

TRANSPORTATION COMMISSION
OF COLORADO
WORKSHOPS & REGULAR
MEETING AGENDA

DECEMBER 18 & 19, 2013

Transportation Commission
December 18 & 19, 2013
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Douglas E. Aden, Chairman
Grand Junction, District 7

Shannon Gifford
Denver, District 1
Ed Peterson, Vice Chairman
Lakewood, District 2
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5

Kathy Connell
Steamboat Springs, District 6
Sidny Zink
Durango, District 8
Les Gruen
Colorado Springs, District 9
William Thiebaut
Pueblo, District 10
Steven Hofmeister
Haxtun, District 11

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

The times indicated for each topic on the Commission agenda are an estimate and subject to change. Generally, upon the completion of each agenda item, the Commission will immediately move to the next item. However, the order of agenda items is tentative and, when necessary to accommodate the public or the Commission's schedules, the order of the agenda items is also subject to change.

Documents are posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Commission.

Unless otherwise noted, all meetings are in CDOT HQ Auditorium.

Tuesday, December 17, 2013

8:30 a.m. Regional Transportation Committee [DRCOG]

Wednesday, December 18, 2013

8:00 a.m. Efficiency and Accountability Committee Meeting [Room 225]

12:00 p.m. HPTE Lunch Meeting [Room 225]

1:00 p.m. HPTE Board Meeting

1:30 p.m. TC/HPTE/Bridge Enterprise – Denver 1-70E Workshop

Public Session (Mike Cheroutes) Tab 01

2:15 p.m. TC/HPTE/Bridge Enterprise – Denver 1-70E Workshop

Executive Session

3:00 p.m. Interregional Express Bus Workshop (Mark Imhoff) Tab 02

4:00 p.m. Statewide Plan and Asset Management Workshop

(Deb Perkins-Smith) Tab 03

4:30 p.m. Portfolio Management Workshop (Tim Harris) Tab 04

5:00 p.m. Adjournment

Thursday, December 19, 2013

7:30 a.m. Breakfast Meeting
9:00 a.m. Safety Committee (Darrell Lingk)Tab 05
9:30 a.m. FY2013 Federal Programs Reconciliation (Scott Richrath)Tab 06
9:45 a.m. Policy Directive 703 (Scott Richrath)Tab 07
10:15 a.m. Break

TRANSPORATION COMMISSION MEETING.....Tab 08

10:30 a.m. 1. Call to Order, Roll Call

10:30 a.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes

10:30 a.m. 3. Comments of Individual Commissioners

10:35 a.m. 4. Executive Director's Report (Don Hunt)

10:40 a.m. 5. Chief Engineer's Report (Tim Harris)

10:45 a.m. 6. HPTE Director's Report (Michael Cheroutes)

10:50 a.m. 7. FHWA Division Administrator Report (John Cater)

10:55 a.m. 8. STAC Report (Vince Rogalski)

11:00 a.m. 9. Act on Consent AgendaTab 09

- a) Resolution to approve the Regular Meeting Minutes of
November 20, 2013 (Herman Stockinger) .. Consent Agenda: 1
- b) Resolution to Repeal Policy Directive 315.0
(Herman Stockinger) Consent Agenda: 18
- c) Resolution to Repeal Policy Directive 720.0
(Herman Stockinger) Consent Agenda: 21
- d) Resolution to Approve the Disposal of Excess Right of Way Parcels
21XA, 21XB, 21XC (Anthony DeVito)..... Consent Agenda: 31
- e) Resolution to Approve the Use of CMAQ Funds in FY'14-17 for
CNG station and vehicles and alternative fuel advancement (Deb
Perkins-Smith) Consent Agenda: 47

11:00 a.m. 10. Discuss and Act on 7th Supplement to the FY'2014 Budget (Scott
Richrath).....Tab 10

11:05 a.m. 11. Discuss and Act on 3rd Emergency Relief Supplement (Scott Richrath)

11:10 a.m. 12. Discuss and Act on a Resolution for the CO SIB Interest Rate (Scott Richrath).....Tab 11

11:15 a.m. 13. Discuss and Act on a Resolution to Open the Transportation Commission Rules (Herman Stockinger)Tab 12

11:20 a.m. 14. Other Matters:

11:25 p.m. 15. Acknowledgements:

- Chris Tretter, Trinidad Urrutia, Stuart Tashiro
- Executive Director’s Cup

11:30 p.m. 16. Adjournment

BRIDGE ENTERPRISE BOARD OF DIRECTORSTab 13

11:30 a.m. Call to Order and Roll Call

11:30 a.m. Audience Participation

Subject Limit: 10 minutes; Time Limit: 3 minutes

11:30 a.m. Act on Consent Agenda Bridge Enterprise 3

- a) Resolution to Approve Regular Minutes from November 21, 2013 (Herman Stockinger)

11:35 a.m. Discuss and Act on 5th Budget Supplement for FY2014 (Scott Richrath) Bridge Enterprise 6

11:40 a.m. Bond Program Update (Scott Richrath) Bridge Enterprise 9

11:45 a.m. Acknowledge and discuss I-70 viaduct funding alternative workshop (Ben Stein) Bridge Enterprise 15

11:50 a.m. Discuss completion of 2013 Annual Report as required by FASTER legislation (Tim Harris)

11:55 a.m. Monthly Progress Report (Tim Harris) Bridge Enterprise 16

12:00 p.m. Adjournment

12:00 p.m. Break

12:15 a.m. Lunch with Aeronautics Board (David Gordon)Tab 14

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



DATE: December 9, 2013

TO: Members of the Transportation Commission, Colorado Bridge Enterprise Board of Directors, and High Performance Transportation Enterprise Board of Directors

CC: Don Hunt, CDOT Executive Director of CDOT and Director of the Colorado Bridge Enterprise and Mike Cheroutes, Director High Performance Transportation Enterprise

FROM: Ben Stein: Director Office of Major Project Development

SUBJECT: I-70 Viaduct Project Workshop

On Wednesday, 18 December 2013, the HPTE and OMPD will present to the Commission, CBE board, and the HPTE board, a presentation on the proposed “way ahead” for the I-70 Viaduct project. The workshop is divided into a portion for public presentation and another in executive session to discuss sensitive financial details. The financial advisor for the project, Macquarie (USA) has prepared the materials and will provide the bulk of the presentation. Attached is a draft of the power point for the public portion of the workshop.

This workshop is informational in nature and no decisions are sought from the Commission or from the respective boards this month. The goal is to provide you the information you need to understand the proposed project scope, proposed delivery method, proposed funding, and other factors. The goal is to ensure you all have your questions answered and understand why and how staff recommends proceeding.

To keep the project on schedule, staff will request from the Commission and the respective boards decisions at their January 2014 meetings. This will include a request for additional funding for the requisite steps to move the project forward.

All of us here on staff are well aware of the importance of this project and the magnitude of its potential impacts on the transportation network of the state as well as its financial implications so please do not hesitate to contact either Mike Cheroutes or myself with any questions you may have.



MACQUARIE CAPITAL
PROCUREMENT OPTION PRESENTATION

DRAFT



MACQUARIE

December 2013
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CONTENTS

01	PROJECT PARAMETERS	3
02	INTRODUCTION TO VFM	6
03	BENEFITS OF DBFOM PROCUREMENT	9
04	RISK TRANSFER BENEFITS OF DBFOM PROCUREMENT	18
05	FINANCING CONSIDERATIONS	22
06	CONCLUSION	26



PROJECT PARAMETERS

PURPOSE AND OBJECTIVES

The purpose of the Project is to implement a transportation solution that improves safety, access and mobility

Overview

- The I-70 East corridor is one of the most heavily traveled and congested highway corridors in Colorado.
- The corridor serves a number of critical transportation functions including interstate and intrastate travel and the main route between Downtown Denver and Denver International Airport.
- Additionally, I-70 serves as a main access point to adjacent employment, neighborhood and new development centers.

Key Issues to Address

- **Increased transportation demand** – the area is experiencing rapid growth and development including new development and redevelopment with substantial residential and business activity.
- **Limited transportation capacity** – the corridor serves a number of users including commuters, tourists, regional trucking and local traffic; the demand from these users is exceeding design capacity of the corridor.
- **Safety concerns** – the corridor experiences higher than average rates of traffic collisions further worsening conditions on the corridor and can be attributed to conditions that do not meet current design standards.
- **Transportation infrastructure deficiencies** – I-70 was originally constructed in the early 1960's and was designed to last 30 years; several structures on the corridor are now past their anticipated lifespan and are classified as either structurally deficient or functionally obsolete and in need of replacement, rehabilitation or repair.

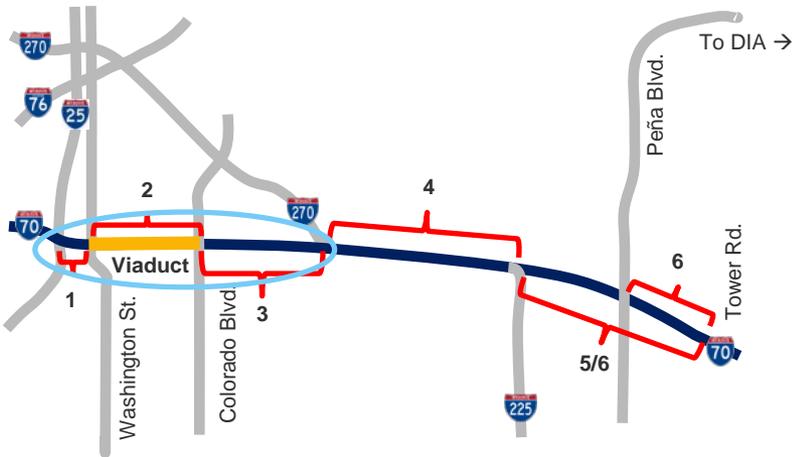
PROJECT PARAMETERS

Our analysis has been conducted using the latest guidance from CDOT on the intended project scope

Project Specific

- Construction scope limited to sections 1-3 (previously, from 1-6)
 - I-25 to I-270 (previously, from I-25 to Tower Road)
- Construction period still assumed to be **5 years** despite smaller construction scope
 - Majority of work to be done on section 2 (viaduct), which is still within scope
 - Remains critical path to completing project

Project Map



Key Elements

- Add capacity in each direction.
- Lower highway between Colorado Blvd and Brighton Blvd; place a cover over the highway between Columbine Street and Clayton Street with urban landscape on top.
- North-south connectivity via York Street, Josephine Street, Columbine Street, Clayton Street, Steel Street/Vasquez Blvd, and Monroe Street.
- 46th Avenue located adjacent to the highway on each side.
- Add managed lanes in each direction to increase capacity.
- Managed lanes will be separated from general-purpose lanes by a striped buffer.
- Pricing of managed lanes will be adjusted based on real-time demands.



INTRODUCTION TO VFM

VfM OBJECTIVES

VfM analysis compares the total costs of delivering the I-70 East Corridor Project (the “Project”) using different forms of procurement

- The VfM objectives are to identify the procurement approach which:
 - 1) Best fits within Colorado Department of Transportation (“CDOT”) and Colorado Bridge Enterprises’ (“CBE”) Affordability Envelope for the Project;
 - 2) Results in the lowest net present value (“NPV”) of payments by CDOT and CBE over the lifecycle of the Project and maximizes availability of CBE revenues to fund additional, bridge replacement, and rehabilitation projects; and
 - 3) Achieves best risk transfer and creates the the least risk to CBE’s AA- credit rating.
- At this stage in project development, the VfM analysis is by necessity based on hypothetical estimates based on the features of the Project and experience drawn from similar projects. Best practice is for the VfM analysis to be used through the procurement process to ensure the details of the selected procurement approach are as efficient as possible.
- CDOT should only choose a PPP delivery method if the capital and/or operating costs of the private sector in delivering the same level of service are lower than those of public sector delivery on a risk adjusted basis.

PROCUREMENT OPTIONS

VfM considers the estimated costs to the public sector of delivering a Project using the DB method of procurement, in which total estimated costs are known as the public sector comparator (“PSC”), against a PPP, using the same specifications, which total estimated costs are known as the “Shadow Bid”

In respect of this VfM, CDOT has selected three procurement options for detailed analysis:

- 1) **Public Sector Comparator (“PSC”)** - a Design-Build (“DB”) procurement financed by TIFIA and CBE bonds issue by CBE at financial close. Under this scenario operations, maintenance and rehabilitation (“OMR”) risks, and tolling revenue risks are borne by CDOT.

Two Public-Private Partnership (“PPP”) procurement options:

- 2) **Design-Build-Finance (“DBF”)** - construction financed by private partner in the form of a short-term bond, which is refinanced following substantial completion through CBE senior bonds and TIFIA financing. Under this scenario, OMR risks and tolling revenue risks would be borne by CDOT.
- 3) **Design-Build-Finance-Operate-Maintain (“DBFOM”)** - project financed through long-term equity, senior debt in the form of PABs and TIFIA financing without recourse to CDOT or the CBE balance sheet except for pre-defined annual availability payments which are subject to deductions for performance failures. OMR risks and tolling revenue risks could be taken by the private sector partner.



BENEFITS OF DBFOM PROCUREMENT

KEY BENEFITS OF DBFOM PROCUREMENT

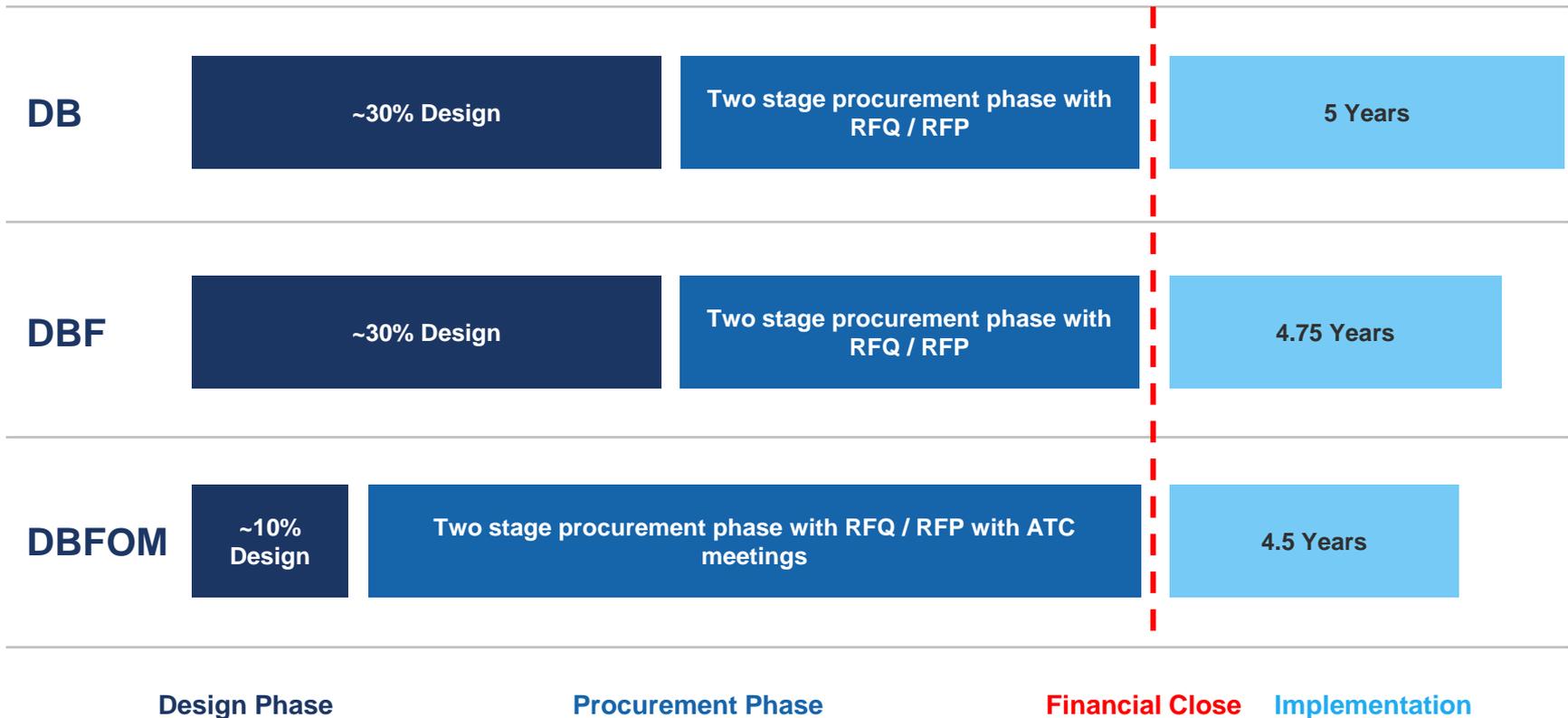
Key benefits of DBFOM procurement include operations and maintenance certainty, construction cost savings, and higher quality service standards

1) Schedule & Cost Certainty	<ul style="list-style-type: none"> ■ DBFOM delivery allows for schedule and cost certainty. In Macquarie’s experience, this is driven largely by the role of private sector financing, and in particular, compounding interest during construction.
2) Design & Innovation	<ul style="list-style-type: none"> ■ In a DBFOM, the public sector interacts with bidders on a one-on-one basis, allowing for the bidders to optimize proposals. Additionally, bidders are encouraged to put forth Alternative Technical Concepts (ATC’s), providing an opportunity for project innovation and cost savings not found in a traditional DB procurement. ■ As an example, the Denver FasTracks Eagle P3 incorporated 17 ATC’s into the project’s scope that saved the Regional Transit District ~\$300 million and further reduced overall operations and maintenance expenses.
3) Construction Cost Savings	<ul style="list-style-type: none"> ■ P3 deliver will attract a broader range of design and construction companies, which will enhance competition. P3 projects are currently delivering in excess of 20% cost savings in infrastructure projects globally.
4) OMR Certainty / Risk Transfer	<ul style="list-style-type: none"> ■ O&M certainty is important; public sector delivery often defers maintenance. Further, in terms of OMR risk, DB procurement is a relatively riskier model without transfer of risk. ■ In a DBFOM, high quality service standards can be incentivized through performance deductions. ■ Overall, integration of design and construction with operations and maintenance typically achieves lifecycle cost savings in excess of 20%.
5) Protection of CBE’s Credit Rating	<ul style="list-style-type: none"> ■ A DBFOM procurement would result in substantial risk transfer to the private sector, including for cost-overruns. Due to this transfer of risk, there would be greater certainty that CBE would be able to maintain its required 2.0x coverage ratio, protecting its AA- credit rating.
6) Higher Tolling Revenue Forecast	<ul style="list-style-type: none"> ■ The private sector will typically take a more aggressive view on forecast tolling revenues. In relation to the Project, this would reduce CDOT’s need to make OMR Availability Payments throughout the operating term.

1) PROCUREMENT SCHEDULE

While DBFOM requires longer procurement phase in order to achieve full collaboration, innovation and lifecycle efficiency benefits, DB procurement typically requires greater level of design work prior to launch of procurement

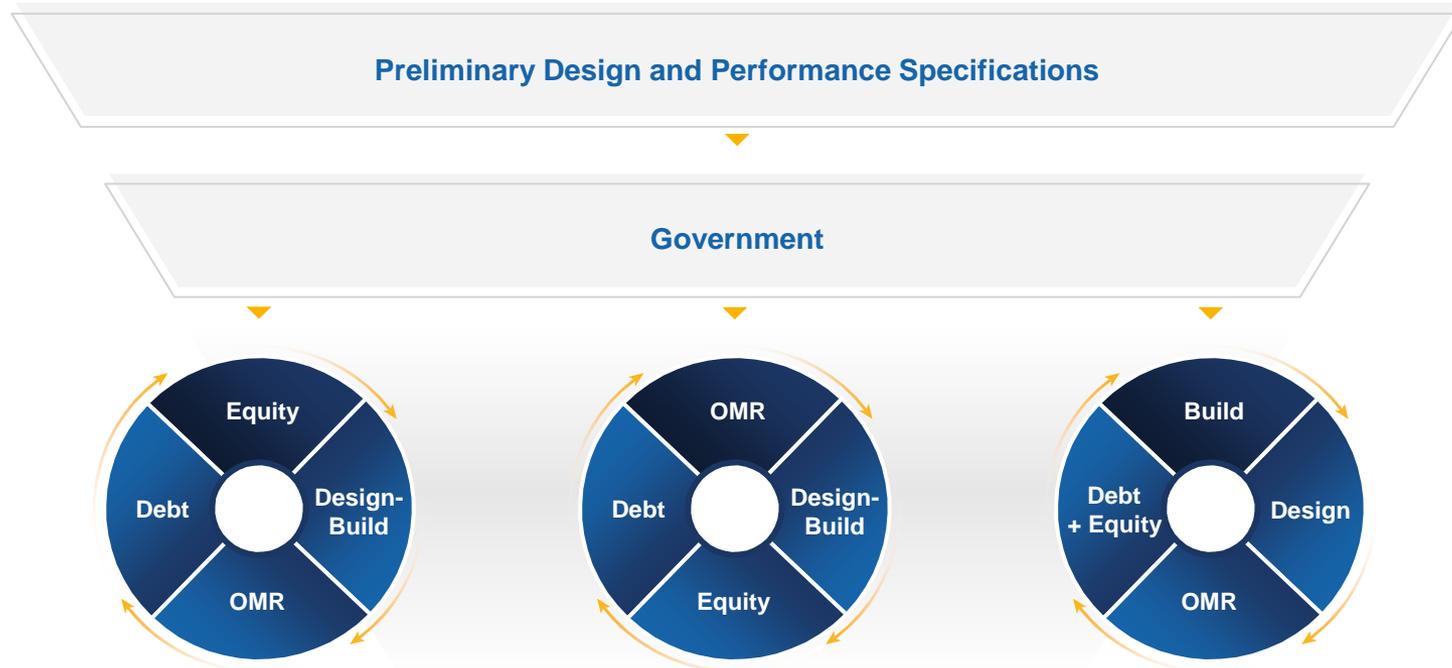
A key benefit of DBFOM delivery is to achieve schedule certainty



2) DESIGN AND INNOVATION IN A PPP

Effect of Competition in a PPP

Virtuous Circle: Knowledgeable in Integrated Teams in Competition



- In a DBFOM, the public sector interacts with bidders on a one-on-one basis, allowing for the bidders to optimize proposals. Additionally, bidders are encouraged to put forth Alternative Technical Concepts (ATC's), providing an opportunity for project innovation and cost savings not found in a traditional DB procurement.



3) CONSTRUCTION COST SAVINGS

A DBFOM will typically result in a lower construction cost, without the need for the additional risk contingency required in a DB

	DB	DBF	DBFOM
Design Costs	High	Some savings likely	Savings due to use of in-house resources
Innovation	Limited by 30% design	Limited by 30% design	Increased due to design flexibility
Contractor Mobilization & Supervision (Indirects)	Higher based on less schedule incentive	Some savings likely	Reduced due to faster schedule and closer design/ constructability integration
Materials	Higher due to payment constraints	Some savings likely	Savings due to better hedging
Construction Oversight	Higher	Some savings due to oversight from private lenders	Savings due to oversight from operator, equity and lenders
CDOT Indirects	No savings	Some savings likely	Savings due to risk transfer to concessionaire
Risk Contingency	Greater than 10% cost overrun likely	Minimum 5% contingency	No contingency required



EXAMPLES OF CONSTRUCTION COST SAVINGS

Large differences between winning and losing bidders and high correlation between losing PPP bidder and PSC supports Value for Money

Construction Cost Savings Achieved in North American PPP Market

Project	Savings Relative to PSC	Comments
I-595, Florida (Road)	14.3% lower than PSC (\$300m)	ATC's and risk transfer
A30, Quebec (Road + Bridge)	33% lower than PSC	Hybrid toll and availability
Denver Fastracks, Colorado (Transit)	13% lower than PSC	17 ATC's accepted
Southeast Stoney Trail, Alberta (Road)	NPV 63% below PSC	Innovation and market shift
Alberta Road Projects (Average of 5 Projects)	NPV 27% below PSC	2003 - 2012
Windsor Essex Parkway, Ontario (Road)	NPV 15% below PSC	
I-635 (LBJ Freeway), Texas (Road)	NPV 15% below PSC	
Port of Miami Tunnel, Florida (Road / Tunnel)	12.5% lower capital costs than PSC	Based on VfM analysis 2010
Goethels Bridge, New York (Road / Bridge)	13.7% lower than PSC	
Presidio Parkway, California (Road)	20% lower than PSC	Separate DBFOM and DB projects

4) OMR CERTAINTY / RISK TRANSFER

Operations and Maintenance Certainty and Cost Savings, Higher Quality Service Standards

- O&M certainty is important; public sector often defers maintenance.
- In terms of OMR risk, Design-Build is a relatively riskier model without transfer of risk.
- Significant cost savings arise from whole of life optimization and financed costs (reserves, performance securities).
- High quality service standards follow effective OMR but can also be individually incentivized through performance deductions.
- Even more effective with transfer of tolling revenue risk to concessionaire.
- Definition and transfer of long term OMR is challenging and does not receive full government attention but is vital to well performing PPPs.

5) PROTECTION OF CBE'S CREDIT RATING

Risk transfer under DBFOM procurement would allow for greater certainty that CBE would be able to protect its AA- credit rating

Risks to Rating's Downgrade

Project Risks

- CBE retains the complete project risk under a DB scenario
- A ratings downgrade could result if the retained project performance requirements eventuated in higher retained risk
- Macquarie's Denver RTD experience suggests that the bond investors see through to project risk

Risk of Uncertainty in CBE Revenue Streams

- The CBE revenue streams are generally regarded as very predictable and stable even though the growth rate in revenues cannot be reliably forecast
- Care will have to been taken in structuring the Affordability Envelope to avoid putting so much strain on the coverage that a one-off reduction in vehicle registrations could result in a breach of the minimum coverage requirements

Interest Rate Risk

- A significant risk is an increase in interest rates before financial close

Cost Overrun Risks

- A cost overrun could result in the requirement to issue additional bonds which would likely breach CBE's required coverage ratio, putting pressure on it's credit rating
- CBE will likely have to carry reasonable contingency to provide confidence that the project can be completed within budget
 - This will be especially critical under the DB scenario given the projects large size relative to CBEs existing revenue streams and CDOT's retention of the entire project risk
 - It is possible that the rating agencies would require CDOT to provide a guarantee of DB cost to CBE or some other form of credit support in the event of a cost overrun

Purpose of Required Coverage Ratio

- Minimum coverage required to be able to issue additional indebtedness with recourse to total CBE revenues in addition to the current BAB's which have first-lien pledge on the CBE revenue stream
- Preservation of AA- rating
- Risk of uncertainty in revenue streams
- Project delivery risks



6) HIGHER TOLLING REVENUE FORECAST

The private sector will typically take a more aggressive view on forecast tolling revenues; in our analysis of the procurement alternatives, a range of forecasts have been considered

- Successful capture of the tolling revenue streams will depend upon the design and construction of the overall Project and the effective operation, maintenance, and rehabilitation of the whole Project.
- Macquarie believes that the risk of future tolling revenues can be transferred to the private sector partner and will significantly reduce the need for availability payments from CDOT for OMR costs.
- In taking tolling revenue risk, the private sector partner will be strongly motivated to operate, maintain, and rehabilitate the Project to the highest standards.
- We believe such volume-risk structure provides significant benefits, however its success is subject to risk appetite by market participants.



