

Colorado Transportation Commission

Schedule & Agenda

September 18-19, 2024

Transportation Commission Workshops

Wednesday, September 18, 2024

Time	Topic	Speaker
7:30 a.m.	Breakfast	None
8 a.m.	Budget Workshop <ul style="list-style-type: none"> • FY 2023-24 Year End Budget Processes • FY 2024-25 Approval of Clean Transit Enterprise (CTE) Loan • FY 2025-26 Budget Development • 2050 Resource Allocation 	Jeff Sudmeier and Bethany Nicholas
9:05 a.m.	US 50 Blue Mesa Bridge Update and Funding Request	Jason Smith
9:20 a.m.	Alternative Delivery (Design Build) Request for US 160, Elmore's East Project	Julie Constan
9:40 a.m.	Adjourn -Board bus	Commissioners and staff

Road Trip

Wednesday, September 18, 2024

Time	Topic	Speaker
10 a.m.	Bus departs for Grand Junction	Commissioners and staff
4 p.m.	Arrive in Grand Junction, Springhill Suites	Commissioners and staff

Transportation Commission Meeting - 606 S. 9th Street, Grand Junction

Thursday, September 19, 2024

Time	Topic	Speaker
7:30 a.m.	Gather in lobby to board bus	Commissioners and staff
7:45 a.m.	Depart hotel for CDOT facility, 606 S. 9 th Street	Commissioners and staff
8 a.m.	Arrive at CDOT facility, Commission and staff breakfast	Commissioners and staff
9 a.m.	Call to Order, Roll Call, Moment of Silence for CDOT employees Trent Umberger and Nathan Jones	Herman Stockinger
9:05 a.m.	Public Comments	Various
9:15 a.m.	Comments of the Chair and Commissioners	Commissioners
9:25 a.m.	Executive Director's Management Report	Shoshana Lew
9:30 a.m.	Chief Engineer's Report	Keith Stefanik
9:35 a.m.	CTIO Director's Report	Piper Darlington

9:40 a.m.	FHWA Division Administrator Report	John Cater
9:45 a.m.	STAC Report	Vincent Rogalski
9:50 a.m.	Act on Consent Agenda: <ul style="list-style-type: none"> Proposed Resolution #1: Approve the Regular Meeting Minutes of August 15, 2024 Proposed Resolution #2: IGA Approval >\$750,000 Proposed Resolution #3: Repeal of PD 1300.0 	Herman Stockinger Lauren Cabot Herman Stockinger Darius Pakbaz
9:55 a.m.	Discuss and Act on Proposed Resolution #4: Approve MMOF Match Reduction Request	Michael Snow
10 a.m.	Discuss and Act on Resolution #5: Clean Transit Enterprise Loan	Jeff Sudmeier and Bethany Nicholas
10:05 a.m.	Discuss and Act on Resolution #6: 3 rd Budget Supplement	Jeff Sudmeier and Bethany Nicholas
10:05 a.m.	Discuss and Act on Proposed Resolution #7: Adoption of PD 14.0	Darius Pakbaz
10:10 a.m.	Discuss and Act on Proposed Resolution #8: Adoption of FY 28 and FY 29 Asset Management Planning Budgets	Darius Pakbaz
10:15 a.m.	Discuss and Act on Proposed Resolution #9: Approval of Design/Build for US 160 Elmore's East	Julie Constan
10:20 a.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: 10:30 a.m.

Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, September 19, 2024

Time	Topic	Speaker
10:20 a.m.	Call to Order and Roll Call	Herman Stockinger
10:25 a.m.	Public Comments	Various
10:30 a.m.	Act on Consent Agenda <ul style="list-style-type: none"> Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of August 15, 2024 	Herman Stockinger
10:35 a.m.	Discuss and Act on Proposed Resolution #BTE2: 3 rd BTE Budget Supplement of FY25	Patrick Holinda
10:40 a.m.	Discuss and Act on Proposed Resolution #BTE3: BTE Grant Funding Match Request for USDOT Reconnecting Communities Program	Patrick Holinda
10:45 a.m.	Discuss and Act on Proposed Resolution #BTE4: BTE Grant Funding Match Request for USDOT Bridge Investment Program	Patrick Holinda
10:50 a.m.	Adjournment	None

Fuels Impact Enterprise Board of Directors Meeting

Thursday, September 19, 2024

10:50 a.m.	Call to Order and Roll Call	Herman Stockinger
10:05 a.m.	Public Comments	Various
11:05 a.m.	Act on Consent Agenda <ul style="list-style-type: none">Proposed Resolution #FIE1: to Approve the Regular Meeting Minutes of May 16	Darius Pakbaz, Herman Stockinger
11:05 a.m.	Discuss and Act on Proposed Resolution #FIE 1: Recognition of the new FIE Board Officers for FY25	Darius Pakbaz, Herman Stockinger
11:10 a.m.	Adjourn and Board bus for Denver	Commissioners and staff
5:00 p.m.	Arrive at CDOT HQ, 2829 W. Howard Place	Commissioners and staff

Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- September 2024 TC Grants Memo (Hannah Reed)
- Bridge and Tunnel Enterprise FY 2024 Newsletter (Patrick Holinda)
- Bridge and Tunnel Enterprise Q4 FY 24 Quarterly Report (Patrick Holinda)
- Annual SB 37 Report- Potential Abandonment and Rail Line Aquisitions



Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, Budget Director
Date: September 18, 2024

Subject: FY 2023-24 Fiscal Year End Budget Processes

Purpose

This memorandum summarizes the FY 2023-24 year-end budget processes, including preliminary results from the revenue reconciliation process, 2024 federal redistribution, and FY 2023-24 roll forwards.

FY 2023-24 Revenue Reconciliation

At the close of each fiscal year, the Division of Accounting and Finance (DAF) compares forecasted revenues from the prior fiscal year to actual revenues and presents them to the Transportation Commission (TC) for review. The initial FY 2023-24 Revenue Allocation Plan that was adopted by the TC in March 2023 was based on the FY 2022-23 Q1 revenue forecast, which estimated \$1.797.5 million in total revenue for CDOT and the enterprises. The reconciliation of revenues for the prior fiscal year (FY 2023-24) will result in adjustments to programs in the current fiscal year (FY 2024-25), as outlined below.

Revenue reconciliation adjustments will not be made for the Multimodal Transportation and Mitigation Options Fund (MMOF), Clean Transit Enterprise, and Fuels Impact Enterprise. The MMOF and Clean Transit Enterprise Cash Fund are appropriated by the legislature, and the budget for these programs in FY 2024-25 cannot exceed the amount appropriated in the Long Bill. Since CDOT and the Clean Transit Enterprise have already submitted FY 2025-26 decision items to meet budget development deadlines for the state's November 1 request to the General Assembly, the results of revenue reconciliation will not directly impact the FY 2025-26 requests for these programs. However, to the extent that revenue comes in higher than forecasted, it could impact the amount of funding these programs could request in future years. The Fuels Impact Enterprise Cash Fund is limited to a maximum fund balance of \$15.0 million by statute. As such, the budget for this cash fund will be set at a maximum of \$15.0 million each year.

The revenue reconciliation results for state revenue are summarized in Table 1 below. These are preliminary results and may change slightly before any adjustments are made to the FY 2024-25 budget. Staff will return with a final update if there are any material changes.

Table 1 - Summary of State Revenue Reconciliation for FY 2023-24

Revenue Source	Variance from Budget	Explanation
Regular HUTF Revenue	\$12,775,267	Largely driven by higher than expected fuel tax and fee revenue
FASTER HUTF Revenue	\$13,763,587	Driven by higher than expected revenue from daily vehicle rental fees and late vehicle registrations.
Miscellaneous CDOT Revenue	\$4,598,939	Primarily driven by higher than expected revenue from oil and gas royalties
Aeronautics Revenue	-\$11,505,272	Primarily driven by lower than forecasted sales and use tax on aviation jet fuel
State Infrastructure Bank	\$2,656,919	Driven by transfers made into the aviation account by the Colorado Aeronautical Board
Bustang Fare Revenue	\$1,522,721	Farebox revenue from Bustang, Bustang Outrider, Snowstang, and Pegasus was higher than initially forecasted
Multimodal Options Fund	\$7,706,865	Driven by higher than forecasted revenue from retail delivery fee and interest on deposits
Colorado Transportation Investment Office	\$36,242,232	Primarily driven by higher than forecasted revenue from tolling violations
Bridge and Tunnel Enterprise	\$11,762,513	Revenues from the Bridge Safety Surcharge, Bridge and Tunnel Impact Fee, Retail Delivery Fee, and interest on deposits were all slightly higher than forecasted
Clean Transit Enterprise	\$2,041,181	Driven by higher than forecasted revenue from retail delivery fee and interest on deposits
Nonattainment Area Air Pollution Mitigation Enterprise	\$2,438,163	Driven by higher than forecasted revenue from retail delivery fees, rideshare fees, and interest on deposits
Fuels Impact Enterprise	\$1,461,363	Driven by higher than expected revenue from the Fuel Impact Fee

In addition to estimating state revenues, the OFMB estimates what the federal obligation limitation for FHWA funds will be for the upcoming fiscal year, and this estimate is used for budget development. Under the Department's initial FY 2023-24 forecast, it was assumed that the obligation limitation would be about 93 percent of

federal apportionments. However, for FY 2023-24, the Department’s total obligation limitation was 85 percent, rather than our estimate of 93 percent. As such, the Department is only allowed to obligate \$639.98 million, which is \$53.3 million less than estimated.

The initial FHWA revenue reconciliation results were presented to the TC in May 2024. The total adjustment associated with flexible FHWA programs is a reduction of \$33.9 million which will be reduced from the TC Program Reserve Fund. The net impact to inflexible FHWA programs is a reduction of \$19.4 million, and these adjustments were made to the individual programs that receive the funding in July 2024.

Revenue Reconciliation Budget Actions

Once revenue reconciliation is complete, staff will work with impacted programs to make final adjustments to the FY 2024-25 total available budget. These adjustments do not require further TC action, per PD 703.0, and will be reflected in the amended Annual Budget (One-sheet) for the November budget amendment as Staff Adjustments. The adjustment for flexible revenue sources will impact the TC Program Reserve line (Line 73) and the inflexible sources will impact multiple programs and budget lines.

The reconciliation of flexible revenue sources from state funds will result in an increase to the TC Program Reserve (Line 73) of \$17.4 million. However, when combined with the reduction associated with flexible FHWA revenues of \$33.9 million, the net impact to the TC Program Reserve Fund is a reduction of \$16.5 million.

Table 2 - Reconciliation of Flexible Revenue Sources

Flexible State Revenue Sources	Amount
Regular HUTF Revenue	\$12,775,267
Miscellaneous State Revenue*	\$4,659,253
Total State Revenue	\$17,434,520
Flexible FHWA Revenue	-\$33,929,251
Net Impact to TC Program Reserve	-\$16,494,731

*This amount does not include revenue from the PFAS program, fiber access, or commercial EV fees. These revenue sources are restricted by statute, and adjustments for these sources will be made within their respective programs.

The reconciliation of inflexible revenue sources (i.e., sources dedicated to a specific program) will result in adjustments to each respective program. These programs include FASTER, Aeronautics, State Infrastructure Bank, Bustang, and other miscellaneous programs. Additionally, the reconciliation of CDOT enterprise revenue will result in adjustments to each enterprise (excepting the Clean Transit Enterprise and Fuels Impact Enterprise, as noted above). OFMB will work with each enterprise to calculate final adjustments to enterprise programs.

Roll Forward Request Background

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

A complete report of all roll forward balances appears in the Amended Annual Budget Allocation Plan in the FY 2023-24 Roll Forward column (see Attachment A). Roll forwards for pools and cost centers combined total \$2,777.8 million for the Department and the Enterprises, including \$2,425.0 million for CDOT. This includes \$1,277.5 million in Capital Construction, \$45.7 million in Maintenance and Operations, \$233.3 million in Multimodal Services & Electrification, \$643.3 million in Suballocated Programs, and \$9.5 million in Administration and Agency Operations. A large portion of the roll forward balance is associated with the 10-Year Plan projects funded with one-time funding from SB 17-267, federal stimulus, and other legislative funding sources. This balance will be drawn down over the next year as these projects proceed to advertisement and construction. The second largest source of roll forwards are Suballocated Programs, which are locally directed funds for primarily local projects.

The majority of budget pool balances roll forward automatically, per PD 703.0, however staff review all programs in coordination with program managers to identify any funds that will not be needed in the upcoming fiscal year based on spending plans. Some cost center balances roll forward automatically (including cost centers with dedicated, inflexible funding sources) while others require either Executive Management or TC approval. The total estimated amount of these automatic roll forwards into FY 2024-25 is \$477.8 million including Aeronautics and the enterprises, and of that total \$94.4 million is remaining TC State Highway Fund (SHF) dollars. TC SHF dollars are flexible and if not rolled forward, can be allocated to the TC Program Reserve or to other programs.

In accordance with PD 703.0, all requests to roll forward cost center balances from the previous fiscal year to the current fiscal year in amounts greater than \$1.0 million require approval by the TC. This excludes cost centers approved for automatic roll forward and funds previously approved by Transportation Commission resolution for a specific purpose. Amounts less than \$1.0 million are subject to approval by Executive Management. This year, there were no roll forward requests that exceeded \$1.0 million.

Staff completed automatic roll forwards for cost centers funded with SHF totalling \$94.4 million, leaving a balance of \$17.2 million. Cost center roll forward requests that were approved by Executive Management total \$2.2 million. This leaves a final residual SHF balance, which will be returned to the TC Program Reserve Fund is \$15.0 million.

2024 FHWA Redistribution

CDOT is eligible to receive an increase in federal obligation limitation through the annual

Federal Redistribution process in August of each year. The amount available to states varies each year and as such is not included in forecasts of revenue. CDOT received notice in late August of federal 2024 redistribution totaling \$51.0 million. Please see Attachment B for more information about the 2024 FHWA redistribution.

TC Program Reserve Reconciliation

The TC Program Reserve balance as of the beginning of September 2024 is \$4.4 million. The table below shows the various adjustments that will occur within the TC Program Reserve as a result of revenue reconciliation, roll forwards and federal redistribution. The ending balance is \$53.8 million. The October budget amendment may contain a package of proposed budget amendments to utilize a portion of the available balance for critical initiatives.

Table 3 - Remaining Balance After All Adjustments

Category	Amount
Beginning Balance	\$4,415,869
Revenue Reconciliation	
FY24 Flexible HUTF	\$12,775,267
FY24 Flexible FHWA	-\$33,929,251
FY24 Misc Revenue	\$4,659,253
Residual FY24 SHF Budget	\$17,165,110
Approved FY24 Roll Forwards	-\$2,169,856
FHWA Redistribution	\$50,923,164
Ending TC Program Reserve Balance	\$53,839,556

Next Steps

- October 2024 - Staff will make any remaining adjustments to FY 2024-25 budget allocations for the TC Program Reserve, and programs with inflexible revenue sources to reconcile to actual revenue received. These changes will be reflected in the Amended FY 2024-25 Revenue Allocation Plan with the October Budget Amendment.
- October 2024 - Staff may provide a package of proposed budget amendments to utilize a portion of the available balance in the TC Program Reserve for critical initiatives.

Attachments

- Attachment A - Amended FY 2024-25 Revenue Allocation Plan
- Attachment B - 2023 Federal Redistribution Fact Sheet
- Attachment C - Presentation

Attachment A: Fiscal Year (FY) 2024-25 CDOT Amended Annual Budget (September 2024)

Line	Budget Category / Program	Rollforward from FY 2023-24	FY 2024-25 Final Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY25 Program Budget Available including Changes	Directed By	Funding Source
1	Colorado Department of Transportation (CDOT)								
2	Capital Construction	\$1,277.5 M	\$717.0 M	\$0.0 M	\$1.7 M	\$76.2 M	\$2,072.4 M	-	-
3	Asset Management	\$267.2 M	\$423.5 M	\$0.0 M	\$0.6 M	-\$22.8 M	\$668.6 M	-	-
4	Surface Treatment	\$43.9 M	\$229.0 M	\$0.0 M	\$0.0 M	\$1.1 M	\$274.0 M	TC	FHWA / SH / SB 09-108
5	Structures	\$88.1 M	\$63.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$151.5 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$6.2 M	\$27.3 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$33.5 M	TC	FHWA / SH
7	Geohazards Mitigation	\$7.9 M	\$9.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.6 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$1.1 M	\$6.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.6 M	TC	FHWA / SH
9	Emergency Relief	\$5.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.5 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	\$114.6 M	\$87.7 M	\$0.0 M	\$0.6 M	-\$23.8 M	\$179.1 M	TC / FR	FHWA
11	Safety	\$95.8 M	\$132.0 M	\$0.0 M	\$0.0 M	-\$1.6 M	\$226.2 M	-	-
12	Highway Safety Improvement Program	\$37.8 M	\$43.1 M	\$0.0 M	\$0.0 M	-\$1.4 M	\$79.5 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.8 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$3.5 M	FR	FHWA / SH
14	Hot Spots	\$1.8 M	\$2.7 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$4.4 M	TC	FHWA / SH
15	FASTER Safety	\$39.2 M	\$75.2 M	\$0.0 M	\$0.0 M	\$0.1 M	\$114.6 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	\$16.9 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$24.1 M	TC	FHWA / SH
17	Mobility	\$914.4 M	\$161.5 M	\$0.0 M	\$1.1 M	\$100.7 M	\$1,177.7 M	-	-
18	Regional Priority Program	\$46.9 M	\$50.0 M	\$0.0 M	\$1.7 M	-\$1.9 M	\$96.7 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$843.5 M	\$87.7 M	\$0.0 M	-\$0.6 M	\$104.1 M	\$1,034.7 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$24.0 M	\$23.8 M	\$0.0 M	\$0.0 M	-\$1.5 M	\$46.3 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$45.7 M	\$405.1 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$450.2 M	-	-
22	Asset Management	\$38.3 M	\$368.5 M	\$0.0 M	\$0.0 M	\$4.2 M	\$410.5 M	-	-
23	Maintenance Program Areas	\$0.6 M	\$297.9 M	\$0.0 M	\$0.0 M	\$4.2 M	\$302.1 M	-	-
24	Roadway Surface	\$0.0 M	\$34.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$34.3 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$23.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$23.1 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$7.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.9 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$5.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.9 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$4.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.6 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$105.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$105.2 M	TC	SH
30	Traffic Services	\$0.0 M	\$78.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$78.0 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$19.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$19.9 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$19.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$19.0 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$3.5 M	\$12.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.2 M	TC	SH
34	Property	\$0.1 M	\$22.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$22.8 M	TC	SH
35	Capital Equipment	\$34.0 M	\$23.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$57.3 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
37	Safety	\$2.6 M	\$12.2 M	\$0.0 M	\$0.0 M	-\$4.3 M	\$10.5 M	-	-
38	Strategic Safety Program	\$2.6 M	\$12.2 M	\$0.0 M	\$0.0 M	-\$4.3 M	\$10.5 M	TC	FHWA / SH
39	Mobility	\$4.8 M	\$24.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$29.2 M	-	-
40	Real-Time Traffic Operations	\$0.2 M	\$14.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.6 M	TC	SH
41	Intelligent Transportation System Investments	\$4.5 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.5 M	TC	FHWA / SH
42	Multimodal Services & Electrification	\$233.3 M	\$57.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$290.3 M	-	-
43	Mobility	\$233.3 M	\$57.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$290.3 M	-	-
44	Innovative Mobility Programs	\$18.5 M	\$9.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$27.8 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$14.5 M	\$14.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$29.0 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$131.0 M	\$19.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$150.5 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Program	\$13.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.9 M	SL	SL
48	Bustang	\$55.4 M	\$13.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$69.1 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	Suballocated Programs	\$643.3 M	\$327.5 M	\$0.0 M	\$0.0 M	-\$6.3 M	\$964.4 M	-	-
50	Aeronautics	\$37.5 M	\$57.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$94.9 M	-	-
51	Aviation System Program	\$37.5 M	\$57.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$94.9 M	AB	SA
52	Highway	\$227.5 M	\$155.4 M	\$0.0 M	\$0.0 M	-\$16.4 M	\$366.4 M	-	-
53	Surface Transportation Block Grant - Urban	\$117.7 M	\$66.9 M	\$0.0 M	\$0.0 M	-\$10.5 M	\$174.1 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$72.1 M	\$53.8 M	\$0.0 M	\$0.0 M	-\$5.7 M	\$120.2 M	FR	FHWA / LOC
55	Metropolitan Planning	\$1.2 M	\$12.1 M	\$0.0 M	\$0.0 M	\$0.3 M	\$13.6 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$36.5 M	\$22.5 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$58.4 M	TC / FR	FHWA / SH / LOC
57	Transit and Multimodal	\$378.3 M	\$114.7 M	\$0.0 M	\$0.0 M	\$10.1 M	\$503.1 M	-	-
58	Recreational Trails	\$1.3 M	\$1.6 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$2.3 M	FR	FHWA
59	Safe Routes to School	\$9.4 M	\$3.1 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$12.4 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$45.4 M	\$22.8 M	\$0.0 M	\$0.0 M	-\$3.2 M	\$65.0 M	FR	FHWA / LOC
61	Transit Grant Programs	\$160.2 M	\$53.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$214.1 M	FR / SL / TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$118.1 M	\$16.4 M	\$0.0 M	\$0.0 M	\$14.8 M	\$149.3 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$12.3 M	\$9.9 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$21.6 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$31.7 M	\$7.0 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$38.5 M	SL / TC	SB 21-260
65	Administration & Agency Operations	\$9.5 M	\$128.0 M	-\$0.6 M	\$2.5 M	\$0.0 M	\$139.4 M	-	-
66	Agency Operations	\$9.0 M	\$77.5 M	-\$0.6 M	\$1.4 M	-\$0.2 M	\$87.0 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$48.8 M	\$0.0 M	\$1.1 M	\$0.0 M	\$49.9 M	SL	SH
68	Project Initiatives	\$0.5 M	\$1.7 M	\$0.0 M	\$0.0 M	\$0.2 M	\$2.5 M	TC	SH
69	Debt Service	\$139.6 M	\$44.5 M	\$0.0 M	\$0.0 M	-\$7.1 M	\$177.0 M	-	-
70	Debt Service	\$139.6 M	\$44.5 M	\$0.0 M	\$0.0 M	-\$7.1 M	\$177.0 M	DS	SH
71	Contingency Reserve	\$25.7 M	\$15.0 M	\$0.0 M	-\$4.1 M	\$50.9 M	\$87.5 M	-	-
72	Contingency Fund	\$6.7 M	\$15.0 M	\$0.0 M	-\$1.7 M	\$0.0 M	\$20.0 M	TC	FHWA / SH
73	Commission Reserve Funds	\$19.1 M	\$0.0 M	\$0.0 M	-\$2.5 M	\$50.9 M	\$67.5 M	TC	FHWA / SH
74	Other Programs	\$50.4 M	\$34.6 M	\$0.0 M	\$0.0 M	\$0.5 M	\$85.5 M	-	-
75	Safety Education	\$36.5 M	\$16.0 M	\$0.0 M	\$0.0 M	\$1.4 M	\$53.9 M	TC/FR	NHTSA / SSE
76	Planning and Research	\$4.7 M	\$17.7 M	\$0.0 M	\$0.0 M	-\$0.9 M	\$21.5 M	FR	FHWA / SH
77	State Infrastructure Bank	\$9.2 M	\$0.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.1 M	TC	SIB
78	Total - CDOT	\$2,425.0 M	\$1,728.8 M	-\$0.6 M	\$0.0 M	\$114.1 M	\$4,267.3 M	-	-

79 Colorado Bridge & Tunnel Enterprise (BTE)									
80	Capital Construction	\$18.0 M	\$109.8 M	\$0.0 M	-\$6.8 M	\$0.0 M	\$121.1 M	-	-
81	Asset Management-BTE	\$18.0 M	\$109.8 M	\$0.0 M	-\$6.8 M	\$0.0 M	\$121.1 M	-	-
82	10-Year Plan Projects	\$15.1 M	\$0.0 M	\$0.0 M	\$37.0 M	\$0.0 M	\$52.1 M	BEB	SB 09-108, SB 21-260
83	Safety Critical and Asset Management Projects	\$2.9 M	\$109.8 M	\$0.0 M	-\$43.8 M	\$0.0 M	\$68.9 M	BEB	SB 09-108, SB 21-260
84	Maintenance and Operations	\$0.5 M	\$2.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.6 M	-	-
85	Asset Management-BTE	\$0.5 M	\$2.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.6 M	-	-
86	Maintenance and Preservation	\$0.5 M	\$2.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.6 M	BEB	SB 09-108
87	Administration & Agency Operations	\$4.7 M	\$2.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.1 M	-	-
88	Agency Operations-BTE	\$4.7 M	\$2.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.1 M	BEB	SB 09-108, SB 21-260
89	Debt Service	\$0.4 M	\$49.3 M	\$0.0 M	\$6.8 M	-\$17.2 M	\$39.3 M	-	-
90	Debt Service-BTE	\$0.4 M	\$49.3 M	\$0.0 M	\$6.8 M	-\$17.2 M	\$39.3 M	BEB	FHWA / SH
91	Total - Bridge & Tunnel Enterprise (BTE)	\$23.6 M	\$163.5 M	\$0.0 M	\$0.0 M	-\$17.2 M	\$170.0 M	-	-

92 Colorado Transportation Investment Office (CTIO)									
93	Maintenance and Operations-CTIO	\$329.2 M	\$123.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$452.6 M	-	-
94	Express Lanes Operations	\$329.2 M	\$123.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$452.6 M	HPTEB	Tolls / Managed Lanes Revenue
95	Administration & Agency Operations-CTIO	\$0.0 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.1 M	-	-
96	Agency Operations-CTIO	\$0.0 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$4.1 M	HPTEB	Fee for Service
97	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
98	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
99	Total - Colorado Transportation Investment Office (CTIO)	\$329.2 M	\$127.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$456.6 M	-	-

100 Clean Transit Enterprise (CTE)									
101	Suballocated Programs	\$0.0 M	\$16.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.6 M	-	-
102	Transit and Multimodal	\$0.0 M	\$16.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.6 M	-	-
103	CTE Projects	\$0.0 M	\$16.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.6 M	CTB	SB 21-260
104	Administration & Agency Operations	\$0.0 M	\$1.6 M	\$0.6 M	\$0.0 M	\$0.0 M	\$2.2 M	-	-
105	Agency Operations-CTE	\$0.0 M	\$0.6 M	\$0.6 M	\$0.0 M	\$0.0 M	\$1.2 M	CTB	SB 21-260
106	Contingency Reserve-CTE	\$0.0 M	\$1.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.0 M	CTB	SB 21-260
107	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
108	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
109	Total - Clean Transit Enterprise (CTE)	\$0.0 M	\$18.1 M	\$0.6 M	\$0.0 M	\$0.0 M	\$18.8 M	-	-

110 Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)									
111	Multimodal Services & Electrification	\$0.0 M	\$10.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.7 M	-	-
112	Mobility	\$0.0 M	\$10.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.7 M	-	-
113	NAAPME Projects	\$0.0 M	\$10.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.7 M	NAAPMEB	SB 21-260
114	Administration & Agency Operations	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	-	-
115	Agency Operations-NAAPME	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	NAAPMEB	SB 21-260
116	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
117	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
118	Debt Service-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260
119	Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	\$0.0 M	\$10.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$10.9 M	-	-

120 Fuels Impact Enterprise (FIE)									
121	Suballocated Programs	\$0.0 M	\$14.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.8 M	-	-
122	Highway	\$0.0 M	\$14.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.8 M	-	-
123	Fuels Impact Grants	\$0.0 M	\$14.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.8 M	FIEB	SB 23-280
124	Administratin & Agency Operations	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	-	-
125	Agency Operations-FIE	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	FIEB	SB 23-280
126	Contingency Reserve-FIE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FIEB	SB 23-280
127	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
128	Debt Service-FIE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FIEB	SB 23-280
129	Total - Fuels Impcat Enterprise (FIE)	\$0.0 M	\$15.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$15.0 M	-	-
130	Total - CDOT and Enterprises	\$2,777.8 M	\$2,063.8 M	\$0.0 M	\$0.0 M	\$96.9 M	\$4,938.6 M	-	-

* 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:
 - = Empty Cell With No Applicable Data or Description
 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
 SL = State Legislature
 TC = Transportation Commission



FHWA Announces 2024 Redistribution

August Redistribution is an annual process that allows states who demonstrate they can use 100% or more of their annual obligation authority (“ob. limit”) to request additional funds if other states leave funding on the table or other USDOT funded programs, such as Infrastructure for Rebuilding America (INFRA), go unobligated during the year. CDOT is historically very successful at demonstrating that it will obligate 100% of the FHWA Formula funds and thus qualifies for FHWA August Redistribution.

Recent Redistributions have been unusually large due to states not executing on USDOT grants (INFRA, RAISE, MEGA etc.) as of the call.

CDOT was distributed \$53,923,164. The Transportation Commission has discretion on how to allocate the additional budget authority created by this action.

FHWA bases the state share of redistribution on the amount of unobligated contract authority each state has relative to the total. As such, states that requested less in prior years are often the beneficiary within the years they finally ask for their share. That is what happened in FY2024 and thus impacted Colorado’s share, resulting in less than its 1.36% share. As the table shows, most prior years exceeded the state’s normal share.

CDOT’s Most Recent Redistribution Requests and Actuals Received

Fiscal Year	CDOT Request	Actual Received	National Total	Colorado Share of Total
2024	\$80,000,000	\$50,923,164	\$8,697,560,906	0.59%
2023	\$179,000,000	\$179,000,000	\$7,915,027,701	2.26%
2022	\$102,000,000	\$102,000,000	\$6,176,517,471	1.65%
2021	\$120,000,000	\$59,761,086	\$4,178,016,327	1.43%
2020	\$119,000,000	\$77,044,157	\$4,762,052,903	1.62%
2019	\$107,000,000	\$50,710,089	\$3,972,743,240	1.28%
2018	\$119,000,000	\$69,573,361	\$4,183,936,196	1.66%

Redistribution and FHWA Year End Timeline

August 26: Final Notice signed & issued; released Obligation Authority is redistributed to States as additional formula OA

September 20: Deadline for regional budget actions

September 26: All FY24 formula funds including redistribution shall be obligated

September 30: End of federal fiscal year

October 6: Anticipated FHWA reopening for FY25 business.



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Budget Workshop: FY24 Year End Budget Processes



Agenda

Agenda:

- FY 2023-24 Revenue Reconciliation
- 2024 Federal Redistribution
- FY 2023-24 Roll Forwards
 - Summary
 - Cost Center Roll Forwards
- TC Program Reserve Reconciliation
- Next Steps



Colorado Mountains



FY24 Revenue Reconciliation

Inflexible Revenues	Amount
HUTF FASTER Revenue	\$13.8 M
Misc State Revenue	-\$0.1 M
Bustang Farebox Revenue	\$1.5 M
State Infrastructure Bank Interest	\$2.7 M
Multimodal Options Fund	\$7.7 M
FHWA Revenue	-\$19.4 M
Aeronautics Revenue	-\$11.5 M
TOTAL	-\$5.3 M

The over / (under) for inflexible revenues are passed through to the programs funded by those specific sources

Flexible Revenues	Amount
HUTF Revenue	\$12.8 M
Misc. Revenue	\$4.7 M
FHWA Revenue	-\$33.9 M
TOTAL	-\$16.5 M

The over / (under) for flexible revenues are adjusted through the TC Program Reserve

Please see informational slides provided at the end of this presentation for detailed tables by revenue source.



2024 Federal Redistribution

On August 27, 2024 CDOT was distributed **\$50,923,164**. Colorado's share of the national total was **0.59%**. CO's share of total annual FHWA apportionment is typically **1.34%**.



Fiscal Year	CDOT Request	Actual Received	National Total	Colorado Share of Total
2024	\$80,000,000	\$50,923,164	\$8,697,560,906	0.59%
2023	\$179,000,000	\$179,000,000	\$7,915,027,701	2.26%
2022	\$102,000,000	\$102,000,000	\$6,176,517,471	1.65%
2021	\$120,000,000	\$59,761,086	\$4,178,016,327	1.43%
2020	\$119,000,000	\$77,044,157	\$4,762,052,903	1.62%
2019	\$107,000,000	\$50,710,089	\$3,972,743,240	1.28%
2018	\$119,000,000	\$69,573,361	\$4,183,936,196	1.66%
2017	\$123,000,000	\$44,872,399	\$3,137,048,104	1.43%
2016	\$106,000,000	\$48,047,076	\$2,832,803,208	1.70%
2015	\$121,000,000	\$27,786,142	\$1,906,572,178	1.46%
2014	\$40,000,000	\$31,769,903	\$2,117,694,862	1.50%
2013	\$40,000,000	\$25,515,737	\$1,595,648,530	1.60%



TC Program Reserve Reconciliation Overview

Category	Amount
Beginning Balance	\$4.4 M
FY24 Flexible HUTF Reconciliation	\$12.8 M
FY24 Misc Revenue Reconciliation	\$4.7 M
FY24 Flexible FHWA Reconciliation	-\$33.9 M
Net Impact of Revenue Reconciliation	-\$16.5 M
2024 FHWA Redistribution	\$50.9 M
Balance in TC Program Reserve	\$38.8 M

Next item that impacts the TC Program Reserve Balance: FY24 Roll Forwards



Summary of Roll Forward Budget - CDOT

One Sheet Line	FY24 Roll Forwards
Capital Construction	\$1,2775.0 M
Suballocated Programs	\$643.3 M
Multimodal Services & Electrification	\$233.3 M
Debt Service	\$139.6 M
Contingency Reserve	\$25.7 M
Other Programs	\$50.4 M
Maintenance & Operations	\$45.7 M
Administration & Agency Operations	\$9.5 M
Total CDOT Roll Forwards	\$2,425.0 M

Capital construction roll-forward is fully programmed to projects, with the majority of the balance tied to 10-Year Plan projects moving forward this year.

Suballocated roll-forward are locally-directed funds which typically lag 1-2 years with local project selection processes. Balance is higher than typical due to the large upfront allocation of MMOF funding under SB 260 and remaining transit stimulus funding.

Multimodal services and electrification roll-forward is fully programmed to projects, with the majority of the balance tied to 10-Year Plan projects moving forward this year.



Summary of Roll Forward Budget - Enterprises

One Sheet Line	FY24 Roll Forwards
Bridge and Tunnel Enterprise	\$23.6 M
CO Transportation Investment Office	\$329.2 M
Clean Transit Enterprise	\$0.0 M
Nonattainment Area Air Pollution Ent	\$0.0 M
Fuels Impact Enterprise	\$0.0 M
Total CDOT and Enterprise Roll Forwards	\$2,777.8 M

Capital construction roll-forward is fully programmed to projects, with the majority of the balance tied to 10-Year Plan projects moving forward this year.

This roll forward is unspent TIFIA funds that will be budgeted to the I-25 North Segment 5 project in the coming weeks.

CTE is annually appropriated so funds are not eligible to roll forward.

The NAAPME Board has not yet approved any FY24 roll forwards.

FIE funds will not roll forward. Per statute, FIE is limited to a max fund balance of \$15.0 M.



Summary of Roll Forward Budget

Large roll-forward balances from FY24 to FY25 are primarily driven by the following factors and will be drawn down over the course of subsequent fiscal years:

- Final issuance of SB 267 totaling \$625 M at the end of FY22
- ARPA Stimulus funding for 10-Year Plan projects and Multimodal Transportation and Mitigation Options Fund (MMOF) provided under SB 260
- Upfront funding provided under SB 260 to support SB 267 debt service

Roll-forward balances will be drawn down over as 10-Year Plan projects are budgeted and proceed to advertisement; as MMOF funds are awarded to projects and encumbered in IGAs; and as debt service payments are made on SB 267 COPs.

Cost Center Auto Roll Forwards

Some cost centers are approved to roll forward automatically, per PD 703.0.

The total amount on the auto roll forward list is \$477.8 million. **Of this, \$94.4 million is State Highway Fund.**

*CTIO Roll Forward amount is an estimate based on FY24 remaining Cost Center Balances. NAAPME has been excluded from this table until the Board approves their Roll Forwards.

<u>Program</u>	<u>Division</u>	<u>Amount</u>
10 Year Plan Projects SB228 Transit	DTR	\$545,602.80
10 Year Plan Projects SB267 Transit	DTR	\$6,824,415.78
Aeronautics	Aero	\$37,427,826.45
ARPA for MTC	DTD	\$1,040,707.78
ARPA for RMS	DTD	\$110,152.25
BTE	BTE	\$15,901,922.72
Bustang ARPA MMOF	DTR	\$17,883,269.10
Bustang SB 180 Funds	DTR	\$19,855,736.28
Bustang State MMOF	DTR	\$1,616,545.77
CTIO *	CTIO	\$63,450,005.09
DTD Freight Operations	DTD	\$8,058,533.90
DTR Bustang	DTR	\$15,829,485.47
Employee Reimbursement for charging Electric Vehicles	DMO	\$99.31
Enterprise Maintenance Payments	DMO	\$3,533,695.53
FASTER Transit	DTR	\$1,295,700.59
Fiber Lease Payments	DMO	\$796,991.37
Fiber ROW Access Fees	DMO	\$7,640.40
FTA Grants	DTR	\$51,554,721.53
LEAF	OTS	\$887,849.18
Maintenance Resurfacing	DMO	\$3,141,505.18
Multimodal Transportation & Mitigation Options Fund	DTD	\$1,629,738.87
NHTSA Grants	OTS	\$29,164,738.40
Rail District	DTR	\$2,379,785.65
Rail District ARPA	DTR	\$11,518,340.27
Road Equipment	DMO	\$33,994,817.67
Series 2018 COPs	DAF	\$139,621,457.60
SIB Fiscal Year Estimate	SIB	\$9,241,405.00
WAQTC Ground Engineering Certification	ESS	\$53,240.07
Water Quality Certification	DTD	\$440,230.20
Total	All	\$477,806,160



Cost Center Rollforwards

Cost Center Roll Forward Summary	Amount
Total Remaining State Highway Fund (SHF) Balance	\$111.5 M
TC-directed SHF Auto Roll Forwards	-\$94.4 M
Residual SHF Available	\$17.2 M
EMT-approved Roll Forwards	-\$2.2 M
Balance Available to Return to TC Program Reserve Fund	\$15.0 M

Per PD 703.0, any cost center roll forward requests \$1 million or more require approval by the TC. For FY24, there are no roll forward requests that require TC approval.

Any requests less than \$1 million that are not on the pre-approved automatic roll forward list require EMT approval. For FY24, the EMT approved 15 roll forward requests totaling \$2.2 million.



TC Program Reserve Reconciliation

Beginning Balance	\$4.4 M
Revenue Reconciliation	-\$16.5 M
Residual SHF Budget after Roll Forwards	\$15.0 M
FHWA Redistribution	\$50.9 M
Ending TC Program Reserve Balance	\$53.8 M



The October Budget Amendment will contain a package of requests that would repurpose a portion of these funds for critical initiatives.



Next Steps



- October 2024 - Staff will complete revenue reconciliation and adjust FY 2024-25 budget allocations for the TC Program Reserve, and for programs with inflexible revenue sources to reconcile to actual revenue received.
- October 2024 - Staff will present a package of FY 2024-25 Budget Amendments to repurpose a portion of the TC Program Reserve for critical initiatives.
- October 2024 - Staff will complete any actions for approved budget amendments.



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FY24 Detailed Reconciliation Tables (Informational Only)



Highway Users Tax Fund

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
CDOT First Stream	\$124,520,621	\$122,759,560	-\$1,761,061
CDOT Second Stream	\$364,531,790	\$379,068,118	\$14,536,328
CDOT FASTER	\$99,287,584	\$113,051,171	\$13,763,587
FASTER Transit and Rail	\$5,000,000	\$5,000,000	\$0
CDOT HUTF Revenue Total	\$593,339,995	\$619,878,849	\$26,538,854



HUTF Revenue - FASTER

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
Road Safety Surcharge	\$67,907,524	\$62,586,839	-\$5,320,685
Daily Vehicle Rental Fee	\$17,400,000	\$23,531,045	\$6,131,045
Late Registration Fees	\$13,380,000	\$26,055,931	\$12,675,931
Oversize/Overweight Surcharge	\$600,000	\$877,341	\$277,341
Unregistered Vehicle Fines	\$60	\$16	-\$44
FASTER Total	\$99,287,584	\$113,051,171	\$13,763,587



Miscellaneous State Highway Fund Revenue

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
Damage Awards	\$1,896,899	\$3,289,933	\$1,393,034
Interest Earned	\$12,906,473	\$12,710,966	-\$195,507
Permits	\$8,403,097	\$8,789,945	\$386,848
PFAS	\$2,593,238	\$2,493,690	-\$99,548
Property	\$1,866,629	\$12,690,602	\$10,823,973
Sales	\$14,466,757	\$10,981,801	-\$3,484,956
Service Charges	\$7,755,736	\$6,716,050	-\$1,039,686
Commercial EV Fees	\$0	\$363	\$363
Miscellaneous Revenue Total	\$49,888,829	\$57,673,351	\$7,784,522



Aeronautics Revenue

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
Aviation Gasoline Excise Tax	\$245,500	\$241,371	-\$4,129
Aviation Jet Fuel Excise Tax	\$2,072,472	\$3,093,893	\$1,021,421
Aviation Jet Fuel Sales and Use Tax	\$62,647,467	\$49,133,934	-\$13,513,533
Interest on Deposits	\$0	\$1,025,530	\$1,025,530
Miscellaneous Aeronautics	\$34,561	\$0	-\$34,561
Aeronautics Total	\$65,000,000	\$53,494,728	-\$11,505,272



State Infrastructure Bank

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
715	-	\$25,704	-
715A - Aeronautics Account	-	\$3,492,649	-
715H - Highway Account	-	\$206,566	-
State Infrastructure Bank Total	\$1,068,000	\$3,724,919	\$2,656,919



Bustang

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
Bustang	\$1,926,630	\$3,449,351	\$1,522,721



Multimodal Options Fund

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
MMOF - Retail Delivery Fee	\$7,390,320	\$8,624,943.31	\$1,234,623.31
MMOF - Interest on Deposits	\$0	\$6,472,242	\$6,472,242
State Multimodal Funding Total	\$7,390,320	\$15,097,185	\$7,706,865



Colorado Transportation Investment Office

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
Bond Proceeds	\$0	\$2,257,904	\$2,257,904
Interest Earned	\$695,000	\$3,206,254	\$2,511,254
Service Charges	\$1,150,000	\$12,821,313	\$11,671,313
Tolls Revenue	\$60,588,481	\$59,017,890	-\$1,570,591
Toll Fines	\$3,286,853	\$24,125,849	\$20,838,996
Fund 537	\$4,050,000	\$4,583,357	\$533,357
CTIO Total	\$69,770,334	\$106,012,566	\$36,242,232



Bridge and Tunnel Enterprise

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
Bridge Safety Surcharge	\$109,000,000	\$113,858,762	\$4,858,762
Bridge and Tunnel Impact Fee	\$19,080,000	\$21,692,678	\$2,612,678
Bridge and Tunnel Retail Delivery Fee	\$8,219,585	\$8,550,787	\$331,202
Build America Bonds Credit	\$5,148,202	\$5,148,202	\$0
FHWA Transfer from CDOT	\$9,626,239	\$9,544,108	-\$82,131
Interest Earned	\$1,800,000	\$4,070,476	\$2,270,476
Handling Fees	\$0	\$50,000	\$50,000
Reimbursement of Expenditures	\$0	\$78,849	\$78,849
Bond Proceeds	\$0	\$1,642,678	\$1,642,678
BTE Total	\$152,874,026	\$162,915,013	\$11,762,513



Clean Transit Enterprise

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
Clean Transit Retail Delivery Fee	\$9,132,872	\$10,670,012	\$1,537,140
Interest Earned	\$0	\$504,041	\$504,041
CTE Total	\$9,132,872	\$11,174,053	\$2,041,181



NAAPME

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
Air Pollution Mitigation Retail Delivery Fee	\$2,131,003	\$2,505,232	\$374,229
Air Pollution Mitigation Per Ride Fee	\$6,350,348	\$7,964,988	\$1,614,640
Interest Earned	\$0	\$449,294	\$449,294
NAAPME Total	\$8,481,351	\$10,919,514	\$2,438,163



Fuels Impact Enterprise

Source	FY 2023-24 Final Budget	FY 2023-24 Actual Revenue	Variance
Fuels Impact Reduction Fee	\$15,000,000	\$16,270,919	\$1,270,919
Interest Earned	\$0	\$190,444	\$190,444
Fuels Impact Enterprise Total	\$15,000,000	\$16,461,363	\$1,461,363



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Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, Budget Director

Date: September 18, 2024

Subject: Clean Transit Enterprise SB24-230 Loan

Purpose

The purpose of this memorandum is to request a Transportation Commission loan to temporarily fund expenses incurred by the Clean Transit Enterprise to establish the necessary operational structure to implement SB24-230 before the Enterprise receives revenue from the Oil and Gas Production Fee established in the bill.

Action

The Division of Accounting and Finance is requesting the TC to approve a loan to enable the Clean Transit Enterprise to fund SB 24-230 implementation activities prior to receiving revenue from the new Oil and Gas Production Fee created in SB24-230. As the Enterprise receives sufficient revenue in excess of expenses, the Enterprise will reimburse the State Highway Fund for the principal amount of the loan made by the Commission plus 3.5% interest.

Background and Details

The passage of SB24-230 created three new funds within the Clean Transit Enterprise that will receive revenue from the Oil and Gas Production Fee. Oil and Gas Production Fee revenue will be continuously appropriated to the three new funds: The Local Transit Operations Cash Fund, The Local Transit Grant Program Cash Fund, and The Rail Funding Program Cash Fund.

SB24-230 also expanded the purpose of the Clean Transit Enterprise to reduce and mitigate the adverse environmental and health impacts of air pollution and greenhouse gas emission produced by oil and gas development. The Enterprise will accomplish this by investing Oil and Gas Production Fee revenue into public transit to achieve the level of frequent, convenient, and reliable transit that is known to increase ridership, replace car trips with bus and rail trips, and support denser land use patterns that reduce pollution.

FY25 Temporary Loan

The budget estimate for establishing the necessary operational structure to implement SB24-230 *Oil and Gas Production Fees* is \$600,000, and the TC approved a budget amendment in

August 2024 to set aside funds for this purpose. This total includes CDOT staff time and meeting-related expenses as well as consultant support for meeting facilitation, stakeholder engagement, formula development, etc.

During its August meeting, the CTE Board approved a motion to accept the loan, with the following terms:

Category	Terms
Annual Interest Rate	3.5%
Loan Term (Years)	2
Payments per year	1
Loan amount	\$600,000.00
Maturity Date	6/30/2026

Amortization schedule:

Fiscal Year	Payment	Interest	Principal	Balance
FY25	\$0.00	\$21,000.00	\$0	\$621,000.00
FY26	\$642,735.00	\$21,735.00	\$600,000.00	\$0

The interest rate is 3.50% based on the current State Infrastructure Bank interest rate that was adopted by the TC for FY 2024-25. The interest is based on an annual amount; the actual interest due will differ slightly based on the actual date funds are disbursed to the CTE and also when the CTE repays the loan. A sample loan agreement is attached.

Next Steps

- Upon approval of the loan, loan documents will be prepared and submitted to the CTE for final approval and signature at the next CTE Board meeting.
- Enterprise staff will communicate and coordinate on all future requests for project funding under the Agreement to the CDOT Chief Financial Officer and OFMB Staff.

Attachments

- Attachment A: Presentation
- Attachment B: Sample Loan Agreement

CDOT AND CLEAN TRANSIT ENTERPRISE INTRA-AGENCY LOAN AGREEMENT AND PROMISSORY NOTE

THIS INTRA-AGENCY LOAN AGREEMENT and PROMISSORY NOTE (the “Agreement”) is made this _____, 2024 by and between the COLORADO TRANSPORTATION COMMISSION (“COMMISSION”) and the DEPARTMENT OF TRANSPORTATION (“CDOT” or the “Department”), an executive agency of the State of Colorado (“State”), collectively referred to herein as “LENDERS” and the CLEAN TRANSIT ENTERPRISE, a government-owned business within CDOT (“TRANSIT ENTERPRISE”). LENDERS and TRANSIT ENTERPRISE are hereinafter referred to individually as a “Party” and collectively as the “Parties.”

RECITALS

A. CDOT is an agency of the State authorized pursuant to C.R.S. § 43-1-105, to plan, develop, construct, coordinate, and promote an integrated transportation system in cooperation with federal, regional, local, and other state agencies.

B. Pursuant to C.R.S. § 43-1-106(8) the COMMISSION is authorized to formulate the general policy and promulgate and adopt all department budgets on behalf of CDOT.

C. TRANSIT ENTERPRISE was created pursuant to C.R.S. § 43-4-1203(1) and operates as a government-owned business within CDOT.

D. One of the TRANSIT ENTERPRISE’s primary business purposes is to reduce and mitigate the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by oil and gas development by investing in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing, to achieve the level of frequent, convenient, and reliable transit that is known to increase ridership by replacing car trips with bus and rail trips and forms of transit known to support denser land use patterns that further reduce pollution due to shorter trip lengths and greater walking and cycling mode share.

E. TRANSIT ENTERPRISE is authorized pursuant to C.R.S. § 43-4-1204(1)(a) to impose, on or after July 1, 2025, a production fee for clean transit to be paid by oil and gas producers.

F. Pursuant to C.R.S. § 43-4-1204(3)(a) the local transit operations cash fund is created in the State Treasury and pursuant to C.R.S. § 43-4-1204(3)(c) the TRANSIT ENTERPRISE is authorized to allocate money from the local transit operations cash fund to eligible entities.

G. Pursuant to C.R.S. § 43-4-1204(4)(a) the local transit grant cash fund is created in the State Treasury and pursuant to C.R.S. § 43-4-1204(4)(c) the TRANSIT

ENTERPRISE is authorized to provide competitive grants from the local transit grant cash fund to eligible entities.

