

Resolution #TC-3116

Approval of Regular Meeting Minutes of November 21, 2013

Approved by the Transportation Commission on December 19, 2013

BE IT HEREBY RESOLVED, the Transportation Commission's Regular meeting minutes for November 21, 2013, are hereby approved as published in the official agenda of December 18 & 19, 2013.

**Transportation Commission of Colorado  
Regular Meeting Minutes  
November 21, 2013**

**Chairman Doug Aden convened the meeting at 12:32pm in the auditorium of the headquarters building in Denver, Colorado.**

PRESENT WERE: Doug Aden, Chairman, District 7  
Shannon Gifford, District 1  
Ed Peterson, District 2  
Gary Reiff, District 3  
Kathy Connell, District 6  
Sidny Zink, District 8  
Les Gruen, District 9  
Bill Thiebaut, District 10  
Steven Hofmeister, District 11

EXCUSED: Heather Barry, District 4  
Kathy Gilliland, District 5

ALSO PRESENT: Scot Cuthbertson, Chief Operating Officer  
Gary Vansuch, Director of Process Improvement  
Debra Perkins-Smith, Director of Division of Transportation  
Tim Harris, Chief Engineer  
Heidi Humphreys, Director of Admin & Human Resources  
Scott McDaniel, Director of Staff Services  
Soctt Richrath, CFO  
Herman Stockinger, Director of Policy and Government Relations  
Mike Cheroutes, Director of HPTE  
Mark Imhoff, Director of Division of Transit and Rail  
David Gordon, Aviation Director  
Ryan Rice, Director of Operations Division  
Tony DeVito, Region 1 Transportation Director  
Tom Wrona, Region 2 Transportation Director  
Dave Eller, Region 3 Transportation Director  
Myron Hora, Acting Region 4 Transportation Director  
Kerrie Neet, Region 5 Transportation Director  
Kathy Young, Chief Transportation Counsel  
John Cater, FHWA  
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

AND: Other staff members, organization representatives,

the public and the news media

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

## **Audience Participation**

Chairman Aden stated that there were no members of the audience wishing to address the Commission. Because the meeting began early, Chairman Aden stated that he would return to this item at the posted time in case someone arrived who wanted to address the Commission.

## **Individual Commissioner Comments**

Commissioner Rieff stated that he had his annual meeting with the Aurora Chamber of Commerce. Things are very busy in Aurora, and they are very appreciative and supportive of all the transportation activities in their area.

Commissioner Thiebaut thanked Executive Director Hunt for inviting him to the listening tour in La Junta. It was well attended by many from Southeast Colorado. Director Hunt did a great job, and there is a lot of interest in the communities about the positive direction that CDOT is taking there.

Commissioner Connell stated that she has been traveling the state attending County Commission meetings and developing lessons learned.

Commissioner Zink attended the Colorado Forum. The presentation by Chairman Aden and Executive Director Hunt were very well received. She stated that she is proud to represent the Commission to the Colorado Forum.

Chairman Aden stated that he and Executive Director Hunt attended to Colorado Forum to discuss transportation funding, RAMP, flood recovery and a number of other issues. Coincidentally, the Forum was the day after the election, and the Forum had been a supporter of Amendment 66. There was interesting "post-mortem" type of discussion on Amendment 66 and the effect that might have on future ballot initiatives, including the one that MPACT 64 is considering. He participated in a conference call with former Transportation Commissioner Parker, co-chair of \_\_\_\_\_ in order to keep that Commission informed of where the MPACT 64 group is headed with their discussions. He stated that he attended county meetings in Delta County and Montrose County with Dave Eller and the staff of Region 3. The local governments are interested in CDOT's work and have forged great working relationships.

## **Executive Director's Report:**

Chairman Aden stated that there would not be an Executive Director's report because Executive Director Hunt could not be present today.

## **Chief Engineer's Report:**

Tim Harris reminded the regions that the Executive Director's Cup is open for competition. Write ups are due December 9, 2013, and the cup will be presented at the December Transportation Commission meeting.

He thanked all the regions and Headquarters for the response to the floods through the Incident Command Center. At the peak of the response, there were approximately

100 CDOT employees at the Command Center, about half from Region 4 and half from the other regions and Headquarters. It showed what can get accomplished. They will process lessons learned in order to help not only in future emergencies but also in the larger CDOT program. It was a great response overall from CDOT, our industry partners and FHWA. There is still a lot to be done, but it has been a tremendous success so far.

