTE stakeholders from the CDOT Regions and Headquarters
- Civil Rights, Title VI Review





# Background

## The purpose of the Directive:

- Set policy regarding the program eligibility requirements
- Reflect legislative mandates, primarily those found in C.R.S. 43-4-805

## The Directive also provides guidance on:

- Project selection
- Project execution
- Transparency

*“It is the intent of the BTE Board to ensure that the State obtains the greatest benefit in increased bridge and tunnel safety per dollar of BTE funds spent by establishing and utilizing a documented process to strategically prioritize and program bridge and tunnel projects in a thorough and integrated manner.”*  
(PO 16.0)

C.R.S. 43-4-805

Copy Citation

Statutes current through Chapter 1 of the 2022 Regular Session. The inclusion of the 2022 legislation is not final. It will be final later in 2022 after reconciliation with the official statutes, produced by the Colorado Office of Legislative Legal Services.

[Colorado Revised Statutes Annotated](#) > [Title 43. Transportation \(§§ 43-1-101 – 43-10-117\)](#) > [Financing \(Art. 4\)](#) > [Article 4. Financing \(Pts. 1 – 13\)](#) > [Part 8. Funding Advancement for Surface Transportation and Economic Recovery \(§§ 43-4-801 – 43-4-814\)](#)

43-4-805. Statewide bridge enterprise - creation - board - funds - powers and duties - legislative declaration - definition.

(1) The general assembly hereby finds and declares that:

(a) The completion of designated bridge projects and tunnel projects is essential to address increasing traffic congestion and delays, hazards, injuries, and fatalities;

(b) Due to the limited availability of state and federal funding and the need to accomplish the financing, repair, reconstruction, and replacement of designated bridges and tunnel projects as promptly and efficiently as possible, it is necessary to create a statewide bridge and tunnel enterprise and to authorize the enterprise to:

(I) Enter into agreements with the commission or the department to finance, repair, reconstruct, and replace designated bridges and complete tunnel projects in the state; and

(II) Impose a bridge safety surcharge, a bridge and tunnel impact fee, and a bridge and tunnel retail delivery fee at rates reasonably calculated to defray the costs of completing designated bridge projects and tunnel projects and distribute the burden of defraying the costs in a manner based on the benefits received by persons paying the fees and using designated bridges and tunnels and receiving retail deliveries, receive and expend revenue generated by the surcharge and fees and other money, issue revenue bonds and other obligations, contract with the state, if required approvals are obtained, to receive one or more loans of money received by the state under the terms of one or more financed purchase of an asset or certificate of participation agreements authorized by this part 8, expend revenue generated by the surcharge to repay any such loan or loans received, and exercise other powers necessary and appropriate to carry out its purposes; and

(c) The creation of a statewide bridge and tunnel enterprise is in the public interest and will promote the health, safety, and welfare of all Coloradans and visitors to the state by providing bridges and repairing, maintaining, and operating tunnels in a manner that incorporates the benefits of advanced engineering design, experience, and safety.

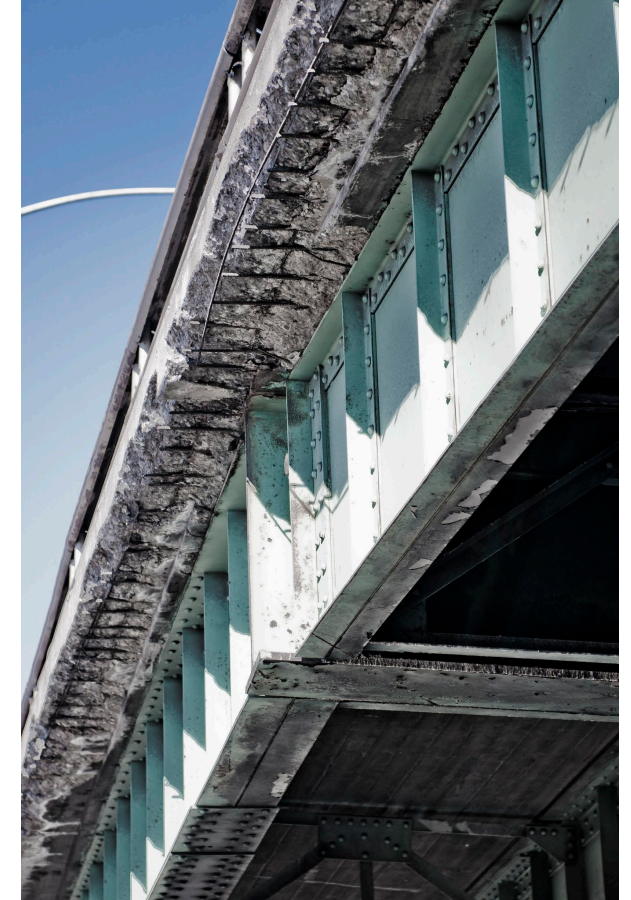




# Key Updates

## Project Eligibility

- The Directive now sets policy regarding the eligibility of preventative maintenance projects for good-rated and fair-rated bridges to receive BTE funds.
- The Directive now sets policy regarding the eligibility of projects including repair, reconstruction, or replacement of fair-rated bridges to receive BTE funds (if the work is included in a poor-rated bridge project for cost savings or acceleration for a project that improves safety)





# Key Updates Continued

## Project Selection

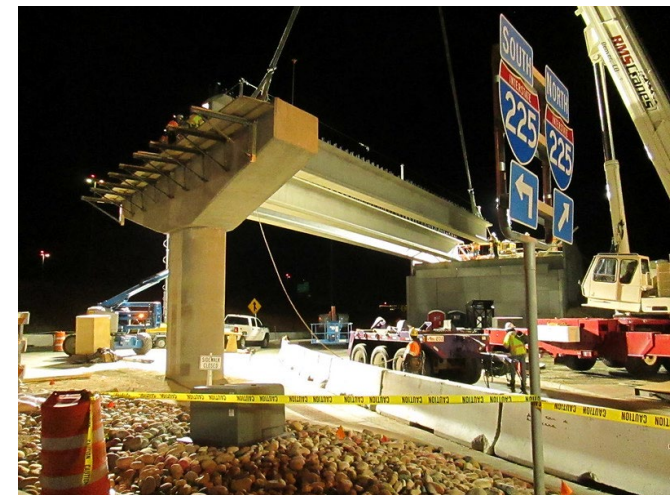
- Bridge replacement and rehabilitation project priorities will continue to be determined through the application of Procedural Directive 16.1
- Staff will continue to prioritize CDOT 10-Year Vision Plan projects
- Provided that funding is made available to replace high priority poor-rated bridges, staff will pursue opportunities to increase investment levels in bridge preventative maintenance
- BTE and Region Staff will maintain and execute a plan to provide a sustainable level of funding for tunnel capital investment needs





# Key Benefits

- The updated Directive is current based on HB 23-1276
- Preventative maintenance of good and fair bridges is now eligible for BTE funding
- Replacement/rehab of fair bridges is now eligible for BTE funding (under certain circumstances)





**COLORADO**

**Department of Transportation**

# Questions or comments?





<del>Statewide Bridge and Tunnel Enterprise</del>		<del>X</del> <b>POLICY DIRECTIVE</b>
		<del>□</del> <b>PROCEDURAL DIRECTIVE</b>
<b>Subject</b>		<b>Number</b>
<del>Oversight of Funding for State Bridges and Tunnels</del>		<b>BE16.0</b>
<b>Effective</b>	<b>Supersedes</b>	<b>Originating Office</b>
<del>6.16.22 TBD</del>	<del>-6.16.22</del>	<del>Statewide Bridge and Tunnel Enterprise</del>

Policy Directive 16.0

Subject: Oversight of Funding For State Bridges and Tunnels

Effective Date: X/XX/2024

Supersedes: 06/16/2022 PD 16.0

Originating Office: Statewide Bridge and Tunnel Enterprise

## I. Purpose

Pursuant to ~~Section~~§ 43-4-805(2)(b), C.R.S., the business purpose of the Bridge and Tunnel Enterprise (“BTE”) is to finance, repair, reconstruct, and replace any designated bridge in the state and complete tunnel projects and, as agreed upon by the Transportation Commission (~~“Commission”~~), or the Colorado Department of Transportation (“CDOT” or ~~“Department”~~) to the extent authorized by the Commission, to maintain the bridges ~~BTE~~ finances, repairs, reconstructs, and replaces.

It is the intent of the Statewide Bridge and Tunnel Enterprise Board of Directors (“Board”) to ensure that the State of Colorado obtains the greatest benefit in increased bridge and tunnel safety per dollar of Statewide Bridge and Tunnel Enterprise Program (~~“BTE”~~) funds spent by establishing and utilizing a documented process to strategically prioritize and program ~~designated~~ bridge ~~projects~~ and tunnel projects in a thorough and integrated manner.

The Board, through its oversight of the BTE, will use available BTE funds effectively and efficiently to facilitate the financing, repair, reconstruction, and replacement of designated bridges, completion of preventative maintenance bridge projects and completion of tunnel projects as promptly and efficiently as possible.

## II. Authority

Statewide Bridge and Tunnel Enterprise Board of Directors established pursuant to [Section](#)§ 43-4-805(2), C.R.S.

Statewide Bridge and Tunnel Enterprise established pursuant to [Section](#)§ 43-4-805(2), C.R.S.

Statewide Bridge and Tunnel Enterprise powers and duties as defined in [Section](#)§ 43-4-805, C.R.S.

23 C.F.R Part 650 - Bridges, Structures, and Hydraulics

Project closure and reporting requirements established pursuant to [Section](#)§ 43-1-123, C.R.S.

82 FR 5886 -- FHWA Pavement and Bridge Condition Measure Final Rule [Link](#)

## III. Applicability

This Policy Directive ~~shall apply~~ [iesy](#) to all Divisions, Regions and Offices of the Colorado Department of Transportation.

## IV. Definitions

““Bridge”” means a “structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.” 23 C.F.R. ~~Section~~§ 650.305

““Designated bBridge”” is defined in ~~by~~ [Section](#)§ 43-4-803(10), C.R.S. as ““every bridge, including any roadways, sidewalks, or other infrastructure connected or adjacent to or required for the optimal functioning of the bridge, that: (a) is part of the state highway system, as described in Section 43--2-101, C.R.S.; and (b) has been identified by the department as structurally deficient or functionally obsolete, and has been rated by the department as poor, as of January 1, 2009, or is

**Oversight of Funding for State Bridge and Tunnels****BTEBE16.0**

subsequently so identified and rated by the department.”

“Fair-rated Bridge” is defined in Section 43-4-803(12.5), C.R.S. as means any every bridge, including any roadways, sidewalks, or other infrastructure connected to, adjacent to, or required for optimal functioning of the bridge that is part of the state highway system as defined in Section 42-2-101, C.R.S. and the department has rated as fair.” The department rates bridges as “fair” if the subject bridge has a National Bridge Inventory condition rating of five (5) out of nine (9) or six (6) out of nine (9) for one or more of the deck, superstructure, substructure, or culvert with none of these ratings below five (5) out of nine (9).

“Fair-rated Bridge Bundling Project” means a fair-rated bridge included as part of a designated bridge project or other project involving the repair, replacement, or reconstruction of a designated bridge if (a) including the fair-rated bridge is an efficient use of Bridge Enterprise resources, and (b) will result in cost savings or schedule acceleration for a project that will improve safety.

“Good-rated Bridge” is defined in Section 43-4-803(12.7), C.R.S. as means any every bridge, including any roadways, sidewalks, or other infrastructure connected to, adjacent to, or required for optimal functioning of the bridge that is part of the state highway system as defined in Section 42-2-101, C.R.S. and the department has rated as good. The department rates bridges as “good” if the subject bridge has a National Bridge Inventory condition rating of at least seven (7) out of nine (9) for the deck, superstructure, substructure, or culvert.

“Poor-rated Bridge” means every any bridge, including any roadways, sidewalks, or other infrastructure connected to, adjacent to, or required for optimal functioning of the bridge that is part of the state highway system as defined in Section 42-2-101 C.R.S. and the department has rated as poor. The department rates bridges as “poor” if the subject bridge has a National Bridge Inventory condition rating of four (4) out of nine (9) or less for any one of the deck, superstructure, substructure, or culvert.

“Preventative Maintenance Bridge Project” means a project that involves a treatment or strategy to extend the service life of a fair-rated or good-rated bridge by preventing, delaying, or reducing the deterioration of a bridge. C.R.S. § 43-4-803(17.5).

“Tunnel” means an enclosed roadway for motor vehicle traffic with vehicle access limited to portals, regardless of type of structure or method of construction, that requires, based on the owner's determination, special design considerations that may include lighting, ventilation, fire protection systems, and emergency egress

capacity. The term “tunnel” does not include bridges or culverts inspected under the National Bridge Inspection Standards. 23 CFR § 650.505.

“Tunnel pProject” means a project to repair, maintain, or enhance the operation of any tunnel that is part of the state highway system. C.R.S. § 43-4-803(26.5).

## V. Procedure

**Project Eligibility.** The Board will make the most strategic use of available BTE funds to address bridges and tunnels that are determined to be eligible for funding as follows:

1. ~~A dDesignated Bbridge, as defined above, as defined by the criteria established in Resolution #BTEBE-18-06-02, will be~~ is eligible to receive BTE bridge replacement or rehabilitation funding through revenues from the bridge safety surcharge, bridge and tunnel impact fee, bridge and tunnel retail delivery fee or future revenue sources intended for this purpose.

~~—Per Section§ 43-4-805(3)(c)(IV), C.R.S, fFair-rated bBridge treatments may also be included as part of a Fair-rated Bridge Bundling Project.in a designated bridge project or other project involving the repair, replacement, or reconstruction of a designated bridge if:~~

~~— ) including the fair-rated bridge is an efficient use of Bridge Enterprise resources, and~~

- a. ~~) will result in cost savings or schedule acceleration for a project that will improve safety. These criteria qualify major structures on the state highway system with a National Bridge Inventory item 58, 59, 60, or 62 (Deck, Superstructure, Substructure, or Culvert, respectively) rating of 4/9 or less using the National Bridge Inspection Standards (NBIS) rating scale as eligible. These ratings correlate to an overall bridge condition rating of "poor" and a classification of "structurally deficient" per the NBIS which qualifies the structure as a designated bridge per Section§ 43-4-802, C.R.S.~~

1. ~~A pPreventative mMaintenance bBridge pProject, as defined above, is eligible to receive BTE bridge preventative maintenance funding through revenues from the bridge safety surcharge, bridge and tunnel impact fee, or bridge and tunnel retail delivery fee or future revenue sources intended for this purpose. In addition to conforming with the definitions provided in Section§ 43-4-803, fair-rated or good-rated bridges are identified based on the Pavement and Bridge Condition Performance Measure Final Rule <add citation>, which defines a bridge as good-~~



**Oversight of Funding for State Bridge and Tunnels****BTEBE16.0**

~~rated if it has a National Bridge Inventory (NBI) condition rating of 7/9 or higher for items 58, 59, and 60 or 62 and fair-rated if it has a NBI condition rating between 6/9 and 5/9 for one or more of items 58, 59, 60, or 62 with none of these items rated below a 5/9.~~

~~1.~~

~~b.2.~~

~~c.3. A tunnel project, as defined above, as defined by the Department's interpretation of 23 CFR Section § 650.505, is will be eligible to receive BTE tunnel funding through revenues from the bridge and tunnel impact fee, ~~or~~ bridge and tunnel retail delivery fee or future revenue sources intended for this purpose. Per 23 CFR Section § 650.505, the term "tunnel" means an enclosed roadway for motor vehicle traffic with vehicle access limited to portals, regardless of type of structure or method of construction, that requires, based on the owner's determination, special design considerations that may include lighting, ventilation, fire protection systems, and emergency egress capacity. The terms "tunnel" does not include bridges or culverts inspected under the National Bridge Inspection Standards (subpart C of this part).~~

**Project Selection.** BTE staff will follow Procedural Directive ~~BE~~-16.1 (PD ~~BE~~16.1) when evaluating and recommending projects for funding to the Board. The Board provides the following guidance regarding the application of PD ~~BE~~16.1.

1. When determining allocations of bridge and tunnel impact fee ~~and~~ and bridge and tunnel retail delivery fee revenues, priority will be placed on funding BTE eligible projects that are designated as CDOT Ten-Year Vision Plan projects in accordance with Section § 43-4-217(1)(g)(l), C.R.S.
2. When determining allocations of bridge safety surcharge revenues, ~~and residual bridge and tunnel impact fee and bridge, and tunnel retail delivery fee revenues and future revenue sources,~~ and residual bridge and tunnel impact fee and bridge, and tunnel retail delivery fee revenues and future revenue sources, ~~BTE strategic statewide~~ bridge replacement and rehabilitation priorities are determined through a combination of both qualitative and quantitative analysis using the prioritization process outlined in PD ~~BE~~16.1. As part of the qualitative analysis, BTE eligible CDOT Ten-Year Vision Plan projects will be identified and prioritized. The quantitative prioritization is not intended to be a rank order strategic priority list in which bridges should be funded.
3. Provided that adequate program capacity is available to respond to urgent present needs to repair and replace structurally deficient ("poor") bridges ~~Designated Bridges~~ and improve highway safety in the state of Colorado pursuant to Section §43-4-802(2)(b), staff shall pursue opportunities to increase investment levels in preventative maintenance for BTE eligible bridges.

~~2.4.~~ Staff shall collaborate with CDOT Region Staff to maintain and execute a plan to provide a sustainable level of funding to address ongoing tunnel capital investment needs (i.e. new tunnel systems, replacement of tunnel systems, ~~new tunnel systems and major rehabilitation to or minor rehabilitation of rehabilitation to replacement of existing tunnel systems~~).

~~3.5.~~ At the time of ~~athe~~ funding request, supporting information documenting the project selection process, including a narrative describing the bridge or tunnel's structure's condition and the results of the qualitative and quantitative evaluation, will be provided to the Board.

**Project Execution and Transparency.** The Board provides the following guidance to staff for the project execution and reporting stages.

1. Continue to provide guidelines to project engineers and project managers and seek other process improvements for the development of reasonable project contingency fund levels to make best use of the funds available.
2. BTE staff shall track compliance with Section 43-1-123, C.R.S. and work with CDOT Region staff to review projects nearing completion and encourage the release of excess project budget. Available budget shall be reprogrammed to advance other priority projects.
3. Provide Quarterlyregular progress reports to the Board at regular meetings and develop other methods to ensure transparency of BTE processes and progress.

## **V. Implementation Plan**

This Procedural Directive shall be effective upon [SIGNATURE/DATE]. The Office of Policy and Government Relations shall post this Procedural Directive on CDOT's intranet as well as on public announcements.

The Statewide Bridge and Tunnel Enterprise shall oversee the implementation of this Procedural Directive.

~~This Policy Directive shall be effective immediately upon approval by the Board.~~

## **V. Review Date**

This Policy Directive shall be reviewed on or before XX/XX/XX.

Policy Directive 16.0

Subject

Number

**Oversight of Funding for State Bridge and Tunnels**

**BTEBE16.0**

Shoshana M. Lew  
Executive Director

Date of Approval

Herman Stockinger  
Bridge and Tunnel Enterprise Secretary

Date of Approval



**COLORADO**

Department of Transportation

Office of Policy and Government Relations

Policy Directive 16.0

## Policy Directive 16.0

Subject: Oversight of Funding for State Bridges and Tunnels

Effective Date: 06/XX/2024

Supersedes: 06/16/2022 PD 16.0

Originating Office: Statewide Bridge and Tunnel Enterprise

### I. Purpose

Pursuant to Section 43-4-805(2)(b), C.R.S., the business purpose of the Bridge and Tunnel Enterprise (“BTE”) is to finance, repair, reconstruct, and replace any designated bridge in the state and complete tunnel projects and, as agreed upon by the Transportation Commission (“Commission”), or the Colorado Department of Transportation (“CDOT” or “Department”) to the extent authorized by the Commission, to maintain the bridges BTE finances, repairs, reconstructs, and replaces.

It is the intent of the Statewide Bridge and Tunnel Enterprise Board of Directors (“Board”) to ensure that the state of Colorado obtains the greatest benefit in increased bridge and tunnel safety per dollar of Statewide Bridge and Tunnel Enterprise Program funds spent by establishing and utilizing a documented process to strategically prioritize and program bridge and tunnel projects in a thorough and integrated manner.

The Board, through its oversight of the BTE, will use available BTE funds effectively and efficiently to facilitate the financing, repair, reconstruction, and replacement of designated bridges, completion of preventative maintenance bridge projects and completion of tunnel projects as promptly and efficiently as possible.

### II. Authority

Statewide Bridge and Tunnel Enterprise Board of Directors established pursuant to Section 43-4-805(2), C.R.S.

Statewide Bridge and Tunnel Enterprise established pursuant to Section 43-4-805(2), C.R.S.

Statewide Bridge and Tunnel Enterprise powers and duties as defined in Section 43-4-805, C.R.S.

23 CFR Part 650 - Bridges, Structures, and Hydraulics

Project closure and reporting requirements established pursuant to Section 43-1-123, C.R.S.

82 FR 5886 - FHWA Pavement and Bridge Condition Measure Final Rule Link

### **III. Applicability**

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

### **IV. Definitions**

“Bridge” means a “structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.” 23 CFR § 650.305

“Designated Bridge” is defined in Section 43-4-803(10), C.R.S. as “every bridge, including any roadways, sidewalks, or other infrastructure connected or adjacent to or required for the optimal functioning of the bridge, that: (a) is part of the state highway system, as described in Section 43-2-101, C.R.S.; and (b) has been identified by the department as structurally deficient or functionally obsolete, and has been rated by the department as poor, as of January 1, 2009, or is subsequently so identified and rated by the department.”

“Fair-rated Bridge” is defined in Section 43-4-803(12.5), C.R.S. as “every bridge, including any roadways, sidewalks, or other infrastructure connected to, adjacent to, or required for optimal functioning of the bridge that is part of the state highway system as defined in Section 42-2-101, C.R.S. and the department has rated as fair.” The department rates bridges as “fair” if the subject bridge has a National Bridge Inventory condition rating of five (5) out of nine (9) or six (6) out of nine (9) for one or more of the deck, superstructure, substructure, or culvert with none of these ratings below five (5) out of nine (9).

“Fair-rated Bridge Bundling Project” means a fair-rated bridge included as part of a designated bridge project or other project involving the repair, replacement, or reconstruction of a designated bridge if (a) including the fair-rated bridge is an

## Policy Directive 16.0

efficient use of Bridge Enterprise resources, and (b) will result in cost savings or schedule acceleration for a project that will improve safety.

“Good-rated Bridge” is defined in Section 43-4-803(12.7), C.R.S. as “every bridge, including any roadways, sidewalks, or other infrastructure connected to, adjacent to, or required for optimal functioning of the bridge that is part of the state highway system as defined in Section 42-2-101, C.R.S. and the department has rated as good. The department rates bridges as “good” if the subject bridge has a National Bridge Inventory condition rating of at least seven (7) out of nine (9) for the deck, superstructure, substructure, or culvert.

“Poor-rated Bridge” means every bridge, including any roadways, sidewalks, or other infrastructure connected to, adjacent to, or required for optimal functioning of the bridge that is part of the state highway system as defined in Section 42-2-101 C.R.S. and the department has rated as poor. The department rates bridges as “poor” if the subject bridge has a National Bridge Inventory condition rating of four (4) out of nine (9) or less for any one of the deck, superstructure, substructure, or culvert.

“Preventative Maintenance Bridge Project” means a project that involves a treatment or strategy to extend the service life of a fair-rated or good-rated bridge by preventing, delaying, or reducing the deterioration of a bridge. C.R.S. § 43-4-803(17.5).

“Tunnel” means an enclosed roadway for motor vehicle traffic with vehicle access limited to portals, regardless of type of structure or method of construction, that requires, based on the owner’s determination, special design considerations that may include lighting, ventilation, fire protection systems, and emergency egress capacity. The term “tunnel” does not include bridges or culverts inspected under the National Bridge Inspection Standards. 23 CFR § 650.505.

“Tunnel Project” means a project to repair, maintain, or enhance the operation of any tunnel that is part of the state highway system. C.R.S. § 43-4-803(26.5).

## V. Procedure

**Project Eligibility.** The Board will make the most strategic use of available BTE funds to address bridges and tunnels that are determined to be eligible for funding as follows:

1. A Designated Bridge is eligible to receive BTE bridge replacement or rehabilitation funding through revenues from the bridge safety surcharge, bridge and tunnel impact fee, bridge and tunnel retail delivery fee or future revenue sources intended for this purpose.

## Policy Directive 16.0

- a. Per Section 43-4-805(3)(c)(IV), C.R.S, Fair-rated Bridge treatments may also be included as part of a Fair-rated Bridge Bundling Project.
2. A Preventative Maintenance Bridge Project is eligible to receive BTE bridge preventative maintenance funding through revenues from the bridge safety surcharge, bridge and tunnel impact fee, bridge and tunnel retail delivery fee or future revenue sources intended for this purpose.
3. A Tunnel Project is eligible to receive BTE tunnel funding through revenues from the bridge and tunnel impact fee, bridge and tunnel retail delivery fee or future revenue sources intended for this purpose.

**Project Selection.** BTE staff will follow Procedural Directive 16.1 (PD 16.1) when evaluating and recommending projects for funding to the Board. The Board provides the following guidance regarding the application of PD 16.1.

1. When determining allocations of bridge and tunnel impact fee and bridge and tunnel retail delivery fee revenues, priority will be placed on funding BTE eligible projects that are designated as CDOT Ten-Year Vision Plan projects in accordance with Section 43-4-217(1)(g)(I), C.R.S.
2. When determining allocations of bridge safety surcharge revenues, residual bridge and tunnel impact fee and bridge, tunnel retail delivery fee revenues and future revenue sources, BTE bridge replacement and rehabilitation priorities are determined through a combination of both qualitative and quantitative analysis using the prioritization process outlined in PD 16.1. As part of the qualitative analysis, BTE eligible CDOT Ten-Year Vision Plan projects will be identified and prioritized. The quantitative prioritization is not intended to be a rank order strategic priority list in which bridges should be funded.
3. Provided that adequate program capacity is available to respond to urgent present needs to repair and replace Designated Bridges and improve highway safety in the state of Colorado pursuant to Section 43-4-802(2)(b), staff shall pursue opportunities to increase investment levels in preventative maintenance for BTE eligible bridges.
4. Staff shall collaborate with CDOT Region Staff to maintain and execute a plan to provide a sustainable level of funding to address ongoing tunnel capital investment needs (i.e. new tunnel systems, replacement of tunnel systems, major rehabilitation to or minor rehabilitation of existing tunnel systems).
5. At the time of a funding request, supporting information documenting the project selection process, including a narrative describing the bridge or tunnel condition and the results of the qualitative and quantitative evaluation, will be provided to the Board.

**Project Execution and Transparency.** The Board provides the following guidance to staff for the project execution and reporting stages.

1. Continue to provide guidelines to project engineers and project managers and seek other process improvements for the development of reasonable project contingency fund levels to make best use of the funds available.
2. BTE staff shall track compliance with Section 43-1-123, C.R.S. and work with CDOT Region staff to review projects nearing completion and encourage the release of excess project budget. Available budget shall be reprogrammed to advance other priority projects.
3. Provide Quarterly progress reports to the Board at regular meetings and develop other methods to ensure transparency of BTE processes and progress.

## VI. Implementation Plan

This Procedural Directive shall be effective upon [SIGNATURE/DATE]. The Office of Policy and Government Relations shall post this Procedural Directive on CDOT's intranet as well as on public announcements.

The Statewide Bridge and Tunnel Enterprise shall oversee the implementation of this Procedural Directive.

## VII. Review Date

This Policy Directive shall be reviewed on or before XX/XX/XX.

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Shoshana M. Lew  
Executive Director

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Date of Approval





**COLORADO**

**Department of Transportation**

Office of Environmental Justice and Equity

Chief Equity Officer, Marsha Nelson  
2829 W. Howard Pl., Fourth Floor  
Denver, CO 80204

To: The Transportation Commission  
From: Chief Equity Officer, Marsha Nelson  
Date: June 5, 2024

## **Small Business & Diversity Committee Overview and EJE Deep Dive: DBE Program & FHWA Triennial DBE Goal Methodology FFY25-27**

### **Purpose**

To present the Colorado Transportation Commission (TC) with an overview of the Small Business & Diversity Committee, including the history and the programs/funding overseen by this group. Then, the Office of Environmental Justice & Equity (EJE) will discuss the Federal Highway Administration (FHWA) Triennial Disadvantaged Business Enterprise (DBE) Goal Methodology process, as well as the anticipated goal, for Federal Fiscal Years 2025 - 2027. This meeting will break down how CDOT analyzes data to create a prescribed goal and provides an opportunity for the TC to better understand the DBE program on a holistic level. This meeting creates a platform for open dialogue between the EJE and the TC prior to the request for TC adoption of the Triennial DBE Goal Methodology in July of 2024.

### **Action**

No action needs to be taken at this time.

### **Background**

The DBE program is a federal Department of Transportation program that exists to help level the playing field for historically underutilized small businesses pursuing work on federally-assisted highway construction and design projects. CDOT is a certifying agency for the DBE program and is responsible for evaluating the current transportation environment to ensure DBE goals are set accordingly. Part of this evaluation consists of creating the FHWA Triennial DBE Goal Methodology, which will be available for public comment in June of 2024.



**COLORADO**

**Department of Transportation**

Office of Environmental Justice and Equity

## **Creating the FHWA Triennial DBE Goal Methodology**

CDOT's statewide FHWA DBE goal reflects the expected level of participation by DBEs on FHWA-assisted contracts based on demonstrable evidence of DBE availability and absent the effects of discrimination. The agency's statewide DBE goal is set by first evaluating the potential contracting opportunities for the next three federal fiscal years stemming from FHWA funding received by CDOT. These contracting opportunities include construction and professional contracts awarded directly by CDOT, as well as local agency projects that contain passthrough FHWA funding from CDOT. These potential contracting opportunities are then cross-referenced with the electronic Colorado DBE directory to assess the availability of DBEs that are ready, willing, and able to perform the anticipated work on these future contracts. This analysis establishes a "base figure" for the relative availability of DBEs to perform work and serves as a starting point for this goal-setting exercise.

The next step in the process is to examine other evidence that might suggest any necessary upward or downward adjustments to the established base figure. For this methodology, the EJE evaluated the availability of prequalified consultants ready to propose on CDOT's professional services contracts, historical DBE participation on CDOT contracts, CDOT's funding outlook, DBE capacity to perform the necessary work, and recent disparity studies on the local market area, among other factors.

CDOT also outlined for FHWA the portion of the statewide DBE goal that it anticipates achieving through "race-conscious" and "race-neutral" means. The "race-conscious" means of obtaining DBE participation pertain to the use of individual DBE contract goals that must be addressed by the bidder or proposer before contract award. Meanwhile, "race-neutral" DBE participation is obtained by DBEs winning prime and subcontracts through customary competitive procurement procedures. By law, CDOT is required to meet the maximum feasible portion of its statewide DBE goal using "race-neutral" means before employing "race-conscious" methods (i.e. DBE contract goals). The EJE relied on the median "race-neutral" participation achieved on its FHWA-assisted contracts in the past five years to establish the portion of the statewide goal to be met using "race-neutral" means in this methodology.

CDOT's proposed DBE goal and accompanying methodology was published on May 30, 2024. In accordance with federal law, this goal-setting process incorporated various opportunities for public participation both prior to and following the publication of the proposed goal. This included meetings with



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Office of Environmental Justice and Equity

individual associations and trade groups prior to the May 30, 2024 publication, as well as a public hearing on June 11, 2024 to discuss the proposed goal in detail and to solicit public comments on the proposed goal. The public comment period is currently open until July 10, 2024.

## **Proposed statewide triennial FHWA DBE goal**

- Federal Fiscal Years 2025 - 2027
  - 12.48% Overall Goal

## **Next Steps**

EJE will present the proposed Triennial DBE Goal Methodology for adoption by the TC during the July TC meeting. This goal will be for Federal Fiscal Years 2025 - 2027.

# Hello



**COLORADO**

Department of Transportation

Office of Environmental Justice & Equity  
DBE Program & FHWA Triennial DBE Goal  
Methodology FFY25-27



# Today's Topics

- History of the Small Business & Diversity Committee
- Small Business Programs and Support
- DBE Program & Federal Highway Administration (FHWA) Triennial DBE Goal Methodology





# History of the Small Business & Diversity Committee

- Originally the "DBE Committee" to address updated Affirmative Action requirements and disparity study results near the end of the 1990s
- Renamed the 'Small Business and Diversity' Committee to place a greater emphasis on small business capacity development (establishment and funding of the "Connect2DOT" statewide program, etc.)



# Small Business Programs & Support

## Connect2DOT

- Designed to help small and disadvantaged businesses become more competitive and successful in doing business with CDOT and other local transportation agencies.
- Provides online resources, in-person, and virtual events tailored to highway and bridge construction contractors & engineering-related professional service firms
- Services include **free, unlimited consulting** and **free or low-cost business training**





# Small Business Programs & Support (cont.)

## Emerging Small Business Mentor Protege Program

**Vision:** Establish an interconnected statewide community that supports the long-term dynamic growth of ESB-certified firms in the transportation design and construction industry

**Mission:** CDOT's ESB Mentor-Program is an integral component of the agency's commitment to support small businesses develop and expand their knowledge of how to do business with CDOT through intentional collaboration and guidance from CDOT staff. Through peer mentorship, the program fosters an environment that empowers members to address potential challenges and identify opportunities that small business owners in Colorado encounter when pursuing contract work with CDOT.

[www.codot.gov/mp](http://www.codot.gov/mp)





# Meet the 2024 ESB Mentor-Protege Cohort

Eighteen (18) teams, making this the largest cohort to date!