H. The COMMISSION is authorized pursuant to C.R.S. § 43-4-1203(5)(b) to transfer money from the state highway fund to the TRANSIT ENTERPRISE for the purpose of defraying expenses incurred by the TRANSIT ENTERPRISE before it receives production fee revenue and the TRANSIT ENTERPRISE may accept and expend any money so transferred, and, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer is a loan from the COMMISSION that is required to be repaid and is not a grant for purposes of Section 20(2)(d) of Article X of the State Constitution or as defined in C.R.S. § 24-77-102(7).

I. The LENDERS and TRANSIT ENTERPRISE are authorized under law to execute this Agreement.

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING RECITALS, THE PARTIES TO THIS AGREEMENT HEREBY AGREE AS FOLLOWS:

1. Incorporation by Reference. The Recitals set forth above are incorporated herein by reference.

2. Loan. The LENDERS shall disburse the sum of \$600,00000.00 from the State Highway Fund created in C.R.S. 43-1-219 to the Clean Transit Enterprise Initial Expenses Fund as provided in C.R.S. § 43-4-1203(5)(b). The loan disbursement shall be made to the TRANSIT ENTERPRISE by means of a financial instrument or transfer acceptable to CDOT.

3. Loan Term. The term of the loan shall be from the date this Agreement is signed by the State Controller, as evidenced by the date first appearing above, until full payment of the loan principal and the interest thereon is received by CDOT. The TRANSIT ENTERPRISE shall repay to CDOT the principal amount of the loan and the interest on the unpaid principal balance by June 30, 2026.

4. Interest. The loan to the TRANSIT ENTERPRISE shall bear interest at a rate of three and one have percent (3.5%) on the unpaid balance compounded annually which is the current interest rate established by the COMMISSION for the State Infrastructure Bank. The rate shall be fixed for the term of the loan and interest shall begin to accrue from the date of the loan disbursement.

5. Repayment. The TRANSIT ENTERPRISE shall repay the loan and all accrued interest out of the unrestricted revenues of the TRANSIT ENTERPRISE generated by the production fee for clean transit which will commence on or after July 1, 2025. No repayments shall be due until June 30, 2026 at the earliest. Loan payments of both principal and interest shall be payable to the Colorado Department of

Transportation, 2829 West Howard Place, Denver, CO 80204 or to such other location or person as may be designated in writing from time to time by CDOT. The TRANSIT ENTERPRISE shall have the option to prepay all or a portion of the loan principal without prepayment penalty if it so chooses.

6. Promissory Note. For value received, the TRANSIT ENTERPRISE hereby promises to pay to the order of the Colorado Department of Transportation and send to its cash receipts office at 2829 West Howard Place, Denver, CO 80204, or to such other location or person as may be designated in writing by CDOT, the principal sum of Six Hundred Thousand Dollars (\$600,000.00) with interest thereon from the date hereof as hereinafter set forth.

A. This promissory note shall bear interest at the rate of three and a half percent (3.5%) per annum on any unpaid balance, compounded annually. The principal and interest shall be payable out of unrestricted revenues of the TRANSIT ENTERPRISE generated by the clean transit production fee which commences on or after July 1, 2025. The date and schedule for such payments of principal and accrued interest shall not be fixed in time or manner except that no payments shall be due prior to June 30, 2026 and all principal and interest on the unpaid principal balance shall be due by June 30, 2026.

B. This promissory note is not assumable without the written consent of CDOT. The TRANSIT ENTERPRISE shall have the option to prepay all or a portion of the loan principal without penalty. The TRANSIT ENTERPRISE waives demand, presentment, protest and notice.

C. If payments do not commence beginning June 30, 2026, the TRANSIT ENTERPRISE shall be in default of this Agreement, unless the TRANSIT ENTERPRISE has prior written approval to defer the repayment of the loan. In the event of default, CDOT shall have all rights and remedies available at law or in equity, and such other remedies as provided herein. The rate of interest for payment on which the TRANSIT ENTERPRISE is in default hereof shall be ten percent (10%) over the effective rate described above, computed from the date of any default to the date of cure.

D. The TRANSIT ENTERPRISE shall use the loan amount of Six Hundred Thousand Dollars (\$600,000.00) for its initial operating expenses related to the implementation of the production fee. The TRANSIT ENTERPRISE shall, at all times during this Agreement, comply with all federal and State laws as they currently exist and may hereafter be amended.

7. Remedies in Event of Default. Upon the TRANSIT ENTERPRISE'S default in the performance of any covenant or agreement contained in this Agreement, and upon notice to the TRANSIT ENTERPRISE and failure by the TRANSIT ENTERPRISE to cure within thirty (30) days thereof, CDOT, at its option, may (a) terminate the loan commitment herein and take such other steps associated with such termination as are set forth below in the General Provisions; (b) declare the entire principal amount of

the loan then outstanding immediately due and payable; (c) take any other appropriate legal action. Notwithstanding the exercise of any of the remedies above, the TRANSIT ENTERPRISE shall not be relieved of liability to CDOT for any damages sustained by CDOT by virtue of any breach of this Agreement by the TRANSIT ENTERPRISE.

8. General Provisions.

A. All federal and state statutes, regulations, specifications, administration checklists, directives, procedures, documents, and publications that are specifically identified and/or referenced in this Agreement, together with all exhibits and attachments and addenda to this Agreement, are incorporated herein by this reference as terms and conditions of this Agreement as though fully set forth.

B. Neither the commitment of CDOT funds to the Transit Enterprise through this Agreement nor any other security or debt financing instrument issued or executed in connection with the loan to the Transit Enterprise shall constitute a commitment, guarantee, or obligation of the United States.

C. This Agreement may be terminated as follows:

(a) Termination for Cause. If, through any cause, the Transit Enterprise shall fail to fulfill, in a timely and proper manner, its obligations under this Agreement, or if the Transit Enterprise shall violate any of the covenants, agreements, or stipulations of this Agreement, CDOT shall thereupon have the right to terminate this Agreement for cause by giving written notice to the Transit Enterprise of its intent to terminate and at least thirty (30) days opportunity to cure the default or show cause why termination is otherwise not appropriate. In the event of termination, the Transit Enterprise shall return any funds that have been disbursed to the Transit Enterprise as part of the loan and any accrued interest thereon within 45 days of the date of termination. Notwithstanding above, the Transit Enterprise shall not be relieved of liability to CDOT for any damages sustained by CDOT by virtue of any breach of the Agreement by the Transit Enterprise.

(b) Termination for Convenience. CDOT may terminate this Agreement at any time CDOT determines that the purposes of the distribution of funds under the Agreement would no longer be served by the Transit Enterprise. CDOT shall effect such termination by giving written notice of termination to the Transit Enterprise and specifying the effective date thereof, at least twenty (20) days before the effective date of such termination.

(c) Termination Due to Loss of Funding. The Parties hereto expressly recognize that the loan is made to the Transit Enterprise with funds which are available to CDOT for the purposes of making a loan to the Transit Enterprise, and therefore, the Transit Enterprise expressly understands and agrees that all its rights, demands and claims to a loan arising under this Agreement are

contingent upon availability of such funds to CDOT. In the event that such funds or any part thereof are not available to CDOT, CDOT may immediately terminate or amend this Agreement.

D. This Agreement is subject to such modifications as may be required by changes in federal or State law, or their implementing regulations. Any such required modification shall automatically be incorporated into and be part of this Agreement on the effective date of such change as if fully set forth herein. Except as specifically provided otherwise herein, no modification of this Agreement shall be effective unless agreed to in writing by both Parties in an amendment to this Agreement that is properly executed and approved in accordance with applicable law.

E. To the extent that this Agreement may be executed and performance of the obligations of the Parties may be accomplished within the intent of the Agreement, the terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof. The waiver of any breach of a term hereof shall not be construed as a waiver of any other term, or the same term upon subsequent breach.

F. This Agreement is intended as the complete integration of all understandings between the Parties. No prior or contemporaneous addition, deletion, or other amendment hereto shall have any force or effect whatsoever, unless embodied herein by writing. No subsequent novation, renewal, addition, deletion, or other amendment hereto shall have any force or effect unless embodied in a written contract executed and approved pursuant to the State Fiscal Rules.

G. Except as herein otherwise provided, this Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns.

H. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the Parties hereto, and nothing contained in this contract shall give or allow any such claim or right of action by any other or third person on such Agreement. It is the express intention of the Parties that any person or entity other than the Parties receiving services or benefits under this Agreement be deemed to be an incidental beneficiary only.

I. The Transit Enterprise shall maintain all books, documents, papers, accounting records and other evidence pertaining to any costs incurred, and if requested by CDOT, make such materials available to CDOT for three years from the execution date of this Agreement.

J. This Agreement shall not be deemed valid until the Controller of the State of Colorado or such assistant as he may designate shall have approved it.

K. Financial obligations of the State of Colorado payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

L. No term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions for the Parties, of the Colorado Governmental Immunity Act, Section 24-10-101 et seq. C.R.S. or the Federal Tort Claims Act, 28 U.S.C. 2671 et seq. as applicable, as now or hereafter amended.

M. The Transit Enterprise agrees to comply with the letter and the spirit of all applicable state and federal laws respecting discrimination and unfair employment practices.

N. The laws of the State of Colorado and rules and regulations issued pursuant thereto shall be applied in the interpretation, execution, and enforcement of this Agreement. Any provision of this Agreement, whether or not incorporated herein by reference, which provides for arbitration by any extra-judicial body or person or which is otherwise in conflict with said laws, rules, and regulations shall be considered null and void. Nothing contained in any provision incorporated herein by reference which purports to negate this or any other special provision in whole or in part shall be valid or enforceable or available in any action at law whether by way of complaint, defense, or otherwise. Any provision rendered null and void by the operation of this provision will not invalidate the remainder of this Agreement to the extent that the Agreement is capable of execution.

O. At all times during the performance of this Agreement, the Transit Enterprise shall strictly adhere to all applicable federal and state laws, rules, and regulations that have been or may hereafter be established.

P. The signatories aver that to their knowledge, no employee of the State of Colorado has any personal or beneficial interest whatsoever in the service or property described herein.

Q. Notwithstanding any provision hereof, all financial obligations herein of the Transit Enterprise payable after the current fiscal year, including, without limitation, repayment of the principal amount of the loan evidenced hereby, payment of interest thereon, and payment of any damages, penalty interest, or any other financial obligations in the event of a default by the Transit Enterprise, shall be made solely from the revenues of the Transit Enterprise and are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available by the Board of the Transit Enterprise, acting in its

capacity as the governing body of the Transit Enterprise (in such capacity, the “Enterprise Board”).

R. Resolutions of the COMMISSION authorizing execution of this Agreement and of the Enterprise Board authorizing execution of this Agreement are attached hereto as Exhibits 1 and 2.

DRAFT

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

STATE OF COLORADO
Jared S. Polis, Governor
Department of Transportation
Shoshan M. Lew, Executive Director

COLORADO CLEAN TRANSIT
ENTERPRISE

By: _____
Keith Stefanik, P.E., Chief Engineer

By: _____
Kay Kelly, Program Administrator

COLORADO TRANSPORTATION COMMISSION

By: _____
Chairperson

APPROVED:

Philip J. Weiser

ATTORNEY GENERAL

By: _____
ASSISTANT ATTORNEY GENERAL

ALL CONTRACTS REQUIRE APPROVAL BY THE STATE CONTROLLER

§ 24-30-202, C.R.S. requires the State Controller to approve all State Contracts. This Agreement is not valid until signed and dated below by the State Controller or delegate of the State of Colorado.

STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

By: _____

Date: _____



COLORADO

Department of Transportation

TC Budget Workshop: Clean Transit Enterprise Loan



SB24-230 Start-Up Loan

SB24-230 *Oil and Gas Production Fees:*

- Fee collections will begin July 1, 2025 but CTE will not receive revenue until early 2026
- A temporary loan from the CDOT Transportation Commission is needed so staff can begin implementation of the bill's requirements
- A loan of \$600,000 will cover CDOT staff time and meeting-related expenses, consultant support for meeting facilitation, stakeholder engagement, formula development, etc.

Expense Description	FY25 - FY26 Funding
Personal Services	\$437,000
CTE Director and Staff	\$370,000
OIM/DTR Director and Staff	\$40,000
DAF Staff	\$22,000
OPGR Staff	\$5,000
Professional Services	\$160,000
Operating Costs	\$3,000
TOTAL	\$600,000



SB24-230 Start-Up Loan - Terms

Category	Terms
Annual Interest Rate	3.5%
Loan Term (Years)	2
Payments per year	1
Loan amount	\$600,000.00
Maturity Date	6/30/2026

- ❖ The interest rate of 3.5% is based on the current State Infrastructure Bank (SIB) loan rate adopted by the Transportation Commission for FY25.
- ❖ The interest is based on an annual amount; actual interest due will differ slightly based on the actual date funds are disbursed to CTE and also when CTE repays the loan.

Amortization Schedule:

Fiscal Year	Payment	Interest	Principal	Balance
FY25	\$0.00	\$21,000.00	-	621,000.00
FY26	\$642,735.00	\$21,735.00	\$600,000.00	-



Next Steps

Actions Taken to Date:

- Staff developed an estimate of start-up costs that was presented at the Transportation Commission workshop on August 14, 2024.
- Transportation Commission approved setting aside \$600,000 from the TC Program Reserve fund for purposes of a loan to CTE for SB24-230 start-up costs at the August 15, 2024 meeting.
- CTE Board approved the loan amount during its August Board meeting.

Next Steps:

- Upon passage of the TC resolution, loan documents will be prepared and submitted to CTE for final approval and signature at the next CTE Board Meeting.



Light Rail bridge over 6th Avenue with view of downtown



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, CDOT Budget Director
Date: September 18, 2024

Subject: FY 2025-26 Annual Budget Process Overview

Purpose

To provide an overview of the FY 2025-26 Annual Budget development process, including key dates and other information.

Action

No action is requested at this time.

Background

The Office of Financial Management and Budget (OFMB) within the Division of Accounting and Finance (DAF) is beginning the process of developing the annual budget for FY 2025-26. At this time, OFMB is using the June 2024 revenue forecast to develop the FY 2025-26 Annual Budget, which currently reflects \$2.3 billion in total revenue that will be allocated to the Department's programs and enterprises.

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

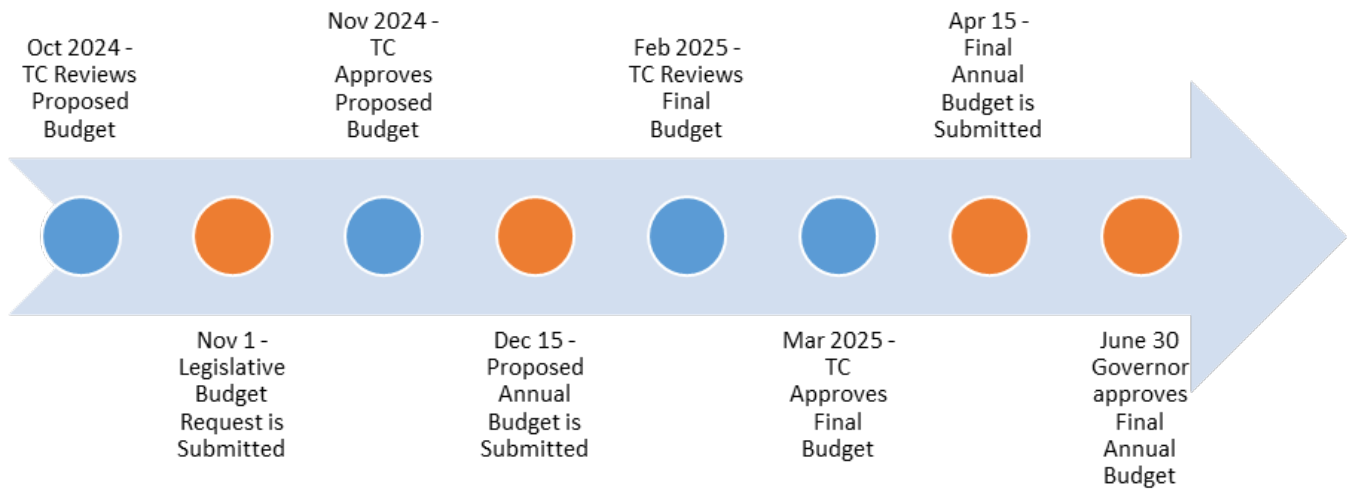
The Department's Revenue Allocation Plan represents the amount of revenue the Department anticipates it will receive through the course of the fiscal year, and how it intends to allocate those revenues to each budget program. The Spending Plan complements the Revenue Allocation Plan and provides a more comprehensive view of multi-year capital budgets and expenditures. Please see Attachment A for a complete list of budget products that will be included in the FY 2025-26 Annual Budget.

Statutory Deadlines and Timeline

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

- **November 1, 2024** - the Department's legislative budget request for the portions of the budget that are annually appropriated in the state's Long Bill must be submitted to the legislature by November 1 each year (as part of the Governor's Budget Request). This includes the Administration line, the First Time Drunk Driving Offender Account line, the Marijuana Impaired Driving Program line, the Multimodal Transportation Projects line, and the Clean Transit Enterprise line. Most of the changes in the legislative budget will be related to statewide common policies (i.e. budget that is developed centrally by the Governor's Office for costs that are common to all departments), plus any decision items that are approved for inclusion by the Governor's Office.
- **December 15, 2024** - the Proposed FY 2025-26 Annual Budget must be submitted to the Governor's Office and legislature by this date.
- **April 15, 2025** - the Final FY 2025-26 Annual Budget must be submitted to the Governor's Office and legislature by this date.
- **June 30, 2025** - the Governor must approve the Final FY 2025-26 Annual Budget by this date so the Department can begin committing and spending funds when the new fiscal year begins on July 1, 2025.

OFMB's budget development process is designed to provide the Transportation Commission (TC) opportunities to review and approve the Proposed and Final budgets ahead of these statutory deadlines. The Proposed FY 2025-26 Annual Budget will be submitted to the Commission for review and feedback during the October 2024 meeting, and then the Commission will be asked to approve the Proposed Budget during the November 2024 meeting. The Final FY 2025-26 Annual Budget will be submitted to the Commission for review and feedback during the February 2025 meeting, and then the Commission will be asked to approve the Final Budget during the March 2025 meeting.



Decision Items

Decision items represent major changes from the previous year’s budget, and per Department policy, decision items more than \$1.0 million require Transportation Commission approval. Decision items below \$1.0 million require approval by the Department’s Executive Management Team. Any decision items requiring Commission approval will be submitted for review during the February 2025 meeting.

Next Steps

- October 2024 - OFMB submits the Proposed FY 2025-26 Annual Budget for Transportation Commission review

Attachments

Attachment A - Budget Products
Attachment B - Presentation

Attachment A: Budget Products: The FY 2025-26 Annual Budget will contain the following documents and reports:

- **Annual Budget Narrative** - This document provides a comprehensive breakout of all revenue sources and budget allocations made in the FY 2025-26 Revenue Allocation Plan (Appendix A, see below), along with a general description of the Department's mission, vision, goals, core and support functions, etc. to provide important context for the Annual Budget.
- **Appendix A: Revenue Allocation Plan** - The Revenue Allocation Plan is developed by forecasting anticipated revenues for the upcoming fiscal year and allocating those revenues to budget programs. These programs are established to serve a specific departmental function, for example, geohazard mitigation, and are organized into categories representing the four core functions, and the four support functions. Core functions are further subdivided into categories for Asset Management, Safety, and Mobility (or highways, transit, multimodal, and aeronautics in the case of suballocated programs).
- **Appendix B: Spending Plan** - The Spending Plan was designed to more clearly communicate the complex nature of multi-year capital budgeting. It will be populated with the Department's anticipated expenditures for FY 2025-26 by budget category, using the same primary budget categories that are used in the Revenue Allocation Plan (e.g. Capital Construction, Maintenance and Operations, etc.).
- **Appendix C: Open Projects and Unexpended Project Balances** - This report contains a complete list of all projects budgeted in prior years which have not been completed and closed, including the balance of all funds carried over from previous years' budgets.
- **Appendix D: Planned Projects** - This report contains a complete list of all individual planned projects from FY 2024-25 through FY 2027-28. For this report, planned projects are those projects planned to be funded and/or encumbered during those years.
- **Appendix E: Total Construction Budget** - This report contains a summary of the total construction budget for the given fiscal year.
- **Appendix F: Project Indirect Costs and Construction Engineering** - This report contains project indirect costs and construction engineering costs. Each project participating in the federal program is charged a certain percentage for indirect costs. Indirect costs are costs that cannot be assigned to a particular project but are necessary for the construction program. Construction engineering costs (CE) are those costs that have been incurred for the purpose of ensuring compliance with specific project construction specifications, generally accepted construction standards, associated testing, and materials validation activities.

- **Appendix G: CDOT Personnel Report** - This report provides the number of positions and associated salary and benefits costs in the same format as the Revenue Allocation Plan to provide visibility into staffing levels, and budget and expenditures on Department personnel.



COLORADO

Department of Transportation

September 2024 Budget Workshop FY26 Annual Budget Process Overview

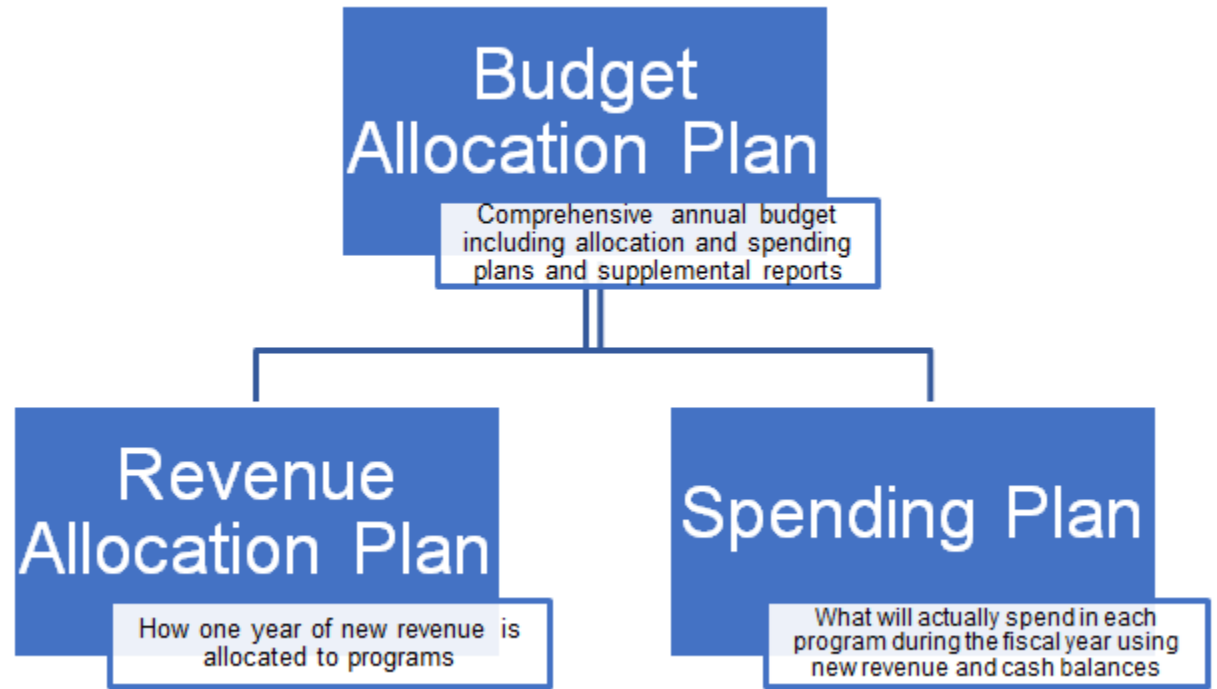


Key Budget Products



CDOT Final Budget Allocation Plan

Fiscal Year 2025-26

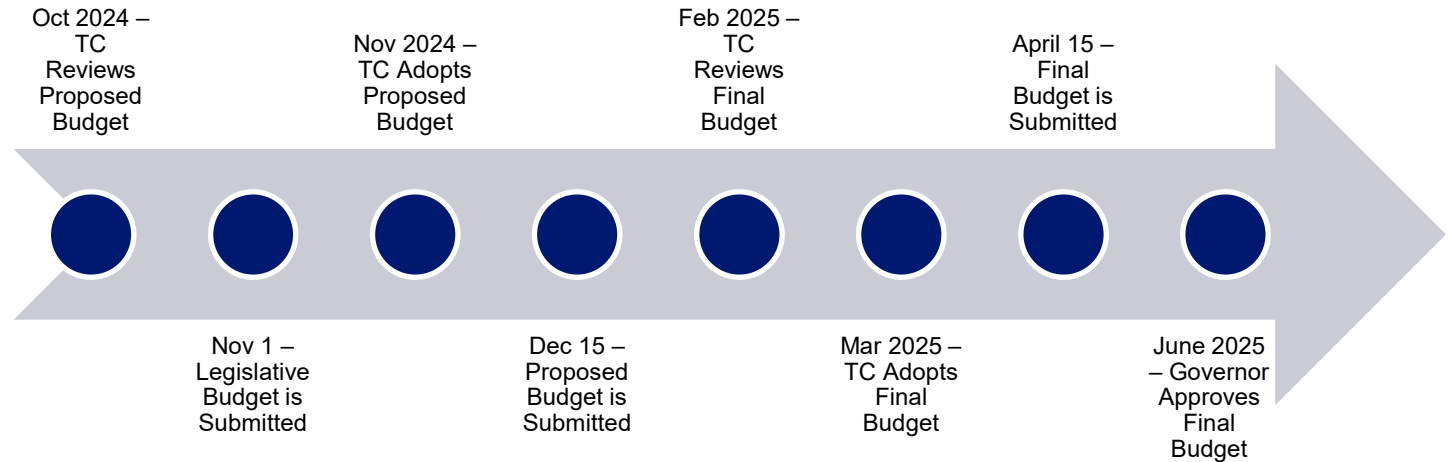




Budget Development Timeline

Statutory Deadlines for FY26 Budget:

- November 1, 2024 - legislative budget
- December 15, 2024 - Submit FY26 Proposed Annual Budget
- April 15, 2025 - Submit FY26 Final Annual Budget
- June 30, 2025 - Governor approves FY26 Final Annual Budget



OMFB will submit the FY26 Proposed Annual Budget for initial review and feedback at the October 2024 Commission meeting



COLORADO
Department of Transportation

Questions?



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Budget Director

Date: September 18, 2024

Subject: 2050 Program Distribution

Purpose

To provide an update on the 2050 Long Range Revenue Projections for the 2050 Statewide Transportation Plan, and review the preliminary resource allocation principles and methodology.

Action

No action is requested at this time.

2050 Revenue Forecast

Long range revenue projections are developed in advance of each Statewide Transportation Plan (SWP), and along with Program Distribution, provide the financial framework for the development of the SWP, 10-Year Plan, Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) Long Range Regional Transportation Plans (LRTPs), Transportation Improvement Programs (TIPs), and the Statewide Transportation Improvement Program (STIP).

The 2050 Long Range Revenue Projections are developed by CDOT's Office of Financial Management and Budget (OFMB) utilizing a detailed revenue forecast model. The revenue model utilizes a variety of data inputs to generate a forecast of all CDOT revenues over a 25-year period. The primary sources of data utilized in the model include:

- Historical performance of fee revenues
- National economic performance indicators, such as the year-over-year percent change in real U.S. GDP growth
- Inflation estimates based on data from Moody's and the National Highway Cost Construction Index (NHCCI)
- State population and demographic data from the Department of Local Affairs
- Data on annual vehicle miles traveled (VMT) in Colorado from the CDOT Division of Transportation Development
- Estimated vehicle costs, including federal or state rebates for certain vehicles
- Vehicle sales and energy consumption data from the Energy Information Administration

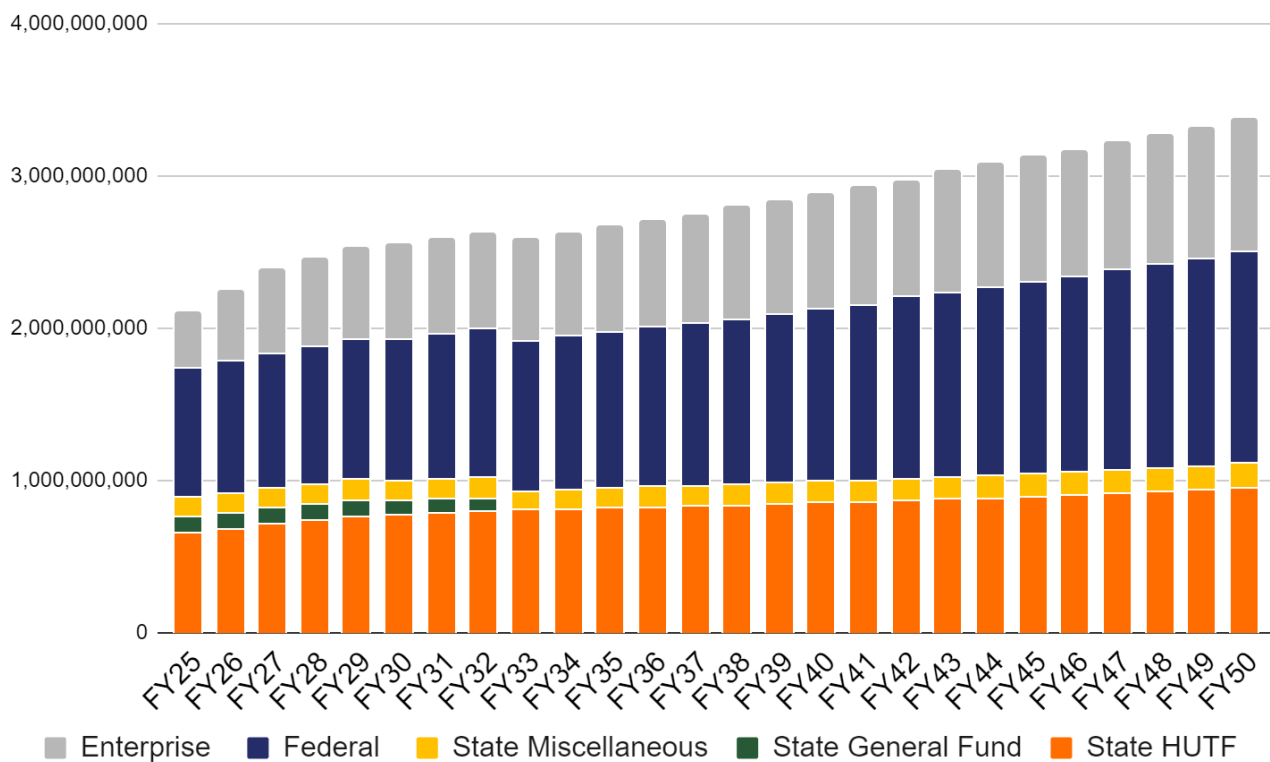
- State fleet data from the Colorado Department of Revenue
- Colorado Clean Cars standard as baseline for estimation of electric vehicle adoption

Key assumptions incorporated into the baseline 2050 Long Range Revenue Projections include:

- Estimated fee rates and General Fund transfers are based on current law
- It is assumed that federal apportionments will grow at 2 percent annually after the current authorization act ends.
- Off-the-top appropriations from the Highway Users Tax Fund (HUTF) will continue to grow at a faster rate than HUTF revenue growth.

Figure 1 provides an overview of CDOT’s baseline revenue forecast over the 25-year forecast period. The sections below provide additional information on the primary changes from the 2045 Long Range Forecast and the main revenue drivers in this forecast.

Figure 1 - CDOT 2050 Long Range Forecast



2050 Resource Allocation

The 2050 long range revenue projections are used to estimate allocations to CDOT programs over the forecast period. This section provides additional information on the assumptions used to allocate resources to various programs.

The principles used to allocate funding to programs include:

- Assume the State continues to appropriate funding for SB 267 debt service, limiting CDOT’s “share” to \$50 million annually.

- Ensure that operating programs (maintenance, operations, administration, etc.) are able to grow at a reasonable rate over time to the extent permitted by availability of flexible state funds.
- Ensure that the Surface Treatment program is able to grow at a reasonable rate over time.
- After ensuring growth in operating programs and Surface Treatment, maximize 10-Year Plan program allocations.
- Retain flexibility to “grow” other parts of the budget (other asset management programs, Innovative Mobility, etc.) by allocating additional dollars and reducing 10-Year Plan allocation.

2050 Resource Allocation Methodology.

This section outlines the overall methodology used to allocate resources based on the 2050 long range revenue projections.

- Allocations to programs with dedicated revenue sources are based on the revenue forecast for those programs.
- Allocations for Maintenance Program Areas are based on FY 25 Budget levels, and then grow at 2.5% through FY 32, and 1.0% annually thereafter. This ensures a reasonable growth rate for the Maintenance Program Areas over time.
- Allocations for Surface Treatment are based on the approved TAM planning budgets through FY 27, then grow at 2.5% through FY 32, and 1.0% annually thereafter. This ensures a reasonable growth rate for Surface Treatment over time.
- Allocations to other maintenance and operations programs are based on FY 25 Budget levels, then increase 2% annually through FY 32, and 1.0% annually thereafter.
- Allocations to administration programs are based on FY 25 Budget levels, then increase 2% annually through FY 32, and 1.0% annually thereafter.
- Allocations to concessionaire and debt service programs are based on payment schedules.
- Allocations to all other programs except 10-Year Plan programs are based on FY 25 budget levels, then remain fixed at FY 25 levels.
- Any residual surplus is allocated to the 10-Year Plan programs, in addition to the previously identified dedicated revenue sources.

Additionally, allocations to CDOT enterprises are based on the revenue forecast for those programs, accounting for:

- Payment schedules for any debt service
- FY 25 budget levels for any maintenance, operations or administration programs, growing at 2% annually
- Residual allocated to Project/Grant programs

Next Steps

September and October 2024 - Staff will incorporate any feedback from the Transportation Commission, and then incorporate program distribution formulas for sub-allocated programs into the long range resource allocation plan.

Attachments

Attachment A - Presentation



COLORADO

Department of Transportation

TC Budget Workshop: 2050 Long Range Revenue Forecast and Resource Allocation



Agenda

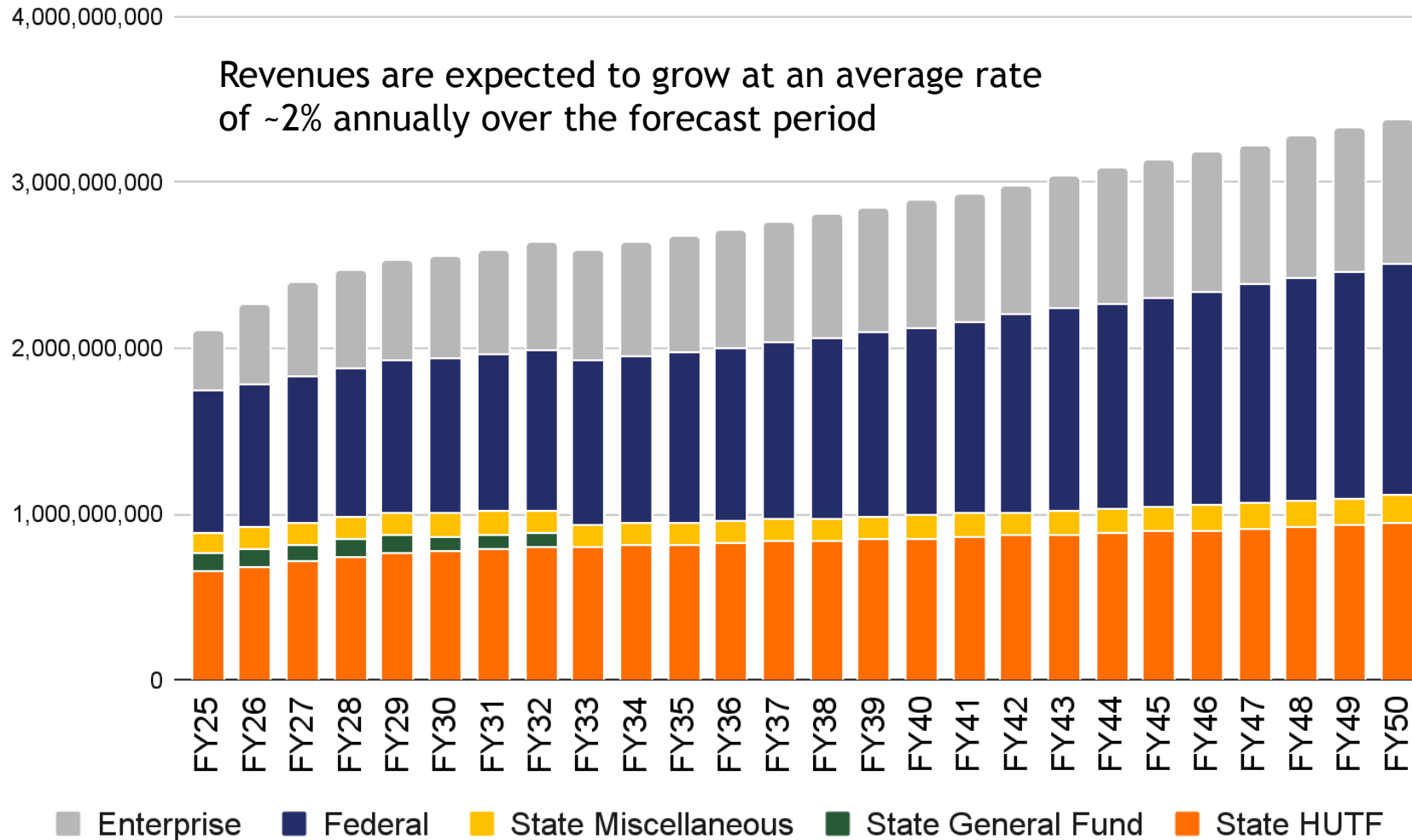
- Revenue Forecast
 - 2050 Long Range Revenue Forecast
 - Enterprise Update
 - Key Considerations
- Resource Allocation
 - Key Principles and Assumptions
 - Allocation Methodology
- Next steps



Colorado Mountains



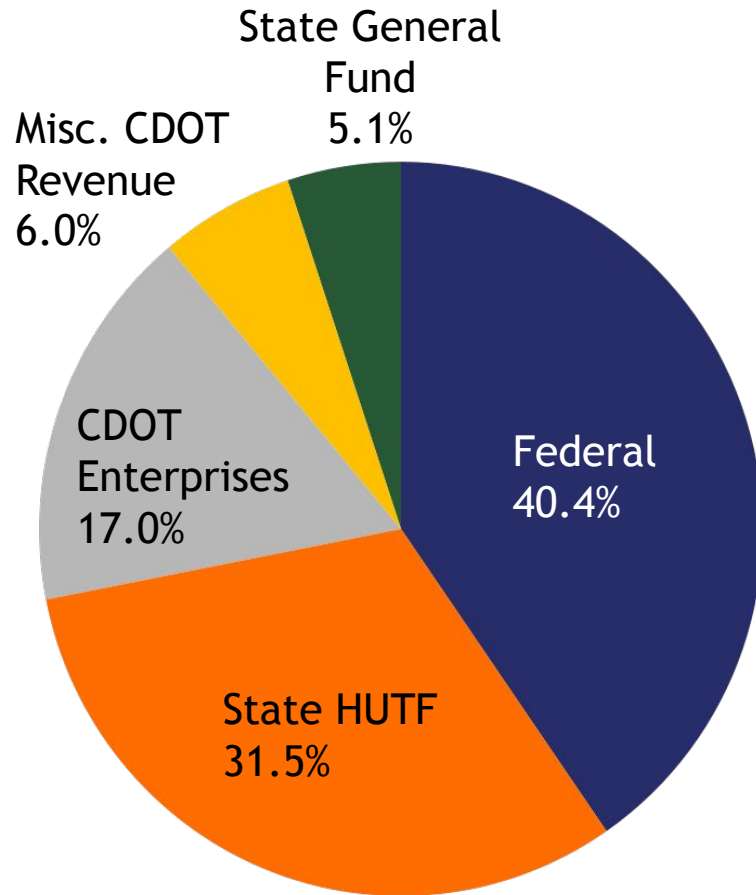
2050 Long Range Revenue Forecast



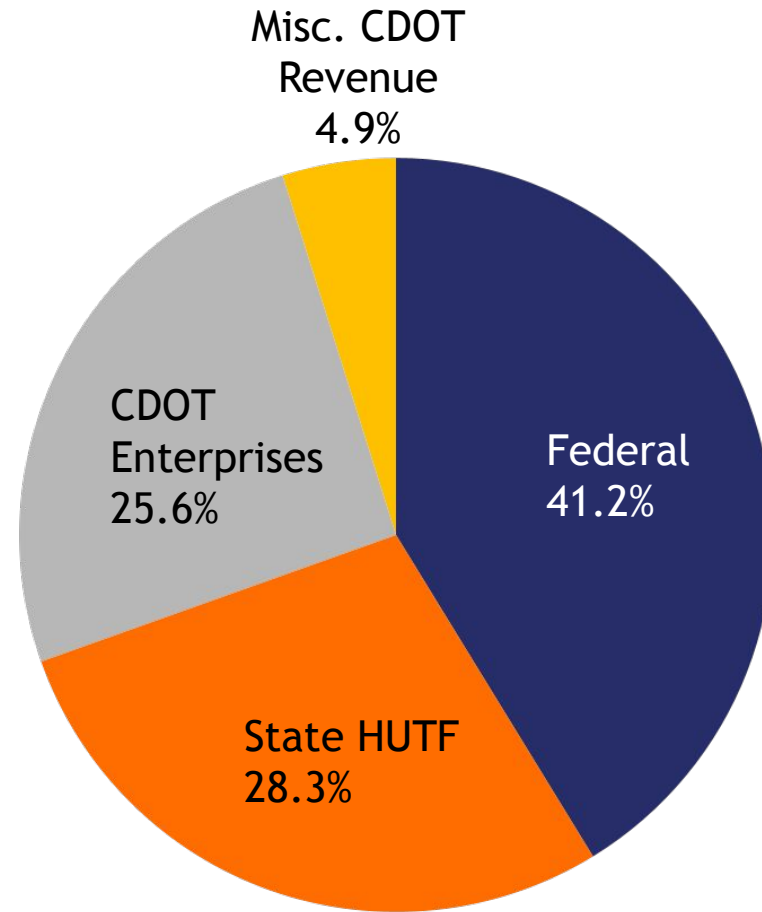


2050 Long Range Revenue Forecast Year over year Comparison

2025: \$2.18B



2050: \$3.45B





2050 Long Range Revenue Forecast State Enterprises

Bridge and Tunnel Enterprise

- Created by SB 09-108 (FASTER)
- Funding sources
 - Bridge Safety Surcharge (FASTER)
 - Bridge and Tunnel Impact Fee (SB 21-260)
 - Retail Delivery Fee (SB 21-260)
 - FHWA Revenue

Colorado Transportation Investment Office

- Created by SB 09-108 (FASTER)
- Funding Sources
 - Toll and fine revenue on express lane corridors
 - Congestion Impact Fee (SB 24-184)



2050 Long Range Revenue Forecast State Enterprises Continued

Clean Transit Enterprise

- Created by SB 21-260 (Sustainability of the Transportation System)
- Funding Sources
 - Retail Delivery Fee (SB 21-260)
 - Oil and Gas Production Fee (SB 24-230)

Nonattainment Area Air Pollution Mitigation Enterprise

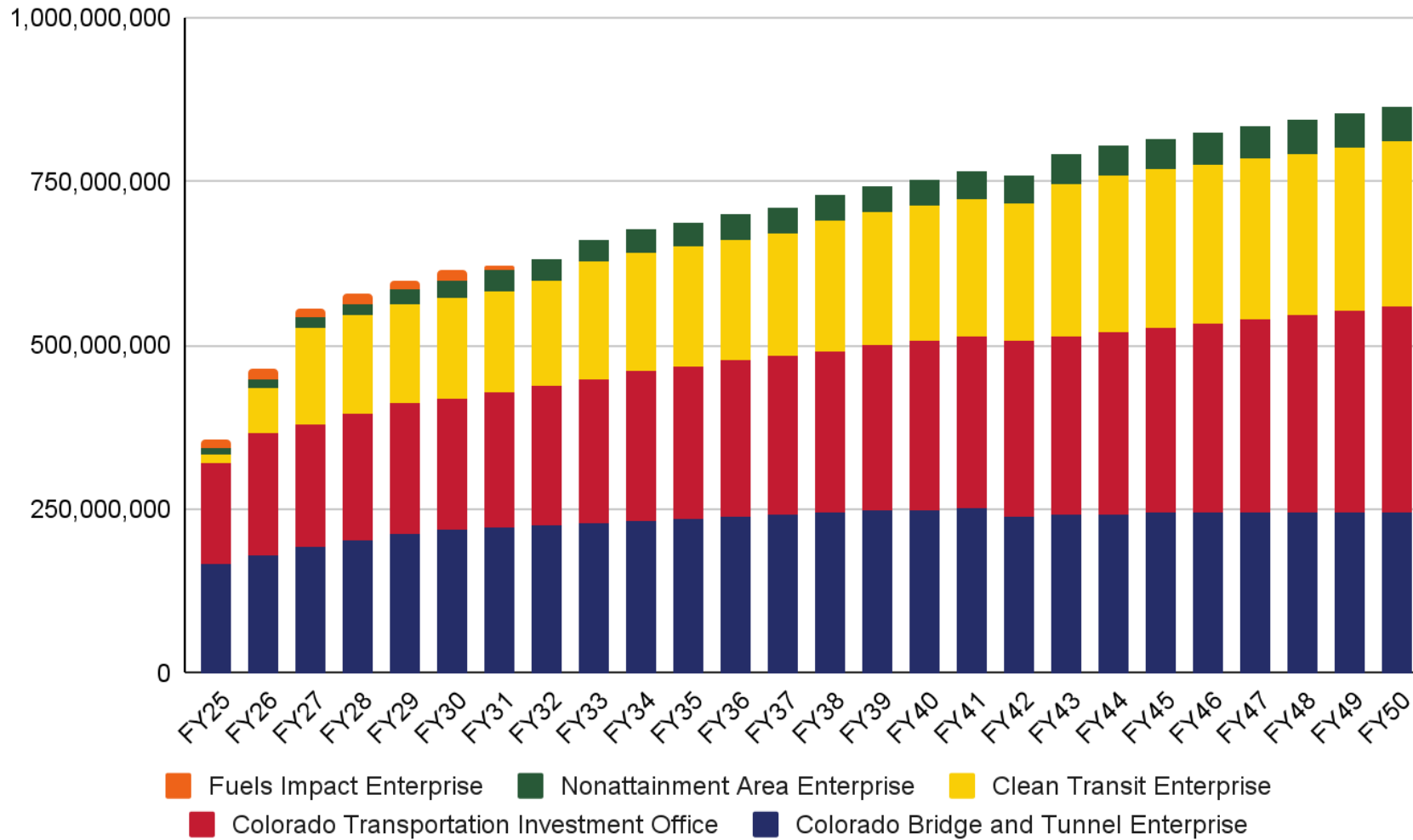
- Created by SB 21-260 (Sustainability of the Transportation System)
- Funding Sources
 - Retail Delivery Fee (SB 21-260)
 - Rideshare Fee (SB 21-260)

Fuels Impact Enterprise

- Created by SB 23-280 (Hazardous Material Mitigation)
- Funding Sources
 - Fuel Impacts Reduction Fee (SB 23-280)



2050 Long Range Revenue Forecast State Enterprise Summary





2050 Long Range Revenue Forecast

Key Considerations

- Revenues are expected to grow at an average rate of approximately 2% through the forecast period (compared to approximately 2.45% CPI over the last 30 years).
- Despite not keeping up with inflation, the 2050 revenue forecast is 25% higher than the 2045 forecast at the same time period primarily due to new Enterprise revenue and increased federal funding under the IIJA.
- Federal revenues are based on current law (IIJA) with future years growing at 2% annually.
- State revenue inputs and assumptions are based on current law.
- The forecast has been updated to incorporate the impacts of SB 24-14 and SB 24-230, which were passed in the 2024 legislative session.



2050 Long Range Revenue Forecast Key Considerations Continued

- While the forecast assumes a continuation of elevated federal funding levels under the IIJA and historic rates of growth in federal funds (~2%), there remains uncertainty over the long-term sustainability of the federal Highway Trust Fund.
- While state fuel tax and fee revenues are gradually replaced by EV fee revenue over the forecast period, the overall growth in HUTF revenue is expected to slow over the forecast period.
- Off-the-top appropriations continue to grow at a rate greater than overall HUTF revenue (taking an increasing share of HUTF).
- Long-term trend of increased off-the-top appropriations and slowing HUTF growth will make it increasingly difficult to maintain adequate levels of growth in operating programs (maintenance, operations, administration, etc.) reliant on flexible state funding ,and maintain adequate levels of match for federal funds.



Resource Allocation

- Resource allocation is the estimated allocation of revenues from the long-range revenue forecast to individual budget programs or categories of programs for planning purposes.
- Resource allocation provides the basis for fiscal constraint of the Statewide Transportation Plan, 10-Year Plan, Regional Transportation Plans and MPO Plans, MPO Transportation Improvement Programs (TIPs), and the Statewide Transportation Improvement Program (STIP).
- While Resource Allocation may provide a framework for future allocation decisions in the annual budget process it does not establish annual budget amounts or supplant the annual budget process.



Resource Allocation

Key Principles and Assumptions

- Assume the State continues to appropriate funding for SB 267 debt service, limiting CDOT's "share" to \$50 M annually.
- Ensure that operating programs (maintenance, operations, administration, etc.) are able to grow at a reasonable rate over time to the extent permitted by availability of flexible state funds.
- Ensure that the Surface Treatment program is able to grow at a reasonable rate over time.
- After ensuring growth in operating programs and Surface Treatment, maximize 10-Year Plan program allocations.
- Retain flexibility to "grow" other programs (other asset management programs, Innovative Mobility, etc.) by allocating additional dollars and reducing 10-Year Plan allocation.



Resource Allocations Allocation Methodology

1) Allocations to programs with dedicated revenue sources are based on the revenue forecast for those programs.