### **High Performance Transportation Enterprise (HPTE) Director's Report**

Mike Cheroutes stated that the HPTE Board met on November 20, 2013, for the regular board meeting. The agenda is beginning to fill. They welcomed back Trey Rogers to the Board. They have pending an appointment from Colorado Springs who may be able to join them in January. The Board took critical action with respect to the private activity financing piece of the US-36 project. The HPTE will act a conduit issuer for approximately \$20million worth of bonds procured solely by repayments from plenary that are derived from toll revenues. HPTE has no liability for the payment of those bonds. Many of you are familiar with the conduit issuance structure of the federal tax laws, and the HPTE is simply providing their name for the issuance of those bonds so that the bonds can go out at a tax exempt interest rate, which will save on interest costs.

In addition, the Board took action as part of the I-70 West peak period shoulder lane project to establish tolls in the new lanes, including part of the additional lane in the Twin Tunnels scheduled to be opened in December 2013. HPTE hopes to be part of a joint workshop in December 2013 with the Transportation Commission about I-70 East in Denver. There will be advisor presentations and staff recommendations.

### **FHWA Division Administrator Report**

John Cater reiterated Tim Harris' comments about the flood response from the Incident Command Center. The employees there have done a fabulous job. We have from FEMA that this is the best disaster response that they have ever dealt with around the country. This is a credit to CDOT and the entire Colorado government. The FHWA has had employees from Wyoming, Kansas and Michigan who have been augmenting our staff for weeks at a time. It has been great learning experience and response from our employees.

The staff did a review of the High Performance Monitoring System (HPMS). This is a database to get information nationally about transportation. This information can be used to make national judgments about how the highway system is working. This is particularly important right now because MAP-21 has less than a year to run, and we will be going through a reauthorization process. We will need good data for this. The review of CDOT through HPMS showed that CDOT is doing a very good job because we actually have a more robust data system than the national standards. We are able to make better decisions because we have better data. He commended Kelly Abbott and Phyllis Snider, who do a great job with HPMS and have helped make it one of the top data systems in the country.

### **STAC Report**

Vince Rogalski stated that STAC met on November 15, 2013. The first thing on the agenda was an MPACT-64 report from Herman Stockinger and Jim Gunning, the mayor of Lone Tree and chair of the metro mayor's caucus. They review what is going on with MPACT-64. Mayor Gunning explained how the defeat of Amendment 66 affected the future of MPACT-64. The discussion centered on the fact that Amendment 66 and MPACT-64 are two different things in terms of what is being asked for funding. MPACT-64 is clearer about what the funding will be spent on. Amendment 66 vaguely stated it would go back into classrooms, but it lacked specifics. There was optimism. They will be doing some polling and return with updates about the future direction.

Kurt Morrison provided a state and legislative update. Barbara Gold provided a review on the audit of FASTER-Safety funding, including the concerns and some of the things that need to be completed. Scott Richrath provided an update on the FY'2015 budget. The concerns centered on whether the budget included RAMP, the floods and other kinds of items. STAC wanted to see a document that included all the money that is being spent, even those that are outside the budget. After reviewing all these things, a motion was passed to approve the draft budget as it was presented.

Tim Harris provided an update on RAMP and the flood, and there was some confusion about when letters are due. He reiterated those letters are due on January 6, 2013, except for areas that were affected by the flood. Those letters are due on April 6, 2013. The IGAs are in June 2014. STAC commented on the exceptional job that they have done on crisis management and getting the roads open.

Program distribution was a large discussion. They separated specialized programs from a segment of CMAQ and decided to vote on each one separately. The first one was RPP. STAC agreed that the subcommittee had looked at various formulas and elements, deciding that the differences were not that large. They decided to stay with the historic 45-40-15 formula. This formula is acceptable as long as RPP is only \$10million. Should the amount go to \$50-60million, DRCOG would like the formula to be reassessed. That particular element was approved. STAC discussed increasing RPP, but they were not sure how that would happen.

Subcommittee formula recommendations were approved in terms of TAP, which is the new MAP-21 program that encompasses several programs including Safe Routes to School, enhancement, trails and others.

STAC then discussed CMAQ in terms of what goes to the various municipalities. The subcommittee recommended the formula be based on population because that is a measure of contributions to pollution or air quality. Several STAC members disagreed with that formula, so they requested more information and delayed a vote until the next STAC meeting.