RISK TRANSFER BENEFITS OF DBFOM PROCUREMENT

RISK TRANSFER IN A PPP

DBFOM procurement maximizes long-term transfer of risk to the private sector

Private Sector Risk	DB	DBOM	DBF	DBFOM
	Design-Build	Design-Build-Operate-Maintain	Design-Build-Finance	Design-Build-Finance-Operate-Maintain
Design Risk	✓	✓	✓	✓
Construction Risk	✓	✓	✓	✓
Maintenance Risk	Public	✓	Public	✓
Operations Risk	Public	✓	Public	✓
Finance Risk	Public	Public	✓	✓
Ownership Risk	Public	Public	Public	✓
Demand Risk	Public	Public	Public	Public / Shared

Increasing transfer of risk from Government to Private Sector

RISK TRANSFER BENEFITS FOR THE PROJECT

Macquarie anticipates that CDOT would benefit significantly from transfer of risk under a DBFOM procurement

Design Risk	<ul style="list-style-type: none"> In a DB, CDOT bears responsibility for ensuring that the design meets the Project requirements, both during construction and throughout the operating period. Further, CDOT does not have the benefit of working with the builder to discuss the design and address any potential issues before the construction actually begins.
Scope Changes	<ul style="list-style-type: none"> Under a DBFOM, the private sector partner is incentivized to push the design forward to meet the schedule requirements which imposes a level of discipline on the design process that is non-existent under a DB.
Commitment to Major Lifecycle and Maintenance	<ul style="list-style-type: none"> Government budgets tend to have many high priority items to which they must allocate funding. In a DB, CDOT is not contractually obligated to pay for the project's necessary lifecycle and rehabilitation costs and can defer the expenditures as it sees fit. A lack of regularly scheduled maintenance and rehabilitation will lead to a deteriorating and poor performing asset in the long run.
Long-Term Asset Performance & Transfer of OMR Risk	<ul style="list-style-type: none"> CDOT retains long-term asset performance risk under a DB and fully transfers this risk under a DBFOM. Over time, this risk can result in a highway that costs significantly more than estimated to operate and maintain and can ultimately lead to a failure in meeting expected long-term performance objectives (i.e. quality of asset, ease of transportation, etc.). Given that the viaduct replacement is the most substantial component of the construction, CDOT would benefit from transferring the OMR to the concessionaire and foregoing the risks associated with ongoing operations, maintenance and rehab on the partial cut-and-cover.
Force Majeure / Relief Events	<ul style="list-style-type: none"> Under a DB, CDOT would be responsible for the costs and lost revenues associated with a force majeure event. Under a DBFOM, the project agreement will outline provisions for force majeure and relief events between CDOT, the concessionaire and the contractor.
Tolling Revenue Risk	<ul style="list-style-type: none"> In taking tolling revenue risk, the private sector partner will be strongly motivated to operate, maintain and rehabilitate the Project to the highest standards.

RETAINED RISKS AND CONTINGENCIES

Retained Risks

- CBE will retain certain development and construction risks under both DB and DBFOM.
- Retained risks will be similar, but DBFOM should result in some reduction.
- The major retained risks that have been identified at this stage include:
 - Environmental;
 - Land Acquisition;
 - Changes in Law;
 - Seismic Events;
 - Force Majeure;
 - Unknown Contaminated Material; and
 - Unknown Pre-Existing Site Conditions.

Shared Risks

- CBE will share certain risks with the contractor under any procurement method.
- However, DBFOM will significantly mitigate likelihood of occurrence.
- The key shared risks include:
 - Geotechnical Conditions;
 - Hazardous Material Removal Risk;
 - Utilities - Unexpected relocation and risks;
 - Existing Asset Conditions;
 - Public Outreach;
 - Inflation Risk;
 - Structural Latent Defects; and
 - O&M During Construction.

Cost and Schedule Contingency

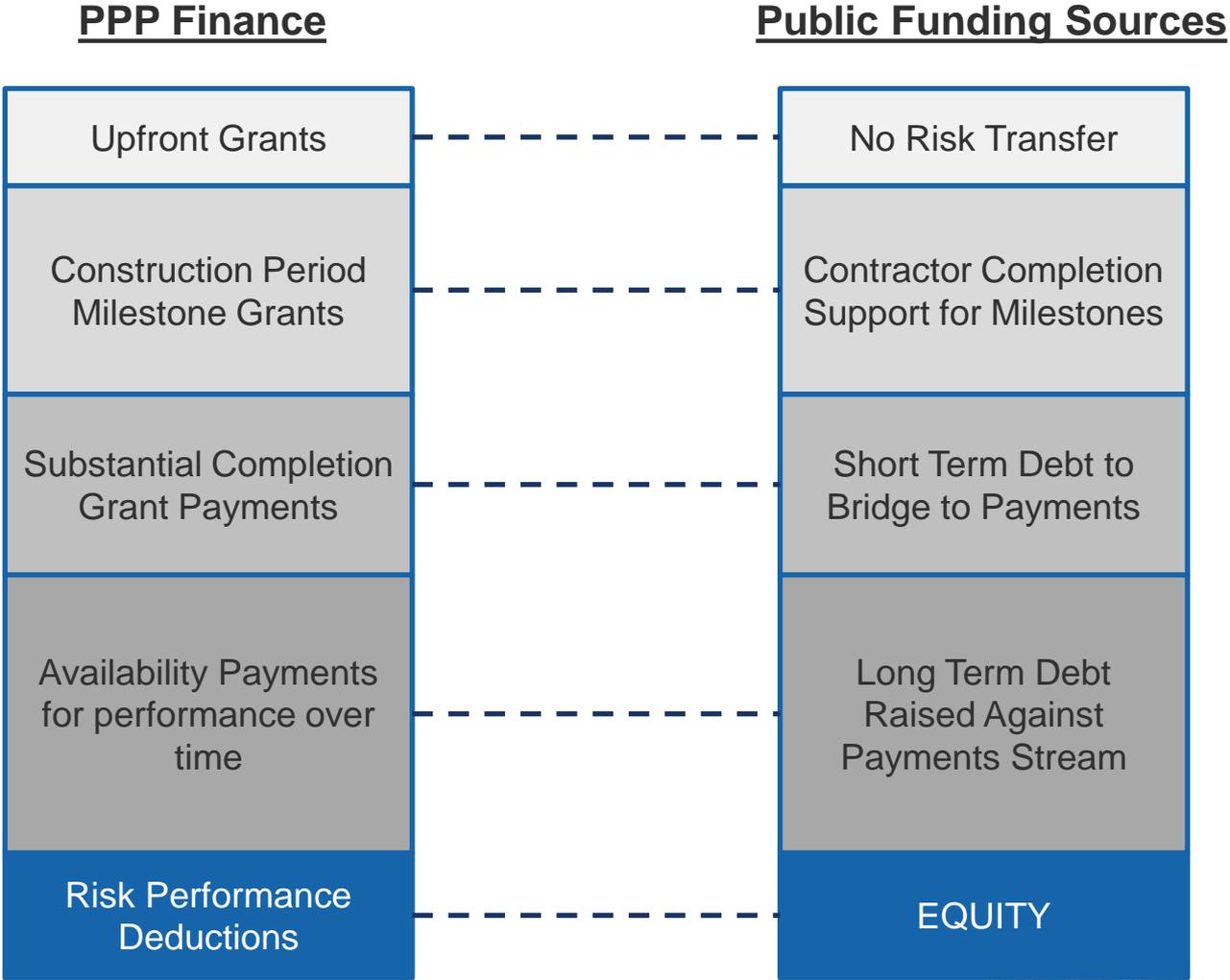
- DB will not guarantee a lump sum, date-certain price in the same way as a DBFOM.
- DB will need to carry a specific cost contingency in addition to shared and retained risks.
- CBE should develop a value for schedule achievement including early completion.
- CBE to consider whether risk contingencies should be included within the Affordability Envelope.

01 TC-HPTE I-70E Workshop: Page 23 of 36



FINANCING CONSIDERATIONS

PUBLIC FUNDING SOURCES AND EFFECTS ON ELEMENTS OF PPP FINANCE STRUCTURE





COST OF CAPITAL CONSIDERATIONS

The use of TIFIA financing in the DBFOM scenario significantly reduces the cost of capital relative to DB procurement

- TIFIA has a number of significant advantages:
 - It carries the lowest interest rate of any of the sources of financing;
 - The interest rate is fixed at the date of financial close and there is no commitment fee on undrawn balances;
 - Drawdown can occur as and when required to fund construction costs; and
 - Flexible repayment terms and maturity of 35 years allows for repayment to be significantly backended, including interest only periods.
- These features make it most efficient to draw senior debt first, then utilize upfront funding sources and finally draw TIFIA.
- Due to the lower interest rate, it also makes sense for the repayment of TIFIA to be as backended as possible.

SLGS Rate (TIFIA) vs. Municipal Rate (AAA)





DEVELOPMENT AND TRANSACTION COSTS

Costs associated with development and closing procurement will differ under the DB, DBF and DBFOM scenarios

Cost	DB	DBF	DBFOM	Commentary
Development Costs and Fees	Low	Medium	Medium	In general, the transaction costs, development costs and fees are likely to be higher under a DBFOM procurement
Preliminary Design Costs	High	High	Low	For a DB, CDOT will have to perform a more costly and lengthier design process
Financing and Issuance Costs	Low	Medium	Medium	The cost of financing is higher for a concessionaire under a DBFOM relative to CDOT's cost of debt under a DB
Performance Monitoring and Contract Management Costs	Medium	Medium	Low	A private operator is typically able to perform these functions at a lower cost than the public sector



CONCLUSION



COMPARISON OF PROCUREMENT OPTIONS

Value-for-Money analysis indicates that DBFOM procurement would be the most attractive option

	DB	DBF	DBFOM
Procurement Costs	Best	Medium	Medium
Procurement Schedule	Medium	Medium	Best
Design Risk Transfer	Worst	Medium	Best
Construction Risk Transfer	Best	Medium	Best
Construction Cost	Worst	Medium	Best
Cost of Capital	Best	Worst	Medium
Rehabilitation Risk Transfer	None	None	Best
Routine O&M Risk Transfer	None	None	Best
Tolling Revenue Transfer	None	None	Best

PRICE VERSUS SCOPE

Macquarie recommends a “best value approach” under which the Project is awarded to the private sector partner who can offer the maximum road improvements possible for a fixed budget in contrast to a traditional low bid approach

- It is our understanding that CDOT would like to achieve a complete corridor solution for I-70; however, the cost of these improvements exceeds current funding availability making this unattainable without additional resources.
 - Cost estimates produced several years before the tender date will only ever be indicative and actual cost outcomes may vary significantly depending upon the state of the Colorado construction market at the time of tender.
 - Under all procurement options, CDOT has indicated a desire to compete the Project on the basis of the maximum road improvements possible for a fixed budget.
- To maximize the road improvements that CDOT could afford, Macquarie recommends a “best value approach” under which the Project is awarded to the private sector partner who can offer the maximum road improvements possible for a fixed budget in contrast to a traditional low bid approach.
 - This is in contrast to standard procurement which defines what is required to be constructed and then awards the contract to the partner who offers the lowest cost.
- In order to follow this procurement approach, CDOT must:
 - Define minimum mandatory requirements which must be constructed to make the Project effective;
 - Define a scope ladder of additional elements above the mandatory requirements; and
 - Develop as objective as possible a scoring methodology for valuing the additional elements.
- This method of procurement lends itself to DBFOM delivery:
 - Under a DBFOM, there is a close relationship between upfront construction and long-term OMR costs, which are integrated into a single bid proposal under a DBFOM.
 - Under DBFOM, unlike public finance models, there is a close relationship between what is constructed and the financing.
- This approach was used successfully on the Sea-to-Sky Highway Improvement Project, resulting in substantial added value beyond expectations including 20km of additional passing lanes, 16km of additional median barrier, 30km of additional shoulder improvements.

PRICE VERSUS SCOPE CASE STUDY

SEA-TO-SKY HIGHWAY IMPROVEMENT PROJECT



The Sea-to-Sky Highway Improvement Project is regarded as a landmark road PPP transportation project in Canada

Sea-to-Sky Highway Improvement Project Overview

- Project consisted of the upgrade of an existing 95km road between Vancouver and Whistler in Canada with a total cost of C\$600 million.
 - Construction was completed prior to 2010 Vancouver Winter Olympics.
- Project was procured as a DBFO, however, instead of evaluating proposals based on lowest price, Ministry of Transportation (MoT) process was reversed so that proposals were evaluated based on additional improvements beyond the baseline requirements (at a set price).
 - Anticipated user benefits from incremental improvements were calculated based on international approach involving estimated travel time savings and safety benefits.
- MoT determined that they would have had to use a series of DB contracts in the event a DBFO did not offer greater value for money.
 - Use of performance based payments under DBFO helped provide incentive to private sector, driving value for money.
- Resulted in substantial added value beyond expectations including 20km of additional passing lanes, 16km of additional median barrier, 30km of additional shoulder improvements.
 - Overall, incremental improvements were in the order of 15-30% above the expected benefits of the baseline improvements.¹

Macquarie Role & Project Awards

- Consortium lead by Macquarie was selected as preferred proponent and reached financial close in June 2005.
- Project was procured as PPP by Partnerships BC and is recognized as one of the most successful PPPs in Canada.
- Awards include:
 - PPP/AFP of the Year (Gold Award) – Canadian Council for PPP/AFP (2005); and
 - Best Global Project to Reach Financial Close – PPP Awards in England (2005).



1. Project Report: Achieving Value for Money, Sea-to-Sky Highway Improvement Project.

DEPARTMENT OF TRANSPORTATION

Office of Policy & Government Relations Herman Stockinger, Director

4201 East Arkansas Avenue, Room 275
Denver, Colorado 80222
(303) 757-9772



DATE: December 1, 2013
TO: Transportation Commission
FROM: Herman Stockinger & Kurtis Morrison, Office of Policy & Government Relations
RE: Senate Bill 09-228 Transfers

Action Needed

No action needed. Memorandum is for informational purposes only.

Summary

In 2014, personal income growth is expected to reach over 5.0 percent, thereby triggering Senate Bill 09-228 (SB 228) transfers from the General Fund to CDOT. These transfers would continue for five consecutive years, in an amount equal to two percent of total General Fund revenue. Current projections are that this would deliver approximately \$200 million per year to CDOT over five years, beginning in FY 2015-16 (otherwise known as FY16, beginning July 1, 2015). However, this amount could be reduced – either by half or in entirety – if the economy experiences significant growth resulting in greater than expected tax collections and causing a Taxpayer’s Bill of Rights (TABOR) refund. To expend these dollars, SB 228 requires the Transportation Commission to allocate monies to the Strategic Transportation Project Investment Program (known as the 7th Pot). However, it does allow the Commission to define what projects are contained in that program. The starting point for conversation is the current list of uncompleted strategic corridors. However, if the Transportation Commission chooses, the list could be adjusted to address additional, or different, projects and priorities.

Senate Bill 09-228 Transfers

Background. In 2009, the General Assembly enacted SB 228, which updated state laws governing General Fund transfers. Among its provisions, the new law requires that when personal income reaches or exceeds five percent, a five-year block of transfers is made from the General Fund to: (1) the Highway Users Tax Fund (HUTF); (2) the Capital Construction Fund; (3) and the General Fund statutory reserve.¹ This transfer continues throughout the five years, even if personal income growth falls beneath five percent. For transportation, the transfer is equivalent to two percent of total annual General Fund revenue.

The Transportation Commission adopted baseline revenue projections in April 2013, for the Statewide Plan that assumes these SB 228 transfers taking place. As you will read below, transfers are expected to begin in FY 2015-16, beginning July 1, 2015. This memo serves as a starting point to begin the Commission’s consideration of which projects may be funded in the future with SB 228 transfers.

¹ COLO. REV. STAT. § 24-75-219(2)(e).

SB 228 also repealed two older pieces of legislation that provided, in good economic years, transfers from the General Fund to transportation, including Senate Bill 97-1 (SB 1) and House Bill 02-1310 (HB 1310). SB 1 provided funding for the Transportation Commission's Strategic Project Investment Program. HB 1310 monies were more flexible, but that law also included a provision that 10 percent of SB 1 funds must be used to deliver strategic transit projects to the state.

Who Receives SB 228 Funds and How Must They Be Spent? State law directs that all SB 228 monies transferred to the HUTF must be paid to CDOT via the State Highway Fund.²³ Those funds must be expended for the implementation of the Strategic Transportation Project Investment Program, with the following parameters:⁴

- no more than 90 percent of transfer revenue may be spent for highway purposes, including high-occupancy vehicle lanes, park-and-ride facilities, and transportation management systems; and
- no less than 10 percent may be used for transit purposes or transit capital improvements.

These requirements mirror those prescribed by the repealed SB 1 and HB 1310 laws.

How is the Transfer Triggered? Under SB 228, transfers to the HUTF begin once Colorado personal income meets or exceeds five percent.⁵ Once triggered, an amount equal to two percent of total General Fund revenue will transfer to CDOT.⁶

When Will the Trigger be Met and How Much will CDOT Receive? According to the most recent Legislative Council Staff (LCS) Economic Forecast, personal income growth is expected to increase by 5.4 percent in 2014. This would trigger the five-year block of transfers, beginning in FY 2015-16. LCS economists predict that, due to expected growth in General Fund revenue, the transfers will provide an estimated \$204.8 million to the HUTF.⁷ Appendix 1 summarizes, based on current revenue patterns and projections, anticipated SB 228 transfers to CDOT once the personal income trigger is met.

Possible SB 228 Transfer Reductions Due to a TABOR Surplus

What is a "TABOR Surplus?" Section 20, Article X of the Colorado Constitution ("Taxpayer's Bill of Rights" or "TABOR") limits the total revenue that the state may spend during a single fiscal year. Revenue collected beyond this limit – also referred to as a "TABOR surplus" – is required to be returned to the taxpayers. The TABOR limit is calculated as a formula of: prior fiscal year spending multiplied by inflation, plus population growth, plus 1.⁸ Simply stated, state revenue cannot grow at a rate that exceeds that of inflation plus population growth.

² COLO. REV. STAT. § 43-4-206(6.5).

³ Since SB 228 monies are transferred from state tax dollars in the state's General Fund, CDOT is the only transportation entity that receives SB 228 transportation transfers.

⁴ COLO. REV. STAT. § 43-4-206(2)(a)(I).

⁵ COLO. REV. STAT. §§ 24-75-219(2)(c), (d).

⁶ COLO. REV. STAT. § 24-75-219(2)(c)(I).

⁷ LEGIS. COUNCIL STAFF, STATE OF COLO., *Economic and Revenue Forecast*, 5-6 (Sept. 2013).

⁸ COLO. CONST. art. X, § 20(7)(a).

How Will a TABOR Surplus Affect SB 228? If an SB 228 transfer occurs during a TABOR surplus year, the SB 228 transfers to CDOT may be reduced or eliminated. This reduction in SB 228 dollars are based on how large the surplus is. According to the bill:⁹

- if the TABOR refund is between 1 and 3 percent of total General Fund revenues, CDOT’s SB 228 transfer is reduced by 50 percent for that year; or
- if the TABOR refund exceeds 3 percent of the total General Fund revenue, the SB 228 transfer is eliminated for that year.

If a TABOR surplus occurs, only those SB 228 transfers that occur in that year shall be reduced.¹⁰

Is There Expected to be a TABOR Surplus Once SB 228 Monies Start to Flow to CDOT? Currently, the LCS Economic Forecast predicts that revenue will not be sufficient to produce a TABOR refund through, at earliest, FY 2015-16. However, if the economy and revenue collections improve faster than currently expected, a TABOR surplus could occur as early as the current fiscal year.¹¹ The possibility of a TABOR surplus occurring should be weighed by the Commission when evaluating options to spend SB 228 funds.

Table 1 summarizes potential SB 228 scenarios that may occur due to a TABOR surplus, should the economy produce better than expected revenue. As shown in the table, the latest LCS Economic Forecast predicts that revenue will fall short of the TABOR limit by \$43 million in FY 2015-16. This means that, if left unchanged by the General Assembly, for that fiscal year, CDOT will receive the full SB 228 transfer currently in law. However, it is very possible that a TABOR surplus of one to three percent for FY 2015-16 will be included in the next Economic Forecast. If realized, this means that CDOT’s SB 228 transfer will be closer to \$100 million in FY 2015-16, rather than \$200 million. Additional scenarios are provided in Table 1, should revenue collections exceed the latest forecasts, thereby resulting in reduced or eliminated SB 228 transfers to CDOT. It should also be noted that the scenarios described in Table 1 are true for any of the five years of transfers.

**Table 1
Potential Senate Bill 09-228 Transfer Reductions Based on TABOR Refunds**

Fiscal Year	Projection/ Hypothetical	TABOR Revenue**	SB 228 Transfer to CDOT
FY 2015-16	Current Forecast	\$43.0 million below TABOR Limit <i>(No TABOR Surplus)</i>	\$204.8 million
	Hypotheticals for Stronger Than Anticipated Revenue Collections	Up to \$129.2 million above TABOR limit <i>(0 – 1.0% of TABOR Surplus)</i>	\$204.8 million
		\$129.2 – \$387.6 million above TABOR Limit <i>(1.0 – 3.0% of TABOR Surplus)</i>	\$102.4 million (50% reduction)
		More than \$387.6 million above TABOR Limit <i>(Greater than 3.0% TABOR Surplus)</i>	\$0 (transfer eliminated)

* None of the revenue collections projected by Legislative Council Staff until FY 2015-16 are significant enough as to trigger a TABOR refund. LEGIS. COUNCIL STAFF, STATE OF COLO., *Memorandum: Overview of Senate Bill 09-228, Concerning an Increase in the Flexibility of the General Assembly to Determine the Appropriate Use of State Revenues*. 4 (Nov. 13 2013).

**Currently, the TABOR spending limit is expected to be \$12.97 billion in FY 2015-16, and projected revenue is approximately \$12.92 billion.

⁹ COLO. REV. STAT. § 24-75-219(4).

¹⁰ COLO. REV. STAT. § 24-75-219(4)(a).

¹¹ LEGIS. COUNCIL STAFF, STATE OF COLO., *Economic and Revenue Forecast*, 10 (Sept. 2013).

Transportation Commission Decisions

What Decisions Will the Commission Have if SB 228 Funds Flow? In 1996, the Transportation Commission approved a set of 28 High Priority Statewide Projects, which constituted the Strategic Project Investment Program (7th Pot) because the Commission traditionally allocated its resources to each of CDOT's six engineering regions, or six "pots". The new program became the 7th Pot. Thanks to the General Fund transfers through SB 1 and the voter-approved TRANs bond program in November, 1999, CDOT has been able to complete twenty-one of the twenty-eight strategic projects (details enclosed in the document "Updated Status of 28 Strategic Corridors").

Because SB 228 requires the Transportation Commission to allocate monies to the Strategic Transportation Project Investment Program, but allows the Transportation Commission to define what projects are contained in that program, the starting point for conversation is the current list of uncompleted strategic corridors. However, if the Transportation Commission chooses, the list could be adjusted to address additional, or different, projects and priorities.

Please contact Herman Stockinger or Kurt Morrison, Office of Policy and Government Relations, at herman.stockinger@state.co.us or kurtis.morrison@state.co.us with questions regarding SB 228. For additional information regarding past Transportation Commission decisions and history regarding the 7th Pot, please contact Debra Perkins-Smith or Sandi Kohrs, Division of Transportation Development, at debra.perkins-smith@state.co.us or sandi.kohrs@state.co.us.

Appendix 1
Senate Bill 09-228 General Fund (GF) Transfers to the Highway Users Tax Fund (HUTF)
Anticipated Transfer Amounts and Dates
(presumes 5% personal income growth in 2014)

Transfer Year	GF Revenue****	HUTF Transfer	Transfer Dates/Amounts				
FY 2013-14	\$9.12 billion	\$0	n/a				
FY 2014-15	\$9.73 billion	\$0	n/a				
SB 228 Transfers Commence							
FY 2015-16 <i>(begins July 1, 2015)</i>	\$10.24 billion	\$204.8 million <i>(or \$102.4 million*)</i>	April 2016 (80%) \$163.8 million <i>(or \$81.9 million*)</i>				Dec. 2017*** (20%) \$41.0 million <i>(or \$20.5 million*)</i>
FY 2016-17	\$10.44 billion**	\$208.8 million	July 2016 (20%) \$41.8 million	Oct. 2016 (20%) \$41.8 million	Jan. 2017 (20%) \$41.8 million	Apr. 2017 (20%) \$41.8 million	Dec. 2018*** (20%) \$41.8 million
FY 2017-18	\$10.65 billion**	\$213.0 million	July 2017 (20%) \$42.6 million	Oct. 2017 (20%) \$42.6 million	Jan. 2018 (20%) \$42.6 million	Apr. 2018 (20%) \$42.6 million	Dec. 2019*** (20%) \$42.6 million
FY 2018-19	\$10.86 billion**	\$217.2 million	July 2018 (20%) \$43.4 million	Oct. 2018 (20%) \$43.4 million	Jan. 2019 (20%) \$43.4 million	Apr. 2019 (20%) \$43.4 million	Dec. 2020*** (20%) \$43.4 million
FY 2019-20	\$11.08 billion**	\$221.6 million	July 2019 (20%) \$44.2 million	Oct. 2019 (20%) \$44.2 million	Jan. 2020 (20%) \$44.2 million	Apr. 2020 (20%) \$44.2 million	Dec. 2021*** (20%) \$44.2 million
TOTAL CDOT Transfers		\$1.07 billion					

*Transfer amounts may be reduced by 50 percent if a TABOR surplus of 1.0 to 3.0 percent occurs that year.

** Figures presume a two percent annual growth in General Fund revenue.

***Twenty percent transfers occur on the date that the State Controller provides the Comprehensive Annual Financial Report of the State. This typically occurs in December of each year.