- 10-Year Plan (PROTECT, Carbon Reduction/State, Bridge Formula Program)
- Highway Safety Improvement Program
- Railway-Highway Crossings Program
- FASTER Safety
- Freight Programs
- National Electric Vehicle Program
- Bustang
- Aviation System Program
- STBG-Urban
- Congestion Mitigation and Air Quality
- Metropolitan Planning
- Off-System Bridge Program
- Transportation Alternatives Program
- Transit Grant Programs
- Multimodal Options Program - Local
- Carbon Reduction Program - Local
- Revitalizing Main Streets Program
- Planning and Research
- State Infrastructure Bank



Resource Allocation Maintenance Program Areas

2) Allocations to Maintenance Program Areas are based on FY 25 Budget levels, then increase 2.5% annually through FY 32, and ~1.0% annually thereafter.

Increase steps down to ~1.0% in FY 33 when a \$100 M annual General Fund transfer ends. If increased to more than 2.5% in the period through FY 32, allocations would have to be reduced beginning in FY 33.



Resource Allocation Surface Treatment Program

3) Allocations to Surface Treatment Program are based on FY 25 Budget levels, then increase 2.5% annually through FY 32, and ~1.0% annually thereafter.

Increase steps down to ~1.0% in FY 33 when a \$100 M annual General Fund transfer ends. If increased to more than 2.5% in the period through FY 32, allocations would have to be reduced beginning in FY 33.

Allocations to other capital construction asset management programs are based on the approved TAM planning budgets through FY 27, then remain fixed at FY 27 levels.



Resource Allocation Maintenance and Operations

4) Allocations to other maintenance and operations programs are based on FY 25 Budget levels, then increase 2% annually through FY 32, and ~1.0% annually thereafter.

- Maintenance Reserve Fund
- Property*
- Capital Equipment*
- Real Time Traffic Operations

Increase steps down to ~1.0% in FY 33 when a \$100 M annual General Fund transfer ends. If increased to more than 2.0% in the period through FY 32, allocations would have to be reduced beginning in FY 33.

*Based on TAM budget through FY 27, then grows at 2% from FY 28 through FY 32, and at 0.6% through FY 50.



Resource Allocation Administration

5) Allocations to administration programs are based on FY 25 Budget levels, then increase 2% annually through FY 32, and ~1.0% annually thereafter.

- Administration
- Agency Operations
- Transportation Commission (TC) Contingency

Increase steps down to ~1.0% in FY 33 when a \$100 M annual General Fund transfer ends. If increased to more than 2.0% in the period through FY 32, allocations would have to be reduced beginning in FY 33.



Resource Allocation Concessionaire and Debt Service Programs

6) Allocations to concessionaire and debt service programs are based on payment schedules.

- Express Lanes Corridor Operations and Maintenance
- Debt Service*

*Assumes continued \$90 M annual Treasury appropriation for SB 267 debt service, keeping CDOT share limited to \$50 M annually.



Resource Allocation 10-Year Plan

7) Allocations to all other programs except 10-Year Plan programs are based on FY 25 budget levels, then remain fixed at FY 25 levels.

- Permanent Water Quality Mitigation
- Hot Spots
- ADA Compliance
- Regional Priority Program
- Strategic Safety Program
- ITS Investments
- Innovative Mobility Programs
- Recreational Trails
- Safe Routes to School
- Project Initiatives
- Safety Education
- Structures* - Bridges, Culvers, Tunnels, and Walls
- System Operations* - Intelligent Transportation Systems (ITS) and Traffic Signals
- Geohazards Mitigation*



Resource Allocation 10-Year Plan Continued

8) The resulting residual surplus is allocated to the 10-Year Plan programs, in addition to the previously identified dedicated revenue sources*.

- 10-Year Plan - Capital (45%)
- 10-Year Plan - Mobility (45%)
- 10-Year Plan - Transit and Multimodal (10%)

Proposed 10-Year Plan Allocation Target FY 27 - FY 30: \$250 M

Proposed 10-Year Plan Allocation FY 31 - FY 34: \$200 M

*Actual residual revenue is \$273 M and \$212 M, respectively. Proposed target is rounded down to retain flexibility to potentially address other unmet funding needs.



Resource Allocation Enterprises

9) Allocations to the Enterprises are based on the revenue forecast for those Enterprises with:

- A. Payment schedules for any debt service
- B. FY 25 budget levels for any maintenance, operations or administration programs, growing at 2% annually thereafter
- C. Residual allocated to Project/Grant programs
 - Bridge and Tunnel Enterprise
 - Colorado Transportation Investment Office
 - Clean Transit Enterprise
 - Non-Attainment Area Air Pollution Mitigation Enterprise
 - Fuels Impact Enterprise



Next Steps

September/October

- Staff will incorporate any feedback from the Transportation Commission into the 2050 Resource Allocation Plan
- Staff will incorporate program distribution formulas for sub-allocated programs to determine planning totals for each Metropolitan Planning Organization through FY 50.



Light Rail bridge over 6th Avenue with view of downtown



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: September 6, 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 permanent repairs.

Action

Approval of Proposed Resolution #BTE-2 (BTE Budget Supplement) allocating \$15M to the permanent repair projects associated with the US 50 Blue Mesa Reservoir Bridge emergency response.

Background

On Thursday, April 18, a safety closure was implemented for a bridge on US Highway 50, located west of Gunnison, over the Blue Mesa Reservoir. This closure was necessary due to issues discovered while CDOT carried out a special inspection of high-strength steel bridges, as mandated by the Federal Highway Administration (FHWA). This inspection was prompted by known issues with bridges constructed with similar steel throughout the country.

During an initial investigation of the bridge, a defect was identified, leading CDOT to promptly engage a second inspection team equipped with additional testing resources to assess whether the defect posed a safety risk. This follow-up inspection also took place on April 18. The closure of the bridge was advised by FHWA and CDOT's bridge engineering experts based on the preliminary findings from the 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 which only has 5 passage times.
 - The State of Colorado's 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.
 - 50-foot length restriction.
- County Road 25 (CR 25) is currently closed to through traffic.
 - Local residents are allowed to use the road.

- **Bridges**

- Middle Bridge (K-07-B):
 - Platforms beneath the bridge deck have been installed to facilitate the critical repairs and inspections.
 - Fabricated steel plates began arriving at the site on June 8-9.
 - Top plates, cross bracing, and about half the bottom plates are completed.
 - Bridge is open to alternating traffic from 6:30am to 7pm daily.
 - Heavy load restrictions are still in place.
- Lake Fork Bridge (K-07-A):
 - Platforms beneath the bridge deck have been installed to facilitate the critical repairs and inspections.
 - Fabricated steel plates work began on August X.
 - Bridge is open to alternating traffic.
 - Oversize/Overweight load restrictions are still in place.

- **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.
- CDOT is maintaining an extensive public outreach program that includes social media, traditional media, and outreach to local agencies and emergency management groups.

- **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 the phased 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 all legal loads and vehicle traffic access by Mid-October** if all of the necessary steps can be completed without delays.
- By the end of December 2024 all critical and permanent repairs are scheduled to be completed.
- Spring work will be required to complete incidental temperature sensitive work like painting and final concrete deck

Funding for Initial Response - \$30 Million

In April, May and June, \$30M 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. At this time there is potential of approximately \$4M in savings if no other issues are identified.

Initial Funding for Critical and Initial Permanent Repairs - \$81 Million

In June, the BTE Board approved \$81M in BTE funds through Resolution #BTE-2024-06-02 to fund the construction phases of the critical (Phase I) and permanent (Phase II) repair projects required to restore traffic on Middle Bridge (K-07-B), and make similar anticipated repairs to the Lake Fork Bridge (K-07-A). This initial funding request was based on planning-level cost estimates based on the best information available as of 6/12/2024, prior to the completion of inspection and design activities for the bridge repair packages.

Additional Funding for Critical and Initial Permanent Repairs - \$15 Million

At this point in time, it is estimated that an additional \$15M in funding will be required to complete the remaining work associated with the repair on the Lake Fork Structure (K-07-A). Initial scope of the repairs estimated approximately 250 tons of steel for the critical and permanent repairs of both structures in total. As the design progressed, it was determined that the bottom flange would need to have continuous plating to strengthen the girders for the additional loading causing the amount of steel plating to increase to over 410 tons with 55 thousands bolts to attach the plates. Also increasing the cost and time for construction was the need to allow more passage times with fewer closures of the structures to give commuters and local residents the ability to use the bridges before construction is completed.

Approval of funding is needed this month in order to ensure these projects can move forward without delay. Construction phase costs are now estimated to total \$96M, with the additional \$15M of funding proposed from the BTE. Staff will be requesting approval of the Resolution #BTE-2, the Third Supplement to the FY2025 BTE Budget, to allocate this funding to the permanent repair projects. Additional details related to the funding approval can be found in the BTE Budget Supplement Memo included in this month's packet.

Next Steps

Permanent repair projects will continue to move forward in the following months and are anticipated to restore passage of full legal loads including truck traffic by mid October. Significant completion of the work on both structures will be done by the end of December.

Attachments

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



COLORADO
Department of Transportation

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. Traffic Summary
4. Project Repair Schedule
5. 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

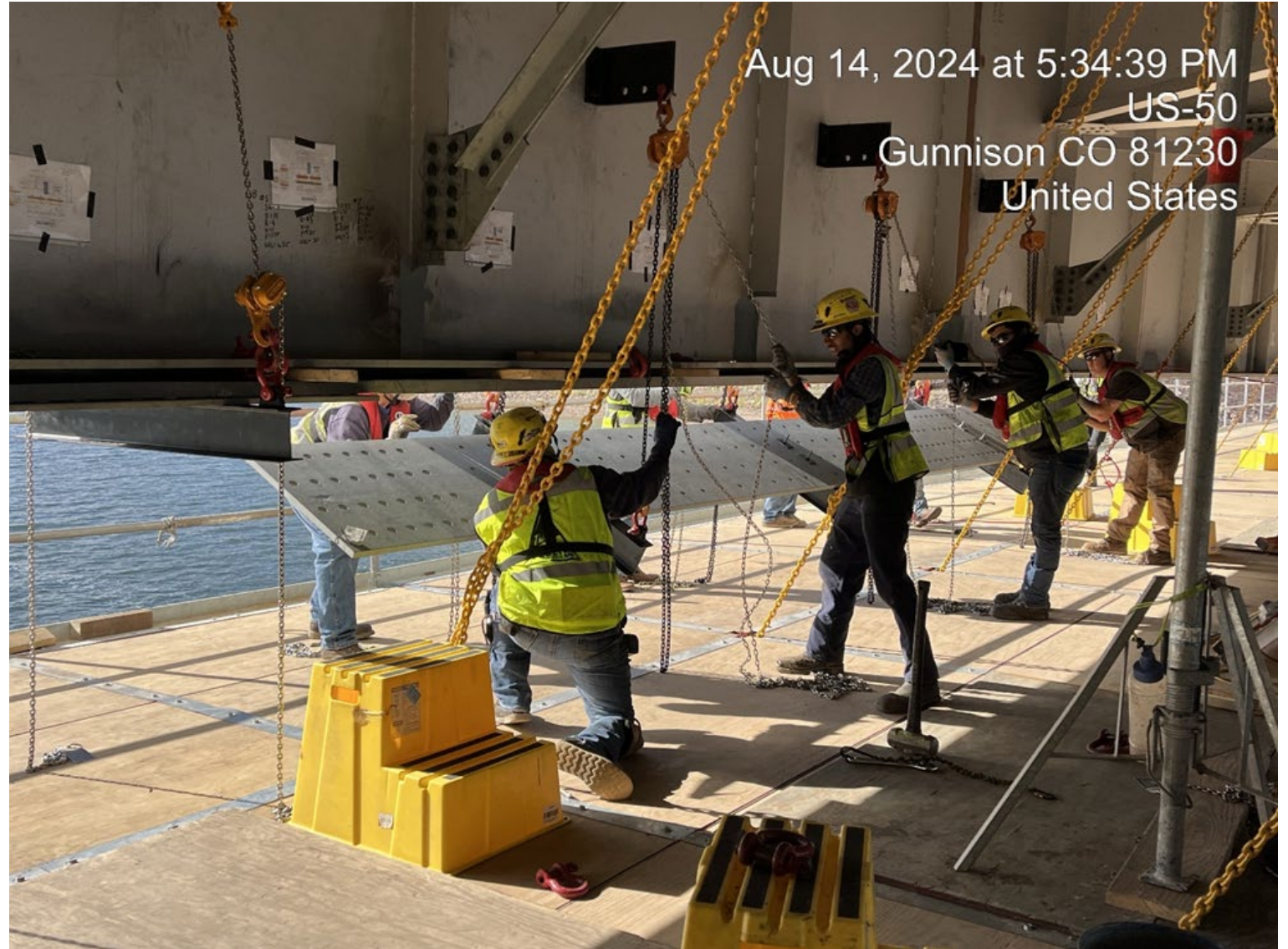


- US 50 over the Blue Mesa Reservoir at mile marker 136.16
- 10 Span, Continuous Composite Welded Girder bridge. 1,532ft, max span 360ft
- Spans 5, 6, and 7 are Non-redundant Steel Tension Members (NSTM).
- 2 total lanes, 1 lane each direction
- Built 1963, FAIR Condition
- Commonly referred to as Middle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





US 50 Blue Mesa Bridges ER Middle Bridge - Permanent Repairs





US 50 Blue Mesa Bridges ER Middle Bridge - Project Status

- **Top Flange:** All 20 locations complete
- **Cross Members:** Completed
- **Global Plating Bottom Flange:** 25%
- **Overall:** Approx 50% complete





US 50 Blue Mesa Bridges ER Lake Fork Bridge - Permanent Repairs





US 50 Blue Mesa Bridges ER Lake Fork Bridge - Project Status

- **Top Flange:** Work has begun on the 21 locations identified for repair
- **Cross Members:** 100% complete
- **Global plating of bottom Flange:** Work has begun





US 50 Blue Mesa Bridges ER Middle Bridge - Repairs

What's driving the schedule changes:

- Increased tonnage of steel for repairs
- Increased travel times for the public across the bridges

June Schedule Assumptions

- 250 tons of steel plate
- Full night closures of both bridges

August Final Design

- 410 tons of steel plate
- 1,400 individual steel plates
- 55,000 bolts
- Increased travel times for both bridges



US 50 Blue Mesa Bridges ER Traffic Summary

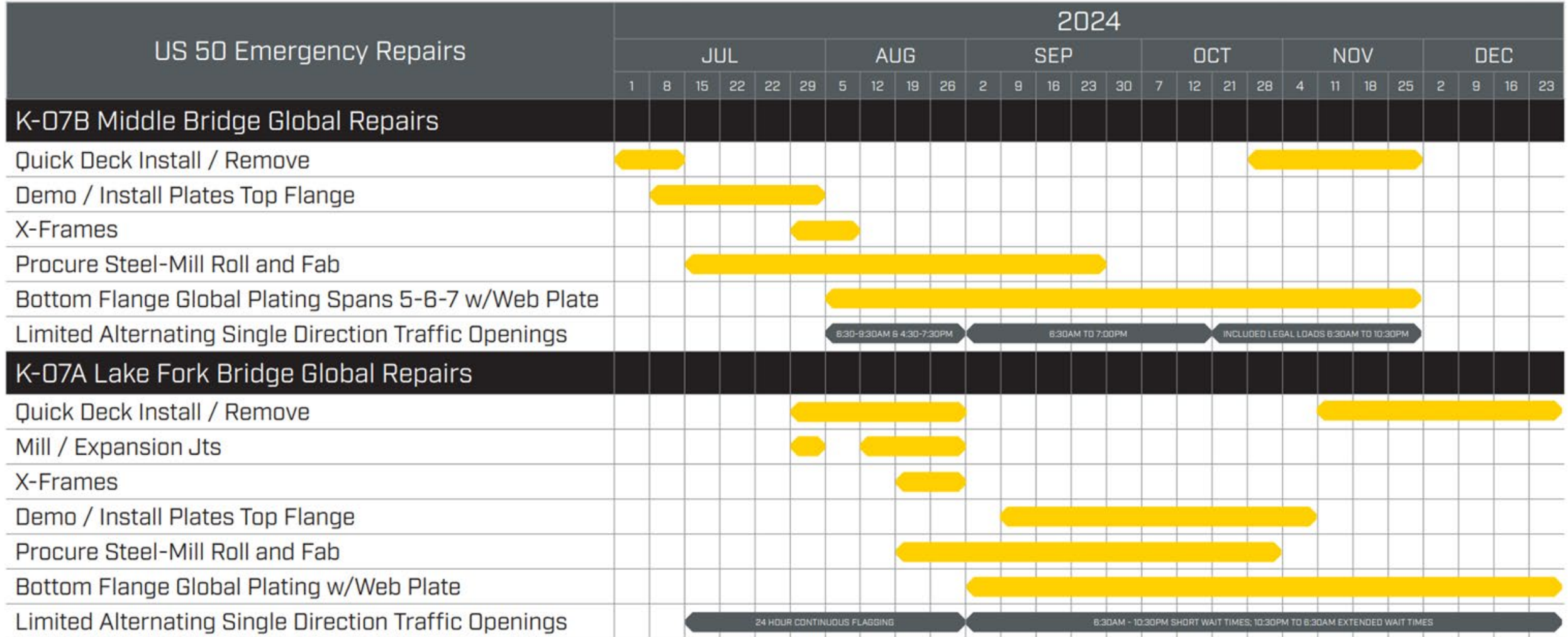
	Sep	Oct	Nov
Lake Fork Bridge		Day: 6:00 AM - 11:30 PM Alt 1-Way Night: Untimed Periodic Releases <i>All Legal Loads*</i>	
Middle Bridge	Day: 6:30 AM - 7:00 PM Alt 1-Way* Night: 7:00 PM - 6:30 AM CLOSED <i>Passenger vehicles, PU trucks, vans, Motorcycles, ER/ambulances/fire trucks, school buses, 3/4 ton or smaller pickups with bumper pull trailers (boats, campers, SxS), compact Cl C motorhomes, small single-rear axle box trucks**</i>		6:30 AM - 10:30 PM Alt 1-Way Night: 10:30 PM - 6:30 AM CLOSED <i>All Legal Loads**</i>
CR 26	Day: Piloted Transits <i>All Legal Loads</i>		

*No **Overweight** loads allowed on either structure through Nov.

**Date for allowing legal loads on Middle bridge is estimated to be the middle of October depending on work progress, weather, and other factors.



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





US 50 Blue Mesa Bridges ER Project Cost Estimate

Estimated Cost for CDOT Funded Activities	Approved Budget*	Current Cost Estimate	Change
Preconstruction (Inspections, Testing, Design, Other)	\$9,000,000	\$10,000,000	\$1,000,000
County Road Construction and Maintenance	\$21,000,000	\$16,000,000	\$(5,000,000)
Subtotal	\$30,000,000	\$26,000,000	\$(4,000,000)

Estimated Cost for BTE Funded Activities	Approved Budget*	Current Cost Estimate	Change
Blue Mesa Bridge Repairs (Critical and Permanent)	\$81,000,000	\$96,000,000	\$15,000,000
Subtotal	\$81,000,000	\$96,000,000	\$15,000,000
Total Project Cost Estimate	\$111,000,000	\$122,000,000	\$11,000,000

Note: *Initial funding requests were based on planning-level cost estimates developed using the best information available as of 6/12/2024, prior to the completion of inspection and design activities for the bridge repair packages.



US 50 Blue Mesa Bridges ER BTE Budget Supplement Request

- The BTE Board committed \$81M to K-07-A and K-07-B in June 2024
- BTE plans to commit an additional \$15M to award the permanent repairs construction package (CP) for the K-07-A Lake Fork Bridge.
- Funding sources:
 - \$5.8M in unprogrammed Series 2024A bond proceeds
 - \$9.2M in unprogrammed pay-go revenues (FASTER fees and SB21-260 bridge and tunnel fees)
- Funding status:
 - \$15M 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 \$60M - \$80M in BTE financing will fully mitigate potential impacts of this unplanned project on 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



Questions?





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Julie Constan, Region 5 Transportation Director

Date: September 6, 2024

Subject: Request for TC Concurrence on Delivery Method for US 160 Durango East Safety Improvement Project

Purpose

Region 5 requests the Transportation Commission concurrence of utilization of Design-Build as project Delivery Method for US 160 Durango East Safety Improvement Project.

Action

Request for TC to approve proposed resolution number 9, which would concur with staff recommendation to utilize the design build alternative delivery method to deliver the US160 Durango East Safety Improvement Project (Project).

Background

On June 26 & 27, 2024 the Project Team held a Project Delivery Selection Matrix (PDSM) workshop, facilitated by The Alternative Delivery Program, to analyze the potential benefits of using an Alternative Delivery Method to deliver the Project. Through this process, the Design-Build Delivery Method was determined to be the most appropriate delivery method for the Project.

On August 6, 2024, an Industry & Public Meeting was held to discuss the recommendation for selecting Design-Build as the preferred Alternative Delivery Method in accordance with the accountability and transparency requirements of SB 21-260. This was a stand-alone meeting to inform the attendees on the process of the PDSM and to address any questions about the recommended delivery method. A summary of this meeting and the completed PDSM are provided as attachments to this memorandum. The provided documents demonstrate the project team has met the recommended practices for selecting an Alternative Delivery Method and is adhering to CDOT's Transparency and Accountability commitments.

The Project seeks to improve safety for the traveling public by reducing the number and severity of accidents while improving the efficiency and mobility of the corridor. The Project has been defined by three distinct segments, each with independent utility, and identified in the grant narrative as: The Elmore's East Segment, the LPCR 225 Segment, and the Valley Segment. The Elmore's East Segment includes widening

the existing two-lane facility to four lanes adding a continuous two-way left turn lane with left-turn lanes added on the east end of the segment to facilitate access to two oil and gas well pads. Shoulders will be widened to improve safety, and auxiliary lanes will be lengthened to meet current design standards throughout the segment. A dedicated wildlife underpass will be constructed in this segment, and wildlife exclusionary fencing will be installed along the entire project segment. The LPCR 225 Segment includes the reconfiguration of the existing two-way stop-controlled intersection of US 160 and LPCR 225 to reduce the frequency and severity of accidents. The Valley Segment includes the creation of an east-bound passing lane on the west end of the project segment and the installation of a west-bound passing lane on the east of the segment. A large animal underpass will also be installed in this segment. Wildlife exclusionary fencing will be installed along the entire project. The PDSM analyzed five primary factors and three secondary factors. Opportunities and obstacles were discussed for each delivery method. Primary Factors, including Project Complexity and Innovation, Project Delivery Schedule, Project Cost, Level of Design, and Risk were assessed and determined a rating that indicated the Delivery Method's appropriateness for the Project. Secondary Factor's focused on the most appropriate Method as a pass-fail.

Design-Build, as outlined in the presentation and PDSM attached, is the preferred Delivery Method based on

- Its competitive innovation from multiple proposers to find best value,
- Its benefit to schedule that supports the fastest path to obligation of project funds and maximized overlap of phases,
- Its support of the project's current level of design which supports the assignment of final design to the D-B Team,
- The Method's approach to Risk identification assignment and mitigation, and, ultimately,
- The fluid collaboration of design and construction to meet the needs of the project and Control of cost to meet the available budget

Design-Build also passed a review of secondary factors including

- Staff Experience/Availability,
- Level of Oversight and Control, and
- Competition and Contractor Experience.

Attachments

PDSM

Presentation

Project Delivery Selection Workshop Summary (Volume 24 Issue1)

Workshop Summary	
Project Name:	US 160 Durango East Safety Improvements (a.k.a. Elmore's East)
Workshop Date:	June 26-27, 2024
Workshop Location:	Region 5 Offices, Durango, Colorado
Facilitator:	Casey Valentinelli
Delivery Method Selected:	Design-Build

Workshop Participants	
Name	Email
Julie Constan R5 RTD	Julie Constan - CDOT <julie.constan@state.co.us>
Kevin Curry, R5 Program Engineer	Kevin Curry - CDOT <kevin.curry@state.co.us>
Jennifer Allison, R5 Traffic Program Engineer	Jennifer Allison - CDOT <jennifer.allison@state.co.us>
Matthew Pacheco (Observer)	matthew.pacheco@state.co.us
Tony Cady	Tony Cady - CDOT <tony.cady@state.co.us>
David Valentinelli	David Valentinelli <David.Valentinelli@state.co.us>
Kerry Tahmahkera	kerry.tahmahkera@state.co.us
Brian Spain	Brian Spain - CDOT <brian.spain@state.co.us>
Ryan Sullivan-Hope	Ryan Sullivan-Hope - CDOT <ryan.sullivan-hope@state.co.us>
Tyler Weldon	Tyler Weldon " <tyler.weldon@state.co.us>
Shaun Cutting (Observer)	Shaun Cutting <shaun.cutting@dot.gov>
Todd Johnston	Todd Johnston - CDOT <todd.johnston@state.co.us>
Jan Walker (Observer)	Jan Walker - CDOT <jan.walker@state.co.us>
Kevin Walters	Kevin Walters - CDOT <kevin.walters@state.co.us>

Project Delivery Selection Matrix Guidance

If a Project Manager feels that a project could benefit from contractor input during pre-construction to improve constructability, enhance innovation, shorten schedule, reduce risks, or save costs, they should reach out to the Alternative Delivery Program to schedule a meeting to determine if a Project Delivery Selection Matrix Workshop is warranted. If warranted, the Workshop will help to evaluate and select the most appropriate delivery method for the project. It is important to consider this option early in project development and ideally during the scoping phase of the project to maximize potential benefit.

Overview

This document provides a formal approach for assessing project delivery methods for use on highway projects. The information below lists the project delivery methods considered in this process, followed by an outline of the process, instructions, and evaluation worksheets for use by CDOT staff and project team members.

By using these forms, a brief Project Delivery Selection Report can be generated for each individual project. This process should be used on any project that may show potential to benefit from an alternative delivery method. If the project management team has questions about their project and are unsure of the benefit, they should coordinate with the Alternative Delivery Program. A Project Delivery Selection Report documenting the Project Delivery Selection Matrix Workshop must accompany the Chief Engineer Delivery Method Approval Request to use any delivery method **other than** Design-Bid-Build.

The primary objectives of this tool are:

- Present a structured approach to making project delivery decisions.
- Determining if there is a delivery method, that may leverage its strengths to enhance the project goals; and
- Provide documentation of the selection decision.

It is important to distinguish that the PDSM is a decision-making tool, reliant on objective evidence presented in the form of opportunities and obstacles and is not a justification tool.

Background

The project delivery method is the process by which a construction project is comprehensively ***designed and constructed*** including:

- project scope refinement,
- organization of designers,
- contractors and various consultants,
- sequencing of design
- construction operations,
- execution of design and construction,
- and closeout and commissioning of the asset.

Thus, the different project delivery methods are distinguished by the contractual relationships between the agency, designers and contractors and the technical relationships that evolve between each party inside those contracts. Currently, there are several types of project delivery systems available for publicly funded transportation projects. The most common methods are Design-Bid-Build (DBB), Design-Build (DB), and Construction Manager/General Contractor (CMGC). While any of the delivery methods could be used to deliver any project, the most appropriate delivery method when coupled with the right project will optimize the delivery of the project and increase the return on the taxpayer investment. Each project must be examined individually to determine how the project delivery methods opportunities may be leveraged to pursue the project goals.

Primary delivery methods

Design-Bid-Build is the traditional and most common project delivery method in which an agency designs, or retains a designer to furnish complete design services, and then advertises and awards a separate construction contract based on the designer's completed construction documents. The Contractor is selected on the lowest responsible bid. In DBB, the agency "owns" the details of design during construction and as a result, is responsible for the cost of any errors or omissions encountered in construction.

Design-Build is a project delivery method in which the agency procures both design and construction services in the same contract from a single, legal entity referred to as the design-builder. The method typically uses a two-phase selection process, the first phase is qualifications based and entails release of a Request for Qualifications (RFQ). The RFQ is used to establish a shortlist of proposers that are determined to be the most highly qualified. The second phase entails release of a Request for Proposals (RFP), in which design-builders compete to provide value to their proposal, and the selection is based on the proposer that provides best value, as defined by the agency. The design-builder relies on standards, specifications, and prescribed design manuals to accomplish the details of the design and is responsible for the cost of any errors or omissions encountered in construction.

Construction Manager / General Contractor is a project delivery method in which the agency contracts separately with a designer and a construction manager. The agency can perform design or contract with an engineering firm to provide the design. The agency selects a construction manager to perform construction management services for the pre-construction phase of the project. The significant characteristic of this delivery method is the opportunity for the contractor to inform the design to ensure a more complete representation of the scope necessary for construction, and to provide real-time cost estimating to inform the budget of costs based on contractor quotes and supplier rather than historic data. Construction industry/Contractor input into the design development and constructability of complex and innovative projects are the major reasons an agency would select the CMGC method. Unlike DBB, CMGC brings the builder into the design process at a stage where definitive input can have a positive impact on the project. CMGC is particularly valuable for new non-standard types of designs where it is difficult for the agency to develop the technical requirements that would be necessary for DB procurement without industry input.

Facilitation of the tool

A facilitator that is third party to the project team and is neutral in the outcome of the process, shall be brought in for the workshop. The facilitator must be a representative of the agency and have a working knowledge of the alternative delivery methods. The facilitator will assist the project management team by working through the tool and provide guidance for the project and selection of a delivery method. This individual should be knowledgeable about the alternative delivery methods and the selection process. The facilitator will help to answer questions, seed conversation, and assure the process stays on track to move the project team towards a formal selection.

Participation

Using the project delivery selection matrix is only as good as the people who are involved in the selection workshop. Therefore, it is necessary to have a collection of individuals with varying backgrounds and experience to participate in the selection of the delivery method. The selection team needs to include the project manager, the project engineer, a representative of the procurement/contracting office, and any other CDOT staff that is crucial to the project. In addition, the selection team might want to consider including representatives from specialty units and from the local jurisdictions where the project is located. It is important to ensure that the interests of the taxpayers remain at the forefront, and therefore the decision of which delivery method is “Most Appropriate” must only be influenced exclusively by agency representatives and stakeholders (CDOT, Local Agencies, and Funding Partners). Consultants may not participate in the deliberations of the workshop. Consultants may provide technical advice to the group on an as needed basis, but only at the request of the agency representatives.

It is important to keep the selection team comprised of a small strategic assembly of key project decision makers. Workshops with a large group of participants, are more susceptible to confirmation bias, may increase the risk of inefficiency and prolong the workshop, with little added value. A selection team, comprised of 3-7 folks with diverse backgrounds, representing a cross section of stakeholder’s interests, is suggested, however this number should be based on the specific project being analyzed.

The participants should be empowered to **challenge the group consensus and provide counter argument to proposed inputs to the matrix**. When a decision has been tested and challenged the confidence in the decisions increases amongst the group’s members. This exercise is progressive in nature and will help to prepare the group for the scrutiny brought upon by accountability and transparency requirements for Alternative Delivery Projects (SB21-260).

Potential bias

Bias is natural and is typically based on a particular participants experience or qualifications. Bias when appropriately recognized, can generate excellent contributions to the deliberations in the workshop. When Bias is not managed well it may easily spread throughout the group and influence the decision in a way that will reflect an individual perspective and may not reflect the best interest of the taxpayer.

Some key components to ensure bias is managed properly and does not degenerate into coercion are as follows. **All opinions should be documented in the matrix and presented to the group for consideration. The opinion should be evaluated to determine that it has basis in objective evidence, and not hearsay, prejudice, or misconception.** It is also essential that all participants complete the “Pre-workshop Tasks” described below, especially writing down their individual assessment of the opportunities or obstacles for each delivery method. By documenting everyone’s thoughts and ideas individually **prior** to meeting in a larger group is a best practice that ensures that every voice in the group can contribute to the deliberations of the group, and it also contributes to mitigate the influence of bias. It is very important that the workshop remain a safe space, in which opposing viewpoints can be discussed without intimidation, ridicule, or fear of retribution. When each participant feels free to express their ideas to the group, and have those ideas discussed robustly, it builds the confidence of the group in their decision that they are making.

Pre-workshop Tasks [Revised from original text]

Prior to conducting the selection workshop, the pre-workshop tasks should be completed by the workshop participants. By completing the workshop tasks, the participants have an opportunity to ensure an efficient use of the time allotted for the workshop. The **project management team** should complete the project attributes portion of this template (pg. 7-10) and distribute it to the participants a minimum of one week prior to the workshop. **The participants should be instructed to become familiar with the project attributes portion of the template,** and to complete the matrix for the primary and secondary factors. The participants will then assemble, and document their opinion of Opportunities and Obstacles in the pre-work tasks for the matrix, and bring it to the meeting, ready to be discussed with the larger group.

Project Delivery Selection Process

The process is described in the outline below and a flowchart on the next page. It consists of individual steps to complete the entire process. The steps should be followed in sequential order.

Pre-Workshop Tasks and responsibilities

STAGE I - Project Attributes, Goals, and Constraints (to be completed by the "Project Management Team")

- A. Delivery methods to consider.
 - 1. Design-Bid-Build
 - 2. Design-Build
 - 3. Construction Manager / General Contractor
- B. Project Description/Goals/Constraints
 - 1. Project attributes
 - 2. Set project goals.
 - 3. Identify project dependent constraints.
 - 4. Discuss project risks.

STAGE IIa – Individual Primary Factor Evaluation (to be completed by the *individual participants* pre-workshop)

If each team member has individually reviewed and performed the assessment *prior* to the workshop the project team can complete the entire selection process in a 4-8-hour workshop session. The length of the workshop is relative to the complexity of the project.

- A. Assess the primary factors (these factors most often determine the selection)
 - 1. Complexity and Innovation
 - 2. Delivery Schedule
 - 3. Project Cost Considerations
 - 4. Level of Design

Workshop:

STAGE IIb –Primary Factor Evaluation (to be completed by the *participants in* the workshop)

- B. Assess the primary factors (these factors most often determine the selection)
 - 1. Complexity and Innovation
 - 2. Delivery Schedule
 - 3. Project Cost Considerations
 - 4. Level of Design
- C. If the primary factors indicate there is a clear choice of a delivery method, then:
 - 5i. Perform a risk assessment for the desired delivery method to ensure that risks can be properly allocated and managed, and then move on to Stage III Part A
- D. If the primary factors do not indicate a clear choice of a delivery method, then:
 - 5ii. Perform a risk assessment for all delivery methods to determine which method can properly allocate and manage risks, and then move on to Stage III Part B

STAGE III – Secondary Factor Evaluation (to be completed by the *participants* in the workshop)

- A. Perform a pass/fail analysis of the secondary factors to ensure that they are considered in the decision.
 - 6. Staff Experience/Availability (Agency)
 - 7. Level of Oversight and Control
 - 8. Competition and Contractor Experience
- B. If pass/fail analysis does not result in clear determination of the method of delivery, then perform a more rigorous evaluation of the secondary factors against all potential methods of delivery

Pre-workshop Tasks: To be completed by the Project Management Team (Pages 7-10)

Complete Project Attributes
 Develop and Review Project Goals
 Identify and list Project Constraints
 Identify Project Risks
 Distribute Initial PDSM to the Evaluators

Pre-workshop Tasks: To be completed by the Individual Evaluators. (Pages 13-18)

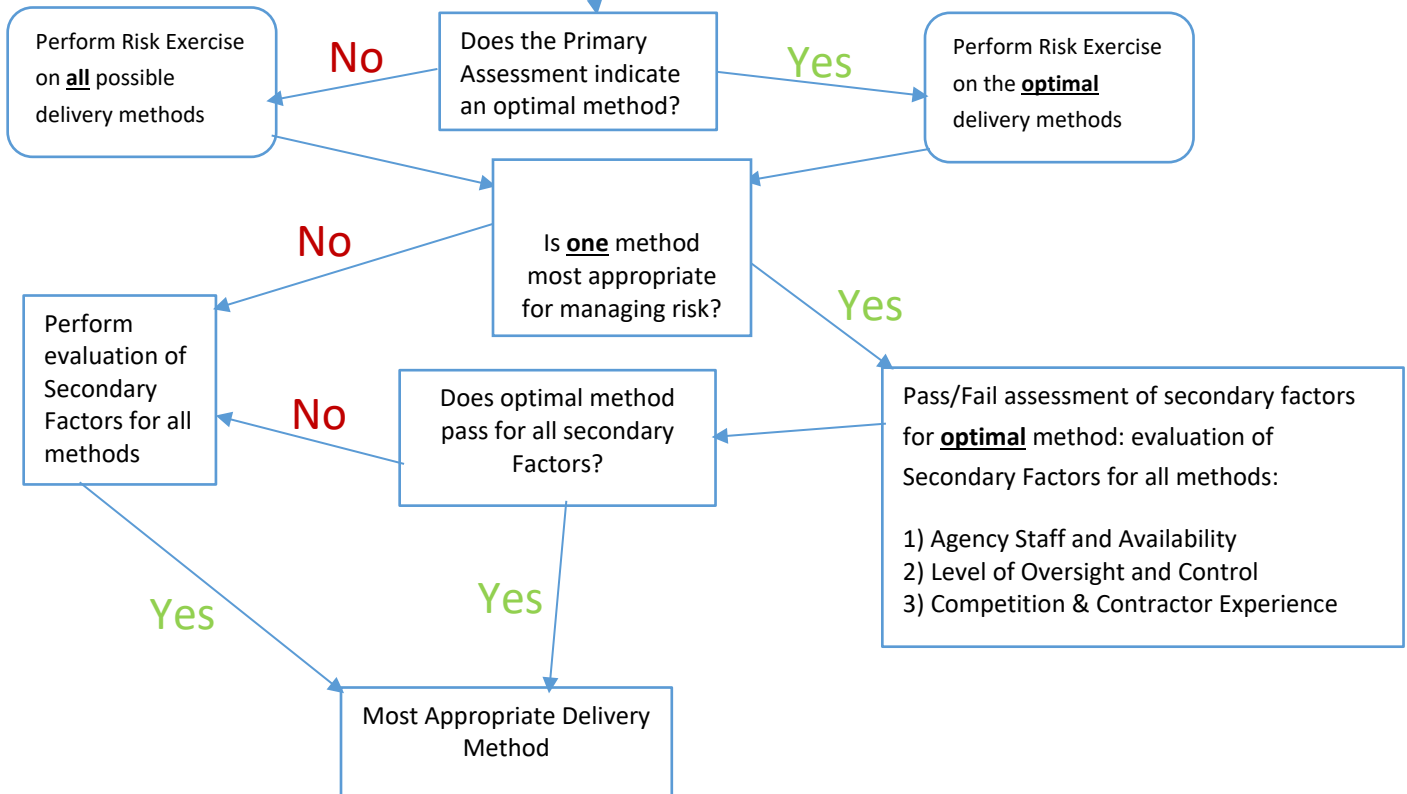
Individually Assess Primary Evaluation Factors and comes Prepared to participate in the workshop.

Project Complexity and Innovation
 Delivery Schedule
 Project Cost Considerations
 Level of Design

The Workshop!

All participants assemble and discuss their findings on the primary factors.

Project Complexity and Innovation
 Delivery Schedule
 Project Cost Considerations
 Level of Design



Project Delivery Selection Matrix Worksheets and Forms

The following forms and appendices are included to facilitate this process.

Project delivery description worksheet

Provide information on the project. This includes size, type, funding, risks, complexities, etc. All information should be developed for the specific project.

Project delivery goals worksheet – including example project goals.

A careful determination of the project goals is an instrumental first step of the process that will guide the selection of the appropriate method of delivery for the project.

Project delivery constraints worksheet - including example project constraints.

Carefully review all possible constraints to the project. These constraints can potentially eliminate a project delivery method before the evaluation process begins.

Project risks worksheet

In addition to project goals and constraints, a detailed discussion of project risks is a critical step that helps with evaluation of the selection factors.

Project delivery selection summary form

The Project Delivery Selection Summary summarizes the assessment of the eight selection factors for the three delivery methods. The form is qualitatively scored using the rating provided in the table below. The form also includes a section for comments and conclusions. The completed Project Delivery Selection Summary should provide an executive summary of the key reasons for the selection of the method of delivery.

Rating Key	
+++	Most appropriate delivery method
++	Appropriate delivery method
+	Least appropriate delivery method
X	Fatal Flaw (discontinue evaluation of this method)
NA	Factor not applicable or not relevant to the selection

Workshop blank form

This form can be used by the project team for additional documentation of the process. It can be used to elaborate the evaluation of the *Assessment of Risk* factor.

Project delivery methods selection factor opportunities / obstacles form

These forms are used to summarize the assessments by the project team of the opportunities and obstacles associated with each delivery method relative to each of the eight Selection Factors. The bottom of each form allows for a qualitative conclusion using the same notation as described above. Those conclusions then are transferred to the *Project Delivery Selection Summary Form*.

Project delivery methods opportunities / obstacles checklists

These forms provide the project team with direction concerning typical delivery method opportunities and obstacles associated with each of the eight Selection Factors. However, these checklists include general information and are not an all-inclusive checklist. Use the checklists as a supplement to develop project specific opportunities and obstacles.

Risk assessment guidance form

Because of the unique nature of Selection Factor 5, *Assessment of Risk*, this guidance section provides the project team with additional assistance for evaluation of the risk factor including: Typical Transportation Project Risks; a General Project Risks Checklist; and a Risk Opportunities/Obstacles Checklist.

Project Description

The following items should be considered in describing the specific project. Other items can be added to the bottom of the form if they influence the project delivery decision. Relevant documents can be added as appendices to the final summary report.

Project Attributes
Project Name:
US 160 Durango East Safety Improvements (a.k.a. Elmore's East)
Location:
Durango, Colorado. US160 from Approx. MP 91.5 (SH 172) to Approx. MP 98.5 (Dry Creek Project) [Dry Creek Project is Approx. MP 97.0 to MP Approx. 98.5] [Elmore's Approx. MP91.5 to CR225 MP 94.25]
Estimated Budget:
\$100M
Estimated Project Delivery Period:
All funds obligated by September 30, 2027. All funds expended by September 30, 2032.
Required Delivery Date (if applicable):
Source(s) of Project Funding:
Approximately \$58.94M INFRA, \$2M Freight, \$14M BTE, \$9M FASTER Safety, \$25M SB267/21-260 (7PX), etc.
Project Corridor:
Segment of US 160 EIS Durango to Bayfield
Major Features of Work – pavement, bridge, sound barriers, etc.:
Reconstruction and widening: Approx. 2.5 miles of two to four lane with 10-foot shoulder section and a center two way left turn lane, including a large Mammal Crossing, a bridge reconstruction and major Intersection improvement of CR 225 (Roundabout; Reduce Severe Crashes by 79% & all other crashes by 41%); Approx. 3.5 miles of two to three lane (alt. passing/climbing) with widened shoulders, including a large Mammal Crossings. Many irrigation, drainage and small mammal crossings. This work includes fill and widening to improve the recovery slope (z-slope).
Major Schedule Milestones:
All funds obligated by September 30, 2027. All funds expended by September 30, 2032.
Major Project Stakeholders:
FHWA, CDOT, CPW for wildlife and county for development & impacts to current residents
Major General Obstacles:
Import material (131k CY from SH172 to CR225), re-evaluation, lane closure policy
Major Obstacles with Right of Way, Utilities, and/or Environmental Approvals:
An estimated 30-50 acquisitions/ownerships (likely condemnation)[Est.30+ Elmore's to CR225; 10+ Valley], Many Irrigation facilities (Approx. 8 Private (contentious/likely part of condemnation and with multiple shareholders) and 2 companies (FCDC and Pioneer), Reimbursable relocation/adjustment of LaPLAWD Water line, IKAV, Williams, unknown Other Gas Gathering lines (long lead design/utility agreements), Quality Level A SUE, BOR crossing of FCDC (Retain as-is), Re-evaluation of EIS effect ROW start, mouse, BA timing restrictions, Other environmental? LaPAWD Waterline.
Major Obstacles during Construction Phase:
Phasing and maintenance of traffic with grade changes and widening compared to existing, source of import material (Embankment), intersection phasing, bridge construction phasing. BA timing restrictions (2 specific). Habitat/Wetland mitigation
Safety Issues:
Maintenance of traffic, structure excavations and structure construction
Sustainable Design and Construction Requirements:
Reduce freight bottlenecks: lower greenhouse gas emissions by increasing travel efficiency and reliability. Air quality monitoring for a suite of pollutants and collect meteorological data to help with community concerns about air quality in the area.

Project Goals

An understanding of project goals is essential to selecting an appropriate project delivery method. Therefore, project goals should be set prior to using the project delivery selection matrix. Typically, the project goals can be defined in three to five items and need to be reviewed here. Example goals are provided below, but the report should include project-specific goals. These goals should remain consistent over the life of the project.

Project-Specific Goals
<p style="text-align: center;">Goal #1:</p> <p style="text-align: center;">Increase travel mobility, efficiency, and capacity to meet current and future needs. Increasing travel efficiency by moving turning vehicles out of the thru-lane for much of the corridor and by providing passing opportunities by adding or extending passing lanes, Freight climbing lanes or additional thru-lanes.</p>
<p style="text-align: center;">Goal #2:</p> <p style="text-align: center;">Improve safety for the traveling public by reducing the number and severity of accidents. Increase safety by improving roadway elements to meet current design standards and by adding wildlife underpasses/connectivity and exclusion fencing as well as improving recovery slopes, widening shoulders, installing passing lanes, and improving intersections.</p>
<p style="text-align: center;">Goal #3:</p> <p style="text-align: center;">Improving resiliency of the corridor by adding flexibility within the system to account for potential crashes and avoiding long detours and impacts to lower classification roadways.</p>
<p style="text-align: center;">Goal #4:</p> <p style="text-align: center;">Meet Grant timelines (Obligation of funds by Est. to be September 2027; Substantial completion (traffic utilization of final alignment) Est. to be by 2031; expenditure of funds Est. to be by September 2032)</p>
<p style="text-align: center;">Goal #5:</p> <p style="text-align: center;">Provide an efficient, innovative, and cost-effective design and approach to construction that maximizes the use of the available budget to ensure the completion of the INFRA Grant scope while striving to extend limits to the east (Dry Creek).</p>
<p style="text-align: center;">Goal #6:</p> <p style="text-align: center;">Ensure construction phasing to minimize impacts to highway users and to ensure two lanes of traffic as required by the Lane Closure Policy</p>
<p style="text-align: center;">Goal #7:</p> <p style="text-align: center;">Ensure CDOT input in design through effective coordination and partnership</p>

General Project Goals (For consideration)

Schedule

- Minimize project delivery time – Goal 5: Meeting grant obligation and expenditure deadlines
- Complete the project on schedule
- Accelerate start of project revenue

Cost

- Minimize project cost
- Maximize project budget
- Complete the project on budget
- Maximize the project scope and improvements within the project budget
- Quality
- Meet or exceed project requirements
- Select the best team
- Provide a high-quality design and construction constraints
- Provide an aesthetically pleasing project

Functional

- Maximize the life cycle performance of the project
- Maximize capacity and mobility improvements
- Minimize inconvenience to the traveling public during construction
- Maximize safety of workers and traveling public during construction

Project Constraints

There are potential aspects of a project that can eliminate the need to evaluate one or more of the possible delivery methods. A list of general constraints can be found below the table and should be referred to after completing this worksheet. The first section below is for general constraints and the second section is for constraints specifically tied to project delivery selection.

General Constraints
Source of Funding:
Approximately \$58.9M INFRA, \$2M Freight, \$14M FASTER Bridge, \$9M FASTER Safety, \$25M SB267(21-260?), etc.
Schedule constraints:
All funds obligated by September 30, 2027. All funds expended by September 30, 2032.
Federal, state, and local laws:
All applicable laws and standards apply.
Third party agreements with railroads, ROW, etc.:
Pending ROW, Irrigation and utility agreements
Project Financing
Does your project have any funding gaps that would require Financing*? N/A
Project Delivery Specific Constraints
Project delivery constraint #1:
Designer for D-B-B or CMGC will need to be selected based upon qualifications. Design available to date would then be seen as preliminary only as a new design team would commence independent design effort with potentially new EOR. Under D-B technical Criteria will control design and the same independent design will occur.
Project delivery constraint #2:
Ensure all INFRA Grant funding is expended by September 30, 2032, as well as other Grant timelines are upheld.
Project delivery constraint #3:
Total Project cost must not exceed \$100M and must address all components (Design, ROW, Utilities, Environmental, Construction)
Project delivery constraint #4:
Bridge Enterprise (BTE) funds may only be used for structure replacement (STR # P-05-BC) over the Florida River but includes all associated actions. BTE funds total \$14M
Project delivery constraint #5:
Considerable irrigation (Company and individual) impacts
Project delivery constraint #6:
Lane Closure Policy; Irrigation season: continuous access; federal stakeholders (USFS, BLM); reevaluation of design required for construction.
Project delivery constraint #7:
ROW acquisition timing and defined design/construction limits

General Project Constraints

Schedule

- Utilize federal funding by a certain date.
- Complete the project on schedule.
- Weather and/or environmental impact

Cost

- Project must not exceed a specific amount.
- Minimal changes will be accepted.
- Some funding may be utilized for specific type of work (bridges, drainage, etc.)

Quality

- Must adhere to standards proposed by the Agency.
- High quality design and construction constraints
- Adhere to local and federal codes.

- *If project financing is required before proceeding with the project delivery selection matrix, the project will need to coordinate with the Colorado High Performance Transportation Enterprise (HPTE). If financing is necessary, the project will need to work with the HPTE to determine the appropriate project delivery method that will accommodate the financing mechanism(s).

Functional

- Traveling public must not be disrupted during construction.
- Hazardous site where safety is a concern.
- Return area surrounding project to existing conditions.