The second element of the CMAQ money was the request from the Office of Energy for the Governor to provide \$30million over four years to establish Compressed Natural Gas (CNG) stations around the state. The subcommittee recommended an advisory committee from STAC members that would work with the Office of Energy to provide assistance and accountability. They also recommended annual appropriations to ensure that the money is used for the CNG stations. This motion was approved and recommended to the Transportation Commission.

They had short reports on Statewide Plan, especially dealing with the website coloradotransportationmatters.gov and the Interregional Express Bus plan.

### **Audience Participation**

Chairman Aden returned to the request Audience Participation since the listed time had arrived. Chairman Aden stated that there were no members of the audience wishing to address the Commission.

### **Act on Consent Agenda**

Chairman Aden entertained a motion on the Consent Agenda. Commissioner Connell moved for approval of the Consent Agenda, Items A, B and C. Commissioner Peterson seconded the motion. On a vote of the Commission, the Consent Agenda was unanimously approved.

### **Resolution #TC-3110**

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes of October 17, 2013, are hereby approved as published in the official agenda of November 20 & 21, 2013.

## **Resolution #TC-3111**

### **Resolution #TC-3111**

Adoption of the 2013 Master Calendar

Approved by the Transportation Commission on November 21, 2013

## **TRANSPORTATION COMMISSION OF COLORADO 2014 MASTER CALENDAR**

<b><u>January</u></b>		
January 1 <sup>st</sup>	Holiday	New Year's Day
January 14 <sup>th</sup>		Regional Transportation Committee
January 15 <sup>th</sup>		Workshops/Committee Meetings
January 16 <sup>th</sup>		Regular Commission Meeting
January 20 <sup>th</sup>	Holiday	Martin Luther King, Jr. Day
<b><u>February</u></b>		
February 17 <sup>th</sup>	Holiday	Presidents' Day
February 18 <sup>th</sup>		Regional Transportation Committee
February 19 <sup>th</sup>		Workshops/Committee Meetings
February 20 <sup>th</sup>		Regular Commission Meeting
<b><u>March</u></b>		
March 18 <sup>th</sup>		Regional Transportation Committee
March 19 <sup>th</sup>		Workshops/Committee Meetings
March 20 <sup>th</sup>		Regular Commission Meeting
<b><u>April</u></b>		
April 15 <sup>th</sup>		Regional Transportation Committee
April 16 <sup>th</sup>		Workshops/Committee Meetings
April 17 <sup>th</sup>		Regular Commission Meeting
<b><u>May</u></b>		
May 13 <sup>th</sup>		Regional Transportation Committee
May 14 <sup>th</sup>		Workshops/Committee Meetings
May 15 <sup>th</sup>		Regular Commission Meeting
May 26 <sup>th</sup>	Holiday	Memorial Day
<b><u>June</u></b>		
June 17 <sup>th</sup>		Regional Transportation Committee
June 18 <sup>th</sup>		Workshops/Committee Meetings
June 19 <sup>th</sup>		Regular Commission Meeting
<b><u>July</u></b>		
July 4 <sup>th</sup>	Holiday	Independence Day
July 15 <sup>th</sup>		Regional Transportation Committee
July 16 <sup>th</sup>		Workshops/Committee Meetings
July 17 <sup>th</sup>		Regular Commission Meeting

August 19<sup>th</sup>  
August 20<sup>th</sup>  
August 21<sup>st</sup>

**August**

Regional Transportation Committee  
Workshops/Committee Meetings  
Regular Commission Meeting

September 1<sup>st</sup>  
September 16<sup>th</sup>  
September 17<sup>th</sup>  
September 18<sup>th</sup>

Holiday

**September**

Labor Day  
Regional Transportation Committee  
Workshops/Committee Meetings  
Regular Commission Meeting

October 13<sup>th</sup>  
October 14<sup>th</sup>  
October 15<sup>th</sup>  
October 16<sup>th</sup>

Holiday

**October**

Columbus Day  
Regional Transportation Committee  
Workshops/Committee Meetings  
Regular Commission Meeting

November 4<sup>th</sup>  
November 11<sup>th</sup>  
November 18<sup>th</sup>  
November 19<sup>th</sup>  
November 20<sup>th</sup>  
November 27<sup>th</sup>

Holiday

**November**

Election Day  
Veterans' Day  
Regional Transportation Committee  
Workshops/Committee Meetings  
Regular Commission Meeting  
Thanksgiving Day

December 16<sup>th</sup>  
December 17<sup>th</sup>  
December 18<sup>th</sup>  
December 25<sup>th</sup>

Holiday

**December**

Regional Transportation Committee  
Workshops/Committee Meetings  
Regular Commission Meeting  
Christmas Day

BE IT HEREBY RESOLVED that the 2014 Master Calendar of the Transportation Commission of Colorado is hereby approved as contained in the Official Agenda of November 20 & 21, 2013.