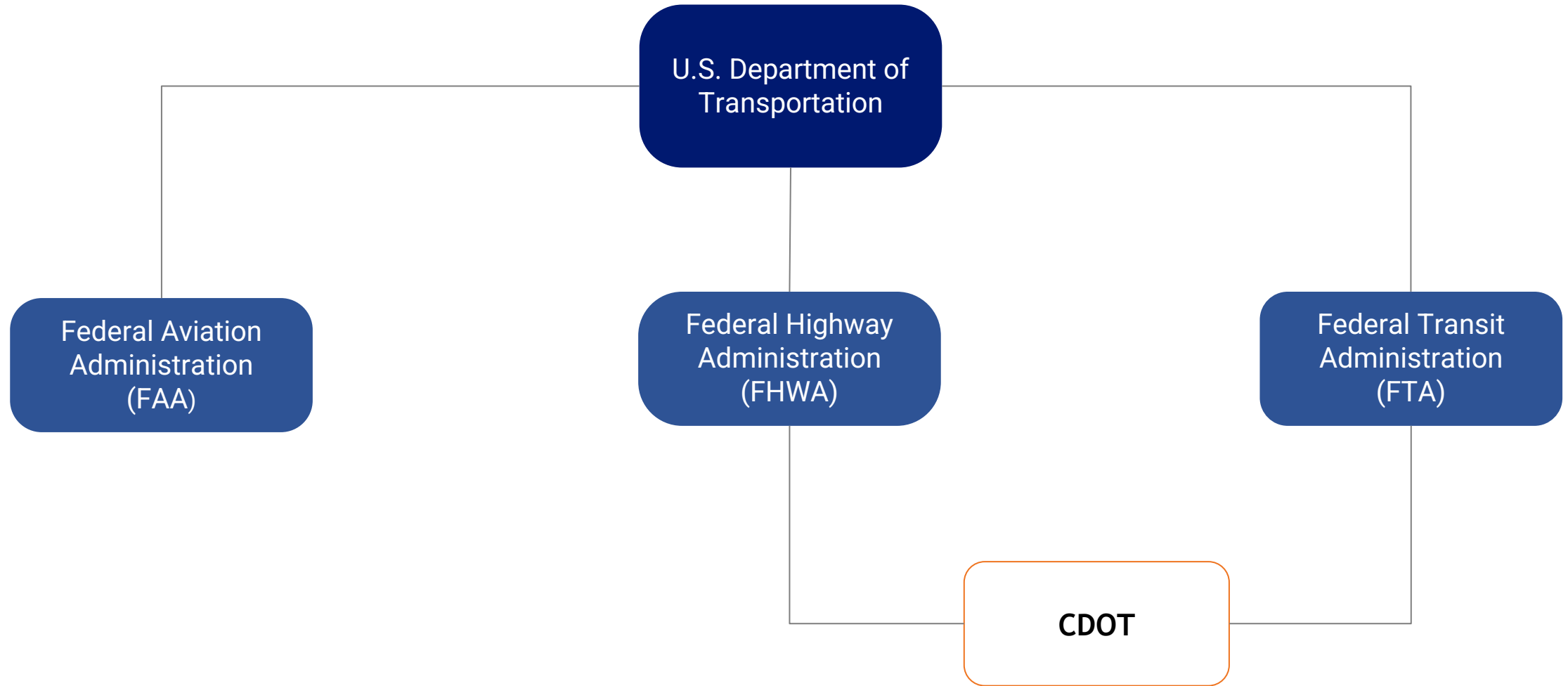


# Disadvantaged Business Enterprise Program & FHWA Triennial DBE Goal Methodology

June 20, 2024



# What is the Disadvantaged Business Enterprise (DBE) Program?





# What is the Disadvantaged Business Enterprise (DBE) Program?

- Ensure non-discrimination in USDOT assisted contracts (FHWA, FTA, FAA)
- Create a level playing field on which DBEs can compete fairly for USDOT assisted contracts
- Ensure that the DBE program is narrowly tailored
- Ensure only firms meeting eligibility standards can participate as DBEs
- Help remove barriers to DBE participation in USDOT funded contracts
- Assist in the development of firms so they can successfully compete outside the program
- Ensure consistency through the [Colorado Unified Certification Program](#)



# What is a DBE?

- Small for-profit business concern
- 51% owned and controlled by socially and economically disadvantaged individual(s)
- Certain minority groups and women presumed to be socially and economically disadvantaged
- Personal Net Worth Threshold (\$2.047M)
- Statutory Cap on Business Size (\$30.72M)
- Small Business Size Standards per U.S. Small Business Administration



# What is the DBE Goal Methodology?

- Statewide agency DBE goal reflects reasonable expectation of DBE participation on all FHWA-assisted contracts based on:
  - Demonstrable evidence of the availability of ready, willing, and able DBEs
  - Absent the effects of discrimination
- Methodology is the mandated process for establishing the agency DBE goal



# When does the DBE Goal apply?

- The FHWA DBE goal applies to all FHWA-assisted highway and design contracts.
  - Contracts awarded directly by CDOT
  - Local agency contracts with passthrough FHWA funding from CDOT



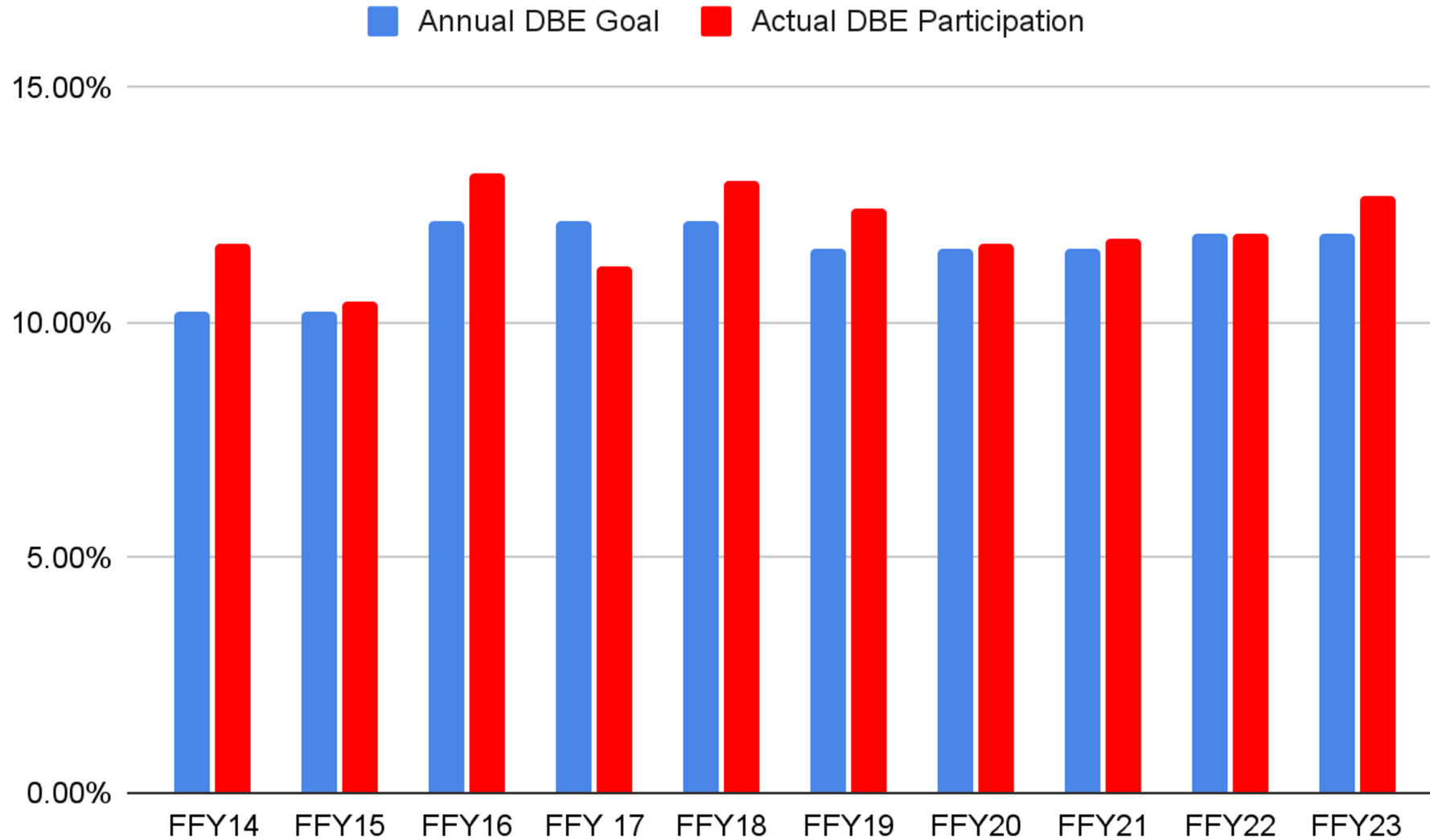
## Why do we have a DBE Goal?

- US DOT requires CDOT to set overall annual DBE goals every 3 federal fiscal years (FFY)
- Overall goal applies to each year for all 3 years and is reevaluated annually, if necessary
- CDOT tracks DBE participation on contracts throughout the year to measure progress against the goal
- Focus today is on the proposed FHWA DBE goal, which is 12.48%
- The previous goal was 11.89%





# Past DBE Goals & Actual Participation



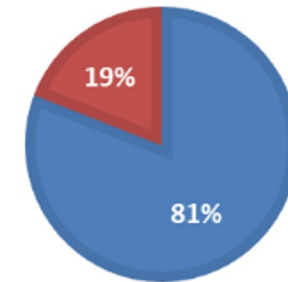


# What must be considered in Goal-Setting?

- **Market Area: Colorado**
- **Relevant Types of Work:**
  - 10.69% Professional Services (\$196,368,805)
  - 89.31% Construction (\$1,640,027,847)
- **DBE Availability: DBE Directory as compared to Census Data**
  - 3.28% Professional Services
  - 12.49% Construction
- **Result:**
  - 11.51% - Combined Base Figure
- **Local Agency Impact**
  - 11.51% now 11.41%

Location of CDOT Contactors

■ Colorado ■ Out of state



CDOT Contract Awards FFY 2021 - 2023



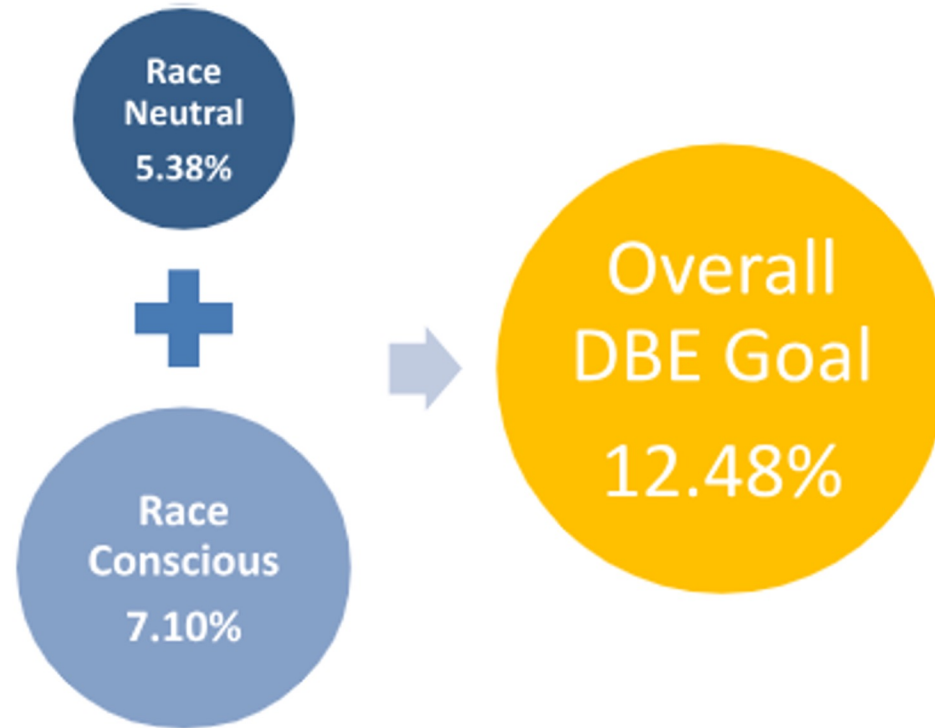


# What must be considered in Goal-Setting?

- **DBE Availability:**
  - Adjusted based on Professional Services Prequalification List
  - **3.28% now 12.38%**
- **Other Considerations:**
  - Past 5 Years of DBE Participation
  - Other Disparity Studies
  - Access to Bonding
  - Future Contracting Opportunities
  - Input from DBEs, Prime Contractors, and Industry Stakeholders



# Race-Conscious vs. Race-Neutral Split





# Goal Setting Schedule

**January- March 2024**

Research & develop  
draft methodology

**July 2024**

Submit final goal  
to TC for adoption

**June 2024**

Post draft goal for  
public comment

**August 1, 2024**

Submit adopted goal  
& methodology to  
FHWA for approval

## 30 Day Public Comment Period:

- May 31 - July 10, 2024
- In person, mail, email, phone
- CCA, WCCA, ACEC, BCG, HCC, COMTO, WTS
- CDOT Events
  - Quarterly Small Business Forums
  - ESB Mentor-Protege Program functions
  - DBE Goal Methodology Public Meeting (6/11/2024)



Questions?



# Transportation Commission (TC) Meeting Notes DRAFT May 15-16, 2024

Workshops - Wednesday, May 15, 2024

1:00 pm to 5:00 pm

[May 15, 2024 TC Workshops Zoom Video Recording](#)

## Transportation Commission Workshop

### Attendance

Nine of the 10 Transportation Commissioners were present: Chair: Karen Stuart, Vice Chair: Terry Hart, Eula Adams, James Kelly, Yessica Holguin, Shelley Cook, Hannah Parsons, Barbara Bowman, and Rick Ridder, with Mark Garcia excused.

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

Purpose and Action: CDOT Region 3 seeks condemnation authorization of one fee simple parcel necessary for Project Number 0132-025. Action A resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings.

- CDOT Region 3 - Project Number: 0132-025 Craig Signals Upgrades, 25012

Discussion:

- No substantial discussion or issues arose with this project moving forward with condemnation proceedings.

### US 50 Bridge Update and Resiliency - Keith Stefanik and Jason Smith [Recording Timestamp 00:00:00](#)

Purpose and Action:

- To inform the TC of the US 50 bridge closure, update the Commission on funds expended so far, and request consideration for additional funds to continue inspections on the bridge and developing alternative routes during the closure. Action requested is the approval of this month's Budget Supplement which includes a \$20 million confirmation item for funds already pre-authorized and provided to response efforts.

Discussion:

- Pilot cars are being used to direct traffic on the county road due to the low visibility corners and the high volume of traffic that the road was not designed for.
- Commissioner Ridder: Have there been any changes in protocols in the way bridges have been surveyed due to this finding? The US 50 bridge cracks were discovered upon receiving federal guidance that outlined that these specific types of bridges often fail or are damaged. Only a handful of bridges of this type were found in Colorado and all have been inspected according to federal recommendations. Additionally, all bridges are inspected on a 2 year time frame. There are only 2 T1 steel bridges in the state. There were no visual signs of damage or wear on bridge A. There is further testing

needed but the main focus is on bridge B (US 50 Bridge).

- Risk and Resilience Program
  - Focused on proactively addressing threats and vulnerabilities.
  - During an event, focusing on what went wrong and implementing those recommendations into other areas.
  - Focused on fixed assets such as bridges
  - Focus on Natural Threats
  - Tools can assist with operational resilience
    - The detour identification tool shows detours that are available assuming any given major corridor is no longer functional.
    - System redundancy analysis is another tool that shows the amount of system redundancy for a given route which is essential for a resilient transportation system.
  - The risk Assessment Process is a six step process
    - 1) Threat Data Collection
    - 2) Asset Data Collection
    - 3) Owner Consequence Calculation
    - 4) User Consequence Calculation
    - 5) Vulnerability Assessment
    - 6) Risk Assessment
- CDOT's PD 1905, Building Resilience into Transportation Infrastructure and Operations, established the program and directed CDOT to incorporate resilience into transportation assets and operations. This has positioned CDOT to consider extreme weather and future threats into transportation infrastructure.
- Commissioner Ridder inquired about the federal funding years and how they are allocated. The current IIJA funds are 2022-2026 funds. These fall under the PROTECT funds and are allocated to the 10-Year Plan funds.
- The PROTECT program has two programs. There is the formula program which automatically allocates \$98 million. There is an additional discretionary program where additional funds can be applied for.

## **Budget Workshop - FY 24 7th Budget Amendment - Jeff Sudmeier and Bethany Nicholas [Recording Timestamp 00:25:38](#)**

- Seventh budget amendment to the FY 2023-24 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) is requesting the the TC to review and adopt the seventh budget amendment to the FY 2023-24 Annual Budget, which consists of two items that require TC approval. The seventh budget amendment: 1. Transfers \$5 million from the Commission Reserve Fund (Line 73) to the Contingency Fund (line 72) to ensure adequate funding for several recent draws on the Contingency Fund. 2. Reallocates \$10.5 million from the Commission Reserve Funds (Line 73) to Maintenance Program Areas (Line 23) to address a shortfall in Maintenance Levels of Service.
- FY24 Maintenance Contingency Request - Purpose is requesting \$10.5M from the TC Program Reserve, to support ongoing maintenance operations for the remainder of FY24 (May/June 2024). Action requested is the approval of requested additional funds.
- Fiscal Year (FY) 2023-2024 Eleventh Budget Supplement; Confirmation Item is for Region 3 requesting \$20,000,000 of the TC Contingency Funds - On April 18, 2024, one of the T1 Steel Bridges over Blue Mesa Reservoir was closed following the discovery of cracking and deterioration of beams on the bridge. \$20M is requested to mobilize bridge inspections, conduct testing, and make improvements to County Road 26 and Kebler Pass for use as alternate routes. The TC Chair previously provided pre-authorization to access these funds, with ratification by the full TC now requested via the Budget Supplement. See the US 50 Bridge memo for additional information.



#### Discussion:

- John Lorme: There have been 30 major storms this year. Two thirds of the storms were on weekends which costs additional funds for overtime. Deicing materials have increased significantly with a 10% increase in solids and 2% increase in liquids. The CDOT snow plow fleet is aging incredibly fast. The cost for plows has gone up significantly since COVID-19.
- Guard rails have been hit increasingly. It is \$20k for smart rails whereas it was only about \$6 or \$7k recently.
- Employment vacancies are relatively low at 125.
- Commissioner Adams: What are maintenance program areas? The maintenance program areas are essentially a pool that will be allocated into other areas. The pool will be distributed with oversight of John Lorme.

## 2050 Statewide Plan Kick-Off: Statewide Plan Overview, Long Range Revenue Forecasts, PD 14.0, Program Distribution [Recording](#) [Timestamp 00:41:16](#)

#### Purpose and Action:

- To provide TC with an overview of the upcoming long-range plan development effort. This will include topics regarding program distribution (formula program recommendations and long-range revenue projections), and Policy Directive 14 (PD 14), the policy that guides the statewide plan goals and objectives. The requested action is Informational only.
- Key goals
  - Make traveling safer:
    - There has been a rise in traffic-related fatalities and injuries since 2010
    - Provide safer options for Vulnerable Road Users
  - Fix our roads and maintain our current system
    - 3.3 percent of interstates in Colorado are in poor condition - ranked 47th out of 50 states
    - Poor public perception of pavement quality
  - Expand transit service to Coloradans
    - Crucial to GHG reduction goals
    - Reduces congestion
    - Provides options to everyone and all communities
  - Reduce GHG emissions from the Transportation Sector
    - Top sector for GHG emissions - 28% to 30% of all emissions
- Proposed goal areas
  - Advancing transportation safety - Safety
    - Regardless of travel method
  - High performing roadways
    - Prioritize strategic investments
  - Sustainably increase transportation choice
    - Provide alternatives to single occupancy vehicle travel
- State and Federal Planning Requirements:
  - Are Performance-based
  - Identify reasonably expected financial resources
  - Discuss potential environmental mitigation activities, corridor studies or corridor visions
  - Address state federal planning factors
  - Required integration and consistency
  - A minimum 20-year planning horizon
- State and Federal Planning Factors have many similarities

- Next steps
  - Update Policy Directive 14 - Develop/update performance measure, targets and goals.
  - Program Distribution - TC to approve the formulas for Program Allocations.
  - Final decision from TC on TPR Boundaries
- Policy Directive (PD) 14
  - Provides continuous improvement for the key goals of the department
  - Informs funding decisions and project selections
  - Measures the success of PD 14 performance measures
  - A complete review of PD 14 is done prior to new planning cycles
- PD 14 Performance Measures
  - Advancing Transportation Safety
    - Reducing fatalities and serious injuries 50% by 2037
    - Reduce the fatalities and serious injuries to vulnerable road users 50% by 2037
  - High Performing Roadways
    - Interstate Pavement in Poor Condition at or below 1% by 2037
    - State Highway System Pavement Drivability Life at or above 80% High/Moderate DL
    - National Highway System Bridges in Poor Condition at or below 5% Poor
    - State Highway System Bridges in Poor Condition at or below 5% Poor
  - Sustainably Increase Transportation Choice
    - Statewide Transit: Increase revenue service miles by 15 million by 2037
    - Clean Transportation: 50% Reduction of Carbon Dioxide Equivalent by 2037

#### Discussion:

- Commissioner Adams: Adams is concerned that the amount of investment in asset management is falling behind. Adams believes there is not enough money to accomplish all of the tasks that CDOT is required to do.
- Commissioner Kelly: There is not a significant directive towards increasing policy
- Herman Stockinger: While the asset management program has remained relatively flat, about half of 10-year plan funds goes to asset management. Therefore, the overall spending towards asset management has increased.
- Adams: I was worried about my personal safety when driving on I-70 towards Limon. Other states do not have our rough pavement conditions.
- Commissioner Parsons: Under the making travel safer goal, are we discussing statewide safety or only CDOT right of way? The response was that the goal is addressing all roadways in the state.
- Commissioner Adams: How can we make the transit system work more effectively to fill the last mile gaps? CDOT explained that there are a significant number of area plans looking at last mile solutions and identifying gaps. All of the parties are coordinating to create a transit system that works well with bike and pedestrian components to eliminate gaps.
- Commissioner Stuart: is concerned that some of the new guiding documents remove the TC as the main policy makers. Stuart feels that the TC should not be solely voting on suggestions. Stuart also believes that there should be more emphasis on local governments' responsibilities and that CDOT should not be responsible for problems that are outside of their responsibility.
- Commissioner Cook: is concerned that there are not enough interim goals or performance measures. Darius Pakbaz replied that annual updates to the TC will show where progress has been made and will allow opportunities to pivot to meet those targets.
- Commissioner Cook: Cook would like to see more performance targets related to mode share for transit use as opposed to transit miles alone.
- Commissioner Holguin: Holguin feels challenged by the simplification of the new metrics. In the past, the metrics focused on some of the processes such as early

detection of crash areas. Holguin asked how these processes will be tracked. Darius Pakbaz, CDOT Division of Transportation Development (DTD) said that overall vehicle crashes will continue to be reported, tracked and analyzed.

- Commissioner Holguin was also concerned about maintenance being removed as one of the goals. Pakbaz stated that maintenance will be a top priority and the language in the PD 14 draft may need to be changed to reflect that.
- Commissioner Kelly asked when there will be a vote on PD 14. Additionally, Kelly wondered how commissioners will give input into the PD 14 wording.
- Commissioner Hart asked about why the Transportation Commission's Guiding Principles were not included as part of the Department Goals in the PD 14 planning process. Pakbaz stated that there were many new factors such as the 10-year plan and the Greenhouse Gas Roadmap that had to be included in the new PD 14 recommendations. It is advantageous to one set of goals as opposed to two competing documents.
- Commissioner Ridder asked how voters give their input. Pakbaz responded by describing the statewide transportation advisory commission process.
- Commissioner Stuart described the town halls that used to be held and the benefits of having public meetings.
- The composition of the 25-year revenue forecast has changed significantly since the 2045 forecast, but the overall forecasted revenue is greater
- Commissioner Parsons asked how many other states allocate no money from their general fund to their department of transportation. Sudemeier said that Colorado has a below average gas tax but does not know how Colorado compares to other states in terms of the general funds.
- Commissioner Adams asked whether the accuracy of the assumption of the EV uptake will affect whether the HUFT revenue projections will be accurate. Sudmeier explained that the EV tax was designed to make up for the loss in gas tax.
- Commissioner Cook wondered whether the budget that goes to state patrol has precedence over CDOT. Long term, the HUTF will not have enough revenue for the growth in need.
- Commissioner Ridder wondered whether VMT is a factor in federal funding allocations. Distributions have not been updated, so new changes in population or VMT is not reflected in funding.

## **MMOF Match Reduction Update Request and Distribution Formula** **Darius Pakbaz and Michael Snow [Recording Timestamp 02:33:37](#)**

### **Purpose and Action:**

- To review and consider adoption of modification to the distribution formula for the Multimodal Transportation and Mitigation Options Fund (MMOF) and updates to the data for the match reduction formula. The action requested is as part of the Program Distribution process, DTD is requesting TC approval of Resolution #6: MMOF Match Reduction Update Request & Distribution Formula.
- MMOF program
  - State funding to invest in complete, integrated multimodal transportation projects
  - 15% goes to CDOT which is awarded and funded by TC
  - 85% goes to local distribution for project selection by planning regions
    - Of local funds, 81% goes to urban regions and 19% goes to rural regions
    - Rural and urban each have their own formula
    - Gives higher proportion to rural regions than any formula would
- Distribution Formula
  - Recommended criteria weighting program
- Match Reduction Formula
- STAC and CDOT Recommendation

- Maintain existing 81/19 Urban/Rural split
- Update Urban criteria to include disabled and 65+ populations

Discussion:

- Commissioner Parsons asked about what the reasoning behind removing weight from the school aged population to the elderly and disabled populations was. Snow did not have a specific answer as to why weight was taken away from school aged children. The inclusion of elderly and disabled populations was the main reason behind the change.
- The new Free Fare Bill repurposes \$10 million from the local fund program for transit
- The new formula reduces or eliminates the match requirement to 25% or 0% for the most disadvantaged cities and counties
- Criteria data will be changed from 2019 to 2021 data

## CDOT Planning Rule (2 CCR 601-22) - Herman Stockinger [Recording](#) [Timestamp 03:26:33](#)

Purpose and Action:

- To inform the TC of the Rulemaking process that has taken place on 2 CCR 601-22. Action requested is by resolution, for the TC to approve one of three options - approve all proposed changes to the Rule, some of the proposed changes to the Rule, or none of the proposed changes to the Rule.

Discussion:

- There was not much participation during the public meetings, but there were significant written comments submitted to the TC.
- The new definition of Disproportionately Impacted Communities will match that within the state statute.
- Commissioner has always advocated against term limits and has always worked to lengthen them. Hart believes that the TC should not have input into whether STAC has term limits, because that action should be solely decided by STAC.
- Commissioner Hart intends to vote against the TPR boundary change. However, he hopes to direct staff to look into whether an MPO could be created within the Intermountain TPR.
- Commissioner Kelly noted that the other approach would be to take a legislative approach whereby the state legislature would add a TPR.
- According to Herman Stockinger, the designation of MPOs is a federal designation and the population within the intermountain TPR is too spread out to be currently eligible. However, the legislative approach is definitely possible. However, some unintended consequences could be that there would be an additional rural vote in STAC without the combination of the Southeast and South Central TPR. This may cause a significant restructuring of STAC. DRCOG has 60% of the statewide population and they only have 5% of the STAC votes, and this change would further reduce the per capita representation of urban areas.
- Commissioner Ridder mentioned that he will be voting yes on the boundary change due to the significant changes in population distribution in Colorado in recent decades.
- Commissioner Parsons feels that this issue is picking winners and losers and that is why she will be voting no.
- Commissioner Cook is inclined to vote yes but she is very worried about the divisiveness of the issue.
- Commissioner Adams is concerned about what DRCOGs view will be in stretching this decision out. DRCOG may push for more representation from this decision.

# Thursday, May 16, 2024

## [TC May 16, 2024 Regular Meeting](#)

### Call to Order, Roll Call

Nine of the 10 Transportation Commissioners were present: Chair: Karen Stuart, Vice Chair: Terry Hart, Eula Adams, James Kelly, Yessica Holguin, Shelley Cook, Hannah Parsons, Barbara Bowman, and Rick Ridder, with Mark Garcia excused.

### Public Comments [Recording Timestamp 02:00](#)

Brent Spahn, Summit County Public Works Director

- IMTPR has High VMT
- High Daily Truck VMT
- Highest number of crashes
- Highest tourist spending, after Denver Metro area.
- Not all is working right now in the IMTPR - with highest increases in changes
- Believes the IMTPR should be an MPO.
- Hope TC supports decision to divide IMTPR

Steve Sanchez, SE Colorado Hospital District, President of CTrans

- Positive things happening in SETPR
- Poll responses have not been in favor of the merge of SETPR and SCTPR.
- SETPR has worked hard on transit for service south of Lamar.
- RTP does not show growth, but we need transit to Springfield across to trinidad to head north in a loop.
- Have no Uber and transit runs 2 days of week, need more access to trips for healthcare. Please do not merge these two TPRs. Every response is to not consolidate the SETPR and SCTPR as we will lose traction on work done.

Luis Lopez, Las Animas County Commissioner of SCTPR

- Presented letters of opposition to the TC.
- Do not want to compete for more funding with another Region.
- Tourism is growing in SCTPR.
- Public Safety - share housing for inmates.
- Fire mitigation plans, not plans with SCTPR.
- SCCOG in both TPR counties.
- Front Range Passenger Rail working in SCTPR
- Topography is different in SCTPR from SETPR.
- I-27 new connection to gulf of Mexico to SCTPR
- IMTPR voted against the boundaries.
- Opportunity to go to State Legislature to change limit of the number of rural TPRs.

Wendy Buxton -Andrade, Prowers County Colorado

- Winners and losers with this recommendation.
- Opposed to combination of two TPRs
- Alternative to add additional TPR via the State Legislature, to the count of 10, the current limit.
- Please vote for an extension of the decision.

Kelly Owens, Mayor of Town of Breckenridge

- Area in IMTPR has changed over the last 30 years significantly.
- Strongly supports IMTPR split of boundaries
- Very excited about splitting the IMTPR.
- Data clearly demonstrates numbers greater than many MPOs.
- Many projects needed now, negatively impact tourism for visitors.

Tamara Pogue, Summit County Commissioner

- Served on the Committee for the TPR Study
- I-70 is critical infrastructure for the County - projects to improve I-70 must occur not just stay on a project list.
- Work session attended with TC yesterday, delay in action will not help - change is needed now.
- I-70 closures and crashes are serious needs to address.

Jeff Fiedler, Lake County Commissioner

- In support of IMTPR boundary split
- Data supports this recommendation.
- Workforce use and rely on I-70.
- Priorities of small counties get lost in the mix.

Rick Brinken, Mayor of Frisco

- Supports IMTPR boundary split
- EJMT - traffic increase of hazardous materials and impacting side streets of town. Highest stretch of highway in the County and high traffic patterns.
- Emergency responders are strained, and state of the road does not help.
- Two exits that backup onto the highway, which is a safety concern.
- More people moving into Summit County.
- Very important economic corridor of I-70, related to tourism.
- Crashes and highway closures are a key concern.

Peter Seigel, Summit County Chamber of Commerce

- I-70 during a snowstorm - MP 195 to 201 needs lighting.
- A more tightly focused group will garner more attention.

Dustin Lyman, General Manager Copper Mountain Resort

- I-70 travel is critical for tourism and has more visitation than the state of Vermont.
- Also need safety improvements.
- This separation will provide the voice we need pertaining to transportation issues.

## Comments of the Chair and Individual Commissioners [Recording](#)

### [Timestamp 00:32:06](#)

- Commissioner Bowman - Focused on the US 50 Bridge project. Grateful for CDOT staff's actions on this project.
- Commissioner Adams - Thankful for CDOT staff's work. Visited Douglas County and toured several projects. Participated in an online transportation forum with Douglas County. Attended STAC and DRCOG meetings. Encourages young people to participate in CDOT's internship programs.
- Commissioner Cook - Jefferson County communities are updating their comprehensive plans. Jefferson county is updating the wildfire protection plan and redrawing maps and plans for wildlife danger. A key piece of the plan is the ability to evacuate. The JeffTAAG meeting was a good opportunity to connect with the community. The South Park Bridge in Morrison is dealing with serious structural areas.
- Commissioner Kelly - Executive Director, Suzette Mallette, of the NFRMPO is retiring, they are looking to fill this position as there has been interest both across the state and around the country. It is a busy month for the TC in general with potential changes to TPRs and STAC that has called for a lot of discussion back and forth.
- Commissioner Holguin - Thankful for CDOT staff's preventative inspection on the US 50 bridge. Thankful for Herman Stockinger's trip to the Colorado Air and Space Port and the tower. Grateful for the trip to Burnham Yard to see the potential there. The Uplift indigenous people's organization asks the Space Port community to recognize the importance of the space to indigenous communities in the area and represent this on their website.
- Commissioner Ridder - Thankful for those engaged in the US 50 bridge issue in keeping everyone up to date. Focused on the Northwest passenger rail and excitement about the bill that will provide initial funding for this and the Front Range Passenger Rail project.
- Commissioner Parsons - Thankful for the individuals who attended to share public comments. The PPACG and other meetings have been benefited by Emily Hadaway's presentations on the legislature. Thankful for Darius Pakbaz's and Jeff Sudmeier's presentations yesterday.
- Commissioner Hart - Expressed thanks to those who have shared comments in the past few months, particularly in regard to the potential TPR rule change. Thanks for Commissioner Lopez's participation in the Front Range Passenger Rail's Board. Thankful for the staff and the response to the US 50 crisis. Had great conversations yesterday and the chance to visit two of four TPRs to discuss the upcoming plan and was excited about the new efficient Bustang. Thankful for fellow commissioners and the discussions that have been taking place.
- Commissioner Stuart - No report today but thankful to the other reports.

## Executive Director's Management Report (Shoshanna Lew) [Recording](#)

### [Timestamp 00:52:50](#)

- The Governor will sign several historic bills later today that will contribute to better transportation and transit including visionary rail projects.
- There have been monumental legislative achievements on the safety side including legislation to impact safety on I-70.

- Acknowledged the end of a productive legislative session with transportation accomplishments.
- Still involved in the US 50 bridge crisis and working with finding solutions to funding challenges. The plan is to develop solutions that are not dependent on federal timelines. Thankful for the support of Gunnison and Montrose Counties.

### **Chief Engineer's Report (Keith Stefanik) [Recording Timestamp 00:59:30](#)**

- The US 50 bridge project has been a main focus. The goal is to complete inspections by Sunday and bring more information to the public by the next open house.
- Grateful for the opportunity to grow as an organization through this ongoing issue.

### **Colorado Transportation Investment Office (CTIO) Report (Piper Darlington) [Recording Timestamp 01:02:20](#)**

- The CTIO Board had a robust discussion on the annual toll rate review and adjustment process. Increased rates to keep up with inflation and the CTIO Board will be requested to take action next month.
- The 2023 CTIO Annual Report was distributed, but there are more requirements each year. Commissioner Adams noted the importance of this report and complimented the work of CTIO team, along with the new full time employees to CTIO approved.
- Safety enforcement is national news and the CTIO has been asked to report on this frequently.
- The First quarter report shows a decrease in safety violations from 9% to 3% in the first six months.

### **Federal Highway Administration (FHWA) Division Administrator Report - Andy Wilson [Recording Timestamp 01:07:50](#)**

- Recognized CDOT's efforts to protect the traveling public and workers while staying innovative to support locals on the US 50 Bridge project.
- Thanked Julie Constan, CDOT Region 5 Regional Transportation Director, and acknowledge ribbon cutting for US550/US160 project in Durango.
- Recognition that Stewardship Agreement that has been streamlined, but also with additional federal requirements, that will add more CDOT responsibilities for federal aid program administration, but FHWA will continue to try to support CDOT to reach those requirements.

### **Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski, STAC Chair) [Recording Timestamp 01:14:10](#)**

- US 50 Bridge project report. Information from the local population says that CDOT has been very effective at communicating with the public and responding to their needs. People are feeling better with the opened access to commercial trucks and increased detour trips. Little Blue Creek Canyon project construction provides additional angst.
- Heather Sloop has brought this up as an excellent example of the need for resiliency, when one critical road closes, it affects all other roads in the region.



- Jason Smith, CDOT Region 3 Regional Transportation Director, has done a great job coordinating this critical project.
- Darius Pakbaz and Marissa Gaughan gave a presentation on the 2050 statewide long range plan process.
- The Central Federal Lands presentation showed that many people do not take advantage of the money that Central Federal Lands offers.
- The next Statewide Transportation Advisory Committee (STAC) meeting is June 6th.
- Heather Sloop's comment on the HB 1101 TPR Study recommendations resulted in a lengthy discussion on the effects that this would have on the state of Colorado. STAC has voted unanimously to not pass the resolution to change the TPR boundaries.

## **State Legislative Update Report (Emily Haddaway) [Recording](#)**

### **[Timestamp 01:27:20](#)**

- CDOT Office of Policy and Government Relations is working on a comprehensive document on every bill that CDOT has been tracking.
- Ultimately CDOT only opposed three bills, none of which passed.
- All other concerns were addressed and overcome.
- Thirty-two bills impacted CDOT, with 16 having fiscal impacts and 16 without.
- We are in the midst of the bill signing tour right now.
- Transit and Rail Bills included: HB 24-034 and SB 24 -230 have sent about \$150 million to transit (depending on the year). A rail safety bill, a tax credit bill, and a cleanup bill have also passed.
- Commissioner Stuart noted that the rest area bill has not come to fruition and the TC has called for improvements time and time again.
- Commissioner Bowman echoed Commissioner Stuart's comments on rest areas and thanked Emily for her work during the 2024 Colorado Legislative Session.
- The rest area bill was paused even though the Governor was also excited to keep working on rest areas. The big concern at the moment is what is the nexus of the enterprise and to make clear that the fee payer is getting the benefit.
- Director Lew commented that incremental money received could help make the rest area program funds more robust.

## **Act on Consent Agenda (Herman Stockinger) [Recording Timestamp](#)**

### **[01:37:03](#)**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of April 18, 2023 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot

A Motion by a Commissioner Parsons to approve, and seconded by Commissioner Kelly, passed unanimously.

## **Discuss and Act on Proposed Resolution #3: Budget Supplement of FY 2025 (Jeff Sudmeier and Bethany Nichols) [Recording Timestamp](#)**

### **[01:39:10](#)**

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

**Discuss and Act on Proposed Resolution #4: Budget Supplement of FY 2024 (Jeff Sudmeier and Bethany Nichols) [Recording Timestamp 01:40:55](#)**

A Motion by Commissioner Bowman to approve, and seconded by a Commissioner passed unanimously.

**Discuss and Act on Proposed Resolution #5:FY25-FY28 STIP Adoption (Darius Pakbaz and Jamie Collins) [Recording Timestamp 01:42:45](#)**

A Motion by Commissioner Cook to approve, and seconded by Commissioner Kelly, passed unanimously.

**Discuss and Act on Proposed Resolution #6: Multimodal Transportation and Mitigation Options Fund (MMOF) Match Reduction Update Request and Distribution Formula (Darius Pakbaz and Michael Snow) [Recording Timestamp 01:44:45](#)**

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

**Discuss and Act on Proposed Resolution #7: Right-of-Way Condemnation Authorization Request (Keith Stefanik) [Recording Timestamp 01:46:05](#)**

A Motion by a Commissioner to approve, and seconded by Commissioner Kelly, passed unanimously.