**** LEGIS. COUNCIL STAFF, STATE OF COLO., *Economic and Revenue Forecast*, 16 (Sept. 2013).

Updated Status of 28 Strategic Corridors as of September 2013

(Constant 2000\$)

\$ in thousands



Corridor	PROJECT LOCATION	Strategic Corridor Project Total TC Commitment	Budgeted To Date	Uninflated Remaining Cost to Complete	Percent Funded	Remaining Cost to Complete in FY14 Dollars*
SP4001	I-25/US 50/SH 47 Interchange	\$70,737	\$70,737	Complete	100%	\$0
SP4002	I-25, S. Academy to Briargate	\$186,894	\$179,657	Complete	96%	\$0
SP4003	I-25/US 36/SH 270	\$146,448	\$146,448	Complete	100%	\$0
SP4004	I-225/Parker Rd.	\$86,169	\$86,136	Complete	100%	\$0
SP4005	I-76/120th Ave.	\$40,814	\$40,393	Complete	99%	\$0
SP4006	I-70/I-25 Mousetrap Reconstruction	\$101,272	\$100,980	Complete	100%	\$0
SP4007	I-25, Owl Canyon Rd. to Wyoming	\$28,846	\$28,846	Complete	100%	\$0
SP4008	East I-70, Tower Rd. to Kansas	\$123,672	\$123,521	Complete	100%	\$0
SP4009	North I-25, SH 7 to SH 66	\$77,883	\$76,063	Complete	98%	\$0
SP4010	US 50, Grand Junction to Delta	\$67,117	\$65,668	Complete	98%	\$0
SP4011	US 285, Goddard Ranch Ct. to Foxton Rd.	\$60,165	\$60,165	Complete	100%	\$0
SP4012	South US 287, Campo to Hugo	\$184,232	\$174,236	\$9,996	95%	\$22,242
SP4013	US 160, Wolf Creek Pass	\$67,276	\$67,276	Complete	100%	\$0
SP4014	US 40, N. City Limit of Winter Park to South of Berthoud Pass	\$66,328	\$66,328	Complete	100%	\$0
SP4015	US 550, New Mexico State Line to Durango**	\$48,819	\$48,205	Complete	99%	\$0
SP4016	US 160, Jct. SH 3 to Florida River**	\$60,068	\$61,518	Complete	102%	\$0
SP4017	C-470 Extension	\$18,498	\$18,498	Complete	100%	\$0
SP4018	US 34, I-25 to US 85	\$15,725	\$15,725	Complete	100%	\$0
SP4019	US 287, Broomfield to Loveland	\$86,305	\$86,143	Complete	100%	\$0
SP4020	Powers Blvd. in Colorado Springs	\$217,906	\$142,726	\$75,180	65%	\$167,275
SP4021	SH 82, Basalt to Aspen	\$208,501	\$208,501	Complete	100%	\$0
SP4022	Santa Fe Corridor	\$7,755	\$7,755	Complete	100%	\$0
SP4023	Southeast MIS: I-25, Broadway to Lincoln Ave.	\$648,861	\$648,860	Complete	100%	\$0
SP4024	East Corridor MIS †	\$74,000	\$46,380	\$27,620	63%	\$61,454
SP4025	West Corridor MIS †	\$74,000	\$61,263	\$12,737	83%	\$28,340
SP4026	I-70 MIS: DIA to Eagle County Airport	\$1,102,191	\$191,288	\$910,903	17%	\$2,026,759
SP4027	I-25 South Corridor MIS: Denver to Colorado Springs	\$522,522	\$323,144	\$199,378	62%	\$443,616
SP4028	I-25 North Corridor MIS: Denver to Fort Collins	\$308,988	\$177,514	\$131,474	57%	\$292,530
SP5497	Environmental Streamlining Fund	\$1,683	\$1,683	\$0	100%	\$0
	Totals	\$4,701,991	\$3,323,974	\$1,367,288	71%	\$3,042,216
	*Inflated Remaining to Budget in FY 2013 dollars (Includes advance budgeted amounts deflated to FY13)					
	**Remaining Control Total from SSP4015 transferred to SSP4016 per TC Resolution TC-1703					
	† Per Transportation Commission Resolution TC-1761 \$2.8m (2008 Dollars) of the SSP4024 control total has been transferred to SSP4025					

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transit and Rail
4201 East Arkansas Avenue, Room 280
Denver, CO 80222
Phone: 303-757-9646
Fax: 303-757-9656



TO: Transportation Commission

FROM: Mark Imhoff, Director, Division of Transit & Rail

DATE: December 10, 2013

RE: Interregional Express Bus Workshop

Purpose:

The purpose of this memo is to build on the information and materials presented at the November Interregional Express Bus Workshop. In November, a number of issues were raised by the Commission. This memo addresses those issues. Following this memo is a White Paper with a comprehensive description of the staff recommended Interregional Express (IX) Bus Plan, including updates from the input received at the November Workshop. We seek your continued input at the Commission Workshop in December, and if you concur to request approval to implement the IX Plan at the January Commission meeting. The Policy Brief for the Interregional Express Bus Service (including maps) is attached at the end of this memo.

Policy Direction: Should CDOT operate interregional bus service?

The CDOT mission statement is “to provide the best multi modal transportation system”; the IX adds transit to the modal options in the I-25 and I-70 corridors. The statutory language creating the Division of Transit & Rail and the FASTER Statewide Transit funds gives CDOT the authority to develop and fund transit services, including the use of FASTER Statewide Transit funds (\$10M/year) for operations. In addition, the FASTER funds flow through the Highway Users Trust Fund (HUTF). The Colorado Attorney General’s Office agrees and supports CDOT’s authority to fund and operate transit service, and that the FASTER funds for the plan implementation do not violate the HUTF provisions.

Under the plan, CDOT would become the operating entity, purchase the buses, and contract with a private provider for the annual operation and maintenance. The CDOT buses would connect with local transit systems at key intermodal stations thereby linking communities and providing good collection and distribution capabilities. No entity, except CDOT, has the jurisdiction and authority to provide interregional transit service, nor a stable funding source to pay for multi-jurisdiction transit services.

IX net investment (subsidy); what is the worst case?

At the November Workshop there were a number of questions and comments around the finance/budget plan. The annual operations & maintenance cost risk will be transferred to a private operator through a three year contract (plus two one-year options). For the purposes

of the IX financial projections, conservative O&M cost estimates were prepared using the high end of the operating cost range (\$4.15/revenue mile). The Commission will have another checkpoint on O&M costs after CDOT receives the private operator cost proposals.

CDOT will retain the fare box revenue risk. Two fare box revenue scenarios have been developed to describe the limits (range) of the fare box revenue risk; (1) the IX Plan as presented at the November Commission Workshop, and (2) a “worst case” scenario generated assuming half of the forecast ridership that is represented in the IX Plan. The financial projections for administrative and operating costs, a bus replacement fund, and fare box revenue yield the following IX net investment, or subsidy, over the first four years of operation FY 2015 – FY 2018 (note: this table does not include the initial, FY 2014, capital investment of \$9.0M):

IX Net Investment (subsidy)					
	FY 2015	FY 2016	FY 2017	FY 2018	4 yr Total
Admin and Operating Expenses	\$ 2,145,077	\$ 2,664,302	\$ 2,679,987	\$ 2,744,326	\$ 10,233,692
Replacement fund	\$ 487,500	\$ 650,000	\$ 650,000	\$ 650,000	\$ 2,437,500
Total Annual Costs	\$ 2,632,577	\$ 3,314,302	\$ 3,329,987	\$ 3,394,326	\$ 12,671,192
IX Plan Forecast					
Annual Fare Revenue	\$ 647,817	\$ 1,033,918	\$ 1,377,697	\$ 1,635,861	\$ 4,695,293
Annual Net Investment (subsidy)	\$ 1,984,760	\$ 2,280,384	\$ 1,952,290	\$ 1,758,465	\$ 7,975,899
Fare box recovery ratio	30%	39%	51%	60%	
Worst Case Scenario					
Annual Fare Revenue	\$ 323,981	\$ 519,977	\$ 687,558	\$ 828,303	\$ 2,359,819
Annual Net Investment (subsidy)	\$ 2,308,596	\$ 2,794,325	\$ 2,642,429	\$ 2,566,023	\$ 10,311,373
Fare box recovery ratio	15%	20%	26%	30%	

The details of the financial projections shown above can be found in the IX White Paper that follows this memo. To address questions and concerns raised at the November Workshop, a few modifications, clarifications and expanded explanations have been incorporated into the finance/budget plan.

IX recommended funding:

The staff recommendation to fund the IX Plan is to dedicate an annual allocation of \$3.0 million from the FASTER Statewide Transit pool (\$10 million total pool). At the end of every year any excess funds would be transferred to an IX Cumulative Reserve. The Cumulative Reserve would be an account under the control of the Commission. The Cumulative Reserve could be used to purchase additional buses if the demand warrants, or to make additional Park-and-Ride expansions or improvements. It is further recommended that this fund be allowed to grow to a maximum of \$3.0M (one year of FASTER Statewide Transit allocation) from the net annual operating balance. Once the Cumulative Reserve reaches \$3.0M it is recommended that the remainder above \$3.0M be refunded to the FASTER Statewide pool for capital awards to other grantees.

Does the IX Bus Plan compete with the private sector?

The IX Bus Plan is allowed to operate in accordance with the State Government Competition

with Private Enterprise Act (enacted 1988); the Attorney General's Office has been consulted and concurs.

Further, the IX compliments the national intercity bus system which is owned and operated by the private sector. The intercity bus system links major metropolitan areas, whereas the IX is focused on serving the residents and destinations of the respective corridors. The geographic overlap is off-set by complementary time schedules. Greyhound is supportive of the IX; their letter of support is attached. Furthermore, the IX expands and enhances the state transit network providing missing linkages between local transit systems. Together with local transit systems and the intercity network, the IX provides Colorado with better transit coverage and linkages.

Is the IX fare structure well-conceived?

The goal of the IX fare structure analysis was to provide an affordable modal option to driving a private automobile and maximize ridership, while generating a fare box revenue stream that can minimize the state investment and fund added service if the demand warrants. The fare structure analysis included the fare structures from five peer express bus operations, and the fare structures of agencies around the state. The proposed fare structure is based on \$0.17/mile for a single ticket purchase with discounts for multiple ride packages. The proposed fare structure is below the cost of driving a private automobile, below the cost of intercity bus, and will allow the IX system to operate within the proposed funding limits (\$3.0M/year). Standard industry practice is to offer multiple ride discounts or monthly passes.

Should the IX Plan include outside advertising to generate additional revenue?

The Attorney General's Office has reviewed CDOT's ability to advertise. Currently, CDOT does not have a general revenue raising authority in statute; nor does HPTE for that matter. The only allowance for CDOT to raise revenues is contained in the Public-Private Initiatives Program (CRS 43-1-1201), however CDOT would have to demonstrate how entering into a partnership for advertising would provide a public benefit to the IX service.

Advertising was suggested multiple times during the development of the plan. The IX Plan does not include advertising in the initial offering; the plan was to utilize the potential advertising space to promote the system and educate the public on CDOT's emerging transit role. Assuming CDOT can meet the provisions of the Public-Private Initiatives Program, advertising could be added at any time.

CDOT Plans First-Ever State Operated Interregional Express Bus Service

In an effort to further develop and connect the statewide transit network, CDOT has proposed establishing an Interregional Express (IX) bus service for the I-25 Front Range and I-70 Mountain Corridor. The IX would connect major population and employment centers and local transit entities with Colorado's first-ever state owned and operated bus system. The IX proposal helps further CDOT's multi-modal mission and fulfills a key responsibility outlined in the 2009 FASTER legislation, which established CDOT's Division of Transit and Rail. In addition, the IX helps accomplish transit-related action items recommended by the I-25 North and I-70 West environmental studies.

Background

The purpose of the IX is to provide an interregional element to the local transit network, to connect population and employment centers, and to provide a peak period express service that enhances the capacity of the existing transportation system without major infrastructure costs. CDOT proposes providing service along the I-25 corridor connecting Fort Collins, Denver and Colorado Springs; and on the I-70 mountain corridor connecting Glenwood Springs, Eagle, Vail, Frisco, and Denver.

Over the last year, the Division of Transit and Rail (DTR) has been working with corridor stakeholders, including a special IX Subcommittee, to seek input on the IX concept. DTR also conducted a peer review of similar state-run services. This outreach provided critical feedback and helped inform many important details of the service, including linkages with local transit systems, fare structure and ticketing, and bus procurement.

Status and Timing

This fall, CDOT is conducting another round of outreach to key stakeholders along the two corridors. DTR plans to seek final approval to initiate the service from the Transportation Commission at their December 2013 meeting. The goal is to establish service along both corridors in late 2014.

Finance/Budget Plan:

Capital and start-up costs will be funded by existing unallocated FASTER Transit Statewide funds and remaining SB 1 funds dedicated for transit. The on-going operating and maintenance, and future year capital requirements will be programmed to not exceed a budget of \$3M/year to be funded out of the annual FASTER Transit Statewide pool. Fare box revenues would be used to supplement the \$3M/year budget or to expand service if desired.

Frequency of Service

Along the I-70 mountain corridor, 1 round trip will operate per weekday between Glenwood Springs and Denver Union Station. Along I-25, 6 round trips per day (5 peak, 1 off-peak) are proposed from Colorado Springs to Denver and 5 round trips per day (4 peak, 1 off-peak) from Fort Collins to Denver.

Rolling stock/vehicles:

13 over-the-road buses will be acquired by CDOT and leased to the contract operator.

Park and Rides:

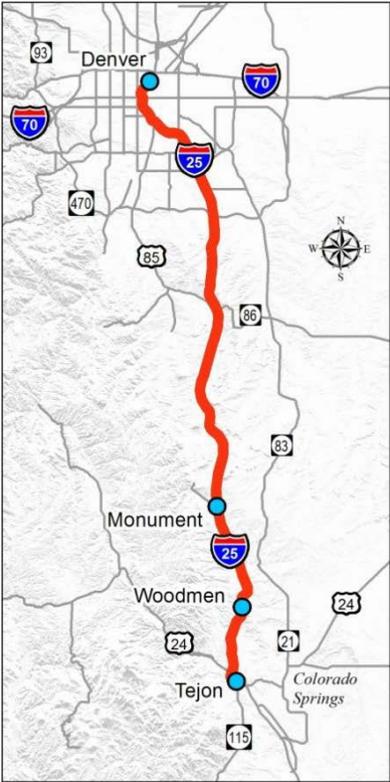
All of the necessary park and rides exist in the I-25 corridor, but need some improvements for opening day to accommodate buses and expansion where near capacity. Future capital improvements will be programmed as budget allows. The I-70 corridor has existing bus accessible park and rides, and will need no capital

improvements. Park and ride needs will be programmed for initial start-up and future years as part of the Interregional Express Financial Plan.

Fare Structure:

The fare structure concept being considered is based on \$0.17/mile for a single ticket purchase with significant discounts for multiple ride packages.

Service Maps:



For more information, please contact Michael Timlin at [303\) 757-9648](tel:3037579648).



Greyhound Lines, Inc.

State Government Affairs
361 West Main Street
Hendersonville, TN 37075

December 10, 2013

Mr. Mark Imhoff, Director - Division of Transit and Rail
Colorado Department of Transportation
4201 E. Arkansas Ave.
Denver, CO, 80222

Dear Mr. Imhoff,

I am writing on behalf of Greyhound Lines, Inc. concerning the Colorado Department of Transportation's planned Interregional Express Bus service. As envisioned by CDOT, this new service will usher in an important new concept for coordinated local, regional and intercity modes that enhance available transportation options in central and northern Colorado. Coordinating these options --- including regional and intercity buses, regional and intercity rail and air travel --- could set a new standard for passenger transportation in the region and throughout the nation.

While the majority of the Interregional Express Bus service will be commuter-focused, the service is intended to also supplement and better coordinate with Greyhound's unsubsidized service in the I-25 corridor. Greyhound's support relies on CDOT's vision to ensure meaningful connections to the national intercity bus network and advance CDOT's multimodal mission by providing Colorado citizens additional seamless transportation choices.

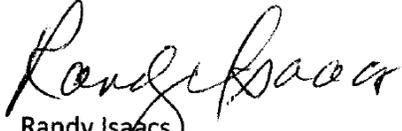
Greyhound values its partnership with CDOT, and together we have enhanced service connections between rural Colorado communities and the regional and national transportation network in recent years. Effective use of FTA's 5311(f) "in-kind" match program --- allowing the calculable value of Greyhound's unsubsidized network as the local match --- has saved the state and local governments millions in the last few years. In 2014, Greyhound expects to contribute more than \$1.25M of in-kind match for service to and from rural CO communities that make meaningful connections to the State's transportation network.

Though the express bus service will not require use of Greyhound's in-kind match (saving the company's match for other CO services), making a meaningful connection with Greyhound will allow CDOT and Greyhound to supplement the number of daily schedules in the affected corridors. This will make available Greyhound's additional, unsubsidized schedules in the corridors to CO residents and express bus schedules to Greyhound customers. This is a unique arrangement that would exist nowhere else, and it is an exciting policy decision that makes effective use of existing resources at the lowest possible cost.

Mr. Mark Imhoff
December 10, 2013
Page Two

I look forward to seeing you next week and working with you and your staff on implementation and coordination efforts.

Sincerely,

A handwritten signature in cursive script that reads "Randy Isaacs".

Randy Isaacs
Greyhound State Government Affairs

DEPARTMENT OF TRANSPORTATION

Division of Transit and Rail
4201 East Arkansas Avenue, Room 227
Denver, CO 80222
Phone: 303-757-9646
Fax: 303-757-9656



Interregional Express Bus Plan White Paper December, 2013

Purpose:

The purpose of this white paper is to present the Transportation Commission with the staff recommendation for the Interregional Express (IX) Bus Plan. The Plan incorporates the input received at the November Commission Workshop. If the Commission concurs, we will request approval to implement the Plan at the January Commission meeting.

Background:

The CDOT mission statement is “to provide the best multi modal transportation system”; the IX adds transit to the modal options in the I-25 and I-70 corridors. The statutory language creating the Division of Transit & Rail and the FASTER Statewide Transit funds gives CDOT the authority to develop and fund transit services, including the use of FASTER Statewide Transit funds (\$10M/year) for operations. In addition, the FASTER funds flow through the Highway Users Trust Fund (HUTF). The Colorado Attorney General’s Office agrees and supports CDOT’s authority to fund and operate transit service, and that the FASTER funds for the plan implementation do not violate the HUTF provisions.

Under the plan, CDOT would become the operating entity, purchase the buses, and contract with a private provider for the annual operation and maintenance. The CDOT buses would connect with local transit systems at key intermodal stations thereby linking communities and providing good collection and distribution capabilities. No entity, except CDOT, has the jurisdiction and authority to provide interregional transit service, nor a stable funding source to pay for multi-jurisdiction transit services.

Last December (2012), the Commission directed staff to prepare an operating and implementation plan for consideration once developed. DTR has developed the Interregional Express Bus Plan with the following guidance and assistance:

- Transportation Commission November 2013 Interregional Express Bus Workshop.
- Transit & Intermodal Committee input at their regular March meeting and a special April workshop.
- A Sub-Committee of the Transit & Rail Advisory Committee (TRAC) supplemented with transit providers in the I-70 and I-25 corridors; monthly meetings.
- Consultant expertise through the *Intercity and Regional Bus Network Study*. The Interregional Express element is near complete and the draft of this element will be provided as part of the November TC Workshop.

The conceptual plan presented last December has evolved over the past nine months. In March and April we received clear direction from the T&I Committee to (1) focus on the I-25 and I-70 corridors, (2) focus on express service, with few stops over long distances, (3) scale the service for success, but start small with possible phasing, and (4) reserve options for serving shorter distance communities along the routes for TC future policy discussions and cost sharing provisions.

This memo gives a summary overview of the Interregional Express Bus plan. Two more documents are available:

- The Interregional Express Bus description being prepared for the prospective contract operators; to be a part of the RFP. <http://www.coloradodot.info/about/committees/trac/Documents/InterregionalExpressBusDraftServicePlan.pdf>
- The *Interregional Express Appendices to the Statewide Intercity and Regional Bus Network Study*. The study effort had specific tasks for the analysis and development of the Interregional Express Bus service, including peer research and analysis, ridership forecasts, service planning, cost estimation, and stakeholder involvement. The results are shown in three appendices and describe the service plan contained in this memo, plus recommendations for service expansion if and when additional revenue sources become available:
 - *Appendix A: Technical Memorandum for the I-70 Mountain Corridor (Draft)*
 - *Appendix B: Interregional Express Bus (Draft)*
 - *Appendix C: Demand Estimation (Draft)*<http://www.coloradodot.info/about/committees/trac/Documents/SST7035.163and.164.pdf>

Also throughout this memo there are references to other supporting documents:

- Draft consultant scope of services for branding and initial marketing concept and materials: <http://www.coloradodot.info/about/committees/trac/Documents/InterregionalExpressBusBrandingandCommunicationsScope.pdf>
- Draft Customer Service Plan: <http://www.coloradodot.info/about/committees/trac/Documents/InterregionalExpressBusDraftCustomerServicePlan.pdf>
- Bus purchase procurement schedule: <http://www.coloradodot.info/about/committees/trac/Documents/INTERREGIONALEXPRESSBUSDRAFTVEHICLEPROCUREMENTSCHEDULE.pdf>

Interregional Express Bus Purpose and Role:

The IX service was developed to augment and connect population and employment centers, and local bus systems along the I-25 and I-70 Mountain Corridors. Providing fast, express service to residents making commuter and “essential travel” trip purposes are the primary function of the IX. “Essential travel” includes business, shopping, medical, air travel, pleasure and other trip purposes; recreational trips (like skiing) are not intended to be a primary purpose of the Interregional Express service.

The service schedules have been developed to best fulfill these travel needs. The trip departure and arrival times, and the frequency of service are tailored to best serve the respective trip purposes. The corridors have different travel characteristics and needs as follows:

- The I-25 service will focus on commuter travel from Fort Collins and Colorado Springs to downtown Denver on weekdays; no weekend service. One off-peak trip will also be offered to provide flexibility to commuters when needed, and to accommodate other essential travel trip needs.
- The I-70 service will have a focus on essential travel needs; one round trip per weekday from Glenwood Springs to Denver. The I-70 corridor is quite different in character from the I-25 corridor, and has a unique set of long distance travel needs. In-depth dialogue and evaluation with the corridor stakeholders concluded that service gaps exist between Glenwood Springs, Eagle County and Summit County; an expansion of local/regional services already offered by the local transit entities with a focus on commuter patterns is the more efficient and preferred solution. There is a need and demand for IX service from Glenwood Springs and Eagle and Summit Counties to the Denver metropolitan area for a multitude of trip purposes, or “essential travel”.

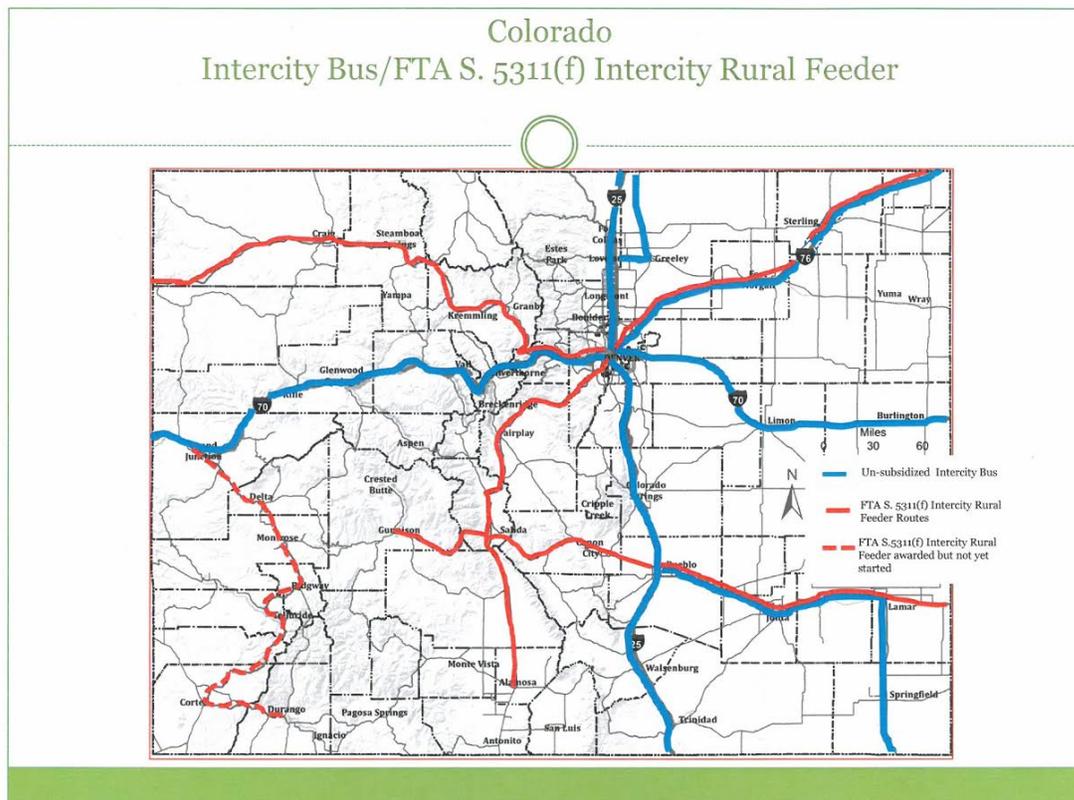
Statewide Bus Transit System:

Local transit systems make up the foundation of the state transit system; the IX service will support and complement the local investment. Currently the local network is augmented by an intercity bus network. Intercity bus is intended to connect urban areas, often across state boundaries, and to offer rural areas access to the intercity network. The private sector provides the intercity network across the United States; they operate on a service schedule derived to best connect large metropolitan areas, and they stop at convenient intermediate cities and towns along the way. In addition, some rural intercity routes that are important for the state network, but not profitable for private providers, are operated in partnership with the public sector. The FTA realizes the value of intercity bus services to rural areas and has a program for operational funding (Section 5311(f)) to promote rural intercity routes that feed the national intercity network¹.

To be eligible the rural intercity feeder route must meet and interface with the intercity bus timetables, and cannot by definition serve a commuter or other trip purpose that does not interface with the intercity bus timetables. Colorado receives approximately \$1.6M per year in FTA Section 5311(f) funds, and in turn grants these funds to entities providing rural intercity feeder routes to the national intercity network. These subsidized intercity services are an important part of the statewide bus transit network. CDOT strives to maximize both the private sector investment in intercity services and the services to rural residents. The figure below depicts the Colorado Intercity bus network, and distinguishes between the private sector intercity network, and the rural intercity feeder routes that have operating assistance grants through the FTA 5311 (f) program. CDOT partners with UDOT on the rural intercity route that connects Denver to Salt Lake City (via US 40), and with KDOT on

¹ Intercity bus is defined by FTA as “...regularly scheduled bus service for the general public which operates over fixed routes connecting two or more urban areas not close in proximity, which has the capability for transporting baggage carried by passengers, and which makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.” (The definition expressly does not include commuter service).

the Pueblo to Wichita route (via US 50).



The Interregional Express service does not qualify for FTA 5311(f) funding because the primary function is to serve the travel needs and destinations within the corridor, not as a feeder to the intercity bus network. An added benefit to the corridor residents is an interface with the intercity network in Denver, where coincidentally the IX timetable may coincide with intercity bus routes pulsing out of the Denver hub. For example, the IX run along I-70 will not operate on a similar timetable with the intercity route that traverses I-70, but it may allow a connection in Denver with an intercity bus route to Chicago or Dallas.

Service Plan:

The I-25 service will focus on commuter travel from Fort Collins and Colorado Springs to downtown Denver on weekdays; no weekend service. One off-peak trip will also be offered to provide flexibility to commuters when needed, and to accommodate other essential travel trip needs.

- Fort Collins to Denver
 - 5 round trips/weekday - 4 concentrated in the peak commute periods, 1 off-peak round trip; budget for expansion to 6 round trips/day if demand warrants.
 - Park-and-ride/stations: I-25/Harmony Road, I-25/Us 34. Express to Denver Union Station.
- Colorado Springs to Denver
 - 6 round trips/weekday - 5 concentrated in the peak commute periods, 1 off-

- peak round trip; budget for expansion to 7 round trips/day if demand warrants.
- Park-and-ride/stations : I-25/Tejon Blvd, I-25/Woodman Road, I-25/Monument Hill. Express to Downtown Denver with a at the I-25/Broadway station and curbside stops at Civic Center Station, 17th Ave/Stout Street, with a final stop in Denver Union Station.
- Service to Pueblo was also evaluated. Currently “essential service” trip purposes can be accommodated by the inter-city provider, Greyhound; offering 6 trips in each direction throughout the day connecting Pueblo to Colorado Springs to Denver. The Greyhound schedule is not conducive for peak period commuting needs, and commuter-based trips could be added to the Interregional Express network in a later phase, if resources become available.