Project Risks

Identified Project Risks
<p>Project Risk: Right of Way Acquisition – timing, conditions and limitations/constraints, possible condemnation.</p>
<p>Project Risk: Irrigation – maintenance of irrigation during season, assurance of irrigation design standards and agreements, including no commingling of highway drainage and irrigation water.</p>
<p>Project Risk: Environmental – Re-evaluations of designs for construction, habitat impact mitigations,</p>
<p>Project Risk: Access management – maintenance of access during construction, Construction Access permits (Form 138), owner perspectives/change management</p>
<p>Project Risk: Public management – Both adjacent owners directly affected by the project and the traveling public. Navigate questions, perspectives and wants v needs/obligations, and concerns the public may have with CR 225 Roundabout -</p>
<p>Project Risk: Utilities – relocations. Waterline, Gas line, etc. - IKAV relocations? (Relocation agreements and timing and cost), waterline is a constraint.</p>
<p>Project Risk: Traffic – Maintenance of traffic at accesses, and through the project; Night work?</p>
<p>Project Risk: Design - design in various levels of completion. Timeline to complete</p>
<p>Project Risk: Construction - Constructability, weather impacts (potentially short construction season, monsoons, etc.)</p>
<p>Project Risk: Cost – BABA, duration and effect on \$\$, unknowns, schedule impacts, price escalation</p>
<p>Project Risk: Tight schedule – obligation of funds, timing of bridge replacement, RFPs, bidding, hiring, contracting.</p>

General Risk Categories to Consider

1. Site Conditions and Investigations
2. Utilities
3. Railroads
4. Drainage/Water Quality
5. Environmental
6. Third-party Involvement
7. Organizational
8. Design
9. Construction
10. Right-of-Way

Project Delivery Selection Summary

Determine the factors that should be considered in the project delivery selection, discuss the opportunities and obstacles related to each factor, and document the discussion on the following pages. Then complete the summary below.

PROJECT DELIVERY METHOD OPPORTUNITY/OBSTACLE SUMMARY			
	DBB	CM/GC	DB
Primary Selection Factors			
1. Project Complexity & Innovation	+	++	++
2. Project Delivery Schedule	+	++	+++
3. Project Cost Considerations	+	++	+++
4. Level of Design	++	+++	++
5. Risk Assessment	++	++	++
Secondary Selection Factors			
6. Staff Experience/Availability (Agency)			Pass
7. Level of Oversight and Control			Pass
8. Competition and Contractor Experience			Pass
Rating Key			
+++	Most appropriate delivery method		
++	Appropriate delivery method		
+	Least appropriate delivery method		
X	Fatal Flaw (discontinue evaluation of this method)		
NA	Factor not applicable or not relevant to the selection		

Project Delivery Selection Summary Conclusions and Comments

The US160 Elmore's Corner to Dry Creek (Elmore's East) Project goals align with the Design-Build-Delivery Method as the Project seeks to improve safety for the traveling public by reducing the number and severity of accidents. The Project will increase safety by improving roadway elements to meet current design standards and add wildlife underpasses, connectivity and exclusion fencing. Additional safety will be gained by improving recovery slopes, widening shoulders, installing passing lanes, and improving intersections. The project further strives to provide an efficient, innovative, and cost-effective design with an approach to construction that maximizes the use of the available budget while ensuring the completion of the INFRA Grant scope and striving to extend improvements. CDOT desires an effective partnership in which design is created through input and coordination. The Region also wishes to optimize construction phasing to minimize impacts to highway users. Utmost, the Project must meet tight Grant obligations and expenditure timelines which requires efficient and concurrent acquisition of ROW, contracting, completion of design, and construction.

Project complexity and innovation opportunities support Design-Build include the competitive innovation from multiple proposers to find best value which seeks to maximize scope (ensure grant scope with potential additional elements) while bringing effective solutions to improve safety in the corridor. Additional opportunities are seen as the Design-Build Team's ability to efficiently construct the project and minimize impacts to highway users. The Project sees additional opportunity for innovative design to limit required material import, efficient earthwork phasing, and structural design, and intersection improvements.

In terms of **Project Delivery Schedule**, tight grant timelines offer opportunity through Design-Build which was viewed as the fastest path to obligation of all project funds and provides a maximized overlap of Design, ROW, and Construction. As an example, ROW acquisition can occur concurrently with RFP development and final design can overlap with construction. With the obligation of Grant funding occurring upon RFP Phase Authorization, fulfilling the grant terms will be concise and swift.

As it relates to **Project Cost considerations**, Design-Build uses an upset amount to control the maximum budget avoiding concern over changes to the price index. To this, the later the project is awarded, the greater the market conditions could impact the cost and affect the scope of the project. Design-Build locks in the contract value at the time the contract is signed. Further, having the greatest potential for upfront innovation can maximize scope and/or value.

Elmore's East has a variety of design completeness that make up its **Level of Design** including 90% complete of a proposed roundabout intersection (CR225) design, 30-60% complete of ½ of the project limits (Elmore's to CR225 Segment) and conceptual level design of ½ of the project limits (Valley Segment). There is an opportunity for Design-Build to capitalize on this level of design, believing that little to no work has to be done to create an effective reference design while allowing the Design-Build proposers to competitively reassess the current design to bring best value.

In terms of **Project Risk** for Elmore's east, the opportunity for D-B is the ability to assign or retain risk as deemed best suited for the specific area. Risk and risk allocations are important factors in the most appropriate delivery method for the Elmore's Project and the selection of three most qualified teams to propose on the project,

ensures that the quality is in place to address the Project's needs including risks. Elements of third-party agreements and the navigation of their approvals are beneficially shared to support the design and implementation of the improvements. This coordination and collaboration are required universally, but Design-Build places some of the importance of this action with the contractor. Risk of adhering to Grant commitments can be assigned to the contractor (scope, completion dates, "partial completion", etc.) as they control the schedule. ROW commitments can be shared or retained as appropriate under D-B. Cost risk is mitigated through GMP.

Based upon the findings of the Region 5 Project Delivery Selection Team, comprised of Region leadership, Region project management and specialty units, and Bridge and Tunnel Enterprise, with the observation of FHWA, it is recommended that the most appropriate delivery method for the US160 Elmore's to Dry Creek Project is **Design-Build**. D-B allows opportunity to mitigate cost uncertainty, ensure meeting of grant milestones, provide innovation toward the benefit of maximizing scope and safety, and a nuanced approach to risk management. In short, Design-Build can be leveraged to position the project for its greatest success.

Project Delivery Selection Matrix

Primary Factors

1) Project Complexity and Innovation

Project complexity and innovation is the potential applicability of new designs or processes to resolve complex technical issues.

DESIGN-BID-BUILD - Allows Agency to fully resolve complex design issues and qualitatively evaluate designs before procurement of the general contractor. Innovation is provided by Agency/Consultant expertise and through traditional agency directed processes such as VE studies and contractor bid alternatives.		
Opportunities	Obstacles	Rating
Negotiation of 3rd party agreements (Irr. 138, row) aligning with design development	single perspective with less input	+
CDOT control of design (innovation obstacle)	Loss of contractor innovation	
Bid packages for budget	Coordination and timing of phases	
	Budget risk of last phase/Packages	
	Irrigation Companies design requirements	
	Constructability	
CMGC - Allows independent selection of designer and contractor based on qualifications and other factors to jointly address complex innovative designs through three party collaboration of Agency, designer, and Contractor. Allows for a qualitative (non-price oriented) design but requires agreement on CAP.		
Opportunities	Obstacles	Rating
Contractor input on design and constructability - Alignment, fill generation, structure types, etc.	Irrigation Companies design requirements	++
VE analysis and Constructability Review to improve design		
CDOT benefits design experience and exposure from process		
Negotiation of 3rd party agreements (Irr. 138, row) aligning with design development		
Contractor input on Earthwork management and fill reduction.		
Contractor input on Structural design and phasing		
DESIGN-BUILD - Incorporates design-builder input into design process through best value selection and contractor proposed Alternate Technical Concepts (ATCs) – which are a cost-oriented approach to providing complex and innovative designs. Requires that desired solutions to complex projects be well defined through contract requirements.		
Opportunities	Obstacles	Rating
Innovation is received from multiple proposers to find best value, which could be to maximize scope (ensure grant scope, add dry creek elements)	Negotiation of 3rd party agreements (Irr. 138, row)	++
CDOT benefits design experience and exposure from process	Balance of prescriptive +technical criteria while allowing innovation	
Competitive innovation on Earthwork management and fill reduction.	irrigation company's design requirement	
Competitive innovation Structural design and phasing		

2) Delivery Schedule

Delivery schedule is the overall project schedule from scoping through design, construction and opening to the public. Assess time considerations for starting the project or receiving dedicated funding and assess project completion importance.

DESIGN-BID-BUILD - Requires time to perform sequential design and procurement, but if design time is available has the shortest procurement time after the design is complete.		
Opportunities	Obstacles	Rating
Define Milestones for funding obligations	Limited parallel of Construction and ROW	+
3-years to advertise (1, 2 or 3 Packages)	Separate projects add time	
	Potentially Longest path to obligation	
	ROW clearance duration	
	Irrigation Companies coordination	
CMGC - Quickly gets contractor under contract and under construction to meet funding obligations before completing design. Parallel process of development of contract requirements, design, procurements, and construction can accelerate project schedule. However, schedule can be slowed down by coordinating design-related issues between the CM and designer and by the process of reaching a reasonable CAP.		
Opportunities	Obstacles	Rating
Parallel 2nd phase design, Construction and ROW	Obligation of funds is potential critical path element	++
Project specific and GC RFPs concurrently	Addition of Constructability review and contractor input adds time to process	
	Development of multiple packages each has timeline that could impact full scope execution	
	Potentially Longest path to obligation	
DESIGN-BUILD - Ability to get project under construction before completing design. Parallel process of design and construction can accelerate project delivery schedule; however, procurement time can be lengthy due to the time necessary to develop an adequate RFP, evaluate proposals and provide for a fair and transparent selection process.		
Opportunities	Obstacles	Rating
Parallel Design, Construction and ROW	Longest lead time	+++
Fastest path to full obligation	3rd party approvals with uncontrollable time	

3) Project Cost Considerations

Project cost is the financial process related to meeting budget restrictions, early and precise cost estimation, and control of project costs.

DESIGN-BID-BUILD - Competitive bidding provides a low-cost construction for a fully defined scope of work. Cost accuracy is limited until design is completed. More likelihood of cost change orders due to the contractor having no design responsibility.		
Opportunities	Obstacles	Rating
Greatest competition of initial construction cost	re-Ad.	+
single level of design cost	misinterpretation of plans = \$\$	
Bid packages for budget	Change orders	
VECP	impacted by Price index	
	BABA material restrictions/Cost	
	Budget risk of last phase/Packages	
	Does not maximize scope (Goal)	
CMGC - Agency/designer/contractor collaboration to reduce risk pricing can provide a low-cost project however, non-competitive negotiated CAP introduces price risk. Good flexibility to design to a budget.		
Opportunities	Obstacles	Rating
Package limiting industry effect on cost (depending on timing)	Obligation of funds is potential negotiation conflict element	++
issue packages to adapt to remaining budget	Package limiting industry effect on cost (depending on timing)	
adaptable to remaining budget (increase scope)	impacted by Price index	
one design cost	Budget risk of last phase/Packages and impact on scope	
Increased value opportunity from input	Additional pre-construction cost (CM, ICE) 3%	
DESIGN-BUILD - Designer-builder collaboration and ATCs can provide a cost-efficient response to project goals. Costs are determined with design-build proposal, early in design process. Allows a variable scope to bid to match a fixed budget. Poor risk allocation can result in high contingencies.		
Opportunities	Obstacles	Rating
GMP approach. Lock into budget	Unknown Impact environmental mitigation costs	+++
Greatest potential innovation for upfront increased scope	Added design support (owner's Rep) cost to D-B design cost 4.5%	
less impacted by price index	Risk: Proposals may not achieve basic configuration.	
	Risk value takes away from scope	

4) Level of Design

Level of design is the percentage of design completion at the time of the project delivery procurement.

DESIGN-BID-BUILD - 100% design by Agency or contracted design team, with Agency having complete control over the design.		
Opportunities	Obstacles	Rating
Ability to adjust ROW to meet design needs to improve safety	Separate projects add effort	++
Bid Elmore's, CR225 and Valley (save PS contracts and capitalize on existing design)	Multiple contractors	
CDOT controls design	Lacks input for innovation	
	With Design RFP may be starting over with new design lead	
	lacks contractor input and competitive ideas	
	Design, Ad, construct	
CMGC - Can utilize a lower level of design prior to procurement of the CMGC and then collaboration of Agency, designer, and CMGC in the further development of the design. Iterative nature of design process risks extending the project schedule.		
Opportunities	Obstacles	Rating
With Design RFP would be starting over but is made up by concurrent activities (PS ?)	Loss of existing design cost	+++
CDOT controls design	Time to complete packages	
benefits from contractor input and competitive ideas	RFP for Designer AND GC	
input can improve current design & constructability	Concurrent negotiations with final design?	
Ability to adjust ROW to meet design needs to improve safety		
DESIGN-BUILD - Design advanced by Agency to the level necessary to precisely define contract requirements and properly allocate risk (typically 30% or less).		
Opportunities	Obstacles	Rating
With Design RFP would be starting over but is made up by concurrent activities	Control of design is reduced	++
Near level of design for RFP	RFP development and associated actions (LOI, etc.) takes time	
	Procurement process = Time	

5) Risk Assessment of Delivery Methods

DESIGN-BID-BUILD - Risk allocation for design-bid-build best is understood by the industry but requires that most design-related risks and third-party risks be resolved prior to procurement to avoid costly contractor contingency pricing, change orders, and potential claims.		
Opportunities	Obstacles	Rating
ROW risk can be mitigation	PS v NPS design	++
CDOT coordination and adaptation to 138 process & ROW commitments	3rd party approvals - Delay to Ad	
Ability to control risk of environmental clearances	quality at risk due to low bid	
	added step / added time of long lead procurement	
	longer timeline could impact grant obligations	
	assumption of TC/Phasing	
	Price Escalation	
CMGC - Provides opportunity for Agency, designer, and contractor to collectively identify and minimize project risks, and allocate risk to appropriate party. Has potential to minimize contractor contingency pricing of risk but can lose the element of competition in pricing.		
Opportunities	Obstacles	Rating
Condemnation powers for third party needs (utilities)	3rd party approvals - Delay to Package	++
ROW risk can be mitigation	PS v NPS design - Timelines	
Qualifications based selection - Improved quality, team selection	timeline could impact grant obligations	
CDOT coordination and adaptation to 138 process & ROW commitments	Price escalation (mitigated by sooner packages)	
Contractor input on perceived v actual risk and valuation thereof with potential to mitigate and avoid cost.	Structure selection report update	
Ability to control risk of environmental clearances		
Ability to procure long lead items thru GC contract		
IKAV relocations involves contractor in timing/coordination input on TC/phasing / access		
DESIGN-BUILD - Provides opportunity to properly allocate risks to the party best able to manage them, but requires risks allocated to design-builder to be well defined to minimize contractor contingency pricing of risks.		
Opportunities	Obstacles	Rating
Condemnation powers for third party needs (utilities)	Structure selection report update	++
Qualifications based selection - Improved quality, team selection	3rd party approvals- delay claim	
irrigation design coordination is contractors	Re-eval for Basic / Re-Eval for RFC - Timing/approvals	
Unknown Impact mitigation costs /acquisitions - Risk assignment to D-B team	ROW can impact Critical path	
Defined timeline to avoid grant impact		
Unknown utility Impact costs /acquisitions - Risk assignment to D-B team, ATC potential	Driveways/138 & Property owner commitments/issues - Schedule/design	
Phasing and control of traffic / access is built in	potential Structure design Tech criteria limitations	
GMP (escalation mitigation)		
Long lead is contractor risk		
Weather, constructability risk is contractor's		

Project Delivery Selection Matrix

Secondary Factors

6) Staff Experience and Availability

Agency staff experience and availability as it relates to the project delivery methods in question.

DESIGN-BID-BUILD - Technical and management resources necessary to perform the design and plan development. Resource needs can be more spread out.		
Opportunities	Obstacles	Rating
		N/A
CMGC - Strong, committed Agency project management resources are important for success of the CMGC process. Resource needs are like DBB except Agency must coordinate CM's input with the project designer and be prepared for CAP negotiations.		
Opportunities	Obstacles	Rating
D-B Selected. CM/GC is second approach if D-B fails to gain industry support	Staffing required (consultant owner's rep) for design through Construction	Pass
Less staff than D-B	Less experience in CM/GC	
DESIGN-BUILD - Technical and management resources and expertise necessary to develop the RFQ and RFP and administrate the procurement. Concurrent need for both design and construction resources to oversee the implementation.		
Opportunities	Obstacles	Rating
Staff Experience with D-B	Staffing required (consultant owner's rep) for Procurement through Construction	Pass

7) Level of Oversight and Control

Level of oversight involves the amount of agency staff required to monitor the design or construction, and amount of agency control over the delivery process.

DESIGN-BID-BUILD - Full control over a linear design and construction process.		
Opportunities	Obstacles	Rating
		N/A
CMGC - Most control by Agency over both the design, and construction, and control over a collaborative agency/designer/contractor project team		
Opportunities	Obstacles	Rating
D-B Selected. CM/GC is second approach if D-B fails to gain industry support		Pass
CDOT input allowed on design.		
DESIGN-BUILD - Less control over the design (design desires must be written into the RFP contract requirements). Generally, less control over the construction process (design-builder often has QA responsibilities).		
Opportunities	Obstacles	Rating
	More staffing required (consultant owner's rep)	Pass
	Technical criteria	

8) Competition and Contractor Experience

Competition and availability refer to the level of competition, experience and availability in the marketplace and its capacity for the project.

DESIGN-BID-BUILD - High level of competition, but GC selection is based solely on low price. High level of marketplace experience.		
Opportunities	Obstacles	Rating
		N/A
CMGC - Allows for the selection of the single most qualified contractor, but CAP can limit price competition. Low level of marketplace experience.		
Opportunities	Obstacles	Rating
D-B Selected. CM/GC is second approach if D-B fails to gain industry support		Pass
CM/GC is fallback to D-B		
good experience in Colorado		
DESIGN-BUILD - Allows for a balance of price and non-price factors in the selection process. Medium level of marketplace experience.		
Opportunities	Obstacles	Rating
Good experience in Colorado	Risk: Is Industry interested?	Pass
Project of size to draw contractors		

Project Delivery Selection Factors: Opportunities, and Obstacles Checklists

1) Project Complexity and Innovation Project Delivery Selection Checklist

DESIGN-BID-BUILD
Complexity and Innovation Considerations
<ul style="list-style-type: none"> • Agencies control of design of complex projects • Agency and consultant expertise can select innovation independently of contractor abilities • Opportunities for value engineering studies during design, more time for design solutions <ul style="list-style-type: none"> • Aids in consistency and maintainability • Full control in selection of design expertise • Complex design can be resolved and competitively bid • Innovations can add cost or time and restrain contractor's benefits <ul style="list-style-type: none"> • No contractor input to optimize costs • Limited flexibility for integrated design and construction solutions (limited to constructability) <ul style="list-style-type: none"> • Difficult to assess construction time and cost due to innovation
CMGC
Complexity and Innovation Considerations
<ul style="list-style-type: none"> • Highly innovative process through 3 party collaboration • Allows for agency control of a designer/contractor process for developing innovative solutions • Allows for an independent selection of the best qualified designer and best qualified contractor <ul style="list-style-type: none"> • VE inherent in process and enhanced constructability • Risk of innovation can be better defined and minimized and allocated <ul style="list-style-type: none"> • Can take to market for bidding as contingency • Can develop means and methods to the strengths of a single contractor partner throughout preconstruction <ul style="list-style-type: none"> • Process depends on designer/CM relationship • No contractual relationship between designer/CM <ul style="list-style-type: none"> • Innovations can add or reduce cost or time <ul style="list-style-type: none"> • Management of scope additions
DESIGN-BUILD
Complexity and Innovation Considerations
<ul style="list-style-type: none"> • Designer and contractor collaborate to optimize means and methods and enhance innovation <ul style="list-style-type: none"> • Opportunity for innovation through competitiveness of ATC process • Can use best-value procurement to select design-builder with best qualifications <ul style="list-style-type: none"> • Constructability and VE inherent in process <ul style="list-style-type: none"> • Early team integration • Requires desired solutions to complex designs to be well defined through technical requirements • Qualitative designs can be difficult to define if not done early in design (example. aesthetics) <ul style="list-style-type: none"> • time or cost constraints on designer • Quality assurance for innovative processes can be difficult to define in RFP <ul style="list-style-type: none"> • Ability to obtain intellectual property using stipends

2) Delivery Schedule Project Delivery Selection Checklist

DESIGN-BID-BUILD
Schedule Considerations
<ul style="list-style-type: none"> • Schedule is more predictable and more manageable. <ul style="list-style-type: none"> • Milestones can be easier to define. • Projects can more easily be “shelved.” <ul style="list-style-type: none"> • Shortest procurement period • Elements of design can be advanced prior to permitting, construction, etc. <ul style="list-style-type: none"> • Time to communicate/discuss design with stakeholders. • Time to perform a linear Design-Bid-Build delivery process. • Design and construction schedules can be unrealistic due to lack of industry input. <ul style="list-style-type: none"> • Errors in design lead to change orders and schedule delays • Low bid selection may lead to potential delays and other adverse outcomes.
CMGC
Schedule Considerations
<ul style="list-style-type: none"> • Ability to start construction before entire design, ROW, etc. is complete (i.e., phased design) <ul style="list-style-type: none"> • More efficient procurement of long-lead items • Early identification and resolution of design and construction issues (e.g., utility, ROW, and earthwork) <ul style="list-style-type: none"> • Can provide a shorter procurement schedule than DB. <ul style="list-style-type: none"> • Team involvement for schedule optimization • Continuous constructability review and VE • Maintenance of Traffic improves with contractor inputs. • Contractor input for phasing, constructability and traffic control may reduce overall schedule. <ul style="list-style-type: none"> • Potential for not reaching CAP and substantially delaying schedule. <ul style="list-style-type: none"> • CAP negotiation can delay the schedule. • Designer-contractor-agency disagreements can add delays. • Strong agency management is required to control schedule
DESIGN-BUILD
Schedule Considerations
<ul style="list-style-type: none"> • Potential to accelerate schedule through parallel design-build process. <ul style="list-style-type: none"> • Shifting of schedule risk <ul style="list-style-type: none"> • Industry input into design and schedule • Fewer chances for disputes between agency and the Design-Build team <ul style="list-style-type: none"> • More efficient procurement of long-lead items • Ability to start construction before entire design, ROW, etc. is complete (i.e., phased design) <ul style="list-style-type: none"> • Allows innovation in resource loading and scheduling by DB team. • Request for proposal development and procurement can be intensive. • Undefined events or conditions found after procurement, but during design can impact schedule and cost. <ul style="list-style-type: none"> • Time required to define and develop RFP technical requirements and expectations. • Requires agency and stakeholder commitments to an expeditious review of design

3) Project Cost Considerations Project Delivery Selection Checklist

DESIGN-BID-BUILD
Project Cost Considerations
<ul style="list-style-type: none"> ● Competitive bidding provides a low-cost construction to a fully defined scope of work. <ul style="list-style-type: none"> ● Increased certainty about cost estimates ● Construction costs are contractually set before construction begins. <ul style="list-style-type: none"> ● Cost accuracy is limited until design is completed. ● Construction costs are not locked in until design is 100% complete. ● Cost reductions due to contractor innovation and constructability is difficult to obtain. <ul style="list-style-type: none"> ● More potential of cost change orders due to Agency design responsibility
CMGC
Project Cost Considerations
<ul style="list-style-type: none"> ● Agency/designer/contractor collaboration to reduce project risk can result in lowest project costs. <ul style="list-style-type: none"> ● Early contractor involvement can result in cost savings through VE and constructability. <ul style="list-style-type: none"> ● Cost will be known earlier when compared to DBB. ● Integrated design/construction process can provide a cost-efficient strategy to project goals. <ul style="list-style-type: none"> ● Can provide a cost-efficient response to meet project goals. ● Non-competitive negotiated CAP introduces price risk. ● Difficulty in CAP negotiation introduces some risk that CAP will not be successfully executed requiring aborting the CMGC process. <ul style="list-style-type: none"> ● Paying for contractors' involvement in the design phase could potentially increase total cost. ● Use of Independent Cost Estimating (ICE) expertise to obtain competitive pricing during CAP negotiations
DESIGN-BUILD
Project Cost Considerations
<ul style="list-style-type: none"> ● Contractor input into design should moderate cost ● Design-builder collaboration and ATCs can provide a cost-efficient response to project goals. <ul style="list-style-type: none"> ● Costs are contractually set early in design process with design-build proposal. <ul style="list-style-type: none"> ● Allows a variable scope to bid to match a fixed budget. <ul style="list-style-type: none"> ● Potential lower average cost growth ● Funding can be obligated in a very short timeframe. ● Risks related to design-build, lump sum cost without 100% design complete, can compromise financial success of the project

4) Level of Design Project Delivery Selection Checklist

DESIGN-BID-BUILD
Level of Design Considerations
<ul style="list-style-type: none"> • 100% design by agency • Agency has complete control over the design (can be beneficial when there is one specific solution for a project) <ul style="list-style-type: none"> • Project/scope can be developed through design. • The scope of the project is well defined through complete plans and contract documents. <ul style="list-style-type: none"> • Well-known process to the industry • Agency design errors can result in a higher number of change orders, claims, etc. <ul style="list-style-type: none"> • Minimizes competitive innovation opportunities. • Can reduce the level of constructability since the contractor is not bought into the project until after the design is complete
CMGC
Level of Design Considerations
<ul style="list-style-type: none"> • Can utilize a lower level of design prior to selecting a contractor then collaboratively advance design with agency, designer and contractor. <ul style="list-style-type: none"> • Contractor involvement in early design improves constructability. <ul style="list-style-type: none"> • Agency controls design • Design can be used for DBB if the price is not successfully negotiated. <ul style="list-style-type: none"> • Design can be responsive to risk minimization. • Teaming and communicating concerning design can cause disputes. <ul style="list-style-type: none"> • Three party process can slow progression of design. • Advanced design can limit the advantages of CMGC or could require re-design
DESIGN-BUILD
Level of Design Considerations
<ul style="list-style-type: none"> • Design advanced by the agency to level necessary to precisely define the contract requirements and properly allocate risk. • Does not require much design to be completed before awarding project to the design-builder (between ~ 10% - 30% complete) <ul style="list-style-type: none"> • Contractor involvement in early design, which improves constructability and innovation. • Plans do not have to be as detailed because the design-builder is bought into the project early in the process and will accept design responsibility. <ul style="list-style-type: none"> • Clearly define requirements in the RFP because it is the basis for the contract. <ul style="list-style-type: none"> • If design is too far advanced, it will limit the advantages of design-build. <ul style="list-style-type: none"> • Carefully develop the RFP so that scope is fully defined. • Over utilizing performance specifications to enhance innovation can risk quality through reduced technical requirements. <ul style="list-style-type: none"> • Less agency control over the design • Can create project less standardized designs across agency as a whole

Project Risk Assessment

5a) Initial Risk Assessment Guidance

Three sets of risk assessment checklists are provided to assist in an initial risk assessment relative to the selection of the delivery method:

- Typical Transportation Project Risks
- General Project Risks Checklist
- Opportunities/Obstacles Checklist (relative to each delivery method)

It is important to recognize that the initial risk assessment is to only ensure the selected delivery method can properly address the project risks. A more detailed level of risk assessment should be performed concurrently with the development of the procurement documents to ensure that project risks are properly allocated, managed, and minimized through the procurement and implementation of the project.

The following is a list of project risks that are frequently encountered on transportation projects and a discussion on how the risks are resolved through the different delivery methods.

1) Site Conditions and Investigations

How unknown site conditions are resolved. For additional information on site conditions, refer to 23 CFR 635.109(a) at the following link: ecfr.gpoaccess.gov

DESIGN-BID-BUILD
Site condition risks are generally best identified and mitigated during the design process prior to procurement to minimize the potential for change orders and claims when the schedule allows.
CMGC
CDOT, the designer, and the contractor can collectively assess site condition risks, identify the need to perform site investigations in order to reduce risks, and properly allocate risk prior to CAP.
DESIGN-BUILD
Certain site condition responsibilities can be allocated to the design-builder provided they are well defined and associated third party approval processes are well defined. Caution should be used, as unreasonable allocation of site condition risk will result in high contingencies during bidding. The Agency should perform site investigations in advance of procurement to define conditions and avoid duplication of effort by proposers. At a minimum, the Agency should perform the following investigations:
<ol style="list-style-type: none">1) Basic design surveys2) Hazardous materials investigations to characterize the nature of soil and groundwater contamination.3) Geotechnical baseline report to allow design-builders to perform proposal design without extensive additional geotechnical investigations

2) Utilities

DESIGN-BID-BUILD
Utility risks are best allocated to the Agency, and mostly addressed prior to procurement to minimize potential for claims when the schedule allows.
CMGC
Can utilize a lower level of design prior to contracting and collaboration of Agency, designer, and contractor in the further development of the design.

DESIGN-BUILD

Utilities responsibilities need to be clearly defined in contract requirements, and appropriately allocated to both design-builder and the Agency:

Private utilities (major electrical, gas, communication transmission facilities): Need to define coordination and schedule risks, as they are difficult for design-builder to price. Best to have utilities agreements before procurement. Note – by state regulation, private utilities have schedule liability in design-build projects, but they need to be made aware of their responsibilities.

Public Utilities: Design and construction risks can be allocated to the design-builder, if properly incorporated into the contract requirements.

3) Railroads (if applicable)

DESIGN-BID-BUILD

Railroad risks are best resolved prior to procurement and relocation designs included in the project requirements when the schedule allows.

CMGC

Railroad impacts and processes can be resolved collaboratively by Agency, designer, and contractor. A lengthy resolution process can delay the CAP negotiations.

DESIGN-BUILD

Railroad coordination and schedule risks should be well understood to be properly allocated and are often best assumed by the Agency. Railroad design risks can be allocated to the designer if well defined. Best to obtain an agreement with railroad defining responsibilities prior to procurement

4) Drainage/Water Quality Best Management Practices (construction and permanent)

Both drainage and water quality often involve third party coordination that needs to be carefully assessed with regard to risk allocation. Water quality is not currently well defined, complicating the development of technical requirements for projects.

Important questions to assess:

- 1) Do criteria exist for compatibility with third party offsite system (such as an OSP (Outfall System Plan))?
- 2) Is there an existing cross-drainage undersized by design Criteria?
- 3) Can water quality requirements be precisely defined? Is right-of-way adequate?

DESIGN-BID-BUILD

Drainage and water quality risks are best designed prior to procurement to minimize potential for claims when the schedule allows.

CMGC

The Agency, the designer, and the contractor can collectively assess drainage risks and coordination and approval requirements, and minimize and define requirements and allocate risks prior to CAP.

DESIGN-BUILD

Generally, the Agency is in the best position to manage the risks associated with third party approvals regarding compatibility with offsite systems and should pursue agreements to define requirements for the design-builder.

5) Environmental

Meeting environmental document commitments and requirements, noise, 4(f) and historic, wetlands, endangered species, etc.

DESIGN-BID-BUILD

Risk is best mitigated through design prior to procurement when the schedule allows.

CMGC

Environmental risks and responsibilities can be collectively identified, minimized, and allocated by the Agency, the designer, and the contractor prior to CAP

DESIGN-BUILD

Certain environmental approvals and processes that can be fully defined can be allocated to the design-builder. Agreements or MOUs with approval agencies prior to procurement is best to minimize risks.

6) Third Party Involvement

Timeliness and impact of third-party involvement (funding partners, adjacent municipalities, adjacent property owners, project stakeholders, FHWA, PUC)

DESIGN-BID-BUILD

Third party risk is best mitigated through design process prior to procurement to minimize potential for change orders and claims when the schedule allows.

CMGC

Third party approvals can be resolved collaboratively by the Agency, designer, and contractor.

DESIGN-BUILD

Third party approvals and processes that can be fully defined can be allocated to the design-builder. Agreements or MOUs with approval agencies prior to procurement is best to minimize risks.

5b) General Project Risk Checklist (Items to consider when assessing risk)

Environmental Risks	External Risks
<ul style="list-style-type: none"> ● Delay in review of environmental documentation <ul style="list-style-type: none"> ● Challenge in appropriate environmental documentation ● Defined and non-defined hazardous waste <ul style="list-style-type: none"> ● Environmental regulation changes ● Environmental impact statement (EIS) required. <ul style="list-style-type: none"> ● NEPA/ 404 Merger Process required. ● Environmental analysis on new alignments required 	<ul style="list-style-type: none"> ● Stakeholders request late changes. ● Influential stakeholders request additional needs to serve their own commercial purposes. <ul style="list-style-type: none"> ● Local communities pose objections. <ul style="list-style-type: none"> ● Community relations ● Conformance with regulations/guidelines/ design criteria ● Intergovernmental agreements and jurisdiction
Third-Party Risks	Geotechnical and Hazmat Risks
<ul style="list-style-type: none"> ● Unforeseen delays due to utility owner and third-party ● Encounter unexpected utilities during construction. <ul style="list-style-type: none"> ● Cost sharing with utilities not as planned. ● Utility integration with project not as planned. <ul style="list-style-type: none"> ● Third-party delays during construction <ul style="list-style-type: none"> ● Coordination with other projects ● Coordination with other government agencies 	<ul style="list-style-type: none"> ● Unexpected geotechnical issues <ul style="list-style-type: none"> ● Surveys late and/or in error ● Hazardous waste site analysis incomplete or in error <ul style="list-style-type: none"> ● Inadequate geotechnical investigations ● Adverse groundwater conditions ● Other general geotechnical risks
Right-of-Way/ Real Estate Risks	Design Risks
<ul style="list-style-type: none"> ● Railroad involvement ● Objections to ROW appraisal take more time and/or money. <ul style="list-style-type: none"> ● Excessive relocation or demolition <ul style="list-style-type: none"> ● Acquisition ROW problems ● Difficult or additional condemnation ● Accelerating pace of development in project corridor ● Additional ROW purchase due to alignment change 	<ul style="list-style-type: none"> ● Design is incomplete/ Design exceptions. <ul style="list-style-type: none"> ● Scope definition is poor or incomplete. ● Project purpose and need are poorly defined. ● Communication breakdown with project team ● Pressure to delivery project on an accelerated schedule <ul style="list-style-type: none"> ● Constructability of design issues ● Project complexity - scope, schedule, objectives, cost, and deliverables - are not clearly understood
Organizational Risks	Construction Risks
<ul style="list-style-type: none"> ● Inexperienced staff assigned. ● Losing critical staff at crucial point of the project ● Functional units not available or overloaded <ul style="list-style-type: none"> ● No control over staff priorities ● Lack of coordination/ communication <ul style="list-style-type: none"> ● Local agency issues ● Internal red tape causes delay getting approvals, decisions. ● Too many projects/ new priority projects inserted into program 	<ul style="list-style-type: none"> ● Pressure to delivery project on an accelerated schedule. <ul style="list-style-type: none"> ● Inaccurate contract time estimates <ul style="list-style-type: none"> ● Construction QC/QA issues ● Unclear contract documents ● Problem with construction sequencing/ staging/ phasing ● Maintenance of Traffic/ Work Zone Traffic Control

5c) Assessment of Risk Project Delivery Selection Opportunities/Obstacles Checklist

DESIGN-BID-BUILD
Risk Considerations
<ul style="list-style-type: none"> • Risks managed separately through design, bid, build is expected to be easier. <ul style="list-style-type: none"> • Risk allocation is most widely understood/used. • Opportunity to avoid or mitigate risk through complete design. • Risks related to environmental, railroads, & third-party involvement are best resolved before procurement. • Utilities and ROW best allocated to the agency and mostly addressed prior to procurement to minimize potential for claim. <ul style="list-style-type: none"> • Project can be shelved while resolving risks. • Agency accepts risks associated with project complexity (the inability of designer to be all-knowing about construction) and project unknowns. <ul style="list-style-type: none"> • Low-bid related risks • Potential for misplaced risk through prescriptive specifications <ul style="list-style-type: none"> • Innovative risk allocation is difficult to obtain. • Limited industry input in contract risk allocation <ul style="list-style-type: none"> • Change order risks can be greater
CMGC
Risk Considerations
<ul style="list-style-type: none"> • Contractor can have a better understanding of the unknown conditions as design progresses. • Innovative opportunities to allocate risks to different parties (e.g., schedule, means and methods, phasing) <ul style="list-style-type: none"> • Opportunities to manage costs risks through CMGC involvement. <ul style="list-style-type: none"> • Contractor will help identify and manage risk. • Agency still has considerable involvement with third parties to deal with risks. <ul style="list-style-type: none"> • Avoids low-bidding risk in procurement. • More flexibility and innovation available to deal with unknowns early in the design process. <ul style="list-style-type: none"> • Lack of motivation to manage small quantity costs. <ul style="list-style-type: none"> • Increase costs for non-proposal items. • Disagreement among Designer-Contractor-Agency can put the process at risk. <ul style="list-style-type: none"> • If CAP cannot be reached, additional low-bid risks appear. <ul style="list-style-type: none"> • Limited to risk capabilities of CMGC • Strong agency management is required to negotiate/optimize risks. • Discovery of unknown conditions can drive up CAP, which can be compounded in phased construction
DESIGN-BUILD
Risk Considerations
<ul style="list-style-type: none"> • Performance specifications can allow for alternative risk allocations to the design builder. <ul style="list-style-type: none"> • Risk-reward structure can be better defined. • Innovative opportunities to allocate risks to different parties (e.g., schedule, means and methods, phasing) <ul style="list-style-type: none"> • Opportunity for industry review of risk allocation (draft RFP, ATC processes) <ul style="list-style-type: none"> • Avoid low-bidding risk in procurement. • Contractor will help identify risks related to environmental, railroads, ROW, and utilities. • Designers and contractors can work toward innovative solutions to, or avoidance of, unknowns. • Need a detailed project scope, description etc., for the RFP to get accurate/comprehensive responses to the RFP (Increased RFP costs may limit bidders) <ul style="list-style-type: none"> • Limited time to resolve risks. • Additional risks allocated to designers for errors and omissions, claims for change orders. • Unknowns and associated risks need to be carefully allocated through a well-defined scope and contract. <ul style="list-style-type: none"> • Risks associated with agreements when design is not completed. <ul style="list-style-type: none"> • Poorly defined risks are expensive. • Contractor may avoid risks or drive consultant to decrease cost at risk to quality

6) Staff Experience and Availability Project Delivery Selection Checklist

DESIGN-BID-BUILD
Staff Experience and Availability Considerations
<ul style="list-style-type: none"> • Agency, contractors and consultants have high level of experience with the traditional system. <ul style="list-style-type: none"> • Designers can be more interchangeable between projects. • Can require a high level of agency staffing of technical resources. • Staff's responsibilities are spread out over a longer design period. • Can require staff to have full breadth of technical expertise
CMGC
Staff Experience and Availability Considerations
<ul style="list-style-type: none"> • Agency can improve efficiencies by having more project managers on staff rather than specialized experts. <ul style="list-style-type: none"> • Smaller number of technical staff required through use of consultant designer. <ul style="list-style-type: none"> • Strong committed agency project management is important to success. • Limitation of availability of staff with skills, knowledge, and personality to manage CMGC projects. <ul style="list-style-type: none"> • Existing staff may need additional training to address their changing roles. <ul style="list-style-type: none"> • Agency must learn how to negotiate CAP projects
DESIGN-BUILD
Staff Experience and Availability Considerations
<ul style="list-style-type: none"> • Less agency staff required due to the sole source nature of DB. <ul style="list-style-type: none"> • Opportunity to grow agency staff by learning a new process. • Limitation of availability of staff with skills and knowledge to manage DB projects. <ul style="list-style-type: none"> • Existing staff may need additional training to address their changing roles. • Need to “mass” agency management and technical resources at critical points in process (i.e., RFP development, design reviews, etc.)

7) Level of Oversight and Control Project Delivery Selection Checklist

DESIGN-BID-BUILD
Level of Oversight and Control Considerations
<ul style="list-style-type: none"> • Full agency control over a linear design and construction process <ul style="list-style-type: none"> • Oversight roles are well understood. • Contract documents are typically completed in a single package before construction begins. <ul style="list-style-type: none"> • Multiple checking points through three linear phases: design-bid-build <ul style="list-style-type: none"> • Maximum control over design • Requires a high-level of oversight. • Increased likelihood of claims due to agency design responsibility • Limited control over an integrated design/construction process
CMGC
Level of Oversight and Control Considerations
<ul style="list-style-type: none"> • Preconstruction services are provided by the construction manager. • Obtaining input from the CMGC to enhance constructability and innovation. • Provides agency control over an integrated design/construction process. <ul style="list-style-type: none"> • Agency must have experienced staff to oversee the CMGC. <ul style="list-style-type: none"> • Higher level of cost oversight required
DESIGN-BUILD
Level of Oversight and Control Considerations
<ul style="list-style-type: none"> • A single entity responsibility during project design and construction • Obtaining input from the Design-Builder to enhance constructability and innovation. <ul style="list-style-type: none"> • Overall project planning and scheduling is established by one entity. <ul style="list-style-type: none"> • Can require a high level of design oversight. • Can require a high level of quality assurance oversight. • Limitation on staff with DB oversight experience <ul style="list-style-type: none"> • Less agency control over design • Control over design relies on proper development of technical requirements

8) Competition and Contractor Experience Project Delivery Selection Checklist

DESIGN-BID-BUILD
Competition and Contractor Experience Considerations
<ul style="list-style-type: none"> • Promotes high level of competition in the marketplace. • Opens construction to all reasonably qualified bidders. <ul style="list-style-type: none"> • Transparency and fairness • Reduced chance of corruption and collusion • Contractors are familiar with the DBB process. • Risks associated with selecting the low bid (the best contractor is not necessarily selected) <ul style="list-style-type: none"> • No contractor input into the process • Limited ability to select contractor based on qualifications
CMGC
Competition and Contractor Experience Considerations
<ul style="list-style-type: none"> • Allows for qualifications-based contractor procurement. • Agency has control over an independent selection of best qualified designer and contractor. <ul style="list-style-type: none"> • Contractor is part of the project team early on, creating a project “team.” • Increased opportunity for innovation due to the diversity of the project team • Currently there is not a large pool of contractors with experience in CMGC, which will reduce the competition and availability. <ul style="list-style-type: none"> • Working with only one contractor to develop the CAP can limit price competition. <ul style="list-style-type: none"> • Requires a strong project manager from the agency. • Teamwork and communication among the project team
DESIGN-BUILD
Competition and Contractor Experience Considerations
<ul style="list-style-type: none"> • Allows for a balance of qualifications and cost in design-builder procurement. • Two-phase process can promote strong teaming to obtain “Best Value.” • Increased opportunity for innovation possibilities due to the diverse project team <ul style="list-style-type: none"> • Need for DB qualifications can limit competition. • Lack of competition with experience with the project delivery method <ul style="list-style-type: none"> • Reliant on DB team selected for the project. • The gap between agency experience and contractor experience with delivery method can create conflict

Transportation Commission (TC) Meeting Notes

DRAFT

August 14, 2024 - August 15, 2024

Workshops - Wednesday, August 14, 2024

12:30 pm to 4:30 pm

Attendance:

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

Budget Workshop - Jeff Sudmeier and Bethany Nichols

FY 2024-2025 Budget Amendment

Purpose and Action:

- Transfers \$600,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to Agency Operations to provide a loan to the Clean Transit Enterprise for initial implementation expenses associated with SB 24-230 Oil and Gas Production Fees.
- Establishes a loan to the Clean Transit Enterprise for SB 24-230 Staff requests \$600,000 be transferred from the TC Program Reserve Fund to Agency Operations to temporarily fund expenses incurred by the Clean Transit Enterprise (CTE) to establish the necessary operational structure to implement SB24-230 Oil and Gas Production Fees.

Discussion:

- Commissioner Kelly asked if the \$600,000 was tranching or set up front? CDOT staff responded that the funds would be set aside up front, and that the funds would have to be moved to the enterprise to be used.
- Commissioner Holguin: observed that it seems like the language translation and accessibility services projection was low for the project. Will the requested funding be enough? The staff response was that the funding projection should cover all services required.

Transportation Asset Management (TAM) Budget Setting for FY 2027-29 - Darius Pakbaz, Toby Manthey, and William Johnson

Purpose and Action: This workshop summarized recommended planning budgets for asset classes in CDOT's Transportation Asset Management (TAM) program for fiscal years 2027-28 and 2028-29. Also described for both years is the proposed "TAM Cap," which represents the total dollars dedicated to the TAM program each year. CDOT staff is requesting consideration of these items, which are adopted by resolution by the Transportation Commission (TC) under Policy Directive 1609.0. Note: The TAM planning budgets do not represent CDOT's full

investment in pavement, bridges and other assets. CDOT's assets are supported by a range of funding, including strategic funds in the 10-Year Plan, the Regional Priority Program, Commissioner Program Reserve funds, and more.

1. CDOT staff anticipates seeking TC approval in September of TAM planning budgets for fiscal years 2027-28 and 2028-29 for 11 asset classes in the TAM program.
2. Staff also anticipates seeking TC approval in September of the TAM Cap for both years. The TAM Cap is the sum of the planning budgets for the individual asset classes and the total dollars initially dedicated to the TAM program in a given year.

Discussion:

- Commissioner Garcia asked if it would be more helpful to see the percentage of funding dollars going towards maintaining assets instead of dollar amounts. It would also be helpful to have a percentage of maintenance funding relative to other funded areas.
- Commissioner Cook agreed with the need for percentages in spreadsheets presented. Asked about the TAM cap and how that is changed by the scorecard. Cook also inquired about whether the TAM cap reflects conditions on the ground. CDOT Division of Accounting and Finance Assistant Director, Nicholas explained that any changes to the TAM cap would be pulled from the 10-year plan. CDOT Division of Transportation Development Director, Pakbaz added that the cap is created based on fiscal constraints.
- Commissioner Holguin expressed concern that the proposed planning budget has no adjustment for inflation, so purchasing power is decreasing. What can be done about this? Pakbaz noted that there will be trade offs considering the high inflationary pressures. It will be a balancing act to ensure all programs are adequately funded. Staff recommends maintaining the current funding distribution.
- Commission Chair Hart supported the idea of percentages being added to the spreadsheets. Hart wants to see direct comparisons to the scorecard and funding distribution.

Policy Directive 14 Scorecard - William Johnson, Jacob Kershner, and Darius Pakbaz

Purpose & Action: To report on progress made towards achieving legacy Policy Directive 14.0 (PD 14) performance objectives for the Safety, Asset Management, and Mobility goal areas. The requested action is to review progress towards achieving the legacy PD 14 performance objectives during calendar year 2023 in preparation for the annual budget setting process. The TC reviews the scorecard to determine if there is a need to realign anticipated resources.

Discussion:

- Commissioner Stuart asked a clarifying question about the number of vulnerable road users (VRU) fatalities and serious injuries. Kershner clarified that the 809 VRU fatalities and serious injuries were across the entire state including on roads that are not state owned.
- Commissioner Garcia pointed out that 65% of the targets aren't being met. Pakbaz explained that we are in the midst of the planning process, which allows us to make adjustments to planned projects to meet these performance targets. Garcia asked whether these targets should be reconsidered given inflationary pressures. Pakbaz answered that this version of PD-14 was adopted in 2019 so these targets will likely be updated.

- Commissioner Cook commented that it is hard to tell which of these targets are more important than others, so it is appreciated that PD-14 narrows down the focus.
- Commissioner Ridder asked about what it will take to meet 100 percent of these targets? Pakbaz responded that more funding is the easy answer, but that is not something CDOT has much control over. CDOT continually looks at the most efficient ways to increase performance within fiscal constraints. We look at these performance targets on a yearly timescale but sometimes these improvements and changes can take many years before the real difference is evident in the data.
- Commissioner Parsons noted that resources are spread too thin and that is why some of these performance measures are not being met. If we keep asking CDOT to perform more tasks with a diminishing budget, these performance targets will not be met.
- Commission Chair Hart would like to see an executive summary with the highpoints and low points of CDOT performance with very clear actions to improve performance.

Policy Directive 14 Update for the 2050 Statewide Plan Cycle - Darius Pakbaz and William Johnson

Purpose and Action: 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 TC revises PD 14 with updated performance measures or targets. CDOT staff proposed PD 14 revisions to the TC in May 2024. CDOT staff will continue discussions at the upcoming August TC meeting. The requested action is to continue discussions from July TC and provide additional feedback

Discussion:

- Commissioner Garcia asked about a performance measure for wildlife crashes. Pakbaz responded that crashes involving wildlife may become a new performance measure in the future due to their importance to many Transportation Planning Regions.
- Commissioner Stuart suggested that a new Wildly Important Goal (WIG) or goal should be working collaboratively with areas of the state where most of these VRUs occur. CDOT needs help from other public agencies and local governments to achieve these goals in reducing VRU fatalities and serious injuries. Pakbaz explained that in addition to the statewide plan, is the State Highway Safety Plan which conducts collaborations and partnerships and outlines the coordination in much greater detail. CDOT Chief Engineer Stefanik noted that there is a strategy of funding \$6 million towards VRU infrastructure. We also perform yearly or biyearly reports on VRUs to FHWA. There is significant partnership across the state for developing the State Highway Safety Plan between state agencies, local planners and local governments.
- Commissioner Parsons asked about what precludes additional speed monitoring on top of the 150 speed safety camera days. Stefanik explained that the WIG is a joint WIG with the Colorado State Patrol (CSP), and they have their own WIGs for enforcement on top of speed cameras. Local law enforcement will be working toward addressing these issues in conjunction with CSP and CDOT.

- Commissioner Cook: Investments in BRT have a focus on vulnerable road users which may help address these safety goals.
- Commissioner Hart: information campaigns and media focusing on driving safety will play a large part in impacting driving behavior.

Region 5 Update - Julie Constan

Purpose and Action: To present a Region 5 update on 10-Year Plan accomplishments to the TC. No action was necessary, for information only.

Region 5 is comprised of:

- 15 counties and two Indian tribal nations
- 368 full time employees
- 46 maintenance patrols
- 4 engineering residencies
- 3,566 lane miles (16% of state highways)
- 3.6% of the state population
- 14 mountain passes over 8,000 feet
- 228 bridges
- 2 rest areas
- 5 scenic byways

A 10-Year Plan program summary outlined:

10 Year Plan for 2023 (Region 5)

- Total Projects Cost: \$691 million
- Total Strategic Funds: \$403 million
- 10 Year Plan Projects: 46

Key Projects covered included:

- CO 141 Slickrock and CO 145 Redvale Rural Road Surface Treatment
- CO 141 North of Naturita Rural Road Surface Treatment
- CO 17 Surface Treatment & Widening to US 285
- CO 149 North of Creede Rural Road Surface Treatment
- CO 370 Between CO 15 and US 285 Rural Road Surface Treatment
- CO 114 US 50 East Rural Road Surface Treatment
- US 160 McCabe Creek Structure Replacement Project
- US 50/US 285 Intersection Reconstruction and Rural Paving
- US 550 Pacochupuk South Roadway Mobility, Safety, and Billy Creek Wildlife Improvements
- US 550 and US 160 Connection

Discussion:

- Commissioner Garcia thanked CDOT Region 5 Regional Transportation Director, Julie Constan, and Region 5 staff for their hard work, accomplishments and for sharing this information with the TC.