Herman J. Stockinger III  
Herman Stockinger III, Secretary  
Transportation Commission of Colorado

12-5-13  
Date

## **Resolution #TC-3112**

### **Resolution #TC-3112**

Disposal of Excess Property 103XA-XF

Approved by the Transportation Commission on November 21, 2013

**PROJECT #:** IM 0703-273

**LOCATION:** SH 40 in Golden,  
CO

**PARCEL #:** 103-XA through XF

**COUNTY:** Jefferson

**WHEREAS**, the Department of Transportation acquired Right of Way in Golden CO, Jefferson County, as a part of CDOT Project #IM 0703-273 for us as SH 40; and

**WHEREAS**, the Transportation Commission declared Parcel 103-X of the above referenced project excess via Resolution TC-1685 dated January 21, 2009; and

**WHEREAS**, Parcel 103-X was sold for the fair market value price of \$90,000 in October, 2013; and

**WHEREAS**, upon completion of the sale of Parcel 103-X, a survey was completed that indicated the retaining wall on the adjacent property, built by a previous owner, encroaches on CDOT right of way; and

**WHEREAS**, there are a total of six (6) encroachments on CDOT Right of Way that total 200 square feet; and

**WHEREAS**, the developer who acquired Parcel 103-X is also the new owner of the adjacent property where the sound wall was built; and

**WHEREAS**, the new owner of the adjacent property would like to clean up the encroachments by purchasing Permanent Easements (PE's) from CDOT to allow for the continued existence of the retaining wall; and

**WHEREAS**, the PE's are labeled 103-XA, 103-XB, 103-XC, 103-XD, 103-XE, 103-XF; and

**WHEREAS**, the sale of the PE's will not affect the operation, maintenance, use or safety of CDOT's facility; and

**WHEREAS**, the fair market value of parcel 103-X was established by the appraisal process outlined by Colorado revised Statute 43-1-210(5); and

**WHEREAS**, the PE's will be sold based on the same \$/sf value as 103-X; and

**WHEREAS**, the Department of Transportation, Region 1 has declared through Timothy Harris as Chief Engineer, that the property is not needed for transportation purposes; and

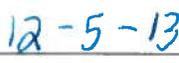
**WHEREAS**, the Chief Engineer and the Department of Transportation are authorized pursuant to C.R.S. 43-1-106(8)(n); 43-1-110; 43-1-114(3) and 43-1-210(5) to make determinations regarding land to be declared excess and not needed for transportation purposes now or in the foreseeable future; and

**WHEREAS**, the Transportation Commission concurs with the Chief Engineer that this property is not needed for transportation purposes now or in the foreseeable future; and

**NOW THEREFORE BE IT RESOLVED**, pursuant to C.R.S. 43-1-106(8)(n); 43-1-110; 43-1-114(3), 43-1-210 Code of Federal Regulations and Title 23, Part 710, Section 409 (23 CFR 710.409), the Department of Transportation be given authority to declare properties described as 103-XA, 103-XB, 103-XC, 103-XD, 103-XE, 103-XF of Project # IM 0703-273 be excess land.

**BE IT FURTHER RESOLVED**, funds from the sale of the property shall be disbursed in accordance with Section 7.2.15 of the CDOT Right-of-Way Manual.

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

  
\_\_\_\_\_  
Date

### **Discuss and Act on the 6<sup>th</sup> Supplement to the FY2014 Budget**

Scott Richrath asked if there were any questions on the projects other than the relocation of the Region 4 Headquarters. There were no questions.

He stated the Region 4 relocation is now in a resolution before the Commission for approval during this meeting. He thanked Commissioner Peterson for taking the lead on this project. The Executive Director, Commissioner Peterson and staff were heavily involved in looking at two different sites that were considered for the Greeley location. The property management team, working with consultants, looked at 10 years of expense *pro forma*, including initial cost outlay and a projection looking forward at net present value. There is a preference for the West Yard site. Even though the original capital outlay is higher, there will be cost savings over the course of 10 years.