The I-70 service will have a focus on essential travel needs. The I-70 corridor is quite different in character from the I-25 corridor, and has a unique set of long distance travel needs. Initially the concept was to connect the commuting needs along the corridor between Grand Junction, Glenwood Springs, Vail and Summit County. In-depth dialogue and evaluation with the corridor stakeholders revealed the following: (1) The demand between Grand Junction and Glenwood Springs is too low to justify service at this time. (2) The service gaps between Glenwood Springs, Eagle County and Summit County exist; an expansion of local/regional services already offered by the local transit entities with a focus on commuter patterns is the more efficient and preferred solution. (3) There is a need and demand from Glenwood Springs and Eagle and Summit Counties to the Denver metropolitan area for a multitude of trip purposes, or “essential travel”. Essential travel includes business, shopping, medical, air travel, pleasure and other trip purposes; recreational trips (like skiing) is not intended to be a primary purpose of the Interregional Express service.

- Glenwood Springs to Denver
 - 1 round trip/day; budget for an additional daily round trip from Vail to Denver if demand warrants. The service schedule will be set to accommodate travel to Denver in the morning and return to Glenwood in the late afternoon, and to complement the existing Greyhound service in the corridor to offer flexibility and options to riders.
 - The local RFTA, Eagle County, Vail, Summit County, and Breckenridge transit systems will provide coordinated feeder service to the Interregional Express.
 - Park-and-rides/stations: SH 82/29th Street BRT station, I-70/Eagle PNR, Vail Transit Center, Frisco Transit Center, the Denver Federal Center. Express to Downtown Denver with curbside stops at Civic Center Station, 17th Ave/Stout Street, with a final stop in Denver Union Station.

Contract Operator:

The Interregional Express service operations and maintenance will be contracted out to a private provider. The RFP is being prepared with an advertisement date in the late winter 2014. RTD and Colorado Springs Mountain Metro are working closely with and advising us through this process; they bring extensive contract operations expertise and are sharing their procurement documents as a guide. The annual operating and maintenance costs for the proposed five year operating contract (three year base with two one-year options) are estimated to be near \$1.95M/year. Research on industry standard and the peer analysis

gave an estimated operating cost range of \$3.85-\$4.15/revenue mile. The financial projections are based upon the high end of \$4.15/revenue mile. The estimate is a gross amount and is not off-set by fare box revenues.

The service plan outlined above indicates budget inclusion for one additional round trip in each corridor if demand warrants. The proposed operating scenario has sufficient funds to include these additional trips by the contract operator utilizing the initial bus fleet (13 vehicles), but these additional trips are not included in the financial projections presented below. No service will be added without approval by the Transportation Commission; a full service and cost analysis will be performed and presented prior to any service expansion consideration.

Rolling stock/vehicles:

The buses will be owned by CDOT and leased to the contract operator. 13 Over the Road Coaches will be needed; 5 for the Fort Collins service, 6 for the Colorado Springs service, and 2 for the mountain service. The fleet includes one spare for each corridor. RTD recently made a large purchase of over the road coaches, and offered their specifications and contract terms as a starting point for our procurement. We have modified and embellished the specifications for the IX service; specified features:

- 50 passenger capacity with comfortable leg room,
- Handicap/wheelchair accessible,
- Reclining seats with 3 point restraining belts, fold down tray tables,
- Wi-Fi and 110 electrical outlets,
- Bike racks, and
- Restrooms.

For budgeting purposes an estimated \$600K per vehicle, or \$7.8M is required. Twelve fare boxes and a vault will be leased from Colorado Springs Mountain Metro; requiring one additional to be purchased.

The procurement specifications will require that any manufacturer be USDOT certified; multiple manufacturers have this designation. We are not using any federal funds to procure the bus fleet, therefore there is no requirement to meet Buy America. There is only one Over the Road Coach manufacturer that meets the Buy America provisions. More competition will likely get a better price point, and delivery date.

Park-and-Rides:

All of the Park-and-Rides in the I-25 corridor exist. Along the I-70 corridor, parking exists at the current transit centers (paid parking only at the Vail Transit Center), and a new/relocated Park-and-Ride will be constructed at the Eagle interchange. All Park-and-Rides will provide, at a minimum, passenger waiting areas with shelters, benches, lighting, and infrared heaters. Specific capital improvements needed for opening day:

- I-25/Harmony Road – expand by 120 spaces with paving. Budget: \$250K
- I-25/Woodman Road – trade existing Park-and-Ride with mall overflow parking lot, or construct a round-about to allow bus stop access, whichever is the most cost effective option. Budget: \$500,000
- I-70/Eagle – relocate Park-and-Ride and shelter. This relocation is locally funded and will be bus accessible.

- Passenger amenities – all Park-and-Rides where needed. Budget: \$250,000

Future Park-and-Ride needs will be programmed, pending funds availability, as part of the IX budget process.

Procurement:

Both capital and services will need to be procured for the IX operation:

- Rolling Stock – 13 Over-the-Road-Coaches will be procured. Manufacture and delivery of the buses is the longest lead item and will dictate the actual opening of the service. RTD recently procured Over-the-Road-Coaches for their regional routes. The RTD buses meet nearly all of our needs, and RTD has provided CDOT with their procurement specifications. The specifications are being modified to meet the CDOT requirements (e.g. bathrooms and WiFi). DTR is working with the CDOT Procurement Office to have the RFP/specifications ready for advertisement pending Transportation Commission approval in January. We will utilize a two-step procurement; step one qualifications screening, step two low bid from qualified manufacturers. We will request a September delivery, but are uncertain if the market can respond. The procurement schedule can be viewed at: <http://www.coloradodot.info/about/committees/trac/Documents/INTERREGIONALEXPRESSBUSDRAFTVEHICLEPROCUREMENTSCHEDULE.pdf>
- Contract Operator – We will contract with a private operator to operate and maintain the IX service through a three year contract with two one-year options. We are working with the CDOT Procurement Office on the RFP and solicitation of these services. We also are working closely with RTD and Colorado Springs Mountain Metro in the development of the scope-of-services as they both utilize contract operators for significant amounts of their service. We anticipate issuing the RFP in February, and to have selected the operator with Transportation Commission approval by June, 2014.
- Park-and-Ride improvements – Once the IX plan and budget is approved by the Transportation Commission in January, DTR will work with Regions 2, 3 and 4 to design and construct the opening day Park-and-Ride improvements.

Fare Structure, Ticket Sales and Collection:

The fare structure analysis included the fare structures from five peer express bus operations, and the fare structures of agencies around the state. The proposed fare structure is based on \$0.17/mile for a single ticket purchase with discounts for multiple ride packages; 10% for a 10 ride ticket, 20% for a 20 ride ticket, and 25% for a 40 ride ticket. The following table depicts the full fare structure:

INTERREGIONAL EXPRESS BUS

I-25 South Fare Structure

Between Denver	walk up	10 Ride		20 ride		40 Ride	
And		total	fare/ride	total	fare/ride	total	fare/ride
Colorado Springs	\$12.00	\$108	\$10.80	\$192.00	\$9.60	\$360.00	\$9.00
Monument	\$9.00	\$81	\$8.10	\$144.00	\$7.20	\$270.00	\$6.75

Note: No passengers will be carried where the entire trip is between Tejon PnR, Woodmen PnR, and Monument

I-25 North Fare Structure

Between Denver	Walk up	10 Ride		20 ride		40 Ride	
And		total	fare/ride	total	fare/ride	total	fare/ride
Ft. Collins	\$10.00	\$90.00	\$9.00	\$160.00	\$8.00	\$300.00	\$7.50
Loveland	\$9.00	\$81.00	\$8.10	\$144.00	\$7.20	\$270.00	\$6.75

Note: No passengers will be carried where the entire trip is between Ft. Collins and Loveland

I-70 Fare Structure

Denver/Denver Federal Center							
	Walk up	10 Ride		20 Ride		40 ride	
		Total	Fare/Ride	Total	Fare/Ride	Total	Fare/Ride
Glenwood Springs	\$28.00	\$252.00	\$25.20	\$448.00	\$22.40	\$840.00	\$21.00
Eagle	\$22.00	\$198.00	\$19.80	\$352.00	\$17.60	\$660.00	\$16.50
Vail	\$17.00	\$153.00	\$15.30	\$272.00	\$13.60	\$510.00	\$12.75
Frisco	\$12.00	\$108.00	\$10.80	\$192.00	\$9.60	\$360.00	\$9.00
Frisco							
	Walk up	10 Ride		20 Ride		40 ride	
		Total	Fare/Ride	Total	Fare/Ride	Total	Fare/Ride
Glenwood Springs	\$17.00	\$153.00	\$15.30	\$272.00	\$13.60	\$510.00	\$12.75
Eagle	\$12.00	\$108.00	\$10.80	\$192.00	\$9.60	\$360.00	\$9.00
Vail	\$5.00	\$45.00	\$4.50	\$80.00	\$4.00	\$150.00	\$3.75
Denver Federal Center/Denver	\$12.00	\$108.00	\$10.80	\$192.00	\$9.60	\$360.00	\$9.00
Vail							
	Walk up	10 Ride		20 Ride		40 ride	
		Total	Fare/Ride	Total	Fare/Ride	Total	Fare/Ride
Glenwood Springs	\$12.00	\$108.00	\$10.80	\$192.00	\$9.60	\$360.00	\$9.00
Eagle	\$5.00	\$45.00	\$4.50	\$80.00	\$4.00	\$150.00	\$3.75
Frisco	\$5.00	\$45.00	\$4.50	\$80.00	\$4.00	\$150.00	\$3.75
Denver Federal Center/Denver	\$17.00	\$153.00	\$15.30	\$272.00	\$13.60	\$510.00	\$12.75
Eagle							
	Walk up	10 Ride		20 Ride		40 ride	
		Total	Fare/Ride	Total	Fare/Ride	Total	Fare/Ride
Glenwood Springs	\$5.00	\$45.00	\$4.50	\$80.00	\$4.00	\$150.00	\$3.75
Vail	\$5.00	\$45.00	\$4.50	\$80.00	\$4.00	\$150.00	\$3.75
Frisco	\$12.00	\$108.00	\$10.80	\$192.00	\$9.60	\$360.00	\$9.00
Denver Federal Center/Denver	\$22.00	\$198.00	\$19.80	\$352.00	\$17.60	\$660.00	\$16.50
Glenwood Springs							
	Walk up	10 Ride		20 Ride		40 ride	
		Total	Fare/Ride	Total	Fare/Ride	Total	Fare/Ride
Eagle	\$5.00	\$45.00	\$4.50	\$80.00	\$4.00	\$150.00	\$3.75
Vail	\$12.00	\$108.00	\$10.80	\$192.00	\$9.60	\$360.00	\$9.00
Frisco	\$17.00	\$153.00	\$15.30	\$272.00	\$13.60	\$510.00	\$12.75
Denver Federal Center/Denver	\$28.00	\$252.00	\$25.20	\$448.00	\$22.40	\$840.00	\$21.00

Note: No passengers will be carried where the entire trip is between Downtown Denver and Denver Federal Center.

Paper tickets will be sold in single, 10, 20 and 40 ride denominations, using the magnetic strip technology. The ultimate goal is to convert to SMART Card technology when the funds are available, and the technology has advanced. For initial operations 12 magnetic strip fare collection machines, vaults and safe will be leased from Colorado Springs Mountain Metro; one additional fare collection machine will be purchased. These fare collection machines will allow drivers to sell single ride cash tickets on-board the bus.

Ticket sales outlets will be located in each major origin and destination city; not at Park-and-Rides. Over the winter, we will coordinate with the local transit providers to serve as ticket sales agents for the Interregional Express. Ticket outlets are planned in Denver at DUS and Civic Center Station, Fort Collins at the MAX South Station, Colorado Springs through their ticket vending machines, Glenwood Springs at the VelociRFTA 29th Street Station, Vail at the Vail Transit Center, and Frisco at the Frisco Transit Center.

Finance/Budget Plan:

The Finance/Budget Plan has been developed for a comprehensive accounting of all IX related costs, expenditures and revenues. It starts with FY 2014 “seed” funds of remaining SB 1 funds dedicated for transit (including the remaining FREX escrow funds and proceeds from the sale of the FREX buses), and existing and unallocated FASTER Transit Statewide funds as a basis for the capital requirements needed for opening day:

- Initial capital/start-up fund: \$10.9M
 - SB 1 Unallocated Transit: \$4.9M
 - SB 1 FREX escrow and bus proceeds: \$0.5M
 - Unallocated FASTER Statewide Transit: \$5.5M

The on-going operating and maintenance, and future year capital requirements are recommended to be programmed not to exceed a dedicated \$3M/year to be funded out of the annual FASTER Transit Statewide pool. Fare box revenues will be used to supplement the \$3M/year FASTER allocation. The Fare box revenues will be TABOR revenues in the State budget and accounted for accordingly.

It is also recommended that at the end of every year any excess IX funds would be transferred to an IX Cumulative Reserve. The Cumulative Reserve would be an account under the control of the Commission. The Cumulative Reserve could be used to purchase additional buses if the demand warrants, or to make additional Park-and-Ride expansions or improvements. It is further recommended that this fund be allowed to grow to a maximum of \$3.0M (one year of FASTER Statewide Transit allocation) from the net annual operating balance. Once the Cumulative Reserve reaches \$3.0M it is recommended that the remainder above \$3.0M be refunded to the FASTER Statewide pool for capital awards to other grantees.

Table 1 highlights the operating assumptions that are input into the financial projections, including the number of trips, vehicles and revenue miles by corridor. It further shows the average daily ridership growth assumptions and the corresponding average daily ridership by corridor. The ridership demand is based on the historic use of FREX and population and employment characteristics. Demand was estimated for a base year of 2008 (low), 2015 (medium), and beyond (high). For the purposes of financial projections the low (2008) ridership demand was utilized for the four year projections from FY 2015 –FY

2018. In addition, the industry experience with new transit service suggests that maturity is typically reached within 2 years. A conservative four year maturation was assumed for the financial projections with year one ridership assumed at 50% of the “low” demand, year two at 60%, year three at 80% and year four at 95%. Table 1 depicts the average daily ridership growth assumptions by corridor over the four year horizon. Hence, all of the ridership and revenue projections are conservative.

Table 1
Interregional Express Service Characteristics by Corridor

Characteristic	Colorado Springs	Fort Collins	Glenwood Springs	System Total
Trips				
Initial 1-way Trips ⁽¹⁾	12	10	2	24
Vehicles				
Peak	5	4	1	10
Back-up	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>
TOTAL	6	5	2	13
Annual Revenue Miles	218,200	166,400	84,500	469,100
Average Daily Ridership				
First Year of operation (50%)	223	103	18	344
Second year of operation (60%)	267	124	21	412
Third year of operation (80%) ⁽²⁾	356	165	28	549
Fourth year of operation (95%)	423	196	33	652
Annual Revenues by Corridor				
Oct 1, 2014 - June 30, 2015	\$399,216	\$199,342	\$49,258	\$647,817
July 1, 2015 - June 30, 2016	\$637,314	\$319,980	\$76,624	\$1,033,918
July 1, 2016 - June 30, 2017	\$849,752	\$425,779	\$102,166	\$1,377,697
July 1, 2017 - June 30, 2018	\$1,009,677	\$505,774	\$120,409	\$1,635,861

Notes:

- (1) An operating contingency is identified in the budget to allow for any extra trips needed. In the I-70 corridor, the second trip would travel between Vail and Denver, providing an earlier arrival in Denver than the first trip.
- (2) By the time the S I-25 corridor reaches the projections for years 3 and 4, additional trips will be required to accommodate peak loads.

Table 2 presents a summary of the capital and operating expense assumptions that are input into the financial projections. The top box highlights the capital expenditures for FY 2014, and the bottom box highlights the operating expenses for FY 2015 – FY 2018. A full depiction of the capital and operating expenses (and revenue stream) by month for FY 2014 through FY 2018 can be found in Appendix A, IX Operations Forecast. The following explanations are offered with Table 2, 2014 Expenses:

- Vehicles – purchase 13 over-the-road-coaches at \$600K/bus, or \$7.8M. Twelve fare boxes will be leased from Colorado Springs for \$1/year, and thus requiring the purchase of one additional fare box for \$17.5K.
- Park-and-Ride Improvements – Harmony Road needs expansion, and Woodman Road needs either a land swap or a roundabout to allow access. DTR is coordinating with Regions 4 and 2 on these improvements, and will formalize both Park-and-Rides once the IX plan is approved by the Commission. In addition, all exposed Park-and-Rides will have passenger amenities added to include shelters, benches and infrared heating. A budget of \$1.0M is estimated to cover all improvements.
- 2014 Administrative Expenses - \$200K is estimated for the Communications and Branding effort prior to opening day. \$50K for a Maintenance Compliance Engineer; separate contract for a third party to represent CDOT during the manufacture of the 13 buses, and to ensure maintenance compliance with the contract operator (2015-2018). \$30K is estimated for miscellaneous administrative costs; a detailed breakdown can be found in Appendix A, IX Operations Forecast.
- Miscellaneous Capital - \$250K is requested for unforeseen capital needs.
- IX Reserve - \$1.57M; initial deposit into the IX Cumulative Reserve.

Table 2, FY 2015 –FY 2018 Expenses (bottom box):

- Purchased Transportation – Contract Operator for bus service, estimated at \$4.15/revenue mile. The range is \$3.85 - \$4.15, and the high end was used for the financial projections. The contract will be for three years with two one-year extensions (if performance is acceptable). The contract will be fixed for the first three years (at \$4.15/mile for the financial projections), and inflated by 3% per year for years FY 2017 and FY 2018. The first year of operation (FY 2015) is assumed to span 9 months.
- Administrative Expenses
 - Staff – Two new FTEs; one Bus Operations Manager and one GP III. Salary assumed to increase by 3%/year for financial projections.
 - Communications – PR and advertising; \$150K for first year of operation (FY 2015); \$100K for 2016, and inflated by 3%/year thereafter.
 - Maintenance Compliance Engineer - \$100K for FY 2015 to cover inspection of bus manufacture and contractor maintenance compliance. \$50K for FY 2016, and inflated by 3%/year thereafter.
 - Fare media and supplies – Ticket stock and associated supplies estimated at \$2K/year, and inflated by 3%/year.
 - Miscellaneous Administrative Expenses – Estimated at \$100K/year, and inflated by 3%/year; a detailed breakdown can be found in Appendix A, IX Operations Forecast.

Expense Detail - IX Table 2

INTERREGIONAL EXPRESS BUS CAPITAL AND EXPENSES - FY 2014				
			Unit Cost	
Vehicles				
13	Over-the-road Coaches		\$600,000	\$7,800,000
1	Vaults & related, including PC			\$17,500
Park-and-Ride Improvements				
<i>Woodman Road</i>				
	Option1 - Land Swap with Tiffany Square w/improvements			
	Option 2 - Roundabout at Corporate Drive and Mark Dabley Blvd			
<i>Harmony Road: grading, paving for 150 new spaces</i>				
<i>Other Improvements:</i>				
	Shelters, Benches, Infrared heating as needed for Tejon,			
	Woodmen, Monument, US 34, Harmony, and Eagle			
	SUBTOTAL			\$1,000,000
Administrative Expenses				
	Communications/Branding		\$ 200,000	
	Maintenance Compliance Engineer ⁽³⁾		\$ 50,000	
	Misc - As detailed on IX Operations Forecast		\$ 30,000	\$280,000
Misc. Capital				\$250,000
IX Reserve for future capital (PNR improvements, vehicles, etc.)				\$1,570,000
TOTAL CAPITAL				\$10,917,500

EXPENSES FY 2015 - FY 2018					
		FY 2015	FY 2016	FY 2017	FY 2018
Direct Costs - Purchased Transportation					
	Contract Operator for Bus Service ⁽¹⁾⁽²⁾	\$1,460,074	\$1,946,765	\$1,946,765	\$1,990,567
Administrative Expenses					
	Staffing and Related Expenses	\$260,000	\$267,800	\$275,834	\$284,109
	Communications/Branding	\$150,000	\$100,000	\$103,000	\$106,090
	Maintenance Compliance Engineer ⁽³⁾	\$100,000	\$50,000	\$51,500	\$53,045
	Fare Media and Supplies	\$2,000	\$2,060	\$2,122	\$2,185
	Misc - As detailed on IX Operations Forecast	\$100,000	\$103,000	\$106,090	\$109,273
	<u>Operating Reserve⁽⁴⁾</u>	<u>\$73,004</u>	<u>\$194,677</u>	<u>\$194,677</u>	<u>\$199,057</u>
	SUBTOTAL	\$685,004	\$717,537	\$733,222	\$753,759
Total Administrative & Direct Operating Expenses		\$2,145,077	\$2,664,302	\$2,679,987	\$2,744,326
Fare Revenues		\$647,817	\$1,033,918	\$1,377,697	\$1,635,861
	Farebox Recovery Ratio (Does not include replacement fund)	30%	39%	51%	60%
Net Operating Costs (Total direct & Admin Expense minus Revenues)		\$1,497,261	\$1,630,384	\$1,302,291	\$1,108,465
Replacement Fund		\$487,500	\$650,000	\$650,000	\$650,000
Misc Capital Expenses		\$250,000	\$250,000	\$250,000	\$250,000
Total Program Expenses		\$2,882,577	\$3,564,302	\$3,579,987	\$3,644,326
Net Expenses (Total Program Expenses minus Revenues)		\$2,234,761	\$2,530,384	\$2,202,291	\$2,008,465

Notes

- ⁽¹⁾ In FY 2015, service is budgeted to operate 9 months.
- ⁽²⁾ Purchased transportation services are calculated at \$4.15 per mile for a three year fixed contract, and then inflated at 3%.
- ⁽³⁾ Covers online inspection of buses and contractor maintenance oversight in the first year. In ensuing years, only oversight is required.
- ⁽⁴⁾ The operating reserve is calculated at 5% for FY15 and 10% after that. This is for additional service, subject to Commission approval.

- Operating Reserve – Calculated at 5% of Purchased Transportation for the first year of operation (FY 2015) and 10%/year thereafter. The operating reserve is to provide flexibility for efficiency adjustments (additions) to the service plan, or increased frequency on a route which has reached capacity.
- Total Administrative & Operating Expenses – Purchased Transportation plus Administrative Expenses.
- Fare Revenues – See Table 1 description above.
 - Fare Box Recovery Ratio – Fare Revenue divided by Total Administrative & Operating Expenses; excludes capital expenses and Bus Replacement Fund contributions.
- Net Operating Costs – Total Administrative & Direct Operating Expenses minus Fare Revenues.
- Replacement Fund – The Replacement Fund will be a restricted fund to prepare for the eventual bus replacements. The vehicles have an expected 12 year operating life (FTA standard). 1/12 of the cost of the buses (\$650K assumed for financial projections) will be deposited in the Replacement Fund every year; \$487.5K for FY 2015 representing nine months of assumed operation.
- Miscellaneous Capital - \$250K/year is requested for unforeseen capital need.
- Total Program Expenses – Total Administrative & Operating Expenses plus Replacement Fund plus Miscellaneous Capital Expenses.
- Net Expenses – Total Program Expenses minus Fare Revenues.

Table 3 presents the Cash Flow Analysis based on the assumptions described above in Tables 1 and 2. The following explanations are offered with Table 3:

- Budget/Revenues – Begins with the Initial Capital Fund (\$10.92M) for FY 2014, and for years FY 2015 and thereafter allocates the dedicated \$3.0M in FASTER Statewide Transit funds and the assumed fare box revenues from Table 1.
- Operating Costs – From Table 2. Note: for purposes of financial projections, it is assumed that the Operating Reserve is exhausted every year; this likely will not be the case, and utilization of the operating reserve will be subject to Commission approval.
- Capital Costs – From Table 2. Note: for purposes of financial projections, it is assumed that Miscellaneous Capital is exhausted every year; this likely will not be the case, and utilization of the miscellaneous capital funds will be subject to Commission approval.
- Replacement Fund:
 - Annual Contribution – From Table 2.
 - Replacement Fund Total – Shows the total fund balance as it grows over time. Note, the Replacement Fund is a restricted fund reserved for bus replacement at the end of the useful life, and therefore is not included in the calculations below.
- Revenues minus Expenses – Net funds at the end of the year. (Excluding the Replacement Fund).

- Cumulative Reserves – This is a reserve account under the control of the Commission. The Cumulative Reserve could be used to purchase additional buses if the demand warrants, or to make additional Park-and-Ride expansions or improvements. It is recommended that this fund be allowed to grow to a maximum of \$3.0M (one year of FASTER Statewide Transit allocation) from the net annual balances of Revenue minus Expenses. Once the fund reaches \$3.0M it is recommended that the remainder above \$3.0M be refunded to the FASTER Statewide pool for capital awards to other grantees. Note: unless Cumulative Reserve funds are earmarked by the Commission for a purchase in the following year, this model does not roll-forward balances from one year to the next.
- Refunded to FASTER Statewide – Excesses above the \$3.0M Cumulative Reserve cap.

	FY 2014	FY 2015 ⁽²⁾	FY 2016	FY 2017	FY 2018
Budget/Revenues					
Initial Capital Fund	\$ 10.92				
FASTER Statewide Funds	\$ -	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
Farebox Revenue	\$ -	\$ 0.65	\$ 1.03	\$ 1.38	\$ 1.64
Total Revenue	\$ 10.92	\$ 3.65	\$ 4.03	\$ 4.38	\$ 4.64
Operating Costs					
Contract Operator	\$ -	\$ 1.46	\$ 1.95	\$ 1.95	\$ 1.99
DTR Salaries (2 positions)	\$ -	\$ 0.26	\$ 0.27	\$ 0.28	\$ 0.28
Branding/Communications	\$ 0.20	\$ 0.15	\$ 0.10	\$ 0.10	\$ 0.11
Maint. Compliance Engineer	\$ 0.05	\$ 0.10	\$ 0.05	\$ 0.05	\$ 0.05
Fare Media	\$ -	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
Misc. Other	\$ 0.03	\$ 0.10	\$ 0.10	\$ 0.11	\$ 0.11
Operating Reserve ⁽¹⁾		\$ 0.07	\$ 0.19	\$ 0.19	\$ 0.20
Total Operating Costs	\$ 0.28	\$ 2.15	\$ 2.66	\$ 2.68	\$ 2.74
Capital Costs					
Bus Purchase	\$ 7.80	\$ -		\$ -	\$ -
PNR Improvements	\$ 1.00	\$ -	\$ -	\$ -	\$ -
Misc. Capital	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25
Total Capital Costs	\$ 9.05	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25
Replacement Fund					
Annual Contribution	\$ -	\$ 0.49	\$ 0.65	\$ 0.65	\$ 0.65
Replacement Fund Total	\$ -	\$ 0.49	\$ 1.14	\$ 1.79	\$ 2.44
		\$ 0.49	\$ 0.65	\$ 0.65	\$ 0.65
Net Revenues minus Expenses ⁽³⁾	\$ -	\$ 0.77	\$ 0.47	\$ 0.80	\$ 0.99
Cumulative Reserves ⁽⁴⁾	\$ 1.57	\$ 2.34	\$ 2.80	\$ 3.00	\$ 3.00
Refunded to FASTER Statewide Pool	\$ -	\$ -	\$ -	\$ 0.60	\$ 0.99
Notes:					
⁽¹⁾ Operating Reserve = 5% for FY 2015, 10% thereafter.					
⁽²⁾ Service proposed to begin October 2014					
⁽³⁾ "Net Revenues minus Expenses" do not carryover into next fiscal year, they are added to the Cumulative Reserves.					
⁽⁴⁾ Reserves are capped at \$3M. Excess is returned to the FASTER Statewide Pool.					