**Discuss and Act on Proposed Resolution #8: CDOT Planning Rules (2 CCR 601-22) (Herman Stockinger) [Recording Timestamp 01:48:30](#)**

- Commissioner Hart moves that resolution #8 to be tabled to discuss.
- Commissioner Hart moves to amend in the action paragraph to change the language to add comments and recommendations from the STAC and add language to describe exceptions. Seconded by Commissioner Adams passed unanimously.
- Commissioner Hart moves to add an exception to the proposed rules that will table the proposed rule 2.01 in relation to the TPR boundaries until the November Transportation Commission meeting for discussion. Seconded by a Commissioner. Passed unanimously.
- Commissioner Hart moves to change rule 3.03.2.2 related to rotation of STAC officers to change from a requirement of rural and urban representation to an encouragement of representation from both rural and urban areas. Seconded by Commissioner Adams. Passed unanimously.

A Motion to pass the resolution as amended by Commissioner Hart approved, and seconded by Commissioner Adams, passed unanimously.

Commissioner Stuart's term will end next month and would like to propose Commissioners Parsons, Cook, and Garcia to serve on the TC Nominating Committee, and would like Commissioner Parsons to serve as the Chair of the Nominating Committee.

# **BTE/TC Workshop and Act on Resolution for Fuels Impact Reduction Enterprise (Darius Pakbaz and Craig Hurst)**

## **Fuels Impact Reduction Grant Program**

- Goals of the program that collects fees (not to go over \$15M) are to provide grants to certain impacted communities, governments, and transportation corridors for:
  - Hazardous Material Mitigation Corridors
  - Support Local and State projects of:
    - Emergency Response
    - Environmental Mitigation
    - Projects related to the transport of fuel within Colorado
- The Enterprise is tasked with administering the Fuels Impact Reduction Grant Program
- A total of \$ 15 million with \$10 million allocated to specific local governments, and \$5 million for Enterprise Administration.
- Local Government Allocations include:
  - Adams County - \$6.4M
  - City of Aurora - \$2M
  - El Paso County - \$ 1.3M
  - Mesa County - \$240K
  - Otero County - \$60K
- Discussion
  - Authorization eventually requested is to allow CDOT to sign five IGAs to the local governments. Sign IGA for execution by the end of September 2024.
  - A Commissioner asked about application for funds? CDOT needs an IGA signed to receive the funds. CDOT will help recipients to review and consider projects. CDOT will want to be flexible in terms of setting aside funds for multiple years to have more substantial funds for projects if that is deemed appropriate.
  - Resolution today is to approve signature authority to Darius Pakbaz as the Fuels Impact Reduction Enterprise Program Administrator, and Kay Hruska, as Enterprise Program Controller.

Commissioner Bowman made a motion to approve the and another Commissioner seconded the motion. The resolution passed unanimously.

**Adjourned before 11:30 am with the BTE/TC meeting occurring directly after the regular TC meeting.**



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Lauren Cabot

**Date:** June 6, 2024

**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

Commission approval of the projects identified on the IGA Project List including all documents necessary to further these projects except where there are substantial 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 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

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** John Lorme, Director of Maintenance and Operations

**CC:** Herman Stockinger, Deputy Executive Director

**Date:** June 20, 2024

**Subject:** FY 25 Maintenance Project List

### Purpose

The Maintenance Sections have identified projects valued at between \$150,000 and \$250,000 for construction in FY 25. The resolution details additions to project locations, type, and dollar value.

### Action

Per CRS 24-92-109 and PD 703.0 CDOT is required to prepare estimates of proposed work exceeding \$150,000 up to \$250,000 for Transportation Commission approval prior to undertaking the work.

### Background

The program allows the Maintenance Sections the flexibility to react to current needs by treating individual segments of highways showing distress.

Sufficient funds exist within the appropriate MPA's to pursue these projects. The projects are in accordance with the directive and all other requirements. The Division of Maintenance & Operations recommends approval of the projects on the FY25 \$150K-250K list.

### Next Steps

Upon approval, the Maintenance forces will proceed with construction of these projects in FY 25.

### Attachments

Resolution for Transportation Commission Approval - Includes Project List



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Keith Stefanik, P.E. Chief Engineer

**Date:** June 5, 2024

**Subject:** Declaration of Excess - 46 Rev-EX, I-25 & Happy Canyon Rd

### Purpose

The purpose of this memorandum is to provide the Transportation Commission with necessary supporting documents including legal descriptions and maps to declare Parcel 46 Rev-Ex of CDOT Project #I 25-2(52) 180 as excess property.

### Action

In accordance with Colorado Revised Statute 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT is requesting the Transportation Commission adopt a resolution to declare Parcel 46 Rev-Ex of CDOT Project #I 25-2(52) 180 as excess property and allow for its disposal.

### Background

Parcel 46 Rev-Ex is located to the west of I25 and Happy Canyon road near MM 186.9 in Castle Pines, Douglas County and contains 0.606 acres (+/-) of right of way. The City of Castle Pines and Douglas County are requesting the disposal of Parcel 46 Rev-Ex as part of a Local Agency project that will shift the alignment of the Lagae Road and Happy Canyon Interchange farther to the west of I25 to improve safety. A portion of Happy Canyon Road that is no longer needed for transportation purposes is located within Parcel 46 Rev-Ex as well as the portion of Happy Canyon Road that is being realigned and reconstructed under the Local Agency Project.

Region 1 has determined Parcel 46 Rev-Ex is no longer needed for CDOT transportation or maintenance purposes. Either the City of Castle Pines or Douglas County will acquire this parcel at nominal value for the future maintenance of Happy Canyon Road, in accordance with 23 CFR 710.403(e).

The portion of Happy Canyon Road that is located within 46 Rev-Ex and that is no longer needed for transportation purposes will be abandoned via a separate resolution.

## **Next Steps**

Upon approval from the Transportation Commission, CDOT will execute a quitclaim deed to convey 46 Rev-EX to either to the City of Castle Pines or Douglas County 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 to CDOT. The deed will be recorded in the office of the Douglas County Clerk and Recorder.

## **Attachments**

Legal Description

Exhibit



## EXHIBIT "A"

### CDOT PROJECT NO. I 25-2(52) 180 PARCEL 46 REV-EX

**DATE: August 14, 2023**  
**DESCRIPTION**

A tract or parcel of land being a portion of Parcel 46 REV of CDOT Project I 25-2(52) 180, described in Reception No. 121245, recorded July 22, 1964 in the Douglas County Clerk and Recorders Office, containing 26,418 sq. ft. (0.606 acres), more or less, in South Half of Section 10, Township 7 South, Range 67 West, of the 6<sup>th</sup> Principal Meridian, in Douglas County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point, on the south line of the Southwest Quarter of said Section 10, whence the Southwest corner of said Section 10 bears N. 89°33'15" W., a distance of 2,444.63 feet (deed N. 89°09'15" W., 2,444.8 feet), said point also being the TRUE POINT OF BEGINNING;

1. Thence along the westerly right of way line of said Parcel 46 REV, also being the easterly line of a parcel of land described in Reception No. 2015082240, recorded November 13, 2015, in said Douglas County Clerk and Recorders office, N. 1°06'20" E., a distance of 42.98 feet (deed N.1°33'E, 44.0 feet);
2. Thence continuing along said westerly right of way line and said easterly line, N. 43°21'17" E., a distance of 199.46 feet (deed N. 43°44'30" E., 199.5 feet);
3. Thence continuing along said westerly right of way line and said easterly line, S. 88°13'36" E., a distance of 61.72 feet (deed S. 87°31'30" E., 60.0 feet);
4. Thence S. 3°36'13" W., to the south line of the Southeast Quarter of said Section 10, a distance of 187.93 feet;
5. Thence along said south line of the Southeast Quarter, N. 89°32'29" W., to the South Quarter corner (a 3-1/4" aluminum cap, stamped "T7S R67W - ¼ 10/15 - PLS 13155 - 1987") of said Section 10, a distance of 39.04 feet;
6. Thence along the south line of the said Southwest Quarter, N. 89°33'15" W., a distance of 148.61 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described parcel contains 26,418 sq. ft. (0.606 acres), more or less.

Basis of Bearings: All bearings are based on the south line of the Southwest Quarter of said Section 10 as bearing N. 89°33'15" W., a distance of 2593.24 feet from the South Quarter corner (a 3-1/4" aluminum cap, stamped "T7S R67W - ¼ 10/15 - PLS 13155 - 1987") to the Southwest

Corner of said Section 10 (a 3-1/4" aluminum cap, stamped "TARANTO-STANTON & TAGGE – 9/10//15/S16 - T7S R67W - LS 12046". Bearings are based on a Survey Control Diagram for CDOT project IM 0252-317, PC 12255, dated April 8, 2002, by Michael D. Heimbeck, PLS 17488, Mountain Surveying and Mapping.

Prepared for and behalf of the  
Colorado Department of Transportation  
Kevin A. Williams, PLS #28294  
Wilson & Company  
990 S. Broadway Blvd, Suite 220  
Denver, CO 80209





SW ¼ SECTION 10  
T7S R67W 6TH PM

SE ¼ SECTION 10  
T7S R67W 6TH PM



THE CITY OF CASTLE PINES  
7501 VILLAGE SQUARE DRIVE, SUITE 100  
CASTLE ROCK, CO 80108  
REC #2015082240

ROW ACQUIRED AS PARCEL 46 REV ON  
CDOT PROJECT I 25-2(52) 180 AS  
DESCRIBED IN RECEPTION  
#121245, DATED JULY 22, 1964  
AREA OF DISPOSAL PARCEL 46 REV-EX  
26,418 SF (0.606 AC)

(D - N 1°33' E 44.0'  
N 1°06'20" E 42.98')

N 89°33'15" W  
148.61'

N 89°33'15" W - SOUTH LINE SW ¼ SECTION 10

POB DISPOSAL PARCEL  
N 89°33'15" W, 2,444.63 FEET (D - N 89°09'15"W, 2,444.8')  
TO NW CORNER SEC 15, T7S, R67W 6TH PM

N 89°32'29" W  
39.04'

SOUTH ¼ CORNER  
SECTION 10

N 89°32'29" W - SOUTH LINE SE ¼ SECTION 10

(D - N 43°44'30" E, 199.5')  
N 43°21'17" E 199.46'

(D - S 87°31'30" E, 60.0')  
S 88°13'36" E 61.72'

S 3°36'13" W, 187.93'

HAPPY CANYON ROAD

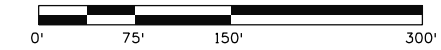
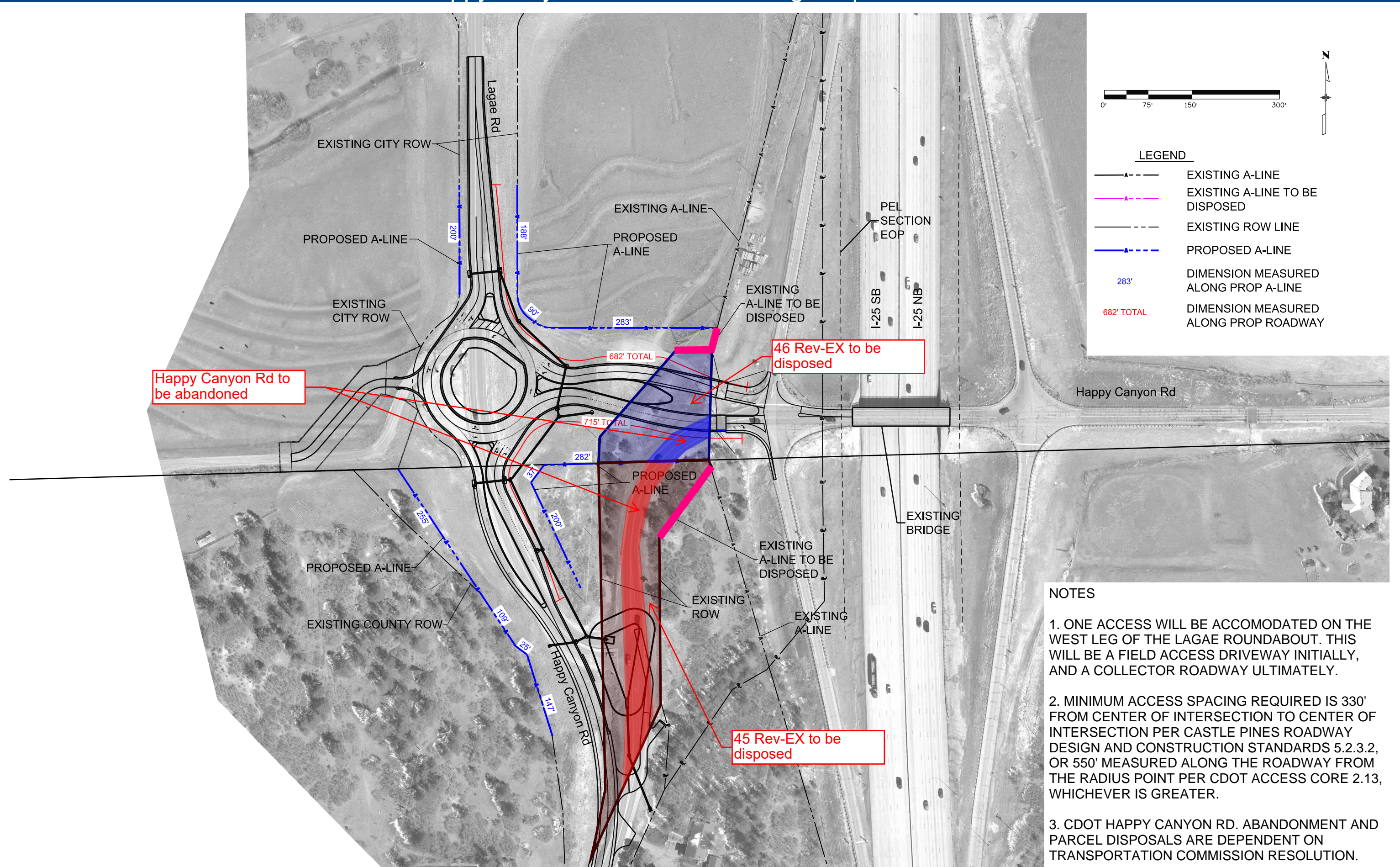
INTERSTATE 25

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Print Date:	8/14/2023	HAPPY CANYON ROAD DISPOSAL PARCEL 46 REV-EX CDOT PROJ # I 25-2(52) 180		Project No./Code		
File Name:				NA		
Horiz. Scale:	1" = 40'			NA		
Vert. Scale:	N/A	Designer:	KAW	Region:	1	
Unit Information:	CDOT R1 ROW	Detailer:		Unit Leader:	SH	
Unit Leader:	SH	Sheet Subset:		Sheet:	1 of 1	
			 		Sheet Number 1	

# Happy Canyon and I-25 Interchange Improvements



## LEGEND

- EXISTING A-LINE
- EXISTING A-LINE TO BE DISPOSED
- EXISTING ROW LINE
- PROPOSED A-LINE
- 283' DIMENSION MEASURED ALONG PROP A-LINE
- 682' TOTAL DIMENSION MEASURED ALONG PROP ROADWAY

## NOTES

1. ONE ACCESS WILL BE ACCOMODATED ON THE WEST LEG OF THE LAGAE ROUNDABOUT. THIS WILL BE A FIELD ACCESS DRIVEWAY INITIALLY, AND A COLLECTOR ROADWAY ULTIMATELY.
2. MINIMUM ACCESS SPACING REQUIRED IS 330' FROM CENTER OF INTERSECTION TO CENTER OF INTERSECTION PER CASTLE PINES ROADWAY DESIGN AND CONSTRUCTION STANDARDS 5.2.3.2, OR 550' MEASURED ALONG THE ROADWAY FROM THE RADIUS POINT PER CDOT ACCESS CORE 2.13, WHICHEVER IS GREATER.
3. CDOT HAPPY CANYON RD. ABANDONMENT AND PARCEL DISPOSALS ARE DEPENDENT ON TRANSPORTATION COMMISSION RESOLUTION.



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Keith Stefanik, P.E. Chief Engineer

**Date:** June 5, 2024

**Subject:** Declaration of Excess - 45 Rev-EX, I-25 & Happy Canyon Rd

### Purpose

The purpose of this memorandum is to provide the Transportation Commission with necessary supporting documents including legal descriptions and maps to declare Parcel 45 Rev-Ex of CDOT Project #I 25-2(52) 180 as excess property.

### Action

In accordance with Colorado Revised Statute 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT is requesting the Transportation Commission adopt a resolution to declare Parcel 45 Rev-Ex of CDOT Project #I 25-2(52) 180 as excess property and allow for its disposal.

### Background

Parcel 45Rev-Ex is located to the west of I25 and Happy Canyon road near MM 186.9 in Castle Pines, Douglas County and contains 1.363 acres (+/-) of right of way. The City of Castle Pines and Douglas County are requesting the disposal of Parcel 45 Rev-Ex as part of a Local Agency project that will shift the alignment of the Lagae Road and Happy Canyon Interchange farther to the west of I25 to improve safety. A portion of Happy Canyon Road that is no longer needed for transportation purposes is located within Parcel 45 Rev-Ex as well permanent water quality facilities that will be constructed under the Local Agency Project.

Region 1 has determined Parcel 45 Rev-Ex is no longer needed for CDOT transportation or maintenance purposes. Either the City of Castle Pines or Douglas County will acquire this parcel at nominal value for the future maintenance of permanent water quality facilities, in accordance with 23 CFR 710.403(e).

The portion of Happy Canyon Road that is located within 45 Rev-Ex and that is no longer needed for transportation purposes will be abandoned via a separate resolution.

### Next Steps

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey 45 Rev-EX to either to the City of Castle Pines or Douglas County 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 to CDOT. The deed will be recorded in the office of the Douglas County Clerk and Recorder.

## **Attachments**

Legal Description

Exhibit

## EXHIBIT "A"

### CDOT PROJECT NO. I 25-2(52) 180 PARCEL 45 REV-EX

**DATE: August 14, 2023**  
**DESCRIPTION**

A tract or parcel of land being a portion of Parcel 45 REV of CDOT Project I 25-2(52) 180, described in Reception No. 121245, recorded July 22, 1964 in the Douglas County Clerk and Recorders Office, containing 59,374 sq. ft. (1.363 acres), more or less, in North Half of Section 15, Township 7 South, Range 67 West, of the 6<sup>th</sup> Principal Meridian, in Douglas County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point, on the north line of the Northwest Quarter of said Section 15, whence the Northwest corner of said Section 15 bears N. 89°33'15" W., a distance of 2,444.63 feet (deed N. 89°09'15" W., 2,444.8 feet), said point also being the TRUE POINT OF BEGINNING;

1. Thence along the westerly right of way line of said Parcel 45 REV, also being the easterly line of a parcel of land described in Reception No. 2015092660, recorded December 30, 2015, in said Douglas County Clerk and Recorders office, S. 1°06'20" W., a distance of 564.94 feet (deed S.1°33'W, 564.4 feet);
2. Thence continuing along said westerly right of way line and said easterly line, S. 14°30'04" W., to the south corner of said Parcel 45 REV, a distance of 133.20 feet (deed S. 14°48'45" W., 133.2 feet);
3. Thence along the southerly line of said Parcel 45 REV, also being the Northwesterly boundary of Happy Canyon Road (April 1963), N. 25°56'23" E., to the westerly line of a parcel of land described in Reception No. 2007053522, recorded July 6, 2007, a distance of 310.74 feet (deed N. 26°23' E., 310.9 feet);
4. Thence along the easterly right of way line of Happy Canyon Road (April 2023) as described in said Parcel 45 REV (course 4 of deed), and said westerly line, N. 1°11'08" E., a distance of 284.16 feet (deed N. 1°33' E., 284.1 feet);
5. Thence continuing along the said easterly right of way line and said westerly line, N. 38°32'38" E., a distance of 149.43 feet (deed N. 38°57'15" E., 149.4 feet);
6. Thence along the northerly extension of the west right of way line of I-25 as described in said Parcel 45 REV (course 6 of deed), N. 14°14'23" W., to the north line of the Northeast Quarter of said Section 15, a distance of 12.29 feet;

7. Thence along said north line of the Northeast Quarter, N. 89°32'29" W., to the North Quarter corner (a 3-1/4" aluminum cap, stamped "T7S R67W - ¼ 10/15 - PLS 13155 - 1987") of said Section 15, a distance of 39.04 feet;
8. Thence along the north line of the said Northwest Quarter, N. 89°33'15" W., a distance of 148.61 feet, more or less, to the TRUE POINT OF BEGINNING.

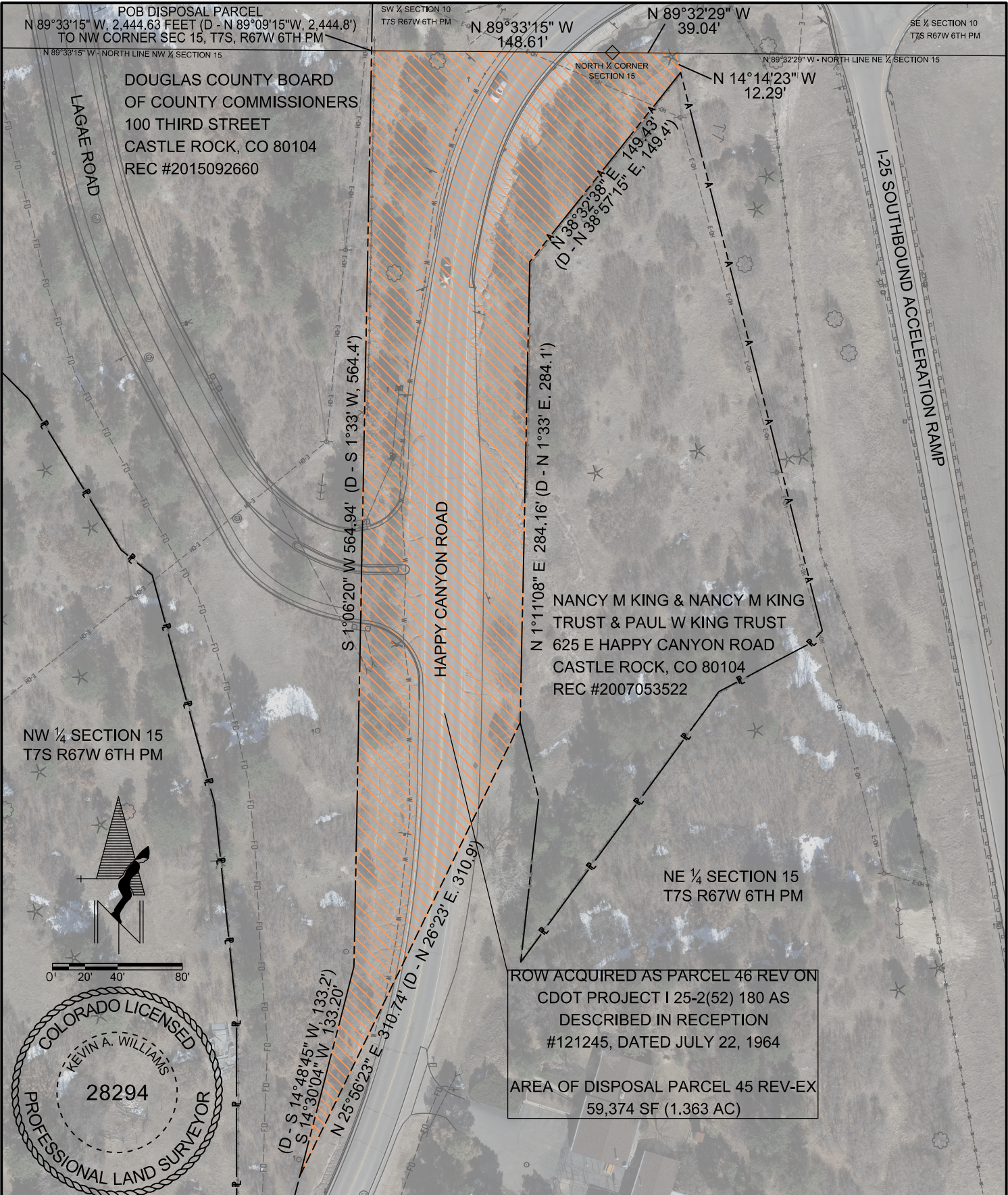
The above described parcel contains 59,374 sq. ft. (1.363 acres), more or less.



Basis of Bearings: All bearings are based on the north line of the Northwest Quarter of said Section 15 as bearing N. 89°33'15" W., a distance of 2593.24 feet from the North Quarter corner (a 3-1/4" aluminum cap, stamped "T7S R67W - ¼ 10/15 - PLS 13155 - 1987") to the Northwest Corner of said Section 15 (a 3-1/4" aluminum cap, stamped "TARANTO-STANTON & TAGGE - 9/10//15/S16 - T7S R67W - LS 12046". Bearings are based on a Survey Control Diagram for CDOT project IM 0252-317, PC 12255, dated April 8, 2002, by Michael D. Heimbeck, PLS 17488, Mountain Surveying and Mapping.

Prepared for and behalf of the  
Colorado Department of Transportation  
Kevin A. Williams, PLS #28294  
Wilson & Company  
990 S. Broadway Blvd, Suite 220  
Denver, CO 80209

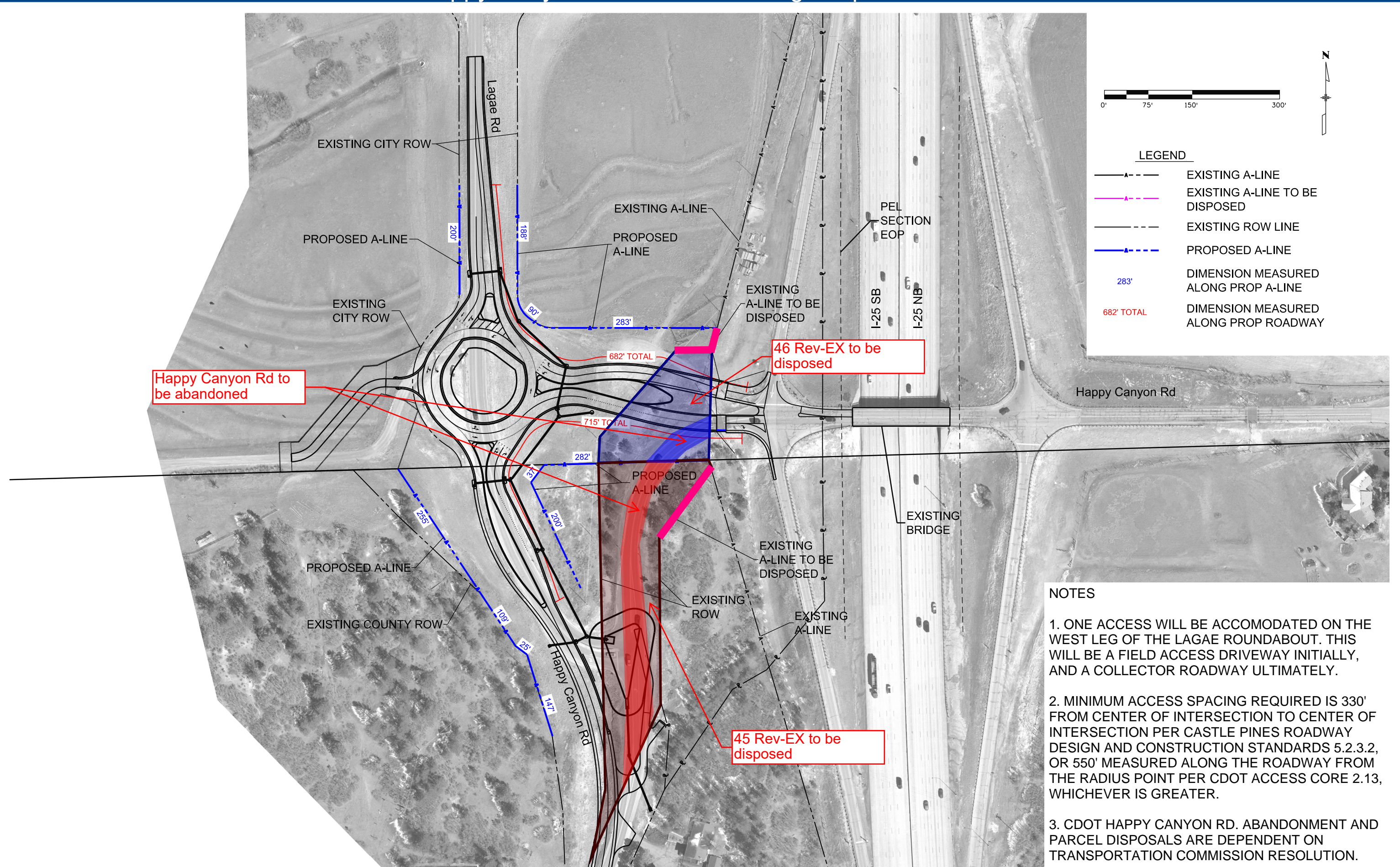






Print Date:	8/14/2023	HAPPY CANYON ROAD DISPOSAL PARCEL 45 REV-EX CDOT PROJ # I 25-2(52) 180	Project No./Code
File Name:			NA
Horiz. Scale:	1" = 80'	Designer: KAW	Region: 1
Vert. Scale:	N/A	Detailer:	Unit Leader: SH
Unit Information:	CDOT R1 ROW	Sheet Subset:	Sheet: 1 of 1
Unit Leader:	SH	 	Sheet Number 1

# Happy Canyon and I-25 Interchange Improvements





**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Keith Stefanik, P.E. Chief Engineer

**Date:** June 5, 2024

**Subject:** Abandonment - Happy Canyon Road - South Portion, I-25 & Happy Canyon Rd

### Purpose

CDOT Region 1 is proposing the abandonment of approximately 0.115 linear miles (+/-) of the Southern portion of Happy Canyon Road located within Parcel 45 Rev-Ex.

### Action

CDOT Region 1 is requesting the Transportation Commission adopt a resolution to abandon approximately 0.115 miles of Happy Canyon Road located within Parcel 45 Rev-Ex acquired with CDOT Project #I 25-2(52) 180 to reconstruct and realign Happy Canyon Road and Lagae Road Interchange.

### Background

The proposed abandonment of this Southern portion of Happy Canyon Road is located west of I25 near MM 186.9 in Castle Pines, Douglas County and contains approximately 0.115 linear miles (+/-) of right of way. The City of Castle Pines and Douglas County are requesting the abandonment of the Southern portion of Happy Canyon Road, located within Parcel 45 Rev-Ex, as part of a Local Agency project that will shift the alignment of the Lagae Road and Happy Canyon Road Interchange farther to the west of I25 to improve safety.

Colorado Revised Statute 43-2-106 (1)(a) provides that the Transportation Commission may determine that a State Highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality.

Region 1 has determined that the South portion of Happy Canyon Road is no longer needed for transportation or maintenance purposes. Under a separate resolution, either the City of Castle Pines or Douglas County will acquire the abandoned South portion of Happy Canyon Road with Parcel 45Rev-Ex at nominal value for the future maintenance of the reconstructed and realigned Happy Canyon Road, in accordance with 23 CFR 710.403(e).

### Next Steps

Upon approval of the Transportation Commission, the Southern portion of Happy Canyon Road, located entirely within Parcel 45 Rev-EX, will be considered abandoned allowing for the reconstruction of the Lagae Road and Happy Canyon Road Interchange. Under separate resolution, CDOT will execute a quitclaim deed to convey 45 Rev-EX to either to the City of

Castle Pines or Douglas County 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 to CDOT. The deed will be recorded in the office of the Douglas County Clerk and Recorder.

## **Attachments**

Legal Description

Exhibit

## EXHIBIT "A"

### COLORADO DEPARTMENT OF TRANSPORTATION ABANDONMENT HAPPY CANYON ROAD – SOUTH PORTION

**DATE: August 14, 2023**  
**DESCRIPTION**

A tract of land of a portion of Colorado State Highway – Happy Canyon Road, in Section 15, Township 7 South, Range 67 West, of the 6th Principal Meridian, in Douglas County, Colorado, said tract being more particularly described as follows:

Commencing at a point being the intersection of the North line of the Northwest Quarter of said Section 15 and the easterly back of curb of Happy Canyon Road (July 2023), whence the North Quarter Corner of said Section 15 bears S. 89°33'15" E., a distance of 26.41 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence along said easterly back of curb, on the arc of a curve to the left, a radius of 200.00 feet, a central angle of 0°28'18", a distance of 1.65 feet, (a chord bearing S. 46°52'48" W., a distance of 1.65 feet);
2. Thence continuing along said back of curb, on the arc of a curve to the left, a radius of 165.69 feet, a central angle of 31°01'32", a distance of 89.72 feet, (a chord bearing S. 30°30'47" W., a distance of 88.63 feet);
3. Thence continuing along said back of curb, on the arc of a curve to the left, a radius of 352.67 feet, a central angle of 10°25'25", a distance of 64.16 feet, (a chord bearing S. 11°17'42" W., a distance of 64.07 feet);
4. Thence along the easterly edge of oil of Happy Canyon Road, S. 1°28'33" E., a distance of 77.57 feet;
5. Thence continuing along the easterly edge of oil, S. 3°29'39" E., a distance of 44.76 feet;
6. Thence continuing along the easterly edge of oil, S. 1°22'23" E., a distance of 50.58 feet;
7. Thence continuing along the easterly edge of oil, S. 0°52'10" W., a distance of 102.27 feet;
8. Thence continuing along the easterly edge of oil, S. 1°49'53" W., a distance of 44.49 feet;
9. Thence continuing along the easterly edge of oil, S. 2°03'50" W., to the southernmost line of said Parcel 45 REV, a distance of 6.00 feet;

10. Thence along said southernmost line, to the westerly edge of concrete of a concrete shoulder, S.  $25^{\circ}56'23''$  W., a distance of 117.83 feet;
11. Thence continuing along said westerly edge of a concrete shoulder, on the arc of a curve to the left, a radius of 654.15 feet, a central angle of  $09^{\circ}36'36''$ , a distance of 109.72 feet, (a chord bearing N.  $7^{\circ}01'40''$  E., a distance of 109.59 feet);
12. Thence continuing along said westerly edge of a concrete shoulder, N.  $1^{\circ}09'23''$  E., a distance of 63.42 feet;
13. Thence along a back of curb, N.  $1^{\circ}10'32''$  W., a distance of 14.91 feet;
14. Thence continuing along said back of curb, on the arc of a curve to the left, a radius of 36.56 feet, a central angle of  $63^{\circ}43'05''$ , a distance of 40.66 feet, (a chord bearing N.  $39^{\circ}25'13''$  W., a distance of 38.59 feet);
15. Thence continuing along said back of curb, N.  $71^{\circ}15'06''$  W., a distance of 5.03 feet;
16. Thence continuing along said back of curb, N.  $82^{\circ}53'34''$  W., to the westerly line of said Parcel 45 REV, a distance of 6.62 feet;
17. Thence along said westerly line, N.  $1^{\circ}06'20''$  E., to the westerly back of curb of said Happy Canyon Road, a distance of 60.07 feet;
18. Thence along said westerly back of curb, N.  $79^{\circ}20'34''$  E., a distance of 5.45 feet;
19. Thence continuing along said westerly back of curb, on the arc of a curve to the left, a radius of 27.91 feet, a central angle of  $44^{\circ}08'12''$ , a distance of 21.50 feet, (a chord bearing N.  $51^{\circ}12'55''$  E., a distance of 20.97 feet);
20. Thence along said westerly back of curb, N.  $33^{\circ}59'17''$  E., to the westerly edge of a concrete shoulder, a distance of 1.60 feet;
21. Thence along said westerly edge of a concrete shoulder, N.  $7^{\circ}40'16''$  E., a distance of 20.68 feet;
22. Thence continuing along said westerly edge of a concrete shoulder, N.  $1^{\circ}30'16''$  E., a distance of 11.96 feet;
23. Thence along said westerly edge of a concrete shoulder, on the arc of a curve to the right, a radius of 452.84 feet, a central angle of  $9^{\circ}51'58''$ , a distance of 77.98 feet, (a chord bearing N.  $7^{\circ}16'08''$  E., a distance of 77.88 feet);
24. Thence continuing along said westerly edge of a concrete shoulder, N.  $11^{\circ}15'28''$  E., a distance of 42.57 feet;

25. Thence continuing along said westerly edge of a concrete shoulder, on the arc of a curve to the right, a radius of 217.33 feet, a central angle of  $35^{\circ}56'36''$ , a distance of 136.34 feet, (a chord bearing N.  $20^{\circ}20'28''$  E., to the said North line of the Northwest Quarter, a distance of 134.11 feet);
26. Thence along said North line, S.  $89^{\circ}33'15''$  E., a distance of 37.39 feet, more or less, to the TRUE POINT OF BEGINNING.