Mobility Committee - Transit Connections Study Update - Paul Desrocher and Jan Rowe

Purpose and Action: To provide an update on the Transit Connections Study (TCS) project. The requested action is Informational only. The TCS aims to provide a strategic vision for a

statewide transit network as part of a transformational, interconnected multimodal system. This includes improving and expanding the Bustang Family of Services and ensuring seamless connections between state-funded services and with local and regional transit/mobility providers. The study has concluded the literary review of the current state of transit and is transitioning into the gap analysis. Next Steps The TCS is anticipated to be completed by December 2024 and additional updates will be provided to the Commission as the project advances.

Discussion:

- Commissioner Garcia observed that it would be fantastic to include a Bustang route from Durango to the I-25.
- Commissioner Ridder asked about what is the timeline for the completion of the study. The CDOT Division of Transit and Rail Planning Director Rowe answered that the completion of the Transit Connections Study is anticipated to be late 2024 to early 2025.
- Commission Chair Hart expressed great enthusiasm for the completion and use of this study in helping develop the statewide transit system.

Adjournment at approximately 4:12 pm

Thursday, August 15, 2024

Call to Order, Roll Call

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

Public Comments

- Dave Rumsey Representing Cemex, Lyons cement plant.
 - Available DOT concrete paving work has drastically reduced over the past couple of years.
 - Concrete is stiffer, has lower albedo (ability to reflect solar radiation), and lasts longer than asphalt.
 - Cemex has reduced CO2 emissions by 13% since 2020.
- Tim Barnes, Lafayette City Council Member.
 - Lafayette has adopted its first multimodal transportation plan
 - Lafayette residents are concerned about transportation pollution impacts on the climate, health and environmental justice.
 - Lafayette is in the ozone nonattainment area.
 - In a Lafayette survey:
 - 56% asked to prioritize transit in major intersections and corridors.
 - 65% asked to enhance street bike lanes.
 - 71% said fixing broken sidewalks was their priority.
 - Urged CDOT to please continue to adopt goals and priorities that are ambitious and reflective of the commitments the state has made to reduce emissions from the transportation sector.
- Amy Brooks, Chief Operating Officer, Castle Rock Construction Company of Colorado, LLC

- Requests the TC and CDOT reevaluate the strategy and approach to pavement maintenance in light of goals set forth in PD14.
- The strategy of short term fixes has led to a high percentage of poor pavement condition in the state.
- Concrete pavements have served decades with little to no maintenance.
- Asphalt might cost less now, but they will require replacement in the next ten years.
- Concrete overlays and concrete panel replacement projects last 20-30 years and are a great investment.
- Requested that the TC to consider investing in concrete panels that will last decades.
- Travis Bell, General Superintendent at Castle Rock Construction Company, LLC
 - Average asphalt overlay will last 5-10 years
 - Concrete overlays last between 20-40 years
 - With less than 5% market share, concrete is not being utilized enough.
 - This product can be cost competitive over time.
- Roger Iverson, Holcim US Inc. (Cement, Concrete, Aggregate and Asphalt Construction Company)
 - 2024 CDOT project bidding is 95% asphalt and 5% concrete
 - Asphalt being laid down now will be maintained/resurfaced before 2037
 - There needs to be more concrete roadway projects.
- Robert Montoya, GCC of America (Cement Company)
 - Requests CDOT evaluate using concrete pavement in roadway projects.
- Sarah Dalton, Pavement Engineer for American Concrete Pavement Association
 - Represents the concrete industry.
 - Bidding opportunities for the concrete industry has reduced greatly.
 - Concrete roadways can address CDOT's pavement performance targets.
 - GHGs have been reduced by up to 40% in the last 15 years.
 - Concrete pavement lowers fuel consumption for heavy vehicles
- Martin Holt, Director of Quality Control at WW Clyde (Civil Construction Company)
 - Asks to reinforce the need for alternative bids, more opportunities for concrete overlays, and give concrete its due credit.

Comments of the Chair and Commissioners

- Commissioner Cook attended the CDOT Intern report out, and was impressed. The City of Lakewood completed its first protected bike lane project.
- Commissioner Kelly will be leaving the Commission after October's meeting. Looking for a replacement currently.
- Commissioner Ridder was very appreciative of CDOT staff and maintenance operations for their work.
- Commissioner Stuart attended an I-25 segment 2 open house. Attended the North Area Transportation Alliance meeting and discussed CTIOs express lanes analysis and recommendations. Was a panelist at the National Conference for the Association of Commuter Transportation. Discussed travel demand management (TDM) policies and its importance in greenhouse gas reduction policies, the Policy Directive 1601 process that requires reduction of congestion, and the CTIO efforts having transit run free on express lanes.
- Commissioner Garcia - audio tech issues.

- Commissioner Holguin thanked the public for providing comments. Concerned about the increase in traffic fatality and serious injury rates in Colorado. Especially concerned about vulnerable road users (VRU) fatalities. The built environment is only one aspect and Holguin recommended a public relations campaign.
- Commissioner Parsons attended the groundbreaking at the CO-21 Airport Road diverging diamond interchange. A lot of questions and comments have been about lane filtering.
- Commissioner Bowman has been in Germany and has traveled by train for the past month. The Mesa County Regional Transportation Safety Symposium will be on August 28th at Colorado Mesa University, which is a great opportunity for folks to attend.
- Vice Chair Adams would like to see a written business case from the concrete proponents to lay out the arguments made today. Would like to show the financial comparison between concrete and asphalt. Adams had the chance to attend the Colorado Springs Safety Summit where hundreds of professionals met to discuss improving transportation safety. Thanked the Denver Office of Transportation Infrastructure engagement with local business owners on their concerns with bus rapid transit (BRT).
- Chair Hart observed that the ongoing mobility connective study meeting with CTIO was very informative.

Executive Director's Management Report-Shoshana Lew

- Project progress has been very strong throughout the summer. There has been great progress on the US 50 Bridge over Blue Mesa Reservoir.
- Thanks to John Cater for getting a letter of no prejudice from the FHWA.
- Marsha Nelson, CDOT Environmental Justice and Equity Office Director held the first environmental justice town hall.
- Executive Director Lew thanked everyone for their great work on projects this summer.

Chief Engineer's Report - Keith Stefanik

- Currently updating the Strategic Highway Safety Plan. Many stakeholders are involved in the development of the plan. There will be five meetings across the state to discuss the plan update. The plan is also being discussed during transportation planning region meetings.
- The state safety champion, Manjari Bhat, will be leaving CDOT in the coming months so the position will be vacant. Manjari and her father have 44 years of CDOT experience. Stefanik thanked her for her time with CDOT.

Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington

- A new CTIO board member, Nellie Moran, was sworn in to represent DRCOG.
- Had a fantastic briefing on SB-184 and a discussion of CDOT deliverables and thanked all who attended.
- Spoke on a panel about multimodal projects at the P3 conference hosted by the American Road and Transportation Builders Association. States of Colorado, Virginia, Georgia and Tennessee were all on the panel and discussed the different ways that P3

(public-private partnerships) have evolved to encompass more modes in light of new legislation and goals. Colorado projects remain a P3 model that other states look towards in the ways to best incorporate transit and other modes into P3 projects.

- Another CTIO team member spoke at the annual symposium on managed lanes held by the Transportation Research Board. Her topic was the next generation of managed lanes: Colorado's groundbreaking safety enforcement, and insights from year one.
- Commissioner Kelly asked about the timeline of legislation enabling changes in managed lanes and speed enforcement. CDOT Chief Engineer, Keith Stefanik explained that legislation clarified the use of automated vehicle identification systems, which allowed CDOT to introduce, that helped provide the opportunity for CDOT to introduce speed safety cameras in construction zones, school zones and safety corridors. One of the strategies for the FY25 advancing transportation safety WIG is to get 150 calendar days of automated speed enforcement by June 30, 2025. The main priority is construction zones and schools zones and then the higher speed corridors will be focused on. The legislation has limitations on deploying speed safety cameras on the interstate.

FHWA Division Administrator Report - John Cater

- There was a local public agency peer exchange between Colorado and Washington State to discuss administering local agency programs and potential improvements. There were some great discussions about tracking costs associated with the growing number of grants programs and how to best consider risks.
- Cater highlighted the Local Technical Assistance Program (LTAP) which is a federal program in every state. The Colorado program is managed by Front Range Community College in Fort Collins. The program serves to provide training, technical assistance, and knowledge transfer. The student enrollment has been increasing significantly in the past few years with an increase of 240 enrollments in 2021 to 1,472 in 2024. The program also does equipment loans and has training for grant applicants. The program also hosts a trail blazer contest to share ideas that have improved processes at public agencies. Heather Carlson, Colorado LTAP Director, runs the program. Courses are held throughout the state.

Statewide Transportation Advisory Committee (STAC) Report - Vincent Rogalski

- CDOT will be reporting to the state transportation legislative review committee in the next month or so.
- A transportation housing and urban development bill was approved that cuts grants by 36%. A federal senate bill was passed for \$110 billion which will increase funding.
- STAC felt the increase of 83% in transit revenue service miles over the next 10 years seems unattainable.
- STAC would like to see a greater focus on safety.
- Hoping to get the revised STAC bylaws approved by October. There could be a potential issue if both rural and urban areas are not willing to serve.
- **STAC action:** Reach out to Governor Polis to request the appointment of a District 11 Commissioner. The motion passed unanimously to write a letter of request to the Governor.

Discuss and Act on Consent Agenda (Herman Stockinger)

- Proposed Resolution #1: Approve the Regular Meeting Minutes of July 18, 2024 - Herman Stockinger
 - A motion to amend the meeting minutes to reflect Hannah Parsons' attendance record to the July TC meeting notes was seconded and approved.
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Disposal: Parcel 712-EX to Town of Parachute - Jason Smith
- Proposed Resolution #4: Disposal Parcel 4-EX, NW corner of I76 & Sheridan - Jessica Myklebust

A motion by Commissioner Parsons was raised to approve, and seconded by Commissioner Bowman, and passed unanimously.

Discuss and Act on Proposed Resolution #5: Budget Amendment of FY 2025 (Jeff Sudmeier and Bethany Nicholas)

A motion by a Commissioner was raised to approve, and seconded by Commissioner Garcia, and passed unanimously.

Discuss and Act on Proposed Resolution #6: Budget Supplement of FY 2025 (Jeff Sudmeier and Bethany Nicholas)

- Commissioner Cook asked how certain CDOT would be able to back-bill. Nicholas stated that funding projections were on track and the out years of the 10-year plan were being reviewed.
- Commissioner Garcia asked whether increases and decreases in 10-year plan funding cause transfers between projects. Nicholas: Increases in project funding usually comes from savings in projects that were over funded. The transfers occur within and not between regions.

A motion by a Commissioner was raised to approve, and seconded by Commissioner Garcia and passed unanimously.

Discuss and Act on Proposed Resolution #7: STIP Amendment FY 2025 - FY 2028 (Darius Pakbaz and Jamie Collins)

A motion by Commissioner Parsons was raised to approve, and seconded by Commissioner Holguin, and passed unanimously.

Adjournment

- Adjourned at 10:25 am



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Lauren Cabot

Date: September 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 re-approval. 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: David Fox, Deputy Program Manager, Property Management
Hope Wright, Real Estate Asset Manager
Amber Paoloemilio, Rules, Policies, and Procedures Advisor
Date: August 15, 2024

Subject: Repeal Policy Directive 1300.0 “Disposal of Excess Department Property and Annexation”

Purpose

This memo contains background information for the recommended repeal of Policy Directive 1300.0 “Disposal of Excess Department Property and Annexation.”

Action

Approve the repeal of PO 1300.0 - Disposal of Excess Department Property and Annexation.

Background

Property Management was contacted by CDOT’s Rules, Policies, and Procedures advisor to update the PO, since it was last updated in 2015.

This request for the update coincided with the required update of Chapter 7 of CDOT’s Right of Way Manual.

The purpose of PO 1300.0 is to outline the procedures for disposition and annexation of excess land for non-active projects.

The purpose of Chapter 7 of ROW Manual is to establish uniform procedures and document authority given to the Chief Engineer and delegated to Property Management for the following activities for non-active project land owned by the Department: leases, disposals, property rights conveyances, exchanges, licenses, and annexations.

We compared the PO on a line-item-by-line-item basis, as illustrated in the attached

spreadsheet. All data within the PO already exists in its entirety in the updated Chapter 7 of the ROW manual or the Stewardship and Oversight agreement.

When the same data lives in multiple locations, managing that data becomes difficult and increases the likelihood of conflicting statements. Chapter 7 of the Right Of Way Manual should be the only source that all divisions, regions, offices, and branches of CDOT should consult for managing non-active project land owned by the Department.

The Manual is required to be updated regularly (every three years) and is the source of information regularly used by Departments and Employees. The Right Of Way Managers, EMT, and affected departments reviewed the PO and the Manual in considering this repeal.

We also note that repealing this PO does not remove any authority from the TC.

Next Steps

Approve the repeal of PO 1300.0 on the consent agenda during the August 15, 2024 regular TC meeting.

Attachments

- PO 1300.0
- A spreadsheet comparing PO 1300.0 and the current Right Of Way Manual line-by-line

This is the original PD from 2015, made into accessible formatting to comply with 2024 standards.

Subject: Disposal of Excess Department Property and Annexation
Effective: 4.1.15
Originating Offices: Division of Administrative Services; Property Management Program

Supersedes:

1300.0: 09.17.96
1303.0: 04.16.98
1307.0: 10.16.97
1300.1: 05.28.1998
1300.2: 05.28.1998
1303.1: 04.22.1998
1003.1: 04.14.2008
1003.0: 5.14.08
1612.0: 06.18.81
3.2: 06.6.2002

I. PURPOSE

To provide guidance on the review by the Transportation Commission and the Chief Engineer on the Department's processes regarding the disposition of excess land, including actions in abandonment, disposal, exchange, relinquishment, devolution, remainders, and vacation, and other assets including the annexation of Department property for non-active projects.

II. AUTHORITY

Transportation Commission pursuant to § 43-1-106(8)(a), C.R.S. See Appendix "A" for legal authority

III. APPLICABILITY

This Policy Directive applies to all divisions, regions, offices and branches of CDOT.

IV. DEFINITIONS

See Appendix "B"

V. POLICY

General Provisions

The Transportation Commission has determined that it is in the best interest of the Department to obtain the highest possible value for any interest in property which will be disposed of by exchange or sale.

In accordance with 23 C.F.R. 710.401, detailed procedures for completing property inventories, disposals, exchanges, abandonments, relinquishments, annexations and leases are set forth in the FHWA-approved CDOT Right-of-Way Manual, Chapter 7. Chapter 7 of the Right-of-Way Manual provides critical guidance on these issues and required compliance with the Code of Federal Regulations and the provisions of the Colorado Revised Statutes set forth above.

The Department shall continue to revise Chapter 7 of the Right-of-Way Manual as necessary and appropriate and at a minimum every five years as required by 23 C.F.R. 710.201(c)(2) and (3), and will submit Chapter 7 of the Right-of-Way Manual and subsequent substantive modifications for review to the FHWA.

If there is any conflict between this Policy Directive or the guidance in the Right-of-Way Manual and state and federal law, the state or federal law shall govern.

Disposal of Excess Property: Transportation Approval Authority: Section 43-1-210, C.R.S. and 23 CFR 710.409

In accordance with § 43-1-210(5), C.R.S., the Transportation Commission Shall approve the disposal, exchange, abandonment or relinquishment of all Excess Property.

Excess property includes those parcels of Department property no longer needed for transportation purposes, including abandoned roadway right-of-way not wanted by cities and counties, and fixed asset property which includes, but is not limited to maintenance facilities, rest areas and office buildings. It does not include Uneconomic Remnants or property within the limits of an active project.

Annexation of Department Property: Chief Engineer Approval

In accordance with Transportation Commission Resolution 271, the Chief Engineer, through delegation by the Transportation Commission, may approve an annexation.

When an entity seeks to execute an Annexation, it must comply with all relevant requirements set forth in § 31-12-101 through 122 C.R.S. and Colorado Constitution Article 2, Section 30 (Right to Vote or Petition on Annexation).

The Department shall follow the procedure set forth in the Right-of-Way Manual, Chapter 7.

VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE

CDOT Right-of-Way Manual, Chapter 7 Property Management Appendix "A" Legal Authority
Appendix "B" Definitions

VII. IMPLEMENTATION PLAN

This Policy Directive shall be implemented by the Division of Administrative Services, Property Management Office.

This Policy Directive shall be effective upon signature.

VIII. REVIEW DATE

This Policy Directive shall be reviewed on or before January 2020.

Appendix "A" Authority

§ 43-1-210, C.R.S. (Acquisition and Disposition of Property)

§ 43-2-106, C.R.S. (Abandoned State Highways)

§ 43-2-301 et. seq., C.R.S. (Vacation Proceeding: Roads, Streets, and Highways)

§ 43-1-111, C.R.S. (Engineer to Acquire Property)

§ 43-1-212, C.R.S. (Departmental Rental Agreements) 23 CFR 710.401 (Real Property Management- General)
23 CFR 710.403 (Real Property Management-Management)

23 CFR 710.405 (Real Property Management - Air Rights on Interstate) 23 CFR 710.407 (Real Property
Management- Leasing)

23 CFR 710.409 (Real Property Management- Disposals)

23 CFR 620.201 through 23 CFR 620.203 (Relinquishment of Highway Facilities) 23 CFR 713 Subpart C (Right of
Way)

Transportation Resolution 271

CDOT's Right of Way Manual, Chapter 7

Appendix "B" Definitions

"Abandonment" pursuant to Section 43-2-106(l)(a), C.R.S. occurs when:

a portion of a state highway is relocated and, because of the relocation, a portion of the route as it existed before the relocation is, in the opinion of the Transportation Commission, no longer necessary as a state highway, the portion is considered abandoned; or

The Transportation Commission determines that all or a portion of a state highway no longer functions as a part of the state highway system, and, with the agreement of each affected county or municipality, the state highway or portion thereof shall be considered as abandoned.

A portion of a state highway is relocated and, because of the relocation, a portion of the route as it existed before the relocation is, in the opinion of the Transportation Commission, no longer necessary as a state highway;

The Transportation Commission determines with the agreement of each affected county or municipality that all or a portion of a state highway no longer functions as a part of the state highway system.

"Annexation" means the legal transfer of real property from one jurisdiction to another.

"Asset" means any roadway, bridge, structure or other asset within CDOT's jurisdiction.

"Devolution" see abandonment.

"Disposal" means the sale of real property or rights therein, including access or air rights, when no longer needed for highway Right of Way or other activities eligible for funding under 23 CFR 710.409.

Excess Fixed Asset Property: This includes all property acquired outside of the highway Right of Way other than remainder property. Fixed asset property includes maintenance sites, office buildings, and employee housing units that were acquired with property funds budgeted through the Transportation Commission or project property converted to one of the above uses where the federal pro rata share has been credited back to FHWA.

Excess Project Property: All property acquired as highway Right of Way, which lies inside of the Right of Way lines of the original project, remainder property, or property abandoned or otherwise transferred to cities, counties, and towns or political subdivisions for roadway, greenbelt, sanitary, or other purposes that has reverted to CDOT. Excess project property also includes rest areas, port of entry sites, park-n-ride sites, and maintenance sites that were acquired as highway Right of Way. Funds from the sale of excess project property, acquired as Right of Way, must be credited to another project eligible for Title 23 funding.

"Exchange" pursuant to Section § 43-1-210(5)(V)(d), C.R.S. means the transferring of property, including improvements, water rights, land, or interests in land or water rights, by the Department to another person in consideration for the transfer to the Department of other property, including improvements, water rights, land or interest in land or water rights, cash, or services or other consideration thereof; except that any cash or services received may not exceed fifty percent of the total value of the consideration. A transaction otherwise qualifying as an exchange shall not be deemed a sale merely because dollar values have been assigned to any property, including improvements, water rights, land, or interests in land or water rights, for the purpose of ensuring that the Department will receive adequate compensation.

"Fair Market Value" for real property disposals and leases, fair market value may represent either: (1) the amount of the approved appraisal or value finding, (2) the negotiated price, or (3) the highest bid received at a public sale.
From page 9 of ROW Manual

"Relinquishment" means the conveyance of a portion of a highway right-of-way or facility by a State highway agency (SHA) to another Government agency for highway use. 23 C.F.R. 620.203

"Remainder" means a parcel of land which was not needed for a completed state highway project that is determined to be of little H&-value to the owner. Chapter 7 ROW. 43-1-210(1), C.R.S.

"Uneconomic Remnant" is a parcel of property that: (1) is not needed for State Highway purposes; (2) is acquired by the Department because the acquisition of a portion of a parcel of land is required for State Highway purposes; (3) results in a remaining parcel being of little value to its owner; or (4) could give rise to claims or litigation concerning severance or other damage.

"Vacation" occurs whenever any roadway has been designated on the plat of any tract of land or has been conveyed to or acquired by a county or incorporated town or city or by the state or by any of its political subdivisions for use as a roadway, and thereafter is vacated, title to the lands included within such roadway or so much thereof as may be vacated shall vest, subject to the same encumbrances, liens, limitations, restrictions, and estates as the land to which it accrues, as set forth in § 43- 2-302, C.R.S.

<i>Subject</i>	Table Comparing PO 1300.0 line-by-line to Right Of Way Manual, 2024 Update
<i>Key</i>	Red indicates items that will be added to the ROW Manual
PO 1300.0 - Disposal of Excess Department Property and Annexation	Location within the 2024 update to the ROW Manual or Stewardship and Oversight Agreement
I. PURPOSE	ROW Manual 7.1.6 - CDOT Authority
To provide guidance on the review by the Transportation Commission and the Chief Engineer on the Department's processes regarding the disposition of excess land, including actions in abandonment, disposal, exchange, relinquishment, devolution, remainders, and vacation, and other assets including the annexation of Department property for non-active projects.	ROW Manual 7.1.6 - CDOT Authority ROW Manual 7.1.3 - Purpose
II. AUTHORITY (from Appendix A)	ROW Manual 7.1.4 - Authority
Transportation Commission pursuant to § 43-1-106(8)(a), C.R.S.	N/A
§43-1-210, C.R.S. (Acquisition and Disposition of Property)	N/A
§43-2-106, C.R.S. (Abandoned State Highways)	N/A
§43-2-301 et. seq., C.R.S. (Vacation Proceeding: Roads, Streets, and Highways)	N/A
§43-1-111, C.R.S. (Engineer to Acquire Property)	N/A
§43-1-212, C.R.S. (Departmental Rental Agreements)	N/A
23 CFR 710.401 (Real Property Management- General)	N/A

23 CFR 710.403 (Real Property Management-Management)	N/A
23 CFR 710.405 (Real Property Management - Air Rights on Interstate)	N/A
23 CFR 710.407 (Real Property Management- Leasing)	N/A
23 CFR 710.409 (Real Property Management- Disposals)	N/A
23 CFR 620.201 through 23 CFR 620.203 (Relinquishment of Highway Facilities) 23 CFR 713 Subpart C (Right of Way)	N/A
Transportation Resolution 271	N/A
CDOT's Right of Way Manual, Chapter 7	N/A
III. APPLICABILITY	N/A
This Policy Directive applies to all divisions, regions, offices and branches of CDOT.	N/A
IV. DEFINITIONS	N/A
See Appendix B below	N/A
V. POLICY	N/A
A. General Provisions	See below
1. The Transportation Commission has determined that it is in the best interest of the Department to obtain the highest possible value for any interest in property which will be disposed of by exchange or sale.	ROW Manual 7.3.1 - Excess Property

<p>2. In accordance with 23 C.F.R. 710.401, detailed procedures for completing property inventories, disposals, exchanges, abandonments, relinquishments, annexations and leases are set forth in the FHWA-approved CDOT Right-of-Way Manual, Chapter 7. Chapter 7 of the Right-of-Way Manual provides critical guidance on these issues and required compliance with the Code of Federal Regulations and the provisions of the Colorado Revised Statutes set forth above.</p>	<p>ROW Manual 7.7 - Property Inventory</p>
<p>3. The Department shall continue to revise Chapter 7 of the Right-of-Way Manual as necessary and appropriate and at a minimum every five years as required by 23 C.F.R. 710.201(c)(2) and (3), and will submit Chapter 7 of the Right-of-Way Manual and subsequent substantive modifications for review to the FHWA.</p>	<p>Stewardship and Oversight Agreement - Program Responsibility Matrix, line 146 on page 113</p>
<p>4. If there is any conflict between this Policy Directive or the guidance in the Right-of Way Manual and state and federal law, the state or federal law shall govern.</p>	<p>N/A</p>
<p>B. Disposal of Excess Property: Transportation Approval Authority: Section 43-1-210, C.R.S. and 23 CFR 710.409</p>	<p>See below</p>
<p>1. In accordance with § 43-1-210(5), C.R.S., the Transportation Commission shall approve the disposal, exchange, abandonment or relinquishment of all Excess Property.</p>	<p>ROW Manual 7.1.6 - CDOT Authority ROW Manual 7.3.1 - Disposal of Excess Property</p>
<p>2. Excess property includes those parcels of Department property no longer needed for transportation purposes, including abandoned roadway right-of-way not wanted by cities and counties, and fixed asset property which includes, but is not limited to maintenance facilities, rest areas and office buildings. It does not include</p>	<p>ROW Manual 7.3.1 - Disposal of Excess Property</p>

Uneconomic Remnants or property within the limits of an active project.	
C. Annexation of Department Property: Chief Engineer Approval	See below
1. In accordance with Transportation Commission Resolution 271, the Chief Engineer, through delegation by the Transportation Commission, may approve an annexation.	ROW 7.1.6 - CDOT Authority ROW 7.8.2 - Annexations
2. When an entity seeks to execute an Annexation, it must comply with all relevant requirements set forth in § 31-12-101 through 122 C.R.S. and Colorado Constitution Article 2, Section 30 (Right to Vote or Petition on Annexation).	Will add to ROW Manual, Section 7.8.2
3. The Department shall follow the procedure set forth in the Right-of-Way Manual, Chapter 7.	N/A
VI DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE	N/A
CDOT Right-of-Way Manual, Chapter 7 Property Management	N/A
Appendix "A" Legal Authority	N/A
Appendix "B" Definitions	N/A
VII. IMPLEMENTATION PLAN	M/A
This Policy Directive shall be implemented by the Division of Administrative Services, Property Management Office.	N/A
This Policy Directive shall be effective upon signature.	N/A
VIII. REVIEW DATE	N/A

This Policy Directive shall be reviewed on or before January 2020.	N/A
Appendix "B" Definitions	ROW Manual 7.1.2 - Definitions



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Darius Pakbaz, Director, Division of Transportation Development

Date: September 19, 2024

Subject: Multimodal Transportation & Mitigation Options (MMOF)
Match Reduction Requests

Purpose

To consider requests for reduction of the required Match Funding Rates on local Multimodal Transportation & Mitigation Options Fund (MMOF) candidate projects.

Action

CDOT Staff recommend the Transportation Commission adopt a Resolution to approve reduced or eliminated Match Funding Rate requirements on two local candidate MMOF projects.

Background

The MMOF program, governed by Title 43-4-1103(1) of the Colorado Revised Statutes, requires Local MMOF projects to be funded by other matching sources in an amount that is equal to or greater than the MMOF award. The TC is also permitted to adopt a formula for reducing or exempting this minimum 50% match requirement for local governments due to their size or any other special circumstance. In May 2024, the TC adopted Resolution #TC-2024-05-06 which updated the existing TC formula reducing or eliminating match requirements for most of Colorado's counties and cities. The formula, which is based on economic indicators that demonstrate the fiscal hardship of local governments, grants counties and cities either a match rate reduced to 25% or it eliminates their match requirement altogether.

In addition to reducing match requirements by formula, the statutes permit the TC to grant further match reductions on individual projects if those reductions are recommended by CDOT staff. Applicants seeking reduced match rates beyond those given by the TC formula must obtain the approval and support of the Regional Planning Commission (RPC) that awards the local MMOF funds in their Transportation Planning Region (TPR) based on a demonstration of special circumstances or economic conditions.

The following two MMOF applicants are requesting elimination of match requirements on the proposed projects. In each case, the RPCs have determined the eliminated match rates are justified and in the best interest of their TPRs and formally support the awarded of MMOF

funding with no match requirements. CDOT Staff have no objections or concern for the eliminated match rate requirements.

A TC approval for match elimination would apply only to the projects as described below.

Request #1: PikeRide Public e-Bike Share

Project Name: Enhancing Micromobility Accessibility; Strengthening TDM

MMOF Funding Awarded: \$227,375

Match Rate Required: 50%

Match Rate Requested: 0%

Request #2: Roadrunner Transit Dial-a-Ride

Project Name: MobilityTrans ADA Accessible Converted Ford Transit Van

MMOF Funding Awarded: \$110,640

Match Rate Required: 50%

Match Rate Requested: 0%

Next Steps

None.

Attachments

PikeRide Match Reduction Request Letter

PPACG Award Notification, PikeRide

Roadrunner Match Reduction Request Letter

Southwest RPC, Roadrunner Letter of Support



PikeRide, Inc.
739 E Pikes Peak Ave
Colorado Springs, CO 80903
(719) 235-5862

August 7, 2024

RE: FY 2025-29 MMOF Call for Projects – Enhancing Micromobility Accessibility; Strengthening Transportation Demand Management

Dear Colorado Transportation Commission,

PikeRide is formally requesting an exemption for the local match requirement for MMOF funding as determined by Colorado Department of Transportation. This match exemption is supported by the PPACG Transportation Advisory Committee and Board of Directors with PikeRide providing a 15% overmatch amounting to \$40,000.

PikeRide is requesting funding for operations and capital for FY 2025-27. The operational funds in FY 2025 and 2027 will be used for bike maintenance, system rebalancing and battery swaps. These operational funds will allow us to refocus resources to create an outreach program to increase familiarity and use of the system. The capital funding in FY 2026 will allow us to purchase 50 new ebikes and expand our service area by 38% and our entire fleet of public ebikes by 25%.

The expected outcome of a service area and fleet expansion, along with resources dedicated to outreach is that the number of miles ridden on a PikeRide will increase 25% to 100,000 miles annually at the end of the project.

Below you'll find maps of our current service area and the Southeast expansion area. The Southeast expansion was chosen because it is considered a [disproportionately impacted area of our community by the Colorado Energy Office](#). In addition, these neighborhoods were chosen because of the current proximity to three local transit agency, Mountain Metro Transit, lines; the 1, 7, and 15. This project will help provide first and last mile transportation for transit users, reduce congestion, and enhance mobility.

You can find our current service area and the Southeast expansion area [on this map](#). The purple shaded area is the current service area and the pink shaded area is the Southeast expansion area.

The total project cost is \$227,375. A waiver of the 50% local match (\$113,687.50) is being sought due to the operating budget of PikeRide. As a small non-profit, a 50% local match would prevent the project from being executed with MMOF funding. We will be providing local funds at a 15% overmatch, \$40,000, to support this multi-year project.

Thank you for your consideration of waiving the 50% MMOF match to support this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Tara McCarthy".

Tara McCarthy
Executive Director



Pike Ride
739 E. Pikes Peak
Colorado Springs, CO 80903

Attn: Tara McCarthy

August 1, 2024

Dear Tara,

I am pleased to inform you that Pike Ride has been awarded grant funding for the fiscal years 2025 through 2029 from the Multi-Modal Options Fund (MMOF). This award was approved during the FY2025-2029 TIP Call for Projects process by the PPACG Board of Directors. However, the match terms are still conditional and subject to approval pending final review by the Transportation Commission.

FY2025-2029 TIP Regional Projects Project Title	Project Sponsor	Cost Overrun/ existing	2025	2026	2027	Match Requirement
MMOF						
Enhancing Mircobility Accessibility - requests Match reduction 15%**	Pike Ride	N	\$ 51,000	\$116,875	\$59,500	50%*
<i>*MMOF is 50% match required unless waiver received.</i>						

The PPACG Transportation Advisory Committee and Board of Directors approved the request for a 0% reduction in matching funds for the Pike Ride project, with Pike Ride providing a 15% overmatch. This request must now be submitted to the Colorado Transportation Commission (TC) for approval at a future committee meeting. To do so, please submit a letter justifying the need for a reduction. Once we receive this letter, we will forward it to the appropriate CDOT staff. As a reminder, these funds are not guaranteed and are subject to future allocations to CDOT and PPACG.

\$227,375 is the amount of the MMOF award with a \$40,000 local overmatch.

TIP #: 2025-004

If you have any questions, please contact PPACG staff at 719.471.7080 x133

Sincerely,

John Liosatos
PPACG Transportation Director





Southern Colorado Community Action Agency, Inc.

Post Office Box 800 • Ignacio, Colorado 81137
Phone 970 563-4517 • Fax 970 563-4504 • www.sococaa.org

Shak Powers
Regional Projects Manager
Region 9 Economic Development District
135 Burnett Drive, Unit 1
Durango, CO 81301
Re : 2024 MMOF Justification for 0% match for vehicle

Southern Colorado Community Action Agency has requested \$110,640 in MMOF funds for the acquisition of an AWD MobilityTrans ADA Accessible Converted Ford Transit Van for use in the Road Runner Transit County Dial-a-Ride transit service. County DAR has been operating since September, 2022 using a 2010 Ford Economize Braun 2WD van with a wheelchair lift, and a pickup truck for challenging rural driveways.

SoCOCAA has requested an award with 0% match. These are the reasons for this specific request:

- A 25% match (one choice in the application) for the vehicle would be \$27,660.
- While SoCOCAA-Road Runner does have funds unrestricted enough to match this request, its resources are limited and needed to close the gap between match we have and match we need for *administration and operations* 5311 grants from CDOT this grant cycle. In the Road Runner Transit 2025 budget for core transit services SoCOCAA will budget \$89,720 of its own funds to make it through 2025. Costs have increased, will increase, and wages need to go up to retain drivers and other staff.
- For County DAR (where this van will be deployed), only \$1,524 of SoCOCAA unrestricted funds are budgeted, but that's because the bulk of non-federal money to leverage 5311 funds comes from Common Spirit Health Equity Advancement Fund. Of this, \$16,926 is in hand, and \$40,000 will be requested during this grant cycle. We state that we will accept partial funding, so if that happens, SoCOCAA will have to use even more of its funds to help Road Runner Road Runner close the gap for 2025.
- Unlike the City of Durango (with parking revenues), Road Runner transit does not have any dedicated revenue sources. All non-federal funds come as a result of individual donation requests, from governmental entities or other sources like Common Spirit.
- Specifically with County DAR, a Fort Lewis Dean and PCC leadership have inquired about finding ways to use Road Runner transit to support students, specifically in the vicinity of Bayfield. Since many Bayfield housing units are scattered around the town, the dial-a-ride model with a GOOD snow-capable, driveway-capable vehicle can help increase access to the campuses for students and staff who find Durango rents too expensive to make ends meet.


Chloe Jackson
Interim Executive Development Director



SOUTHWEST TRANSPORTATION PLANNING REGION

September 6, 2024

Transportation Commission
Colorado Department of Transportation
2829 W. Howard Pl.
Denver, CO 80204

Subject: Support for Match Reduction for Road Runner Transit Microtransit Van Procurement in La Plata County, CO

Dear Members of the Transportation Commission,

The Southwest Transportation Planning Region (SWTPR) supports the Road Runner Transit Microtransit Van Procurement project, which is being submitted for MMOF funding in La Plata County. The project has been reviewed and approved by the SWTPR, contingent upon the Transportation Commission's approval of a match reduction.

This project seeks to procure a CLASS 2 - TYPE C MobilityTrans ADA Accessible Converted Ford Transit Van to enhance demand-response transit services in rural La Plata County, south of Florida Road, including communities such as Forest Lakes and Southwest County areas. As outlined in the application, the van will provide safe, all-wheel-drive, wheelchair-accessible transportation, addressing the unique needs of rural residents who rely on these services to access essential services in Durango, Bayfield, and Ignacio.

The standard 50% match required for such projects poses a financial strain on the applicant, the Southern Colorado Community Action Agency (SoCOCAA). Given the anticipated 21% decrease in Payment in Lieu of Taxes (PILT) funding for La Plata County, as well as SoCOCAA's commitment of \$89,720 in operational funds across its three service modes, we strongly support the request to waive the match requirement.

We believe that the Transportation Commission's approval of this match reduction will enable SoCOCAA to maintain and expand critical transit services for vulnerable populations in our region, while ensuring that future matching funds remain available for other pressing needs. This project is in alignment with regional transit priorities and will contribute significantly to the mobility and quality of life for rural residents.

We respectfully request that the Transportation Commission grant the match reduction for this application. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Shalako L. Powers".

Shalako L. Powers
SWTPR Administrator

Sincerely,

A handwritten signature in black ink that reads "SHill".

Sarah Hill
Southwest Transportation Region Chair



Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Colorado Department of Transportation Budget Director

Date: September 19, 2024

Subject: Fiscal Year (FY) 2024-2025 Third Budget Supplement

10 Year Plan Project Changes

Region 4 Net Zero 10 Year Plan Changes. Reallocating project savings.

Project #	Name	Original Amount	Change	Revised Amount
0058 2742 2606	Firestone - Longmont Mobility Hub (Phase 1) and Phase 2	\$24,323,000	\$700,000	\$25,023,000
62	US 385 near Smoky Hill River to near County Road GG from MP 157 to MP 170	\$13,831,580	-\$490,558	\$13,703,756
2769	I-70 Corridor Improvements and Preservation (Bethune to Burlington Phase I)	\$31,222,000	\$5,515,224	\$36,737,224
2683 0072	I-76 Sterling East: MP 124.7 to MP 128.2 / I-76 East of Sterling (Part 2) - Slabs and Diamond Grind	\$16,296,507	\$705,262	\$17,001,769
1023	CO 71 Corridor Improvements	\$20,580,000	\$1,465,072	\$22,045,072
2596	CO 7 Corridor Improvements	\$15,300,000	\$1,805,000	\$17,105,000
0057 2601	CO 119 Bus Rapid Transit, Safety and Mobility Improvements	\$64,880,000	-\$3,200,000	\$61,680,000
2775	CO 63 Akron North and South Resurfacing	\$11,150,000	\$2,300,000	\$13,450,000
0063	US 385 Phillips/Yuma County Line South from MP 263.06 to MP 269.35	\$2,585,000	-\$2,300,000	\$285,000
0059 2729	I-25 North Express Lanes: Segment 6 (CO 56 to CO 402) and Berthoud Mobility Hub	\$243,500,000	-\$6,500,000	\$237,000,000

Region 2 10 Year Plan Changes. All changes net to zero.

Project #	Name	Original Amount	Change	Revised Amount
2761	CO 67 North of Woodland Park	\$6,500,000	\$4,000,000	\$10,500,000
2610	US 24 between Trout Creek Pass and Hartsel	\$7,140,000	-\$4,100,000	\$3,040,000
2611	US 24 Hartsel to East of Wilkerson Pass, US 24 East of Wilkerson Pass to Lake George, US 24 between Lake George and Divide (MP 245.9 - 275.1)	\$12,900,000	\$4,100,000	\$17,000,000
2549	US 24 West over Ridge Road (Overpass)	\$28,900,000	-\$26,900,000	\$2,000,000
2759	Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle/Lake	\$21,800,000	-\$8,600,000	\$13,200,000
2548*	US 24 East Widening	\$45,500,000	\$31,500,000	\$77,000,000
*this project involves pushing back funds from FY27				
2609 US 285 South of Bailey to Park/Jefferson County Line		Move project from FY27 forward		

Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$3,677,851
	Region 5 Project Savings	\$825,061	
	Region 3 Project Savings	\$469,480	
	Revenue Allocation FY2025	\$15,000,000	
July-24	Balance 1S25		\$19,972,392
August-24	Balance 2S25		\$19,972,392
	Region 3 Project Savings	\$44,652	
September-24	Pending Balance 3S25		\$20,017,044

Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$9,608,937
	Region 1 Savings	\$89,505	
July-24	Balance 1S25		\$9,698,442
	Region 2 Project Savings	\$181,518	
August-24	Balance 2S25		\$9,879,960
	Region 2 US50B	-\$2,282,290	
September-24	Balance 2S25		\$7,597,670
	Region 5 US 160 E Of Ft Garland	-\$1,460,867	
September-24	Pending Balance 3S25		\$6,136,803

Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 1S24		\$6,870,207
July-24	Balance 1S25		\$5,015,869
	CTE Loan	-\$600,000	
August-24	Balance 2S25		\$4,415,869
	FHWA FY24 August Redistribution	\$50,923,164	
September-24	Pending Balance 3S25		\$55,339,033

Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$0
July-24	Balance 1S25		\$12,000,000
August-24	Balance 2S25		\$12,000,000
September-24	Pending Balance 3S25		\$12,000,000



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

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

Date: September 19, 2024

Subject: Discuss and Act on Proposed Resolution #7: Adoption of PD 14.0

Purpose

Policy Directive 14.0 (PD 14.0) 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 help 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 14.0 with updated performance measures or targets. Following TC discussions from May through August 2024, CDOT is now seeking TC approval of PD 14.0 by resolution in September.

Action

CDOT staff asks the Transportation Commission to adopt PD 14.0, "Policy Guiding Statewide Transportation Plan Goals and Performance Measures," by resolution.

Background

Staff reviewed PD 14.0 and proposed revisions to the TC in May 2024, with discussions continuing through August. The proposed revisions streamlined PD 14.0 by reducing the number of performance measures specifically mentioned, ensuring the Department strategically focuses investments on key goal areas to make significant progress toward CDOT's overarching transportation vision.

Throughout the ongoing dialogue surrounding PD 14.0, which has occurred throughout the past five months, staff received feedback from the TC Statewide Planning Subcommittee, Statewide Transportation Advisory Committee (STAC), external stakeholders and TC members. This feedback led to revisions, including the

development of an appendix featuring a matrix that aligns legacy PD 14.0 performance measures with the department's strategic plans and indicate a publicly available reporting mechanism. Additionally, staff incorporated the TC Guiding Principles and the Department's Fiscal Year 2024-25 Wildly Important Goals (WIGs) into the directive's appendix, as requested by the commission.

The STAC, at its regularly scheduled meeting in September 2024, voted to not make a recommendation for approval of the PD, though not unanimously. Some of their concerns included: discussion over the split between vehicle crashes on and off the state system; discussion on the need for increased funding to asset management and maintaining the current system; concerns about achieving goals related to interstate pavement condition and transit service, concern that increasing roadway capacity was not a goal listed in the Policy Directive; and concern that this policy will prevent projects or funding to projects of regional significance if these projects don't perfectly align with the three goal areas listed in the PD.

Staff believes that many of these concerns were captured in the changes that were requested by the commission through its review of this PD (in appendices A through C) and believes that this policy provides guidance to help achieve the major goals of the next transportation plan, through a data driven, public input process, allowing for flexibility for specific regional needs to help solve issues throughout the state.

The Transportation Commission has heard from numerous external stakeholders and many local government members through public comment at the past three commission meetings, expressing their support for the revisions to this policy to help create a vision for transportation that maintains our current system, meet regional needs and priorities, and makes transportation more sustainable in the future.

Next Steps

The Transportation Commission will act on Resolution #7: Adoption of PD 14.0 during the September meeting.

Attachments

Attachment A: PD 14.0 "Policy Guiding Statewide Transportation Plan Goals and Performance Measures"

Attachment B: Redlined Markup of Policy Directive 14.0

Attachment C: Proposed Resolution #7: Adoption of PD 14.0



COLORADO

Department of Transportation

Office of Policy and Government Relations

Policy Directive 14.0

Policy Directive 14.0

Subject: Updated “Policy Guiding Statewide Transportation Plan Goals and Performance Measures”

Effective Date: September 19, 2024

Supersedes: Policy Directive 14.0 (2020 version)

Originating Office: Division of Transportation Development

Purpose

This Policy Directive 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 public, collaborative process. It will also provide guidance to other programs that finance and implement the department's capital construction program.

Additionally, the directive provides performance goals and statewide performance targets to evaluate the Department's progress in the key areas of:

- Advancing Transportation Safety,
- Fix Our Roads, and
- Sustainably Increase Transportation Choice.

The Colorado Department of Transportation (CDOT) views building a transportation system that benefits all users as an important responsibility equal to the maintenance, safety, and mobility of Colorado's multimodal transportation system. These performance measures facilitate the implementation of the 2050 Statewide Transportation Plan by helping to direct transportation investments in the 10-Year Transportation Plan, Four-Year Prioritized Plan, Statewide Transportation Improvement Program (STIP), and the annual budget.

The Transportation Commission (TC) will amend this Policy Directive as necessary. CDOT Staff will update the Transportation Commission no less than annually and publish accountability dashboards concerning the goals and performance measures in this directive.

Authority

23 United States Code (U.S.C.) 134, 135 and 450, Public Law (PL)117-58 (“Infrastructure Investment and Jobs Act” or “Bipartisan Infrastructure Law”)

Policy Directive 14.0

23 Code of Federal Regulations (C.F.R.) Part 420 (Planning and Research Program Administration), 450 (Planning Assistance and Standards), and 490 (National Performance Management Measures)

§ 43-1-106(8) (a and b) & (15)(d), Colorado Revised Statutes (C.R.S.)
Transportation Commission

§ 43-1-1103, C.R.S. Transportation Planning

Transportation Commission Rules Governing the Statewide Transportation Planning 10 Process and Transportation Planning Regions (2 Code of Colorado Regulations (CCR) 601-22; effective October 30, 2022)

Applicability

This Policy Directive applies to all CDOT Divisions and Regions.

Definitions

“Carbon Dioxide Equivalent (CO₂e)” is a standard unit for comparing the emissions from various GHG based upon the 100-year global warming potential (GWP). CO₂e is calculated by multiplying the mass number of emissions (metric tons per year), for each GHG constituent by that gas’s GWP, and summing the resultant values to determine CO₂e (metric tons per year). This calculation allows comparison of different greenhouse gasses and their relative impact on the environment over different standard time periods.

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic-based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving conditions are specific to each traffic-based highway category and means drivers must reduce speeds to compensate for poor conditions, navigate around damaged pavement, or endure intolerably rough rides. The Risk-Based Asset Management Plan identifies three categories of Drivability Life: High (greater than 10 years of Drivability Life remaining); Moderate (4-10 years); and Low (3 or fewer years).

“Four-Year Prioritized Plan” is a four-year subset of the 10-Year Transportation Plan consisting of projects prioritized for near-term delivery and partial or full funding.

“Greenhouse Gas Emissions” in the scope of this directive refer to pollution from the transportation sector and may refer to both start emissions and running exhaust emissions from vehicle tailpipes. These emissions are calculated and expressed in terms of CO₂e. Greenhouse gas (GHG) included in this equivalency encompasses carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gasses.

Policy Directive 14.0

“Interstate System Pavements in Poor Condition” refers to segments of the Interstate Highway System where the condition of the pavement falls below an acceptable threshold, as determined by the Federal Highway Administration (FHWA) Pavement Management System. The determination is based on the Pavement Condition Index (PCI), with a PCI score indicative of poor condition typically ranging from 0 to 40. Pavements in poor condition exhibit significant distress factors, such as cracking, rutting, potholes, and other forms of deterioration that compromise structural integrity and ride quality.

“National Highway System (NHS) Total Bridge Deck Area in Poor Condition” refers to the cumulative area of the bridge decks that are classified as being in poor condition on the NHS based on inspections conducted according to the National Bridge Inventory (NBI) standards. The NBI uses a condition rating system that includes various categories, such as “Good,” “Fair,” and “Poor,” to assess the condition of different components of a bridge. Key indicators of poor bridge condition may include the presence of cracks, spalls, corrosion, or other forms of deterioration.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation’s economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Performance Measures” are a specific, quantifiable metric used to assess progress toward achieving an objective.

“Revenue Service Miles” are the miles operated by transit vehicles when such vehicles are used for providing public transportation.

“Serious Injuries” are evident incapacitating injuries that prevent injured persons from walking, driving, or normally continuing the activities they could perform before they were injured in traffic crashes.

“Targets” are indicators of the Department’s long-range success and are intended to inform investment decisions.

“10-Year Transportation Plan” as charged to the Transportation Commission under § 43-1-106(15)(d) C.R.S., is the vision for Colorado’s transportation system that includes a specific list of projects categorized across priority areas as identified in the Statewide Transportation Plan.

“2050 Statewide Transportation Plan” is the long-range, comprehensive, Multimodal statewide transportation plan covering a period of no less than 20 years from time of adoption, developed through the statewide transportation planning process described in these Rules and 23 U.S.C. § 135, and adopted by the Commission pursuant to § 43-1-1103, C.R.S.

“Vehicle Miles Traveled per Capita” is the total number of miles driven by all vehicles within the state over a given period relative to the state population.

Policy Directive 14.0

“Vulnerable Road Users” (VRUs) is defined, by the Federal Highway Administration (FHWA), as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), people using personal mobility devices (e.g. walkers or wheelchairs), and people on foot working in work zones. Note VRUs does not include motorcyclists.

Policy

1. Policy.

- A. It shall be the policy of CDOT that performance goals and statewide performance targets listed in this directive will help guide the development of the 2050 Statewide Transportation Plan through a collaborative, public process.
- B. 10-Year Transportation Plan projects will be selected through a collaborative, public, and data-driven approach to support the achievement of the performance measures listed in this directive, and regional goals identified through the public engagement process. The approved projects in this plan should be prioritized in the Four-Year Prioritized Plan and will be included in the Statewide Transportation Improvement Program (STIP).
- C. The Transportation Commission’s Guiding Principles (Appendix A) should be used to enhance project considerations for the 10-Year Transportation Plan.
- D. Distribution of financial resources over the 10-Year Transportation Plan lifecycle, through fiscal year 2037, and development of annual department budgets will be guided by this policy to support the achievement of the performance targets listed in this directive.
- E. The Transportation Commission supports a holistic approach to optimizing the use of performance measures to guide project selection and investment decision-making. To provide transparency and accountability, CDOT will develop procedural directives that will:
 - a. Outline the procedure for development, amendment and reporting of the 10-Year Transportation Plan and the Four-Year Prioritized Plan; and
 - b. Implement Programmatic Performance Measures (PPM’s) aligned with this Policy Directive, guiding the department’s project selection and annual budget decisions through performance-based decision making for CDOT infrastructure and investment programs not included in the 10-Year Transportation Plan.