The Finance/Budget Plan has been prepared with conservative assumptions. The largest risk to CDOT is not attaining the forecast ridership levels, and the associated fare box revenues. Two additional ridership scenarios have been prepared and are presented in Appendices B and C:

- Worst Case, Appendix B: The ridership forecasts have been cut in half from the conservative estimates shown above. Tables B1, B2 and B3 depict the financial projections of the worst case scenario. Even with half of the conservative ridership, the IX operates in the “black” and has a growing, albeit slower, Cumulative Reserve.
- High Success, Appendix C: The ridership forecasts have been increased by 50% from the conservative estimates shown above. Tables C1, C2 and C3 depict the financial projections of the high success scenario. In this scenario, ridership levels would justify adding service and purchasing additional buses:
 - FY 2016 – add 4 one-way trips Colorado Springs – Denver; 2 one-way trips Ft. Collins – Denver; 2 one-way trips Vail – Denver.
 - Purchase 3 additional buses; expands fleet to 16.
 - FY 2017 – add 2 one-way trips Colorado Springs – Denver; 2 one-way trips Ft. Collins – Denver.
 - Utilize 16 bus fleet.
 - FY 2018 – add 2 one-way trips Colorado Springs – Denver; 2 one-way trips Ft. Collins – Denver; 2 one-way trips Glenwood Springs – Denver.
 - Purchase 3 additional buses; expands fleet to 19.

Risk Assessment:

As the IX plan has evolved throughout its development, risks to CDOT have been identified. The IX plan includes assumptions and conservative estimates in an attempt to minimize or alleviate the potential impacts of the identified risks. The table below identifies the risks and the corresponding responses.

Interregional Express Bus Draft Risk Assessment

Risk	Description	Response
Ridership Levels	<p>Ridership forecasts for new services carry a degree of uncertainty, both in the overall level of ridership and in the speed with which it develops. There is a historical record for South I-25 services and across the US there is experience showing that a minimum of 2% of travelers will take transit when it is available for their trips. Specific issues:</p> <ul style="list-style-type: none"> • South I-25 had strong ridership, but it may take sometime to rebuild as people who were riding FREX were frustrated with uncertainty and found other means of travel after the service ended. • North I-25 may take longer than usual to develop as many of the people who might look at transit turned to vanpools. Vanpools in the North I-25 corridor are subsidized by RTD so prices are lower than the monthly pass for bus service. • I-70. Best models of demand are intercity bus models; ridership is expected to be diverse and reflect mountain resort characteristics (e.g. many workers without cars traveling to and from Denver.) • There is also a risk of higher ridership than estimated. If ridership climbs quickly, particularly in the South I-25 corridor, overcrowding may result. 	<ul style="list-style-type: none"> • Demand was based on historic use of FREX and population and employment characteristics. Demand was estimated for a base year of 2008, 2015, and beyond, with a high and low range of ridership. Rather than using the 2015 estimates, the 2008 level of demand was used in the projections. One reason for this is uncertainty as to whether the commute patterns have returned to pre-recession levels. • Ridership generally rises gradually and takes about 2 years to stabilize. CDOT's projections show reaching the projected demand in 4 years, so this is a very conservative estimate. • Has included marketing budget and marketing plan to increase awareness of the service.
Revenues	<p>Revenue projections are based on ridership levels and on the average fare calculation. The split of riders between fare zones and fare types (cash versus prepaid fares) will affect the average fare per passenger. Estimates for the I-25 corridor are based on what is known about FREX fare characteristics.</p>	<p>No adjustment included on average fare per passenger. To vary the split between zones and fare type could affect the average fare ten percent either direction. Conservative number of passengers.</p>
Management Experience	<p>CDOT does not have experience with operating transit services, although CDOT does maintain operational functions.</p>	<ul style="list-style-type: none"> • Hired manager with direct operating experience. • Has enlisted support of managers of other systems to advise and share information on operations. • An advisory group of other managers is recommended to provide ongoing review and advice for service development and to integrate service with other connecting systems.

Interregional Express Bus Draft Risk Assessment

Woodman PNR	<p>Final expenses are not known. The CDOT lot is well used by carpoolers and Tiffany Square employees, and not well suited to a 45-foot bus for turning movements or access to roadway.</p>	<p>Large lot exists further to the west, and CDOT is investigating the potential of a property exchange. Also investigating access improvements (a round-about) to smooth flow of vehicular and pedestrian traffic. Cost of improvements would vary based on outcomes of negotiations.</p>
Bid Price for Service	<ul style="list-style-type: none"> • An estimate of \$4.15 has been used, based on market conditions. • The greatest risk is fuel price fluctuations. The assumption is that we are at a low point in prices. As part of service RFP, a decision will be needed on the amount of risk for fuel price fluctuation the provider is asked to assume and how much CDOT assumes. • There are several operators interested in bidding on the service, this will keep prices competitive. 	<ul style="list-style-type: none"> • CDOT has solicited interest in the service contract among potential providers • Investigate response of other providers to current fuel situation.
Operating Patterns	<p>Both ridership patterns and traffic patterns may require adjustments in schedules.</p>	<ul style="list-style-type: none"> • CDOT will work with other agencies to fine-tune the schedule based on known conditions. • CDOT will fine-tune the schedule as needed. The preference is to adjust the schedules to spread passenger loads as evenly as possible to avoid the need for extra trips to handle passenger loads.
Farebox Recovery Levels	<p>A variety of the risks could affect the overall balance between revenues and expenses: on the expense side, ridership and average fares; on the expense side, cost per mile and the need for extra trips based on passenger loads are examples.</p>	<ul style="list-style-type: none"> • Close attention to cost factors from contract award to monthly monitoring of pertinent factors, with adjustments as appropriate. • Structure contract to provide a comfortable balance of risk between operator and CDOT.

Communication Plan:

DTR is partnering with the Communications Division on the Marketing & Branding effort. Amy Ford brings exceptional expertise to this effort; she led the branding efforts for both TREX and the Fort Collins MAX BRT that will open next year.

The branding effort will begin in January, and include development of the identifying brand, and the associated public information elements; system maps, schedules, website, social media, brochures, etc. An education program also will be developed to articulate the operations, benefits, integration with local agencies, and a “how to ride” guide. The communications plan will also identify project messaging and a media relations campaign.

In close consultation with Amy, a three tier approach is planned:

- Branding and initial marketing concept and materials – utilize a current On-Call communications consultant. The scope of service for this effort can be viewed at <http://www.coloradodot.info/about/committees/trac/Documents/InteregionalExpressBusBrandingandCommunicationsScope.pdf> Budget: \$200K (FY 2014)
- Marketing execution and advertising – utilize internal staff and resources to insure integration with the overall CDOT identity and message. This effort also would include coordination and integration with the local transit entities. Budget: \$150K (FY 2015); \$100K (FY 2016 and beyond)
- Social Media development – task the contract operator with the development of mobile applications (real time bus location, etc), Facebook and Twitter pages. Most potential contract operators have in-house capability for these elements, and they have similar applications already in use. These activities would be closely monitored and managed by the Communications Division, and all products would become the property of CDOT at the end of the contract. Budget: included in the contract operator contract.

Customer Service:

A draft Customer Service Plan has been developed; DTR is working closely with the Communications Division and the Civil Rights Office on completion. The draft Customer Service Plan can be viewed

at <http://www.coloradodot.info/about/committees/trac/Documents/InterregionalExpressBusDraftCustomerServicePlan.pdf> The plan includes a customer call line, operator/driver sensitivity training, ADA Help Desk, customer security assurance, a Guaranteed Ride Home program (with limitations), and customer feedback surveys.

Transportation Commission Oversight & Measuring IX Success:

Commission oversight is proposed to be assigned to the Transit & Intermodal Committee; which would serve as the Interregional Express Operating Committee (IX Ops Committee). The IX Ops Committee would monitor the performance of the service, and serve as the recommending body for any substantial modification, addition or deletion of service, including capital needs. The TRAC would provide input to the IX Ops Committee.

The IX service enters CDOT into the public transportation realm, and we need to commit to our service. We are starting small, with no room to cut, but plenty of room to expand with success. The recommended funding level is \$3M/year plus fare revenue;

we must live/operate within this budget. Although we expect a long term fare box recovery ratio of at least 40% is attainable, we suggest a minimum fare box recovery ratio goal of 20% to be met within two years. Therefore, we need to manage the service, monitor performance, and remain flexible to adjust to maximize performance. DTR will work with the IX Ops Committee (or whomever they assign) to establish performance goals, and manage/strive within our means to meet those goals.

Once IX service has been initiated, it is proposed that quarterly performance reports be made to the Transportation Commission, with more in-depth oversight given by the IX Ops Committee. The quarterly performance reports would include:

- Ridership by corridor and total,
- Fare box revenue by corridor and total,
- Fare box recovery ratio by corridor and total,
- On-time by corridor and total,
- Safety-miles between collisions by corridor and total,
- Contractor violations, as prescribed in the operator contract.

APPENDIX A

IX Operations Forecast

Twelve-month operations forecast

		Fiscal Year Begins Jul-13																											
	IND %	Jul-13	% B/A	Aug-13	%	Sep-13	%	Oct-13	%	Nov-13	%	Dec-13	%	Jan-14	%	Feb-14	%	Mar-14	%	Apr-14	%	May-14	%	Jun-14	%	YEARLY	%		
Revenue (Sales)																													
Farebox Sales		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Interline Revenue (ICB)		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Advertising Revenue		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
FASTER ¹		0	-	0	-	0	-	0	-	0	-	0	-	0	-	280,000	100.0	0	-	0	-	0	-	0	-	0	-	280,000	100.0
Total Revenue (Sales)		0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	280,000	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	280,000	100.0
Direct Costs																													
Contract Operator		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Total Direct Costs		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Gross Income		0	-	0	-	0	-	0	-	0	-	0	-	0	-	280,000	100.0	0	-	0	-	0	-	0	-	0	-	280,000	100.0
Administrative Expenses (Overheads)																													
Staff salaries & benefits		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Advertising		0	-	0	-	0	-	0	-	0	-	0	-	0	-	40,000	14.3	40,000	-	40,000	-	40,000	-	40,000	-	40,000	-	200,000	71.4
Maint/ Compliance Engineer		0	-	0	-	0	-	0	-	0	-	0	-	0	-	2,900	1.0	2,900	-	2,900	-	2,900	-	2,900	-	2,900	-	50,000	5.2
Fare Media and Supplies		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Misc -On Board Communications		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Misc -Supplies (Office/Operating)		0	-	0	-	0	-	0	-	0	-	0	-	0	-	200	0.1	200	-	200	-	200	-	200	-	200	-	1,000	0.4
Misc -Instate Travel - Motor Pool		0	-	0	-	0	-	0	-	0	-	0	-	0	-	600	0.2	600	-	600	-	600	-	600	-	600	-	3,000	1.1
Misc -Instate Travel - Lodging		0	-	0	-	0	-	0	-	0	-	0	-	0	-	200	0.1	200	-	200	-	200	-	200	-	200	-	1,000	0.4
Misc -Instate Travel - Per Diem		0	-	0	-	0	-	0	-	0	-	0	-	0	-	200	0.1	200	-	200	-	200	-	200	-	200	-	1,000	0.4
Misc -Communications (Telephone/Fax/Internet		0	-	0	-	0	-	0	-	0	-	0	-	0	-	300	0.1	300	-	300	-	300	-	300	-	300	-	1,500	0.5
Misc -Software		0	-	0	-	0	-	0	-	0	-	0	-	0	-	300	0.1	300	-	300	-	300	-	300	-	300	-	1,500	0.5
Misc -Postage		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Misc -Room Rentals		0	-	0	-	0	-	0	-	0	-	0	-	0	-	300	0.1	300	-	300	-	300	-	300	-	300	-	1,500	0.5
Misc -Customer Service		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Misc -Contractor/Temp		0	-	0	-	0	-	0	-	0	-	0	-	0	-	2,900	1.0	2,900	-	2,900	-	2,900	-	2,900	-	2,900	-	14,500	5.2
Misc - on board AVL/WIFI		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Misc -Other (Unspecified)		0	-	0	-	0	-	0	-	0	-	0	-	0	-	1,000	0.4	1,000	-	1,000	-	1,000	-	1,000	-	1,000	-	5,000	1.8
Operating Reserve		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0	0	-	0	-	0	-	0	-	0	-	0	0.0
Sub-Total Admin Expenses		0	-	0	-	0	-	0	-	0	-	0	-	0	-	48,900	17.5	48,900	-	48,900	-	48,900	-	48,900	-	48,900	-	280,000	100.0
Total Direct and Admin Costs		0	-	0	-	0	-	0	-	0	-	0	-	0	-	48,900	17.5	48,900	-	48,900	-	48,900	-	48,900	-	48,900	-	280,000	100.0
Farebox Recovery % (minus Replacement Fund)	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Net Operating Costs (Direct Costs+Admin Exp) minus (Revenue) minus (FASTER)		0	-	0	-	0	-	0	-	0	-	0	-	0	-	48,900	-	48,900	-	48,900	-	48,900	-	48,900	-	48,900	-	280,000	100.0
Bus Replacement Reserve		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Misc. Capital Expense		0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total Program Costs		0	-	0	-	0	-	0	-	0	-	0	-	0	-	48,900	48,900	48,900	48,900	48,900	48,900	48,900	48,900	48,900	48,900	48,900	280,000	100.0	
Net Expenses (Total Program Costs minus Expenses)		0	-	0	-	0	-	0	-	0	-	0	-	0	-	48,900	48,900	48,900	48,900	48,900	48,900	48,900	48,900	48,900	48,900	48,900	280,000	100.0	

¹ - \$280K of FASTER assigned to Administrative Expense in FY 2014

Twelve-month operations forecast

Fiscal Year Begins Jul-14

	JUL-14	% B/A	AUG-14	%	SEPT-14	%	OCT-14	%	NOV-14	%	DEC-14	%	JAN-15	%	FEB-15	%	MAR-15	%	APR-15	%	MAY-15	%	JUN-15	%	YEARLY	%
Revenue (Sales)																										
Farebox Sales	0	0.0	0	-	0	-	71,980	100.0	71,980	100.0	71,980	100.0	71,980	100.0	71,980	100.0	71,980	100.0	71,980	100.0	71,980	100.0	71,980	100.0	647,817	17.8
Interline Revenue (ICB)	0	0.0	0	-	0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Advertising Revenue	0	0.0	0	-	0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
FASTER	3,000,000	100.0	0	-	0	-	0.0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3,000,000	82.2
Total Revenue (Sales)	3,000,000	100.0	0	0.0	0	0.0	71,980	100.0	3,647,817	100.0																
Direct Costs																										
Contract Operator	0	-	0	-	0	-	162,230	225.4	162,230	225.4	162,230	225.4	162,230	225.4	162,230	225.4	162,230	225.4	162,230	225.4	162,230	225.4	162,230	225.4	1,460,074	225.4
Total Direct Costs	0	0.0	0	-	0	-	162,230	225.4	1,460,074	40.0																
Gross Income	3,000,000	100.0	0	-	0	-	-90,251	-125.4	2,187,743	60.0																
Administrative Expenses (Overheads)																										
Staff salaries & benefits	21,667	0.7	21,667	-	21,667	-	21,667	30.1	21,667	30.1	21,667	30.1	21,667	30.1	21,667	30.1	21,667	30.1	21,667	30.1	21,667	30.1	21,667	30.1	260,000	7.1
Advertising	12,500	0.4	12,500	-	12,500	-	12,500	17.4	12,500	17.4	12,500	17.4	12,500	17.4	12,500	17.4	12,500	17.4	12,500	17.4	12,500	17.4	12,500	17.4	150,000	4.1
Maint/ Compliance Engineer	20,000	0.7	20,000	-	20,000	-	4,444	6.2	4,444	6.2	4,444	6.2	4,444	6.2	4,444	6.2	4,444	6.2	4,444	6.2	4,444	6.2	4,444	6.2	100,000	2.7
Fare Media and Supplies	0	0.0	0	-	0	-	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	2,000	0.1
Misc -On Board Communications	0	0.0	0	-	0	-	278	0.4	278	0.4	278	0.4	278	0.4	278	0.4	278	0.4	278	0.4	278	0.4	278	0.4	2,500	0.1
Misc -Supplies (Office/Operating)	167	0.0	167	-	167	-	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	2,000	0.1
Misc -InstateTravel - Motor Pool	0	0.0	0	-	0	-	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	6,000	0.2
Misc-Instate Travel - Lodging	0	0.0	0	-	0	-	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	2,000	0.1
Misc-Instate Travel - Per Diem	0	0.0	0	-	0	-	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	2,000	0.1
Misc -Communications (Telephone/Fax/Internet)	0	0.0	0	-	0	-	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	167	0.2	1,500	0.0
Misc -Software	0	0.0	0	-	0	-	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	222	0.3	2,000	0.1
Misc -Postage	0	0.0	0	-	0	-	111	0.2	111	0.2	111	0.2	111	0.2	111	0.2	111	0.2	111	0.2	111	0.2	111	0.2	1,000	0.0
Misc -Room Rentals	0	0.0	0	-	0	-	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	6,000	0.2
Misc.-Customer Service	0	0.0	0	-	0	-	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	12,000	0.3
Misc.-Contractor/Temp	3,750	0.1	3,750	-	3,750	-	3,750	5.2	3,750	5.2	3,750	5.2	3,750	5.2	3,750	5.2	3,750	5.2	3,750	5.2	3,750	5.2	3,750	5.2	45,000	1.2
Misc - on board AVL/WIFI	0	0.0	0	-	0	-	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	667	0.9	6,000	0.2
Misc- Other (Unspecified)	0	0.0	0	-	0	-	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	1,333	1.9	12,000	0.3
Operating Reserve	0	0.0	0	-	0	-	8,112	11.3	8,112	11.3	8,112	11.3	8,112	11.3	8,112	11.3	8,112	11.3	8,112	11.3	8,112	11.3	8,112	11.3	73,004	2.0
Sub-Total Admin Expenses	58,083	1.9	58,083	-	58,083	-	56,750	78.8	685,004	18.8																
Total Direct and Admin Costs	58,083	1.9	58,083	-	58,083	-	218,981	304.7	2,145,078	58.8																
Farebox Recovery % (minus Replacement Fund)	0%	0%	0%	0%	0%	0%	33%	33%	30%																	
Net Operating Costs (Direct Costs+Admin Exp) minus (Revenue) minus (FASTER)	58,083	-	58,083	-	58,083	-	147,001	204.2	1,497,261	41.0																
Bus Replacement Reserve	0	0.0	0	-	0	-	54,167	75.3	487,500	13.4																
Misc Capital Expense	20,833	0.7	20,833	-	20,833	-	20,833	29.1	250,000	6.9																
Total Program Costs	78,917	2.6	78,917	-	78,917	-	293,981	409.3	2,882,578	77.7																
Net Expenses (Total Program Costs minus Expenses)	78,917	2.6	78,917	-	78,917	-	222,001	308.4	2,234,761	58.5																

Twelve-month operations forecast																								Fiscal Year Begins Jul-15			
	IND %	Jul-15	% B/A	Aug-15	%	Sep-15	%	Oct-15	%	Nov-15	%	Dec-15	%	Jan-16	%	Feb-16	%	Mar-16	%	Apr-16	%	May-16	%	Jun-16	%	YEARLY	%
Revenue (Sales)																											
Farebox Sales		86,160	2.8	86,160	100.0	86,160	100.0	86,160	100.0	86,160	100.0	86,160	100.0	86,160	100.0	86,160	100.0	86,160	100.0	86,160	100.0	86,160	100.0	86,160	100.0	1,033,918	25.6
Interline Revenue (ICB)		0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Advertising Revenue		0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
FASTER		3,000,000	97.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3,000,000	74.4
Total Revenue (Sales)		3,086,160	100.0	86,160	100.0	4,033,918	100.0																				
Direct Costs																											
Contract Operator		162,230	188.3	162,230	188.3	162,230	188.3	162,230	188.3	162,230	188.3	162,230	188.3	162,230	188.3	162,230	188.3	162,230	188.3	162,230	188.3	162,230	188.3	162,230	188.3	1,946,765	188.3
Total Direct Costs		162,230	5.3	162,230	188.3	162,230	188.3	1,946,765	48.3																		
Gross Income		2,923,929	94.7	-76,071	-88.3	-76,071	-88.3	2,087,153	51.7																		
Administrative Expenses (Overheads)																											
Staff salaries & benefits		22,317	0.7	22,317	25.9	22,317	25.9	22,317	25.9	22,317	25.9	22,317	25.9	22,317	25.9	22,317	25.9	22,317	25.9	22,317	25.9	22,317	25.9	22,317	25.9	267,800	6.6
Advertising		8,583	0.3	8,583	10.0	8,583	10.0	8,583	10.0	8,583	10.0	8,583	10.0	8,583	10.0	8,583	10.0	8,583	10.0	8,583	10.0	8,583	10.0	8,583	10.0	103,000	2.6
Maint/ Compliance Engineer		4,167	0.1	4,167	4.8	4,167	4.8	4,167	4.8	4,167	4.8	4,167	4.8	4,167	4.8	4,167	4.8	4,167	4.8	4,167	4.8	4,167	4.8	4,167	4.8	50,000	1.2
Fare Media and Supplies		172	0.0	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	2,060	0.1
Misc -On Board Communications		215	0.0	215	0.2	215	0.2	215	0.2	215	0.2	215	0.2	215	0.2	215	0.2	215	0.2	215	0.2	215	0.2	215	0.2	2,575	0.1
Misc -Supplies (Office/Operating)		172	0.0	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	2,060	0.1
Misc -Instate Travel - Motor Pool		515	0.0	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	6,180	0.2
Misc-Instate Travel - Lodging		172	0.0	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	2,060	0.1
Misc-Instate Travel - Per Diem		172	0.0	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	2,060	0.1
Misc -Communications (Telephone/Fax/Internet		129	0.0	129	0.1	129	0.1	129	0.1	129	0.1	129	0.1	129	0.1	129	0.1	129	0.1	129	0.1	129	0.1	129	0.1	1,545	0.0
Misc -Software		172	0.0	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	172	0.2	2,060	0.1
Misc -Postage		86	0.0	86	0.1	86	0.1	86	0.1	86	0.1	86	0.1	86	0.1	86	0.1	86	0.1	86	0.1	86	0.1	86	0.1	1,030	0.0
Misc -Room Rentals		515	0.0	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	6,180	0.2
Misc.-Customer Service		1,030	0.0	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	12,360	0.3
Misc.-Contractor/Temp		3,613	0.1	3,613	4.2	3,613	4.2	3,613	4.2	3,613	4.2	3,613	4.2	3,613	4.2	3,613	4.2	3,613	4.2	3,613	4.2	3,613	4.2	3,613	4.2	43,350	1.1
Misc - on board AVL/WiFi		515	0.0	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	515	0.6	6,180	0.2
Misc- Other (Unspecified)		1,030	0.0	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	1,030	1.2	12,360	0.3
Operating Reserve		0	0.0	0	0.0	16,223	18.8	16,223	18.8	16,223	18.8	16,223	18.8	16,223	18.8	16,223	18.8	16,223	18.8	16,223	18.8	16,223	18.8	16,223	18.8	194,677	4.8
Sub-Total Admin Expenses		43,572	1.4	43,572	50.6	59,795	69.4	59,795	69.4	717,537	17.8																
Total Direct and Admin Costs		205,802		205,802		222,025		2,664,302																			
Farebox Recovery % (minus Replacement Fund)		42%		42%		39%		39%																			
Net Operating Costs (Direct Costs-Admin Exp) minus (Revenue) minus (FASTER)		135,865	157.7	135,865	157.7	135,865	157.7	135,865	157.7	135,865	157.7	135,865	157.7	135,865	157.7	135,865	157.7	135,865	157.7	135,865	157.7	135,865	157.7	135,865	157.7	1,630,384	40.4
Bus Replacement Reserve		54,167		54,167	62.9	54,167		54,167		650,000	16.1																
Misc Capital Expense		20,833		20,833	24.2	20,833		20,833		250,000	6.2																
Total Program Costs		280,802		280,802		297,025		3,564,302																			
Net Expenses (Total Program Costs minus Expenses)		194,642		194,642		210,865		2,530,384																			

Twelve-month operations forecast														Fiscal Year Begins Jul-16																
	IND. %	Jul-16	% B/A	Aug-16	%	Sep-16	%	Oct-16	%	Nov-16	%	Dec-16	%	Jan-17	%	Feb-17	%	Mar-17	%	Apr-17	%	May-17	%	Jun-17	%	YEARLY	%			
Revenue (Sales)																														
Farebox Sales	114,808	3.7	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	1,377,697	31.5		
Interline Revenue (ICB)	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
Advertising Revenue	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
FASTER	3,000,000	96.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3,000,000	68.5		
Total Revenue (Sales)	3,114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	114,808	100.0	4,377,697	100.0												
Direct Costs																														
Contract Operator	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	1,946,765	141.3		
Total Direct Costs	162,230	5.2	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	162,230	141.3	1,946,765	44.5												
Gross Income	2,952,578	94.8	-47,422	-41.3	-47,422	-41.3	-47,422	-41.3	-47,422	-41.3	-47,422	-41.3	-47,422	-41.3	-47,422	-41.3	2,430,932	55.5												
Administrative Expenses (Overheads)																														
Staff salaries & benefits	22,986	0.7	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	22,986	20.0	275,834	6.3
Advertising	8,841	0.3	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	8,841	7.7	106,090	2.4
Maint/ Compliance Engineer	4,292	0.1	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	4,292	3.7	51,500	1.2
Fare Media and Supplies	177	0.0	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	2,122	0.0
Misc -On Board Communications	221	0.0	221	0.2	221	0.2	221	0.2	221	0.2	221	0.2	221	0.2	221	0.2	221	0.2	221	0.2	221	0.2	221	0.2	221	0.2	221	0.2	2,652	0.1
Misc -Supplies (Office/Operating)	177	0.0	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	2,122	0.0
Misc -Instate Travel - Motor Pool	530	0.0	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	6,365	0.1
Misc-Instate Travel - Lodging	177	0.0	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	2,122	0.0
Misc-Instate Travel - Per Diem	177	0.0	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	2,122	0.0
Misc -Communications (Telephone/Fax/Internet)	133	0.0	133	0.1	133	0.1	133	0.1	133	0.1	133	0.1	133	0.1	133	0.1	133	0.1	133	0.1	133	0.1	133	0.1	133	0.1	133	0.1	1,591	0.0
Misc -Software	177	0.0	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	177	0.2	2,122	0.0
Misc -Postage	88	0.0	88	0.1	88	0.1	88	0.1	88	0.1	88	0.1	88	0.1	88	0.1	88	0.1	88	0.1	88	0.1	88	0.1	88	0.1	88	0.1	1,061	0.0
Misc -Room Rentals	530	0.0	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	6,365	0.1
Misc -Customer Service	1,061	0.0	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	12,731	0.3
Misc -Contractor/Temp	3,721	0.1	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	3,721	3.2	44,651	1.0
Misc - on board AVL/WIFI	530	0.0	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	530	0.5	6,365	0.1
Misc -Other (Unspecified)	1,061	0.0	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	1,061	0.9	12,731	0.3
Operating Reserve	16,223	0.5	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	16,223	14.1	194,677	4.4
Sub-Total Admin Expenses	61,102	2.0	61,102	53.2	61,102	53.2	61,102	53.2	61,102	53.2	61,102	53.2	61,102	53.2	61,102	53.2	61,102	53.2	733,222	16.7										
Total Direct and Admin Costs	223,332		223,332		223,332		223,332		223,332		223,332		223,332		223,332		223,332		223,332		223,332		223,332		223,332		223,332		2,679,987	
Farebox Recovery % (minus Replacement Fund)	51%		51%		51%		51%		51%		51%		51%		51%		51%		51%		51%		51%		51%		51%		51%	
Net Operating Costs (Direct Costs+Admin Exp) minus (Revenue) minus (FASTER)	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	108,524	94.5	1,302,291	29.7
Bus Replacement Reserve	54,167		54,167	47.2	54,167		54,167		54,167		54,167		54,167		54,167		54,167		54,167		650,000	14.8								
Misc Capital Expense	20,833		20,833	18.1	20,833		20,833		20,833		20,833		20,833		20,833		20,833		20,833		250,000	5.7								
Total Program Costs	298,332		298,332		298,332		298,332		298,332		298,332		298,332		298,332		298,332		298,332		298,332		298,332		298,332		298,332		3,579,987	
Net Expenses (Total Program Costs minus Expenses)	183,524		183,524		183,524		183,524		183,524		183,524		183,524		183,524		183,524		183,524		183,524		183,524		183,524		183,524		2,202,290	