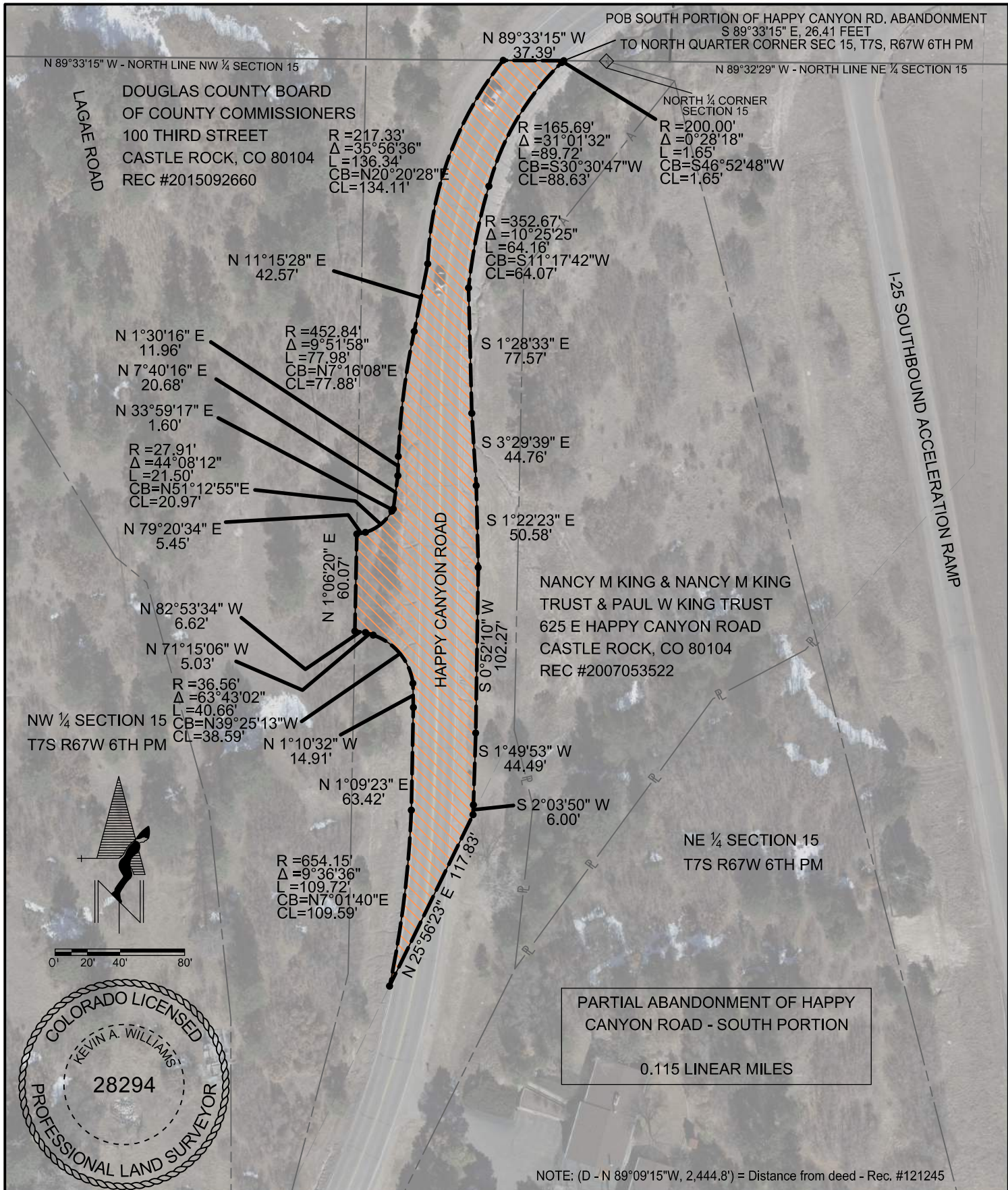
The above described parcel contains 0.115 linear miles, more or less.

Basis of Bearing: All bearings are based on the south line of the Southwest Quarter of said Section 10 as bearing N.  $89^{\circ}33'15''$  W., a distance of 2593.24 feet from the South Quarter corner (a 3-1/4" aluminum cap, stamped "T7S R67W - 1/4 10/15 - PLS 13155 - 1987") to the Southwest Corner of said Section 10 (a 3-1/4" aluminum cap, stamped "TARANTO-STANTON & TAGGE - 9/10//15/S16 - T7S R67W - LS 12046"). Bearings are based on a Survey Control Diagram for CDOT project IM 0252-317, PC 12255, dated April 8, 2002, by Michael D. Heimbuck, PLS 17488, Mountain Surveying and Mapping.

Prepared for and behalf of the  
Colorado Department of Transportation  
Kevin A. Williams, PLS #28294  
Wilson & Company  
990 S. Broadway Blvd, Suite 220  
Denver, CO 80209



10:37:16 AM M:\S6R\PC\2022\City\Castle Pines - Happy Canyon Int\RDW\_Survey\Drawings\DC Roadway Abandonment - Exhibit.dgn



PARTIAL ABANDONMENT OF HAPPY CANYON ROAD - SOUTH PORTION  
0.115 LINEAR MILES

NOTE: (D - N 89°09'15"W, 2,444.8') = Distance from deed - Rec. #121245

Print Date:	8/14/2023	HAPPY CANYON ROAD - SOUTH PORTION ABANDONMENT CDOT PROJ # I 25-2(52) 180	Project No./Code
File Name:			NA
Horiz. Scale:	1" = 80'		
Vert. Scale:	N/A	Designer: KAW	Region: 1









**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Keith Stefanik, P.E. Chief Engineer

**Date:** June 5, 2024

**Subject:** Abandonment - Happy Canyon Road - North Portion, I-25 & Happy Canyon Rd

### Purpose

CDOT Region 1 is proposing the abandonment of approximately 0.040 linear miles (+/-) of the northern portion of Happy Canyon Road located within Parcel 46 Rev-Ex.

### Action

CDOT Region 1 is requesting the Transportation Commission adopt a resolution to abandon approximately 0.040 miles of Happy Canyon Road located within Parcel 46 Rev-Ex acquired with CDOT Project #I 25-2(52) 180 to reconstruct and realign Happy Canyon Road and Lagae Road Interchange.

### Background

The proposed abandonment of this northern portion of Happy Canyon Road is located west of I25 near MM 186.9 in Castle Pines, Douglas County and contains approximately 0.040 linear miles (+/-) of right of way. The City of Castle Pines and Douglas County are requesting the abandonment of the northern portion of Happy Canyon Road, located within Parcel 46 Rev-Ex, as part of a Local Agency project that will shift the alignment of the Lagae Road and Happy Canyon Road Interchange farther to the west of I25 to improve safety.

Colorado Revised Statute 43-2-106 (1)(a) provides that the Transportation Commission may determine that a State Highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality.

Region 1 has determined that the north portion of Happy Canyon Road is no longer needed for transportation or maintenance purposes. Under a separate resolution, either the City of Castle Pines or Douglas County will acquire the abandoned north portion of Happy Canyon Road with Parcel 46Rev-Ex at nominal value for the future maintenance of the reconstructed and realigned Happy Canyon Road, in accordance with 23 CFR 710.403(e).

### Next Steps

Upon approval of the Transportation Commission, the Northern portion of Happy Canyon Road, located entirely within Parcel 46 Rev-EX, will be considered abandoned allowing for the reconstruction of the Lagae Road and Happy Canyon Road Interchange. Under separate resolution, CDOT will execute a quitclaim deed to convey 46 Rev-EX to either to the City of

Castle Pines or Douglas County 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 to CDOT. The deed will be recorded in the office of the Douglas County Clerk and Recorder.

## **Attachments**

Legal Description

Exhibit

## EXHIBIT "A"

### COLORADO DEPARTMENT OF TRANSPORTATION ABANDONMENT HAPPY CANYON ROAD – NORTH PORTION

**DATE: August 14, 2023**  
**DESCRIPTION**

A tract of land of a portion of Colorado State Highway – Happy Canyon Road, in Section 10, Township 7 South, Range 67 West, of the 6th Principal Meridian, in Douglas County, Colorado, said tract being more particularly described as follows:

Commencing at a point being the intersection of the South line of the Southwest Quarter of said Section 10 and the easterly back of curb of Happy Canyon Road (July 2023), whence the South Quarter Corner of said Section 10 bears S. 89°33'15" E., a distance of 26.41 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence along said South line, N. 89°33'15" W., to the westerly edge of a concrete shoulder of said Happy Canyon Road, a distance of 37.39 feet;
2. Thence along the said westerly edge of a concrete shoulder, on the arc of a curve to the right, a radius of 217.23 feet, a central angle of 6°41'42", a distance of 25.38 feet, (a chord bearing N. 41°45'08" E., a distance of 25.37 feet);
3. Thence continuing along said westerly edge of a concrete shoulder, on the arc of a curve to the right, a radius of 307.96 feet, a central angle of 11°45'07", a distance of 63.17 feet, (a chord bearing N. 54°06'32" E., a distance of 63.06 feet);
4. Thence along the northerly end of said concrete shoulder, S. 31°09'16" E., a distance of 3.09 feet;
5. Thence continuing along said westerly edge of concrete, on the arc of a curve to the right, a radius of 172.00 feet, a central angle of 13°54'37", a distance of 41.76 feet, (a chord bearing N. 65°06'00" E., a distance of 41.66 feet);
6. Thence S. 3°36'13" W., to the said easterly back of curb of Happy Canyon Road, a distance of 29.31 feet;
7. Thence along the said easterly back of curb, on the arc of a curve to the left, a radius of 200.04 feet, a central angle of 23°02'49", a distance of 80.47 feet, (a chord bearing S. 58°27'23" W., a distance

of 79.92 feet), more or less, to the TRUE POINT OF BEGINNING.

The above described parcel contains 0.040 linear miles, more or less.

Basis of Bearing: All bearings are based on the south line of the Southwest Quarter of said Section 10 as bearing N. 89°33'15" W., a distance of 2593.24 feet from the South Quarter corner (a 3-1/4" aluminum cap, stamped "T7S R67W - ¼ 10/15 - PLS 13155 - 1987") to the Southwest Corner of said Section 10 (a 3-1/4" aluminum cap, stamped "TARANTO-STANTON & TAGGE - 9/10//15/S16 - T7S R67W - LS 12046". Bearings are based on a Survey Control Diagram for CDOT project IM 0252-317, PC 12255, dated April 8, 2002, by Michael D. Heimbeck, PLS 17488, Mountain Surveying and Mapping.

Prepared for and behalf of the  
Colorado Department of Transportation  
Kevin A. Williams, PLS #28294  
Wilson & Company  
990 S. Broadway Blvd, Suite 220  
Denver, CO 80209





SW ¼ SECTION 10  
T7S R67W 6TH PM

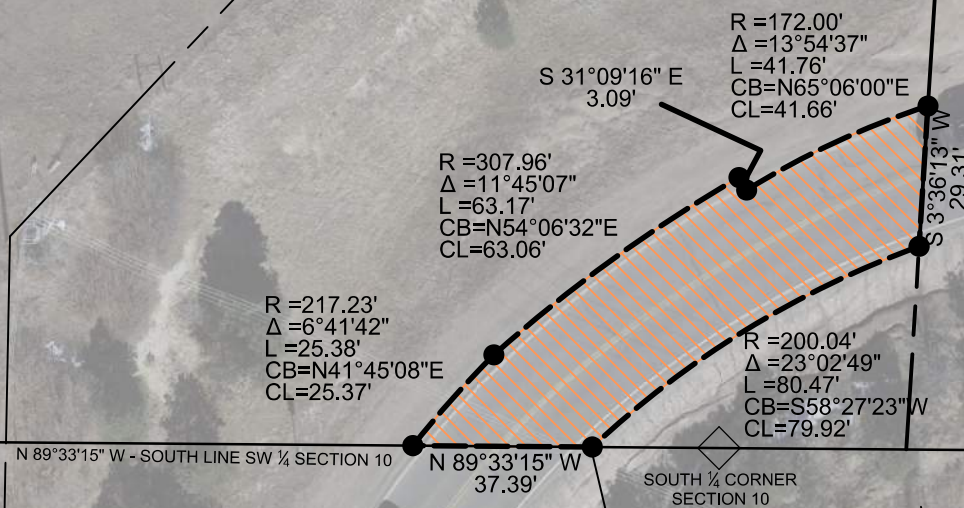
SE ¼ SECTION 10  
T7S R67W 6TH PM



THE CITY OF CASTLE PINES  
7501 VILLAGE SQUARE DRIVE, SUITE 100  
CASTLE ROCK, CO 80108  
REC #2015082240

PROPOSED ROW LINE

INTERSTATE 25



SOUTH ¼ CORNER SECTION 10

POB NORTH PORTION OF HAPPY CANYON RD. ABANDONMENT  
S 89°33'15" E, 26.41 FEET  
TO SOUTH QUARTER CORNER SEC 10, T7S, R67W 6TH PM

ABANDONMENT OF HAPPY CANYON ROAD - NORTH PORTION  
0.040 LINEAR MILES

NW ¼ SECTION 15  
T7S R67W 6TH PM

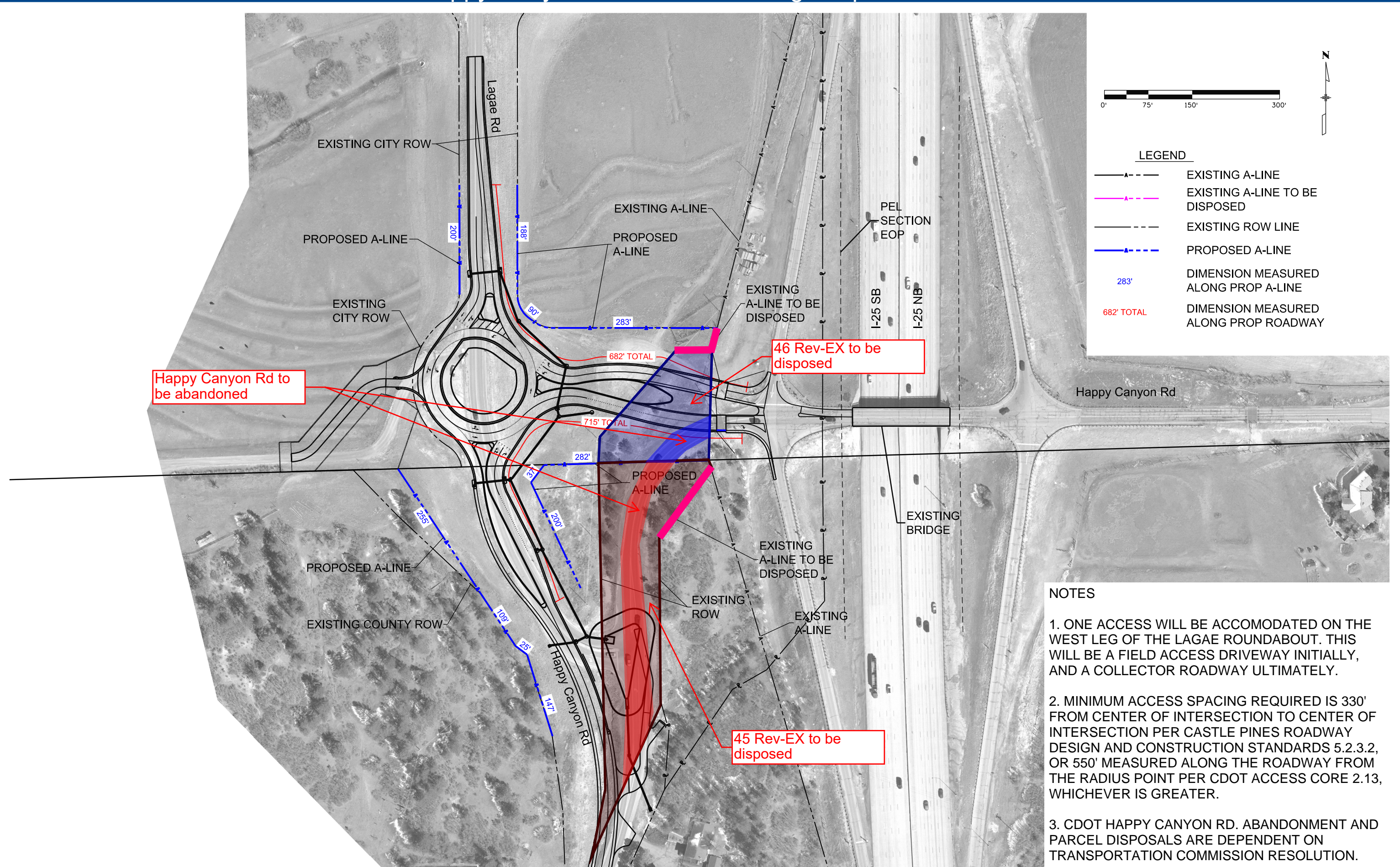
NE ¼ SECTION 15  
T7S R67W 6TH PM

KAWilliams 11:21:06 AM M:\ISGR\_PC\2022\City\Castle Pines - Happy Canyon Int\ROW\_Survey\Drawings\CP Roadway Abandonment - Exhibit.dgn

Print Date: 8/14/2023	HAPPY CANYON ROAD - NORTH PORTION ABANDONMENT		Project No./Code
File Name:	CDOT PROJ # I 25-2(52) 180		NA
Horiz. Scale: 1" = 40'	Designer: KAW	Region: 1	NA
Vert. Scale: N/A	Detailer:	Unit Leader: SH	Sheet Number 1
Unit Information: CDOT R1 ROW	Sheet Subset:	Sheet: 1 of 1	
Unit Leader: SH			



# Happy Canyon and I-25 Interchange Improvements





# COLORADO

## Department of Transportation

### Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Keith Stefanik, P.E. Chief Engineer

**Date:** June 6, 2024

**Subject:** Disposal of 11-EX, SH 128, Superior

#### Purpose

The purpose of this memorandum is to provide the Transportation Commission with necessary supporting documents including legal descriptions and maps to declare Parcel 11-Ex of CDOT Project #S 0022(2) as excess property.

#### Action

In accordance with Colorado Revised Statute 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT is requesting the Transportation Commission adopt a resolution to declare Parcel 11-Ex of CDOT Project #2 0022(2) as excess property and allow for its disposal.

#### Background

Parcel 11-Ex is located north of SH 128 between Indiana Street and McCaslin Boulevard in Superior, Boulder County and contains 0.43 acres (+/-) of right of way. The Town of Superior is requesting the disposal of Parcel 11-Ex for the purposes of constructing a parking lot for the town's Park's Recreation and Open Space Planning project.

Region 1 has determined Parcel 11-Ex is no longer needed for transportation or maintenance purposes. The Town of Superior will acquire this parcel at nominal value for the future parking lot, in accordance with 23 CFR 710.403(e).

#### Next Steps

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey Parcel 11-Ex 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 to CDOT. The deed will be recorded in the office of the Boulder County Clerk and Recorder.

#### Attachments

Legal Description with Exhibit



# EXHIBIT "A"

PROJECT NO. S 0022 (2)  
PARCEL NO. 11-EX  
DATE: MARCH 18, 2024

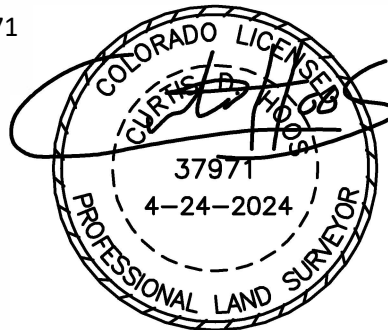
A PARCEL OF LAND NO. 11-EX, BEING A PORTION OF PARCEL NO. 11 OF THE DEPARTMENT OF TRANSPORTATION, STATE OF COLORADO, PROJECT NO. S 0022 (2), LOCATED IN THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 2 SOUTH, RANGE 70 WEST OF THE 6TH P.M., COUNTY OF JEFFERSON, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

CONSIDERING THE EAST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 1 TO BEAR NORTH 00°38'00" WEST, BEING MONUMENTED ON THE NORTH END BY A 3/4" REBAR WITH 2 1/2" ALUMINUM CAP, PLS 37066 AS A WITNESS CORNER LYING 40.00 FEET EAST, AND ON THE SOUTH END BY A 3 1/4" ALUMINUM CAP, PLS 10734 IN MONUMENT BOX, WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO;

COMMENCING AT THE EAST 1/4 CORNER OF SAID SECTION 1; THENCE NORTH 00°38'00" WEST, COINCIDENT WITH THE EAST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 1, A DISTANCE OF 1548.68 FEET TO THE NORTH RIGHT-OF-WAY LINE OF HIGHWAY 128, AS DESCRIBED IN DEED RECORDED APRIL 28, 1966 AS RECEPTION NO. 182111, IN BOOK 1869 AT PAGE 158 IN THE RECORDS OF THE CLERK AND RECORDER FOR JEFFERSON COUNTY, COLORADO; THENCE SOUTH 59°30'54" WEST, COINCIDENT WITH SAID NORTH LINE, A DISTANCE OF 473.56 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 20°29'06" EAST, A DISTANCE OF 127.60 FEET; THENCE SOUTH 68.50'11" WEST, A DISTANCE OF 146.09 FEET; THENCE NORTH 20°29'06" WEST, A DISTANCE OF 129.33 FEET TO SAID NORTH RIGHT-OF-WAY LINE; THENCE NORTH 59°30'54" EAST, COINCIDENT WITH SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 146.08 FEET TO THE TRUE POINT OF BEGINNING

SAID PARCEL CONTAINS 18,766 SQUARE FEET OR 0.43 ACRES, MORE OR LESS

PREPARED BY: CURTIS D. HOOS, PLS 37971  
FOR AND ON BEHALF OF:  
AMERICAN WEST LAND SURVEYING CO.  
BRIGHTON, CO 80601



NOTE: THIS DRAWING IS MEANT TO DEPICT THE ATTACHED DESCRIPTION AND IS FOR INFORMATIONAL PURPOSES ONLY. IT DOES NOT REPRESENT A MONUMENTED LAND SURVEY. NOTE: THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY AMERICAN WEST LAND SURVEYING CO. TO DETERMINE OWNERSHIP, RIGHTS-OF-WAY OR EASEMENTS OF RECORD.

DEPARTMENT OF  
HIGHWAYS STATE OF  
COLORADO

DRAWN BY: CDH  
FIELD: CDH  
APRIL 24, 2024  
PAGE 1 OF 2



# EXHIBIT "A"

PROJECT NO. S 0022 (2)  
 PARCEL NO. 11-EX  
 DATE: MARCH 18, 2024

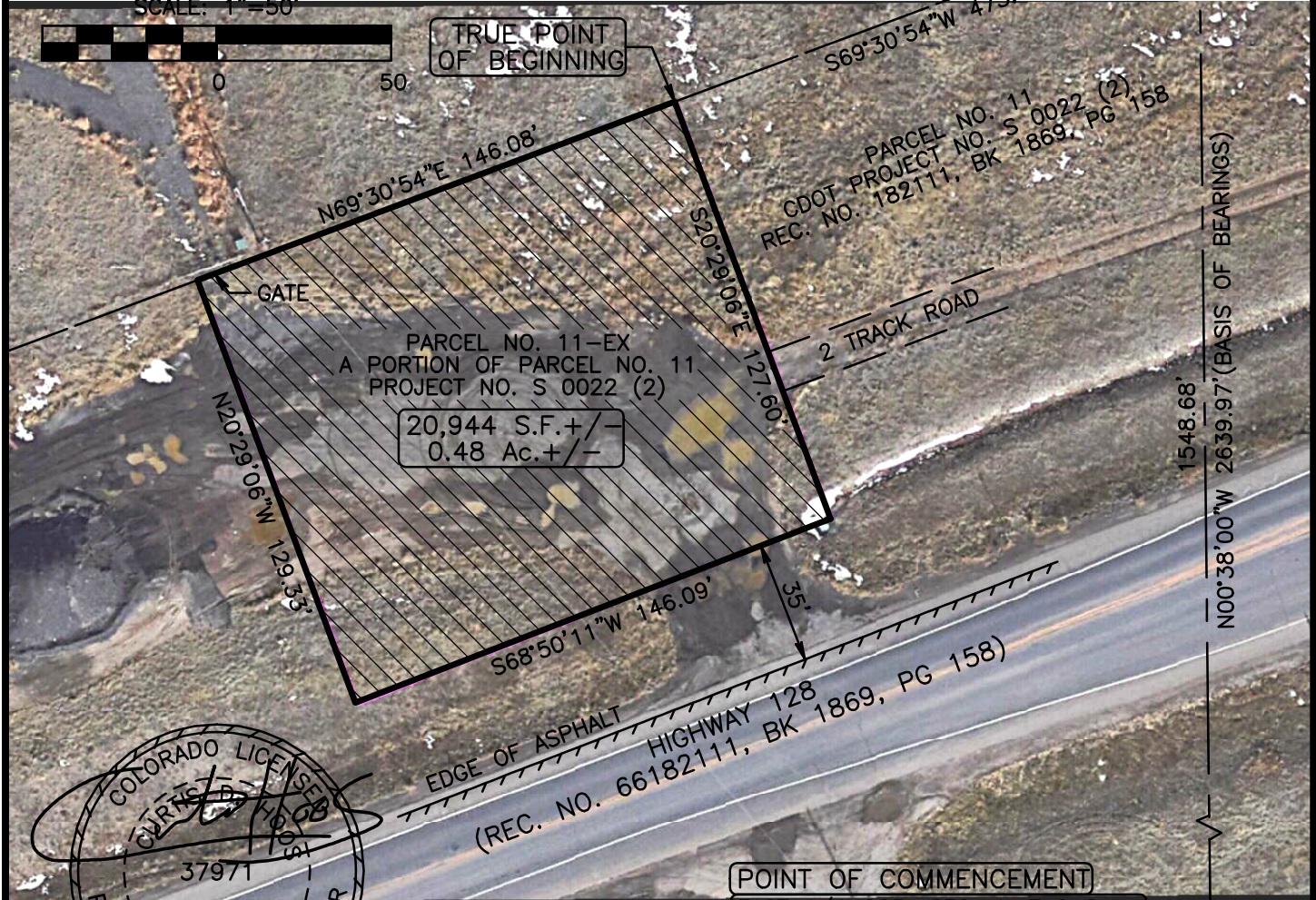


NE COR. SEC. 1, T 2 S,  
 R 70 W, FOUND 3/4" REBAR  
 WITH 2 1/2" ALUMINUM CAP,  
 PLS 37066 AS WITNESS COR.  
 40.00' EAST

SCALE: 1"=50'



TRUE POINT  
 OF BEGINNING



20,944 S.F. +/-  
 0.48 Ac. +/-

PARCEL NO. 11  
 CDOT PROJECT NO. S 0022 (2)  
 REC. NO. 182111, BK 1869, PG 158

2 TRACK ROAD

1548.68'  
 N00°38'00"W 2639.97' (BASIS OF BEARINGS)

EDGE OF ASPHALT  
 HIGHWAY 128  
 (REC. NO. 66182111, BK 1869, PG 158)

POINT OF COMMENCEMENT

EAST 1/4 COR. SEC. 1, T 2 S,  
 R 70 W, FOUND 3 1/4" ALUMINUM  
 CAP, PLS 10734 IN MONUMENT  
 BOX



NOTE: THIS DRAWING IS MEANT TO DEPICT THE ATTACHED DESCRIPTION AND IS FOR INFORMATIONAL PURPOSES ONLY. IT DOES NOT REPRESENT A MONUMENTED LAND SURVEY. NOTE: THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY AMERICAN WEST LAND SURVEYING CO. TO DETERMINE OWNERSHIP, RIGHTS-OF-WAY OR EASEMENTS OF RECORD.

DEPARTMENT OF HIGHWAYS  
 STATE OF COLORADO

DRAWN BY: CDH  
 FIELD: CDH  
 APRIL 24, 2024  
 PAGE 2 OF 2





## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Keith Stefanik, P.E. Chief Engineer

**Date:** June 5, 2024

**Subject:** Permanent Easement Disposal - I25 & Broadway, Parcels E-15-Ex and E-15-Ex1

### Purpose

CDOT Region 1 is proposing to dispose of a portion of a portion of Permanent Easement E-15 which was acquired through project # U.I.002-2(43) totaling approximately 143,875 Sq Ft (3.303 acres).

Two portions of Permanent Easement E-15, totaling approximately 22,793 SF (0.523 acres) described as Parcels E-15-Ex and E-15-Ex1, are no longer needed for transportation or maintenance purposes. The remaining portion of Permanent Easement E-15, described as Parcel E-15Rev, totaling approximately 121,082 Sq Ft (2.780 acres) will be reserved as a permanent easement by CDOT.

### Action

CDOT Region 1 is requesting a resolution approving the disposal of two portions of Permanent Easement E-15, Parcels E-15-Ex and E-15-Ex1, totaling approximately 22,793 SF (0.523 acres) to the current property owner that are no longer needed for transportation or maintenance purposes.

### Background

E-15 was acquired in 1959 from the Colorado and Southern Railway Company for the right to locate, construct, and maintain all piers, foundations, abutments, and supports as may be necessary for said grade separation of the elevated portion of I25 over Broadway.

CDOT Region 1 has determined that Parcels E-15-Ex and E-15-Ex1 are not needed for maintenance or transportation purposes. The disposal of the subject easements will have no effect upon the operation, use, maintenance, or safety of the highway facility.

### Next Steps

Upon approval of the Transportation Commission, CDOT will execute the quitclaim deeds to convey the subject properties in accordance with C.R.S. 43-1-210(5). The deeds will be recorded in the office of City and County of Denver Clerk and Recorder.

### Attachments

Legal Description and Exhibits

EXHIBIT "A"

PROJECT NUMBER: U.I. 002-2(43)  
PARCEL NUMBER: E-15 EX  
DATE: MARCH 27, 2024

LEGAL DESCRIPTION

A PARCEL OF LAND BEING A PORTION OF THE EASEMENT DEED RECORDED AT BOOK 8404 AT PAGE 270, IN THE CITY AND COUNTY OF DENVER CLERK AND RECORDER'S OFFICE, LOCATED IN THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER QUARTER CORNER OF SECTION 15, THENCE ALONG THE EASTERLY LINE OF SAID SOUTHWEST QUARTER, S00°44'38"E A DISTANCE OF 333.47 FEET;  
THENCE S89°15'22"W A DISTANCE OF 383.91 FEET TO A POINT ON THE NORTHEASTERLY LINE OF SAID EASEMENT DEED RECORDED AT BOOK 8404 AT PAGE 270 AND THE POINT OF BEGINNING

THENCE ALONG SAID NORTHEASTERLY LINE, S29°57'02"E A DISTANCE OF 85.67 FEET TO A POINT ON THE NORTHERLY LINE OF THE QUIT CLAIM DEED PARCEL 131 SOUTH A, RECORDED AT RECEPTION NO. 2022094045;  
THENCE ALONG SAID NORTHERLY LINE, S89°15'23"W A DISTANCE OF 36.23 FEET;  
THENCE 35.79 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 1765.00 FEET, A CENTRAL ANGLE OF 01°09'42", AND A CHORD WHICH BEARS N51°57'15"W A DISTANCE OF 35.79 FEET TO A POINT ON THE EASTERLY LINE OF SAID QUIT CLAIM DEED PARCEL 131 SOUTH A, RECORDED AT RECEPTION NO. 2022094045;  
THENCE ALONG SAID EASTERLY LINE, N00°00'40"W A DISTANCE OF 69.63 FEET TO A POINT ON THE NORTHERLY LINE OF SAID EASEMENT DEED RECORDED AT BOOK 8404 AT PAGE 270;  
THENCE ALONG SAID NORTHERLY LINE, 27.52 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 1298.33 FEET, A CENTRAL ANGLE OF 01°12'52", AND A CHORD WHICH BEARS S51°53'42"E A DISTANCE OF 27.52 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 0.071 ACRES OR 3,088 SQUARE FEET MORE OR LESS.

ALL LINEAL DIMENSIONS ARE IN U.S. SURVEY FEET.

BASIS OF BEARINGS

BEARINGS ARE BASED ON THE EASTERLY LINE OF THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO ASSUMED TO BEAR S00°45'32"E AND BEING MONUMENTED BY A FOUND 3-1/4" ALUMINUM CAP PLS #20688 IN RANGE BOX AT THE NORTH QUARTER CORNER AND A FOUND STONE IN A RANGE BOX AT THE CENTER QUARTER CORNER.

PREPARED BY SCOTT A. AREHART, PLS  
FOR AND ON BEHALF OF  
MARTIN/MARTIN, INC.  
12499 WEST COLFAX AVENUE  
LAKEWOOD, CO. 80215  
303-431-6100  
JOB NO. 15.0575



EXHIBIT "A"

PROJECT NUMBER: U.I. 002-2(43)

PARCEL NUMBER: E-15 EXI

DATE: MARCH 27, 2024

LEGAL DESCRIPTION

A PARCEL OF LAND BEING A PORTION OF THE EASEMENT DEED RECORDED AT BOOK 8404 AT PAGE 270, IN THE CITY AND COUNTY OF DENVER CLERK AND RECORDER'S OFFICE, LOCATED IN THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER QUARTER CORNER OF SECTION 15, THENCE ALONG THE EASTERLY LINE OF SAID SOUTHWEST QUARTER, S00°44'38"E A DISTANCE OF 275.02 FEET;  
THENCE S89°15'22"W A DISTANCE OF 460.56 FEET TO POINT ON THE NORTHERLY LINE OF SAID EASEMENT DEED RECORDED AT BOOK 8404 AT PAGE 270 AND A POINT ON THE WESTERLY LINE OF THE QUIT CLAIM DEED PARCEL 131 SOUTH A, RECORDED AT RECEPTION NO. 2022094045, SAID POINT BEING THE POINT OF BEGINNING;  
THENCE ALONG SAID WESTERLY LINE THE FOLLOWING TWO (2) CONSECUTIVE COURSES:  
1) 43.47 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 204.83 FEET, A CENTRAL ANGLE OF 12°09'38", AND A CHORD WHICH BEARS S06°04'52"E A DISTANCE OF 43.39 FEET;  
2) THENCE S00°00'02"E A DISTANCE OF 29.19 FEET;  
THENCE 366.05 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 1765.00 FEET, A CENTRAL ANGLE OF 11°52'58", AND A CHORD WHICH BEARS N60°32'27"W A DISTANCE OF 365.40 FEET TO A POINT ON THE WESTERLY LINE OF THE SILVER PARCEL RECORDED AT RECEPTION NO. 2021069850;  
THENCE ALONG SAID WESTERLY LINE, N06°24'29"W A DISTANCE OF 53.03 FEET TO A POINT ON SAID NORTHERLY LINE OF THE EASEMENT DEED RECORDED AT BOOK 8404 AT PAGE 270;  
THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING TWO (2) CONSECUTIVE COURSES:  
1) S69°56'02"E A DISTANCE OF 31.26 FEET;  
2) HENCE 327.16 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 1298.33 FEET, A CENTRAL ANGLE OF 14°26'16", AND A CHORD WHICH BEARS S62°45' 41"E A DISTANCE OF 326.30 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 0.452 ACRES OR 19,705 SQUARE FEET MORE OR LESS.

ALL LINEAL DIMENSIONS ARE IN U.S. SURVEY FEET.

BASIS OF BEARINGS

BEARINGS ARE BASED ON THE EASTERLY LINE OF THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO ASSUMED TO BEAR S00°45'32"E AND BEING MONUMENTED BY A FOUND 3-1/4" ALUMINUM CAP PLS #20688 IN RANGE BOX AT THE NORTH QUARTER CORNER AND A FOUND STONE IN A RANGE BOX AT THE CENTER QUARTER CORNER.

PREPARED BY SCOTT A. AREHART,  
PLS FOR AND ON BEHALF OF  
MARTIN/MARTIN, INC.  
12499 WEST COLFAX AVENUE  
LAKEWOOD, CO. 80215  
303-431-6100  
JOB NO. 15.0575



ILLUSTRATION FOR  
**EXHIBIT A**

N1/4 COR. SEC. 15,  
T4S, R68W, 6TH P.M.  
FOUND 3-1/4" ALUM. CAP  
IN RANGE BOX  
PLS #20688

EASTERLY LINE NW1/4, SECTION 15,  
T4S, R68W, 6TH P.M.  
(N00°45'32"W BASIS OF BEARINGS)

SOUTHERLY LINE NW1/4, SECTION 15, T4S, R68W, 6TH P.M.

SLIVER PARCEL  
(REC. #2021069850)

C1/4 COR. SEC. 15,  
T4S, R68W, 6TH P.M.  
FOUND STONE W/ "X"  
ON TOP IN RANGE BOX  
(P.O.C.)