Policy Directive 14.0

2. Performance Measures and Targets. PD 14.0 performance measures and targets guide implementation of the 2050 Statewide Transportation Plan. The performance measures and targets support three key goal areas:

- **Advancing Transportation Safety** - No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network, so you arrive at your destination safely.
- **Fix Our Roads** - Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.
- **Sustainably Increase Transportation Choice** - Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

Performance measures and targets for PD 14.0 and the 2050 Statewide Transportation Plan are in alignment with and complement the national goals for surface transportation in the Infrastructure Investment and Jobs Act (IIJA) of 2021.

3. Performance Measures and Targets - Performance measures describe how CDOT will evaluate. The targets are indicators of the Department's long-range success and are intended to inform investment decisions.

a) Advancing Transportation Safety

The Advancing Transportation Safety performance measures are aligned with the objectives of the department's Annual Performance Plan, which summarizes the annual and near-term strategic and operational priorities for CDOT. Additionally, these performance measures will guide the development of the 2025-2029 Strategic Highway Safety Plan.

Performance Measures and Targets

- Reduce the number of traffic-related fatalities and serious injuries by 50% from the 2023 baseline before 2037.
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% from the 2023 baseline before 2037.

b) Fix our Roads

The performance measures and targets for pavement and bridge are intended to be achieved or maintained over the 10-Year Transportation Plan horizon. The performance measures align with the Department's Transportation Asset Management Plan, a federally required plan designed to help improve or preserve the condition and performance of assets on the highway system.

(1) Highway Pavement

Policy Directive 14.0

Performance Measures and Targets:

- Achieve or maintain the percent of Interstate System pavements in poor condition below 1%.
- Achieve or maintain 80% high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

(2) Bridges

Performance Measures and Targets:

- Achieve or maintain the percent of National Highway System total bridge-deck area in poor condition below 5%.
- Achieve or maintain the percent of State Highway System total bridge-deck area in poor condition below 5%.

c) **Sustainably Increase Transportation Choice**

This goal is intended to be achieved in the 10-Year Transportation Plan horizon. The Clean Transportation performance measure is aligned with the Greenhouse Gas Pollution Reduction Roadmap 2.0, detailing early action steps the state will implement toward meeting near-term greenhouse pollution reduction targets, and HB23-016 - Greenhouse Gas Emission Reduction Measures, statutorily required goals to achieve net-zero status statewide. The Statewide Transit performance measure will inform the development of the statewide transit section of the 2050 Statewide Transportation Plan, promoting strategic growth, increasing the reliability of the state transportation system, and increasing the number of options for travel statewide.

I. Clean Transportation

Performance Measure and Target:

- Reduce surface transportation sector greenhouse gas emissions (CO₂e) by 60% on or before 2037, compared to the 2005 baseline.

II. Statewide Transit

Performance Measures and Targets:

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit services by increasing statewide revenue service miles by 66.7 million by 2037, from the 2022 baseline.
- Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita from the 2023 baseline.

Policy Directive 14.0

Documents Referenced in This Directive

[Greenhouse Gas Pollution Reduction Roadmap 2.0](#)

[CDOT's Transportation Asset Management Plan](#)

[HB23-016: Greenhouse Gas Emission Reduction Measures](#)

[CDOT Performance Plan](#)

[2050 Statewide Transportation Plan](#)

[Colorado Strategic Transportation Safety Plan](#)

Implementation Plan

The Division of Transportation Development, the Division of Accounting and Finance, the Division of Engineering, the Office of Innovative Mobility, and in collaboration with other CDOT Divisions and CDOT Regions, will implement this Policy Directive. The Division of Transportation Development will report annually on performance of PD 14.0 to track progress towards achieving performance targets, before the submission of the Department's annual budget, to help guide development of the budget. At a minimum, CDOT will review and update or reaffirm this Policy Directive with each 10-Year Plan update cycle.

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

Additionally, CDOT shall develop procedural directives that implement procedures that align with policy in respect to the development, management, and reporting of the 10-Year Transportation Plan and implementation of Programmatic Performance Measures (PPM's).

Review Date

This Directive shall be reviewed on or before June 20, 2029.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Appendix A Transportation Commission Guiding Principles

	Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria	Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology or improved access to multimodal facilities.	Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, such as supporting business, freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	Safety	<p>Programs and projects leveraging new technology development</p> <p>Integrated System Impacts and Benefits</p> <p>Reduction of Greenhouse Gas Emissions</p>	<p>Economic Impacts</p> <p>Statewide Equity</p> <p>Social Equity</p>	<p>Asset Management and Preservation Benefits</p> <p>Impact of Asset Management decision on asset life and function</p>	<p>Financial Leverage, Financial innovation, and Partnerships</p> <p>Short term projects vs. Accommodating Long-Term Projects trends</p> <p>How does the system look in 30 years and how does this project fit in?</p>	<p>Regional flexibility and related smaller scale projects</p> <p>Is the project consistent with the 2045 Statewide Plan and if not, what are the reasons for deviating from priorities identified through that collaborative process?</p>



Appendix B

PD 14.0 Performance Matrix

Advancing Transportation Safety

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries by 50% by 2037.	X		CDOT WIG Dashboard
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% by 2037.	X		CDOT WIG Dashboard
Highway Safety	Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels. (All Roads)		X	PD14 Dashboard
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)		X	PD14 Dashboard , National Performance Measures Dashboard
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)		X	PD14 Dashboard
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)		X	PD14 Dashboard
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State Highway System)		X	PD14 Dashboard
Highway Safety	Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)		X	PD14 Dashboard , National Performance Measures Dashboard
Highway Safety	Reduce traffic-related fatalities and serious injuries involving Vulnerable Users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels. (All Roads)		X	PD14 Dashboard , National Performance Measures Dashboard
Highway Safety	Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels.		X	PD14 Dashboard
Highway Safety	Reduce the number of highway-rail incidents from current levels.		X	PD14 Dashboard
Employee Safety	Reduce the number of on-the-job injuries (workers compensation claims) from current levels.		X	PD14 Dashboard
Employee Safety	Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.		X	PD14 Dashboard



Asset Management - Pavement/Bridge

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Pavement	Achieve or maintain the percent of Interstate pavement in poor condition below 1%.	X	X	PD14 Dashboard, Pavement Condition Dashboard , National Performance Measure Dashboard
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the state highway system.	X	X	PD14 Dashboard, Pavement Condition Dashboard , National Performance Measure Dashboard
Pavement	Achieve or maintain 80% high or moderate Drivability Life for Interstates.		X	PD14 Dashboard, Pavement Condition Dashboard
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the National Highway System.		X	PD14 Dashboard, Pavement Condition Dashboard
Bridge	Achieve or maintain the percent of National Highway System bridge-deck area in poor condition below 5%.	X	X	PD14 Dashboard, Pavement Condition Dashboard , National Performance Measure Dashboard
Bridge	Achieve or maintain the percent of state highway system total bridge-deck area in poor condition below 5%.	X	X	PD14 Dashboard, Bridge Condition Dashboard
Bridge	Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above 40%		X	PD14 Dashboard, Bridge Condition Dashboard
Bridge	Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above 40%		X	PD14 Dashboard, Bridge Condition Dashboard
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges over waterways that are scour critical.		X	PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches.		X	PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches.		X	PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges posted for load.		X	PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges with a load restriction.		X	PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges.		X	PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.		X	PD14 Dashboard



Asset Management - Other Assets

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
MLOS	Achieve or maintain an overall MLOS B minus grade for the state highway system		X	PD14 Dashboard
MLOS	Achieve or maintain a LOS B grade for snow and ice removal		X	PD14 Dashboard
Buildings	Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better		X	PD14 Dashboard
ITS	Maintain or decrease the average percent useful life of ITS equipment at or below 90%		X	PD14 Dashboard
Fleet	Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%		X	PD14 Dashboard
Culverts	Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%		X	PD14 Dashboard
Geohazards	Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%		X	PD14 Dashboard
Tunnels	Achieve or maintain the percent of network tunnel length with all elements in equal or better condition that 2.5 weighted condition index at or above 75%		X	PD14 Dashboard
Traffic Signals	Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%		X	PD14 Dashboard
Walls	Maintain or decrease the percent of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less) at or below 2.5%		X	PD14 Dashboard
Rest Areas	Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better		X	PD14 Dashboard



Asset Management - Transit Assets

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Over-the-Road Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Cutaway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Minivans that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Aerial Tramway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Vans that met or exceeded their useful life benchmark (ULB) at 2019 performance.		X	PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Passenger/Parking Facilities that met or exceeded their Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) from the 2019 performance.		X	PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Administrative/Maintenance Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.		X	PD14 Dashboard
Transit Assets: Bustang	Achieve or maintain performance for Bustang and Bustang Outrider assets that have either met or exceeded their useful life benchmark (ULB) at no more than ten percent (10%).		X	PD14 Dashboard



Mobility - Clean Transportation

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Clean Transportation	Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap, a 60% reduction of Carbon Dioxide Equivalent (CO2e) by 2037 (from 2005 baseline).	X		PD14 Dashboard
Clean Transportation	CDOT will work collaboratively with other state agencies and local partners to reduce statewide GHG pollution from the transportation sector by twenty-six percent (26%) by 2025, fifty percent (50%) by 2030, and ninety percent (90%) by 2050 relative to 2005 statewide GHG pollution levels.		X	PD14 Dashboard
Clean Transportation	Collaborate with other state agencies to increase electric vehicle registrations to support a future fleet of at least nine-hundred forty thousand (940,000) light-duty zero-emission vehicles by 2030.		X	PD14 Dashboard
Clean Transportation	Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in its 2020 Electric Vehicle Plan to convert the state transit fleet to one-hundred percent (100%) zero-emission vehicles by 2050, with an interim target of at least one-thousand (1,000) zero-emission vehicles by 2030.		X	PD14 Dashboard
Clean Transportation	Collaborate with other state agencies, local governments, and private companies to increase the percentage of total state highway miles within a thirty-mile travel buffer of DC fast-charging stations from forty percent (40%) in fiscal year 2020 to one-hundred percent (100%) by 2030.		X	PD14 Dashboard , WIGs Dashboard
Clean Transportation	Coordinate with other state agencies, the Colorado Scenic & Historic Byways Commission, local governments, and individual site hosts to increase the number of Colorado Scenic & Historic Byways classified as electrified byways from three (3) currently to twenty-six (26) by the end of fiscal year 2025.		X	PD14 Dashboard , WIGs Dashboard



Mobility - Transit

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Statewide Transit	Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit and rail services by increasing revenue service miles by 66.7 million (83%) by 2037.	X		To be Developed
Statewide Transit	Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita.	X	X	PD14 Dashboard
Statewide Transit	Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.		X	PD14 Dashboard , National Performance Measures
Statewide Transit	Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY 2020-21 and grow it five percent (5 %) per year thereafter. A pre-COVID-19 level is defined as June 2021 ridership being equivalent to June 2019 ridership, knowing that an equivalent annual number is not attainable while COVID-19 is currently affecting service. June 2019 ridership was 19,189 passengers for the month, with a FY 2018-19 total annual ridership of 238,000 riders.		X	PD14 Dashboard , WIGs Dashboard
Statewide Transit	Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019 levels.		X	PD14 Dashboard

Fiscal Year 2024-25 CDOT Wildly Important Goals



Advancing Transportation Safety

1



Advance the safety of Colorado’s transportation system so all travelers arrive at their destination safely.

Reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.



Clean Transportation

2



Reduce air pollution from the transportation sector.

Decrease transportation sector emissions of carbon dioxide equivalent (CO₂e) from 3.83 tons per capita in 2023 to 3.66 by June 30, 2027.

Decrease transportation sector emissions of nitrogen oxides (NO_x) from 7.80 pounds per capita in 2023 to 7.45 by June 30, 2027.

Decrease transportation sector emissions of volatile organic compounds (VOC) from 2.54 pounds per capita in 2023 to 2.43 by June 30, 2027.



Statewide Transit

3



Expand Statewide Transit.¹

Increase ridership for the Bustang Family of Services from 290,737 in fiscal year 2024 to 325,625 by June 30, 2025.

¹The Statewide Transit WIG is a one-year goal. Targets for FY 2026 and FY 2027 will be established at the end of FY 2025.



Goal

In an effort to protect the traveling public, CDOT and Colorado State Patrol will reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.

Outcomes: Desired FY Milestone Goals

WIG	FY 2023 Baseline	FY 2025 Goal	FY 2026 Goal	FY 2027 Goal
Number of fatalities and serious injuries	4,555	4,282	3,940	3,530

Strategies

- ▶ Increase local law enforcement hours addressing impaired driving on roadways having a high propensity for impaired driving-related crashes and fatalities from 12,941 hours in the field to 14,252 hours in the field by June 30, 2025.
- ▶ Achieve 150 speed safety camera-days in state highway work zones by June 30, 2025.
- ▶ Deliver \$6 Million in safety enhancements on all public roads in areas with a history of or at high-risk for vulnerable road user crashes by June 30, 2025.
- ▶ Generate 220,000,000 paid media impressions for campaigns addressing traffic safety by June 30, 2025.
- ▶ Generate 300,000,000 earned media impressions for campaigns addressing traffic safety by June 30, 2025.





2



Goals

Decrease transportation sector emissions of CO₂e from 3.83 tons per capita in 2023 to 3.77 in FY 2025, 3.72 in FY 2026, and 3.66 in FY 2027.

Decrease transportation sector emissions of NO_x from 7.80 pounds per capita in 2023 to 7.68 in FY 2025, 7.57 in FY 2026, and 7.45 in FY 2027.

Decrease transportation sector emissions of VOC from 2.54 pounds per capita in 2023 to 2.50 in FY 2025, 2.46 in FY 2026, and 2.43 in FY 2027.

Strategies

- ▶ Increase the percentage of total state highway miles within a 30-mile travel buffer of direct current fast-charging stations from 79% to 88% by June 30, 2025.
- ▶ Increase the number of Colorado Scenic and Historic Byways classified as electrified byways from 17 to 22 by June 30, 2025.
- ▶ Increase the number of operational zero-emission transit buses from 74 to 97 by June 30, 2025.
- ▶ Increase the number of National Electric Vehicle Infrastructure grants awarded for projects within identified gaps on federally designated electric vehicle corridors in Colorado from 26 to 52 by June 30, 2025.
- ▶ Expand public awareness and education around EVs and increase public understanding of their benefits, capabilities, and availability by increasing the number of grants awarded from the E-Mobility Education and Awareness Grant program from 3 to 16 by June 30, 2025.
- ▶ Increase the expenditure of grant funds for active transportation, multimodal, and transportation demand management projects from \$30.9 million in fiscal year 2024 to \$33.6 million by June 30, 2025.





3



Goal¹

Increase ridership for the Bustang Family of Services from 290,737 in fiscal year 2024 to 325,625 by June 30, 2025.

Strategies

- ▶ Provide reliable and consistent transportation options for Bustang passengers by increasing the percentage of scheduled bus trips that are completed as planned from 98.1% to 99.5% by June 30, 2025.
- ▶ Increase the number of mobility hubs on Bustang corridors that are operational and open to the public from 0 to 3 by June 30, 2025.
- ▶ Increase the frequency of available Bustang trips by expanding the total amount of revenue service miles provided by the Bustang Family of Services from 2,201,512 in fiscal year 2024 to 3,330,000 by June 30, 2025.
- ▶ Outline a strategic vision for the statewide transit network by completing the Transit Connection Study by June 30, 2025.

¹The Statewide Transit WIG is a one-year goal. Targets for FY 2026 and FY 2027 will be established at the end of FY 2025.

Continued development in freight and passenger rail is also a central priority for CDOT. For more information on CDOT's specific rail strategy, review the priorities and deliverables articulated in the February 2024 [Colorado Freight and Passenger Rail Plan](#).





Policy Directive 14.0

Subject: Updated ~~Policy Directive 14.0~~ “Policy Guiding Statewide Transportation Plan Goals and Performance Measures Objectives”
Effective Date: September 19, 2024 ~~December 14, 2020~~
Supersedes: Policy Directive 14.0 (2020 version) ~~October 19, 2017~~
Originating Office: Division of Transportation Development

I. Purpose

This Policy Directive 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 public, collaborative process. It will also provide guidance to other programs that finance and back the department's capital construction program.

Additionally, the directive provides performance goals and statewide performance targets to evaluate the Department's progress in the key areas of:

- Advancing Transportation Safety,
- Fix Our Roads, and
- Sustainably Increase Transportation Choice.

The Colorado Department of Transportation (CDOT) views building a transportation system that benefits all users as an important responsibility equal to the maintenance, safety, and mobility of Colorado's multimodal transportation system. These performance measures facilitate the implementation of the 2050 Statewide Transportation Plan by helping to direct transportation investments in the 10-Year Transportation Plan, Four-Year Prioritized Plan, Statewide Transportation Improvement Program (STIP), and the annual budget.

The Transportation Commission (TC) will amend this Policy Directive as necessary. CDOT Staff will update the Transportation Commission no less than annually and publish accountability dashboards concerning the goals and performance measures in this directive.

~~This Policy Directive provides performance goals and objectives to measure the success of the Department's efforts to improve in the following key areas:~~

- ~~• Safety,~~

Policy Directive 14.0

- ~~● Asset Management, and~~
- ~~Mobility.~~

~~The performance objectives and targets in these goal areas will help implement the Statewide Transportation Plan by focusing transportation investments in the Statewide Transportation Improvement Program (STIP) and the annual budget. The Transportation Commission will revise this Policy Directive, as needed, with updated performance objectives or targets.~~

II. Authority

~~23 United States Code (U.S.C.) 134, 135 and 450, Public Law (PL)117-58 (“Infrastructure Investment and Jobs Act” or “Bipartisan Infrastructure Law”)23 United States Code (U.S.C.) 134, 135 and 450, PL 114-94 (“Fixing America’s Surface Transportation Act” or “FAST Act”)~~

23 Code of Federal Regulations (C.F.R.) Part 420 (Planning & Research Program Administration), 450 (Planning Assistance and Standards), and 490 (National Performance Management Measures)

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

§ 43-1-1103, C.R.S. Transportation Planning

Transportation Commission Rules Governing the Statewide Transportation Planning 10 Process and Transportation Planning Regions (2 CCR 601-22; effective October 30, 2022-September 14, 2018)

III. Applicability

This Policy Directive applies to all CDOT Divisions and Regions.

IV. Definitions

~~“Carbon Dioxide Equivalent (CO₂e)” is a standard unit for comparing the emissions from various GHG based upon the 100-year global warming potential (GWP). CO₂e is calculated by multiplying the mass amount of emissions (metric tons per year), for each GHG constituent by that gas’s GWP, and summing the resultant values to determine CO₂e (metric tons per year). This calculation allows comparison of different greenhouse gasses and their relative impact on the environment over different standard time periods. “Carbon Dioxide Equivalents (CO₂e)” means the number of metric tons of CO₂ emissions with the same global warming potential as one metric ton of another greenhouse gas, and are calculated using Equation A-1 in 40 C.F.R. Part 98.~~

~~“Colorado DOT Transit Asset Management Group Plan” (Group TAM Plan) is the CDOT sponsored asset management plan, required by the FTA’s Transit Asset Management~~

Policy Directive 14.0

~~(TAM) Rule, for 49 U.S.C. Chapter 53 funding recipients and subrecipients that own, operate, or manage capital assets in the provision of public transportation. The Group TAM Plan is a tool for guiding the prioritization of pass-through funds. Approximately 53 small urban and rural transportation providers participate in the current Group TAM Plan to maintain and/or improve the State of Good Repair (SGR) of transit assets.~~

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving ~~conditions are~~condition is specific to each traffic based highway category and means drivers must reduce speeds to compensate for poor conditions, navigate around damaged pavement, or endure intolerably rough rides. The Risk-Based Asset Management Plan identifies three categories of Drivability Life: High (greater than 10 years of Drivability Life remaining); Moderate (4-10 years); and Low (3 or fewer years).

“Four-Year Prioritized Plan” is a four-year subset of the 10-Year Transportation Plan consisting of projects prioritized for near-term delivery and partial or full funding.

“Greenhouse Gas Emissions” in the scope of this directive refer to pollution from the transportation sector, and may refer to both start emissions and running exhaust emissions from vehicle tailpipes. These emissions are calculated and expressed in terms of CO₂e. Greenhouse gas (GHG) included in this equivalency encompasses carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gasses. ~~“Greenhouse Gas Emissions” in the scope of this directive refer to pollution from the transportation sector (though these emissions are not exclusive to this sector), and may refer to both start emissions and running exhaust emissions from vehicle tailpipes. These emissions are calculated and expressed in terms of CO₂e. Greenhouse gas or GHG included in this equivalency encompasses carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gasses.~~

~~“Geohazards” are geologic hazards that affect the transportation system and include debris flow, embankment distress, landslides, rock fall, rockslides, and sinkholes.~~

“Interstate System Pavements in Poor Condition” refers to segments of the Interstate Highway System where the condition of the pavement falls below an acceptable threshold, as determined by the Federal Highway Administration (FHWA) Pavement Management System. The determination is based on the Pavement Condition Index (PCI), with a PCI score indicative of poor condition typically ranging from 0 to 40. Pavements in poor condition exhibit significant distress factors, such as cracking, rutting, potholes, and other forms of deterioration that compromise structural integrity and ride quality.

Policy Directive 14.0

“National Highway System (NHS) Total Bridge Deck Area in Poor Condition” refers to the cumulative area of the bridge decks that are classified as being in poor condition on the NHS based on inspections conducted according to the National Bridge Inventory (NBI) standards. The NBI uses a condition rating system that includes various categories, such as “Good,” “Fair,” and “Poor,” to assess the condition of different components of a bridge. Key indicators of poor bridge condition may include the presence of cracks, spalls, corrosion, or other forms of deterioration.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Performance Measures” are a specific, quantifiable metric used to assess progress toward achieving an objective.

~~“Maintenance Levels of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall, Maintenance Levels of Service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS-B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.~~

~~“Operations Levels of Service” (OLOS) is a qualitative measure describing operational conditions on the state highway system that is utilized to demonstrate travel-time reliability on the roadway. This measure is calculated during AM and PM weekday peak periods, then aggregated and reported monthly to track year-to-date performance. Operations Levels of Service are travel-time multipliers equated to a grading system of A through F. For example, an OLOS grade of C or better means that the time required to plan for a trip is 1.5 times the free-flow travel time, or less.~~

~~“Performance Objectives” are the specific targets for a performance measure that an organization intends to meet to make progress towards a goal.~~

~~“Revenue Service Miles” are the miles operated by transit vehicles when such vehicles are used for providing public transportation. “Revenue Service Miles” are the miles operated by transit vehicles when such vehicles are used for providing public transportation and there is an expectation of carrying passengers.~~

“Serious Injuries” are evident incapacitating injuries that prevent injured persons from walking, driving, or normally continuing the activities they were capable of performing before they were injured in traffic crashes.

“Targets” are indicators of the Department's long-range success and are intended to inform investment decisions.

“10-Year Transportation Plan” as charged to the Transportation Commission under § 43-1-106(15)(d) C.R.S., is the vision for Colorado's transportation system that includes a

Policy Directive 14.0

specific list of projects categorized across priority areas as identified in the Statewide Transportation Plan.

“2050 Statewide Transportation Plan” is the long-range, comprehensive, Multimodal statewide transportation plan covering a period of no less than 20 years from time of adoption, developed through the statewide transportation planning process described in these Rules and 23 U.S.C. § 135, and adopted by the Commission pursuant to § 43-1-1103, C.R.S.

~~“State of Good Repair” (SGR), as defined by the Federal Transit Administration (FTA), is the condition in which a capital asset is able to operate at a full level of performance.~~

~~“Telecommuting” is working at home or at an alternate location and communicating with the usual place of work using electronic or other means, instead of physically traveling to a more distant work site, as defined by the Transportation Research Board.~~

~~“Transit Economic Requirements Model” (TERM) is the FTA’s 5-point scale for subrecipients/transit providers to assess the condition of their transit facilities. A facility assessed below 3.0 is considered to be out of, or beyond, a state of good repair and should be prioritized for repair or replacement.~~

~~“Unlinked Passenger Trips” also referred to as ‘boardings,’ are a measurement of the number of passengers who board public transit vehicles. A passenger is counted each time they board a transit vehicle no matter how many vehicles they use from their origin to their destination.~~

~~“Vehicle Miles Traveled” (VMT) are a measurement of miles traveled by vehicles obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.~~

“Vehicle Miles Traveled per Capita” is the total number of miles driven by all vehicles within the state over a given period relative to the state population.

“Vulnerable Road Users” (VRUs) is defined, by the Federal Highway Administration (FHWA), as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), people using personal mobility devices (e.g. walkers or wheelchairs), and people on foot working in work zones. Note VRUs does not include motorcyclists.~~“Vulnerable Users” are pedestrians and bicyclists.~~

~~“Zero-Emission Vehicles” are vehicles that produce zero or near-zero exhaust emissions of any criteria pollutant (or precursor pollutant) or greenhouse gas under any possible operational modes or conditions.~~

V. Policy

1. ~~Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of financial resources to meet or make progress toward objectives in three goal areas: safety, asset management, and mobility. The Transportation Commission should direct financial resources toward achieving the safety objectives within the first 4 years of the planning horizon (2021-2024), the asset management objectives within the first 10 years (2021-2030), and the mobility objectives within the first 10 years (2021-2030). Projects should be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). These performance objectives will guide annual budget decisions. Prior to funding new initiatives, the Transportation Commission will direct funds toward achieving the objectives in each area while recognizing constraints on some funding sources.~~

1. Policy.

- A. It shall be the policy of CDOT that performance goals and statewide performance targets listed in this directive will help guide the development of the 2050 Statewide Transportation Plan through a collaborative, public process.
- B. 10-Year Transportation Plan projects will be selected through a collaborative, public, and data-driven approach to support the achievement of the performance measures listed in this directive, and regional goals identified through the public engagement process. The approved projects in this plan should be prioritized in the Four-Year Prioritized Plan and will be included in the Statewide Transportation Improvement Program (STIP).
- C. The Transportation Commission's Guiding Principles (Appendix A) should be used to enhance project considerations for the 10-Year Transportation Plan.
- D. Distribution of financial resources over the 10-Year Transportation Plan lifecycle, through fiscal year 2037, and development of annual department budgets will be guided by this policy to support the achievement of the performance targets listed in this directive.
- E. The Transportation Commission supports a holistic approach to optimizing the use of performance measures to guide project selection and investment decision-making. To provide transparency and accountability, CDOT will develop procedural directives that will:
 - a. Outline the procedure for development, amendment and reporting of the 10-Year Transportation Plan and the Four-Year Prioritized Plan; and

Policy Directive 14.0

b. Implement Programmatic Performance Measures (PPM's) aligned with this Policy Directive, guiding the department's project selection and annual budget decisions through performance-based decision making for CDOT infrastructure and investment programs not included in the 10-Year Transportation Plan.

2. Performance Measures and Targets. PD 14.0 performance measures and targets guide implementation of the 2050 Statewide Transportation Plan. The performance measures and targets support three key goal areas:

- Advancing Transportation Safety - No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.
- Fix Our Roads - Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.
- Sustainably Increase Transportation Choice - Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

Performance measures and targets for PD 14.0 and the 2050 Statewide Transportation Plan are in alignment with and complement the national goals for surface transportation in the Infrastructure Investment and Jobs Act (IIJA) of 2021.

3. Performance Measures and Targets - Performance measures describe how CDOT will evaluate. The targets are indicators of the Department's long-range success and are intended to inform investment decisions.

~~2. Goals. PD 14.0 goals guides the implementation of the multimodal Statewide Transportation Plan and the performance objectives that measure attainment of these goals. The goals are:~~

- ~~○ SAFETY - The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.~~
- ~~○ ASSET MANAGEMENT - Maintain a high-quality transportation network by working to maintain a state of good repair for all assets and a highly traversable road network.~~
- ~~○ MOBILITY - Expand statewide transit to support strategic growth throughout the state and reduce greenhouse gas emissions from the transportation sector. Reduce travel time lost to congestion and improve connectivity across all modes with a focus on environmental impact, operations, and transportation choice statewide.~~

Policy Directive 14.0

~~Goals for PD 14.0 and 2045 Statewide Transportation Plan are in alignment with and complement the national goals for surface transportation in the Fixing America's Surface Transportation (FAST) Act of 2015.~~

~~SAFETY:~~

~~The highway safety objectives are aligned with the objectives of the 2020-23 Colorado Strategic Transportation Safety Plan (STSP), an extensive and cooperative planning effort by a multidisciplinary partnership of public agencies, private sector organizations, and advocacy groups representing transportation and safety interests statewide. This collaborative and data-driven process identifies achievable highway safety objectives for the planning horizon of 2021-24. These objectives (with the exception of objectives related to employee safety) apply to *all* roads in the State.~~

~~(1) Highway Safety~~

~~PERFORMANCE MEASURES AND TARGETS:~~

- ~~● Vehicle crash rate per 100 million vehicle miles traveled (VMT)~~
- ~~● Traffic fatality rate per 100 million vehicle miles traveled (VMT)~~
- ~~● Traffic serious injury rate per 100 million vehicle miles traveled (VMT)~~
- ~~● Traffic fatalities and serious injuries involving vulnerable users (pedestrians and bicyclists)~~

~~OBJECTIVES:~~

- ~~● Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels.~~
- ~~● Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels.~~
- ~~● Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels.~~
- ~~● Reduce traffic-related fatalities and serious injuries involving vulnerable users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels.~~

~~ASPIRATIONAL OBJECTIVES:~~

- ~~● Reduce traffic-related fatalities and serious injuries to zero for all users of Colorado's multimodal transportation system.~~

~~(2) Employee Safety~~

~~Measures:~~

- ~~● On-the-Job injuries~~

Policy Directive 14.0

- ~~Vehicle crashes involving CDOT Employees~~

~~OBJECTIVES:~~

- ~~CDOT is committed to ensuring a safe and healthy work environment for all of its employees through its fundamental mission of “Excellence in Safety.” CDOT also is committed to reducing on-the-job injuries and vehicle incidents involving CDOT employees.~~

~~(3) Safety Goal Area Considerations~~

- ~~The safety goal area and objectives are aligned with the Colorado Strategic Transportation Safety Plan (STSP). Additionally, CDOT and the Transportation Commission support implementation of the STSP Tier 1 strategies. (See Appendix C for explanation of the Tier 1 strategies.)~~
- ~~In addition to the statewide (all roads) metrics, Staff will provide annually to the Transportation Commission additional highway safety data. Examples include:~~
 - ~~Urban and rural safety data~~
 - ~~Safety data on the state highway system~~
 - ~~Safety data for freight transportation~~
- ~~CDOT and the Transportation Commission provide the lead on transportation safety efforts in Colorado.~~

A. Advancing Transportation Safety

The Advancing Transportation Safety performance measures are aligned with the objectives of the department’s Annual Performance Plan, which summarizes the annual and near-term strategic and operational priorities for CDOT. Additionally, these performance measures will guide the development of the 2025-2029 Strategic Highway Safety Plan.

Performance Measures and Targets

- Reduce the number of traffic-related fatalities and serious injuries by 50% from the 2023 baseline before 2037.
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% from the 2023 baseline before 2037.

b) Fix Our Roads

The performance measures and targets for pavement and bridge are intended to be achieved or maintained over the 10-Year Plan horizon. The performance measures align with the Department’s Transportation Asset Management Plan, a federally-required plan designed to help improve or preserve the condition and performance of assets on the highway system.

Policy Directive 14.0

(1) Highway Pavement

Performance Measures and Targets:

- Achieve or maintain the percent of Interstate System pavements in poor condition below 1%.
- Achieve or maintain 80% high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

(2) Bridges

Performance Measures and Targets:

- Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below 5%.
- Achieve or maintain the percent of State Highway System total bridge deck area in poor condition below 5%.

ASSET MANAGEMENT:

~~The asset management objectives for highway related assets are intended to be achieved or maintained over the first ten years of the planning horizon (2021-30). The objectives identified align with the Department's Risk-Based Asset Management Plan, a federally-required plan that outlines risk-mitigation, identifies performance gaps, and lists a financial plan over the planning horizon. Additionally, the objectives related to highway asset management are used to help determine funding levels for each of the twelve assets within CDOT's asset management program.~~

~~The majority of transit assets in Colorado are not owned, operated, or maintained by CDOT. Rather, CDOT passes through federal and state funds to assist subrecipients with transit asset acquisition, construction, and refurbishment projects. Thus, it is the Department's responsibility to oversee subrecipients' participation in the required planning and reporting processes, to guide the prioritization of pass-through funds to maintain and/or improve the state of good repair of transit assets, and to fulfill annual reporting and targeting requirements.~~

~~Performance measures and objectives for transit assets were established by the Federal Transit Administration (FTA) in its 2016 Transportation Asset Management (TAM) Rule and incorporated into the 2018 Group TAM Plan. As required, the Group TAM Plan covered a four-year planning horizon and will be updated no later than the fall of 2022. The TAM Rule also outlined annual reporting requirements about the state of good repair of transit assets and requires CDOT, as the Group TAM Plan sponsor, to set annual performance~~

Policy Directive 14.0

targets across several asset class types. See Appendix B for a more detailed discussion of this process.

The CDOT-owned Bustang and Bustang Outrider fleet vehicles (operated by subrecipients/contractors) are not subject to the TAM Rule reporting requirements but Staff will use the FTA performance measures for consistency in tracking and reporting.

(1) Highway Pavement

PERFORMANCE MEASURES AND TARGETS:

- Pavement condition of the Interstate System
- Pavement condition of the National Highway System (NHS), excluding Interstates
- Pavement condition of the state highway system

OBJECTIVES:

- Achieve or maintain eighty percent (80%) high or moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve or maintain eighty percent (80%) high or moderate Drivability Life for the National Highway System, excluding Interstates, based on condition standards and treatments set for traffic volume categories.
- Achieve or maintain eighty percent (80%) high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

(2) Bridges

PERFORMANCE MEASURES AND TARGETS:

- Bridge deck area on the National Highway System in good condition
- Bridge deck area on the National Highway System in poor condition
- Bridge deck area on the state highway system in good condition
- Bridge deck area on the state highway system in poor condition
- Asset management program metrics related to bridge lead metrics, risk metrics, and freight movement metrics (See Appendix A for additional bridge metrics)

OBJECTIVES:

- Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above forty percent (40%).
- Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below ten percent (10%).
- Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above forty percent (40%).
- Achieve or maintain the percent of state highway system total bridge deck area in poor condition below ten percent (10%).

Policy Directive 14.0

- ~~Meet asset management program objectives related to bridge lead, risk and freight movement metrics (See Appendix A for additional bridge objectives).~~

(3) Maintenance

MEASURES:

- ~~Overall Maintenance Levels of Service (MLOS) for the state highway system~~
- ~~Level of Service (LOS) for snow and ice removal~~

OBJECTIVES:

- ~~Achieve or maintain an overall MLOS B minus grade for the state highway system.~~
- ~~Achieve or maintain a LOS B grade for snow and ice removal.~~

(4) Other Highway Assets

MEASURES:

- ~~Asset management program metrics for other highway assets (See Appendix A for metrics for buildings, Intelligent Transportation Systems (ITS) equipment, fleet, culverts, geohazards, tunnels, traffic signals, walls, and rest areas)~~

OBJECTIVES:

- ~~Meet or maintain asset management program objectives related to other highway assets (See Appendix A for buildings, ITS equipment, fleet, culverts, Geohazards, tunnels, traffic signals, walls, and rest areas objectives).~~

(5) Transit Assets: Small Urban & Rural Agency Assets

MEASURES:

- ~~Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).~~
- ~~Facilities: Percentage of facilities within an asset class rated below a 3.0 on the FTA TERM 5-point scale.~~

OBJECTIVES:

- ~~Achieve or maintain performance of rolling stock and facilities to less than or equal to the percent performance calculated by the FTA for report year 2019. See Table 2 in Appendix B.~~

(6) Transit Assets: Bustang & Bustang Outrider Assets

MEASURES:

Policy Directive 14.0

- ~~Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).~~

~~OBJECTIVES:~~

- ~~Achieve or maintain performance in each asset class that have either met or exceeded their ULB at no more than ten percent (10%).~~

c) Sustainably Increase Transportation Choice

This goal is intended to be achieved in the 10-Year Transportation Plan horizon. The Clean Transportation performance measure is aligned with the Greenhouse Gas Pollution Reduction Roadmap 2.0, detailing early action steps the state will implement toward meeting near-term greenhouse pollution reduction targets, and HB23-016 - Greenhouse Gas Emission Reduction Measures, statutorily required goals to achieve net-zero status statewide. The Statewide Transit performance measure will inform the development of the statewide transit section of the 2050 Statewide Transportation Plan, promoting strategic growth, increasing the reliability of the state transportation system, and increasing the number of options for travel statewide.

I. Clean Transportation

Performance Measure and Targets:

- Reduce surface transportation sector greenhouse gas emissions (CO₂e) by 60% on or before 2037, compared to the 2005 baseline.

II. Statewide Transit

Performance Measures and Targets:

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit services by increasing statewide revenue service miles by 66.7 million by 2037, from the 2022 baseline.
- Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita from the 2023 baseline.

MOBILITY:

~~The mobility goal area is intended to be achieved in the planning horizon from 2021 to 2030. A portion of the objectives within the goal area are aligned with the Greenhouse Gas Pollution Reduction Roadmap, detailing early action steps the state can take toward meeting near-term greenhouse pollution reduction targets, and HB19-1261 - Climate Action Plan to Reduce Pollution, statutorily required goals to reduce 2050 greenhouse gas pollution by ninety percent (90%) from 2005 levels. Some objectives within the goal area help~~

Policy Directive 14.0

~~increase reliability of the state highway system and increase the use of multimodal travel statewide.~~

~~I. Reliability and Congestion~~

~~MEASURE AND TARGET:~~

- ~~● Operations Levels of Service (OLOS)~~
- ~~● Incident Clearance Time~~
- ~~● Vehicle Miles Traveled (VMT) and Vehicle Miles Traveled per Capita~~

~~OBJECTIVES:~~

- ~~● Achieve or maintain an Operations Levels of Service (OLOS) grade of C or better for eighty percent (80%) or greater of the state highway system.~~
- ~~● Achieve or maintain an annual average incident clearance time of twenty (20) minutes or less for highways covered by CDOT Safety Patrol and Heavy Tow vehicles.~~
- ~~● Manage congestion on our roads by reducing Vehicle Miles Traveled (VMT) and VMT per capita by ten percent (10%) on or before 2030, relative to current levels.~~

~~II. Environmental Impact~~

~~MEASURE AND TARGET:~~

- ~~● Greenhouse gas (GHG) pollution from the transportation sector (in Carbon Dioxide Equivalents – CO₂e)~~
- ~~● Zero-emission vehicle (ZEV) registrations~~
- ~~● Percent and quantity of state transit fleet that are zero-emission vehicles~~
- ~~● Percent of state highway miles within a thirty-mile buffer of direct-current (DC) fast-charging stations~~
- ~~● Percent of Scenic and Historic Byways classified as electrified byways~~

~~OBJECTIVES:~~

- ~~● CDOT will work collaboratively with other state agencies and local partners to reduce statewide GHG pollution from the transportation sector by twenty-six percent (26%) by 2025, fifty percent (50%) by 2030, and ninety percent (90%) by 2050 relative to 2005 statewide GHG pollution levels.¹~~
- ~~● Collaborate with other state agencies to increase electric vehicle registrations to support a future fleet of at least nine-hundred forty thousand (940,000) light-duty zero-emission vehicles by 2030.²~~
- ~~● Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified the state's 2020 Electric Vehicle Plan to convert the state transit fleet to one-hundred percent (100%) zero-emission vehicles by 2050, with an~~

Policy Directive 14.0

~~interim target of at least one thousand (1,000) zero-emission vehicles by 2030.³~~

- ~~● Collaborate with other state agencies, local governments, and private companies to increase the percentage of total state highway miles within a thirty-mile travel buffer of direct-current (DC) fast-charging stations from forty percent (40%) in fiscal year 2020 to one-hundred percent (100%) by 2030.⁴~~
- ~~● Coordinate with other state agencies, the Colorado Scenic & Historic Byways Commission, local governments, and individual site hosts to increase the number of Colorado Scenic & Historic Byways classified as electrified byways from three (3) currently to twenty-six (26) by the end of fiscal year 2025.⁵~~

OBJECTIVE NOTES:

- ~~1. CDOT will focus on the transportation greenhouse gas reduction elements of the Greenhouse Gas Pollution Reduction Roadmap, specifically vehicle electrification, VMT reduction, and the closer integration of greenhouse gas reduction measures and considerations in the planning, environmental, construction, and maintenance/operations elements of the project lifecycle. Other state agencies will simultaneously work to tackle issues related to the electricity generation, buildings, oil & gas, and agricultural sectors for a holistic statewide approach.~~
- ~~2. The Colorado Energy Office (CEO) will lead this effort in collaboration with CDOT, Colorado Department of Public Health and Environment (CDPHE), Colorado Department of Revenue (DOR), and other key stakeholder agencies while also coordinating with automakers, dealerships, utilities, nonprofit entities, and the general public to achieve this ambitious target by 2030. CDOT's role is to support and amplify this work, not to lead it.~~
- ~~3. CDOT is uniquely positioned to provide unified leadership in the transit electrification space given its statewide perspective and access to state, federal, and Volkswagen Settlement grant funding. CDOT will work to educate transit agencies on their options, support their fleet transition planning, and offset some of the incremental costs of going zero-emission. However, agencies themselves will play the central role in adopting new vehicle options when and where they make sense for their organizations and their riders.~~
- ~~4. CEO will lead this effort to ensure that sufficient public charging infrastructure is available through a combination of public and private investments. The State of Colorado does not intend to own or operate its own charging sites (beyond those at public facilities) but can provide grant support to ensure coverage in areas of the state that are not yet economically advantageous for private companies to serve. CDOT provides support for this effort through~~

Policy Directive 14.0

~~mapping, modeling, and data analysis that helps to identify prime locations while also funding limited infrastructure buildout along scenic byways, state parks, and other key areas of the rural charging network.~~

- ~~5. CDOT will play a coordinating role between the CEO, the Colorado Tourism Office, and the Scenic & Historic Byways Commission to educate individual byway groups on the benefits and opportunities associated with electric vehicle charging infrastructure while directing them to existing state grant and utility incentive programs to help facilitate this emerging market.~~

~~III. Multimodal Options~~

~~MEASURES:~~

- ~~● Percentage of Coloradans commuting to work with multimodal options, including telecommuting~~
- ~~● Bustang bus service ridership~~
- ~~● Unlinked transit passenger trips for Colorado small urban and rural transit agencies~~

~~OBJECTIVES:~~

- ~~● Increase the percentage of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.~~
- ~~● Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY 2020-21 and grow it five percent (5%) per year thereafter. A pre-COVID-19 level is defined as June 2021 ridership being equivalent to June 2019 ridership, knowing that an equivalent annual number is not attainable while COVID-19 is currently affecting service. June 2019 ridership was 19,189 passengers for the month, with a FY 2018-19 total annual ridership of 238,000 riders.~~
- ~~● Increase unlinked passenger trips from small urban and rural transit agencies proportional to population growth levels from 2019 levels.~~

~~IV. Mobility Goal Area Considerations~~

- ~~● Staff will provide additional data for the mobility objectives when updates to PD 14.0 objectives are presented annually to the Transportation Commission. Examples include:~~
 - ~~○ Operations Levels of Service (OLoS) grades in rural areas.~~
 - ~~○ Operations Levels of Service (OLoS) grades in urban areas.~~
 - ~~○ Operations Levels of Service (OLoS) grades for Colorado Freight Corridors.~~

Policy Directive 14.0

- ~~• CDOT and the Transportation Commission will coordinate and collaborate with internal and external CDOT partners in efforts to achieve mobility goals in Colorado. Through this collaborative approach, CDOT will take actions to fulfill the goals outlined within the Administration's Greenhouse Gas Pollution Reduction Roadmap.~~
- ~~• VMT, GHG pollution levels, EV adoption, and multimodal options objectives will be aligned with the goals outlined in the Administration's Greenhouse Gas Pollution Reduction Roadmap and HB19-1261 (Climate Action Plan to Reduce Pollution).~~

~~V.I.~~ Documents Referenced in This Directive

~~Greenhouse Gas Pollution Reduction Roadmap 2.0~~

~~CDOT's Transportation Asset Management Plan~~

~~HB23-016: Greenhouse Gas Emission Reduction Measures~~

~~CDOT Performance Plan~~

~~2050 Statewide Transportation Plan~~

~~Colorado Strategic Transportation Safety Plan~~

~~Appendix "A" CDOT-Asset Management Metrics and Performance Targets~~

~~Appendix "B" CDOT-Transit Asset Management~~

~~Appendix "C" Strategic Transportation Safety Plan (STSP) Tier 1 Strategies~~

~~Administration's Greenhouse Gas Pollution Reduction Roadmap~~

~~CDOT's Risk-Based Asset Management Plan~~

~~CDOT Transit Asset Management Group Plan~~

~~Colorado Strategic Transportation Safety Plan (STSP)~~

~~HB19-1261 (Climate Action Plan to Reduce Pollution)~~

~~Statewide Transportation Plan (2045)~~

~~V.II.~~ Implementation Plan

~~The Division of Transportation Development, with the Division of Accounting and Finance, the Division of Maintenance and Operations, and the Office of Innovative~~

Policy Directive 14.0

~~Mobility, and in collaboration with other CDOT Divisions and CDOT Regions, will implement this Policy Directive. The Transportation Commission will direct funds to budget categories to support accomplishment of the objectives. The Division of Transportation Development will report annually on performance of the transportation system to track progress toward objectives, before the submission of the Department's annual budget. At a minimum, the Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations, Division of Accounting and Finance, Division of Maintenance and Operations, Office of Innovative Mobility and other CDOT Divisions and CDOT Regions.~~

~~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 Transportation Development, the Division of Accounting and Finance, the Division of Engineering, the Office of Innovative Mobility, and in collaboration with other CDOT Divisions and CDOT Regions, will implement this Policy Directive. The Division of Transportation Development will report annually on performance of PD 14.0 to track progress towards achieving performance targets, before the submission of the Department's annual budget, to help guide development of the budget. At a minimum, CDOT will review and update or reaffirm this Policy Directive with each 10-Year Plan update cycle.

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

Additionally, CDOT shall develop procedural directives that implement procedures that align with policy in respect to the development, management, and reporting of the 10-Year Transportation Plan and implementation of Programmatic Performance Measures (PPM's).

VII.III. Review Date

~~This Directive shall be reviewed on or before June 20, 2029. This directive shall be reviewed on or before December 2022.~~

Policy Directive 14.0

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date of Approval

Policy Directive 14.0

Appendix “A”

CDOT Asset Management Metrics and Performance Targets

Asset	Objective	Objective Target	2019 Performance
Pavement	Achieve or maintain 80% high or moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories	80%	88.3%
	Achieve or maintain 80% high or moderate Drivability Life for the National Highway System, excluding Interstates, based on condition standards and treatments set for traffic volume categories	80%	84.0%
	Achieve or maintain 80% high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories	80%	80.4%
Bridge Asset Condition	Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above 40%	40%	46.4%
	Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below 10%	10%	6.1%
	Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above 40%	40%	46.4%
	Achieve or maintain the percent of state highway system total bridge deck area in poor condition below 10%	10%	6.3%
Bridge Lead, Risk, and Freight Metrics	Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges	26% or less	37.6%
	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	35% or less	36.8%
	Percentage of CDOT-owned bridges over waterways that are scour critical	5.0%	6.2%
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet 6 inches	1.0%	2.1%
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet 6 inches	18.0%	20.3%
	Percentage of CDOT-owned bridges with a load restriction	0.9%	2.2%
	Percentage of CDOT-owned bridges posted for load	0.1%	0.4%
MLOS	Achieve or maintain an overall MLOS B minus grade for the state highway system	B-	B
	Achieve or maintain a LOS B grade for snow and ice removal	B	B
Buildings	Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better	85%	80%
ITS	Maintain or decrease the average percent useful life of ITS equipment at or below 90%	90%	82%
Fleet	Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%	75%	69%
Culverts	Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%	5%	5.2%
Geohazards	Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%	85%	77%
Tunnels	Achieve or maintain the percent of network tunnel length with all elements in equal or better condition that 2.5 weighted condition index at or above 75%	75%	91%
Traffic Signals	Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%	2%	7%
Walls	Maintain or decrease the percent of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less) at or below 2.5%	2.5%	4.2%
Rest Areas	Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better	90%	61%

Policy Directive 14.0

~~Appendix “B” CDOT Transit Asset Management~~

~~The Federal Transit Administration’s (FTA) October 1, 2016 Transit Asset Management (TAM) Rule established new asset management planning and reporting requirements for 49 U.S.C. Chapter 53 funding recipients and subrecipients that own, operate, or manage capital assets in the provision of public transportation. The TAM Rule requires transit providers to develop a TAM Plan to prioritize and guide investments in transit assets to keep the transit system in a State of Good Repair (SGR), and requires Departments of Transportation (DOTs) to sponsor a Group Plan for all Tier II transit providers (those without fixed guideway and/or with less than 100 vehicles operating during peak service) who wish to participate. The Colorado DOT Transit Asset Management Group Plan (Group TAM Plan) was completed in the Fall of 2018 and covered a four-year planning horizon. The Group TAM Plan included a capital asset inventory of over \$500 million and a prioritized project list of vehicle, equipment, and facilities projects of over \$118 million through 2022.~~

~~The TAM Rule also outlined annual reporting and targeting requirements about the SGR of transit assets. It requires transit providers to report to FTA the number and type of active assets in each asset class every year. Once reporting is finalized, FTA calculates the percentage performance for the report year¹ and then CDOT, as the Group TAM Plan sponsor, sets realistic and achievable performance targets for each asset class for the next report year.~~

~~All active transit assets are required to be reported to FTA, regardless of the original funding source. There are 24 possible rolling stock asset class vehicle types, though the small urban and rural fleet currently includes just 11 of those vehicle types. It has been CDOT practice for nearly four years to prioritize pass-through funds to vehicle/project types that fall within six rolling stock asset classes, to vehicles with Americans with Disabilities Act (ADA) accessibility. In 2019, those vehicles made up around 93% of the rolling stock fleet, as emphasized in Table 1.~~

~~For the purposes of annual reporting, FTA defined equipment as non-revenue vehicles, narrowing down the types of reportable equipment to just two asset classes. Because of the practice of prioritizing pass-through funds towards ADA-compliant vehicles, CDOT has not awarded any pass-through funds for that type of equipment project in the last several years. As such, for PD 14.0 reporting purposes, Staff will focus rolling stock performance reporting on the six rolling stock asset classes—over-the-road bus, bus, cutaway, minivan, aerial tramway, and van—and the two facilities asset classes, since those are the asset categories and classes that are impacted by CDOT’s pass-through funds. Additional asset classes may be added in future PD-14 revisions if Staff believes that to be beneficial or necessary. Table~~

¹The FTA report year for CDOT and the small urban and rural agencies runs January 1 through December 31.