The supplemental request is not for the total cost of the building. It is for \$2million needed to move forward. This is not contingency funding. It is advancement of FY'2015 property management budget. If the Commission chooses the Certificate of Participation route, through the course of the process the CFO would return to the Commission to request the full amount to restore the property management FY'2015 budget.

Chairman Aden entertained a motion to approve the 6<sup>th</sup> Supplement to the FY14 budget. Commissioner Peterson moved to approve the resolution, and Commissioner Gruen seconded the motion. On vote of the Commission, the Budget Supplement was unanimously approved.

### **Resolution #TC-3113**

BE IT SO RESOLVED THAT the 6<sup>th</sup> Supplement to the Fiscal Year 2014 Budget be approved.

### **Discuss and Act on the Emergency Relief Supplement**

Scott Richrath stated that the Commissioners previously received a handout that reconciled the cost of the flood. There was not significant net activity in the previous month; however, large invoices will begin to arrive soon on the temporary repair work that has been completed. A little more than \$60million of the Commission's contingency is budgeted for the flood. The cash forecasts for the baseline program, RAMP, and for the flood show that CDOT will likely not spend much more than \$60million-\$100million. Percentages are not yet certain, and these depend on how much betterment is done in each of the corridors.

In future months, he will not seek to tie up the full amount of project estimates since \$60million is already tied up. There will begin to be net inflows and outflows as reimbursements begin to come from the FHWA. FEMA reimbursements take longer to receive. Future requests will be dependent on these reimbursements.

He sought approval for the contingency reconciliation to account for the flood. The contingency then stood at \$35,805,000.

Chairman Aden entertained a motion to approve the 2<sup>nd</sup> Emergency Relief Supplement. Commissioner Connell moved to approve the resolution, and Commissioner Hofmeister seconded the motion. On a vote of the Commission, the resolution passed unanimously.

### **Resolution #TC-3114**

BE IT SO RESOLVED that the Second Supplement to the Emergency Relief Funding be approved.

### **Discuss and Act on the Adoption of the COP Authorization for the Relocation of Region 4 Headquarters**

Scott Richrath stated that two years ago CDOT undertook an consulting initiative for the relocation of three different region headquarters buildings (Region 4, Region 2 and Headquarters). It was determined that the regional headquarter buildings were a higher priority. Region 4 had a willingness to move forward. There is now a resolution that seeks to move forward with the Region 4 project and seeks approval to look into Certificates of Participation (COP). Even though the department trying to work down the cash balance through cash management, he requested for the possibility of borrowing money.

He can return to make a formal request in a few months when the final flood numbers come in. As they look toward permanent recovery after the flood, there will be more exact numbers as to the cash flow impact.

Commissioner Thiebaut asked Scott Richrath about the COP. The Commissioner was concerned that the resolution gives the department permission to issue COPs. Without any information about the debt service repayment plan, the narrative of the \$2million supplement seems to indicate that the department intends to seek COPs. The Commissioner asked if COPs will be sought and if so what the terms are.

Scott Richrath stated that before the flood, this building was going to be paid for in cash and the next would be funded with COPs because they would be able to absorb the \$20million. Prior to the workshop yesterday, he had intended to seek authority to issue COPs. There is a greater than 50% chance that after January 1, when all permanent flood restoration efforts have been assessed, he would be looking for permission to issue COPs.

Commissioner Reiff stated that there are a variety of items on which the use of COPs can be concerning but that he is less concerned about their use on these types of buildings, trying to match utilization with expenditure. The COP takes what would have otherwise been a lease payment if the building was rented and allows CDOT to match it over the utilization of the time period. For these types, it is exactly what the Commission should consider. The utilization of COPs can sometimes save on equipment. But the Commission does not have to make that decision today because they do not have the underlying information in respect to how much money is authorized, what the interest rate is, and the repayment range. He would be uncomfortable authorizing the COPs without that background information. However, these are the types of things COPs should be used for because the utilization of the asset matches the expenditure of the asset.