QUIT CLAIM  
REC. #2022094045  
PARCEL 131 NORTH

ESMT. DEED  
BK. 8404, PG. 270

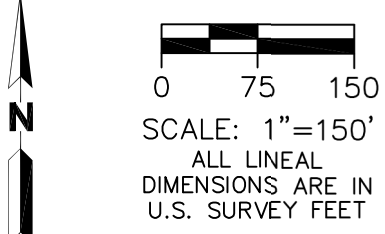
APPROXIMATE EDGE  
OF BRIDGE

QUIT CLAIM  
REC. #2022094045  
PARCEL 131 SOUTH A

ESMT. DEED  
BK. 8404, PG. 270

QUIT CLAIM  
REC. #2022094045  
PARCEL 131 SOUTH C

AREA TABLE	
BK. 8404, PG. 270	3.303 ACRES OR 143,875 SQ. FT.±
BK. 8404, PG. 270 (REMAINDER)	2.780 ACRES OR 121,082 SQ. FT.±
E-15 EX	0.071 ACRES OR 3,088 SQ. FT.±
E-15 EX1	0.452 ACRES OR 19,705 SQ. FT.±
E-15 REV	2.780 ACRES OR 121,082 SQ. FT.±



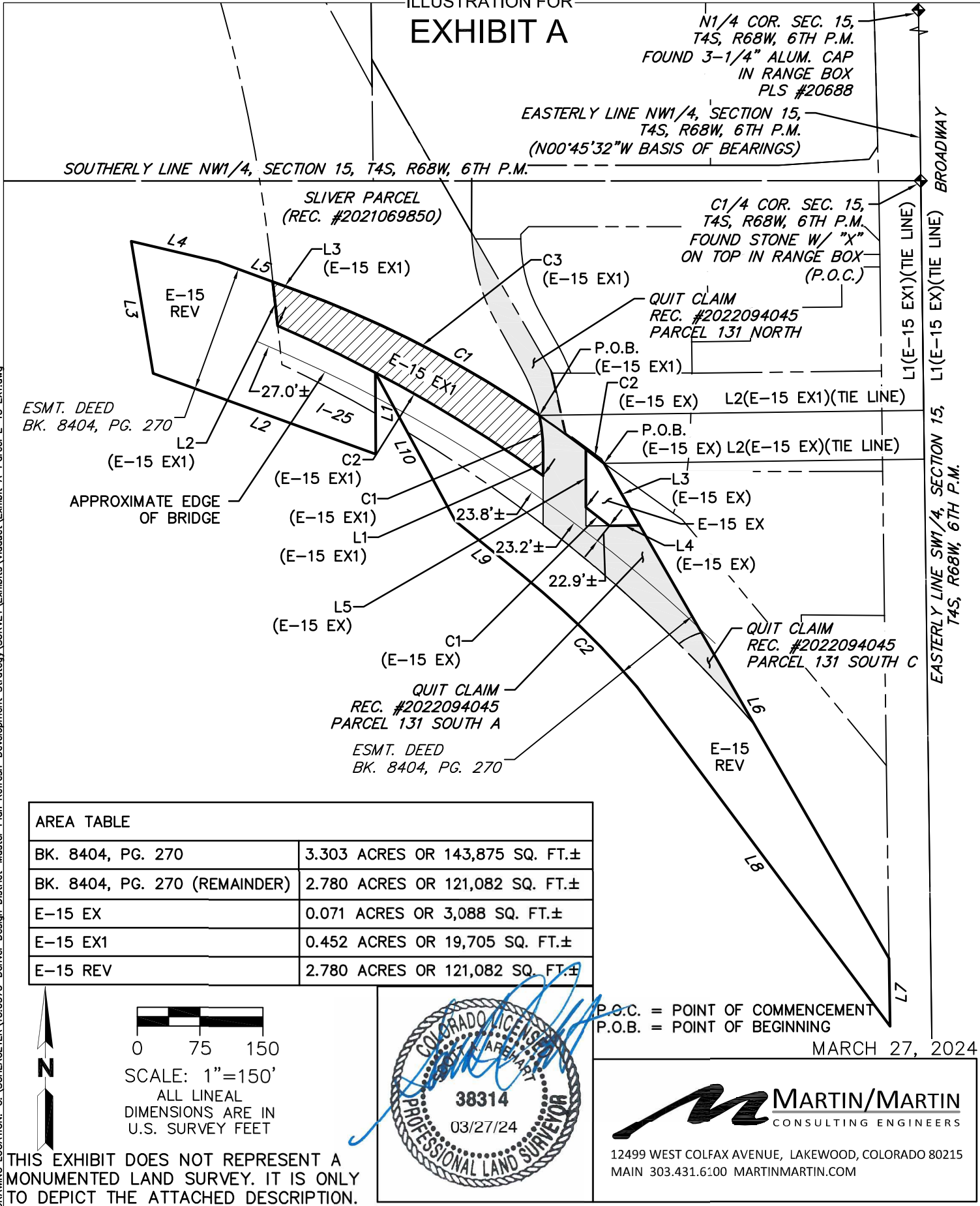
P.O.C. = POINT OF COMMENCEMENT  
P.O.B. = POINT OF BEGINNING

MARCH 27, 2024

**MARTIN/MARTIN**  
CONSULTING ENGINEERS

12499 WEST COLFAX AVENUE, LAKEWOOD, COLORADO 80215  
MAIN 303.431.6100 MARTINMARTIN.COM

DRAWING LOCATION: G:\SCHLAGE\15.0575-Denver-Design-District-Master-Plan-Refresh-Development-Strategy\SURVEY\Exhibits\Road\Exhibit A-Parcel E-15 EX1.dwg





**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Keith Stefanik, P.E. Chief Engineer

**Date:** June 6, 2024

**Subject:** Disposal of 46 Rev2-Ex, MP 147.0 I-70, Town of Eagle

### Purpose

CDOT Region 1 is proposing to dispose of 0.771 acres (+/-) of right of way that is no longer needed for transportation or maintenance purposes. The property will be conveyed to the adjacent landowner.

### Action

CDOT Region 1 is requesting a resolution approving the disposal of 0.771 acres (+/-) right of way that is no longer needed for transportation or maintenance purposes.

### Background

Parcel 46 Rev 2 is located north of I 70 at MP147 in the Town of Eagle, Eagle County and was acquired by CDOT as part of Project I 70-2(10) Unit 1, for I-70 in 1970. Parcel 46 Rev2-EX is a portion of 46 Rev 2 and is no longer needed for transportation or maintenance purposes. This portion of land contains approximately 0.771 acres (+/-) and is outside of the right of way necessary for I-70.

### Details

The adjacent landowner, who is the only abutting landowner, will acquire Parcel 46 Rev2-Ex at fair market value. CRS 43-1-210(5)(a)(III) gives the abutting landowner first right of refusal to purchase so long as the parcel is of use to one abutting landowner and the parcel is purchased at fair market value.

### Next Steps

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey Parcel 46 Rev2-Ex for fair market value, pursuant to the provisions of the C.R.S, 43-1-210(5). The deed will be recorded in the office of the Eagle County Clerk and Recorder.

### Attachments

Legal Description with Exhibit

EXHIBIT "A"  
PARCEL NUMBER: 46Rev2-EX  
DATE: March 19, 2024

Legal Description

A tract or parcel of land No. 46Rev2-EX, being a portion of Parcel 46Rev2 of the Colorado State Highway Department Project No. 170-2(10) Unit 1, containing 0.759 acres, more or less, situated in Tract 63 and 68, Section 33, T.4 S., R. 84 W., 6th P.M., Eagle County, Colorado, said tract or parcel being more particularly described as follows:

Commencing on the northerly Right of Way of I-70 at the southwest corner of Lot 3, Eagle Interchange East, according to the Final Plat recorded in Book 702, Page 831, being a found 1.5" Aluminum Cap, stamped LS # 34989 from which a found 1.5" Aluminum Cap, stamped CDOH, Sta 489+62.4, bears N. 58°25'27" E. a distance of 967.53' and being the Basis of Bearings for this description;

Thence, along said northerly Right of Way, 40.02' along a curve to the right, having a radius of 4069.70', a chord bearing N. 51°52'52" E with a chord distance of 40.02', to the Point of Beginning;

Thence, continuing along said northerly Right of Way, 369.45' along a curve to the right, having a radius of 4069.70', a chord bearing N. 54°45'49" E with a chord distance of 369.33' to a point;

Thence, leaving said northerly Right of Way, S. 33°19'19" E. for a distance of 95.57' to a point, being 30' more or less off the as built centerline of Rule Road;

Thence, S. 58°02'39" W. for a distance of 100.81' to a point, being 30' more or less off the as built centerline of Rule Road;

Thence, 258.29' along a curve to the left, having a radius of 2630.74', a chord bearing S. 55°24'30" W. with a chord distance of 258.19' to a point, being 30' more or less off the as built centerline of Rule Road;

Thence, N. 40°03'15" W. for a distance of 87.15' to the Point of Beginning.



LEGAL DESCRIPTION - PARCEL 46Rev2-EX  
SITUATED IN SECTION 33, T.4S., R.84W., 6TH P.M.  
COUNTY OF EAGLE, STATE OF COLORADO

*KIPP LAND SURVEYING*

RANDY KIPP P.L.S.  
P.O. Box 3154  
Eagle, CO 81631  
(970) 390-9540

DRAWN BY: RPK

DATE: 03-19-2024

SHEET 1 OF 3

DWG NAME:  
231013 PARCEL 46Rev2-EX

email: randy@kipplandsurveying.com  
web: kipplandsurveying.com



**EXHIBIT "A"**  
**PARCEL NUMBER: UTILITY EASEMENT**  
**DATE: March 19, 2024**

Legal Description

A tract or parcel of land for the use of a Utility Easement, being a portion of Parcel 46Rev2 of the Colorado State Highway Department Project No. 170-2(10) Unit 1 containing 246 square feet, more or less, situated in Tract 68, Section 33, T.4 S., R. 84 W., 6th P.M., Eagle County, Colorado, said tract or parcel being more particularly described as follows:

Commencing on the northerly Right of Way of I-70 at the southwest corner of Lot 3, Eagle Interchange East, according to the Final Plat recorded in Book 702, Page 831, being a found 1.5" Aluminum Cap, stamped LS # 34989 from which a found 1.5" Aluminum Cap, stamped CDOH, Sta 489+62.4, bears N. 58°25'27" E. a distance of 967.53' and being the Basis of Bearings for this description;

Thence, leaving said northerly Right of Way, N. 82°52'40" E. for a distance of 176.05' to the Point of Beginning, being 30' more or less off the as built centerline of Rule Road;

Thence, N. 14°21'43" W. for a distance of 16.03' to a point;

Thence, N. 75°38'17" E. for a distance of 20.00' to a point;

Thence, S. 14°21'43" E. for a distance of 8.57' to a point;

Thence, 21.35' along a curve to the left, having a radius of 2630.74', a chord bearing S. 55°10'50" W. with a chord distance of 21.35' to the Point of Beginning;



LEGAL DESCRIPTION - UTILITY EASEMENT SITUATED IN TRACT 68, S-33, T.4S., R.84W., 6TH P.M. COUNTY OF EAGLE, STATE OF COLORADO		<b><i>KIPP LAND SURVEYING</i></b> <hr style="border: 1px solid black;"/> RANDY KIPP P.L.S. P.O. Box 3154 Eagle, CO 81631 (970) 390-9540 email: randy@kipplandsurveying.com web: kipplandsurveying.com
DRAWN BY: RPK	DATE: 03-19-2024	
SHEET 2 OF 3	DWG NAME: 231013 PARCEL 46Rev2-EX	

EXHIBIT "A"



TR 63  
-P. 5

TR 68  
-P. 2

A.P. 2 TRACT 68  
A.P. 5, TRACT 63  
S-33, T.4S., R.84W.  
2.5" GLD BRASS  
CAP ON 1" PIPE

LOT 3  
E-GLE INTERCH-NGE E-ST  
BOOK 702 P-GE 831

"NOTE: This map is intended to graphically depict the legal description for a ROW Disposal Parcel. This Exhibit Map is not a Land Survey Plat or a Monumented Land Survey."

N89°57'33"E  
331.60'

FOUND #5  
REB-R

FOUND 1.5"  
-LUMINUM C-P,  
ON #5 REB-R,  
CDOH 489+62.4

R=4069.70'  
L=480.54'  
CH.B.=N61°51'58"E  
CH.L.=480.27'  
Δ=6°45'55"

EXISTING RIGHT OF WAY

R=4069.70'  
L=369.45'  
CH.B.=N54°45'49"E  
CH.L.=369.33'  
Δ=5°12'05"

N58°25'27"E  
967.53' (BASIS OF BEARINGS)

100.81'  
S58°02'39"W

CDOT DISPOSAL  
PARCEL 46Rev2-EX  
33,076 SQ.FT.  
0.759 ACRES +-  
L=128.93', R=2630.74'

CENTERLINE ASPHALT  
RULE RANCH ROAD

SCALE: 1" = 60'



POINT OF BEGINNING  
P-RCEL  
46Rev2-EX

R=4069.70'  
L=40.02'  
CH.B.=N51°52'52"E  
CH.L.=40.02'  
Δ=0°33'48"

LOT 2  
EAGLE INT.  
E-ST  
B.702 P.831

POINT OF COMMENCEMENT  
1.5" -LUMINUM C-P  
ON #5 REB-R  
LS #34989

ASPHALT ROAD ACCESS  
LOT 2 AND 3

N40°03'15"W  
87.15'

N82°52'40"E  
176.05'

R=2630.74'  
L=258.29'  
CH.B.=S55°24'30"W  
CH.L.=258.19'  
Δ=5°37'32"

PARCEL 46Rev2, I-70  
380' RIGHT OF WAY C.D.O.T.  
FEDERAL AID PROJECT  
NO. 1 70-2(10) UNIT 1

Easement Line Table		
Line #	Length	Direction
L1	16.03'	N14° 21' 43"W
L2	20.00'	N75° 38' 17"E
L3	8.57'	S14° 21' 43"E

Easement Curve Table					
Curve #	-rc Length	Radius	Delta	Chord Bearing	Chord Length
C1	21.35'	2630.74'	000°27'54"	S55° 10' 50"W	21.35'

PARCEL 46Rev2-EX AND UTILITY EASEMENT EXHIBIT  
SITUATED IN TRACT 63 AND 68, SECTION 33, T.4S., R.84W., 6TH P.M.  
TOWN OF EAGLE, COUNTY OF EAGLE, STATE OF COLORADO

**KIPP LAND SURVEYING**

RANDY KIPP P.L.S.  
P.O. Box 3154  
Eagle, CO 81631  
(970) 390-9540  
email: randy@kipplandsurveying.com  
web: kipplandsurveying.com

DRAWN BY: RPK

DATE: 03-19-2024

SHEET 3 OF 3

DWG NAME: 231013 PARCEL 46Rev2-EX



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission  
**From:** Keith Stefanik, Chief Engineer  
**Date:** June 7, 2024

### Subject: Abandonment of 0.9 miles of US40 Frontage Road

#### Purpose

CDOT Region 3 is proposing an abandonment of approximately 0.9 miles of the U.S. 40 Frontage Road from MM 89 +/- to MM 89.9 +/- to the City of Craig for control and maintenance.

#### Action

The request is made that the Transportation Commission approve a resolution that this portion of U.S. Highway 40 Frontage Road beginning at MM 89 +/- and ending at MM 89.9 +/- is no longer needed for State Highway purposes and can be abandoned to the City of Craig for control and maintenance.

#### Background

Region 3 and the City of Craig are negotiating an IGA for CDOT to abandon a portion of the US 40 Frontage Road to the City which is no longer needed for State Highway transportation purposes. Abandoning the property to the City of Craig will relieve CDOT of the ongoing burden of maintenance.

Colorado Revised Statute 43-2-106 (1)(a) provides that the Transportation Commission may determine that a State Highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality.

#### Next Steps

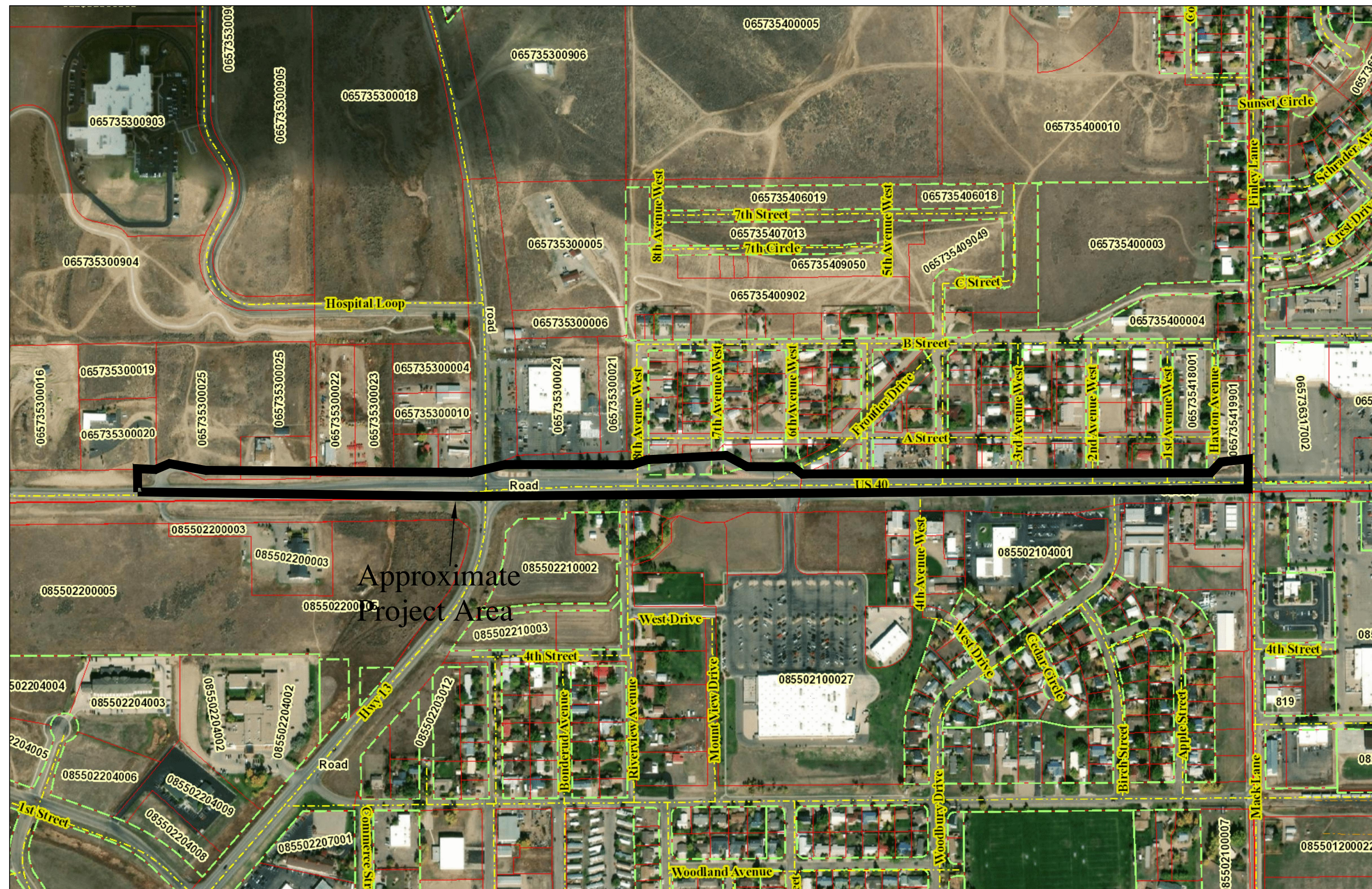
The governing body of the City of Craig will adopt a resolution agreeing to the State's abandonment of approximately 0.9 linear miles of US 40 Frontage Road and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system and committing the City of Craig to assume ownership of said highway segment in the "as is" condition. Subject to the IGA and of the official notification of such approval of abandonment of the above referenced portion of US 40 Frontage Road and concurrence to proceed with devolution by the Transportation Commission, the City of Craig shall execute a resolution or ordinance accepting the abandoned portion of US 40 Frontage Road as a city street. CDOT will execute a quitclaim deed that will include a reversion provision stating

that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert to CDOT.

### **Attachments**

Proposed Resolution

Exhibit of Proposed Abandonment



**Property Description**

Apart of land located in Section 35, Township 7 North, Range 91 West of the 6th P.M., City of Craig, Moffat County, Colorado, being more particularly described as follows:

beginning at a point which lies North 33°00'04" West a distance of 52.60 feet from the southeast corner of said Section 35 and which is on the top-back of curb on the North side of U.S. Highway 40 travelway; thence with the existing top back of curb South 89°33'27" West a distance of 166.93 feet; thence with the existing top back of curb South 89°40'51" West a distance of 261.13 feet; thence with the existing top back of curb South 89°14'43" West a distance of 105.43 feet; thence with the existing top back of curb South 89°38'48" West a distance of 111.74 feet; thence across an existing frontage road access South 89°50'00" West a distance of 59.46 feet to a point on the existing top back of curb; thence with the existing top back of curb South 89°40'35" West a distance of 258.77 feet; thence across an existing frontage road access South 89°36'19" West a distance of 51.24 feet to a point on the existing top back of curb; thence with the existing top back of curb South 89°41'28" West a distance of 268.50 feet; thence across an existing frontage road access South 89°38'37" West a distance of 43.88 feet to a point on the existing top back of curb; thence with the existing top back of curb South 89°26'18" West a distance of 42.14 feet; thence with the existing top back of curb South 89°38'23" West a distance of 121.53 feet; thence with the existing top back of curb South 89°44'38" West a distance of 117.29 feet; thence with the existing top back of curb South 89°39'15" West a distance of 530.99 feet; thence with the existing top back of curb South 89°46'16" West a distance of 124.60 feet; thence across an existing frontage road access South 89°39'29" West a distance of 120.78 feet to a point on the existing top back of curb; thence with the existing top back of curb South 89°32'42" West a distance of 78.94 feet; thence with the existing top back of curb South 89°31'15" West a distance of 108.78 feet; thence with the existing top back of curb South 89°47'43" West a distance of 82.24 feet; thence with the existing top back of curb South 89°44'00" West a distance of 77.55 feet; thence with the existing top back of curb North 89°09'00" West a distance of 90.12 feet; thence with the existing top back of curb North 89°20'04" West a distance of 62.24 feet; thence with the existing top back of curb North 89°37'20" West a distance of 87.69 feet; thence with the existing top back of curb North 89°57'30" West a distance of 66.04 feet; thence with the existing top back of curb South 89°46'58" West a distance of 116.38 feet; thence with the existing top back of curb North 87°35'03" West a distance of 20.28 feet; thence with the existing top back of curb North 77°05'32" West a distance of 19.56 feet; thence with the existing top back of curb North 62°53'19" West a distance of 3.53 feet; thence across the County Road 7 (Highway 13) right-of-way North 89°48'00" West a distance of 88.99 feet to a point on the existing top back of curb; thence South 77°03'48" West a distance of 34.71 feet to a point on the existing northerly edge of asphalt of US Highway 40; thence with the existing northerly edge of asphalt of US Highway 40 South 89°16'09" West a distance of 329.32 feet; thence existing northerly edge of asphalt of US Highway 40 South 89°40'30" West a distance of 234.44 feet; thence existing northerly edge of asphalt of US Highway 40 South 84°36'30" West a distance of 89.76 feet; thence existing northerly edge of asphalt of US Highway 40 South 89°13'30" West a distance of 145.42 feet; thence existing northerly edge of asphalt of US Highway 40 South 88°15'10" West a distance of 155.85 feet; thence existing northerly edge of asphalt of US Highway 40 South 89°05'25" West a distance of 269.98 feet; thence across an existing frontage road access existing northerly edge of asphalt of US Highway 40 South 89°20'17" West a distance of 120.38 feet; thence North 56°43'26" East a distance of 11.13 feet; thence North 07°49'52" East a distance of 111.39 feet to the southwest corner of Lot 1 of Signal Hill Replat, according to the final plat thereof, recorded April 27, 2016 at reception #20161035; thence with the South line of said Lot 1 of Signal Hill Replat North 64°28'52" East a distance of 61.93 feet; thence with the South line of said Lot 1 of Signal Hill Replat South 65°29'20" East a distance of 165.49 feet; thence with the South line of said Lot 1 of Signal Hill Replat North 69°58'58" East a distance of 153.48 feet to the southwest corner of Lot 2 of said Signal Hill Replat; thence with the South line of said Lot 2 of Signal Hill Replat North 89°29'56" East a distance of 299.77 feet to the southeast corner of Lot 2 of said Signal Hill Replat; thence North 89°37'32" East a distance of 27.69 feet to a point on the southwest corner of Lot 1A of Valley Marin Parcel Replat, according to the plat thereof, recorded March 9, 2009 at reception # 200989; thence with the South line of said Valley Marin Parcel Replat North 89°29'28" East a distance of 330.05 to the southeast corner of Lot 2A of said Valley Marin Parcel Replat; thence with the South line of a parcel of land described in the Moffat County Records at Reception #20117205 North 89°28'48" East a distance of 189.19 feet to the southeast corner of said parcel; thence with the South line of a parcel of land described in the Moffat County Records at Reception #359498 North 89°30'55" East a distance of 86.15 feet; thence with the South line of a parcel of land described in the Moffat County Records at Reception #359498 North 69°05'36" East a distance of 57.46 feet to the southeast corner of said parcel, which is on the westerly right-of-way of County Road 7; thence across the right-of-way of County Road 7 South 79°49'01" East a distance of 108.06 feet to a point on the easterly right-of-way of County Road 7, which is the southwest corner of a parcel of land described in the Moffat County Records at Reception #20120412; thence with the South line of said parcel North 89°30'48" East a distance of 357.45 feet to the southeast corner of said parcel; thence with the South line of a parcel of land described in the Moffat County Records at Reception #20117205 North 89°32'38" East a distance of 196.92 feet to the southeast corner of said parcel which is also on the westerly right-of-way line of Eighth Avenue; thence North 54°58'49" East a distance of 88.15 feet to a point on the easterly right-of-way line of Eighth Avenue, which is also the southwest corner of a parcel of land described in Lots 21-25 Block 8 Less South 70' of FRONTIER CITY, according to the Amended Plat thereof, filed June 2, 1953 as Misc. # 3018; thence with the South line of said parcel North 89°43'35" East a distance of 124.75 feet to the southeast corner of said parcel; thence North 89°43'42" East a distance of 20.00 feet to the southwest corner of a parcel of land described as Lots 16-20 of Block 8 Less South 70' of FRONTIER CITY, 1953 as Misc. # 3018; thence with the South line of said parcel North 89°43'34" East a distance of 125.50 feet to the southeast corner of said parcel, which is also on the westerly right-of-way line of Seventh Avenue; thence South 87°05'10" East a distance of 50.08 feet to a point on the easterly right-of-way line of Seventh Avenue, which is also the southeast corner of a portion of Block 7 of Frontier City, as described in the Moffat County records at Reception #20171666; thence with the South line of said parcel South 72°01'07" East a distance of 87.63 feet; thence with the South line of said parcel North 89°44'02" East a distance of 47.62 feet to the southeast corner of said parcel; thence with the South line of a parcel of land described in the Moffat County records at Reception #1998L1 North 89°49'59" East a distance of 157.23 feet to the southeast corner of said parcel of land; thence South 55°23'30" East a distance of 69.07 feet to the southwest corner of Lot 21, in Block 6 of Frontier City, according to the Amended Plat thereof, filed June 2, 1953 as Misc. 3018; thence with the South line of said Block 6 North 89°43'10" East a distance of 244.82 feet to the southeast corner of said Block 6; thence North 89°43'10" East a distance of 50.00 feet to the southwest corner of Block 5 of said Frontier City; thence with the south line of said Block 5 North 89°43'10" East a distance of 269.97 feet to the southeast corner of said Block 5; thence North 89°43'10" East a distance of 50.00 feet to the southwest corner of Lot 25 in Block 4 of said Frontier City; thence with the South line of said Block 4 North 89°43'10" East a distance of 124.98 feet to the southeast corner of Lot 21 of said Block 4; thence North 89°43'10" East a distance of 20.00 feet to the southwest corner of Lot 20 of said Block 4; thence with the south line of said Block 4 North 89°43'10" East a distance of 124.99 feet to the southeast corner of Lot 16 of said Block 4; thence North 89°43'10" East a distance of 50.00 feet to the southwest corner of Lot 25 of Block 3 of said Frontier City; thence with the South line of said Block 3 North 89°45'41" East a distance of 135.04 feet to a point in the middle of the vacated alley; thence with the South line of said Block 3 North 89°42'21" East a distance of 135.07 feet to the southeast corner of Lot 16 of said Block 3; thence North 89°44'52" East a distance of 50.00 feet to the southwest corner of Lot 25 of Block 2 of said Frontier City; thence with the South line of said Block 2 North 89°43'11" East a distance of 124.97 feet to the southeast corner of Lot 21 of said Block 2; thence North 89°49'14" East a distance of 20.00 feet to the southwest corner of Lot 20 of said Block 2; thence with the South line of said Block 2 North 89°49'14" East a distance of 125.00 feet to the southeast corner of Lot 16 of said Block 2; thence North 89°49'14" East a distance of 50.00 feet to the southwest corner of Lot 1 of Block 1 of said Frontier City; thence with the South line of said Lot 1 North 89°49'14" East a distance of 150.00 feet; thence North 39°18'11" East a distance of 78.53 feet to the southwest corner of a parcel of land described in Book 225 at Page 80; thence with the South line of said parcel North 89°43'35" East a distance of 131.00 feet to a point on the westerly right-of-way line of Finley Lane; thence South 02°15'27" East a distance of 52.38 feet to a point on the existing top back of curb; thence with the existing top back of curb South 00°03'58" West a distance of 38.11 feet; thence with the existing top back of curb South 27°03'02" West a distance of 4.96 feet; thence with the existing top back of curb South 76°28'33" West a distance of 3.85 feet to the point of beginning, containing an area of 278179.8 square feet, 6.386 acres, more or less.

**Surveyor's Statement**

I, Michael Fraher, a duly registered Professional Land Surveyor in the State of Colorado, do hereby state specifically and only to

The City of Craig,

that the boundary drawing shown hereon represents a good and accurate survey made upon the ground under my direct supervision and checking. I further certify that the notes shown hereon are made a part of this certification and that all monuments exist as shown. This statement is not a guaranty or warranty, either expressed or implied.

Michael Fraher Colorado P.L.S. No. 38494

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

**NOTICE**

According to Colorado law you may commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.

**Notes**

1. This Right Of Way Plan is not a complete boundary survey of all adjoining owners and is prepared for the City of Craig and the Colorado Department of Transportation.
2. Basis of Bearings for this survey is a bearing of North 89°43'35" East between the South Quarter Corner of Section 35, T7N, R91W (a 2.5" alloy cap on No. 6 rebar in monument box by PLS 13901), and the southeast corner of Section 35, T7N, R91W (a 3.25" alloy cap on No. 6 rebar in monument box by PLS 38494).
3. This survey was performed without the benefit of a current Title Policy. The record information which is referenced hereon is the result of research performed by this surveyor and is not necessarily complete or conclusive.
4. This survey does not constitute a Title Search by this surveyor of the property shown and described hereon to determine:
  - a. Ownership of the tract of land.
  - b. Compatibility of this description with those of adjoiners.
  - c. Rights of way, easements and encumbrances of record affecting this tract of land.
5. This Land Survey Plat and the information shown hereon may not be used for any additional or extended purpose beyond that for which it was intended and may not be used by any parties other than those to which it is certified.
6. The word "certify" or "certification" as used herein is understood to be an expression of professional opinion by the surveyor, based upon his best knowledge, information, and belief. As such, it does not constitute a guarantee, nor a warranty, expressed or implied.
7. No guarantee as to the accuracy of the information contained on the attached drawing is either stated or implied unless this copy bears an original signature of the registered land surveyor named hereon.

**Clerk & Recorder's Certificate**

This Plat was deposited for record in the office of the Moffat County Clerk & Recorder, in the State of Colorado

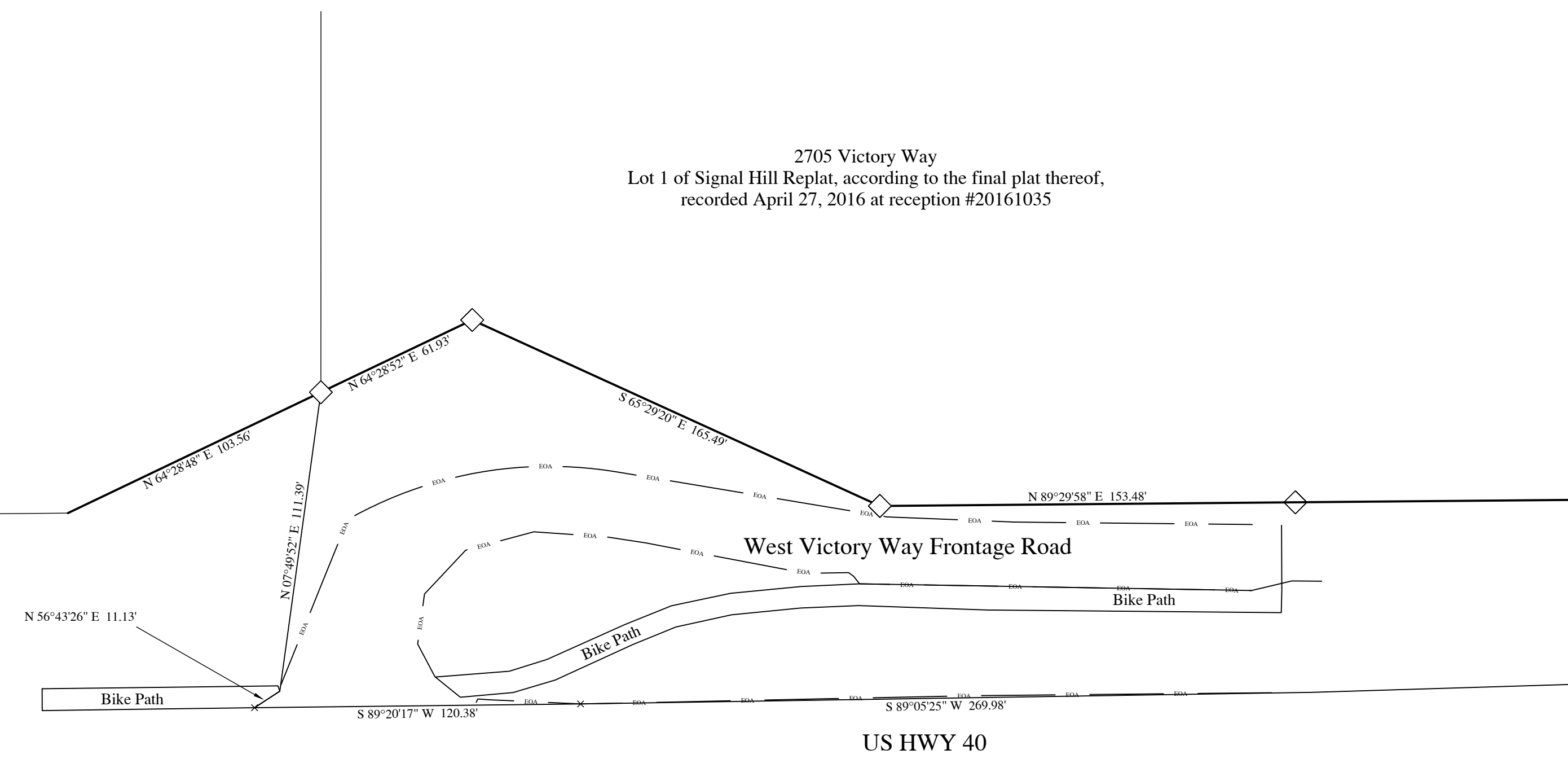
at \_\_\_\_\_ M on the \_\_\_\_\_ day of \_\_\_\_\_, 202\_\_\_\_.

\_\_\_\_\_  
Clerk & Recorder.