Policy Directive 14.0

2 shows the performance measured by FTA in report year 2019², which Staff will use as baseline performance for annual reporting to the Transportation Commission.

Appendix “B” CDOT Transit Asset Management (Continued)

Asset Category	Asset Class	# of Assets	
Rolling Stock	AB—Articulated Bus	4	
	AO—Automobile	48	
	BR—Over-the-road Bus	41	
	BU—Bus	444	
	CU—Cutaway	317	
	MV—Minivan	142	
	OR—Other	24	
	SB—School Bus	4	
	SV—Sports Utility Vehicle	10	
	TR—Aerial Tramway	68	
	VN—Van	144	
	Equipment	Automobiles	43
		Trucks and Other Rubber Tire Vehicles	41
Facilities	Passenger/Parking Facilities	43	
	Administrative/Maintenance Facilities	46	

²State FY 2019-20

Policy Directive 14.0

Asset Category	Asset Class	Performance (%)
Rolling Stock	BR—Over-the-road Bus	17.95%
	BU—Bus	24.81%
	CU—Cutaway	24.61%
	MV—Minivan	23.85%
	TR—Aerial Tramway	83.82%
	VN—Van	13.79%
Facilities	Passenger/Parking Facilities	2.78%
	Administrative/Maintenance Facilities	8.89%

Policy Directive 14.0

Appendix “C”

~~Strategic Transportation Safety Plan (STSP) Tier 1 Strategies~~

~~**A. Name a Safety Champion to Lead a Proactive Safety Program**~~

~~Name a safety champion to lead an inclusive safety program with the responsibility, resources, and authority to advance safety strategies and monitor effectiveness. This strategy will provide a focused approach to championing, coordinating, and implementing safety programming. CDOT will lead implementation with support from Colorado State Patrol (CSP), Colorado Department of Public Health & Environment (CDPHE), and Colorado Department of Revenue (CDOR).~~

~~**B. Build a Safety Advocacy Coalition**~~

~~Build a safety coalition of advocacy groups and state—and local agencies to function as a lobbying and advocacy group. This group will work toward revisions to laws and policies at all phases of development and enforcement. This strategy will increase the visibility of key safety issues in policy discussions and create a central forum for strengthening relationships among participants and decision-makers in safety initiatives. CDOT will lead implementation with support from CSP and CDPHE.~~

~~**C. Institutionalize Safety Roles and Responsibilities**~~

~~Establish agreements that define the ways agencies and organizations work together to deliver safety programs, including roles and responsibilities. These will be formal mechanisms such as a memorandum of understanding. Less formal arrangements may be appropriate at local levels. CSP and CDOT will lead implementation with support from CDPHE and CDOR.~~

~~**D. Coordinate with Existing Safety Programs**~~

~~Coordinate the development and implementation of safety programs, incorporating strategies among agencies at the state and local level (example existing programs include CDOT’s Whole System, Whole Safety Program, and regional and local Vision Zero programs). This strategy will improve the reach and impact of the state’s safety programs and avoid duplication of safety program development efforts. CDOT will lead implementation with support from CSP.~~

~~**E. Promote Consistent Safety Messaging**~~

~~Coordinate the efforts of safety agencies and advocacy groups to develop consistent public-facing safety messaging to be distributed to audiences across the state. This strategy will create greater public safety awareness through consistent messaging. CDOT Highway Safety Office and CDOT Office of Communications will lead implementation with support from CSP, CDPHE, and CDOR.~~

~~**F. Develop Education Campaigns for High-Risk Behaviors**~~

~~Develop outreach campaigns aimed at high-risk groups, such as aggressive, distracted, and impaired drivers, with the goal to enhance and coordinate efforts among statewide education platforms. Occupant protection education campaigns will also be included within this strategy. CDOT Highway Safety Office and CDOT Office of Communications will lead implementation with support from CSP, CDPHE, and CDOR.~~

~~**G. Provide Transportation Safety Education to Students and Families**~~

~~Establish a culture of safety among young people by expanding existing and developing new transportation safety education programs that engage them over many years. One aim of this strategy is to develop a comprehensive curriculum that can be used for education statewide, including education on how to be a safe pedestrian and bicyclist. CSP and CDOT will lead implementation with support from CDPHE.~~

~~**H. Prioritize Transportation Safety Funding**~~

Policy Directive 14.0

~~Increase the importance of safe infrastructure and transportation in transportation funding decisions. Educate funding decision-makers on the importance of safety and how funds could be used to make improvements. Colorado Transportation Commission will lead implementation with support from CDOT, CSP, CDPHE, and CDOR.~~

Appendix “C”

Strategic Transportation Safety Plan (STSP) Tier 1 Strategies (Continued)

~~**I. Prioritize Safety in Transportation Planning, Facility Design, and Project Selection**~~

~~Review policies and processes of roadway planning, design, and project selection to determine what role safety plays in decision-making. This includes updating existing planning and design guidelines and standards to integrate enhanced safety measures. CDOT and CSP will lead implementation with support from CDPHE.~~

~~**J. Educate Decision-Makers on the Effectiveness of Occupant Protection Laws**~~

~~Research and document the benefits of occupant protection laws, such as seatbelt use, helmet use, and restrictions on personal device use. Using available data, this strategy aims to educate legislators, commissioners, and other decision-makers on the benefits of such laws to aid in the development of new policies. CDOT will lead implementation with support from CDPHE, CSP, and CDOR.~~

~~**K. Increase Requirements for New and Renewal Driver Licensing**~~

~~Expand the graduated driver licensing (GDL) system to increase education and practice requirements for new drivers to obtain a license, and develop appropriate testing requirements to verify driver competency with increased age. CDOR will lead implementation with support from CSP and CDPHE.~~

~~**L. Establish a Framework for Streamlining Data Management**~~

~~Improve data-gathering, reporting, storage, linkage, processing, analyses, and dissemination throughout the state for traffic records databases following the FHWA measures of quality: timeliness, accuracy, completeness, uniformity, integration, and accessibility. The databases will provide more uniform confidence in crash mitigation for agencies at both the state and local level. CDOT will lead the implementation with support from Statewide Traffic Records Advisory Committee (STRAC), CSP, and CDPHE, as directed by the newly formed leadership group that will be a liaison between the Executive Directors of the partner agencies and STRAC.~~

~~**M. Prioritize and Promote Proven Safety Toolbox Strategies**~~

~~Educate state and local traffic engineers on existing, known, and effective safety toolbox strategies in transportation facility design, construction, and operation. This strategy will promote inclusion of proven strategies in design practices and development of Local Road Safety Plans by local agencies. CDOT will lead implementation with support from CSP.~~

~~**N. Implement Systemic Infrastructure Safety Improvement Strategies**~~

~~Build on existing safety implementation projects and programs. Identify and implement the most effective wide-scale systemic safety mitigation strategies in conjunction with implementing hot-spot improvement projects. Examples of these strategies include, but are not limited to, rumble strips, median barriers, and fully protected left turn phasing. CDOT will lead implementation with support from local city and county transportation departments as well as CDOT Region Traffic Engineers.~~

~~**O. Increase Education On and Implementation of Data-Driven and Automated Enforcement**~~

~~Increase implementation of data-driven enforcement for speeding and red-light running at high-crash locations. Educate decision-makers on the effectiveness of automated~~

Policy Directive 14.0

~~enforcement as a safety enhancement rather than as a revenue generator. CDOT will lead implementation with support CSP.~~

Proposed Resolution # 7

Adoption of Updated Policy Directive 14.0 “Policy Guiding Statewide Transportation Plan Goals and Performance Measures”

Approved by the Transportation Commission on September 19, 2024.

Whereas, under the Colorado Revised Statutes § 43-1-106(8), the Transportation Commission of Colorado has the statutory responsibility to set policies for the Colorado Department of Transportation (CDOT); and

Whereas, the “Policy Guiding Statewide Transportation Plan Goals and Performance Measures” provides performance measures to monitor 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; and

Whereas, the Transportation Commission adopted the current version of Policy Directive 14.0 on November 19, 2020; and

Whereas, the revisions to Policy Directive 14.0 streamline 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 transportation; and

Whereas, the revisions to Policy Directive 14.0 also support the national goals for surface transportation in the Infrastructure Investment and Jobs Act (IIJA) of 2021, as well as Colorado’s Greenhouse Gas Pollution Reduction Roadmap, SB 23-016, and HB 19-1261; and

Now Therefore Be It Resolved, the Commission herein adopts updated Policy Directive 14.0 “Policy Guiding Statewide Transportation Plan Goals and Performance Measures”

Herman Stockinger, Secretary
Transportation Commission of Colorado



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Darius Pakbaz, Division of Transportation Development Director

William Johnson, Performance and Asset Management Branch Manager

Toby Manthey, Asset Management Program Manager

Date: September 19, 2024

Subject: Asset Management Planning Budgets for Fiscal Years 2027-28 and 2028-29.

Purpose

This memorandum summarizes recommended planning budgets for asset classes in CDOT's Transportation Asset Management (TAM) program for fiscal years 2027-28 and 2028-29. Also described for both years is the proposed "TAM Cap," which represents the total dollars dedicated to the TAM program each year. These items were discussed at a TC workshop in August.

Note: The TAM planning budgets do not represent CDOT's full investment in pavement, bridges and other assets. CDOT's assets are supported by a range of funding, including strategic funds in the 10-Year Plan, the Regional Priority Program, Commissioner Program Reserve funds, the Statewide Bridge and Tunnel Enterprise, and more.

Action

1. Per Policy Directive 1609.0, CDOT staff is asking the TC to adopt by resolution the TAM planning budgets and TAM Caps for fiscal years 2027-28 and 2028-29.

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

Background

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

To provide predictability to CDOT's Transportation Regions and to construction stakeholders, "planning" budgets for the assets are typically set four years in

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

A recommendation for asset planning budgets is developed by an executive committee that oversees the TAM program. The committee includes the Executive Director, Deputy Director, Chief Engineer, Chief Financial Officer, the Regional Transportation Directors, and various other members of executive staff. The budget recommendations are informed by CDOT's Asset Investment Management System (AIMS). AIMS is a modeling tool developed to forecast asset performance, including the ability to meet performance targets in the Department's Policy Directive 14.0.

Once a planning-budget recommendation is finalized, staff presents it to the TC for adoption by resolution.

Details

In March 2024, the executive committee overseeing the TAM program met to develop asset planning budgets for FY 2027-28 and FY 2028-29. Assuming an annual TAM Cap of \$370 million for both fiscal years, the committee reviewed forecasted asset performance and reached a consensus on a budget recommendation. Given that the overall TAM Cap had not increased from FY 2026-27, the committee recommended maintaining the budget levels for each asset class at the FY 2026-27 amounts for FY 2027-28 and FY 2028-29.

Staff requests TC concurrence with the recommendation and adoption of the FY 2027-28 and FY 2028-29 TAM planning budgets, as proposed in Table 1.

Table 1: FY26-29 Asset Management Budgets, in Millions.

Asset Class	Planning Budgets		Proposed Planning Budgets	
	FY2025-26	FY2026-27	FY2027-28	FY2028-29
Surface Treatment*	\$233.0	\$233.0	\$233.0	\$233.0
Staff Bridge	\$38.3	\$38.3	\$38.3	\$38.3
Buildings	\$15.5	\$15.5	\$15.5	\$15.5
Culverts	\$8.2	\$8.2	\$8.2	\$8.2
Tunnels	\$9.8	\$9.8	\$9.8	\$9.8
ITS**	\$16.6	\$16.6	\$16.6	\$16.6
Road Equipment	\$21.0	\$21.0	\$21.0	\$21.0
Geohazards	\$9.7	\$9.7	\$9.7	\$9.7
Walls	\$5.7	\$5.7	\$5.7	\$5.7
Traffic Signals	\$8.2	\$8.2	\$8.2	\$8.2
Rest Areas	\$4.0	\$4.0	\$4.0	\$4.0
TOTAL	\$370	\$370	\$370	\$370

*\$7.4M per year of Surface Treatment funding is reserved for “poor” Interstate pavement, outside of the regular Region distribution process.

**\$1M per year of Intelligent Transportation Systems (ITS) funding is reserved for proactive device replacement.

Next Steps

Should the TC approve the recommended planning budgets and TAM Cap for fiscal years 2027-28 and 2028-29, staff will use these budgets to continue planning and developing the outer years of CDOT's rolling four-year program of asset-management projects.

Bridge and Tunnel Enterprise Board
Meeting Minutes
August 15, 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
 Mark Garcia, District 8
 Hannah Parsons, District 9
 Terry Hart, Vice-Chair, District 10

Vacant: District 11

And: Staff members, organization representatives, and broadcast publicly

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

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

- Regular Meeting Minutes of July 2024
- 2nd BTE Budget Supplement of FY25



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: September 19, 2024

Subject: Third Supplement to the Fiscal Year 2024-25 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 increase 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-X, the Third Supplement to the Fiscal Year 2024-25 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 \$15M funding request is being presented to the BTE Board at this time to increase the construction phase budget for the US50 Blue Mesa Bridges Emergency Response Project. The BTE Board approved Resolution #BTE 2024-06-02 in June 2024 to establish the initial construction phase budget of \$81M. This budget request was predicated on the project team's initial understanding of the scope of work and planning level cost estimates. Information on current project status and cost is provided in the US 50 Blue Mesa Bridge Funding Request workshop included in this month's packet.

With the approval of this budget request, the project will have the funding necessary to complete the rehabilitation K-07-B and K-07-A and accomplish the goals of restoring the K-07-B bridge to its original structural capacity, and completing the repairs needed to ensure safe operation of both bridges moving forward. Phase I repairs, which involved fixing cracks and critical issues in four areas of K-07-B that pose an imminent risk to structural integrity, are complete and the bridge opened to traffic on July 3. Phase II, which includes

permanent repairs to both K-07-B and K-07-A, is underway and scheduled for completion in 2025, with a full reopening of the K-07-B bridge scheduled for fall 2024.

**US50 over Blue Mesa Reservoir Emergency Project in Gunnison County
(Old K-07-A & K-07-B) (No New - Rehabilitation) (SAP Project #s 26446, 26447, 26448)
Budget Request by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Current Budget	FY2025	FY2026	FY2027	FY2028	Total Budget Request	Total Project Budget
Construction	2024A Proceeds	\$30,132,937	\$5,782,107	\$0	\$0	\$0	\$5,782,107	\$35,915,044
Construction	FASTER Bridge Funds	\$34,800,000	\$4,246,752	\$0	\$0	\$0	\$4,246,752	\$39,046,752
Construction	SB21-260 Bridge and Tunnel Fees	\$16,067,063	\$4,971,141	\$0	\$0	\$0	\$4,971,141	\$21,038,204
Total of Project Phases	All Funding Sources	\$81,000,000	\$15,000,000	\$0	\$0	\$0	\$15,000,000	\$96,000,000

**US50 over Blue Mesa Reservoir Emergency Project in Gunnison County
(Old K-07-A & K-07-B) (No New - Rehabilitation) (SAP Project #s 26446, 26447, 26448)**

Phase of Work	Funding Program	Expenditures To-Date	FY2025	FY2026	FY2027	FY2028	Total Project Expenditure
Construction	2024A Proceeds	\$6,220.64	\$35,908,823.36	\$0	\$0	\$0	\$35,915,044
Construction	FASTER	\$0	\$39,046,752	\$0	\$0	\$0	\$39,046,752
Construction	SB260	\$0	\$21,038,204	\$0	\$0	\$0	\$21,038,204
Total of Project Phases	All Funding Sources	\$6220.64	\$95,993,779.36	\$0	\$0	\$0	\$96,000,000

Available Funding

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 fully allocated the proceeds from this transaction to several calendar year 2024 construction projects, and since that time, there have been \$5,782,106 in budget releases.

These funds will be coupled with \$9,217,893 unprogrammed pay-as-you-go revenues to provide the \$15M in budget being requested.

BTE originally planned to allocate the unprogrammed bond proceeds and pay-as-you-go revenues that are being requested to calendar year 2025 construction projects to limit the size of future debt issuances. 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-\$80M may mitigate potential impacts to other planned projects. Theoretically, this could result in a total Plan of Finance of \$530M, which is within BTE’s current bonding capacity of \$570M.

It should be noted that there are several factors that could offset the BTE funding shortfall and reduce the level of financing required, including but not limited to: discretionary grant awards, cost savings or schedule delays for other projects in BTE’s portfolio, or increases to BTE revenues as compared to current forecasts. Additionally, BTE could choose to continue with its current Plan of Finance and strategically delay planned projects to address the shortfall. 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.

FASTER- Bridge Safety Surcharge Funding Balance

Budget Details	FY 2025
Starting FY Budget Balance	\$74,058,984
Year-to-Date Roll forwards or Project Savings	\$2,255,122
Approved Project Transactions (<i>BOD, EMT or Staff Authority per PD 703</i>)	-\$30,708,357
Pending Budget Supplement	-\$4,246,752
Remaining Available Balance	\$41,358,997

SB21-260 Bridge and Tunnel Fee Balance
BTE Funding Source, Year of Budget

Budget Details	FY 2025
Starting FY Budget Balance	\$24,379,941
Year-to-Date Roll forwards or Project Savings	\$658,264
Approved Project Transactions (<i>BOD, EMT or Staff Authority per PD 703</i>)	-\$8,000,000
Pending Budget Supplement	-\$4,971,141
Remaining Available Balance	\$12,067,064

**Series 2024A Bond Proceeds Balance
 BTE Funding Source, Year of Budget**

Budget Details	FY 2025
Series 2024A Bond Proceeds	\$0
Year-to-Date Roll forwards or Project Savings	\$5,782,107
Approved Project Transactions (<i>BOD, EMT or Staff Authority per PD 703</i>)	\$0
Pending Budget Supplement	-\$5,782,107
Remaining Available Balance	\$0

Next Steps

Approval of Proposed Resolution #BTE-2 will provide the additional budget necessary for Region 3 to complete the permanent repairs for K-07-B and K-07-A.



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: September 19, 2024

Subject: Resolution to Approve Bridge and Tunnel Enterprise Grant Match Request for the USDOT Reconnecting Communities Pilot Program

Purpose

The Statewide Bridge and Tunnel Enterprise Board of Directors (Board) is being asked to approve the attached resolution to commit BTE state match funding for the replacement of one BTE-eligible bridge as part of the US 85 Bridge Replacement & Multimodal Connections - Venetucci Blvd to Fountain Creek Project being submitted for the Reconnecting Communities Pilot (RCP) Program under the Capital Construction Category.

Action

Staff is requesting Board approval of Proposed Resolution #BTE-3 to commit BTE state match funds for the Federal Fiscal Year 2025 and 2026 Reconnecting Communities Pilot (RCP) Program discretionary grant opportunity.

Background

Reconnecting Communities Pilot (RCP) Program

In July 2024, the USDOT released a NOFO for the Reconnecting Communities Pilot (RCP) Program “Planning” and “Capital Construction” categories. The RCP is a competitive, discretionary grant program aimed at reconnecting communities by removing, retrofitting or mitigating highway or other transportation facilities that create barriers to community connectivity, including to mobility, access, and economic development. Project grant funds will be awarded on a competitive basis for Planning and Capital Construction 1) to advance community-centered transportation connection projects, with a priority for projects that benefit disadvantaged communities that improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster equitable development and restoration, and 2) to provide technical assistance to further these goals.

Staff are bringing a recommended project for the capital construction category to the Board at this time due to the upcoming application deadline of September 30, 2024.

Details

Region 2: US 85 Bridge Replacement & Multimodal Connections - Venetucci Blvd to Fountain Creek Project

The BTE funding contribution will fund a portion of the capital construction cost to replace the BTE-eligible bridge, tabulated below.

Structure ID	Description	County	Deck Area (sq. ft.)	Condition Rating
I-17-CO	US 85 over I-25 ML	El Paso	8,191	Poor

I-17-CO is a 4-span steel bridge on SH 85 spanning I-25 in Colorado Springs. SH 85 is a principal arterial with a 22,000 ADT at this location. The bridge deck has been rated poor since 2022. The deck has map cracking, concrete spalls and exposed rebar in areas and the superstructure has section loss in the steel girders and corrosion in numerous areas. The bridge is in the second tier of the July 2024 BTE Bridge Prioritization Plan and is on the CDOT 10-year plan (Planning ID#: 2759).

BTE Staff is requesting a \$10M maximum in BTE state match funding to complete the scope described above. Allocation of these funds will be contingent on the award of a grant through the RCP. The \$10M in BTE funds will provide the 50% state funding match required for the grant application when coupled with \$18.7M in state matching funding from other sources. The project, which has a total estimated cost of \$57.4M, will be fully funded if the \$28.7M RCP grant is awarded.

BTE program forecasts indicate that financing may be required to fund the project and maintain the current construction schedule of October 2027 - October 2029, however, opportunities to fund the project through the BTE pay-as-you-go program will be evaluated as the scope, cost, and schedule of several other CDOT 10-Year Plan Projects are more clearly defined. As discussed in BTE Board workshops held throughout late 2023 and early 2024, BTE is executing a series of financings to fully fund the BTE eligible scope in the CDOT 10-Year Plan.

Next Steps

1. Approval of resolution #BTE-3 will allow CDOT and BTE to submit an application for the recommended RCP candidate project in advance of the September 30, 2024 deadline.
2. If a grant is awarded, BTE staff will return to the Board requesting funding as part of the monthly budget supplement process.
3. If a grant is not awarded, CDOT and BTE will evaluate the viability of advancing this project to construction with other funding sources.
4. Staff will continue to evaluate other bridge projects in BTE's portfolio for competitiveness for future grant opportunities. Top candidates will be identified and brought to the Board at that time.



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: September 19, 2024

Subject: Resolution to Approve Bridge and Tunnel Enterprise Grant Funding Match Request for the USDOT Bridge Investment Program

Purpose

The Statewide Bridge and Tunnel Enterprise Board of Directors (Board) is being asked to approve the attached resolution to commit BTE state match funding for planning activities to replace two BTE-eligible bridges as part of the I-70 West Applewood to Lakewood Critical Bridge Replacement Planning Project being submitted for the Bridge Investment Program (BIP) discretionary grant under the Planning Category.

Action

Staff is requesting Board approval of Proposed Resolution #BTE-4 to commit BTE state match funds for the Federal Fiscal Year 2025 Bridge Investment Program discretionary grant opportunity.

Background

Bridge Investment Program (BIP) Planning Category

In December 2023, the U.S. Department of Transportation (USDOT) released a rolling Notice of Funding Opportunity (NOFO) for the BIP “Bridge Project” (projects under \$100M in total cost) and “Planning” categories. The BIP is a competitive, discretionary grant program that focuses on reducing the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. The goals of the BIP are to: (1) improve bridge condition in the United States, (2) to improve the safety, efficiency, and reliability of the movement of people and freight over bridges, and (3) to provide financial assistance that leverages and encourages non-Federal contributions from stakeholders involved in the planning, design, and construction of eligible projects.

Staff are bringing a recommended project for the planning category to the Board at this time due to the upcoming application deadline of October 1, 2024. For reference, prior outstanding BTE state funding match commitments for the BIP are summarized in the table below.

Project	BIP Category	BTE State Funding Match	Approving Resolution	Status
CO 96 Safety Critical Bridges Project	Planning	\$190,000	#BTE-2024-02-03	Awarded
I-70 Bridges over Colfax Project	Bridge Project	\$13M	#BTE-2024-02-03	Submitted - Awaiting notice from USDOT
US 50 Blue Mesa Bridge ER	Bridge Project	To be determined, \$81M budget approved	#BTE-2024-06-02	Will be submitted in advance of 11/1/2024 deadline
I-270 Corridor Improvements Project	Large Bridge Project	\$100M	#BTE-2023-11-04	Resubmitted - awaiting notice from USDOT

Details

Region 1 - I-70 West Applewood to Lakewood Critical Bridge Replacement Planning Project

The BTE contribution will fund a portion of the cost of planning activities for this project. The two BTE-eligible bridges included in the project scope are tabulated below.

Structure ID	Description	County	Deck Area (sq. ft.)	Condition Rating
F-16-HO	I-70 ML EBND over Moss St., West 7th Ave.	Jefferson	5,589	Poor
F-16-HK	I-70 ML WBND over West 20th Ave.	Jefferson	7,728	Poor

F-16-HO is a 3-span concrete bridge on Interstate 70 over Moss Street and West 7th Avenue in Golden. I-70 has an ADT of 35,000 at this location. The bridge deck has been rated poor since 2022. The deck has transverse cracking and map cracking, heavy efflorescence and rust in areas. The bridge is in the top tier of the July 2024 BTE Bridge Prioritization and is on the CDOT 10-Year plan (Planning ID#: 2697)

F-16-HK is a 3-span concrete bridge on Interstate 70 over West 20th Avenue. I-70 has an ADT of 35,000 at this location. The bridge deck has been rated poor since before 1998. The bridge has a long history of delaminations, map-cracking and heavy efflorescence on the bridge deck and has metal deck pans installed on the underside of the deck to help speed repairs and prevent concrete from falling on the roadway below. The bridge is in the top tier of the July 2024 BTE Bridge Prioritization and is on the CDOT 10-Year plan (Planning ID# :2697).

Over time, the frequency and severity of planned and unplanned (emergency) bridge deck repairs on the I-70 corridor have increased due to potholes and deck deterioration on these structures. This intensive level of maintenance creates more strain on CDOT maintenance forces, consumes limited funding resources available for bridge repair and rehabilitation, and results in more frequent lane closures, traffic congestion, and impacts to the traveling public.

BTE Staff is requesting up to a \$355,000 maximum in BTE state match funding to complete the scope described above. Allocation of these funds will be contingent on the award of a grant through the BIP. The \$355,000 in BTE funds will provide the 20% state funding match required

for the grant application. Planning activities for the project, which have a total estimated cost of \$1,770,000, will be fully funded if the \$1,415,000 BIP grant is awarded. BTE program forecasts indicate that resources are available to fund the project during the anticipated project delivery timeline (FY2025 to FY2026).

Next Steps

1. Approval of resolution #BTE-4 will allow CDOT and BTE to submit an application for the recommended BIP candidate project in advance of the October 1, 2024 deadline.
2. If a grant is awarded, BTE staff will return to the Board requesting funding as part of the monthly budget supplement process.
3. If a grant is not awarded, CDOT and BTE will evaluate the viability of advancing this project to construction with other funding sources.
4. Staff will continue to evaluate other bridge projects in BTE's portfolio for competitiveness for future grant opportunities. Top candidates will be identified and brought to the Board at that time.

Fuels Impact Enterprise (FIE) Meeting Notes DRAFT May 15-16, 2024

Thursday, May 16, 2024

[FIE Board of Directors May 16, 2024 Regular Meeting](#)

Call to Order, Roll Call

Nine of the 10 Board of Directors 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.

FIE Workshop and Act on Resolution for Fuels Impact Reduction Enterprise Contract Signature Authority (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:
 - Freight Movement
 - 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 - Contract Authority for Enterprise

- 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 FIE meeting occurring directly after the regular TC meeting.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: September 18, 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

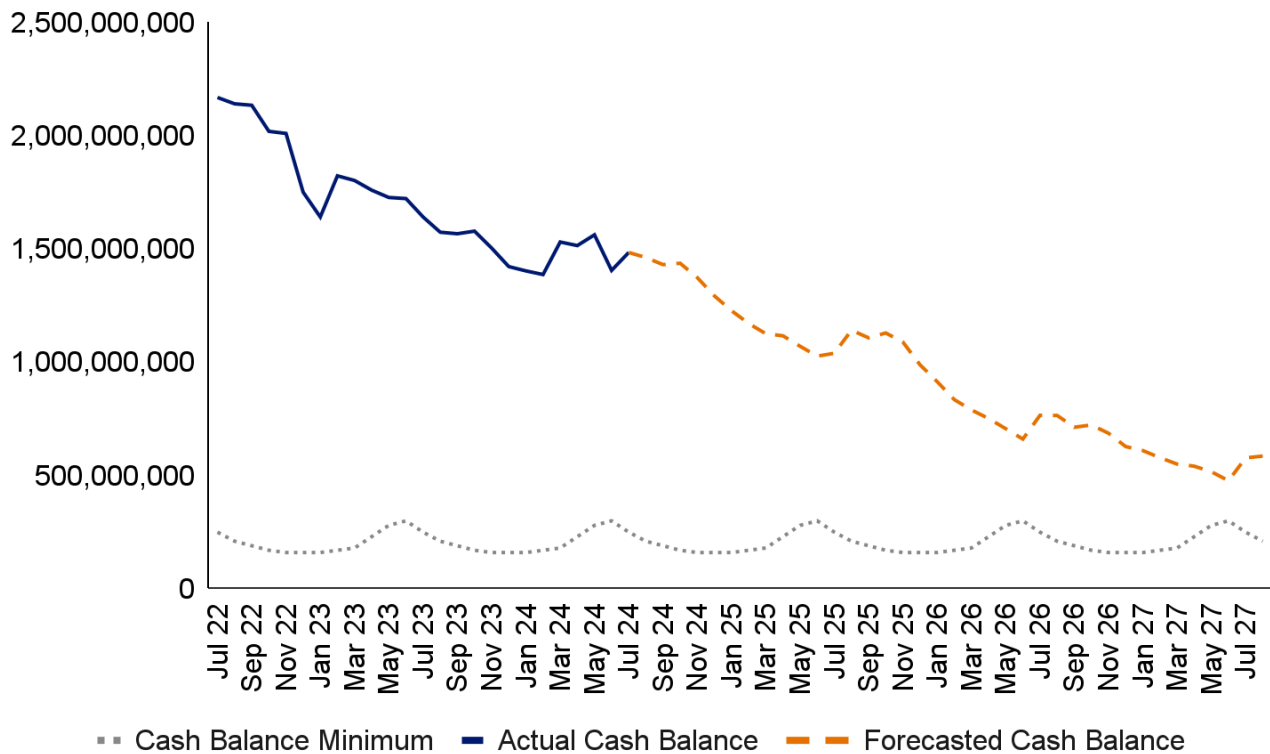
The actual cash balance for July 2024 was \$1.49 billion; \$1.24 billion above that month's minimum cash balance target of \$250 million. June's cash balance includes \$683.21 million in the State Highway Fund and \$805.16 million in the Senate Bill 267 trustee account.

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 oversized/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, July month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 1.05 (actual expenditures vs. baseline). There were \$352.2M actual expenditures YTD vs. the baseline of \$336.6M. The CY 23 baseline included expenditures from 169 projects, while the current 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

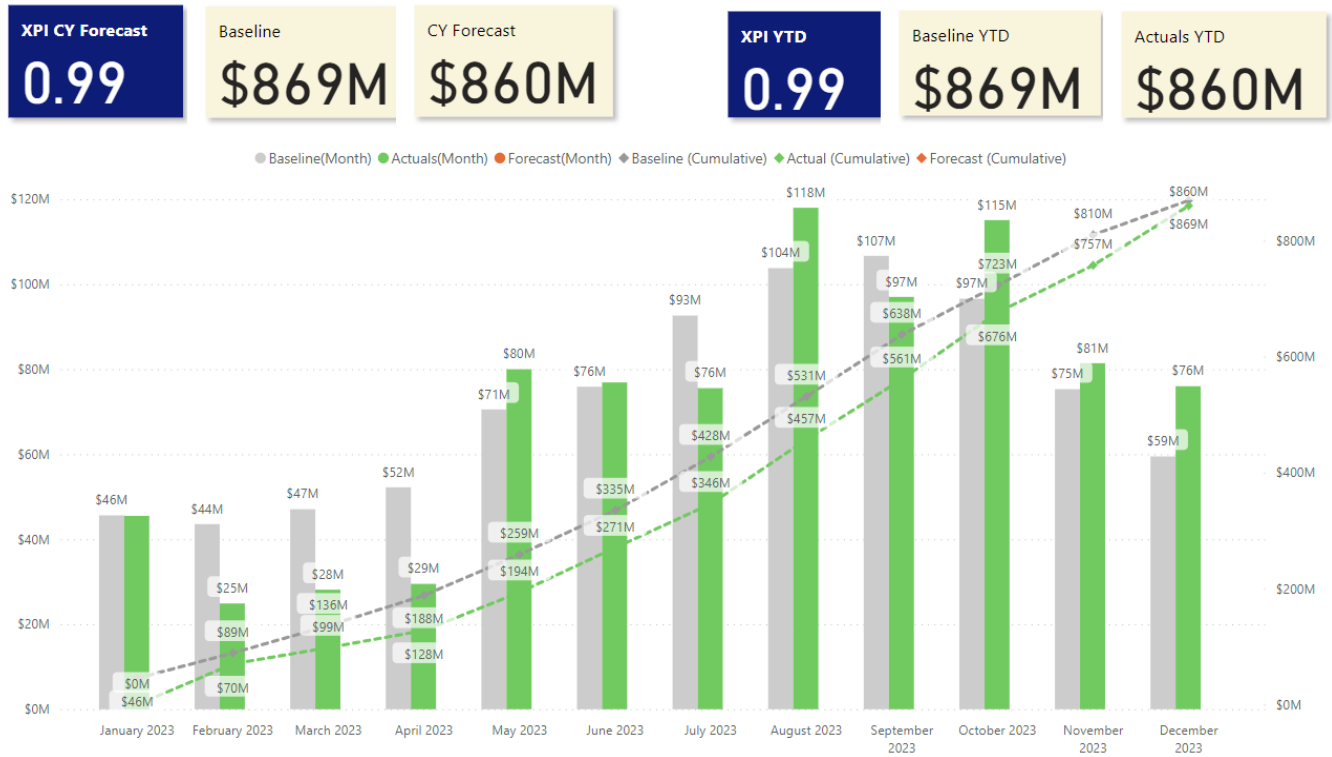
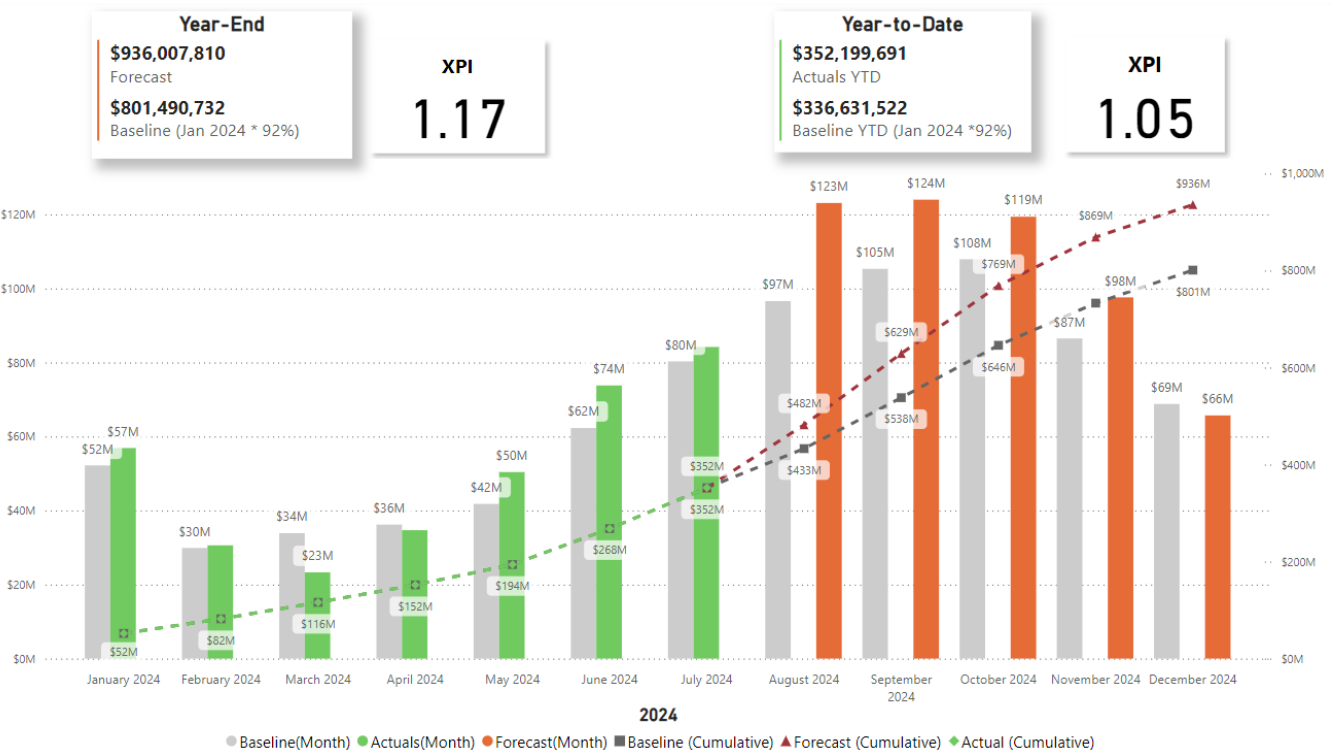


Figure 4 - Dashboard View, CY 24





Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Hannah L. Reed, Federal Grants Manager in OPRG and Anna Dunn, Grants Coordinator in OPRG

Date: September 19th, 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.

This month, a BTE resolution requesting the BTE Board to commit up to \$500K in state match for the I-70 West Denver Critical Bridges Replacement Planning Project has been prepared. This funding commitment is contingent upon the successful award of a grant.

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!
- 4. RAISE
 - I-270 & Vasquez Interchange Planning in Region 1 w/ Adams County
 - \$4.8M Awarded!
- 5. BIP Planning
 - CO 96 Critical Bridges Replacement Feasibility Analysis
 - \$760,000 Awarded!
- 6. 5339s (Low-No Emissions and Bus & Bus Facilities)
 - CDOT submitted applications for 11 agencies, and were awarded the following to support local agencies in grant administration and project delivery:
 - \$1,951,080 awarded for Telluride to modernize the Galloping Goose Transit Maintenance Facility
 - \$418,359 awarded for Archuleta County Mountain Express Transit to build a new park-and-ride facility in Aspen Springs, and support a new bus route from Aspen Springs to Pagosa Springs, Bayfield, and Durango.
 - \$4,573,000 awarded for Eagle Valley Transportation Authority to buy hybrid-electric buses to replace older diesel vehicles
 - \$32,837,664 awarded for Roaring Fork Transportation Authority (RFTA) to modernize its Glenwood Springs Operations and Maintenance Facility to support its planned zero-emission bus fleet.
 - \$659,089 awarded for Durango Transit to replace aging buses and improve safety at several bus stops
 - \$1,516,108 awarded for Gunnison Valley Rural Transportation Authority to purchase new buses and expand the Gunnison Valley RTA's fleet.

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

1. 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.
2. 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.
3. CONGESTION RELIEF PROGRAM (CRP)
 - The Federal Blvd BRT Service Builder Project in Region 1
4. 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
5. 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
6. 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
7. LOW CARBON TRANSPORTATION MATERIALS (LCTM)
- CDOT's Chief Engineer's Office submitted a proposal to support CDOT's burgeoning LCTM Review and Implementation Process
8. ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM (ATIIP)
- CO 7 Bike and Ped Improvements in Regions 1 & 4
 - Bridging Denver Area Network Gaps in R1
 - CO 145 Rural Active Connection and Equity in R5
9. ADVANCING DIGITAL CONSTRUCTION MANAGEMENT SYSTEMS (ADCMS)
- Revised application to establish CDOT's first vehicle-mounted LiDAR and Photogrammetry program.
10. WILDLIFE CROSSINGS PILOT PROGRAM (WCPP)
- US 40 Empire Crossing in R1
 - I-25 Raton Pass Multi-State Network Connectivity in R2
 - I-70 East Vail Pass Wildlife Crossings in R3
 - US 287 Wildlife Crossing Infrastructure in R4

IN PROGRESS

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

1. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING
 - I-70 West Applewood to Lakewood Critical Bridges Replacement Planning in R1
2. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M)
 - Through an approved letter of no prejudice with FHWA, CDOT is preparing a proposal for the US 50 Blue Mesa Bridge Emergency Repairs
3. RECONNECTING COMMUNITIES PROGRAM (RCP)
 - Federal Blvd & US 36 BRT Connection Planning Project in R1
 - US85 Bridge Replacement & Multimodal Connections - Venetucci Blvd to Fountain Creek in R2
 - CO 119 / Hover St Pedestrian Crossing in R4
4. RAILROAD CROSSING ELIMINATION (RCE)
 - US 40 Crossings East & West of Craig Planning Project in R3

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. PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM (PROTECT)

- NOFO anticipated in September 2024

CDOT DISCRETIONARY GRANT SUCCESS BY THE NUMBERS

Since the IIJA was signed into law in November 2021...

- CDOT has been awarded \$394M, including both direct and indirect via local agency partnerships
- 17 priority projects featured in our 10 Year Plan have won a federal discretionary grant
- The Floyd Hill to Veterans Memorial Tunnels Improvements Project received CDOT's largest award to date at \$100M

Next Steps

RCE applications are due September 23rd, 2024

RCP applications are due September 30th, 2024

BIP Planning applications are due October 1st, 2024

BIP "Other Bridge" applications are due November 1st, 2024



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: September 19, 2024

Subject: Bridge and Tunnel Enterprise Fiscal Year 2024 Newsletter

Purpose

The Bridge and Tunnel Enterprise (BTE) staff has prepared a fiscal year newsletter to update the BTE Board of Directors (Board) of significant program highlights and achievements for FY2024.

Action

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

Background

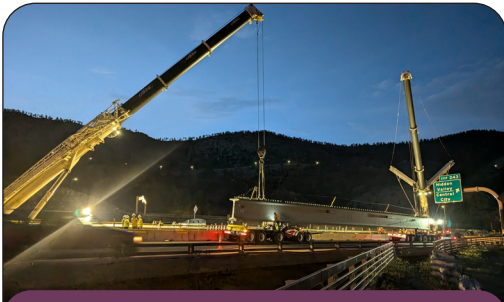
In May 2017, Senate Bill (SB) 17-231, “Concerning the Scheduled Repeal of Reports by the Department of Transportation” was passed, repealing a part of SB 09-108 (FASTER) relating to the annual reporting requirement (43-4-805 (6)). The new legislation took effect in August 2017, eliminating the requirement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

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

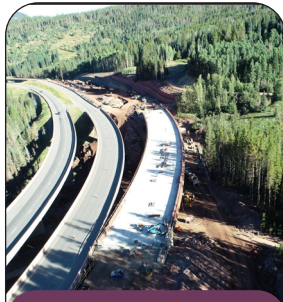
Attachments

Attachment A: Bridge & Tunnel Enterprise FY2024 Newsletter

Statewide Bridge and Tunnel Enterprise FY 2024 Annual Newsletter



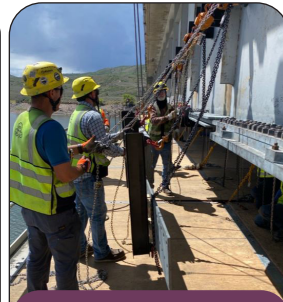
I-70 Floyd Hill



I-70 Vail Pass



New Pueblo Freeway



Blue Mesa Reservoir

Bridge and Tunnel Enterprise Infrastructure Revenue Bond Issuance

The Bridge and Tunnel Enterprise (BTE) Senior Infrastructure Revenue Bond Series 2024A transaction closed on April 16, 2024. This milestone was the culmination of over 12 months of planning and execution by BTE staff and the BTE Board of Directors. The bonds had a par value of \$150M and the transaction yielded \$15.4M in premium, resulting in total proceeds of \$165.4M. Bond proceeds were budgeted during the 4th quarter to advance several key strategic projects included in the Department's 10-Year Plan and the US50 Blue Mesa Emergency Response Project to construction (shown above).

US 50 Blue Mesa Bridges Emergency Response Project

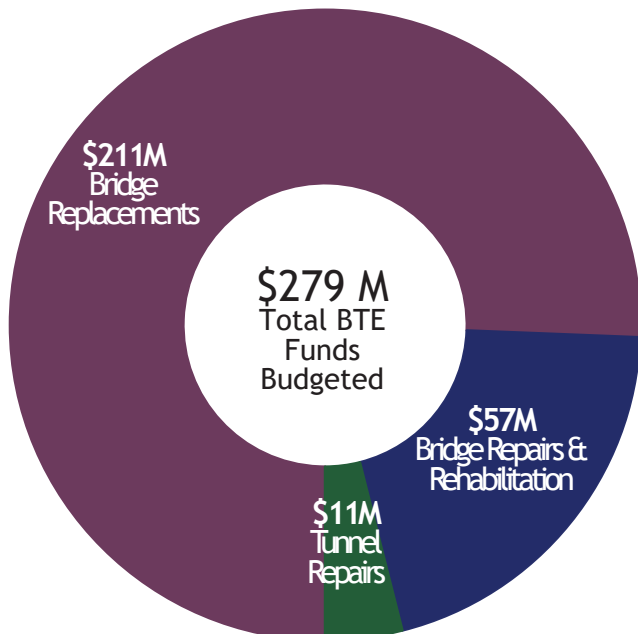
In April 2024, cracks were found in the steel girders carrying a fracture critical span of the US 50 bridge over Blue Mesa Reservoir (K-07-B) between Gunnison and Montrose, leading to emergency closure of the bridge. Shortly afterwards, it was determined that the US 50 over Lake Fork (K-07-A) bridge to the west of this location also required repair. In response to this emergency, the BTE Board of Directors acted quickly to approve \$81M for bridge repairs to K-07-B and K-07-A.

Phase I repairs, which involved fixing cracks and critical issues in four areas on K-07-B that pose an imminent risk to structural integrity, are complete and the bridge opened to traffic on July 3rd. Phase II, which includes permanent repairs to both K-07-B and K-07-A, is underway and scheduled for completion in 2025, with a full reopening of the bridge is scheduled for fall 2024.



HB23-1276: Scope of Bridge and Tunnel Enterprise was fully implemented in FY2024 allowing BTE to fund bridge preventative maintenance projects and deliver more economical projects by bundling poor-rated and fair-rated bridges. The flexibility provided by this legislation was used for the first time to fund the Blue Mesa Bridges project.

BTE Delivers Near Historic Levels in FY2024



BTE FY2024 Grant Award Highlights



I-76 Phase IV Safety & Mobility Project

2 structures | 28,987 ft² | \$29M

The I-76 Phase IV project will reconstruct 1.45 miles of I-76 east of the town of Brush, replacing two bridges. The project will improve safety for all while enhancing mobility for the freight industry.








US 160 Safety & Mobility - Elmore's Corner

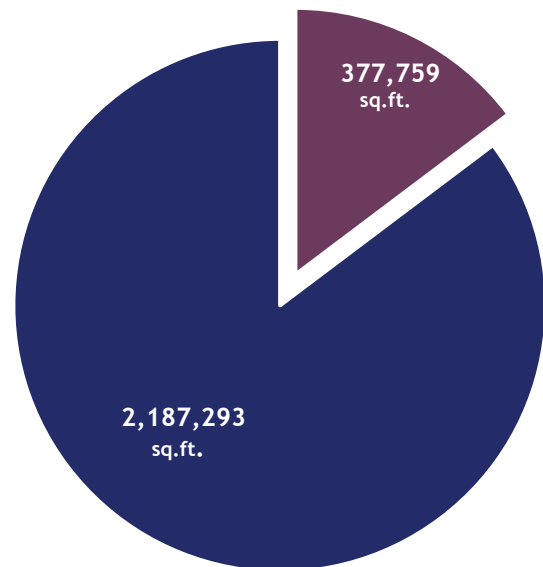
1 structure | 3,541 ft² | \$59M

The US 160 Elmore's Corner project will correct operational and safety problems that have been identified from the intersection of US 160 and SH 172 to the intersection of US 160 and La Plata County Road 225. The total project length is approximately 2.6-miles.

BTE Participation in the CDOT 10-Year Plan

During FY2023, collections began for the bridge and tunnel fees that were authorized by SB21-260. It is estimated that the new fees will bring approximately \$522M of additional revenue into the Enterprise over the 10-year phase in period. BTE is utilizing this revenue, as well as existing revenue sources, to support the delivery of the 10-Year Plan by allocating funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado's transportation network. The following progress was made as of the end of FY2024:

BTE Funded Bridge Progress	
	21 bridges in design
	12 bridges in construction
	9 bridges completed
EJMT Maintenance & Repairs	
	\$28M allocated to active construction projects
	FY2023-FY2025 Bridge & Tunnel Fees fully programmed



The BTE eligible CDOT 10-Year Plan projects make up 17% of the total remaining BTE poor-rated deck area to be addressed.