Scott Richrath stated that although he did not bring the background information with him, they have done preliminary investigation. Ten year COPs have a much more favorable yield rate than some of the longer terms. The utilization or capitalization time period might be 30 year or greater. They were looking at a ten year, and then would be seeking a repayment budget of approximately \$2million per year to the property management line. Hearing commissioner comments, he was willing to withdraw the resolution for approval to issue COPs but still requested the original \$2million.

Chairman Aden stated that the Commission already approved the \$2million to begin the project in the budget supplement resolution and that they would defer the decision on COPs until the Commission has more detail.

### **Discuss and Act on the Adoption of the FY'2015 Draft Budget**

Scott Richrath stated the difference from the packet to the new resolution is in reference to two items. The first is asset management evolution. Executive Director Hunt conferred with Scott Richrath about the amount of detail that should be included in the resolution, and the changes are in the new draft. The second is moving the Regional Priority Program (RPP) from \$10million to \$50million by assigning approximately \$40million from FASTER-Safety to safety elements within the \$500million asset management program.

The resolution builds into it the 45-40-15 formula for RPP, and this will sunset on June 30, 2014. The program distribution will drive a discussion on a formula

replacement. In the next few months, they will already know what formula will be adopted for FY'2016.

Chairman Aden entertained a motion to approve the resolution to adopt the FY'2015 budget. Commissioner Hofmeister moved to approve the resolution, and Commissioner Gifford seconded the motion. On vote of the Commission, the resolution passed unanimously.

## **Resolution #TC-3115**

### **Resolution # TC-3115**

Resolution for the FY 2014-2015 Budget

Approved by the Transportation Commission on November 21, 2013

**WHEREAS**, § 43-1-113 (2), C.R.S. requires the Transportation Commission of Colorado ("Commission") to submit a draft budget allocation plan for the moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2014 to the Joint Budget Committee, the House Transportation Committee, the Senate Transportation Committee and the Governor on or before December 15, 2013 for their review and comment; and

**WHEREAS**, the Delphi workgroup—a group comprised of Director Hunt and other members of senior management, regional transportation directors, asset managers and staff from the Division of Transportation Development and the Office of Financial Management and Budget as well as the regions—met on August 27, 2013 and in a 6 hour Delphi process came to consensus on a recommendation to the Asset Management Committee of the Commission for the FY2014-2015 budget and RAMP program (sized at \$165 Million) for all asset management programs; and

**WHEREAS**, on September 18, 2013, the results of the Delphi Workshop including specific asset management projects or plans were presented to the Asset Management Committee of the Commission, who requested certain revisions to the recommendations; and

**WHEREAS**, there were also revisions to the recommendations based on an update of the Bridge Enterprise revenue projections, and an organizational change which moved responsibility for some traffic signals from MLOS to ITS; and

**WHEREAS**, the chart below shows the baseline FY 2014-2015 budget recommendations (with adjustments as noted) and the recommended FY 2014-2015 RAMP program allocations for each asset.

<b>(In Millions)</b>	<b>FY15 Delphi Baseline Budget</b>	<b>Adjustments</b>	<b>FY15 Budget Recommendation to TC</b>	<b>Delphi RAMP \$165M Average</b>	<b>FY15 Total With RAMP</b>
<b>Surface Treatment</b>	\$149.5		\$149.5	\$85.7	<b>\$235.2</b>
<b>Bridge, BE &amp; Bridge Fixed Costs</b>	\$135.0	\$4.5	\$139.5	\$28.7	<b>\$168.2</b>
<b>MLOS</b>	\$253.1	-\$1.8	\$251.3	\$0.0	<b>\$251.3</b>
<b>Road Equipment</b>	\$14.0		\$14.0	\$6.9	<b>\$20.9</b>
<b>ITS</b>	\$11.6	\$3.2	\$14.8	\$12.8	<b>\$27.6</b>
<b>Rockfall</b>	\$5.1		\$5.1	\$4.0	<b>\$9.1</b>
<b>Buildings &amp; Buildings COPs</b>	\$9.6		\$9.6	\$11.2	<b>\$20.8</b>
<b>Tunnels</b>	\$1.5	\$1.0	\$2.5	\$9.9	<b>\$12.4</b>
<b>Culverts</b>	\$3.6		\$3.6	\$6.0	<b>\$9.6</b>
<b>Walls</b>	\$0.0		\$0.0	\$0.0	<b>\$0.0</b>
<b>Total</b>	<b>\$583.0</b>	<b>\$6.9</b>	<b>\$589.9</b>	<b>\$165.2</b>	<b>\$755.1</b>