By: \_\_\_\_\_  
Deputy

Moffat County Records Reception #20202807

2705 Victory Way  
Lot 1 of Signal Hill Replat, according to the final plat thereof,  
recorded April 27, 2016 at reception #20161035



Southwest corner Section 35, T7N,  
R91W. Found 2" GLO brass cap

### Surveyor's Statement

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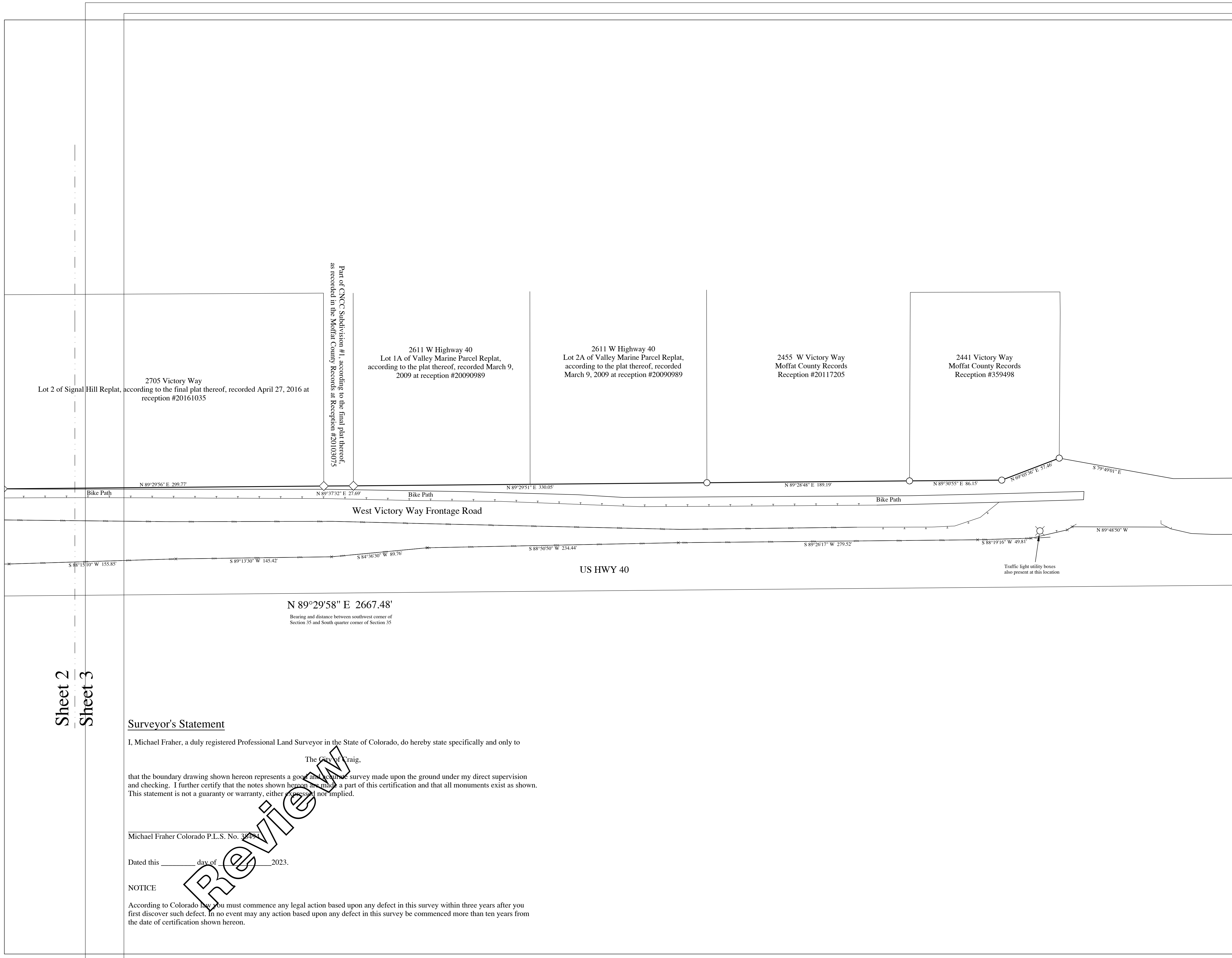
Michael Fraher Colorado P.L.S. No. 38494

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2023.

### NOTICE

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REVIEW



Sheet 2  
Sheet 3

Surveyor's Statement

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Michael Fraher Colorado P.L.S. No. 38494

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2023.

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Review

County Road 7

2355 Victory Way  
Moffat County  
Records Reception  
#20120412

2355 Victory Way  
Moffat County  
Records Reception  
#20071164

Eight Ave

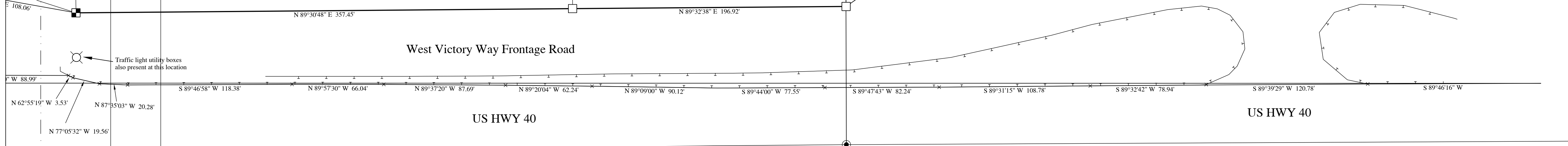
A Street

Seventh Ave

2255 Victory Way  
Lots 21-25 Block 8  
Less South 70' of FRONTIER CITY,  
according to the Amended Plat thereof,  
filed June 2, 1953 as Misc. # 3018

2255 Victory Way  
Lots 16-20 Block 8  
Less South 70' of FRONTIER CITY,  
according to the Amended Plat thereof,  
filed June 2, 1953 as Misc. # 3018

Portion of Block 7 described in



South quarter corner of Section 35, T7N,  
R91W. Found 2.5" alloy cap on No. 6  
rebar by PLS 13901

Sheet 3  
Sheet 4

Surveyor's Statement

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The City of Craig,

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Michael Fraher Colorado P.L.S. No. 34494

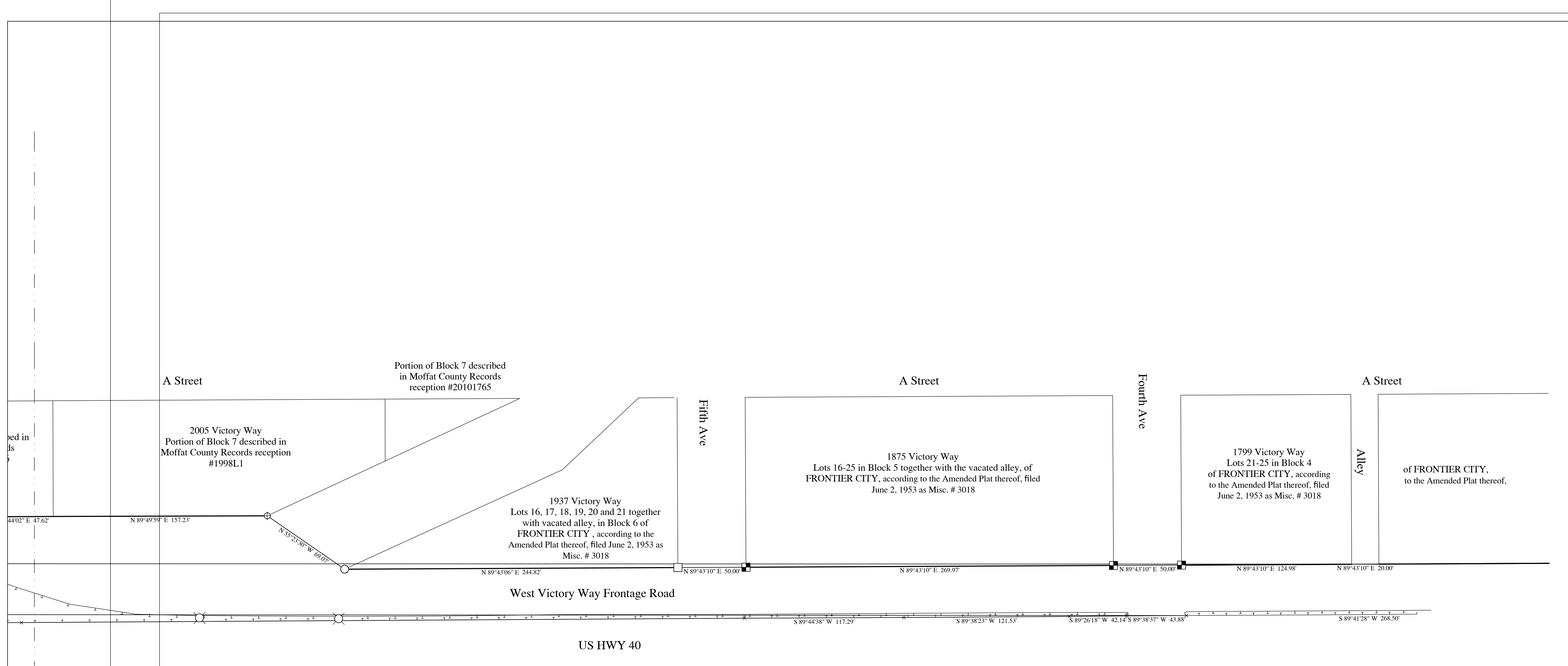
Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2023.

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Review





N 89°43'35" E 2667.57'  
 Basis of Bearing  
 Bearing and distance between southeast corner of Section 35  
 and the South quarter corner of Section 35 and

Sheet 4  
 Sheet 5

**Surveyor's Statement**

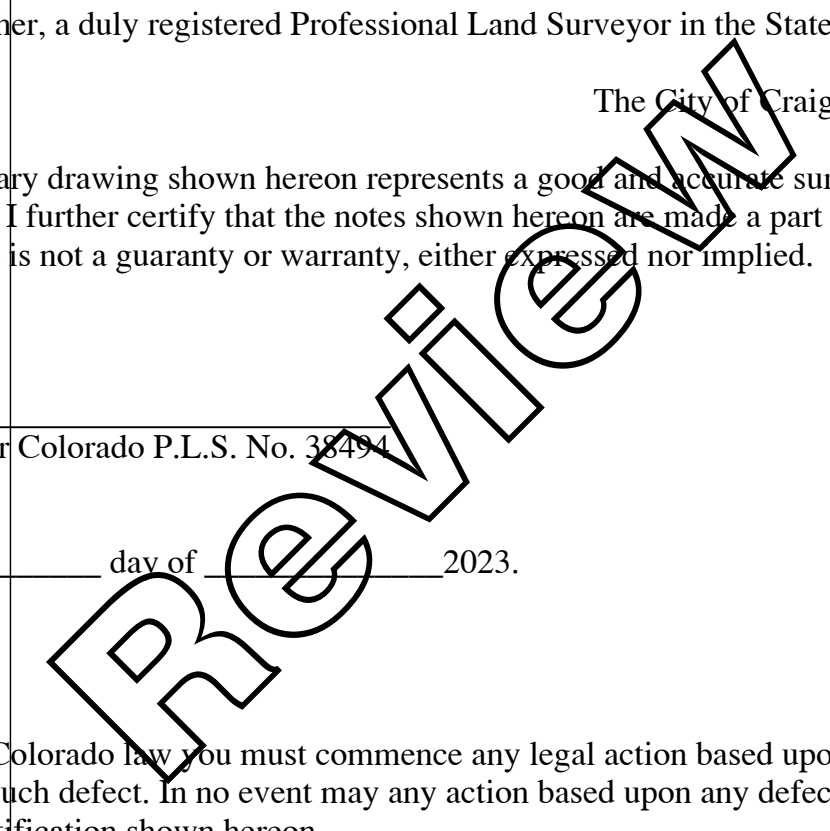
I, Michael Fraher, a duly registered Professional Land Surveyor in the State of Colorado, do hereby state specifically and only to  
 The City of Craig,  
 that the boundary drawing shown hereon represents a good and accurate survey made upon the ground under my direct supervision  
 and checking. I further certify that the notes shown hereon are made a part of this certification and that all monuments exist as shown.  
 This statement is not a guaranty or warranty, either expressed or implied.

Michael Fraher Colorado P.L.S. No. 37194

Dated this \_\_\_ day of \_\_\_ 2023.

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 first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from  
 the date of certification shown hereon.



Victory Way  
Lots 16-20 in Block 4  
of FRONTIER CITY, according  
to the Amended Plat thereof, filed  
June 2, 1953 as Misc. # 3018

Third Ave

A Street

1695 Victory Way  
Lots 21-25 and West 1/2 of vacated  
alley  
in Block 3 of FRONTIER CITY,  
according to the Amended Plat thereof,  
filed June 2, 1953 as Misc. # 3018

1635 Victory Way  
Lots 16-20 and East 1/2 of vacated  
alley  
in Block 3 of FRONTIER CITY,  
according to the Amended Plat  
thereof, filed June 2, 1953 as Misc. #  
3018

Second Ave

1589 Victory Way  
Lots 21-25 in Block 2  
of FRONTIER CITY, according  
to the Amended Plat thereof, filed  
June 2, 1953 as Misc. # 3018

1535 Victory Way  
Lots 16-20 in Block 2  
of FRONTIER CITY, according to the  
Amended Plat thereof, filed June 2, 1953  
as Misc. # 3018

First Ave

1425 Victory Way  
Lot 1, Block 1  
FRONTIER CITY, according to  
the Amended Plat thereof, filed June  
2, 1953 as Misc. # 3018

Haxton Ave

540 Finley Lane  
Moffat County  
Records Book 225  
at Page 80

West Victory Way Frontage Road

US HWY 40

Southwest corner Section 35, T7N, R91W.  
Found 3.25" alloy cap on No. 6 rebar by  
PLS 38494

Sheet 5  
Sheet 6

**Surveyor's Statement**

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Michael Fraher Colorado P.L.S. No. 38494

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

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REVIEW



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Emily Haddaway, CDOT Legislative Liaison

**Date:** June 7, 2024

**Subject:** 2024 Legislative Memorial Designations

### Purpose

During the 2024 legislative session, the General Assembly passed three memorial designations of state highways or bridges that require review and approval from the Transportation Commission.

### Action

The Transportation Commission is requested to confirm the resolutions passed by the Colorado House and Senate on the consent agenda.

### Background

TC Policy Directive 1503.0 establishes a consistent statewide process regarding the designation or memorializing of highways, bridges, or other highway components. The TC, as part of this process, has the authority to accept and approve such legislative requests. All legislative memorial designations allow CDOT to accept gifts, grants, and donations to install memorial signage. As such, no state funds will be used to produce, erect, or install these signs.

### Next Steps:

The Transportation Commission has the choice to adopt a resolution to confirm the following three memorial highways and bridges:

1. House Joint Resolution 24-1003 passed, designating the portion of United States Highway 36 from Mile Marker 32 to Mile Marker 37 as the "Dr. Martin Luther King Jr. Memorial Highway".
2. House Joint Resolution 24-1017 passed, designating bridge I-04-K on U.S. Highway 50 over the Gunnison River as the "Brigadier General Felix Sparks Memorial Bridge".
3. Senate Joint Resolution 24-007 passed, designating the portions of United States Highway 24 and State Highway 67 in Teller County as the Purple Heart Trail.

## **Attachments**

Attached is the associated Transportation Commission Resolution.



## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Colorado Department of Transportation Budget Director

**Date:** June 20, 2024

**Subject:** Fiscal Year (FY) 2023-2024 Twelfth Budget Supplement

### Project Increase

Region 1 - \$1,407,003 - Increase construction phase for I-270 Phase 1 Bridge Preventative Maintenance. Increases in project costs above 15% and above \$500,000 require Transportation Commission (TC) approval. See attached memo for additional information.

### Confirmation Item

Region 3 - \$10,000,000 Transportation Commission Contingency Funds - \$10M is requested to supplement the \$20M approved by the Transportation Commission in May 2024 for the US 50 Blue Mesa Bridge safety inspection and improvements.

Region 1 - \$1,656,740 from the Transportation Commission Contingency is requested for emergency repairs associated with the Dahlia over I-76 bridge after a tractor trailer hauling machinery caused damage to the eastern most girders, splice plates, bracing, and bridge deck. See attached memo for additional details.

### 10 Year Plan Changes

DTR - Reprioritize \$3.5M in FY19-26 funding from Bustang Heavy Maintenance Facility towards I-25 and CO 7 Interchange Mobility Hub. This will change the FY22-26 contribution for I-25/ CO7 to \$17.5M and reduce Bustang Heavy Maintenance Facility to \$1M, which is sufficient for preliminary design on the Bustang Heavy Maintenance Facility.

- +\$3,500,000 - Increase #2694 - I-25 and CO 7 Interchange Mobility Hub
- -\$3,500,000 - Decrease #2715 - Bustang Heavy Maintenance Facility

## Information Only

- +\$843,814 - Cost Escalation Fund - Region 5 Return Savings
- \$6,392,153 - Cost Escalation Fund - I-70 Resurfacing
- \$2,110,000 - Cost Escalation Fund - US50 and Rockfall Mitigation

## Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
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
October-23	Balance 4S24		\$23,143,766
November-23	Balance 5S24		\$19,551,138
December-23	Balance 6S24		\$19,520,412
January-24	Balance 7S24		\$17,740,412
February-24	Balance 8S24		\$17,740,412
March-24	Balance 9S24		\$19,581,571
April-24	Balance 10S24		\$20,135,727
May-24	Balance 11S24		\$15,135,727
	Region 3 Project Savings	\$198,864	
	US50 Emergency Bridge Request	-\$10,000,000	
	Dahlia over I-76 Bridge Repairs	-\$1,656,740	
June-24	Pending Balance 12S24		\$3,677,851

## Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-23	Balance 12S23		\$20,555,987
July-23	Balance 1S24		\$20,555,987
August-23	Balance 2S24		\$18,447,112
September-23	Balance 3S24		\$13,138,112
October-23	Balance 4S24		\$10,636,521
November-23	Balance 5S24		\$29,538,831
December-23	Balance 6S24		\$28,254,133
January-24	Balance 7S24		\$26,670,659
February-24	Balance 8S24		\$24,036,219
March-24	Balance 9S24		\$20,168,225
April-24	Balance 10S24		\$20,168,225
May-24	Balance 11S24		\$17,267,276
	I-70 Resurfacing	-\$6,392,153	
	Region 5 - Return Savings	\$843,814	
	US50 and Rockfall Mitigation	-\$2,110,000	

June-24

Pending Balance 11S24

\$9,608,937

### Transportation Commission Program Reserve Fund Reconciliation

<b>Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>
June-23	Balance 12S23		\$14,774,236
July-23	Balance 1S24		\$10,774,236
August-23	Balance 2S24		\$9,354,509
September-23	Balance 3S24		\$188,354,509
October-23	Balance 4S24		\$167,354,509
November-23	Balance 5S24		\$53,591,030
December-23	Balance 6S24		\$53,591,030
January-24	Balance 7S24		\$40,432,680
February-24	Balance 8S24		\$40,132,093
March-24	Balance 9S24		\$32,370,207
April-24	Balance 10S24		\$32,370,207
May-24	Balance 11S24		\$16,870,207
	Transfer to TCC Contingency Reserve	-\$10,000,000	
June-24	Pending Balance 12S24		\$6,870,207



## Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
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
October-23	Balance 4S24		\$12,000,000
November-23	Balance 5S24		\$12,000,000
December-23	Balance 6S24		\$12,000,000
January-24	Balance 7S24		\$12,000,000
February-24	Balance 8S24		\$12,000,000
March-24	Balance 9S24		\$8,000,000
April-24	Balance 10S24		\$2,110,000
May-24	Balance 11S24		\$0
	Transfer from TCI for MLOS	\$10,500,000	
June-24	Balance 12S24		\$10,500,000



# COLORADO

## Department of Transportation

Region 1

Office of the Transportation Director  
2829 W. Howard Place  
Denver, CO 80204-2305

### Memorandum

**To:** Transportation Commission  
**From:** Jessica Myklebust, Region 1 Transportation Director  
**Cc:** Shoshana Lew, Executive Director  
Herman Stockinger, Deputy Executive Director  
Jeffrey Sudmeier, Chief Financial Officer  
**Date:** May 29, 2024

#### Purpose

CDOT Region 1 is requesting \$1,656,740 from the Transportation Commission Contingency Reserve for the emergency work associated with the Dahlia over I-76 Bridge Impact Damage (Structure E-17-HC).

#### Action Requested

Approval of the requested Transportation Commission Contingency Reserve funding.

#### Background

At approximately 2:45PM on March 18, 2024 a tractor trailer hauling a front-end loader with an excavator arm struck, heading west-bound on I-76 struck structure E-17-HC (the Dahlia Street over I-76 bridge) causing damage to the eastern most girders, splice plates, bracing, and bridge deck. Early analysis by the Staff Bridge Unit (March 19th, 2024, at 2pm) indicate that the bridge components can be repaired (as opposed to fully replaced) with flame treatment.

Staff Bridge performed an on-site inspection and speculated that removal and replacement of the girders may not be necessary; repairs to the existing structure may suffice.

In its current condition, northbound Dahlia Street is closed. Detours include surface streets 77th Ave, US 85, and 88th Ave. This closure is expected to persist through the duration of the repairs.

Early analysis by the Staff Bridge Unit (March 19th, 2024 at 2pm) indicated that the girder deflection can be repaired with flame treatment. The lower flange of the easternmost girder will need to be reinforced with additional steel. Splice plates and braces will need to be replaced. The concrete pavement on mainline I-76 requires concrete patchwork.





# COLORADO

## Department of Transportation

Region 1

Region 1 utilized in-house Region design staff, with support from Headquarters Staff Bridge, for creation of the plans and construction package. The project was advertised on May 3rd, 2024. On-site job showings were conducted on May 6<sup>th</sup> and 7<sup>th</sup>, 2024.

The pre-advertisement estimate for the design and construction of the permanent bridge and concrete pavement repairs was \$2 million. The Region Business Office budgeted \$2 million of RPP funding so that the project could proceed and be awarded while this request is under consideration for approval.

Bids opened on May 14, 2023. The following are the bid results:

- Kraemer North America, LLC \$1,173,560
- Flatiron Constructors, Inc. \$1,192,854
- Structures, Inc. \$1,749,203

The Region awarded the contract to Kraemer North America, LLC.

Adding on standard Force Accounts, Design and Construction Management costs, and indirect costs to Kraemer's construction bid brings the project total to \$1,656,740.

## Next Steps

Region 1 will have in-house staff performing construction management.

The Pre-Construction Meeting is scheduled for May 30<sup>th</sup>, 2024. Work is anticipated to begin the evening of June 2, 2024, weather permitting, and is anticipated to last 50 calendar days.





## I-270 Corridor Improvements

Colorado Department of Transportation  
Region 1 I-270 Corridor Improvements Project  
Project 25478/ NHPP / I-270 Phase 1 Bridge Preventative Maintenance  
4670 Holly Street  
Denver, CO, 80216  
303.512.4660

To: Transportation Commission of Colorado

From: David Merenich, I-270 Program Director; Chris Cameron, I-270 Resident Engineer

Subject: Justification Memo for I-270 Phase BPM Funding Request

This memo is written to provide a justification for the \$1,847,002.50 (\$1,465,875.00 + 26% indirect) funding request for Project 25478/ NHPP R100-395, I-270 Phase 1 Bridge Preventative Maintenance. In conjunction with recommendations from the CDOT specialty units, the I-270 Project Team is executing a change order to add a polyester concrete overlay at Structure E-17-WZ (I-270 Bridge over Vasquez Blvd) to prevent premature failure of the bridge wearing surface, currently an exposed concrete deck. This work is being performed to preserve the bridge deck as a long-term measure. Please note the following:

- This polyester overlay would be permanent work as part of the I-270 Corridor Improvement Project. Through the EIS process and as presented to the public in April 2024 public meetings, CDOT has eliminated alternatives that would require widening of the Vasquez Bridge (i.e. adding 2 lanes in each direction of I-270). Therefore, CDOT anticipates that the existing Vasquez Bridge structure will remain as part of the future corridor wide project.
- A polyester overlay was requested by staff bridge resulting from spring 2024 site visits where they observed the implementation of the class 2 deck repairs, original scope work for project 25478. During these site visits it was observed that there was inadequate coverage of the deck rebar, approximately ¼” to 1”. The deck rebar consists of #8 longitudinal bottom bars and #4 transverse top bars. The original plans specified class 2 repairs to remove and replace concrete deck below the #8 bars. The concrete surrounding the #4 top bars was loose and easy to remove while the concrete around the #8 bars was competent which made it difficult and time consuming for the contractor to remove. When concrete surrounding the #8 bars was eventually removed, the deck mat would spring slightly upward, resulting in further issues with concrete coverage over the bars (see figure 1).
- As a result of these class 2 repair issues, CDOT staff bridge advised that we finish exposed areas and instead implement this change order ASAP. They recommended that best long-term solution for this bridge deck issue is to place a polyester overlay for the entire surface. In areas with unsound concrete at the surface, they recommend removing the loose concrete only, likely to be isolated to areas around the #4 bars (i.e. class 1 removal) and then lay ¾” polyester directly on top of that surface (see figure 2 for an



## I-270 Corridor Improvements

example of the surface prior to polyester overlay). CDOT staff bridges has noted long-term success with this method on other similar projects.

- It is also important to note that some of the class 2 repairs performed in March 2024 are already showing signs of distress (i.e. corner pop-outs of concrete). Some of the areas that we have not attempted to repair are continuing to deteriorate. If this change order is not implemented, the same work will be performed as part of the I-270 Corridor Improvement Project corridor wide construction project. Construction of the corridor wide project is anticipated to begin in 2026 with the potential of Vasquez deck work not starting until 2027 or 2028. This change order is needed to eliminate a potential of three to four years of continued CDOT maintenance efforts.

Additionally, the second scope element of the change order adds temporary barrier in the median of I-270 between MP 4 and MP 5 to prevent vehicular traffic from turning around in the median from the I-270 WB direction to I-270 EB direction as a safety improvement. This is a low-cost temporary measure that Staff Traffic requested to lower accident rates in this area prior to the I-270 Corridor Improvement Project Construction beginning.

Please let us know if you have any questions regarding this funding request and added scope of work to Project 25478/ NHPP R100-395.

Sincerely,

David Merenich  
I-270 Program Director



## I-270 Corridor Improvements



*Figure 1- WB-270 over Vasquez showing removal below #8 longitudinal bars and resulting issues with concrete cover during pour back.*



## I-270 Corridor Improvements

Apr 4, 2024 at 7:30:35 AM  
Vasquez Blvd  
Commerce City CO 80022  
United States



*Figure 2- EB-270 over Vasquez showing exposed #4 transverse bars with approximately 1/2" of concrete cover. This is a good example of the surface condition that will exist prior to polyester overlay.*



# Memorandum

To: The Transportation Commission  
From: Jeff Sudmeier, CDOT Chief Financial Officer  
Date: June 20, 2024  
Subject: State Infrastructure Bank (SIB) Interest Rate Recommendation for the First Half of Fiscal Year 2024-25

## Purpose

The purpose of this memorandum is to outline the proposed Colorado State Infrastructure Bank (SIB) interest rate for loans originating in the first half of State Fiscal Year 2024-25 and the origination fee schedule for Fiscal Year 2024-25.

## Action

The Division of Accounting and Finance (DAF) recommends that the Transportation Commission (TC) hold the current SIB interest rate at/to 3.50% for loans originating in Fiscal Year 2024-25 Q1/Q2 and maintain the recommended origination fee schedule detailed in this memorandum.

## Background

SIB Loan Rates: The SIB, established in 43-1-113.5(3) C.R.S. and Rule V, Article 2 of 2CCR 605-1, requires that the TC set bi-annual interest rates for SIB Loans. Established rates over the past 18 months have been:

FY 2022-23 Q3/Q4: 3.50%	FY 2023-24 Q1/Q2: 3.50%	FY 2023-24 Q3/Q4: 3.50%
-------------------------	-------------------------	-------------------------

Origination Fee Schedule: Rule V, Article 3 of 2 CCR 605-1 outlines the following origination fee schedule to be maintained for the current fiscal year as adopted by the TC. The TC may at their discretion apply the fee, the maximum of:

- 1.00% for loan proceeds up to \$1 million
- 0.75% on the loan proceeds over \$1 million up to \$2.5 million
- 0.50% on the loan proceeds over \$2.5 million up to \$5 million
- 0.25% on the loan proceeds over \$5 million

## Rate Recommendations/Interest Rate Outlook for US Treasury Market

The current U.S. Treasury market and Federal Funds Rate, as well as the Department’s Financial Advisor’s projections for the US Treasury market and Federal Funds Rate are used to determine the SIB interest rate. Current interest rates (Taxable and Tax-Exempt) have remained volatile after hitting recent highs in October 2023. With persistent inflation, the market consensus is for the Fed to continue holding rates steady, then begin lowering rates at their next few meetings in Q3 and Q4 2024. Notably, the 10-year US Treasury yield, which serves as the benchmark for the SIB interest rate, saw significant volatility since the beginning of the year. The 10-year US Treasury hit a low of 3.86% in late January and a recent high of 4.71% in late April.





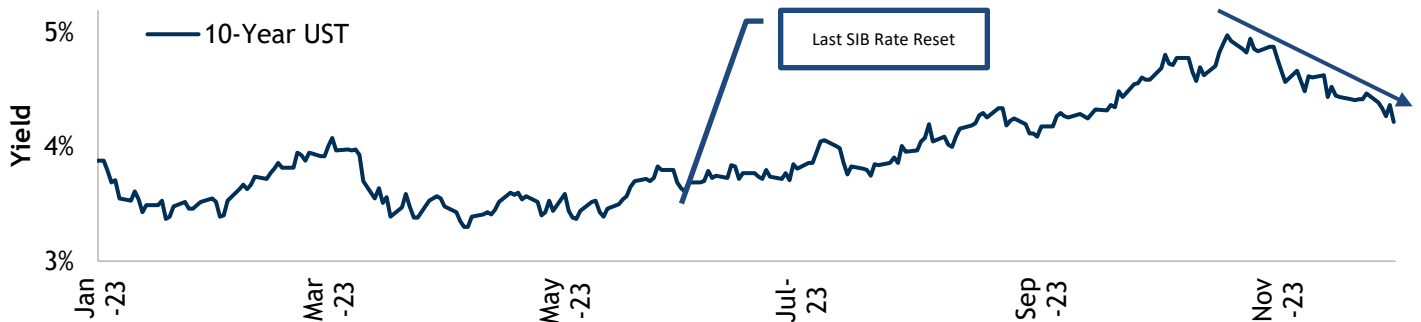
- This recommendation is based on the following:
  - The U.S. economy cooled across the first three months of the year with topline GDP slowing to a 1.6% pace. Investors, however, easily looked past first-quarter weakness largely segmented to inventories, trade, and government spending, focusing instead on a less favorable inflationary environment with the core PCE deflator accelerating to a three-quarter high, pushing up longer dated yields to levels not seen since November.
  - For the Fed, with cost indices gaining momentum across the board, the Committee’s outlook for three interest rate cuts in 2024 has rapidly become outdated, with the conversation of reengagement back on the table. Currently, the Fed appears to be waiting for further disinflationary evidence, until which point it is likely the Fed will continue to delay rate cuts or potentially consider additional rate hikes.

### Market Consensus Rate Forecast

Rate Type	Current	Q2 2024	Q3 2024	Q4 2024	Q1 2025
Fed Funds Rate	5.50	5.50	5.30	5.00	4.70
US 2-Year	4.89	4.80	4.56	4.28	4.06
US 10-Year	4.51	4.46	4.33	4.19	4.11
US 30-Year	4.65	4.61	4.48	4.35	4.29

Source: Bloomberg (05/30/2024)

### 10-Year UST Movement in Calendar Year 2023 YTD



### Options and Recommendation

1. **Staff Recommendation:** Maintain the current SIB interest rate at 3.50% for all SIB loans originating in Fiscal Year 2024-25 Q1/Q2 and maintain the recommended origination fee schedule for all loans during the same period.
2. Adopt a new interest rate determined by the Transportation Commission.
3. Deny the recommended SIB loan interest rate, request additional staff analysis, and/or delay approval consideration for a future month.

### Next Steps

If approved as recommended, Department staff will apply the approved interest rate and origination fee schedule to all SIB loans originating in the first half of Fiscal Year 2024-25.

### Attachments:

Attachment A: Proposed SIB Rate Resolution

## Colorado Transportation Investment Office Memorandum

**To:** The Colorado Transportation Commission

**From:** Piper Darlington, CTIO Director, and Kelly Brown, Chief Toll Operations Officer

**Date:** June 20, 2024

**Subject:** Approval of the Fiscal Year 2024-2025 Tolling Operations and Maintenance Intra-Agency Agreement Between CTIO and CDOT.

### Purpose

To present the Fiscal Year (FY) 2024-25 Tolling Operations and Maintenance (TOMs) IAA, including the FY 2024-25 Statement of Work (SOW), between the Colorado Transportation Investment Office (CTIO) and the Colorado Department of Transportation (CDOT).

### Action

CTIO staff is seeking the Transportation Commission (TC) approval of Proposed Resolution #17 authorizing the TOMs IAA and proposed SOW between CTIO and CDOT for FY 2024-25.

### Background

In recognition of the specialized operations and maintenance (O&M) expertise that CDOT provides to CTIO, CTIO and CDOT determined a new O&M sharing methodology in 2021. This methodology provides an upfront payment to CDOT to cover Express Lane O&M costs for the upcoming year through a new annual Tolling Operations and Maintenance (TOMs) IAA.

This IAA documents the terms of the overall business relationship between CDOT and CTIO. It includes the SOW CTIO requests CDOT to provide in FY 2024-25, the cost calculations to deliver the work, and the process by which CDOT charges CTIO for the fair market value of the services provided. It ensures a proactive approach to determining O&M costs and removes the burden of the prior pro-rata methodology of calculating the total number of vehicles that use the General Purpose and Express Lanes to choose a payment amount. As the Express Lane Network grows, the new structure will help address the challenges this growth creates and will ensure a more equitable approach to O&M cost sharing in the future.

The three areas of services covered under the SOW are:

#### Roadway Maintenance

- Specifics the CDOT O&M responsibilities related to the Express Lanes. This includes items such as snow and ice removal, guardrail, and pothole repair.

#### Operational Support

- Monitoring and response to traffic and incident management in Express Lanes to ensure traffic is free-flowing and safe for the traveling public.

## Intelligent Transportation Systems (ITS) maintenance and monitoring

- Electronic tolling equipment is essential to the safe and smooth operation of the Express Lanes across the network. CDOT ITS plays a key role in ensuring the network and the overall system are working to collect tolls and convey information to the users that travel in the Express Lanes.

See Exhibit A under Attachment A for a complete description of all activities to be performed by CDOT and the costs to be paid by CTIO.

## Key Policy Considerations

- The fee-for-service model describes the business relationship between CTIO and CDOT and enables CDOT to recoup the fair market value of its services to CTIO in an exchange transaction.
- The fee for service TABOR enterprise model has been validated by the Colorado Attorney General's Office in a legal opinion discussing the hospital provider fee.
- Documents the necessary contractual obligations between CDOT and CTIO.
- Approval of the IAA will reinforce the mutually beneficial partnership between CDOT and CTIO and fairly compensates CDOT for the services it provides to CTIO in relation to O&M.

## Options/Decision Matrix

- Approve Proposed Resolution #17 TOMs IAA and proposed SOW for FY 2024-25. **Staff Recommendation.**
- Review the statement of work and IAA but with instructions to add a statement of work for particular projects or programs. Staff would make the necessary revisions and return with a revised statement and increased budget supplement at the beginning of the next fiscal year.
- Review the statement of work and IAA but with instructions to eliminate the statement of work for particular projects or programs. Staff would make the necessary revisions and return with a revised statement and revised budget at the beginning of the next fiscal year.

## Attachments

- Attachment A. Fiscal Year 2024-25 Tolling Operations and Maintenance (TOMs) IAA
- Attachment B. Proposed Resolution #17



**Principal Representatives**

For the Paying State Agency:

Piper Darlington, Director  
High Performance Transportation Enterprise  
2829 W.Howard Place  
Denver, CO 80222  
Email: Piper.Darlington@state.co.us

For the Performing State Agency:

Keith Stefanik, Chief Engineer  
Colorado Department of Transportation  
2829 W.Howard Place  
Denver, CO 80222  
Email: Keith.Stefanik@state.co.us

**SIGNATURE PAGE**

**THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT**

Each person signing this Agreement represents and warrants that the signer is duly authorized to execute this Agreement and to bind the Party authorizing such signature.

**STATE OF COLORADO**  
Jared S. Polis, Governor

High Performance Transportation Enterprise

\_\_\_\_\_  
Piper Darlington, Director

Date: \_\_\_\_\_

Department of Transportation  
Shoshana M. Lew, Executive Director

\_\_\_\_\_  
Keith Stefanik, P.E, Chief Engineer

Date: \_\_\_\_\_

In accordance with §24-30-202, C.R.S., this Agreement is not valid until signed and dated below by the State Controller or an authorized delegate.

**STATE CONTROLLER**  
**Robert Jaros, CPA, MBA, JD**

By: \_\_\_\_\_

Effective Date: \_\_\_\_\_

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**1. PARTIES**

This Interagency Agreement (this “Agreement”) is entered into by and between the High Performance Transportation Enterprise (HPTE), and the Colorado Department of Transportation (CDOT) who are named on the Cover Page of this Agreement. HPTE and CDOT may each individually be referred to as a “Party” and collectively as the “Parties.” Each Party is an agency of the STATE OF COLORADO, hereinafter called the “State.”

**2. TERM AND EFFECTIVE DATE**

A. Effective Date

This Agreement shall not be valid or enforceable until the Effective Date.

B. Term

The Parties’ respective performances under this Agreement shall commence on the Agreement Performance Beginning Date shown on the Cover Page for this Agreement and shall terminate on the Agreement Expiration Date shown on the Cover Page for this Agreement unless sooner terminated or further extended in accordance with the terms of this Agreement.

C. Termination for Convenience

Either Party may terminate this Agreement for convenience by giving the other Party 90 days prior written notice setting forth the date of termination.

### **3. STATEMENT OF WORK AND BUDGET**

#### **A. Work**

CDOT shall complete the Work as described in this Agreement and in accordance with the provisions of Exhibit A. HPTE shall have no liability to compensate CDOT for the delivery of any goods or the performance of any services that are not specifically set forth in this Agreement.