During FY2024 eight BTE funded structures completed construction (see below)



I-76 ML EB over Clear Creek
Region 1 | Adams



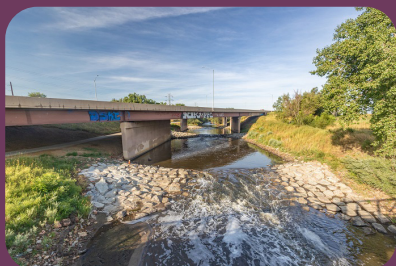
I-70 ML WB over West 32nd Ave
Region 1 | Jefferson



SH 64 ML over Strawberry Creek
Region 4 | Rio Blanco



SH 61 ML over Surveyor Creek
Region 4 | Washington



I-76 ML WB over Clear Creek
Region 1 | Adams



I-70 ML EB over West 32nd Ave
Region 1 | Jefferson



SH 64 ML over White River
Region 4 | Rio Blanco



SH 151 ML over Stollsteimer Creek
Region 5 | Archuleta

SH 151 ML over Stollsteimer Creek Emergency Repair Project (P-07-S)

In FY2023, CDOT maintenance was notified that the high spring runoff of Stollsteimer Creek was causing severe erosion around the intake side of a two cell 12.5-foot diameter corrugated metal pipe culvert on SH 151. Once the high spring runoff receded, CDOT Maintenance completed temporary repair work on the structure. Although the structure was temporarily stabilized, Region 5 determined that the pipes could not be repaired adequately and that they required immediate replacement due to the extent of the damage. The BTE Board approved emergency funding for the design and replacement of the structure in Q4 of FY2023. In Q2 FY2024, construction was completed and the roadway was fully opened to traffic. The successful completion of this emergency project on an accelerated timeline required extensive coordination between BTE and CDOT and demonstrates the criticality and continued need for the Enterprise's pay-as-you-go program.





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: September 19, 2024

Subject: Bridge and Tunnel Enterprise Q4 FY2024 Quarterly Report

Purpose

The Bridge & Tunnel Enterprise (BTE) staff has prepared this quarterly program report to provide the BTE Board of Directors an update of recent program activities. Summarized below are key elements contained in the report. The report is available in its entirety on the CDOT website, [click here](#) to access the report.

Action

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

Background

BTE Senior Infrastructure Revenue Bond Series 2024A Issuance

The Statewide Bridge and Tunnel Enterprise (BTE) Senior Infrastructure Revenue Bond, Series 2024A transaction closed on April 16, 2024. This milestone was the culmination of over 12 months of planning and execution by BTE staff and the BTE Board of Directors. The bonds had a par value of \$150M and the transaction yielded \$15.4M in premium, resulting in total proceeds of \$165.4M. Bond proceeds were budgeted during the fourth quarter of FY2024 to advance three key strategic projects included in the Department's 10-Year Plan (shown below) and the US50 Blue Mesa Bridges Emergency Response Project to construction.

Projects Funded through Series 2024A Bond Proceeds

- I-70 West: Floyd Hill - Construction Package #3
- I-70 Vail Pass Safety and Operations Improvement - Construction Package #5
- I-25 through New Pueblo Freeway: Advancing Transportation Safety
- US 50 Blue Mesa Bridges Emergency Response

US 50 Blue Mesa Bridges Emergency Response Project

In April 2024, cracks were found in the steel girders carrying a fracture critical span of the US 50 bridge over Blue Mesa Reservoir (K-07-B) between Gunnison and Montrose, leading to emergency closure of the bridge. Shortly afterwards, it was determined that the US 50 over Lake Fork (K-07-A) bridge to the west of this location also required repair due fracture critical elements and structural details similar to those found on K-07-B. After the inspection and analysis required to determine the scope of work for the emergency project was completed, the BTE Board of Directors acted quickly to approve \$81M for bridge repairs to K-07-B and K-07-A.

Phase I repairs, which involved fixing cracks and critical issues in four areas on K-07-B that pose an imminent risk to structural integrity, are complete and the bridge opened to traffic on July 3rd. Phase II, which includes permanent repairs to both K-07-B and K-07-A, is underway and scheduled for completion in 2025, with a full reopening of the bridge is scheduled for fall 2024.

House Bill 23-1276 - Scope of the Bridge and Tunnel Enterprise

During this quarter, revisions to BTE Policy Directive 16.0 "Oversight of Funding for State Bridges and Tunnels" and Procedural Directive 16.1 "Bridge and Tunnel Enterprise Management of Funding and Selection of Bridge and Tunnel Projects" were approved to reflect the passage of HB23-1276. The updated directives provide funding eligibility requirements, project prioritization and selection methodology, and other critical guidance for the management of BTE-funded bridge preventative maintenance projects and Fair rated bridge bundling projects. For additional detailed information on this legislation, please refer to the Q4 FY2023 BTE Quarterly Report (for access [click here](#)).

Program Progress

In Q4 FY2024, staff continued to make progress addressing the state's "Poor" bridge population and completing tunnel projects. A summary of the Enterprise's activities and accomplishments for this period is provided below.

Projects with Design Funding Approved in Q4 FY2024

Structure ID	Region	County	Facility over Featured Intersection	Budget
J-18-M	2	El Paso	US 85 over Fountain Creek	\$500,100
N-17-AC	2	Huerfano	I-25 NBND over US 160, Cr 10, RR Spur	\$500,400

Projects with Construction Funding Approved in Q4 FY2024

Structure ID	Region	County	Facility over Featured Intersection	Budget
F-15-BL	1	Clear Creek	I-70 WBND over US 6 and Clear Creek	\$44,054,900
F-15-BM	1	Clear Creek	I-70 WBND Ramp to US 6 over Clear Creek	See above
K-18-J	2	Pueblo	US 50 ML over I-25 ML	\$44,125,756
K-18-L	2	Pueblo	US 50 ML over Fountain Creek	See above
K-07-A	3	Gunnison	US 50 ML over Lake Fork Gunnison River	\$81,000,000
K-07-B	3	Gunnison	US 50 ML over Gunnison/Blue Mesa Reservoir	See above

Projects that Completed Construction in Q4 FY2024

Old Structure ID	New Structure ID	Region	County	Facility over Featured Intersection
D-03-A	D-03-AA	3	Rio Blanco	SH 64 ML over White River
D-04-G	D-04-GA	3	Rio Blanco	SH 64 ML over Strawberry Creek
D-25-E	D-25-EA	4	Washington	SH 61 ML over Surveyor Creek

Program Controls

The overall program Schedule Performance Index (SPI) and active project SPI at the end of Q4 FY2024 was 0.96 and 0.94 respectively, down from 0.97 and 0.95 at the end of Q3 FY2024. These key performance indicators are used by program staff to monitor projects that have the potential to fall behind their baseline schedule. An overall and active project SPI above 0.90 generally indicates that projects in the program's project portfolio are being executed efficiently. The program overall and active monthly SPI for Q4 FY2024 is listed below.

Program Overall Monthly and Active Project SPI

Month	Overall SPI	Active SPI
April	0.98	0.97
May	0.97	0.95
June	0.96	0.94

Budget and Encumbrance Balances

BTE staff continues to coordinate with Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Since December 31, 2023, the budget and encumbrance balances have decreased to \$14,067. The only remaining project requiring de-budgeting is awaiting the completion and approval of a Letter of Map Revision (LOMR).

Program Financial Information

As of Q4 FY2024, actual YTD BTE FASTER revenues were \$113.9M, which is \$4.9M above the FY2024 revenue forecast of \$109.0M. Actual YTD SB21-260 revenues were \$30.2M, which is \$2.9M above the FY2024 revenue forecast of \$27.3M.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Kay Kelly, Director, Office of Innovative Mobility

Paul DesRocher, Director, Division of Transit and Rail

Date: September 19, 2024

Subject: Rail Abandonments and the Potential for Rail Acquisitions Report to TLRC (SB 37 Report)

Purpose

Required by Senate Bill 37 (SB 37), the CDOT Executive Director makes a report to the Transportation Legislation Review Committee (TLRC) of the State Legislature each year. This memo summarizes the report findings and recommendations.

Action

None. Information only.

Background

Each year, the SB 37 Report provides an update on possible rail line abandonments and opportunities for rail line acquisitions.

Details

The following is a synopsis of the abandonment activity “Watch List”:

Burnham Yard (UP): CDOT Region 1 and the Colorado High Performance Transportation Enterprise (HPTE), doing business as the Colorado Transportation Investment Office (CTIO), successfully negotiated the purchase with UP to acquire the Burnham Yard site. After some delays brought on by the COVID-19 pandemic, CTIO purchased the property on May 19, 2021. Under the deal, CDOT will pay UP \$50 million for the property, with CDOT Region 1 and HPTE each providing \$7.5 million—for a total of \$15 million—and the remainder being financed through a bank loan. Since the purchase, CDOT has assumed responsibility for the property and completed an effort to preserve historic structures.

In partnership with the OEDIT, CDOT and CTIO have initiated a planning study, anticipated to be completed in 2024, to identify technically feasible alignment options, identify early environmental impacts, and begin early planning efforts to identify remnant parcels and secure the right of way for rail infrastructure. Additional planning and environmental efforts will continue after this study, in close coordination with local stakeholders.

Recommendation: As CDOT and Colorado Transportation Investment Office (CTIO) continue their planning and engineering efforts supporting the potential relocation

of the Consolidated Main Line (CML) through the former Burnham Yard, CDOT & CTIO staff will continue to monitor and support those efforts.

Tennessee Pass (UP): Although no freight has been shipped across the full Tennessee Pass Line since 1996, recent conversations with the UP indicate that they do not intend to abandon this line in the near future. The Royal Gorge Route Railroad currently offers scenic, tourist rail trips on 12 miles of the Tennessee Pass Line west of Cañon City. CDOT often receives inquiries from parties interested in operating commuter and/or tourist operations on the line. Additionally, the line is considered desirable by bicyclists as a rail-to-trail corridor and was identified as one of 16 priority trails by Governor Hickenlooper in 2016. The Department of Natural Resources has also been working to make use of the line's right-of-way by "railbanking" which would allow interim use of the property for biking while preserving the right-of-way for future resumed rail use. Any arrangements by UP to resume freight service on the line would preclude other uses such as railbanking.

In December 2020, Colorado Midland & Pacific Railway Company (CMP), a subsidiary of Rio Grande Pacific Corporation, entered into a commercial agreement with UP for the potential use of the corridor for commuter passenger services over the pass. However, CMP's filing for common carrier authority was rejected by the U.S. Surface Transportation Board (STB) on March 25, 2021, over environmental and safety concerns. CMP stated that they are currently reviewing the ruling and considering the next steps.

Recommendation: CDOT is recommending continued monitoring of activities on the Tennessee Pass. CDOT will closely monitor the progress of any developments. If this line is abandoned, the state should consider purchasing it to preserve for freight and/or passenger service in the future.

Fort Collins Branch Line (UP): The Fort Collins Branch line is identified as a Rail Corridor of State Significance since it connects Greeley and Fort Collins to the North I-25 corridor and was identified as part of the preferred alternative in the North Front Range Transportation Alternatives Feasibility Study (NFRTAFS, March 2000). This line does not appear to be at risk of abandonment at this time. However, it should be noted that this branch line was not included in the Preferred Alternative of the North I-25 Environmental Impact Statement (EIS) (December 2011), though that EIS recommends a new commuter rail line connecting the commuter rail line in Longmont and the north end of the RTD FasTracks North Metro Line.

Recommendation: CDOT should continue to monitor activities on the Fort Collins Branch Line. If this line is abandoned, the state should consider purchasing it to preserve for freight and/or passenger service in the future.

Colorado Pacific Rio Grande (CXRG), formerly the San Luis & Rio Grande Railroad (SLRG): In September 2019, SLRG was placed in receivership, which is an alternative to bankruptcy, during which SLRG continued operating. Leading up to receivership, SLRG had struggled with rising maintenance needs and logistics difficulties with access to the national rail network. In late 2019, the receivership was ended and SLRG was placed into involuntary bankruptcy. On December 20, 2022, the line was

purchased by KCVN, with the Surface Transportation Board (STB) confirming the sale on January 5, 2023. KCVN assigned all of its rights in the Asset Purchase Agreement to CP Rio Grande, an independent entity that is not owned or controlled by KCVN. CP Rio Grande will continue freight operations and determine if there is any potential for revival of passenger excursion service.

Recommendation: CDOT will continue to monitor this railroad. It will coordinate with and support the new owner on its' state of good repair to ensure future success on the line.

Towner Line: While not presently under the direct concern for abandonment, the Towner Line was under prior observation after an abandonment attempt and purchase/sale by the State. The line is now owned and operated by CXRG. If no changes occur, this is the final appearance of the Towner Line in this report.

Recommendation: CDOT should continue to monitor activities on the Towner Line. If no changes occur, the Towner Line should be removed from the 2025 report.

North Fork Branch/Montrose Lead Line: The Montrose Industrial Lead currently runs one train a week. While not presently under the direct concern for abandonment, the low amount of traffic and the association with the aforementioned North Fork Branch Line warrants inclusion of the Montrose Industrial Lead on this list.

Recommendation: CDOT should continue to monitor activities on the North Fork Branch/Montrose Lead Line. If this line is abandoned, the state should consider purchasing it to preserve for freight and/or passenger service in the future.

Craig Branch Line: In 2020, the Tri-State Generation and Transmission Association announced that they would be retiring the Colowyo Mine and Craig Station by 2030. As coal is the primary customer along this branch, the closure of the mine and power station in Craig could lead to the abandonment of the Craig Branch Line. Additionally, communities along this line have indicated an interest in reintroducing passenger rail service within the area if such an abandonment were to occur. Such a service could plausibly be expanded to include service to Denver or Glenwood Springs/Grand Junction. Therefore, CDOT staff have determined a need to monitor this line in case any such proceedings were to occur.

Recommendation: CDOT should continue to monitor activities on the Craig Branch Line. If this line is abandoned, the state should consider purchasing it to preserve for freight and/or passenger service in the future.

Creede Branch: The Creede Branch was newly added to the list this year. This branch line has not seen rail traffic in decades although there was an effort in the early 2000's to restore the line for a tourist operation. This resulted in adverse abandonment proceedings which resulted in the rail line being removed within the city limits of Creede. The branch is currently up for sale by the Denver and Rio Grande Railroad. The branch is used by a rail peddle-cart operation called Revolution Rail but is otherwise out of service.

Recommendation: CDOT should continue to monitor activities on the Creede Branch Line and its potential sale over the coming years. If this line is abandoned, the state

should consider purchasing it to preserve for freight and/or passenger service in the future.

Lyons Branch: The Lyons Branch was newly added to the list this year. This branch is owned and operated by BNSF Railway and serves one industrial customer, the CEMEX Longmont Lyons Cement plant. In April 2024, Boulder County issued a termination notice to CEMEX, Inc. requiring the company to cease operations at their Lyons cement plant, thereby bringing the viability of their operations beyond 2025 into question. As the sole customer on the Lyons Branch, its closure would put future use of the line in jeopardy. CEMEX has appealed the decision and will be able to operate its cement plant under current operating conditions until a final determination is made. There are no clear rail uses for the Branch if CEMEX operations cease. Therefore, CDOT staff have determined a need to monitor this branch.

Recommendation: CDOT should continue to monitor activities on the Lyons Branch Line due to the possibility that operation of the CEMEX plant may cease in the near future. If this line is abandoned, the state should consider purchasing it to preserve for freight and/or passenger service in the future.

Three key pieces of legislation were passed pertaining to rail during the 2024 legislative session. SB 24-184: Support Surface Transportation Infrastructure Development authorizes the Colorado Transportation Investment Office (CTIO) to impose a congestion impact fee of up to \$3 per day on top of the existing state daily vehicle rental fee with the intent that revenue from these funds would be used to fund rail and transit projects across the State. SB 24-190: Rail & Coal Transition Community Economic Measures sets a definition for a coal transition community and creates two new income tax credits, the Freight Tax Credit and the Operator Tax Credit. SB 24-230: Oil & Gas Production Fees requires the Clean Transit Enterprise (CTE) to impose a production fee for clean transit to be paid quarterly by every producer of oil and gas in the state (producer).

Next Steps

CDOT staff will continue to monitor and report on abandonment activity and potential rail line acquisitions, notifying the Executive Director and Transportation Commission as appropriate, should any activities occur prior to the next annual report. As appropriate, the Executive Director will advise the Governor and the State Legislature.

Attachments

Previous SB 37 reports can be found on the CDOT web site at:

<https://www.codot.gov/programs/transitandrail/plans-studies-reports/report-to-the-transportation-legislation-review-committee-on-rail-abandonments-and-the-potential-for-rail-line-acquisitions>



**REPORT TO THE TRANSPORTATION LEGISLATION
REVIEW COMMITTEE
ON
RAIL ABANDONMENTS
AND THE POTENTIAL FOR RAIL LINE
ACQUISITIONS**

PREPARED BY



COLORADO
Department of Transportation
Division of Transit & Rail

AUGUST 2024

TABLE OF CONTENTS

Table of Contents	1
Introduction	2
Part I: Background	3
Rail System in Colorado	3
Colorado Legislative Actions	6
1997 SB 37 / CRS 43-1-1303: CDOT Report to Legislature	6
2021 SB 21-238 / CRS 32-22-102: Creation of Front Range Passenger Rail District	6
2024 SB 24-184 / CRS 43-4-804 et al: Support Surface Transportation Infrastructure Development	7
2024 SB 24-190 / CRS 32-22-560 et al: Rail & Coal Transition Community Economic Measures	8
2024 SB 24-230 / CRS 33-61-101: Oil & Gas Production Fees	8
Past Transportation Commission Actions	9
Part II: Abandonment Activity “Watch List”	10
Burnham Yard (UP)	10
Acquisition	11
Next Steps	11
Tennessee Pass Line (UP)	11
Fort Collins Branch Line (UP)	12
Colorado Pacific Rio Grande (CXRG)	12
Towner Line	13
North Fork Branch/Montrose Industrial Lead Line (UP)	13
Craig Branch Line (UP)	14
Creede Branch	14
Lyons Branch (BNSF)	14
Part III: Recommendations	15
Abandonment/Acquisition Recommendations	15

INTRODUCTION

The purpose of this report is to provide the Transportation Legislation Review Committee (TLRC) with the Colorado Department of Transportation's (CDOT) report on rail abandonments and recommendations relative to possible rail line acquisitions. This is the 26th report submitted by the Executive Director of CDOT to the TLRC on rail abandonment pursuant to 43-1-1303 (3) C.R.S.

Over the course of the past year, there have been a few notable developments pertaining to rail abandonments or potential rail line acquisitions within Colorado.

As reported in previous SB 37 Reports, Union Pacific (UP) Railroad's Burnham Yard in central Denver holds great potential opportunities in the yard, adjacent tracks, and surrounding right-of-way and property, prompting CDOT and the Colorado High Performance Transportation Enterprise (HPTE), (d.b.a. Colorado Transportation Investment Office (CTIO)) to purchase the property in May 2021. The primary purpose of the acquisition is to enable potential improvements to the transportation infrastructure in central Denver, notably including increased capacity for Regional Transportation District's (RTD) light rail lines, future development opportunities for the City and County of Denver, and reduction in rail crossings. The Tennessee Pass Line, also owned by UP, is included in this report. UP has not expressed any intentions of abandoning the line, even though it has not operated freight trains on the line in many years. However, several groups, both private and public, have inquired about utilizing the line for regional passenger and tourist rail operations. UP's Fort Collins Branch remains in this report as well, but no changes in its status have occurred in the past year.

Many of the general rail planning activities, which have appeared in prior reports, are no longer included in this report. Rail planning activities are documented in the 2024 State Freight and Passenger Rail Plan, which was approved by the Transportation Commission of Colorado on February 15, 2024 and accepted by the Federal Railroad Administration (FRA) on May 17, 2024.

Part I provides **Background Information** on Colorado's rail system and Legislative and Transportation Commission actions. **Part II** describes **Abandonment Activities**, which have occurred over the past year. **Part III** lists the **Recommendations** of CDOT.

PART I: BACKGROUND

Rail System in Colorado

The Colorado rail system currently includes both a freight rail network and a limited passenger rail network. The role of the railroads and rail transportation in the state is to provide efficient and safe transportation choices for the movement of goods and people while connecting effectively to other transportation modes. The rail system in the state is an interconnected component of much larger regional, national, and global multimodal transportation systems and economies.

Rail infrastructure in Colorado provided the first major addition of transportation infrastructure to the Rocky Mountain west, as lines were initially constructed south from Cheyenne to connect to Denver. Mining and agricultural booms helped the network expand and lay the foundation for much of the cities and towns in the Front Range and across the state.

As of 2024, 13 privately owned freight railroads operate in Colorado and operate on 2,545 route miles of track.¹ The extent of this network is reflected in the fact that 48 of Colorado's 64 counties are directly served by the freight rail network. There are two Class I freight railroads in Colorado, BNSF Railway and Union Pacific (UP). Combined, they operate nearly 80 percent of the freight track miles and carry most of the rail freight in the state.

In addition, there are three regional railroads and nine short line railroads in Colorado, comprising over 20 percent of freight track miles in the state.² They primarily provide localized service with connections to the Class I railroads. They principally serve the agricultural industry, as well as the oil & gas industry, and are very valuable assets to both local and statewide economies.

The passenger rail system in Colorado is presently limited. Outside of the Regional Transportation District's (RTD) light rail and commuter rail lines in the Denver metro area, Amtrak and Rocky Mountaineer Railroad provide passenger rail service through the state

Amtrak's three passenger routes use existing freight tracks and rely on freight railroad infrastructure to be maintained and/or upgraded for efficient service. These three routes are:

- The California Zephyr, which runs daily between Chicago and San Francisco. Colorado stops include Fort Morgan, Denver, Fraser/Winter Park, Granby, Glenwood Springs, and Grand Junction. This service operates over UP track from Utah to Denver, and BNSF Railway track eastward of Denver.
- The Southwest Chief runs daily between Chicago and Los Angeles. Colorado stops include Lamar, La Junta, and Trinidad. Much of this service operates over BNSF Railway track.
- Winter Park Express is a seasonal rail service operated through a partnership between Amtrak and the Winter Park Resort. It connects Denver Union Station directly to the ski area via the UP Moffat Tunnel Subdivision and serves primarily residents and tourists.

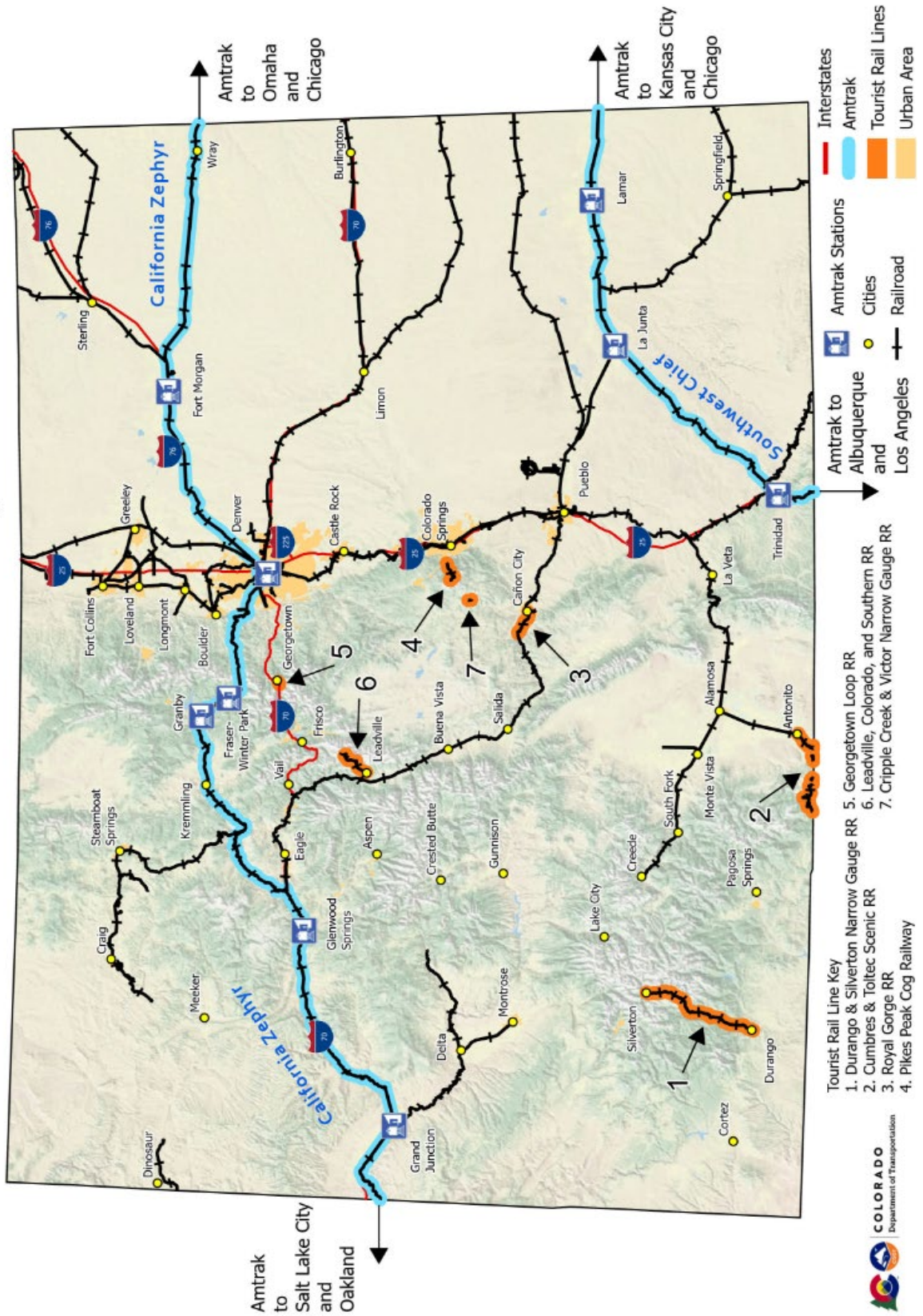
¹ https://www.codot.gov/programs/transitandrail/state-freight-and-passenger-rail-plan_final_5-1-2024.pdf

² <https://www.aar.org/wp-content/uploads/2021/02/AAR-Colorado-State-Fact-Sheet.pdf>

The Rocky Mountaineer Railroad, a Canada-based company, began offering its Rockies to the Red Rocks luxury passenger rail service in 2021. The company launched the route with seasonal departures from August to October. It runs on existing freight railroads. It is a two-day journey between Denver, Colorado and Moab, Utah with an overnight stop in Glenwood Springs, Colorado.

Colorado has seven tourist railroads that showcase Colorado's history and offer trips through Colorado's scenic outdoors. These scenic and tourist lines are in Cripple Creek/Victor, Durango/Silverton, Georgetown, Leadville, Manitou Springs/Colorado Springs, Cañon City, and one between Antonito and Chama, New Mexico. One tourist railroad—the Rio Grande Scenic Railroad—suspended service indefinitely in 2019 while its parent company was in bankruptcy. The railroad has since been purchased by CP Rio Grande Railroad. The rolling stock has been sold, and there has been no indication of continuing scenic railroad services by the new owner.

Colorado Rail System



Colorado Legislative Actions

1997 SB 37 / CRS 43-1-1303: CDOT Report to Legislature

In 1997, the General Assembly enacted Senate Bill (SB) 37, concerning the disposition of abandoned freight and passenger railroad rights-of-way in Colorado. According to this legislation and resulting state statute (CRS Title 43, Part 13 - Acquisition of Abandoned Railroad Rights-of-Way, 43-1-1303 rev. 2013), an existing rail line, railroad right-of-way, or an abandoned railroad right-of-way is eligible for acquisition by CDOT, if the Executive Director determines it serves one or more of the following purposes:

- (1) Preservation of the rail line for freight or passenger service;
- (2) Maintenance of a rail corridor for future transportation purposes or interim recreational purposes;
- (3) Access to surrounding state manufacturing facilities, agricultural areas, or other locales that may be adversely affected by the loss of rail service or loss of railroad corridor; or
- (4) Any public use of the rail line or railroad right-of-way that is compatible with the future use as a railroad or other transportation system.

The legislation also requires the Transportation Commission of Colorado (Transportation Commission) to review any property determined to be eligible for acquisition and approve the acquisition before the Executive Director submits the prioritized list of rail lines or rights-of-way to be acquired to the Transportation Legislation Review Committee (TLRC) ((43-1-1303) (2)). CDOT Policy Directive 1607 (PD 1607) and the State Freight and Passenger Rail Plan, both described further below, are Transportation Commission and staff-level implementation of the SB 37 legislation.

43-1-1308 C.R.S., states, “the members of the TLRC shall make a written report setting forth its recommendations, findings, and comments as to each recommendation for the acquisition of railroad rights-of-way and their uses and submit the report to the General Assembly.”

43-1-1301(3) C.R.S., stipulates that the “Executive Director shall submit a prioritized list with recommendations to the TLRC concerning the railroad rights-of-way or rail lines to be acquired by the state and their proposed use.”

2021 SB 21-238 / CRS 32-22-102: Creation of Front Range Passenger Rail District

On June 30, 2021, Governor Polis signed into law the creation of The Front Range Passenger Rail District (FRPRD) as the successor to the Southwest Chief and Front Range Passenger Rail (SWCFRPR) Commission, created by SB 17-153. The SWCFRPR Commission was originally created to replace the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission, created HB 14-1161. This bill, SB 21-238, allowed for the creation of a rail district along the Front Range, the largest special district in the state, for the purpose of designing, developing, financing, constructing, operating, and maintaining an interconnected passenger rail system along the Front Range.

The Board of Directors of the rail district has the ability to:

- (1) Ask voters who reside within the district to vote on sales and use taxes;
- (2) Create station area improvement districts to cover the cost of construction, operation, and maintenance of the station, but only with approval of property owners within a two-mile radius of the proposed station;
- (3) Enter into public-private partnerships; and
- (4) Employ its own personnel and contract with public or private entities for the operation and maintenance of the Front Range Passenger Rail.

For more information, see <https://www.ridethefrontrange.com/>.

2024 SB 24-184 / CRS 43-4-804 et al: Support Surface Transportation Infrastructure Development

This law authorizes the Colorado Transportation Investment Office (CTIO) to impose a congestion impact fee of up to \$3 per day on top of the existing state daily vehicle rental fee with the intent that revenue from these funds would be used to fund rail and transit projects across the State.

In addition to establishing a statewide source of transit and rail funding, the law does the following:

- Requires CTIO to develop a new multimodal strategic capital plan, complete an initial assessment of opportunities available through 2030 to leverage federal money, and detail its work to reduce traffic congestion and greenhouse gas emissions and support the expansion of public transit in its annual report to the legislature.
- Authorizes CTIO, the Regional Transportation District (RTD), The Front Range Passenger Rail District (FRPRD), and CDOT to enter into a standalone intergovernmental agreement with each other, or create a separate legal entity, to implement the completion of construction and operation of the RTD's northwest fixed guideway corridor, including an extension of the corridor to Fort Collins as the first phase of front range passenger rail service. Additionally, these entities are to provide a report containing an implementation plan for construction and operations of the corridor to the TLRC and the governor. This plan must include the identification and evaluation of options for a governance structure to manage this construction and operations and may consider the creation of a Colorado rail authority to house some or all passenger rail services under one entity and create a plan to begin providing front range passenger rail service no later than January 1, 2029.
- Requires FRPRD and CDOT to annually report to the transportation legislation review committee and the governor regarding the status of the service development plan for front range passenger rail service between Trinidad, Pueblo, and Fort Collins.
- Requires CDOT's Division of Transit and Rail to submit a report containing a development plan for rocky mountain rail service to the legislative committees that oversee transportation and the governor not later than December 31, 2024.

2024 SB 24-190 / CRS 32-22-560 et al: Rail & Coal Transition Community Economic Measures

To support the continued use of the railroad tracks associated with coal transition communities, the law created two (2) income tax credits:

1. **Freight Tax Credit** - The freight tax credit is a fully refundable income tax credit that incentivizes taxpayers to incur costs in the use of freight rail transportation of freight that either originates or terminates at a business located in a coal transition community and on a rail line in this state that CDOT has determined is at risk of inactivity or abandonment due to a lack of demand resulting from coal transition. The Colorado Office of Economic Development and International Trade (OEDIT) administers the freight tax credit and may annually reserve up to \$5 million worth of tax credits on or after January 1, 2025, but prior to January 1, 2036. A taxpayer must apply to OEDIT for the reservation of the freight tax credit. After OEDIT reserves the freight tax credit for a taxpayer, they may issue the taxpayer a tax credit certificate in an amount equal to 75% of the relevant costs both stated in the taxpayer's tax credit application and incurred by the taxpayer.
2. **Operator Tax Credit**: The operator tax credit is a fully refundable income tax credit that incentivizes railroad operators to maintain rail line access to coal transition communities. For income tax years 2027 through 2037, a common carrier engaged in the transportation of freight on a rail line designated by CDOT as a "qualified rail line" is allowed a credit in an amount stated in a tax credit certificate issued by CDOT. The amount in a tax credit certificate must not exceed 75% of the direct operating and capital improvements necessary to maintain or improve a qualified rail line as stated in the taxpayer's tax credit application and incurred by the taxpayer. CDOT is required to designate a rail line as a qualified rail line if they determine that the rail line is at risk of inactivity or abandonment and is covered by an access agreement for passenger rail access. A taxpayer must apply to CDOT for the issuance of an operator tax credit certificate. CDOT may annually issue up to \$5 million of operator tax credits. The operator tax credit is subject to recapture if the taxpayer does not meet one or more of the service criteria specified in an access agreement for the qualified rail line.

This law defined a coal transition community as a Colorado municipality, county, or region where a Colorado coal-fueled electrical power generating plant that was in operation at any time in 2017, a Colorado coal mine that was actively producing at any time in 2017, or a center for the manufacturing or transportation supply chain of such a plant or coal mine was or is located.

2024 SB 24-230 / CRS 33-61-101: Oil & Gas Production Fees

This law requires the Clean Transit Enterprise (CTE) to impose a production fee for clean transit to be paid quarterly by every producer of oil and gas in the state (producer). The production fee for clean transit applies to all oil and gas produced by the producer in the state on and after July 1, 2025.

Money collected from production fee for clean transit will be distributed in the following manner:

- 70% to the local transit operations cash fund to be used for expanding local transit service and prioritizing transit improvements in certain communities;
- 10% to the local transit grant program cash fund to be used for providing competitive grants to certain eligible entities for expenses associated with providing public transportation; and
- 20% to the rail funding program cash fund to be used for passenger rail projects and service.

Past Transportation Commission Actions

The Transportation Commission believes that certain significant rail corridors represent an irreplaceable state transportation resource and that it is critical to preserve them because once they are lost, the cost of recreating equivalent corridors in the future will be prohibitive.

In June 2000, the Transportation Commission first approved a **Rail Corridor Preservation Policy, also known as CDOT PD 1607**. The policy directive was updated and approved by the Transportation Commission in August 2014 and again in the fall of 2023. As updated, PD 1607 states the reasons why rail transportation is important to Colorado.

To facilitate a more comprehensive examination of which rail corridors are of interest to the state, the Transportation Commission directed CDOT staff to identify significant rail corridors. In November 2000, CDOT prepared a list of **State Significant Rail Corridors**, which were adopted by the Transportation Commission as part of the Statewide Transportation Plan. The criteria used to identify these State Significant Rail Corridors included existing and potential future demand for passenger and freight services and local/regional support for the preservation of the corridor.

CDOT is responsible for maintaining the Colorado Freight and Passenger Rail Plan, which was last updated in February 2024. Federal Railroad Administration requirements mandate each state's plan to be updated every four years. The Rail Plan serves as a framework for future freight and passenger rail planning in Colorado. It contains the most recent information concerning the forecasted growth of freight and passenger rail operations and includes an updated short-term (four-year) investment plan, and a long-term (20-year) investment vision. The Rail Plan identifies the state's priority strategies and actions to implement them.

PART II: ABANDONMENT ACTIVITY “WATCH LIST”

When a rail line is not economically viable to operate, the result is often either (1) the sale of the line, usually from the two Class I railroads (Union Pacific (UP) and/or BNSF Railway), to small, regional railroad companies; or (2) a formal request for abandonment to the U.S. Surface Transportation Board (STB) by the owner of the rail line. A railroad may also stop operating a rail line and keep it in an inactive status, as has been done for the Tennessee Pass Line. Rather than abandon a line, a larger railroad company will usually solicit bidders for the purchase of the line by a short line operator or regional railroad to maintain rail service along the line. These smaller railroad companies usually have lower operating costs and do not need the same volume of business on the line as the larger railroads to be profitable.

The ability to respond quickly to a potential abandonment can be an important factor in ensuring corridor preservation: once a Request to Abandon has been formally filed with the STB, abandonment can take place in as little as 90 days.

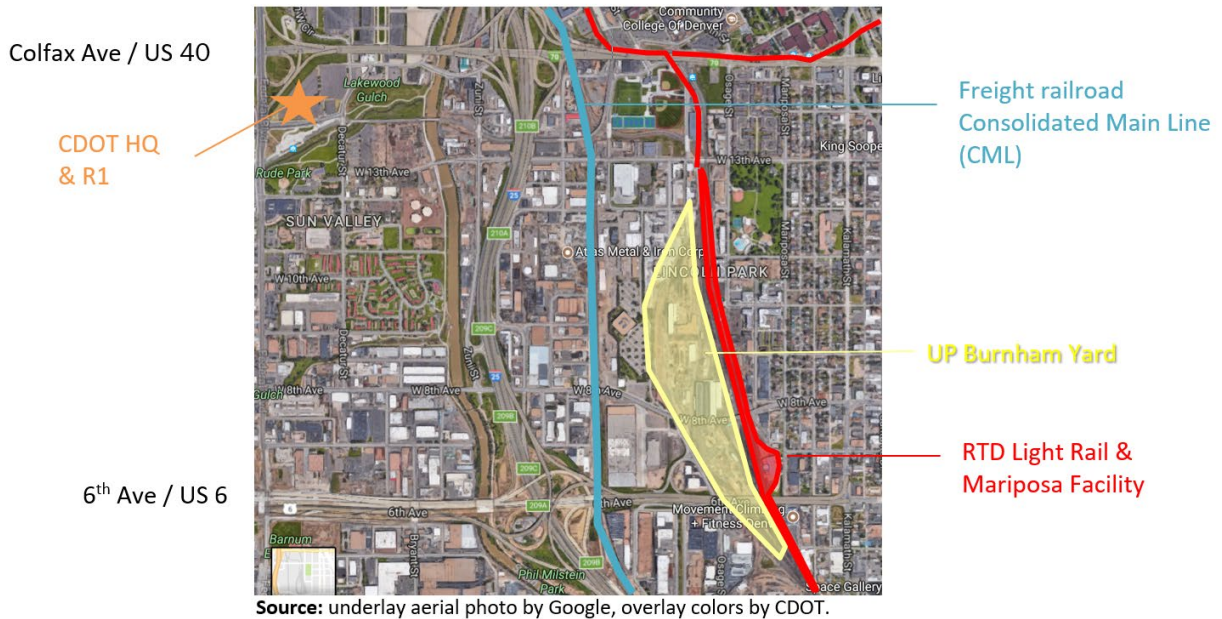
The issue of rail lines being abandoned is of statewide importance due to the impact these abandonments may have on the remainder of the transportation system. As lines are lost, the freight that was being moved by rail must then be moved by truck, causing additional deterioration (e.g., pavement surface condition and/or increased traffic volumes) of the local roadways and/or state highways. In addition, some businesses cannot survive without access to a rail line, thereby causing these businesses either to relocate to another area in the state or to move out of state, resulting in negative local or statewide economic impacts. The loss of a rail line additionally precludes the potential for passenger service to be added as a multi-modal transportation choice. In addition, once a railroad corridor is abandoned, it is unlikely it will be returned to rail service or be available for any transportation purpose, especially if the rail tracks are salvaged and the right-of-way is sold or reverts to adjoining property owners.

CDOT will continue to monitor short line railroads in the state to ascertain their current financial status and to examine the prospects for their continued survival because they continue to be an important part of Colorado’s future.

Burnham Yard (UP)

In November 2015, UP decided to close and sell the Burnham Shop repair yard in central Denver due to a decline in coal shipments and a desire to consolidate maintenance activities.

Burnham Yard and Surrounding Area



Acquisition

CDOT Region 1 and the Colorado High Performance Transportation Enterprise (HPTE), doing business as the Colorado Transportation Investment Office (CTIO), successfully negotiated the purchase with UP to acquire the Burnham Yard site. After some delays brought on by the COVID-19 pandemic, CTIO purchased the property on May 19, 2021. Under the deal, CDOT will pay UP \$50 million for the property, with CDOT Region 1 and HPTE each providing \$7.5 million—for a total of \$15 million—and the remainder being financed through a bank loan. Since the purchase, CDOT has assumed responsibility for the property and completed an effort to preserve historic structures.

Next Steps

In partnership with the OEDIT, CDOT and CTIO have initiated a planning study, anticipated to be completed in 2024, to identify technically feasible alignment options, identify early environmental impacts, and begin early planning efforts to identify remnant parcels and secure the right of way for rail infrastructure. Additional planning and environmental efforts will continue after this study, in close coordination with local stakeholders.

Tennessee Pass Line (UP)

The Tennessee Pass line runs 178 miles from near Gypsum, through Eagle, Edwards, Avon, and Minturn, under Tennessee Pass (by tunnel) and along the Arkansas River via Leadville, Buena Vista, Salida, and Cañon City to Pueblo. The Tennessee Pass line has been identified as significant to CDOT because of its potential to carry both passengers and freight, and because it is the only existing trans-mountain alternative in Colorado to the Moffat Tunnel line. In addition, unlike the Moffat Tunnel Route which has restricted clearances, the Tennessee Pass Line is the only east/west trans-mountain line that meets the clearance requirements for double-stack intermodal trains within the state of Colorado. The Tennessee Pass Line may serve as an alternate route as trans-mountain rail demand grows due to increased development on the Western Slope or if the Moffat Tunnel were damaged or closed for any

reason. Such an event would have a significant impact on Colorado, particularly on the Western Slope, since the railroads would be forced to move freight through Wyoming.

The Royal Gorge Route Railroad currently offers scenic, tourist rail trips on 12 miles of the Tennessee Pass Line west of Cañon City. CDOT often receives inquiries from parties interested in operating commuter and/or tourist operations on the line. Although no freight has been shipped across the full Tennessee Pass Line since 1997, recent conversations with the UP indicate that they do not intend to abandon this line in the near future.

In December 2020, Colorado Midland & Pacific Railway Company (CMP), a subsidiary of Rio Grande Pacific Corporation, entered into a commercial agreement with UP for the potential use of the corridor for commuter passenger services over the pass. However, CMP's filing for expedited common carrier authority was rejected by the STB on March 25, 2021, over environmental and safety concerns. The ruling does not bar CMP from leasing the property and the STB indicated common carrier authority to operate could be obtained through non-expedited means. CMP stated that they are currently reviewing the ruling and considering the next steps.

CMP has a renewable lease on the property and is interested in partnering with local and state agencies to develop commuter rail service on the Tennessee Pass corridor connecting Eagle County and Arkansas Valley communities. In addition, CMP has an interest in exploring any local freight opportunities that may currently go via truck along the corridor. CMP has expressed a desire to meet with local stakeholders and will gather information on the current condition of the rail line in the coming year.

Fort Collins Branch Line (UP)

The Fort Collins Branch line is a line that runs southeast from Fort Collins to Milliken and Dent, then east to La Salle. It is identified as a Rail Corridor of State Significance since it connects Greeley and Fort Collins to the North I-25 corridor and was identified as part of the preferred alternative in the North Front Range Transportation Alternatives Feasibility Study (NFR-TAFS, March 2000). However, it should be noted that this branch line was not included in the Preferred Alternative of the North I-25 Environmental Impact Statement (December 2011), though that EIS recommends a new commuter rail line connecting the commuter rail line in Longmont and the north end of the RTD FasTracks North Metro Line. Recent conversations with the UP indicate that they do not intend to abandon this line in the near future. CDOT will continue to monitor activities on this rail line, but it will not be considered a potential line for acquisition until such time as conditions may warrant.

Colorado Pacific Rio Grande (CXRG)

The Colorado Pacific Rio Grande (CXRG), formerly the San Luis & Rio Grande Railroad (SLRG) runs west from a connection with the UP Railroad at Walsenburg, Colorado, over the Sangre de Cristo Mountains at La Veta Pass and into the San Luis Valley. At Alamosa, the railroad splits with a branch extending south to Antonito, Colorado just north of the New Mexico border, and another branch northwest to South Fork. In total, this is approximately 150 route miles of track. Scenic passenger service was offered on the line by the Rio Grande Scenic Railroad (RGSR) from 2006 to 2019, but the service ended indefinitely when the SLRG went into receivership.

In September 2019, SLRG was placed in receivership, which is an alternative to bankruptcy during which SLRG continued operating. Leading up to receivership, SLRG had struggled with rising maintenance needs and logistics difficulties with access to the national rail network. In late 2019, the receivership was ended and SLRG was placed into involuntary bankruptcy. On December 20, 2022, the line was purchased by KCVN, with the Surface Transportation Board (STB) confirming the sale on January 5, 2023. KCVN assigned all of its rights in the Asset Purchase Agreement to Colorado Pacific Rio Grande, a short line railroad that is part of the Solviev Group. CXRG operates the railroad today providing freight service from the San Luis Valley to Walsenburg interchanging with Union Pacific.

One section of the Colorado Pacific Rio Grande to watch is the segment of track between Monte Vista to South Fork. This section of track currently does not have any customers and is primarily used for railcar storage. Otherwise, the Colorado Pacific Rio Grande appears to be under stable ownership again and thus this is the last year the majority of the CPRG will appear in this report.

Towner Line

While not presently under the direct concern for abandonment, the Towner Line was under prior observation after an abandonment attempt and purchase/sale by the State. The line is now owned and operated by CXRG.

The Towner Line runs from Towner, CO to NA Junction, where the line intersects with the BNSF Pueblo Subdivision. The line was initially built by Missouri Pacific (MoPac) and became property of the Union Pacific with the purchase of the MoPac in 1997. The Towner Line today is in good condition, and with the construction of a large interchange with BNSF Railway at NA Junction, it is not anticipated that the Towner Line will be under any real threat of abandonment.

If no changes occur, this is the final appearance of the Towner Line in this report.

North Fork Branch/Montrose Industrial Lead Line (UP)

The North Fork Branch line runs southeast from Grand Junction through Delta and east to the West Elk Mine in Somerset. At Delta, the line branches off with the Montrose Industrial Lead heading south to Montrose.

The North Fork Line is included here due to a decrease in coal traffic over recent years. In 2010, there were three active coal mines along this line. Since then, two of the three have closed. The final remaining mine along the line, the West Elk Mine, had an approved expansion blocked by a federal judge in 2019. Although the closure of West Elk Mine is not imminent, the mine's position as the primary industry east of Delta along the North Fork Branch Line and the decline of traffic in recent years indicates to CDOT staff that, when the mine does eventually close, it could create a situation in which the line is not economically viable to operate.

The Montrose Industrial Lead currently runs one train a week. While not presently under the direct concern for abandonment, the low amount of traffic and the association with the aforementioned North Fork Branch Line warrants inclusion of the Montrose Industrial Lead on this list.

Craig Branch Line (UP)

The Craig Branch Line splits from the Moffat Tunnel Subdivision Mainline at Bond, heading north to Steamboat Springs and then west to Craig, with a spur line to Pinnacle Peak approximately 9.5 miles west of Steamboat Springs.

In 2020, the Tri-State Generation and Transmission Association announced that they would be retiring the Colowyo Mine and Craig Station by 2030. As coal is the primary customer along this branch, the closure of the mine and power station in Craig could lead to the abandonment of the Craig Branch Line. Additionally, communities along this line have indicated an interest in reintroducing passenger rail service within the area if such an abandonment were to occur. Such a service could plausibly be expanded to include service to Denver or Glenwood Springs/Grand Junction. Therefore, CDOT staff have determined a need to monitor this line in case any such proceedings were to occur.

Creede Branch

The Creede branch stretches from South Fork where it connects to the Colorado Pacific Rio Grande and proceeds west to the outskirts of Creede. This branch line has not seen rail traffic in decades although there was an effort in the early 2000's to restore the line for a tourist operation. This resulted in adverse abandonment proceedings which resulted in the rail line being removed within the city limits of Creede. The branch has been up for sale for a few years by the current owner, the Denver and Rio Grande Railroad. The branch is used by a rail peddle-cart operation called Revolution Rail but is otherwise out of service. CDOT should monitor this rail corridor and its potential sale over the coming years.

Lyons Branch (BNSF)

The Lyons Branch is owned and operated by BNSF Railway. The branch begins with a connection to the BNSF Front Range Sub in Longmont and runs northwest until it terminates just east of the intersection of US 36 and SH 66 near Lyons. The branch serves one industrial customer, the CEMEX Longmont Lyons Cement plant. The branch formerly continued into downtown Lyons. This track has been removed and the ROW is now owned by the Town of Lyons.

In April 2024, Boulder County issued a termination notice to CEMEX, Inc. requiring the company to cease operations at their Lyons cement plant, thereby bringing the viability of their operations beyond 2025 into question. CEMEX has appealed the decision and will be able to operate its cement plant under current operating conditions until a final determination is made. However, as the last customer on the Lyons Branch, its closure would put future use of the line in jeopardy. There are no clear rail uses for the Branch if CEMEX operations cease. Therefore, CDOT staff have determined a need to monitor this branch due to the possibility that operation of the CEMEX plant may cease in the near future.

PART III: RECOMMENDATIONS

There are no major rail lines in Colorado which have been abandoned in the past year that impact the state's transportation system. CDOT is recommending the following:

Abandonment/Acquisition Recommendations

CDOT should monitor activities on the Tennessee Pass, Craig Subdivision, North Fork Branch/Montrose Industrial Lead, the Lyons Branch, and the Fort Collins Branch Lines.

There is no indication that Union Pacific (UP) or BNSF will abandon these lines in the near future, however, the potential closure of the CEMEX cement plant could change the situation of the Lyons Branch rather quickly. Accordingly, the state should initiate discussions with BNSF and local stakeholders regarding the future of the Lyons Branch.

Likewise, the associated freight rail activity in Craig is not slated to cease until late this decade. However, discussions around the fate of the rail line should feasibly begin before such activity has ended. CDOT will closely monitor the progress of any developments. This includes efforts to implement SB 24-190 to incentivize new freight activity and to develop Mountain Rail service. If any of these lines are abandoned, the state should consider taking appropriate action to preserve them for freight and/or passenger service in the future.