**WHEREAS**, the Delphi presentation by the Property Program included a budget request for \$8.9 Million and RAMP request of \$13.5M RAMP Program 1, and the program was recommended to receive \$9.6 Million Baseline Budget and \$11.2M RAMP Program 1, which was proposed to be allocated thus:

**\$9.6M Baseline Budget, including COPs:**

- \$2.7 Million for Certificates of Participation (COPs)
- \$2.0 Million for Controlled/Deferred Maintenance
- \$0.1 Million for code review
- \$2.7 Million for 8 sand sheds
- \$0.73 Million for Twin Lakes Extensions and Roof
- \$1.13 Million for Crook Six Bay
- \$0.24 Million for Sugar City South

**\$11.2M RAMP:**

- \$9.7 Million for Region 1 KOA Master Improvement
- \$1.5 Million for Region 3 Walden Vehicle Storage Facility Replacements; and

**WHEREAS**, the Delphi presentation by the Tunnel Program included a baseline request for \$1.5 Million and a RAMP request of \$7.4 Million of RAMP Program 1; and the Asset Management Committee recommended that tunnels receive an additional \$1.0 Million, for a total of \$2.5 Million in the baseline budget. Tunnels were recommended to receive \$9.9 Million in RAMP Program 1. Proposed projects for these funds as follows:

**\$2.5M Baseline Budget:**

- \$0.5 Million for Hanging Lake Tunnel Backup Generator
- \$2.0 Million for Tunnels Inspections

**\$9.9M RAMP:**

- \$4.7 Million for Eisenhower – Johnson Memorial Tunnel Switchgear
- \$3.0 Million for Hanging Lake Tunnel VMS/CMS/LUS Replacement
- \$0.9 Million for No Name Tunnel and Beaver Tail Tunnel Lighting
- \$0.6 Million for Hanging Lake Tunnel CP6 Vertical Lift Doors
- \$0.33 Million for Hanging Lake Tunnel Lighting (may be modified pending CDC request)
- \$0.3 Million for Hanging Lake Tunnel Emergency Power Units
- \$0.05 Million for Hanging Lake Tunnel Fire Suppression Upgrade
- \$0.03 Million for Wolf Creek Tunnel Cameras to Monitor Tunnel Interior; and

**WHEREAS**, the Surface Treatment, Bridge On-System, Road Equipment, Intelligent Transportation Systems and Culverts programs utilize existing models or systems for prioritizing projects, managers of those assets shall ensure the model will guide project

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selection for the amount approved by the Transportation Commission Asset Management Committee following the FY'15 Delphi presentation; and

**WHEREAS**, the Rockfall Mitigation program is managed through the Rockfall Management Plan and is currently being further developed to also manage a broader range of geohazards, and until the comprehensive geohazard management plan is formally developed, the Rockfall Mitigation manager shall seek Transportation Commission approval of projects that in total will not exceed the amount approved by the Transportation Commission; and

**WHEREAS**, at a November 20, 2013 workshop, the Transportation Commission directed staff to increase Regional Priority Program (RPP) from \$10M to \$50M for the FY2015 budget. This will be accomplished by reducing the FASTER Safety line in the FY2015 budget by \$40M and redirecting those funds to safety elements of Asset Management programs, and using the \$40M of flexible funding from those Asset Management programs to increase RPP to the required \$50M; and

**WHEREAS**, at the same November 20, 2013 workshop, the Transportation Commission directed that the distribution of the FY2015 RPP funding was to be calculated using the 45% VMT, 40% Lane Miles, 15% Truck VMT formula. This formula will sunset after the FY2015 budget and further Transportation Commission discussions will result in a formula for the 2040 Statewide Plan and for the FY2016 budget.

**NOW THEREFORE BE IT RESOLVED**, that the Colorado Department of Transportation's draft FY 2014-2015 budget allocation plan for the period of July 1, 2014, including \$589.9 Million allocated to Asset Management Programs as indicated above, and \$50 Million for RPP allocated by the 45/40/15 formula for FY2015 only, is approved by the Transportation Commission and forwarded to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2013.

**BE IT FURTHER RESOLVED**, that the Colorado Transportation Commission accepts staff recommendations for funding RAMP Asset Management in FY 2014-2015 with modifications outline in this resolution and with the understanding that staff will implement the projects and spirit and intent of the plans as presented to the Transportation Asset Management Committee or shall return to that Committee for approval of revision to those projects or plans.