#### **B. Goods and Services**

CDOT shall procure goods and services necessary to complete its obligations using Agreement funds and shall not increase the maximum amount payable hereunder by the HPTE.

### **4. PAYMENTS TO CDOT**

#### **A. Maximum Amount**

Payments to the CDOT are limited to the unpaid, obligated balance of the Agreement funds. HPTE shall not pay the CDOT any amount under this Agreement that exceeds the Agreement Maximum Amount for that State Fiscal Year shown on the Cover Page for this Agreement.

#### **B. Payment Procedures**

- i. CDOT shall initiate payment requests by invoice to HPTE, in a form and manner approved by HPTE. To facilitate Fiscal Year End closing, final invoices for each Fiscal Year should be submitted to the HPTE by July 15<sup>th</sup> of the following Fiscal Year.
- ii. HPTE shall pay each invoice within 30 days following the HPTE receipt of that invoice, so long as the amount invoiced correctly represents work completed by CDOT and previously accepted by HPTE during the term that the invoice covers.

### **5. RECORDS, MAINTENANCE, AND INSPECTION**

#### **A. Maintenance**

During the term of this Agreement and for a period terminating upon the later of (i) the seven year anniversary of the final payment under this Agreement or (ii) the resolution of any pending Agreement matters (the "Record Retention Period"), each Party shall maintain, and allow inspection and monitoring by the other Party, and any other duly authorized agent of a governmental agency, of a complete file of all records, documents, communications, notes, and other written materials, electronic media files, and communications, pertaining in any manner to the work or the delivery of services or goods hereunder.

#### **B. Inspection**

HPTE shall have the right to inspect the CDOT's performance at all reasonable times and places during the term of this Agreement. The CDOT shall permit HPTE, and any other duly authorized agent of a governmental agency having jurisdiction to monitor all activities conducted pursuant to this Agreement, to audit, inspect, examine, excerpt, copy and/or transcribe the CDOT's records related to this Agreement during the Record Retention Period to assure compliance with the terms hereof or to evaluate performance hereunder. Monitoring activities controlled by HPTE shall not unduly interfere with the CDOT's performance hereunder.

### **6. CONFIDENTIAL INFORMATION**

Each Party shall treat the confidential information of the other Party with the same degree of care

and protection it affords to its own confidential information unless a different standard is set forth in this Agreement. Each Party shall notify the other Party immediately if it receives a request or demand from a third party for records or information of the other Party.

## **7. DISPUTE RESOLUTION**

The failure of a Party to perform its respective obligations in accordance with the provisions of this Agreement is a breach of this Agreement. In the event of disputes concerning performance hereunder or otherwise related to this Agreement, the Parties shall attempt to resolve them at the divisional level. If this fails, disputes shall be referred to senior departmental management staff designated by each Party. If this fails, the executive director of each Party shall meet and attempt resolution. If this fails, the matter shall be submitted in writing by both Parties to the State Controller, whose decision shall be final.

## **8. NOTICES AND REPRESENTATIVES**

Each individual identified as a Principal Representative on the Cover Page for this Agreement shall be the Principal Representative of the designating Party. All notices required or permitted to be given under this Agreement shall be in writing, and shall be delivered **(A)** by hand with receipt required, **(B)** by certified or registered mail to such Party's Principal Representative at the address set forth on the Cover Page or **(C)** as an email with read receipt requested to the Principal Representative at the email address, if any, set forth on the Cover Page for this Agreement. Either Party may change its Principal Representative by notice submitted in accordance with this section without a formal amendment to this Agreement. Unless otherwise provided in this Agreement, notices shall be effective upon delivery of the written notice.

## **9. GENERAL PROVISIONS**

### **A. Assignment**

The rights and obligations of each Party under this Agreement are personal to such Party and may not be transferred or assigned without the prior, written consent of either Party. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of a Party's rights and obligations approved by the Party shall be subject to the provisions of this Agreement.

### **B. Counterparts**

This Agreement may be executed in multiple, identical, original counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

### **C. Digital Signatures**

If any signatory signs this Agreement using a digital signature in accordance with the Colorado State Controller Contract, Grant, and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Agreement by reference.

### **D. Third Party Beneficiaries**

Except for the Parties' respective successors and assigns, this Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Enforcement of this Agreement and all rights and obligations hereunder are reserved solely to the Parties. Any services or benefits which third parties receive as a result of this



Agreement are incidental to this Agreement and do not create any rights for such third parties.

## **EXHIBIT A, STATEMENT OF WORK AND BUDGET**

### **1. Background**

- A. CDOT is an agency of the State of Colorado authorized pursuant to § 43-1-105, C.R.S. to plan, develop, construct, coordinate, and promote an integrated transportation system in cooperation with federal, regional, local, and other state agencies.
- B. Pursuant to § 43-1-110, C.R.S., the executive director of CDOT is authorized to execute certain agreements on behalf of CDOT.
- C. HPTE was created pursuant to § 43-4-806(2), C.R.S., and operates as a government-owned business within CDOT.
- D. Pursuant to § 43-4-806(6)(g), C.R.S., HPTE is empowered to enter into contracts or agreements with any public entity to facilitate a public-private partnership, including, but not limited to, an agreement in which the Enterprise, on behalf of CDOT, provides services in connection with a surface transportation infrastructure project.
- E. HPTE is further empowered, pursuant to § 43-4-806(6)(h), C.R.S., to make and enter into all other contracts and agreements, including intergovernmental agreements under § 29-1-103, C.R.S., that are necessary or incidental to the exercise of its powers and performance of its duties.
- F. The business purpose of HPTE, as provided for in § 43-4-806(2)(c), C.R.S. is to pursue public-private partnerships and other innovative and efficient means of completing surface transportation infrastructure projects, which HPTE may agree to complete for CDOT under agreements entered into with the Department in accordance with § 43-4-806(6)(f), C.R.S.
- G. On September 30, 2013, and as amended and restated on January 20, 2021, CDOT and HPTE entered into a Memorandum of Understanding, which set forth each Party's operating roles and responsibilities as they relate to their respective missions and provided, in relevant part, that CDOT is to be reimbursed by HPTE for personal goods or services procured by.
- H. HPTE acknowledges that CDOT possesses operations and maintenance (“O&M”) expertise unavailable to HPTE, which enables it to ensure the effective, efficient, and safe operations of Express Lanes.
- I. CDOT and HPTE have previously entered into and will in the future enter into various Intra-Agency Agreements for Express Lane corridors in which HPTE agrees to compensate CDOT for the operations, maintenance, and rehabilitation of the Express Lanes by allocating costs based on a proportion of the total number of vehicles using the Express Lane versus those vehicles using corresponding general purpose lanes (the “**Pro-Rata O&M Cost Calculation**”).
- J. Those Intra-Agency Agreements are fully incorporated by reference herein and are as follows: (1) the Intra-Agency Agreement for the C-470 Project Express Lanes Project as amended and executed on October 20, 2016; (2) the Intra-Agency Agreement for the Mountain Express Lanes Project, executed on January 28, 2021; (3) the Intra-Agency Agreement for I-25 North Express Lanes Project executed on July 25, 2023 and the I-25 South Gap Project (collectively the “**Express Lanes IAAs**”).

- K. Kiewit Meridiam Partners (KMP) is the Developer for the Central 70 Project on the I-70 corridor in Denver in which the O&M Work is allocated subject to its Construction Contract with Jorgensen Associates, Inc. and to which HPTE shall continue to rely on the Pro-Rata O&M Cost Calculation.
- L. Plenary Roads Denver (PRD) is the U.S. 36 Concessionaire and performs snow and ice removal as well as general purpose maintenance on the U.S. 36 Express Lane corridor and the I-25 Central Express Lane. U.S. 36 payment obligations are detailed in the Amended and Restated U.S. 36 Concession Agreement and will not be included as part of this Agreement.
- M. For the purpose of this IAA, the Parties acknowledge and agree that larger capital maintenance items are not contemplated or included in this Agreement.
- N. Given the practical difficulties in capturing the true values of the Pro-Rata O&M Cost Calculation and the ongoing maturation of HPTE's business practices, the Parties now desire to adjust how HPTE compensates CDOT for the operations, maintenance, and rehabilitation of the Express Lanes ( "**Services**") by providing payment to CDOT on an upfront basis rather than the retroactive O&M Cost Calculation.
- O. HPTE has prepared a new statement of work ("**Statement of Work**") describing the Services HPTE has requested CDOT to provide HPTE during the 2024-25 fiscal year in this Exhibit A.
- P. In order to ensure the efficient running of surface transportation infrastructure projects that involve Express Lanes once they become operational, HPTE desires that CDOT utilize its expertise in operations and maintenance to provide the Services, in exchange for which HPTE agrees to compensate CDOT in the amounts set forth in the Statement of Work.
- Q. HPTE shall continue to be an enterprise for purposes of Section 20 of Article X of the Colorado Constitution ("TABOR"), so long as it receives less than ten percent (10%) of its total revenues in grants from all Colorado state and local governments combined.
- R. Pursuant to §§ 24-77-102(7)(b) and 43-4-803(13)(b), C.R.S., grants do not include revenues or income derived from any authorized rate, fee, assessment, or other charge imposed by an enterprise for the provision of goods or services by such enterprise.
- S. On March 11, 1997, in Opinion No. 97-01, the Colorado Attorney General also concluded, inter alia, that a designated enterprise may continue to qualify as an enterprise under TABOR, even though it receives a direct appropriation of monies, so long as the appropriation constitutes revenues resulting from the provision of goods or services pursuant to § 24-77-102(7)(b)(II), C.R.S.
- T. Citing *Nicholl v. E-470 Public Highway Authority*, 896 P.2d 859 (Colo. 1995), the Colorado Attorney General further noted that the very concept of an enterprise under TABOR envisions an entity that is owned by a government institution, but is financially distinct from it, and also, that the financial affairs of the enterprise must be those of a self-supporting business-like activity that provides goods and services for a fee.

- U. On February 29, 2016, in Opinion 16-01, the Colorado Attorney General also concluded, inter alia, that an enterprise must charge a fee in exchange for a government service, and a fee for service arrangement - broadly construed - is nearly synonymous with enterprise status.
- V. CDOT and HPTE each hereby affirm that, consistent with Colorado law, moneys paid by the HPTE to CDOT under this Agreement are not grants of money from HPTE to CDOT, but rather, payment for the Services to be provided by CDOT as set forth in the Statement of Work.

## **2. Responsibilities**

- A. CDOT shall provide the Services set forth in this Statement of Work over a one-year period, commencing on July 1, 2024, and ending on June 30, 2025, which comprises the 2024-25 fiscal year.
- B. No later than January 15th and July 15th of the fiscal year, CDOT shall submit to HPTE a progress report. The progress report will include a narrative summary of CDOT's activities by Express Lane corridor, during the previous six month period (July 1-December 31, 2024, and January 1-June 30, 2025), as well as a detailed report on the progress being made in the performance of the Services. The submissions of the semi-annual reports will be used by CDOT and HPTE to recognize revenue and expenses, respectively, and are to be tied to the specific tasks, and categories of work within each task, described in the Statement of Work.
- C. The Parties may agree to modify the specific tasks set forth in the Statement of Work to be undertaken by CDOT during the term of this Agreement, provided that such modifications do not result in an increase or decrease in the overall estimated value of the Services to be provided under this Agreement. Any such modifications shall be specifically identified, and their estimated values reconciled, in the progress report submitted by CDOT on July 15th following the close of the prior fiscal year. Any modifications to the Statement of Work resulting in an increase or decrease in the overall estimated value of the Services shall not be undertaken unless agreed to in writing by the Parties in an amendment to this Agreement.

## **3. Payment Process**

- A. CDOT intends to record the full Agreement Funds as unearned revenue and recognize revenue on a pro-rata basis as Services are performed during the course of the fiscal year. CDOT will conduct a "true-up" of balances by Express Lane at both mid-year (January) and at the end of the fiscal year (July), to coincide with the Services actually provided, in conjunction with the preparation and submission of the progress reports described in Section 2.
- B. The Services to be provided, and the Agreement Funds, therefore, are for the full fiscal year covered by this Agreement, as may be amended from time to time. Milestone deadlines contained in the Statement of Work are for informational and work progress tracking purposes only and are not binding on CDOT. Services provided by CDOT within the fiscal year shall be compensated as part of the Agreement Funds provided for herein. No deductions shall be made for Services completed outside the timeframes set forth in the Statement of Work, provided such Services are completed within the current fiscal year.
- C. Any Services not completed within the term of this Agreement shall be reflected in the progress report submitted by CDOT on July 15th following the close of the prior fiscal year. In the event the value of the Services actually completed during the fiscal year is less than

was estimated in the Statement of Work, CDOT may be required to reimburse HPTE for the value of Services not completed. The value of the uncompleted portion of the Services, if any, shall reflect the fair market value of the same, and shall be mutually agreed upon and set forth in writing by the Parties in an amendment to this Agreement.

#### **4. Renewal**

- A. It is expressly contemplated that the Parties intend to extend this Agreement for additional one-year terms for services to be provided by CDOT to HPTE in future fiscal years. Such extensions shall be documented by formal written notice pursuant to Section 8 of the Agreement and shall include an updated statement of the services to be provided in the subsequent fiscal years.
- B. CDOT agrees to work with HPTE to draft and finalize a Statement of Work and costs for services for the upcoming fiscal year on a mutually agreed upon timeline.
- C. If the scope of services and payment amount for the following fiscal year are deemed acceptable by HPTE, the same shall be set forth in a written amendment executed and approved by the Parties.
- D. If during its budget approval process for the following fiscal year, the HPTE Board of Directors allocates funds for CDOT in the full amount included in the proposed scope of services submitted by CDOT, such proposed scope of services shall be deemed approved by HPTE, notwithstanding any failure of the Parties to execute a written amendment prior to the July 1 start of the subsequent fiscal year. The Parties shall thereafter execute a written amendment for such subsequent fiscal year, the terms and conditions of which shall not be inconsistent with the budget action taken by the HPTE Board of Directors.
- E. If the scope of services and payment amount to be provided by CDOT are approved by HPTE as provided for in this Section, HPTE agrees that it shall pay CDOT the agreed upon payment amount for the following based on two invoices, the first on July 1 of the fiscal year and the second on January 1 of the fiscal year.
- F. If the Parties are unable to agree upon a scope of services and payment amount for the following fiscal year prior to June 30 of any year, this Agreement shall terminate and be of no further force and effect for the subsequent fiscal year.

#### **5. Consideration; Exchange Transaction**

The Parties acknowledge that the mutual promise and covenants contained herein, and other good and valuable considerations, are sufficient and adequate to support this Agreement. The Parties further acknowledge that, for accounting purposes, this Agreement represents an exchange transaction for HPTE's purchase of specific services provided by CDOT at the market value of such services.

#### **6. Description of Duties**

##### **6.1 Organizational Overviews**

##### **High Performance Transportation Enterprise (HPTE)**

In order to accelerate the development and delivery of critical transportation infrastructure projects through the use of innovative financing, the Colorado Department of Transportation (CDOT) utilizes the expertise and legal power of the High Performance Transportation Enterprise (HPTE).

In 2009, the HPTE was created under 43-4-806 C.R.S., known as FASTER, in order to accelerate critical surface transportation infrastructure projects throughout the state. To achieve this objective, the HPTE was given the power to enter into public-private partnerships, impose user fees on surface transportation projects, issue revenue bonds, and enter into private commercial loan agreements. HPTE is also the Colorado tolling entity (the successor to the Colorado Tolling Enterprise), managing Colorado’s network of tolled Express Lanes. By law, HPTE is required to “aggressively” pursue innovative finance solutions to improve Colorado’s surface transportation infrastructure. Due to the Taxpayer Bill of Rights (TABOR) restrictions, CDOT cannot exercise these powers. Although a division of CDOT, HPTE is an independent, government-owned business and TABOR enterprise, which exempts it from certain TABOR restrictions. The powers given to the HPTE through statute provide a direct benefit to CDOT and the traveling public by accelerating surface transportation infrastructure projects that ordinarily would not be undertaken due to a constrained fiscal environment.

### **CDOT Division of Maintenance and Operations (DMO)**

DMO staff are responsible for the daily maintenance and operation of the state transportation system. This includes Maintenance Program Areas focused on activities such as snow and ice removal and pavement repair, and programs focused on ensuring the system operates efficiently, such as Courtesy Patrol and Heavy Tow services to remove inoperable vehicles from traffic, and real-time travel information provided to travelers via Variable Message Signs, or the COTRIP website. Intelligent Transportation Systems (ITS) and Network Services is a Division of Maintenance and Operations and supports CDOT teams, regions, and HPTE with their ITS and network needs to implement technologies to communicate better, decrease travel times, and create a safer driving environment for the traveling public. ITS has three main areas of focus, field operations, network services, and engineering.

## **6.2 Fiscal Year Services to be Provided for HPTE Express Lanes**

HPTE currently has operations and maintenance responsibility for all Express Lanes. By contracting with the CDOT Division of Maintenance and Operations (DMO) to perform certain services for Express Lanes that are in operation, HPTE is able to ensure that all Express Lanes facilities are working correctly and safely for the users that choose to pay a fee for a reliable trip time. For the 2024-25 fiscal year, HPTE has tasked CDOT DMO to oversee work in three core areas:

### **A. Roadway Maintenance**

Regular roadway maintenance is essential to help preserve Express Lanes in their originally constructed condition, ensure user safety, and provide efficient, convenient travel. The safe and efficient operations of Express Lanes are dependent on ensuring that the roadway is clear of debris, free from potholes, and cleared of snow and ice during winter weather events. Guardrails, attenuators, and other roadside safety items must be kept in working condition. To ensure roadway maintenance is carried out to a high standard, HPTE has tasked CDOT with performing the following activities in the Express Lanes:

- a. Repair and replacement of guardrails, bridge rail, concrete barrier, and attenuators to ensure they are in working condition;
- b. Snow and ice removal fair and equitably to the general purpose lanes. All Express Lanes lane striping shall be visible. It is HPTE’s goal to provide excellent service and meet the expectations of Express Lanes users.
- c. Lane striping, lane sweeping/cleaning;

- d. Trash and debris removal;
- e. Pothole filling, crack sealing, joint repairs, concrete slab replacements, and any additional pavement maintenance;
- f. Regular cleaning of static Express Lane signs if not they are not easily readable;
- g. Repair of damaged static Express Lane signs; and
- h. Lane closures and temporary traffic control to perform any of the roadway maintenance activities listed above.

**B. Intelligent Transportation Systems (ITS) Maintenance and Monitoring**

Timely electronic tolling equipment maintenance is an essential part of a successful Express Lane system. Extended periods of equipment downtime results in loss of revenue and reduces HPTE’s ability to pay back the debt it incurred to help build the project, and to provide funding for additional construction projects in the corridor.

HPTE must monitor and facilitate troubleshooting when issues arise with the servers that support tolling (transactions and images). HPTE requires access to the facilities that house HPTE equipment to support troubleshooting and/or provide escort to the teams that will repair or reset tolling equipment. This access must comply with ITS’s process: Requesting node access and approval process.

In addition, the following HPTE positions HPTE PM III – TOMS Program Manager, HPTE PM II - Tolling Maintenance Supervisor, PM II - Major Projects Manager, and CTIO Vendor Maintenance Staff can request badge access for the following Node sites that house HPTE equipment: Node 1, Node 2, CTMC, KOA, County Line Node and Airport Node.

Additionally, during Emergency Outages impacting HPTE installed hardware (Firewalls, Network Switches, NVRs, SD WAN Appliances, etc.) the team can utilize the Requesting node access and approval process to restore internal network failures. HPTE personnel will abide by ITS Branch Expectation Memo - Moratoriums and Maintenance Windows -12-12-2022.

Failure to follow the established ITS procedures will result in badge access being removed at any time.

CDOT ITS plays a critical role in maintaining the electronic toll collection system, the fiber-optic network that the system runs on, and the various signs and communication devices that convey information to the traveling public. To ensure these important functions are carried out to a high standard, HPTE has tasked CDOT with performing the following ITS activities in and on behalf of the Express Lanes:

1. Regular maintenance and monitoring of the fiber optic network to ensure it is in working condition and that network downtime is minimized as much as possible.
2. The Network Operation Center (NOC) staff assists with triaging tickets and dispatch related to device failures associated with equipment that the CDOT ITS team can repair. Additionally, NOC staff provide advanced notification of fiber maintenance, continued notifications in the event of fiber outages, and provide proactive responsiveness and resolution to problems and incidents discovered.
3. Device maintenance, lane closures, temporary traffic control, and associated activities will be billed as needed at to HPTE at the rates outlined in Appendix B.

### C. Operational Support

The CDOT Traffic Operations Center (TOC) monitors roadway traffic throughout the state of Colorado. The TOC is in Golden, CO, and the high-level duties of the TOC are to provide incident management on all corridors throughout the state of Colorado that includes both the General-Purpose Lanes and the Express Lanes, system monitoring (traffic operations, infrastructure, and CDOT equipment health), event management, and crisis management. The TOC operators and dispatchers coordinate with local agencies along those corridors, various jurisdictions, and key partners such as CDOT Incident Commanders, First Responders, Safety/Courtesy Patrol, and HPTE which align with the common goal of optimizing the performance of the entire surface transportation system.

It is HPTE's goal to provide excellent service and meet the expectations of Express Lanes users. The high-level duties of HPTE are proactive monitoring of tolling system health and immediate response to failures and traffic events that allow us to generate the maximum traffic flow as well as maximizing the toll revenue collection that will allow us to meet the obligations and commitments incurred when the lanes and associated construction were established. To ensure these important goals are carried out to a high standard, HPTE has tasked CDOT with performing the following operational support activities on behalf of the Express Lanes:

1. Providing Safety Patrol Services on specific Express Lanes corridors as directed by HPTE. Task include carrying out traffic management, incident recovery, and verification of the status of the corridor during peak hours within the project limits.
2. Notif the Tolling team, if an event is triggered in the General-Purpose lanes that diverts traffic into the Express Lane.
3. Use of Variable Message Signs (VMS) for Express Lanes messaging. Examples would include Express Lanes closures, safety campaigns (e.g.: don't cross double white lines), toll fee changes, messaging about new lanes that are opening.
4. Due to impacts to revenue generation the NOC shall follow all Tolling Industry Standard of Care as outlined in Appendix D for all HPTE tickets/issues.

While the HPTE Tolling Analysts and Tolling Maintenance teams and the CDOT TOC staff work together as one overall operations group, there are very specific focuses of the respective teams. The HPTE teams have increased staffing to monitor Tolling Equipment and the overall Express Lanes Network. The Tolling Analysts will prioritize the tolling system health and react to alerts and notifications for equipment and/or system failures, including the creation of incidents and specific public messaging tasks as needed. The Tolling Maintenance team provides ongoing monitoring of the roadside tolling equipment and are an extra set of eyes for road conditions and can provide valuable information regarding the state of a corridor (debris, damage, etc.). The CDOT Traffic Operators will give priority to incident recovery and incident response (i.e. field dispatching services, primary public messaging, and sole coordination with other agencies) as well as monitoring of the General-Purpose Lanes. Both HPTE Tolling Teams can support the Traffic Operators in the TOC with situational awareness, incident recovery and other elements of support as coordinated with the Express Lanes Operations Manager (ELOM).

## **7. Terms and Conditions**

### **7.1 Statement of Work Duration**

This Statement of Work documents the duties and tasks that HPTE directs CDOT to manage, oversee, and implement for the Fiscal Year 2024-25. This Statement of Work outlines services that will be provided by CDOT over a one-year period that will commence on July 1, 2024, and end on June 30, 2025.

### **7.2 Payment for Services**

Associated costs for specific areas of work are outlined below. In exchange for completing the tasks outlined under this Statement of Work, HPTE will compensate CDOT with an upfront payment for its services based upon invoices issued by CDOT in accordance with Section 4.E above. HPTE has also included a 15% contingency by corridor to account for any work that may come up on an as needed basis. HPTE will reserve the contingency to be used as needed and it will not be included as part of the pre-payment to CDOT. Work will be agreed on by HPTE and CDOT and billed to HPTE for payment out of the contingency funds.

Any operations and maintenance that needs to be completed and is outside the scope of work for this agreement, CDOT will notify HPTE of the needed work in a written statement, outlining the nature and price of the tasks, requesting HPTE's approval 30 days before the work is to be completed. Upon HPTE's approval, CDOT will then invoice HPTE. HPTE then has 30 days to pay the invoice.

### **7.3 Progress Reporting**

On the 15th of January and July of each fiscal year, CDOT will submit a progress report that includes a summary of activities performed on the corridor for the previous six months as well as a status report on the progress being made to accomplish the tasks outlined in this Statement of Work. The submission of the semi-annual reports will be used by CDOT and HPTE to recognize revenue and expenses, respectively.



**8. Summary of Total Fees by Roadway for FY 2024-25 for Statement of Work Activities:**

Type of Maintenance	I-25 North (US36 to Fort Collins)	I-70 Mountain Express Lanes	I-25 South GAP	C-470	Total
Roadway Maintenance	\$276,000.00	\$58,488.00	\$144,000.00	\$120,000.00	\$598,488.00
ITS Maintenance and Monitoring	\$52,880.78	\$18,393.31	\$27,589.97	\$22,991.64	\$121,855.70
Operational Support	\$92,073.97	\$149,964.51	\$215,723.00	\$113,491.39	\$571,252.87
Contingency	\$63,143.21	\$34,026.87	\$58,096.95	\$38,472.45	\$193,739.49
<b>Prior Credit*</b>	-\$188,000.00	\$0.00	\$0.00	\$0.00	-\$188,000.00
<b>Express Lane Re-Striping **</b>	\$0.00	\$0.00	\$273,914.00	\$181,492.00	\$455,406.00
<b>Total</b>	<b>\$296,097.96</b>	<b>\$260,872.70</b>	<b>\$719,323.92</b>	<b>\$476,447.49</b>	<b>\$1,752,742.06</b>

\*Under the FY2023-24 TOM's IAA, HPTe pre-paid \$188,000 for I-25 North Segments 6, 7 and 8. Due to a delay, the Express Lanes did not begin tolling in FY2023-24. HPTe will reflect this payment for services it did not receive as a credit on the current year agreement

\*\*Region 1 Traffic is scheduled to perform a corridor wide restriping project in FY25, which will remove and replace the lane striping in the general-purpose lanes and express lanes. The cost shown is the estimated cost to restripe just the express lanes. This cost is in addition to the Roadway Maintenance activity. The striping included in the roadway maintenance activity is only allocated for isolated spot touch ups.

Appendix A (Roadway Maintenance), Appendix B (ITS Maintenance and Monitoring) Appendix C (Operational Support), and Appendix D provide a detailed breakdown of the SOW calculations.

**Appendix A: Roadway Maintenance**

The roadway maintenance calculation uses historical O&M cost data from CDOT DMO to determine a cost per lane mile on Express Lanes corridors. The cost per lane mile is then multiplied by the number of Express Lanes miles in a specific corridor to calculate the total. The table below outlines the cost per Express Lane for Roadway O&M:

Corridor	Per Lane Mile Cost	Number of Lane Miles	Total
I-25 North (US 36 to Fort Collins)	\$4,000	69	\$276,000.00
I-25 South GAP (Castle Rock to Monument)	\$4,000	36	\$144,000.00
I-70 Mountain Express Lanes	\$2,437	24	\$58,488.00
C-470 (I-25 to Wadsworth Blvd)	\$4,000	30	\$120,000.00
<b>Total</b>		159	\$598,488.00

## Appendix B: ITS Maintenance and Monitoring

### 1. Operational ITS costs

Currently, the ITS Network Operations Center (NOC) has six full-time staff and can support ticket monitoring and dispatching in HPTE corridors during business hours (6:00 am to 4:30 pm), Monday through Friday.

The cost for ITS Network FTEs, contractors, software and tools, and lane closures to complete tickets within HPTE corridors averages approximately 2% of the total ITS ticketing volume . costs. To determine an annual reimbursement for the cost associated with maintaining devices in HPTE corridors via tickets submitted, 2% was applied to the average total ITS tickets annual cost Base Support (Estimated Annual Average: \$8,018.29: This is ticketing tracking and dispatch only. The staff employed in the NOC are Professional Network and Systems Engineers and are employed through a contract with Convendis, two FTEs, and a Supervisor FTE. In addition, there is an overhead expense associated with the software and tools needed to log, track and manage tickets.

#### *Calculation*

$[[\text{Total Costs of FTEs/Contractors/Software in the NOC}] \times [\text{Percentage of HPTE Tickets received within the NOC based on previous year}]] + [3\% \text{ Overhead}] = [\text{Network Monitoring Annual Reimbursement}] = (\$778,478 \times 1\% = \$7,784.75) + \$233.54 = \mathbf{\$8,018.29}$

### 2. Communication Infrastructure Maintenance Costs:

Currently, ITS dark fiber is used to support communication for HPTE corridors. The current assumption is that each corridor shown uses four strands of ITS dark fiber to support the HPTE vendor tolling equipment. Any routes that ETC will be managing will need to be converted from dark fiber rates to circuit rates, which currently is not reflected.

Maintenance of fiber routes includes preventative maintenance, inventorying, and emergency and extraordinary repairs. Preventative maintenance on these fiber routes includes periodic inspection of the facility, reinstallation of knocked down fiber location markers and replacement of damaged or missing fiber location markers, clearing and cleaning debris from pull boxes so that they are visible, performing locates within three (3) business days from receipt of UNCC notice. An accurate geospatial inventory of the route has to be maintained with UNCC to support appropriate locates. Emergency and extraordinary repairs occur when fiber cables have been damaged, cut or severed.

#### *Calculation*

$[\text{Total Corridors miles}] \times [\text{M\&O Annual Fee per mile per strand}] \times [\text{Number of Fibers}] = \text{HPTE Annual M\&O} + [\text{Total Corridors miles}] \times [\text{Locate/811 Annual Cost per mile per strand, plus 20\% overhead}] \times [\text{Number of Fibers}] = \text{HPTE Annual M\&O} = [\text{Fiber Maintenance Annual Reimbursement}]$   
Total Corridor Miles:  $234.3 \times \$42.47 \times 4 \text{ strands per mile} = \$39,802.88$  M&O cost share to HPTE.  
Total locates and UNCC tickets:  $234.3 \times \$20.31 \times 4 \text{ strands per mile} = \$19,034.53$ . **Total Communication Infrastructure Annual Reimbursement = \$58,837.41**

FLIR software is used for the VMS (Variable Message Signs) and VTMS (Variable Toll Message Signs) and is tied to the control of the reversible lanes. This software is also required to update toll rates.

**3. Conclusion:**

An estimated total annual reimbursement is shown in the table below. The methodology to determine the Operational and Maintenance costs as documented above. To ensure the equitable distribution of ITS costs across the Express Lanes Network, the total reimbursement cost was calculated on a lane mile basis and multiplied by the number of lane miles for each Express Lane facility (e.g. I-70 Mountain Express Lane - 12 lane miles x \$1039.54 = \$12,474.48). The values and methodologies used to determine the reimbursement will be assessed/updated annually.

Operational ITS Costs	\$8,018.29
Communication Infrastructure Maintenance Costs	\$58,837.41
Annual Flir Software Renewal	\$55,000.00
<b>Total</b>	<b>\$121,855.70</b>

ITS costs will be split out by Express Lane corridors as show in the table below:

Corridor	Number of Express Lane Miles	Percentage Share of the Express Lane Network	Share of ITS Costs
I-25 North (US36 to Fort Collins)	69	43.40%	\$52,880.78
I-25 South GAP (Castle Rock to Monument)	36	22.64%	\$27,589.97
I-70 Mountain Express Lanes	24	15.09%	\$18,393.31
C-470 (I-25 to Wadsworth Blvd)	30	18.87%	\$22,991.64
Total	159	100.00%	\$121,855.70

ITS Rates (paid for out of contingency):

ITS will submit work orders or invoices that reflect actual costs for any device maintenance, fiber splicing and associated activities (lane closures, device troubleshooting on-site, etc). If any circuits are requested to support managed lanes, they will need to be negotiated.

**Appendix C: Operational Support: Summary Table**

Corridor	TOC Fixed Cost Share	Operations Support Cost	Courtesy Patrol Costs	Total
I-70 Mountain Express Lanes	\$4,124.10	\$1,840.41	\$144,000.00	\$149,964.51
I-25 North (US36 to Fort Collins)	\$11,861.22	\$1,212.75	\$79,000.00	\$92,073.97
C-470 (I-25 to Wadsworth Blvd)	\$5,157.17	\$4,334.22	\$104,000.00	\$113,491.39
I-25 South GAP (Castle Rock to Monument)	\$6,187.51	\$1,535.49	\$208,000.00	\$215,723.00
<b>Total</b>	<b>\$27,330.00</b>	<b>\$8,922.87</b>	<b>\$535,000.00</b>	<b>\$571,252.87</b>

## Calculation Support

CDOT Annual Fixed Costs				CTIO Fixed Cost Payment	
	Building	TOC Allocation	TOC Annual Fixed Costs	CTIO Percentage	CTIO Annual Fixed Costs
OpenTMS	\$900,000.00	100.00%	\$900,000.00	3.00%	\$27,000.00
DTRs	\$11,000.00	100.00%	\$11,000.00	3.00%	\$330.00
<b>TOTAL</b>	<b>\$911,000.00</b>		<b>\$911,000.00</b>		<b>\$27,330.00</b>

### CTIO Percentages:

- 3%: Statewide Operations - Golden has 23 workstations, Pueblo has 4 workstations, and HLT has 4 workstations. CTIO occupies 1 workstation, or 1 out of 26 total workstations, or 3%. This percentage would apply to Open Transportation Management System (TMS), and Digital Trunk Radios (DTRs)

CDOT 2023 Annual Operational Expenses				CTIO Operations Payment	
<b>(Incident Response - Dispatching and Agency Coordination)</b>					
Express Facility	2022 Total Annual Incident Hours	Operator Cost/Hour	Billable Cost	CTIO Percentage	CTIO Annual Ops Costs
<b>I-70 MEXL</b>	169	\$33.00	\$5,577.00	33%	\$1,840.41
<b>I-25 (Segments 2&amp;3)</b>	147	\$33.00	\$4,851.00	25%	\$1,212.75
<b>I-25 GAP</b>	398	\$33.00	\$13,134.00	33%	\$4,334.22
<b>C-470</b>	141	\$33.00	\$4,653.00	33%	\$1,535.49
	855				
		<b>Total</b>	<b>\$28,215.00</b>		<b>\$8,922.87</b>

## Courtesy Patrol Cost Breakdown

Roadway	I-70 EB MEXL	WB MEXL	I-25 Seg 2 &3	C-470	I-25 South Gap	Total
CDOT Incident Management Average Annual Total Incident Duration	Cost per Year: 75hrs/yr * \$32/hr = \$2,400	Cost per Year: 76hrs/yr * \$32/hr = \$2,432	Cost per Year: 515hrs/yr * \$32/hr = \$16,480	Cost per Year: 136 hrs/yr * \$32/hr = \$4,352	Cost per Year: 86 hrs/yr * \$32/hr = \$2,752	
	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 25%	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 33%	
Roadway	I-70 EB MEXL 100 days	WB MEXL 125 days	I-25 Seg 2 &3	C-470	I-25 South Gap	
CDOT Safety Patrol Provider	Safety Patrol (1 Light Duty/and 0.5 Rollback):	Safety Patrol (1 Light Duty/and 0.5 Rollback):	Safety Patrol (1 units):	Safety Patrol (1 unit):	Safety Patrol (2 units):	
	Light Duty = \$94/hour *1200 = \$112,800	Light Duty = \$94/hour *1500 = \$141,000	Light Duty = \$69/hour	Light Duty = \$69/hour	Light Duty = \$69/hour	
	Roll Back = \$135/hour * (1200*0.5) = \$81,000	Roll Back = \$135/hour * (1500*0.5) = \$101,250	Hours/year = [[14*5)+(9*2)]*52 = 4,576	Hours/year = [[14*5)+(9*2)]*52 = 4,576	Hours/year = [[14*5)+(9*2)]*52 = 4,576	
	Subtotal = \$193,800/year	Subtotal = \$242,250	Subtotal = \$69/hour * 4,576 hours = \$315,744	Subtotal = \$69/hour * 4,576 hours = \$315,744	Subtotal = \$138/hour * 4,576 hours = \$631,488	
	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 25%	# of Lanes (Managed vs GP) = 33%	# of Lanes (Managed vs GP) = 33%	
	\$64,000	\$80,000	\$79,000	\$104,000	\$208,000	\$535,000

## Appendix D: HPTE Events Repair Schedule

Response Type	Priority	Repair Time
Remote	1	1 hr.
Remote	2	2 hr.
In Lane Activities (i.e. Snow Removal, debris removal, Equipment failure)	1	2 hr.
In Lane Activities (i.e. Snow Removal, debris removal, Equipment failure)	2	4 hr.
<b>Priority</b>	<b>Description</b>	
1	A Priority 1 Maintenance Event is defined as any malfunction or fault that will result in the immediate loss of revenue and/or hazard to personnel.	
2	A Priority 2 Maintenance Event is defined as any malfunction or fault that will not result in immediate loss of revenue but will/may impact operational performance.	