		Fiscal Year Begins Jul-17																										
		IND %	Jul-17	% B/A	Aug-17	%	Sept-17	%	Oct-17	%	Nov-17	%	Dec-17	%	Jan-18	%	Feb-18	%	Mar-18	%	Apr-18	%	May-18	%	Jun-18	%	YE-RLY	%
Revenue (Sales)																												
Farebox Sales	136,322	4.3	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	1,635,861	35.3
Interline Revenue (ICB)	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Advertising Revenue	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
FASTER	3,000,000	95.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3,000,000	64.7
Total Revenue (Sales)	3,136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	136,322	100.0	4,635,861	100.0
Direct Costs																												
Contract Operator	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7	165,881	121.7
Total Direct Costs	165,881	5.3	165,881	121.7	165,881	121.7																						
Gross Income	2,970,441	94.7	-29,559	-21.7	-29,559	-21.7																						
Administrative Expenses (Overheads)																												
Staff salaries & benefits	23,676	0.8	23,676	17.4	23,676	17.4	23,676	17.4	23,676	17.4	23,676	17.4	23,676	17.4	23,676	17.4	23,676	17.4	23,676	17.4	23,676	17.4	23,676	17.4	23,676	17.4	284,109	6.1
Advertising	9,106	0.3	9,106	6.7	9,106	6.7	9,106	6.7	9,106	6.7	9,106	6.7	9,106	6.7	9,106	6.7	9,106	6.7	9,106	6.7	9,106	6.7	9,106	6.7	9,106	6.7	109,273	2.4
Main/ Compliance Engineer	4,420	0.1	4,420	3.2	4,420	3.2	4,420	3.2	4,420	3.2	4,420	3.2	4,420	3.2	4,420	3.2	4,420	3.2	4,420	3.2	4,420	3.2	4,420	3.2	4,420	3.2	53,045	1.1
Fare Media and Supplies	182	0.0	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	2,185	0.0
Misc - On Board Communications	228	0.0	228	0.2	228	0.2	228	0.2	228	0.2	228	0.2	228	0.2	228	0.2	228	0.2	228	0.2	228	0.2	228	0.2	228	0.2	2,732	0.1
Misc - Supplies (Office/Operating)	182	0.0	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	2,185	0.0
Misc -Instate Travel - Motor Pool	546	0.0	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	6,556	0.1
Misc -Instate Travel - Lodging	182	0.0	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	2,185	0.0
Misc -Instate Travel - Per Diem	182	0.0	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	2,185	0.0
Misc - Communications (Telephone/Fax/Internet)	137	0.0	137	0.1	137	0.1	137	0.1	137	0.1	137	0.1	137	0.1	137	0.1	137	0.1	137	0.1	137	0.1	137	0.1	137	0.1	1,639	0.0
Misc -Software	182	0.0	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	182	0.1	2,185	0.0
Misc -Postage	91	0.0	91	0.1	91	0.1	91	0.1	91	0.1	91	0.1	91	0.1	91	0.1	91	0.1	91	0.1	91	0.1	91	0.1	91	0.1	1,093	0.0
Misc -Room Rentals	546	0.0	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	6,556	0.1
Misc -Customer Service	1,093	0.0	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	13,113	0.3
Misc -Contractor/Temp	3,833	0.1	3,833	2.8	3,833	2.8	3,833	2.8	3,833	2.8	3,833	2.8	3,833	2.8	3,833	2.8	3,833	2.8	3,833	2.8	3,833	2.8	3,833	2.8	3,833	2.8	45,990	1.0
Misc - on board AVL/WIFI	546	0.0	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	546	0.4	6,556	0.1
Misc -Other (Unspecified)	1,093	0.0	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	1,093	0.8	13,113	0.3
Operating Reserve	16,588	0.5	16,588	12.2	16,588	12.2	16,588	12.2	16,588	12.2	16,588	12.2	16,588	12.2	16,588	12.2	16,588	12.2	16,588	12.2	16,588	12.2	16,588	12.2	16,588	12.2	199,057	4.3
Sub-Total Admin Expenses	62,813	2.0	62,813	46.1	753,759	16.3																						
Total Direct and Admin Costs	228,694		228,694		228,694		228,694		228,694		228,694		228,694		228,694		228,694		228,694		228,694		228,694		228,694		2,744,326	
Farebox Recovery % (minus Replacement Fund)	60%		60%		60%		60%		60%		60%		60%		60%		60%		60%		60%		60%		60%		60%	
Net Operating Costs (Direct Costs-Admin Exp) minus (Revenue) minus (FASTER)	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	92,372	67.8	1,108,465	23.9
Bus Replacement Reserve	54,167		54,167	39.7	54,167		54,167		54,167		54,167		54,167		54,167		54,167		54,167		54,167		54,167		54,167		650,000	14.0
Misc. Capital Expense	20,833		20,833		20,833		20,833		20,833		20,833		20,833		20,833		20,833		20,833		20,833		20,833		20,833		250,000	
Total Program Costs	303,694		303,694		303,694		303,694		303,694		303,694		303,694		303,694		303,694		303,694		303,694		303,694		303,694		3,644,326	
Net Expenses (Total Program Costs minus Expenses)	167,372		167,372		167,372		167,372		167,372		167,372		167,372		167,372		167,372		167,372		167,372		167,372		167,372		2,008,465	

APPENDIX B

Worst Case Scenario

Appendix B

Worst Case - Projected Ridership Years 2-5 50% of Projected

Interregional Express Service Characteristics by Corridor

Characteristic	Colorado Springs	Fort Collins	Glenwood Springs	System Total
Trips				
Initial 1-way Trips ⁽¹⁾	12	10	2	24
Vehicles				
Peak	5	4	1	10
Back-up	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>
TOTAL	6	5	2	13
Annual Revenue Miles	218,200	166,400	84,500	469,100
Average Daily Ridership				
First Year of operation (25%)	111	52	9	172
Second year of operation (30%)	134	62	11	207
Third year of operation (40%)	178	82	14	274
Fourth year of operation (48%)	214	99	17	330
Annual Revenues by Corridor				
Oct 1, 2014 - June 30, 2015	\$198,713	\$100,639	\$24,629	\$323,981
July 1, 2015 - June 30, 2016	\$319,850	\$159,990	\$40,136	\$519,977
July 1, 2016 - June 30, 2017	\$424,876	\$211,599	\$51,083	\$687,558
July 1, 2017 - June 30, 2018	\$510,806	\$255,468	\$62,029	\$828,303

Notes:

⁽¹⁾ An operating contingency is identified in the budget to allow for any extra trips needed. In the I-70 corridor, the second trip would travel between Vail and Denver, providing an earlier arrival in Denver than the first trip.

Appendix B

Worst Case - Projected Ridership Years 2-5 50% of Projected

INTERREGIONAL EXPRESS BUS EXPENSES - FY 2014				
			Unit Cost	
Vehicles				
13	Over-the-road Coaches		\$600,000	\$7,800,000
1	Vaults & related, including PC			\$17,500
Park-and-Ride Improvements				
<i>Woodman Road</i>				
	Option1 - Land Swap with Tiffany Square w/improvements			
	Option 2 - Roundabout at Corporate Drive and Mark Dabley Blvd			
<i>Harmony Road: grading, paving for 150 new spaces</i>				
<i>Other Improvements:</i>				
	Shelters, Benches, Infrared heating as needed for Tejon,			
	Woodmen, Monument, US 34, Harmony, and Eagle			
	SUBTOTAL			\$1,000,000
Administrative Expenses				
	Communications/Branding		\$ 200,000	
	Maintenance Compliance Engineer ⁽³⁾		\$ 50,000	
	Misc - As detailed on IX Operations Forecast		\$ 30,000	\$280,000
Misc. Capital				
				\$250,000
IX Reserve for future capital (PNR improvements, vehicles, etc.)				
				\$1,570,000
TOTAL CAPITAL				
				\$10,917,500

EXPENSES FY 2015 - FY 2018					
		FY 2015	FY 2016	FY 2017	FY 2018
Direct Costs - Purchased Transportation					
	Contract Operator for Bus Service ⁽¹⁾⁽²⁾	\$1,460,074	\$1,946,765	\$1,946,765	\$1,990,567
Administrative Expenses					
	Staffing and Related Expenses	\$260,000	\$267,800	\$275,834	\$284,109
	Communications/Branding	\$150,000	\$100,000	\$103,000	\$106,090
	Maintenance Compliance Engineer ⁽³⁾	\$100,000	\$50,000	\$51,500	\$53,045
	Fare Media and Supplies	\$2,000	\$2,060	\$2,122	\$2,185
	Misc - As detailed on IX Operations Forecast	\$100,000	\$103,000	\$106,090	\$109,273
	<u>Operating Reserve⁽⁴⁾</u>	<u>\$73,004</u>	<u>\$194,677</u>	<u>\$194,677</u>	<u>\$199,057</u>
	SUBTOTAL	\$685,004	\$717,537	\$733,222	\$753,759
Total Administrative & Direct Operating Expenses		\$2,145,077	\$2,664,302	\$2,679,987	\$2,744,326
Fare Revenues					
	Farebox Recovery Ratio (Does not include replacement fund)	15%	20%	26%	30%
Net Operating Costs (Total direct & Admin Expense minus Revenues)		\$1,821,096	\$2,144,325	\$1,992,429	\$1,916,024
Replacement Fund		\$487,500	\$650,000	\$650,000	\$650,000
Misc Capital Expenses		\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Total Program Expenses		\$ 2,882,577	\$ 3,564,302	\$ 3,579,987	\$ 3,644,326
Net Expenses (Total Program Expenses minus Revenues)		\$2,558,596	\$3,044,325	\$2,892,429	\$2,816,024

(1) In FY 2015, service is budgeted to operate 9 months.

(2) Purchased transportation services are calculated at \$4.15 per mile for a three year fixed contract, and then inflated at 3%.

(3) Covers online inspection of buses and contractor maintenance oversight in the first year. In ensuing years, only oversight is required.

(4) The operating reserve is calculated at 5% for FY15 and 10% after that. This is for additional service, subject to Commission approval.

Appendix B
Worst Case - Projected Ridership Years 2-5 50% of Projected

Cash Flow Analysis: FY 2014 - FY 2018 (\$000,000)

	FY 2014	FY 2015 ⁽²⁾	FY 2016	FY 2017	FY 2018
Budget/Revenues					
Initial Capital Fund	\$ 10.92				
FASTER Statewide Funds	\$ -	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
Farebox Revenue	\$ -	\$ 0.32	\$ 0.52	\$ 0.69	\$ 0.83
Total Revenue	\$ 10.92	\$ 3.32	\$ 3.52	\$ 3.69	\$ 3.83
Operating Costs					
Contract Operator	\$ -	\$ 1.46	\$ 1.95	\$ 1.95	\$ 1.99
DTR Salaries (2 positions)	\$ -	\$ 0.26	\$ 0.27	\$ 0.28	\$ 0.28
Branding/Communications	\$ 0.20	\$ 0.15	\$ 0.10	\$ 0.10	\$ 0.11
Maint. Compliance Engineer	\$ 0.05	\$ 0.10	\$ 0.05	\$ 0.05	\$ 0.05
Fare Media	\$ -	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
Misc. Other	\$ 0.03	\$ 0.10	\$ 0.10	\$ 0.11	\$ 0.11
Operating Reserve ⁽¹⁾		\$ 0.07	\$ 0.19	\$ 0.19	\$ 0.20
Total Operating Costs	\$ 0.28	\$ 2.15	\$ 2.66	\$ 2.68	\$ 2.74
Capital Costs					
Bus Purchase	\$ 7.80	\$ -		\$ -	\$ -
PNR Improvements	\$ 1.00	\$ -	\$ -	\$ -	\$ -
Misc. Capital	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25
Total Capital Costs	\$ 9.05	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25
Replacement Fund ⁽³⁾					
Annual Contribution	\$ -	\$ 0.49	\$ 0.65	\$ 0.65	\$ 0.65
Replacement Fund Total	\$ -	\$ 0.49	\$ 1.14	\$ 1.79	\$ 2.44
		\$ 0.49	\$ 0.65	\$ 0.65	\$ 0.65
Revenues minus Expenses ⁽³⁾	\$ -	\$ 0.44	\$ (0.04)	\$ 0.11	\$ 0.18
Cumulative Reserves ⁽⁴⁾	\$ 1.57	\$ 2.01	\$ 1.96	\$ 2.07	\$ 2.26
Refunded to FASTER Statewide	\$ -	\$ -	\$ -	\$ -	\$ -

Notes

⁽¹⁾ Operating Reserve = 5% for FY 2015, 10% thereafter.

⁽²⁾ Service proposed to begin October 2014

⁽³⁾ "**Net Revenues minus Expenses**" do not carryover into next fiscal year, they are added to the Cumulative Reserves.

⁽⁴⁾ Reserves are capped at \$3M. Excess is returned to the FASTER Statewide Pool.

APPENDIX C

Coming Next Week

Appendix C High Success

50% more ridership than plan

Interregional Express Service Characteristics by Corridor

Characteristic	Colorado Springs	Fort Collins	Glenwood Springs	System Total
Trips				
Trips in FY 2016 1-way Trips ⁽¹⁾	16	12	4	32
Vehicles				
Peak	7	6	1	14
Back-up	1	1	1	3
TOTAL	8	7	2	17
Annual Revenue Miles	290,900	199,700	169,000	659,600
Average Daily Ridership				
First Year of operation (75%)	334	155	26	515
Second year of operation (90%)	401	185	32	618
Third year of operation (120%)	534	247	42	823
Fourth year of operation (143%)	636	295	50	981
Annual Revenues by Corridor				
Oct 1, 2014 - June 30, 2015	\$597,929	\$299,981	\$71,151	\$969,061
July 1, 2015 - June 30, 2016	\$957,165	\$477,389	\$116,761	\$1,551,314
July 1, 2016 - June 30, 2017	\$1,274,628	\$637,379	\$153,248	\$2,065,255
July 1, 2017 - June 30, 2018	\$1,518,096	\$761,242	\$182,438	\$2,461,776

Notes:

- (1) An operating contingency is identified in the budget to allow for any extra trips needed. In the I-70 corridor, the second trip would travel between Vail and Denver, providing an earlier arrival in Denver than the first trip.

Appendix C High Success 50% more ridership than plan

INTERREGIONAL EXPRESS BUS CAPITAL AND EXPENSES - FY 2014			
		Unit Cost	
Vehicles			
13	Over-the-road Coaches	\$600,000	\$7,800,000
1	Vaults & related, including PC		\$17,500
Park-and-Ride Improvements			
<i>Woodman Road</i>			
	Option1 - Land Swap with Tiffany Square w/improvements		
	Option 2 - Roundabout at Corporate Drive and Mark Dabley Blvd		
<i>Harmony Road: grading, paving for 150 new spaces</i>			
<i>Other Improvements:</i>			
	Shelters, Benches, Infrared heating as needed for Tejon,		
	Woodmen, Monument, US 34, Harmony, and Eagle		
	SUBTOTAL		\$1,000,000
Administrative Expenses			
	Communications/Branding	\$ 200,000	
	Maintenance Compliance Engineer ⁽³⁾	\$ 50,000	
	Misc - As detailed on IX Operations Forecast	\$ 30,000	\$280,000
Misc. Capital			
IX Reserve for future capital (PNR improvements, vehicles, etc.)			\$1,570,000
TOTAL CAPITAL			\$10,917,500

EXPENSES FY 2015 - FY 2018					
		FY 2015	FY 2016 ⁽⁵⁾	FY 2017 ⁽⁶⁾	FY 2018 ⁽⁷⁾
Purchased Transportation					
	Contract Operator for Bus Service ⁽¹⁾⁽²⁾	\$1,460,074	\$2,737,340	\$3,026,180	\$3,748,597
Administrative Expenses					
	Staffing and Related Expenses	\$260,000	\$267,800	\$275,834	\$284,109
	Communications/Branding	\$150,000	\$100,000	\$103,000	\$106,090
	Maintenance Compliance Engineer ⁽³⁾	\$100,000	\$50,000	\$51,500	\$53,045
	Fare Media and Supplies	\$2,000	\$2,060	\$2,122	\$2,185
	Misc - As detailed on IX Operations Forecast	\$100,000	\$103,000	\$106,090	\$109,273
	Operating Reserve ⁽⁴⁾	<u>\$73,004</u>	<u>\$273,734</u>	<u>\$302,618</u>	<u>\$374,860</u>
	SUBTOTAL	\$685,004	\$796,594	\$841,164	\$929,562
Total Administrative & Operating Expenses		\$2,145,078	\$3,533,934	\$3,867,344	\$4,678,159
Fare Revenues					
	Fareox Recovery Ratio	45%	44%	53%	53%
Net Operating Costs (Total direct and admin expenses minus revenues)		\$1,176,016	\$1,982,620	\$1,802,089	\$2,216,383
Replacement Fund		\$487,500	\$650,000	\$650,000	\$650,000
Misc Capital		\$250,000	\$250,000	\$250,000	\$250,000
Bus and Farebox Capital⁽⁸⁾			\$1,800,000		\$1,800,000
TOTAL PROGRAM EXPENSES		\$2,882,578	\$6,233,934	\$4,767,344	\$7,378,159
Net Expenses (Total program costs minus revenue)		\$1,913,516	\$4,682,620	\$2,702,089	\$4,916,383

Notes

- (1) In FY 2015, service is budgeted to operate 9 months.
- (2) Purchased transportation services are calculated at \$4.15 per mile for a three year fixed contract, and then inflated at 3%.
- (3) Covers online inspection of buses and contractor maintenance oversight in the first year. In ensuing years, only oversight is required.
- (4) The operating reserve is calculated at 5% for FY15 and 10% after that. This is for additional service, subject to Commission approval.
- (5) Four one ways added to Colo Springs - Denver (Total 16); 2 one ways added Ft. Collins - Denver (total 12); 2 one ways added Vail-Denver (total 4 on I-70)
- (6) 2 one ways added Colo Springs - Denver (Total 18); 2 one ways added Ft. Collins- Denver(total 14)
- (7) 2 one ways added Colo Springs - Denver (Total 20); 2 one ways added Ft. Collins- Denver (total 16); 2 one ways added Glenwood Springs-Denver (total 7 I-70)
- (8) 3 buses and fareboxes purchased FY 2016 and again in FY 2018 subject to Transportation Commission approval

Appendix C High Success 50% more ridership than plan

Cash Flow Analysis: FY 2014 - FY 2018 (\$000,000)

	FY 2014	FY 2015	FY 2016 ⁽³⁾	FY 2017 ⁽⁴⁾	FY 2018 ⁽⁵⁾
Budget/Revenues					
Initial Capital Fund	\$ 10.92				
FASTER Statewide Funds	\$ -	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
Farebox Revenue	\$ -	\$ 0.97	\$ 1.55	\$ 2.07	\$ 2.46
Total Revenue	\$ 10.92	\$ 3.97	\$ 4.55	\$ 5.07	\$ 5.46
Operating Costs					
Contract Operator ⁽³⁾	\$ -	\$ 1.46	\$ 2.74	\$ 3.03	\$ 3.75
DTR Salaries (2 positions)	\$ -	\$ 0.26	\$ 0.27	\$ 0.28	\$ 0.28
Branding/Communications	\$ 0.20	\$ 0.15	\$ 0.10	\$ 0.10	\$ 0.11
Maint. Compliance Engineer	\$ 0.05	\$ 0.10	\$ 0.05	\$ 0.05	\$ 0.05
Fare Media	\$ -	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
Misc. Other	\$ 0.03	\$ 0.10	\$ 0.10	\$ 0.11	\$ 0.11
Operating Reserve ⁽¹⁾		\$ 0.07	\$ 0.27	\$ 0.30	\$ 0.37
Total Operating Costs	\$ 0.28	\$ 2.15	\$ 3.53	\$ 3.87	\$ 4.68
Capital Costs					
Bus Purchase ⁽²⁾	\$ 7.80	\$ -	\$ 1.80	\$ -	\$ 1.80
PNR Improvements	\$ 1.00	\$ -	\$ -	\$ -	\$ -
Misc. Capital	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25
Total Capital Costs	\$ 9.05	\$ 0.25	\$ 2.05	\$ 0.25	\$ 2.05
Replacement Fund					
Annual Contribution	\$ -	\$ 0.49	\$ 0.65	\$ 0.65	\$ 0.65
Replacement Fund Total	\$ -	\$ 0.49	\$ 1.14	\$ 1.79	\$ 2.44
Revenues minus Expenses	\$ -	\$ 1.57	\$ (1.03)	\$ 0.95	\$ (1.27)
Cumulative Reserves	\$ 1.57	\$ 3.00	\$ 1.97	\$ 2.92	\$ 1.65
Refunded to FASTER Statewide	\$ -	\$ 0.14	\$ -	\$ -	\$ -

Notes:

(1) Operating Reserve = 5% for FY 2015, 10% thereafter.

(2) 3 buses and fareboxes purchased in FY2016 & FY 2018

(3) Added 4 one way trips Colorado Springs-Denver (total 16), 2 one way trips Ft. Collins - Denver(total 12), and added 2 one way trip Vail - Denver (total I-70 =4) increasing operator costs

(4) Add 2 one ways Colorado Springs - Denver(total 18); 2 one ways Ft. Collins - Denver(total 14)

(5) Add 2 one ways Colorado Springs - Denver; two one ways Ft. Collins - Denver (total 14), one Glenwood Springs - Denver (total I-70- 6)

Interregional Express Bus Plan



**TRANSPORTATION COMMISSION WORKSHOP
DECEMBER 18, 2013**

Mark Imhoff, DTR Director
and
Amy Ford, Communications Director

Interregional Express Bus Plan



- **Today's Purpose:**
 - Address November Workshop concerns
 - Present Communications & branding plan
 - Seek TC input & guidance/Approval requested in January
- **IX Sub-Committee**
 - Transit & Rail Advisory Committee (TRAC) representatives
 - Linked transit agencies/entities
 - Assist CDOT in final development of the IX Plan
- **Stakeholder outreach: October – December**
 - Final Plan Update/seek endorsements
 - ✦ Inter Mountain TPR
 - ✦ North Front Range MPO
 - ✦ Pikes Peak Area COG
 - ✦ DRCOG
 - ✦ RTD Board
 - ✦ Transit and Rail Advisory Committee (TRAC)
 - ✦ STAC

CDOT Mission:” ...provide the best multi modal transportation system...”