Norman J. Stockinger III  
**Transportation Commission Secretary**

12-5-13  
**Date**

## **Discuss the Overview of RAMP Bridge Asset Management**

Josh Laippy stated they would be discussing RAMP Bridge for FY'2014, which is \$33million. Through asset management, it has been determined that the investment in that is mainly going to be in preventative maintenance projects. The walk budget item to begin the project was brought before the Commission in July, and consultants were brought on board in August. From August until now, they have gotten FOR, which is a 90% level plan set for approximately 141 bridges. The two main investment categories in preventative maintenance are leaking decks and bridge joints. Joint replacement adds 15 years, and a deck replacement adds 20 years to the life of the bridge.

The candidates had to meet a lot of criteria, but originally they had to have a leaking joint or they had to have a deck that was not sealed. There were nearly 1000 candidate bridges. They worked with the regions to determine a group of projects that could be completed quickly in order to spend the money before December of the following year.

There were about 10 consultants working on the project. About \$30million in construction is slated to go in the Spring of 2014. The first AD dates are January 23, 2014. The 141 bridges touch 27 counties, and the preventative maintenance will add about 2107 years of life to the system, using the 15 and 20 year estimates previously mentioned. If we were replacing a bridge in kind without an expansion or improvement, it would be approximately \$600/sq ft. Preventative maintenance is approximately \$14.50/sq ft.

Each region will have the following number of bridges: Region 4 – 45 bridges, Region 3 – 36 bridges, Region 5 – 12 bridges, Region 2 – 27 bridges, Region 1 – 21 bridges. Josh Laippy highlighted one bridge from each region.

This was an update about how the \$33million of bridge asset management money is being spent.

Chairman Aden stated that this has been a great program. It looks like this will save a lot of money in the future.

Commissioner Peterson congratulated the staff on the incredible effort they have put forth in not only identifying the cost-savings for the state and the preservation of the state system but also the rapid turnaround time. This will pay huge dividends for the state.

## **Other Matters**

Chairman Aden stated that there were no other matters to come before the Commission.

## **Acknowledgements**

Chairman Aden stated that Scot Cuthbertson had some acknowledgements.

Scot Cuthbertson first acknowledged our CDOT Procurement Director who recently received a statewide award from a Procurement Professional Agency made up of state agencies, local governments, and the private sector. Our employee was recognized for going above and beyond his regular job description and contributing to the greater procurement community. Specifically, our employee has been working for the last several months to help state agencies and local governments to share their pricing agreements and contracts in order to reduce response time to customers and avoid unnecessary redundancies. On October 29, 2013, our CDOT Purchasing Director Bob Corman was given the First Annual Excellence in Procurement Award.

Bob Corman stated that he and his team figured out a way to make the rules more efficient. He took a moment to recognize his staff and thank them for all their hard work. They are the unsung heroes that make the day to day operations of CDOT happen.

Chairman Aden also congratulated Bob Corman and his staff on a job well done.

Scot Cuthbertson then acknowledged two employees, providing a reminder that when CDOT employees go to work, they can truly affect people's lives. On October 11, 2013, the families of two men reported they were missing after not returning home. Six days later on October 17, 2013, one of our maintenance employees was driving a front end loader on his way from a work project on US 50. Because of the height of the device, a glint of metal caught his eye in a ravine off the side of a highway. He stopped the vehicle, scrambled down the steep and dangerous cliff and found a wrecked pick up truck. Inside the truck were two men, one of whom was still alive.

Our maintenance employee climbed out of the ravine, alerted a manager and flagged down another employee assigned to the project. Emergency employees were notified and on their way. Our employees went back to the truck to comfort and assist the surviving man. An emergency helicopter arrived and took the man to a Colorado Springs hospital, where he continued to recover.

It took enormous amounts of courage and compassion on the part of our employees. Our engineering employee had been a first responder at the scene of a similar accident before and had knowledge of what to do, and she did everything just right. These are our everyday heroes: Calhan Telck and Christine Genger.

Chairman Aden congratulated both employees. He stated that our employees come to work every day and do far more than maintain the system. They impact people's lives. This man will be forever grateful for the day they showed up on the scene.

### **Adjournment**

Chairman Aden announced that the meeting was adjourned.

  
\_\_\_\_\_  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

  
\_\_\_\_\_  
Date