## Transportation Commission Memorandum

**To:** The Transportation Commission  
**From:** Jeff Sudmeier, Chief Financial Officer  
**Date:** June 20, 2024

**Subject:** Transfer of Assets from CDOT to the Bridge and Tunnel Enterprise

### Purpose

This memorandum is to inform the Transportation Commission (TC) of the resolution to transfer assets from the Colorado Department of Transportation (CDOT) to the Bridge and Tunnel Enterprise (BTE).

### Action

This month the TC is being asked to approve Proposed Resolution #19 to transfer two Region 3 bridges scheduled for rehabilitation to BTE.

### Background

The two BTE eligible structures tabulated below are located in Region 3 and scheduled for rehabilitation activities beginning in June 2024 as part of the BTE program. Both structures will be addressed as part of the US 50 Blue Mesa Bridges Emergency Response Project. Since the bridges will be rehabilitated and not replaced, the structures will retain their existing Bridge ID numbers. In accordance with accounting procedures for BTE funded projects, a transfer of assets from CDOT to BTE is required to ensure compliance with the Taxpayer's Bill of Rights (TABOR).

Structure ID	Region	County	Facility Carried over Featured Intersection
K-07-A	3	Gunnison	US 50 ML over Lake Fork Gunnison River
K-07-B	3	Gunnison	US 50 ML over Gunnison/Blue Mesa Reservoir

While the structures listed above carry value according to CDOT financial records, the Attorney General of Colorado has issued a formal opinion stating that bridges are a non-cash asset, and therefore have no impact on the State's fiscal year spending under the TABOR Amendment's spending limit. Based on this there is no TABOR impact to either CDOT or BTE as a result of these asset transfers.

### Next Steps

- 1) The BTE Board of Directors will be asked to accept the transfer of the structures from CDOT to BTE via Proposed Resolution #BTE-3
- 2) BTE staff will coordinate with the Enterprise Controller and CDOT accounting staff to ensure that the structures approved in the attached resolution are properly accounted for.

**Bridge and Tunnel Enterprise Board**  
**Meeting Minutes**  
**May 16, 2024**

PRESENT:           Yessica Holguin, District 1  
                  Shelley Cook, District 2  
                  Eula Adams, District 3  
                  Karen Stuart, Chair, District 4  
                  Jim Kelly, District 5  
                  Rick Ridder, District 6  
                  Barbara Bowman, District 7  
                  Hannah Parsons, District 9 Terry  
                  Hart, Vice-Chair, District 10

VACANT:           Mark Garcia, District 8  
                  District 11

AND: Staff members, organization representatives, and broadcast publicly

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

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

- Regular Meeting Minutes of April 18, 2024
- Approved BTE Budget Supplement



**COLORADO**  
Department of Transportation

## Bridge and Tunnel Enterprise Board of Directors Memorandum

**To:** The Bridge and Tunnel Enterprise Board of Directors

**From:** Patrick Holinda, Bridge and Tunnel Enterprise Manager

**Date:** June 20, 2024

**Subject:** Ninth 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 a budget supplement request for one project.

Region 3 requests a budget supplement to establish the construction phase for the US 50 Blue Mesa Bridges Emergency Response Project, which includes BTE eligible US 50 ML over Gunnison/Blue Mesa Reservoir (K-07-B) and US 50 ML over Lake Fork Gunnison River (K-07-A).

### Action

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

### Background

**Region 3: US 50 ML over Gunnison/Blue Mesa Reservoir (K-07-B) and US 50 ML over Lake Fork Gunnison River (K-07-A).**

A \$81M funding request is being presented to the BTE Board at this time to fund the rehabilitation of K-07-B and K-07-A through the US50 Blue Mesa Bridges Emergency Response Project. K-07-B is a continuous composite welded girder bridge located at mile post 136.16 on US 50A in Gunnison County. The bridge was built in 1963. The structure is 1530.2-feet long with 7 spans and is 34-feet out to out. The longest span is 360.7-feet. The 2020 AADT is 2,800. In 2022 the bridge was rated "Fair". In April 2024, inspectors found cracks in the steel girders in a fracture critical span of the bridge as described in the US 50 Blue Mesa Reservoir Bridge Emergency Response Update and Funding Request Memo. These findings ultimately led to the closure of the bridge on April 18th. Due to the inspection findings, the condition rating of the fracture critical superstructure was ultimately downgraded 1 out of 9 on the National Bridge Inventory Standards rating scale, with 0 being failed and 9 being excellent, which results in an overall bridge condition of "Poor" and eligibility for BTE rehabilitation project funds. Due to the emergency nature of this project, BTE performed an off-cycle update to its bridge prioritization plan and K-07-B was determined to be a top tier candidate structure.



K-07-A is a continuous composite welded girder bridge located at mile post 132.694 on US 50A in Gunnison County. The bridge was built in 1963. The structure is 993-feet long with 3 spans and is 34-feet wide out to out. The 2020 AADT is 3000. In 2022, the bridge was rated “Fair”. Similar to K-07-B, this structure was constructed from T1 steel, has fracture critical elements, and is required to have a special inspection per FHWA mandate. No cracks were found in this structure during the initial scoping inspection, but the project team anticipates that repairs similar to those at K-07-B will be required and completed as part of a bridge bundling project with K-07-B. The K-07-A structure is eligible for BTE rehabilitation project funds since it is being packaged with a “Poor” bridge for cost savings and schedule acceleration for a project that improves safety in accordance with the authority granted by House Bill (HB) 23-1276. K-07-A is a second tier candidate in the BTE bridge prioritization plan.

**US50 over Blue Mesa Reservoir Emergency Project in Gunnison County  
(Old K-07-A & K-07-B) (No New Rehabilitation) (SAP Project # TBD)  
Budget Request by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Current Budget	FY2024	FY2025	FY2026	FY2027	Total Budget Request	Total Project Budget
Construction	2024A Proceeds	\$0	\$ 30,132,936	\$0	\$0	\$0	\$ 30,132,937	\$ 30,132,936
Construction	FASTER Bridge Funds	\$0	\$ 19,000,000	\$ 15,800,000	\$0	\$0	\$ 34,800,000	\$ 34,800,000
Construction	SB21-260 Bridge and Tunnel Fees	\$0	\$ 8,000,000	\$ 8,067,064	\$0	\$0	\$ 16,067,063	\$ 16,067,064
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$0</b>	<b>\$ 57,132,937</b>	<b>\$ 23,867,063</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 81,000,000</b>	<b>\$ 81,000,000</b>

**US50 over Blue Mesa Reservoir Emergency Project in Gunnison County  
(Old K-07-A & K-07-B) (No New Rehabilitation) (SAP Project # Unknown)  
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Expenditures To-Date	FY2024	FY2025	FY2026	FY2027	Total Project Expenditure
Construction	2024A Proceeds	\$0	\$ 10,000,000	\$ 20,132,936	\$0	\$0	\$ 30,132,936
Construction	FASTER	\$0	\$0	\$ 34,800,000	\$0	\$0	\$ 34,800,000
Construction	SB260	\$0	\$0	\$ 16,067,064	\$0	\$0	\$ 16,067,064
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$0</b>	<b>\$ 10,000,000</b>	<b>\$ 71,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 81,000,000</b>

## Available Funding

Through several workshops in late 2023 and early 2024, BTE developed a Plan of Finance in consultation with its Board to fully fund all Enterprise commitments to the CDOT 10-Year Plan and deliver these projects on their current schedules. This plan contemplated up to three tranches of financing, totaling \$450M, that would be executed over a three to four year period. The first of these tranches, the \$150M Series 2024A BTE Infrastructure Revenue Bond transaction, closed in April 2024 and resulted in net bond proceeds of \$163.7M (\$150M par value + premium - cost of issuance) being deposited into BTE's capital construction funding pool.

With approval from the Board, BTE completed budget allocations totaling \$133.6M to the three calendar year 2024 construction projects that were the basis for the timing and size of this transaction, leaving \$30.1M in unprogrammed bond proceeds. These funds will be coupled with \$50.9M unprogrammed pay-as-you-go revenues to provide the \$81M in budget being requested. \$10M of these funds were preapproved by BTE Board Vice Chair on 6/6/2024 and were budgeted to the ongoing critical repair package for K-07-B. The remaining \$71M of funds being requested will be used for permanent repair packages for K-07-B and K-07-A which are scheduled to start in early July.

BTE originally planned to allocate all unprogrammed funds that are being budgeted to this project to calendar year 2025 construction projects to limit the size of the second debt issuance planned for early 2025. In order to maintain current schedules for all projects in BTE's portfolio and accommodate this unplanned funding request, BTE anticipates that its current Plan of Finance will need to be increased. The extent of the increase will ultimately depend upon the cost and timing of numerous projects but current forecasts indicate an increase of \$60M-\$70M may mitigate potential impacts to other planned projects. This would result in a total Plan of Finance of \$520M, which is within BTE's current bonding capacity of \$570M. Alternatively, BTE could choose to continue with its current Plan of Finance and delay planned projects to address the shortfall or employ a combination of the two options. There is no action requested from the Board on this matter at this time as viable alternatives will be brought to the Board for review during the planning phase for the second debt issuance in late 2024.

This funding request was developed using planning-level cost estimates for construction packages that are currently in the design phase, therefore, there is an increased potential for variances between the cost estimate and the actual construction cost. This may ultimately result in project cost savings if the actual cost is lower than estimated or the additional future funding requests if the actual cost is higher than estimated.

**FASTER- Bridge Safety Surcharge Funding Balance by Fiscal Year  
BTE Funding Source, Year of Budget**

<b>Budget Details</b>	<b>FY 2024</b>	<b>FY 2025</b>
Starting FY Budget Balance	\$74,367,040	\$74,058,984
Year-to-Date Roll forwards or Project Savings	\$15,060,752	\$2,255,122
Approved Project Transactions ( <i>BOD, EMT or Staff Authority per PD 703</i> )	-\$68,754,764	-\$2,200,302
Pending Budget Supplement	-\$19,000,000	-\$15,800,000
<b>Remaining Available Balance</b>	<b>\$1,673,028</b>	<b>\$58,313,804</b>

**SB21-260 Bridge and Tunnel Fee Balance by Fiscal Year  
BTE Funding Source, Year of Budget**

<b>Budget Details</b>	<b>FY 2024</b>	<b>FY2025</b>
Starting FY Budget Balance	\$27,299,585	\$24,379,941
Year-to-Date Roll forwards or Project Savings	\$8,032,296	\$658,264
Approved Project Transactions ( <i>BOD, EMT or Staff Authority per PD 703</i> )	-\$26,673,617	\$0
Pending Budget Supplement	-\$8,000,000	-\$8,067,064
<b>Remaining Available Balance</b>	<b>\$658,264</b>	<b>\$16,971,141</b>

**Series 2024A Bond Proceeds Balance, Fiscal Year 2024  
BTE Funding Source, Year of Budget**

<b>Budget Details</b>	<b>FY 2024</b>
Series 2024A Bond Proceeds	\$163,759,109
Year-to-Date Roll forwards or Project Savings	\$0
Approved Project Transactions ( <i>BOD, EMT or Staff Authority per PD 703</i> )	-\$133,626,172
Pending Budget Supplement	-\$30,132,936
<b>Remaining Available Balance</b>	<b>\$1</b>

## Next Steps

1. Approval of Proposed Resolution #BTE-2 will confirm the pre-approved \$10M budget allocation to the K-07-B critical repair package and provide the additional budget necessary for Region 3 to advance permanent repair packages for K-07-B and K-07-A.
2. Staff will return to the Board for with additional budget supplement requests as necessary.



# COLORADO

## Department of Transportation

### Bridge and Tunnel Enterprise Board of Directors Memorandum

**To:** The Bridge and Tunnel Enterprise Board of Directors

**From:** Patrick Holinda, Bridge and Tunnel Enterprise Manager

**Date:** June 20, 2024

**Subject:** Asset Ownership of Bridge and Tunnel Enterprise Funded and Completed Structures

#### Purpose

This memorandum is to inform the Bridge and Tunnel Enterprise Board of Directors (Board) of bridges that have become new assets of the Bridge and Tunnel Enterprise (BTE) in Fiscal Year (FY) 2023-24 and the transfer of bridge assets from CDOT to BTE.

#### Action

This month the Board is being asked to approve Proposed Resolution #BTE-3, Acknowledgement of New Bridge Assets Funded by BTE and Completed in Fiscal Year 2023-24, and Acceptance of Assets Transferred from CDOT to BTE. This resolution will formally acknowledge and accept new BTE assets and apply the proper accounting treatment to new structures completed in FY 2023-24. It also recognizes the transfer of two Region 3 bridges from CDOT, which are in need of rehabilitation through the US 50 Blue Mesa Bridges Emergency Response Project.

#### Background

On an annual basis, the Board is asked to formally acknowledge structures that have become assets of the BTE in the current fiscal year. Under current accounting procedures CDOT no longer transfers the existing bridge to BTE, except when the structure is scheduled for rehabilitation. This process is consistent with BTE Guidance Document (2011 Number 11; dated November 17, 2011) Asset Transfer/Ownership policy for Replacement of an Existing Bridge. The 42 bridges being recognized as BTE assets this fiscal year are tabulated below.

For document record keeping purposes, BTE needs to formally acknowledge asset ownership of the replacement structures based upon the following criteria:

- The Board approved the allocation of BTE funding to replace the structures via the monthly budget supplement process.
- The project was completed, and structures were open for traffic by the end of FY 2023-24.

Region	New Structure	Facility Carried over Featured Intersection	Date New Structure Open to Traffic
1	E-17-AFN	I-70 WB over DRIR	2/28/2023
1	E-17-AFO	I-70 EB over DRIR	2/28/2023
1	E-17-AFQ	I-70 WB over Quebec St	2/28/2023
1	E-17-AFR	I-70 EB over Quebec St	2/28/2023
1	E-17-AFS	I-270 over I-70	2/28/2023
1	E-17-AFD	Colorado St over I-70	2/28/2023
1	E-17-AEN	Filmore St over I-70	2/28/2023
1	E-17-AEU	I-70 EB over Brighton Blvd	2/28/2023
1	E-17-AEV	I-70 WB over Brighton Blvd	2/28/2023
1	E-17-AEZ	Josephine St over I-70	2/28/2023
1	E-17-AFC	Monroe St over I-70	2/28/2023
1	E-17-AEO	Steele/Vasquez ST over I-70	2/28/2023
1	E-17-AEY	York St over I-70	2/28/2023
1	E-17-AER	I-70 over Sand Creek	2/28/2023
1	E-17-VD	I-70 over Havana St	2/28/2023
1	E-16-HEA	I 70 ML EBND over West 32nd Ave	9/6/2023
1	E-17-HFA	I 70 ML WBND over West 32nd Ave	9/21/2023
2	G-12-U	SH 9 ML over Platte Gulch	9/14/2023
2	J-15-GA	SH 9 ML over Mack Gulch	10/24/2022
2	M-21-JA	US 350 ML over Draw	11/4/2022
2	M-22-YA	US 350 ML over Draw	11/4/2022
2	M-21-IA	US 350 ML over Draw	3/20/2023
2	I-13-GA	US 24 ML over Draw	5/7/2023
2	I-13-HA	US 24 ML over Draw	5/7/2023
2	J-14-CA	SH 9 ML over Louis Gulch	8/3/2023
2	M-21-K	US 350 ML over Lone Tree Arroyo	8/24/2023
2	350AO47131BR	US 350 ML over Draw	8/28/2023
2	I-15-D	US 24 ML over Draw	11/17/2023
2	M-22-UA	US 350 ML over Otero Ditch	11/25/2023
2	H-13-O	US 24 ML over Draw	11/27/2023
2	I-15-C	US 24 ML over Draw	12/18/2023
2	350AO10296BL	US 350 ML over Lunning Arroyo	4/6/2024
2	N-21-FA	US 350 ML over Sheep Canyon Arroyo	4/23/2024
2	M-21-CA	US 350 ML over Hoe Ranch Arroyo	4/28/2024
3	D-03-AA	SH 64 ML over White River	11/21/2023
3	D-04-GA	SH 64 ML over Strawberry Creek	8/21/2023
3	F-12-ATA	I-70 WB over Polk Creek	10/16/2023
4	006J372826BL	US 6 ML over UPRR Platte, Beaver Canal	11/11/2022
4	C-17-ELA	I 25 ML over Draw	7/10/2019
4	B-16-AMA	Prospect Road over I 25 ML	7/16/2021
4	034B198852BL	US 34 ML over Draw	5/1/2023
5	P-07-SA	SH 151 ML over Stollsteimer Creek	11/21/2023

The two BTE eligible structures tabulated below are located in Region 3 and scheduled for rehabilitation activities beginning in June 2024 as part of the BTE program. Both structures will be addressed as part of the US 50 Blue Mesa Bridges Emergency Response Project. Since the bridges will be rehabilitated and not replaced, the structures will retain their existing Bridge ID numbers. In accordance with accounting procedures for BTE funded projects, a transfer of assets from CDOT to BTE is required to ensure compliance with the Taxpayer’s Bill of Rights (TABOR).

Structure ID	Region	County	Facility Carried over Featured Intersection
K-07-A	3	Gunnison	US 50 ML over Lake Fk Gunnison River
K-07-B	3	Gunnison	US 50 ML over Gunnison/Blue Mesa Res

While the structures listed above carry value according to CDOT financial records, the Attorney General of Colorado has issued a formal opinion stating that bridges are a non-cash asset, and therefore have no impact on the State’s fiscal year spending under the TABOR Amendment’s spending limit. Based on this, there is no TABOR impact to either CDOT or Bridge Enterprise as a result of these asset transfers.

### Next Steps

- 1) BTE staff will coordinate with the Staff Bridge Branch, the Enterprise Controller, and CDOT accounting staff to ensure the structures approved in Proposed Resolution #BTE-3 are properly accounted for during the year-end process.
- 2) BTE staff will continue to present asset acknowledgement resolutions to the Board on an annual basis.



## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Jeff Sudmeier, Chief Financial Officer

**Date:** June 19, 2024

**Subject:** Monthly Cash Balance Update

### Purpose

To provide an update on cash management, including forecasts of monthly revenues, expenditures, and cash balances for the State Highway Fund, SB 17-267 Trustee Account, and American Rescue Plan Act funds.

### Action

No action is requested at this time.

### Summary

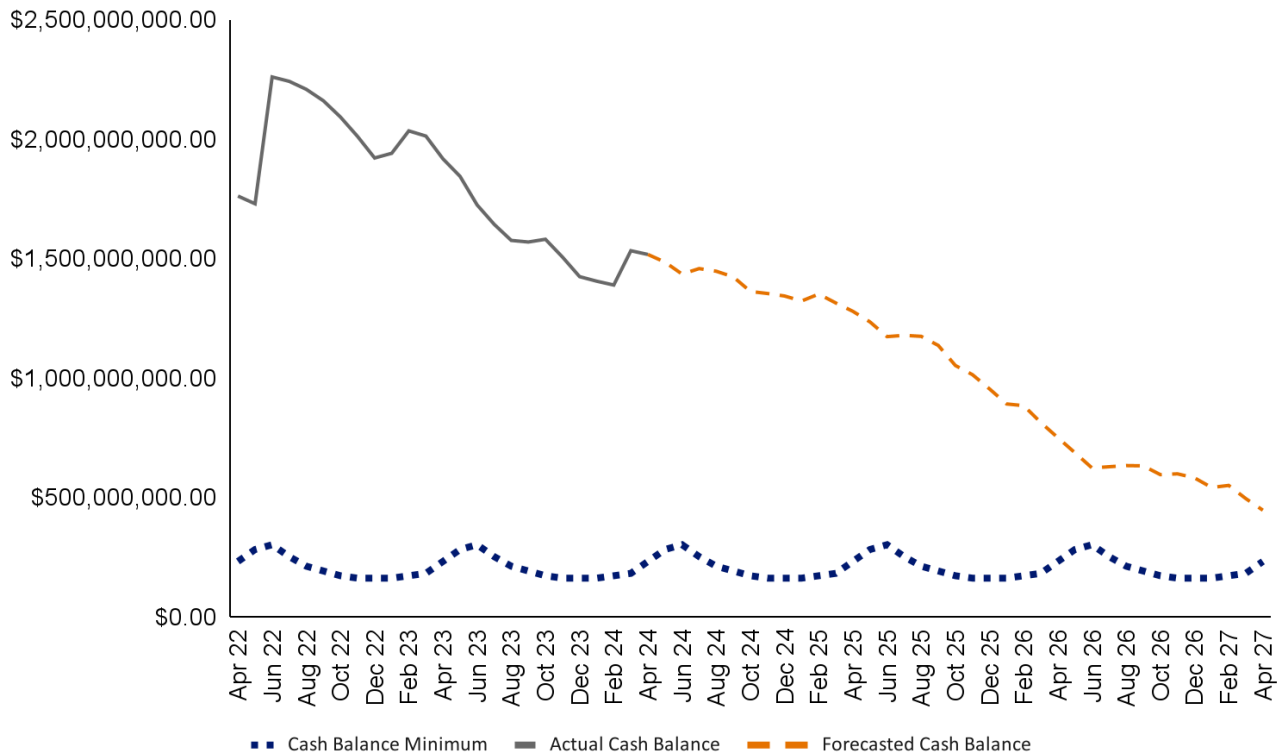
The actual cash balance for April 2024 was \$1.51 billion; \$1.26 billion above that month's minimum cash balance target of \$230 million. April's cash balance includes \$472.26 million in the State Highway Fund, \$966.80 million in the Senate Bill 267 trustee account, and \$76.53 million from the federal American Rescue Plan Act.

Figure 1 below outlines the Department's 36-month cash forecast. The primary drivers in this forecast include revenue from the state Highway Users Tax Fund (HUTF), federal reimbursements, payments to contractors, and General Fund transfers made pursuant to SB 21-260.

The Fund 400 Cash Balance is expected to gradually decrease over the forecast period as projects funded with SB 17-267 and other legislative sources progress through construction. The sections below provide additional information on the revenues and expenditures forecasted for this memo.

Beginning in March 2024, the Office of Financial Management and Budget (OFMB) implemented a new statistical forecasting model to forecast future cash balances. This model uses Anaplan, a business planning and forecasting tool which allows OFMB more control over the statistical methods used for forecasting each revenue and expenditure source.

**Figure 1 - Fund 400 Cash Forecast**



### Cash Balance Overview

The Transportation Commission’s directive (Policy Directive 703.0) outlines targeted minimum cash balances 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). The forecasted cash balance is expected to remain above the targeted minimum cash balance through the forecast period.

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

### Revenue Sources Forecasted

The State Highway Fund revenues forecasted in this cash balance include:

- 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 balances 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.



- General Fund Transfers- Pursuant to SB 21-260, annual General Fund transfers will be made to the State Highway Fund between FY 2024-25 to FY 2031-32. This cash forecast assumes these transfers will be made in July of each year.

**Expenditure Sources Forecasted**

The State Highway Fund expenditures forecasted in this cash balance include:

- Payments to construction contractors (described in more detail in the section below)
- Staffing expenses and program-related professional services
- Right of Way Acquisition
- Debt Service
- Transfers between CDOT and other state entities
- Maintenance and facilities expenditures
- Grant expenditures
- Other expenditures related to services and equipment.

**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 - Cash Payments to Construction Contractors (millions)**

CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (actual)	CY 2023 (actual)	CY 2024 (forecast)
\$669	\$774	\$615	\$841	\$860	\$801*

\*This is a preliminary forecast that 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, April month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 0.95 (actual expenditures vs. baseline). There were \$145.1M actual expenditures YTD vs. the baseline of \$152.3M. The CY 23 baseline included expenditures from 169 projects. The new CY 24 baseline includes expenditures from 196 projects. Figure 4 details the current CY24 baseline and actual expenditures.

Figure 3 - Dashboard View, CY 23 Year End

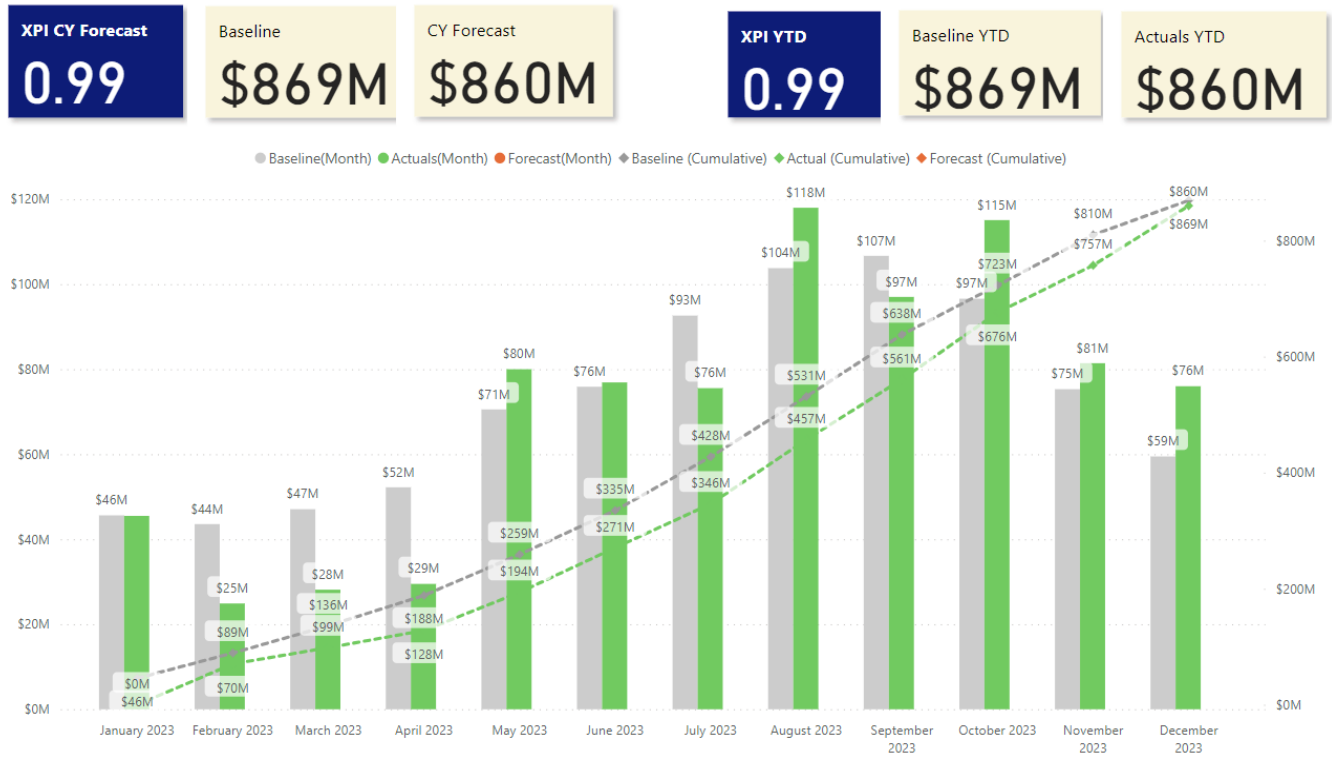
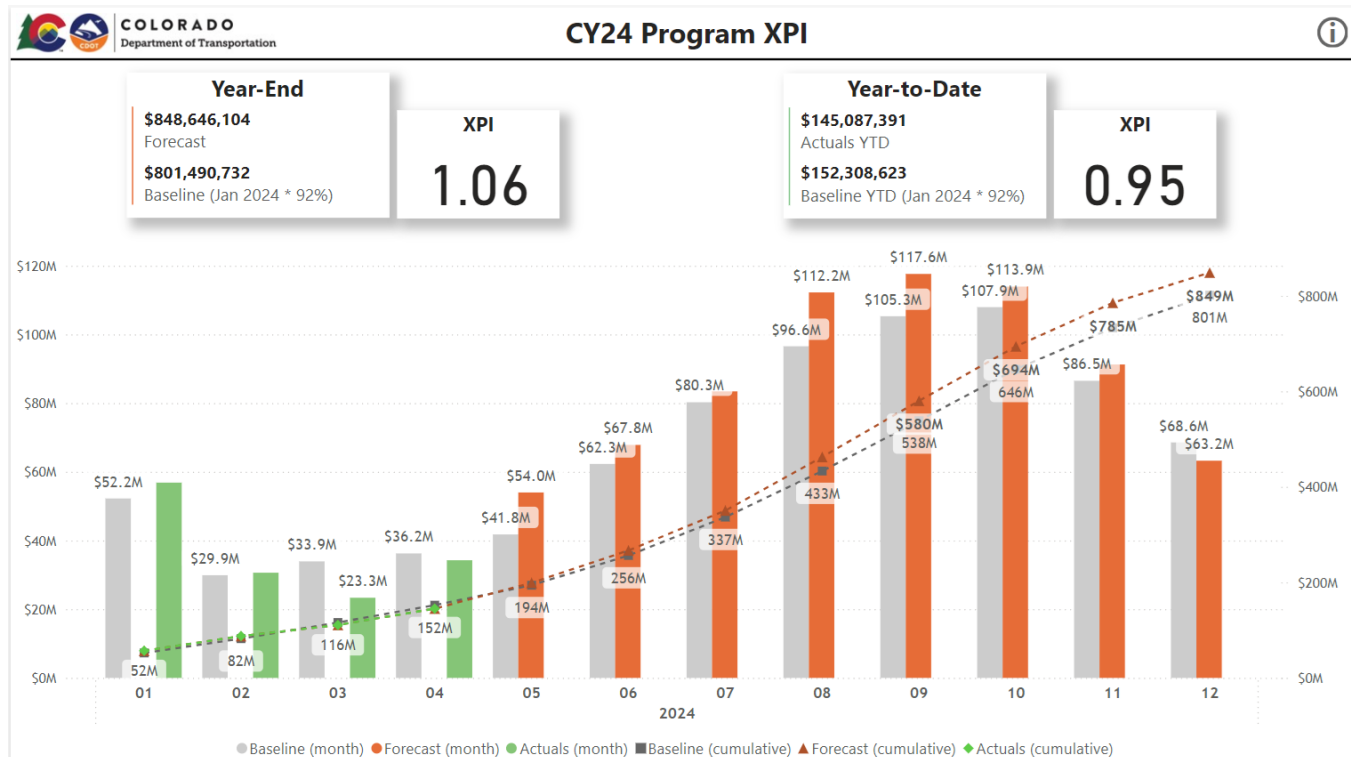


Figure 4 - Dashboard View, CY 24





## Transportation Commission Memorandum

**To:** Colorado Transportation Commission

**From:** Hannah L. Reed, Federal Grants Manager in OPRG and Anna Dunn, Grants Coordinator in OPRG

**Date:** June 20th, 2024

**Subject:** Update to the Transportation Commission on CDOT's submitted, in progress, and forthcoming grant applications

### 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.

As always, Commissioners and CDOT staff are encouraged to contact CDOT's in-house grant team with questions, comments, and suggestions.

### Background

For information on closed 2022 and 2023 grant programs and awarded proposals, please refer to archived TC Grants Memos from December 2023 or prior.

The following discretionary grant programs have closed and awards have been announced:

1. MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG): A multi-billion dollar "umbrella" program that contains Mega, INFRA, and Rural Surface Transportation.
  - I-76 Phase IV Reconstruction in Region 4
    - \$29.1M Awarded!
  - US 160 Safety & Mobility Improvements in Region 5
    - \$58.9M Awarded!
2. RECONNECTING COMMUNITIES AND NEIGHBORHOODS (RCN)
  - Federal & Colfax Cloverleaf Interchange Planning Grant in Region 1
    - \$2M Awarded!
3. STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART)
  - I-25 Coordinated Adaptive Ramp Metering (CARM) Expansion in Region 1

- \$1.4M Awarded!

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

1. 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.
2. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE
  - CDOT revised the Region 1 I-270 Corridor Improvements Bridge Bundle application
    - In addition to the original eight critical bridges, the scope was competitively expanded to include four other bridges on / connecting to the corridor.
3. ADVANCED TRANSPORTATION TECHNOLOGY and INNOVATION (ATTAIN)
  - CDOT's Traffic Safety and Engineering Services Branch submitted an application to purchase equipment, software, and training materials to establish CDOT's first LiDAR and Photogrammetry technology program.
4. RAISE 2024
  - CDOT submitted the following applications:
    - State-Wide Avalanche Protocol (SWAP)
    - I-70 East Vail Pass Wildlife Crossings in Region 3
    - I-70 Colorado West RESCUE in Region 3
      - Due to the award, and subsequent cost-share, restrictions on RAISE, the scope for this application revision includes the I-70 Glenwood Canyon bridge joints and guardrail, and Cottonwood Pass' Blue Hill and Site 2.
  - CDOT partnered with local agencies to submit the following:
    - I-270 & Vasquez Interchange Planning in Region 1 w/ Adams County
    - US 50 West of Cañon City Safety Improvements in Region 2 w/ Fremont County
    - CO 7 Segment B Multimodal Project in Region 4 w/ City of Lafayette
5. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING & OTHER than LARGE BRIDGE (>\$100M)
  - Planning
    - CO 96 Safety Critical Bridges Replacement Feasibility Analysis in Region 2
  - Bridge Capital
    - I-70 Bridges over Colfax Avenue Bridges Replacement Project in Region 1
    - I-76 Phase V Priority Bridge Replacement in Region 4
6. CONGESTION RELIEF PROGRAM (CRP)
  - The Federal Blvd BRT Service Builder Project in Region 1
7. 5339s (Low-No Emissions and Bus & Bus Facilities)
  - CDOT submitted applications for 11 agencies as they related to either or both of the 5339 opportunities
8. Vehicle Technologies Office (VTO) Technology Integration (TI)
  - OIM submitted two applications to two different "areas of interest"
    - Community-Driven Data Solutions: Using Advanced Artificial Intelligence to Address Transportation Equity in Colorado
    - Colorado ZEV Emergency Responder Safety Training Program
9. MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG): A multi-billion dollar "umbrella" program that contains Mega, INFRA, and Rural Surface Transportation.

- Kings Valley Drive & US 285 Grade-Separation in Region 1 w/ Jefferson County
- US 50 Safety & Highway Improvements for Freight and Travel (SHIFT) in Region 2 w/ Otero County
- I-70 Glenwood Canyon RESCUE in Region 3
- State-Wide Avalanche Protocol (SWAP) in Regions 3 & 5
- US 287 Corridor Safety Project in Region 4
- N I-25 N Seg. 5 Project in Region 4 w/ NFRMPO
- US 550 & Animas River Crossing Project in Region 5 w/ La Plata County

10. Consolidated Rail Infrastructure & Safety Improvements (CRISI) Grant Program: A large rail program intended to improve railroad safety, efficiency, and reliability.

- CDOT partnered with BNSF to Submit:
  - Modernizing Rail on the Front Range: PTC Installation & Grade Crossing Safety and Operational Improvements

11. Communities Taking Charge Accelerator: This is a program run by the Joint Department of Energy and Transportation. CDOT submitted concept papers for the following applications:

- CDOT Workplace Charging for Employee and Fleet Vehicles
- Mobility For All: Mobility Wallets As Part of the Colorado's Statewide Transit Pass
- Pueblo Public Housing Pilot: Creating E-Mobility Hubs at Pueblo's Public Housing

#### IN PROGRESS

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

1. LOW CARBON TRANSPORTATION MATERIALS (LCTM)
  - CDOT is working with the Chief Engineer's Office to submit a proposal to support a CDOT LCTM Review and Implementation Process
2. ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM (ATIIP)
  - CO 7 Bike and Ped Improvements
  - CO 145 Rural Active Connection and Equity
3. STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART)
  - CDOT is still determining the best projects to submit
4. WILDLIFE CROSSINGS PILOT PROGRAM
  - CDOT has several leading project identified for submittal and we are confirming eligibility (scope, funding, timeline) with project teams now

#### 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. RECONNECTING COMMUNITIES PILOT PROGRAM (RCP)
  - NOFO anticipated Spring/Summer 2024
2. RAILROAD CROSSING ELIMINATION (RCE)
  - NOFO anticipated Spring/Summer 2024
3. TRANSIT-ORIENTED DEVELOPMENT PLANNING PROGRAM (TOD)
  - Open now!

#### CDOT DISCRETIONARY GRANT PROGRESS BY THE NUMBERS

Since the IIJA was signed into law in November 2021

- CDOT has applied for over \$1.4B between ~16 grant programs

- Note: This number 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. It also includes strategic partnerships with local partners.
- We have been awarded over \$343M...so far!

### Next Steps

LCTM applications are due June 10th, 2024

ATIIP applications are due June 17th, 2024

SMART applications are due July 12th, 2024

TOD applications are due July 22nd, 2024

BIP applications are due August 1st, 2024

WCPP applications are due September 4th, 2024