- **SB 09-094: Created Division of Transit & Rail (2009)**
 - Authority to operate transit
- **SB 09-108: FASTER (2009)**
 - \$10 M/year for statewide transit
 - Authority to spend on transit operations
- **AG concurrence (2013)**
 - Authority to operate and fund
- **TBD Colorado recommendation (2012)**
 - The **state** should play an **enhanced role** in helping to **catalyze and secure funding** for transit projects, such as **interregional bus service**
- **State Transit Plan stakeholder input (2013 on-going)**
 - Desire/need for more regional/interregional service

Interregional Express Bus Plan



IX Bus Concept

- **CDOT becomes a transit provider (using a private operator)**
 - Begins to fulfill multimodal mission
- **Interregional element to statewide transit network**
- **Connect population & employment centers**
- **Peak period commuter & “essential service” express**
 - Fast/minimize travel times
 - Limited stops/significant spacing
 - ✦ Utilize park-and-rides for broad local access
- **Maximize fare box recovery**
 - Expect at least 40% over time
 - Guarantee 20% within two years

Interregional Express Bus Plan



- **Intercity & Regional Bus Network Study**
 - 15 month effort/complete early 2014
 - Interregional Express Bus development support
- **Peer Agency Investigation/Lessons Learned**
 - 5 peer systems evaluated
 - Focus on park-and-ride collection points
 - Commuter peak period focus
 - ✦ Accommodate essential service needs
 - State or regional Commission or Board governance structure
 - Agency procured buses most cost effective
 - High fare box recovery: 38%-84%
 - ✦ Exception-New Mexico (15%) due to no/low CBD parking costs
 - Contract for operations
 - ✦ Minimize number of operators/contracts

Interregional Express Bus Plan



IX Net Investment (subsidy)

	FY 2015	FY 2016	FY 2017	FY 2018	4 yr Total
Admin and Operating Expenses	\$ 2,145,077	\$ 2,664,302	\$ 2,679,987	\$ 2,744,326	\$ 10,233,692
Replacement fund	\$ 487,500	\$ 650,000	\$ 650,000	\$ 650,000	\$ 2,437,500
Total Annual Costs	\$ 2,632,577	\$ 3,314,302	\$ 3,329,987	\$ 3,394,326	\$ 12,671,192
IX Plan Forecast					
Annual Fare Revenue	\$ 647,817	\$ 1,033,918	\$ 1,377,697	\$ 1,635,861	\$ 4,695,293
Annual Net Investment (subsidy)	\$ 1,984,760	\$ 2,280,384	\$ 1,952,290	\$ 1,758,465	\$ 7,975,899
Fare box recovery ratio	30%	39%	51%	60%	
Worst Case Scenario					
Annual Fare Revenue	\$ 323,981	\$ 519,977	\$ 687,558	\$ 828,303	\$ 2,359,819
Annual Net Investment (subsidy)	\$ 2,308,596	\$ 2,794,325	\$ 2,642,429	\$ 2,566,023	\$ 10,311,373
Fare box recovery ratio	15%	20%	26%	30%	

Interregional Express Bus Plan



- **IX Recommended Funding**
 - **FASTER Statewide pool – annual allocation**
 - ✦ Capped at \$3.0M – no increases
 - ✦ Covers operations & maintenance
 - **Fare box revenues dedicated to program**
 - ✦ Funds other operating costs, capital needs and service expansion
 - ✦ Includes Bus Replacement Fund annual contribution
 - **IX Cumulative Reserve**
 - ✦ Commission controlled/capital improvements
 - ✦ IX excess funds/grows to \$3.0M
 - ✦ >\$3.0M refunded to FASTER Statewide capital program
 - **No local match**

Interregional Express Bus Plan



Cash Flow Analysis: FY 2014 - FY 2018 in (\$000,000)

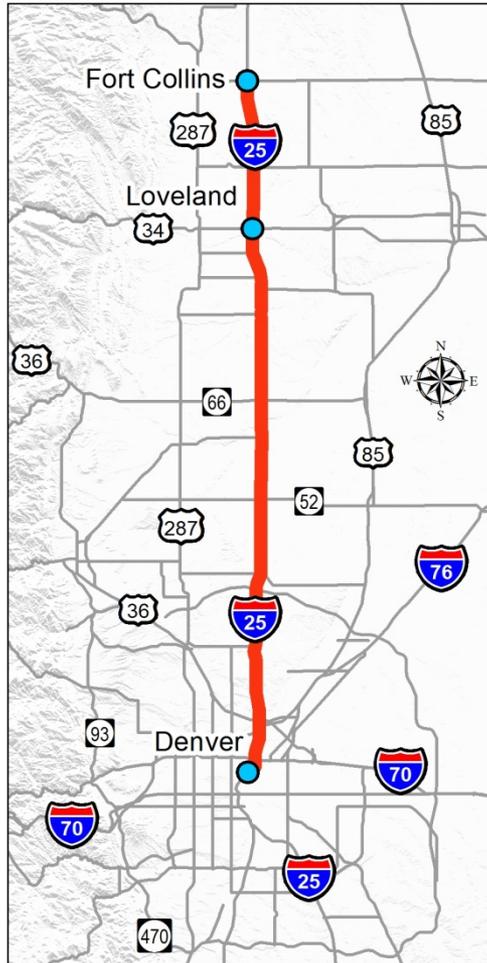
	FY 2014	FY 2015 ⁽²⁾	FY 2016	FY 2017	FY 2018
Budget/Revenues					
Initial Capital Fund	\$ 10.92				
FASTER Statewide Funds	\$ -	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
Farebox Revenue	\$ -	\$ 0.65	\$ 1.03	\$ 1.38	\$ 1.64
Total Revenue	\$ 10.92	\$ 3.65	\$ 4.03	\$ 4.38	\$ 4.64
Operating Costs					
Contract Operator	\$ -	\$ 1.46	\$ 1.95	\$ 1.95	\$ 1.99
DTR Salaries (2 positions)	\$ -	\$ 0.26	\$ 0.27	\$ 0.28	\$ 0.28
Branding/Communications	\$ 0.20	\$ 0.15	\$ 0.10	\$ 0.10	\$ 0.11
Maint. Compliance Engineer	\$ 0.05	\$ 0.10	\$ 0.05	\$ 0.05	\$ 0.05
Fare Media	\$ -	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
Misc. Other	\$ 0.03	\$ 0.10	\$ 0.10	\$ 0.11	\$ 0.11
Operating Reserve ⁽¹⁾		\$ 0.07	\$ 0.19	\$ 0.19	\$ 0.20
Total Operating Costs	\$ 0.28	\$ 2.15	\$ 2.66	\$ 2.68	\$ 2.74
Capital Costs					
Bus Purchase	\$ 7.80	\$ -		\$ -	\$ -
PNR Improvements	\$ 1.00	\$ -	\$ -	\$ -	\$ -
Misc. Capital	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25
Total Capital Costs	\$ 9.05	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25
Replacement Fund					
Annual Contribution	\$ -	\$ 0.49	\$ 0.65	\$ 0.65	\$ 0.65
Replacement Fund Total	\$ -	\$ 0.49	\$ 1.14	\$ 1.79	\$ 2.44
		\$ 0.49	\$ 0.65	\$ 0.65	\$ 0.65
Net Revenues minus Expenses ⁽³⁾	\$ -	\$ 0.77	\$ 0.47	\$ 0.80	\$ 0.99
Cumulative Reserves ⁽⁴⁾	\$ 1.57	\$ 2.34	\$ 2.80	\$ 3.00	\$ 3.00
Refunded to FASTER Statewide Pool	\$ -	\$ -	\$ -	\$ 0.60	\$ 0.99

Interregional Express Bus Plan



- **Private Sector Competition?**
 - No, IX provides complimentary service
 - Statewide Transit Network
 - ✦ Intercity service/connect major metropolitan areas
 - ✦ Interregional Express/connect corridor communities
 - ✦ Local service/local collection and distribution
 - AG concurs

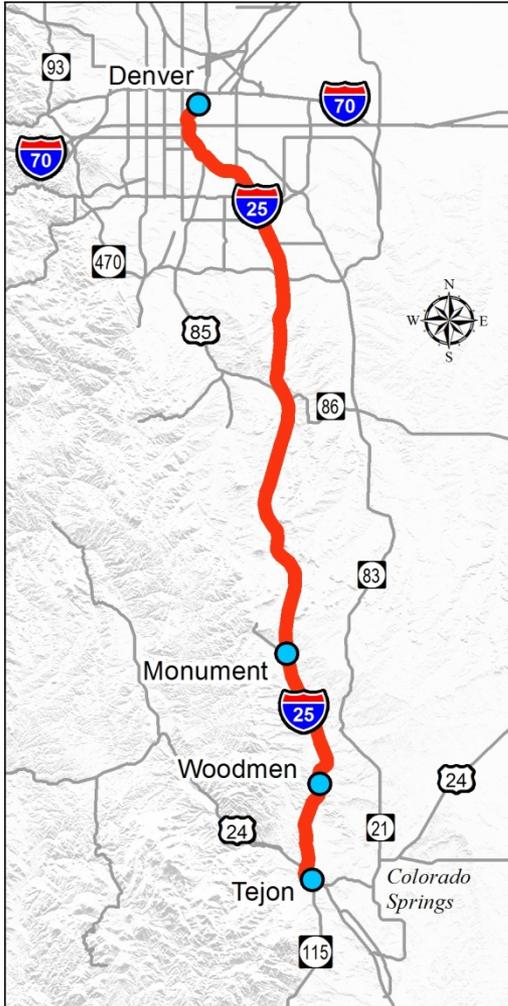
Interregional Express Bus Plan



Fort Collins to DUS

- 5 round trips/wkday
 - 4 peak commute times
 - 1 off-peak
- Park-and-Rides/stations
 - I-25/Harmony Road PNR
 - ✦ Park-and-ride expansion required
 - I-25/US 34 PNR
 - Denver Union Station
- Utilize current/future managed lanes & direct DUS access
- Ridership estimate
 - 171-257 passengers/day

Interregional Express Bus Plan



Colorado Springs to DUS

- 6 round trips/wkday
 - 5 peak commute times
 - 1 off-peak
- Park-and-Rides/stations
 - I-25/Tejon Rd PNR
 - I-25/Woodman Rd PNR
 - ✦ Park-and-ride access required
 - I-25/Monument PNR
 - I-25/Broadway Station
 - Denver Union Station
- Ridership estimate
 - 371-556 passengers/day

Interregional Express Bus Plan



Mountain Corridor Plan

- 1 round trip/wkday
 - 7:20AM depart Glenwood Springs
 - 6:00PM depart DUS
- Park-and-Rides/stations
 - South Glenwood Station PNR
 - I-70/Eagle PNR
 - Vail Transit Center PNR (pay in winter)
 - Frisco Transit Center PNR
 - Denver Federal Center
 - Denver Union Station
- Ridership estimate
 - 18-36 Passengers/day

Interregional Express Bus Plan



- **Fare structure - Recommended**
 - \$0.17/mile – consistent with industry/peer evaluation
 - Single ticket one-way
 - ✦ \$10/trip: Ft. Collins to DUS
 - ✦ \$12/trip: Colorado Springs to DUS
 - ✦ \$28/trip: Glenwood Springs to DUS
 - ✦ \$17/trip: Vail to DUS
 - Multiple trip discounts:
 - ✦ 10% discount (10 ride ticket)
 - ✦ 20% discount (20 ride ticket)
 - ✦ 25% discount (40 ride ticket)

Interregional Express Bus Plan



- **13 Over the Road Coaches**
 - 50 passenger capacity, ample leg room
 - Handicap accessible
 - Reclining seats w/3 point restraining belts
 - Fold down tray tables
 - Wi-Fi and 110 volt electrical outlets
 - Restrooms
 - Bike racks
- **USDOT Certification required**
 - Consensus at November Workshop
 - No Buy-America requirements
 - ✦ State funds – no requirement

Interregional Express Bus Plan



- **FY2015-FY2017 Operations & Maintenance**
 - Contract with a private provider
 - ✦ 3 year contract w/ 2 one-year options (FY2018 & FY2019)
 - ✦ Customer service performance measures
 - ✦ Required maintenance schedule and monitoring
 - RFP in development/advertise February 2014
 - ✦ RTD & Mountain Metro expertise/specs and process
 - Commission review and approval – Spring 2014

Interregional Express Bus Plan



- **Communications Plan**

- **Part I: Brand**

- ✦ Public information elements (system map, schedules, website, brochures, etc.)
- ✦ Marketing elements (campaigns, advertising, etc.)
- ✦ Bus stop/station treatments (signage, information posts, architectural amenities, other)
- ✦ Bus vehicle treatments (exterior and interior)

- **Part II: Education**

- ✦ Benefits
- ✦ Operations
- ✦ Partnerships with local agencies
- ✦ How to ride

Interregional Express Bus Plan



- **Communications Plan**

- **Part I: Brand**

- ✦ **Develop brand, prepare graphic and infrastructure design standards based on the brand approach**

- **Timeframe: Jan - May 2014**

- **Part II: Education**

- ✦ **Project Organization**
- ✦ **Communications Collateral**
- ✦ **Internal Leadership/Project Communications**
- ✦ **Media Relations**
- ✦ **Project Messaging**

Interregional Express Bus Plan



- **Measuring IX Success**
 - Quarterly Performance Reports
 - ✦ Ridership
 - ✦ Fare box revenues
 - ✦ Fare box recovery ratios
 - ✦ On-time performance rate
 - ✦ Contractor violations
 - Continuous performance monitoring
 - Service flexibility to maximize performance
- **Commission Oversight**
 - Suggest T&I Committee serve as IX Operating Committee
 - ✦ TRAC provides input
 - No capital expenditures or service expansion w/out TC approval

Interregional Express Bus Plan



- Request Commission approval – January 2014
- Public outreach – Spring 2014
- Communications/branding – Winter/Spring 2014
- Local Partnerships – Spring/Summer 2014
 - Joint advertising
 - Ticket sales
 - PNR maintenance
- Service opening – Late 2014

Interregional Express Bus Plan



Questions

???

Interregional Express Bus Plan



- **Finance Plan/Budget**

- Initial capital/start-up fund (FY 2014) \$10.9M
 - ✦ SB 1 unallocated/FREX proceeds \$5.4M
 - ✦ Unallocated FASTER Statewide \$5.5M
- FY 2014 capital expenditure estimates \$10.9M
 - ✦ Bus purchase (13) \$7.8M
 - ✦ PNR improvements \$1.0M
 - ✦ PR/Branding \$0.2M
 - ✦ Misc./IX Reserve \$0.3M
 - ✦ IX Cumulative Reserve \$1.6M
- Annual contracted services (FY 2015+) \$3.0 M
 - ✦ FASTER Statewide pool
 - Capped at \$3.0M – no increases
 - ✦ Covers operations & maintenance
- Fare box revenues dedicated to program
 - ✦ Funds other operating costs, capital needs and service expansion
- No local match

Interregional Express Bus Plan



- **Customer Service Plan**

- **Key principles:**

- ✦ Safe travel with friendly drivers
- ✦ Clean, comfortable buses
- ✦ Passenger friendly amenities: leg room, Wi-Fi, restrooms, ADA accessible
- ✦ On-time performance

- **Guaranteed ride home**

- **Customer Call Center**

- **Mobile Apps**

- ✦ Real time bus location
- ✦ Schedules & fares

Interregional Express Bus Plan



- **Operator Communications/Customer Service**
 - Responsible for mobile application, web
 - Customer Service Call Center
 - Under management of Communications

**Transportation Commission of Colorado
Statewide Planning Workshop**

Agenda

**Wednesday, December 18, 2013 – 3:00 – 3:30 P.M.
4201 East Arkansas Avenue
Denver, Colorado**

- **Statewide Planning Overview – Debra Perkins-Smith – 5 minutes**
- **PD14 update - Debra Perkins-Smith - 2 minutes**
- **Program Distribution - Debra Perkins-Smith and Scott Richrath - 25 minutes**
 - **Allocation of funds to Programs**
 - **Discussion of options**
 - **Timeline for adoption**

Attachments

SWP Overview MemoPage 2

SWP PowerPoint PresentationPage 3

PD14 Memo.....Page 13

RPP Formula and Discussion Memo.....Page 22

Program Distribution MemoPage 23

Proposed Review Scenario for Adoption.....Page 28

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011

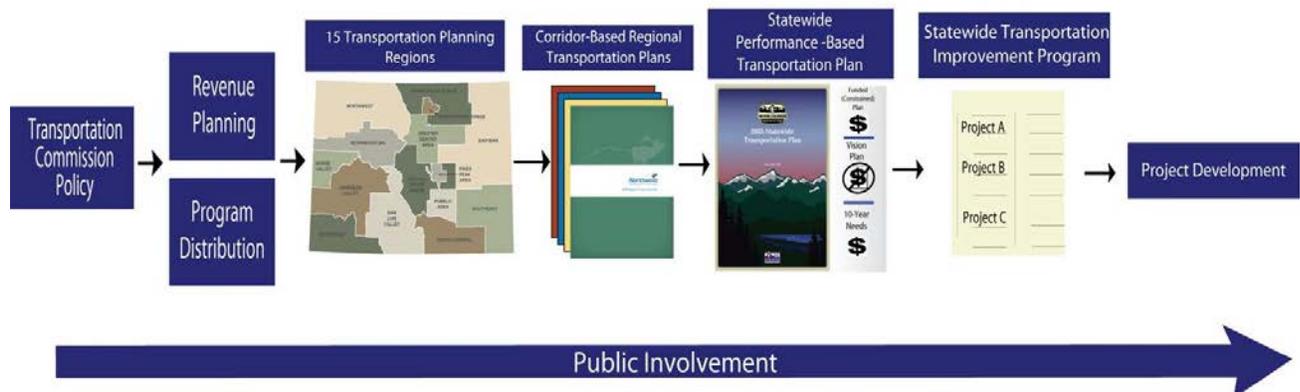


DATE: December 5, 2013
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Statewide Planning Overview

Purpose:

Attached are slides that provide a brief overview of the state and federal requirements for statewide planning and some highlights of the CDOT Statewide Plan now under development. The early steps in Plan development include the adoption of the Planning Rules (adopted in October, 2012), the projection of revenues for the planning horizon (2016-2040-adopted April, 2013), the establishment of performance goals and objectives (PD 14), and the allocation of funds to programs needed to support those objectives (Program Distribution).

As illustrated in the graphic below, the Transportation Commission sets policy, revenue projections, and program distribution to guide the development of regional plans that identify corridor based strategies for transportation improvements. Those regional plans are then integrated and consolidated into a statewide transportation plan. The plan serves to guide the selection of projects that contribute to the achievement of adopted objectives and that are included in the Statewide Transportation Improvement Program (STIP).



Action Required: None. Information Only.

Statewide Planning Overview

Debra Perkins-Smith

December 18, 2013



Statewide Planning



- Based in State law and Federal Regulations
- Update cycle every four years for areas in AQ non-attainment areas
- Work with MPOs and TPRs to get updates on same or similar schedule
- MPOs develop their own plans per Federal regulations and with Planning funds
- CDOT staff supports TPRs in development of their plans

State Legislation



- CRS 43-1-1103. Transportation Planning
 - Integrate and consolidate regional plans into a comprehensive statewide plan
 - Identify facilities and services needed to meet estimated demand over a 20 year period
 - Identify what can be reasonably expected to be implemented with estimated revenues

State Legislation



- Statewide Transportation Plan shall address:
 - Multimodal (transit/bike/ped)
 - System Preservation
 - Mobility
 - Safety
 - Freight
 - Environmental Stewardship
 - Greenhouse gas reduction



Federal Regulations

- State shall develop long range plan with a minimum 20 year forecast period
- Provide for performance based approach to decision making
- Include description of performance measures and targets used to assess system performance
- Plan shall be developed in cooperation with MPOs, Tribal governments and non-metropolitan local officials



Federal Regulations

- Include capital, operations and management strategies to ensure preservation and efficient use of the existing system
- Include environmental considerations
- May include financial plan with reasonably expected resources



Federal Regulations

- Statewide Plan will address factors:
 - Economic vitality
 - Safety and security for motorized and non-motorized travelers
 - Mobility of people and freight
 - Environment
 - Multimodal connectivity
 - Efficient systems operations
 - Preservation of system

CDOT's Statewide Plan



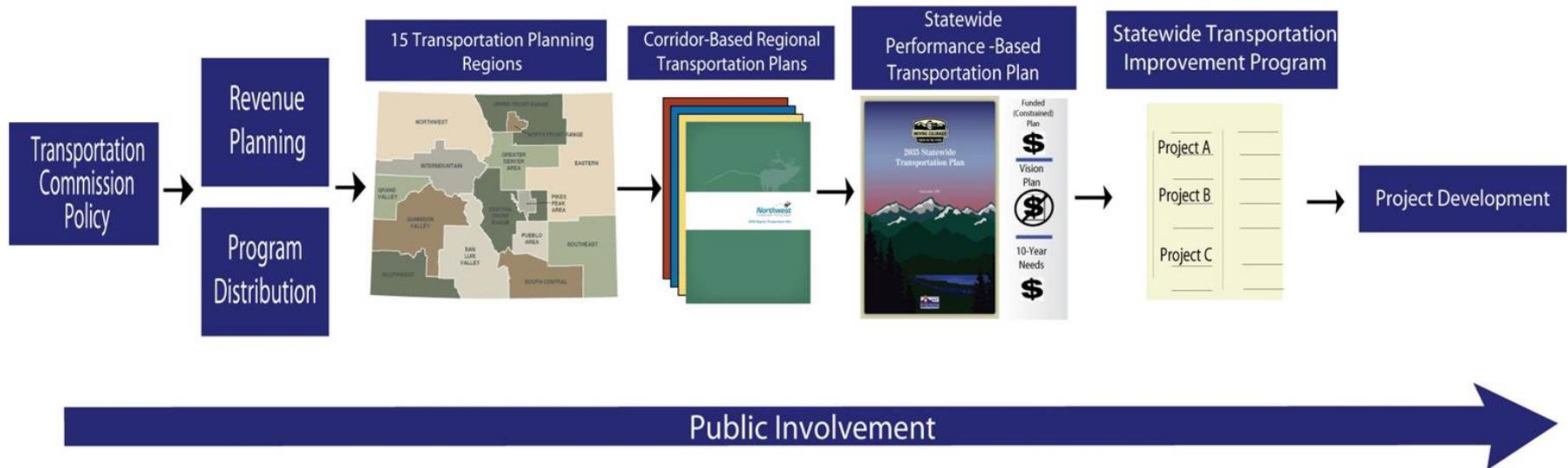
- Establishes a transportation vision for the State
 - Addresses state and federal regulations
 - Identifies short-term (10 year) and long-term (25 year) needs for a multimodal transportation system
 - Includes performance measures and targets to assess system performance
 - Includes stakeholder involvement
 - Provides strategic direction and allocates resources to programs to achieve goals (Policy Directive 14)
 - Integrates all CDOT modal plans, risk-based asset management plan, and other CDOT initiatives
 - Integrates MPO and TPR Regional Transportation Plans
 - Final product will be web-based
 - Enables progress reporting post adoption

CDOT's Statewide Plan



- *The Statewide Transportation Plan guides investment for a multimodal, comprehensive system that balances preservation and maintenance, efficient system operations and management process, and capacity improvement while incorporating risk-based asset management and best business practices.*

CDOT's Statewide Plan



MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: December 6, 2013

TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: Policy Directive 14

Purpose

Attached is the updated version of Policy Directive (PD) 14, which now includes the aspirational objectives reviewed at the November Transportation Commission Workshop, as well as clarification for some objectives on timeline.

Action Requested

Review and comment on PD 14 as it guides Program Distribution for the Plan.

Additional Information Related to PD 14

- *The linkage between PD 14 and Program Distribution* – MAP-21 (Moving Ahead for Progress in the 21st Century Act), states that performance measures and targets (objectives) shall be considered when developing policies, programs, and investment priorities that are reflected in the Statewide Transportation Plan (SWP) and Statewide Transportation Improvement Program (STIP). CDOT's performance measures and objectives are stated in Policy Directive (PD) 14. One of the primary purposes of PD 14 is to direct the distribution of financial resources toward accomplishing the objectives when developing the SWP, the STIP, and the annual budget.
- *MAP-21 Rulemaking* – Rulemaking for MAP-21 is in progress with Notices of Proposed Rulemaking expected in spring and summer of 2014. The rules for MAP-21 are anticipated to become effective in spring 2015. Thus, some modification to PD 14 based on MAP-21 rules may be required in the future.
- *Public Involvement* – with Plan development include on-going input from stakeholders and finalize PD 14 with Plan adoption

Next Step

Adoption of Program Distribution based on draft PD 14 objectives.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		
Policy Guiding Statewide Plan Development		14.0
Effective	Supersedes	Originating Office
TBD	03/20/08	Division of Transportation Development & Office of Financial Management and Budget

I. PURPOSE

This Policy Directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed that optimizes the transportation system by balancing preservation and maintenance, efficient operations and management practices, and capacity improvements. Policy Directive 14.0 performance objectives will direct distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. This Policy Directive is in alignment with the national goals in the 2012 federal transportation authorization law, MAP-21 (Moving Ahead for Progress in the 21st Century Act). This Policy Directive reflects CDOT’s risk based asset management program and plan that incorporates a business approach intended to optimize investment for maintenance and preservation of CDOT assets based on both risk and performance assessment.

II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 112-141 (“Moving Ahead for Progress in the 21st Century” or “MAP-21), and its implementing regulations.

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

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

Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

III. APPLICABILITY

This Policy Directive applies to all CDOT Divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT’s planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.

IV. DEFINITIONS

“Aspirational Objectives” are those objectives, or targets, toward which CDOT may strive should CDOT receive revenues beyond those projected.

“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 condition is specific to each traffic based highway category and means drivers must reduce speeds to compensate for unsafe factors, navigate around damaged pavement, or endure intolerably rough rides.

“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.

“Maintenance Level of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall maintenance level 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.

“Performance Measures” are the ways that direction toward a goal is measured.

“Performance Objectives” are the specific targets an organization intends to meet.

“Planning Time Index” is a comparison of the congested travel time at the 95th percentile to the free-flow time on Interstates and non-Interstate NHS congested corridors.

“Revenue Service Miles” are the miles transit vehicles are available to the general public.

“Serious Injuries” means evident injuries.

“Vehicle Miles Traveled” (VMT) is obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.

V. POLICY

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will direct distribution of financial resources to meet or make progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Financial resources will be directed toward achieving the objectives within the first 10 years (2016-2025) of the planning horizon that extends to 2040. Projects will be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while

recognizing constraints on some funding sources. Aspirational objectives will guide the use of funds received that are above baseline revenue projections.

2. Goals. CDOT transportation goals guide development of the multimodal Statewide Transportation Plan and of performance objectives. The goals are:

- SAFETY – Reduce traffic fatalities and serious injuries and work toward zero deaths for all users.
- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational improvements and secondarily through the addition of capacity. Support opportunities for mode choice.
- MAINTENANCE – Annually maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation.

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to direct investment decisions primarily focused on the first 10-years (2016-2025) of the planning horizon that extends to 2040. Explanations of how the objectives will be measured and budget categories that fund the four goal areas - Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants - are listed below with the appropriate goals.

a) SAFETY:

Safety objectives are mostly stated in a five-year average so that the trend can be evaluated (current five-year averages are based on data from 2008-2012). The budget categories that fund Safety are Maintain, Maximize, and Expand.

MEASURES:

- Number of fatalities
- Fatalities per vehicle miles traveled (VMT)
- Number of serious injuries
- Serious injuries per VMT
- Economic impact of crashes

OBJECTIVES:

- Achieve a five-year annual average reduction of 12 in the number of fatalities beginning with 2012 baseline.
- Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT beginning with 2012 baseline.

- Achieve a five-year annual average reduction of 100 in the number of serious injuries beginning with 2012 baseline.
- Achieve a five-year annual average serious injury rate of 25 per 100 million VMT beginning with 2012 baseline.
- Reduce the economic impact of crashes annually by 1% over the previous calendar year.

ASPIRATIONAL OBJECTIVE:

- Achieve a five-year annual average fatality rate of 0.98 per 100 million VMT.

b) INFRASTRUCTURE CONDITION:

The infrastructure condition objectives for highways and bridges are intended to be achieved or maintained over the first 10 years (2016-2025) of the planning horizon that extends to 2040. The budget category that funds Infrastructure Condition is Maintain.

(1) Bridges

MEASURES:

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges
- Risk-Based Asset Management Plan Goals for bridges

OBJECTIVES:

- Maintain the percent of NHS bridge total deck area that is not structurally deficient at or above 90%.
- Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.
- Meet bridge goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

- Achieve the percent of NHS bridge total deck area that is not structurally deficient at or above 95%.

(2) Highways

MEASURES:

- Pavement condition of the Interstate System
- Pavement condition of the NHS, excluding Interstates
- Pavement condition of the state highway system
- Risk-Based Asset Management Plan Goals for pavement condition

OBJECTIVES:

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories by 2025.

- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories by 2025.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories by 2025.
- Meet pavement condition goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

- Achieve pavement condition level of 90% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve pavement condition level of 90% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.

(3) Other Roadway Assets

MEASURE:

- Risk-Based Asset Management Plan Goals (for culverts, tunnels, walls, and rock fall mitigation)

OBJECTIVE:

- Meet Risk-Based Asset Management Plan Goals

(4) Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

- Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions, beginning with the baseline established in September 2014.
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.

ASPIRATIONAL OBJECTIVE:

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than 70% operating in fair, good, or excellent condition, per Federal Transit Administration definitions, beginning with the baseline established in September 2014.

c) SYSTEM PERFORMANCE:

Policy Guiding Statewide Plan Development

The system performance objectives for Interstates, NHS and State Highway system are intended to be achieved within the first 10 years (2016-2025) of the planning horizon. The system performance objectives for transit begin in 2012 either for a five-year annual average or as the baseline year. The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

(1) Interstates, NHS and State Highway system

MEASURES:

- Interstate Performance – Planning Time Index (PTI) for the Interstates
- NHS Performance – PTI for the NHS system, excluding Interstates
- Traffic Congestion – Minutes of delay on congested segments of the state highway system

OBJECTIVES:

- Maintain a statewide PTI of 1.25 or less for congested segments on Interstates.
- Maintain a statewide PTI 1.25 or less for congested segments on NHS roadways, excluding Interstates.
- Maintain daily travel time delay on congested segments of state highway corridors at or below 22 minutes of delay per traveler per day.

ASPIRATIONAL OBJECTIVES:

- Achieve a statewide Planning Time Index (PTI) of 1.2 or less for the Interstates.
- Achieve a statewide PTI of 1.2 or less for the NHS roadways, excluding Interstates.
- Achieve a daily travel time delay on congested segments of state highway corridors below 17 minutes of delay per traveler per day.

(2) Transit

MEASURES:

- Transit Utilization – Ridership statewide and by subcategory: small urban and rural
- Transit Connectivity – Revenue service miles provided

OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.
- Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.

ASPIRATIONAL OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.7% statewide over a five-year period beginning with 2012.

- Increase the statewide total number of revenue service miles of regional, inter-regional, and inter-city passenger service by at least an average 1.7% over a five-year period beginning with 2012.

d) MAINTENANCE:

Maintenance objectives are established based on annual funding levels and measured annually. The budget category that funds Maintenance is Maintain.

MEASURES:

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

OBJECTIVES:

- Maintain an LOS B grade for snow and ice removal.
- Maintain an overall MLOS B- grade for the state highway system.

ASPIRATIONAL OBJECTIVES:

- Achieve a LOS B+ grade for snow and ice removal.
- Achieve an overall Maintenance LOS B grade for the state highway system.

4. Planning Principles. The planning principles describe how CDOT conducts business in carrying out the statewide transportation planning process.

a) Customer Focus. Improve customer service and satisfaction by focusing on the priorities identified by the public. Strengthen transparency and accountability by ensuring the public has multiple ways of learning about and participating in multimodal transportation planning and regional and statewide transportation decision making.

b) Partnerships. Collaborate with CDOT planning partners to build consensus for the integration of local, regional and statewide transportation priorities in the multimodal Statewide Transportation Plan and to reach data-based multimodal transportation planning solutions. Partner with other agencies and the private sector to leverage resources and to augment public funds.

c) Performance-Based Planning and Programming. Use a performance-based planning and programming approach in developing a multimodal Statewide Transportation Plan that aligns with MAP-21 national performance goals. Program projects in support of those goals and CDOT objectives and in alignment with the risk based asset management plan. Address both the 10-year and long range planning horizons.

d) Financial Planning. In cooperation with CDOT planning partners, and in recognition of declining revenues and increasing costs, develop reasonable Revenue Projections and a Program Distribution method that optimize the use of funds in addressing critical transportation needs. Utilize financial scenarios in the Plan in order to be prepared for

different levels of future funding.

e) Freight Movement and Economic Vitality. Recognizing that Colorado's transportation system constitutes a valuable resource and a major public and private investment that directly affects the economic vitality of the state, enhance Colorado's economic competitiveness by supporting measures that facilitate freight movement and promote state, regional and local economic goals.

f) Environmental Sustainability. Incorporate social, economic, and environmental concerns into the planning, design, construction, maintenance, and operation of a state multimodal transportation system. Support coordinated decision making that balances transportation, land and resource use, and quality of life needs. Promote a transportation system that minimizes impacts to and encourages preservation of the environment, and follows the CDOT Environmental Stewardship Guide. Provide a sustainable transportation system that meets existing needs without compromising the ability to provide for the future.

VI. IMPLEMENTATION PLAN

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, and in collaboration with CDOT Divisions and Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Transportation Performance Branch will report annually on performance of the transportation system to track progress toward objectives. The Division of Transportation Development will review and update this Policy Directive with each Plan update cycle

VII. REVIEW DATE

This directive shall be reviewed on or before December 2018.

Secretary, Transportation Commission

Date of Approval

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: December 5, 2013

TO: Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: RPP Formula and Discussion

This memo is informational and intended to document TC direction and next steps resulting from the November TC Workshop on RPP and FASTER Safety. At last month's Commission workshop there was a discussion about use of FASTER Safety funds for asset management, the appropriate level of funding for RPP, and a potential formula for distribution of RPP funds. In the past, the purpose of RPP has been to provide flexible funds for regional priorities that are identified through the planning process with the MPOs and TPRs. RPP may fund a stand-alone project or may supplement funding of a larger project that have been developed through the planning process and included in the STIP.

A summary of TC direction at the workshop included the following:

- Increase RPP to \$50 million starting in FY 15
- FASTER Safety – allocate \$40 million in FASTER Safety funds to asset management areas with clear safety benefit and then transfer \$40 million of asset management funds to RPP
- FASTER Safety program and distribution – staff needs to develop program requirements (i.e. goals, program structure, metrics) project selection methodology and criteria, potential distribution methodology, and reporting functions.
- RPP – distribution for FY 15 – use past formula for FY 15 (45/40/15); analyze options for formula for future years to be applied to Program Distribution starting in FY 16; consider other factors.

Next Steps

Staff is working on several items to provide additional information to the Commission regarding RPP including:

- Compiling information on types of projects for which RPP funds have been used in the past.
- Forming an interdisciplinary committee to examine factors and options for an RPP distribution formula
- Providing a spreadsheet to TC with a variety of factors by MPO/Region

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



MEMORANDUM

TO: Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development
Scott Richrath, Chief Financial Officer, Division of Accounting & Finance

DATE: December 10, 2013

RE: Program Distribution

Purpose: This memo summarizes information regarding Program Distribution for the period of the next Statewide Transportation Plan and STIP.

Action Requested: Transportation Commission (TC) input on Program Distribution. Specifically input on 1) Program Distribution assumptions; and 2) scenarios for allocations of funds focusing on the first ten years.

Background: Program Distribution is a part of the Statewide Plan and outlines the assignment of projected revenues to various program areas for the time period of the Plan (FY 2016-FY 2040). Program Distribution also identifies the program fund levels that will be used in developing the next Statewide Transportation Improvement Program (STIP), which begins with FY 2016. In the past, Program Distribution was referred to as “Resource Allocation.” The new name reflects changes under MAP-21, including the consolidation of many federal programs into six core programs, development of a Risk-Based Asset Management Plan, and an emphasis on performance management of the transportation system. Revenues for Program Distribution are based on the Baseline Revenue Projection for the 2040 Statewide Plan adopted by the TC on April 18, 2013 (**Attachment A**). Federal revenues peak in 2025 and decline each year following.

Federal requirements state that the MPOs and the State “shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation....All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.” Federal requirements also state that the metropolitan transportation plan include sufficient financial information to demonstrate that the projects in the plan can be implemented with reasonably available revenue sources, with assurance that the federally supported transportation system is being adequately operated and maintained. “For the outer years of the metropolitan transportation plan (i.e. beyond the first 10 years) the financial plan may reflect aggregate cost ranges/bands...”

State law requires that regional transportation plans state “what can be reasonably expected to be implemented with the estimated revenues which are likely to be available” and that “the statewide

plan integrate and consolidate regional plans into a comprehensive statewide plan.” Program Distribution for the 2016-2040 time period is necessary in order to demonstrate the level of services that are expected to be provided with anticipated revenues.

I. FY 15 Baseline Scenario Table (Attachment B)

Attachment B includes a table with year by year program estimates for the first ten years (FY 2016-2025), a total for the next fifteen years (FY 2026 – 2040), and a total for the full time horizon of FY 2016-2040. The table is organized into three categories of programs:

- Asset Management- Maintenance, Surface Treatment, and other Asset Management programs that are directed by the TC;
- Other TC Directed Programs- Other flexible programs that are directed by the TC;
- Restricted Programs- Federal or state required programs, Debt Service, or other programs over which the TC is restricted in terms of its ability to shift funds, increase or decrease funding.

Assumptions

Attachment B is based on the following assumptions:

- 1) Allocations to revenue-based programs (those programs with a dedicated one-to-one revenue source) are listed in “Restricted Programs” and based on projected revenues from the 2040 Revenue Projections adopted by the TC in April 2013.
- 2) All other programs are fixed at FY 15 Budget levels (excluding FY 15 Decision Items for Structures and TSM&O: Performance Programs and Services.)
- 3) The Commission last month provided direction to assign funds “freed up” by the retirement of debt service to Asset Management for purposes of Program Distribution. This amounts to approximately \$39 million in FY 2017 due to partial debt retirement, and a total of \$167 million starting in FY 18. These funds appear on the line labeled “Asset Management- To Be Assigned by TC.”
- 4) RPP is funded at \$50 million annually, with FASTER Safety reduced by \$40 million annually to provide for the increase from the original RPP funding level of \$10 million.

Variances

The above assumptions result in a deficit in FY 2016 and in surpluses in 2017-2025. The deficit in FY 16 is the result of a decrease in CDOT Miscellaneous Revenue, specifically the result of a decrease in interest earned as a result of a decreased cash balance. In aggregate, there is a surplus in years 2026 – 2040, although deficits appear in the last four years. These deficits result as revenues decline and are no longer sufficient to cover the \$167 million annually allocated in Attachment B to “Asset Management- To Be Assigned by TC.”

II. PD 14 Objectives (Attachment C)

Attachment C outlines additional amounts that are estimated to be needed for Maintenance, Surface Treatment, and Bridge in order to reach Policy Directive 14 (PD 14) Objectives, as well as total funds available for assignment to these or other programs. The funds available include the

TransBond funds (“Asset Management- To Be Assigned by TC”) and other fund variances. The objectives and associated funding levels are:

- Maintenance- 3% annual increase is a preliminary estimate of what is required to maintain a B- Level of Service for the first ten years of Program Distribution;
- Surface Treatment- \$240 million annually is estimated to achieve 80% High/Moderate Drivability Life (DL) by year 10 of Program Distribution (2025);
- Bridge (within structures)- \$46 million annually is a preliminary estimate of what may be needed in addition to BE funds to maintain at least a 90% non-structurally deficient deck area on CDOT owned bridges (bridge is a subset of “structures” in attachment B baseline).
- Available funds are sufficient to fund these 3 programs at the levels identified above through 2025. The other asset management program needs would be in addition to these funding amounts. Attachment C shows funds remaining for other programs at declining amounts from through 2025.
- By 2025, the available funds are absorbed by Maintenance, Surface Treatment and Bridge.
- For the combined years of 2026 to 2040 funding maintenance, surface treatment and bridge results in an overall deficit of \$1.748 billion.

III. Other Allocation Scenarios

Not every asset management category has objectives developed at this time. If most or all available funds are allocated to Maintenance, Surface Treatment and Bridge, there is little or no funding at the end of the 10 year time period to increase funding over the baseline in other areas including culverts, tunnels, and walls, (included in “structures”), Rockfall, Road Equipment, Property, ITS Maintenance, or other TC directed programs.

Another option is to assign TransBond funds and other fund variances to Asset Management programs at the same proportion as they are funded in the FY 15 budget. The result of this approach is that Maintenance is above the 3% annual amount in the first ten years, Surface Treatment funding peaks at about \$213 million during the first 10 years, and Bridge peaks at about \$43 million in the first ten years. Other programs would increase proportionately from their FY 15 levels. Under this option PD 14 objectives would be exceeded for maintenance, but not be met for Surface Treatment or Bridge.

Discussion: Staff requests TC input on possible scenarios to be prepared for further consideration in January. For the purposes of Program Distribution for the statewide plan and the demonstration of fiscal constraint, deficits and surpluses need to be eliminated.

Some possible scenarios include:

- Fund Maintenance, Surface Treatment, and Bridge to meet PD 14 objectives through 2025, assign remaining available funds to other asset management programs.
- Fund Maintenance, Surface Treatment, and Bridge to meet PD 14 objectives until 2025, assign remaining available funds to other programs including asset management or other TC directed programs.

- Identify different objectives and the resulting funding levels for asset management and for other TC directed programs and assign available funds accordingly.

Based on direction in December from the Commission, staff will prepare scenarios for discussion in January. Once funding levels to programs are established, staff will develop tables with planning estimates for MPOs per federal requirements. Funding levels to Regions for programs that are distributed based on formulas will also be identified using TC approved formula distribution methodology.

Next Steps: Transportation Commission workshop on Program Distribution for the time period 2016-2040 in January and Program Distribution adoption in February.

Resolution #TC-3070

Adoption of FY 2016 to 2040 revenue estimate to be used in development of the 2040 statewide plan

Approved by the Transportation Commission on: April 18, 2013

WHEREAS, A long range revenue forecast is prepared to provide an estimate of reasonably expected resources for the Colorado Department of Transportation (CDOT) as a component of the 2040 statewide plan; and

WHEREAS, in preparing this revenue forecast CDOT staff consulted with the CDOT Senior Management Team (SMT), the Statewide Transportation Advisory Committee (STAC), the STAC sub-committee on revenue forecast, the Transportation Commission subcommittee on the statewide plan, and the Commission itself prior to presenting this recommendation to the transportation commission; and

WHEREAS, this revenue forecast is based on current law and current economic assumptions; and

WHEREAS, this revenue forecast assumes average annual gross national product (GDP) increases of 2.5 percent; and

WHEREAS, off-the-top transfers from the State highway users tax fund (HUTF) are based on CDOT projection of historical transfers; and

WHEREAS, revenues generated by the federal highway trust fund (HTF) increase by one percent over MAP-21 levels for fiscal years 2016 to 2020, and are adjusted to reflect the Congressional Budget Office (CBO) forecast for fiscal years 2021 to 2040; and

WHEREAS, this revenue forecast includes the senate bill 09-228 transfer to CDOT in fiscal years 2016 to 2020; and

WHEREAS, this revenue forecast applies only to the fiscally constrained portion of the 2040 statewide plan.

NOW THEREFORE BE IT RESOLVED that the Colorado Transportation Commission adopts this FY 2016 to 2040 revenue estimate to be used in development of the 2040 statewide plan.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

MEMORANDUM

DIVISION OF ACCOUNTING AND FINANCE

Office of Financial Management and Budget

4201 East Arkansas Avenue, Room 240
Denver, Colorado 80222
(303) 757-9262



DATE: 25 March 2013

TO: Transportation Commission

FROM: Ben Stein, Chief Financial Officer

SUBJECT: Proposed Revenue Scenario for Adoption

Last month's commission mailing included prior Revenue Projection scenarios, an additional scenario, questions for the Commissioners to consider, and a staff recommendation. After discussion in workshop last month, the same staff recommendation, including graph and back up materials, are in the TC mailing for your review and adoption at the April meeting.

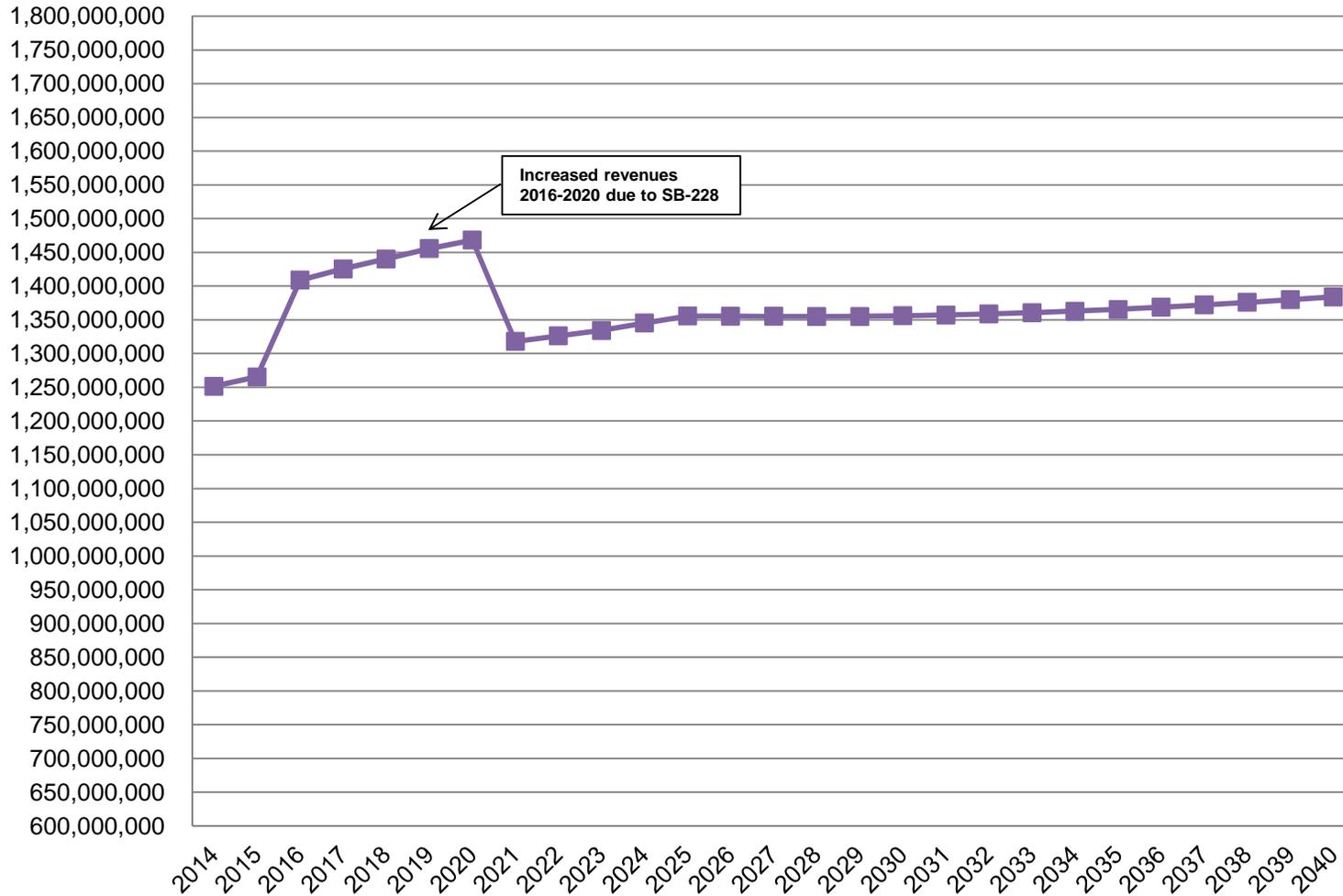
The proposed scenario includes the following:

- Based on current law and current economic assumptions
- Average annual GDP increase of 2.5%
- Off-the-top transfers based on CDOT projections
- MAP-21 Revenue (1% increase) 2016-2020
- Federal revenues and General Fund transfers are adjusted 2021-2040 to reflect CBO forecast
- Includes SB09-228 allocation 2016-2020

If you have any questions on either what was presented last month or the information provided, please do not hesitate to contact me.



Final Baseline Projections for 2040 Statewide Plan Fiscal Years 2014-2040



PROGRAM DISTRIBUTION FY 2016 - 2040: FY 15 BASELINE SCENARIO
12/5/2013

Line	Directed By	DRAFT FY 15 Budget	FY 2016-2025										FY 2026-2040	TOTAL	
			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026 -2040	FY 2016 - 2040	
1	Asset Management	\$ 476,396,343	\$ 475,896,343	\$ 514,896,343	\$ 642,896,343	\$ 642,896,343	\$ 642,896,343	\$ 642,896,343	\$ 642,896,343	\$ 642,896,343	\$ 642,896,343	\$ 642,896,343	\$ 642,896,343	\$ 9,643,445,145	\$ 15,777,408,575
2	Maintenance	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 251,300,000	\$ 3,769,500,000	\$ 6,282,500,000
3	Surface Treatment	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 149,500,000	\$ 2,242,500,000	\$ 3,737,500,000
4	Structures On-System	\$ 30,700,000	\$ 30,200,000	\$ 30,200,000	\$ 30,200,000	\$ 30,200,000	\$ 30,200,000	\$ 30,200,000	\$ 30,200,000	\$ 30,200,000	\$ 30,200,000	\$ 30,200,000	\$ 30,200,000	\$ 453,000,000	\$ 755,000,000
5	Rockfall Mitigation	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 76,500,000	\$ 127,500,000
6	Capital Expenditure (Road Equip/Property)	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 374,945,145	\$ 624,908,575
7	TSM&O: ITS Maintenance	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 222,000,000	\$ 370,000,000
8	Asset Management- To Be Assigned by TC	\$ -	\$ -	\$ 39,000,000	\$ 167,000,000	\$ 167,000,000	\$ 167,000,000	\$ 167,000,000	\$ 167,000,000	\$ 167,000,000	\$ 167,000,000	\$ 167,000,000	\$ 167,000,000	\$ 2,505,000,000	\$ 3,880,000,000
9	Other TC Directed Programs (Flexible)	\$ 105,685,257	\$ 99,056,081	\$ 99,056,081	\$ 99,056,081	\$ 99,056,081	\$ 99,056,081	\$ 99,056,081	\$ 99,056,081	\$ 99,056,081	\$ 99,056,081	\$ 99,056,081	\$ 99,056,081	\$ 1,485,841,215	\$ 2,476,402,025
10	Hot Spots	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 32,507,310	\$ 54,178,850
11	Traffic Signals	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 22,092,345	\$ 36,820,575
12	TSM&O: Performance Programs and Services	\$ 7,236,795	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 9,114,285	\$ 15,190,475
13	TSM&O: Congestion Relief	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 60,000,000	\$ 100,000,000
14	Regional Priority Program	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 750,000,000	\$ 1,250,000,000
15	Capital Expenditure (ITS Investments)	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 150,000,000	\$ 250,000,000
16	Contingency	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 30,808,485	\$ 462,127,275	\$ 770,212,125
17	Restricted Programs	\$ 534,178,348	\$ 710,888,063	\$ 679,060,070	\$ 556,837,153	\$ 564,283,626	\$ 568,935,838	\$ 414,870,928	\$ 417,679,404	\$ 419,167,919	\$ 424,026,541	\$ 428,803,857	\$ 428,803,857	\$ 6,628,695,037	\$ 11,813,248,435
18	Highway Safety Investment Program	\$ 29,812,448	\$ 30,110,121	\$ 30,411,222	\$ 30,715,336	\$ 31,022,489	\$ 31,332,713	\$ 31,318,749	\$ 31,348,813	\$ 31,377,196	\$ 31,568,007	\$ 31,759,426	\$ 31,759,426	\$ 430,760,712	\$ 741,724,784
19	Railway-Highway Crossings Program	\$ 3,194,739	\$ 3,226,640	\$ 3,258,905	\$ 3,291,494	\$ 3,324,409	\$ 3,357,653	\$ 3,356,158	\$ 3,359,380	\$ 3,362,421	\$ 3,382,869	\$ 3,403,381	\$ 3,403,381	\$ 46,160,868	\$ 79,484,178
20	FASTER - Safety Projects	\$ 47,900,000	\$ 58,551,555	\$ 60,863,071	\$ 63,197,347	\$ 65,541,041	\$ 67,977,777	\$ 70,455,483	\$ 73,061,072	\$ 75,694,726	\$ 78,342,565	\$ 80,902,710	\$ 80,902,710	\$ 1,537,439,930	\$ 2,232,027,277
21	Safety Education	\$ 9,829,982	\$ 10,037,662	\$ 10,024,516	\$ 10,009,340	\$ 9,992,942	\$ 9,976,760	\$ 9,961,454	\$ 9,945,229	\$ 9,929,813	\$ 9,914,096	\$ 9,898,469	\$ 9,898,469	\$ 147,181,492	\$ 246,871,773
22	Strategic Projects	\$ -	\$ 137,559,751	\$ 139,251,793	\$ 140,491,126	\$ 142,456,598	\$ 141,777,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 701,537,090
23	Deliver - Program Delivery/Administration	\$ 66,054,659	\$ 73,421,091	\$ 73,552,219	\$ 73,684,656	\$ 73,818,419	\$ 73,953,519	\$ 73,947,436	\$ 73,960,529	\$ 73,972,889	\$ 74,055,987	\$ 74,139,347	\$ 74,139,347	\$ 1,092,218,524	\$ 1,830,724,616
24	Aeronautics	\$ 43,100,000	\$ 46,941,462	\$ 48,168,138	\$ 49,241,136	\$ 50,287,223	\$ 51,361,260	\$ 52,456,192	\$ 53,552,298	\$ 54,640,701	\$ 55,717,011	\$ 56,797,377	\$ 56,797,377	\$ 1,010,122,459	\$ 1,529,285,257
25	Transportation Alternatives	\$ 13,446,709	\$ 13,585,154	\$ 13,724,987	\$ 13,866,214	\$ 14,008,855	\$ 14,152,922	\$ 14,146,442	\$ 14,160,397	\$ 14,173,570	\$ 14,262,179	\$ 14,351,076	\$ 14,351,076	\$ 194,075,323	\$ 334,507,119
26	STP-Metro	\$ 48,106,560	\$ 48,586,899	\$ 49,072,767	\$ 49,563,494	\$ 50,059,130	\$ 50,559,721	\$ 50,537,188	\$ 50,585,700	\$ 50,631,498	\$ 50,939,403	\$ 51,248,282	\$ 51,248,282	\$ 695,092,747	\$ 1,196,876,829
27	Congestion Mitigation/Air Quality	\$ 45,539,598	\$ 45,994,306	\$ 46,454,250	\$ 46,918,792	\$ 47,387,978	\$ 47,861,859	\$ 47,840,530	\$ 47,886,452	\$ 47,929,806	\$ 48,221,281	\$ 48,513,680	\$ 48,513,680	\$ 658,002,662	\$ 1,133,011,596
28	Metropolitan Planning	\$ 7,736,826	\$ 7,834,723	\$ 7,913,070	\$ 7,992,201	\$ 8,072,123	\$ 8,152,844	\$ 8,149,210	\$ 8,157,033	\$ 8,164,417	\$ 8,214,068	\$ 8,263,876	\$ 8,263,876	\$ 112,084,928	\$ 192,998,493
29	Bridge Off-System	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 141,740,505	\$ 236,234,175
30	Federal Transit	\$ 23,050,856	\$ 23,521,128	\$ 23,756,340	\$ 23,993,903	\$ 24,233,842	\$ 24,476,180	\$ 24,465,274	\$ 24,488,758	\$ 24,510,929	\$ 24,659,986	\$ 24,809,517	\$ 24,809,517	\$ 336,497,410	\$ 579,413,267
31	Strategic Projects -Transit	\$ -	\$ 15,284,417	\$ 15,472,421	\$ 15,610,125	\$ 15,828,511	\$ 15,753,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,948,565
32	Transit and Rail Local Grants	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 75,000,000	\$ 125,000,000
33	Transit and Rail Statewide Grants	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 150,000,000	\$ 250,000,000
34	Infrastructure Bank	\$ 700,000	\$ 528,812	\$ 503,215	\$ 476,430	\$ 448,915	\$ 420,805	\$ 392,077	\$ 361,224	\$ 330,586	\$ 299,722	\$ 267,349	\$ 231,747	\$ 2,317,477	\$ 6,346,612
35	Debt Service	\$ 171,256,604	\$ 171,254,975	\$ 132,183,789	\$ 3,336,192	\$ 3,351,784	\$ 3,371,544	\$ 3,395,368	\$ 2,363,152	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 319,256,804
36	TOTAL	\$ 1,116,259,948	\$ 1,285,840,487	\$ 1,293,012,494	\$ 1,298,789,577	\$ 1,306,236,050	\$ 1,310,888,262	\$ 1,156,823,352	\$ 1,159,631,828	\$ 1,161,120,343	\$ 1,165,978,965	\$ 1,170,756,281	\$ 1,170,756,281	\$ 17,757,981,397	\$ 30,067,059,035
37	Revenue	\$ 1,116,259,948	\$ 1,282,534,976	\$ 1,296,908,991	\$ 1,309,386,352	\$ 1,322,319,462	\$ 1,332,309,447	\$ 1,179,616,919	\$ 1,185,134,453	\$ 1,190,576,641	\$ 1,198,760,288	\$ 1,206,460,729	\$ 1,206,460,729	\$ 17,892,259,440	\$ 30,396,267,698
38	Variance	\$ -	\$ (3,305,511)	\$ 3,896,497	\$ 10,596,775	\$ 16,083,412	\$ 21,421,186	\$ 22,793,567	\$ 25,502,625	\$ 29,456,298	\$ 32,781,323	\$ 35,704,448	\$ 35,704,448	\$ 134,278,043	\$ 329,208,663
39															
40	BRIDGE ENTERPRISE TOTAL	\$ 114,881,900	\$ 130,170,843	\$ 132,301,946	\$ 134,584,860	\$ 136,910,929	\$ 139,349,575	\$ 141,825,144	\$ 144,487,627	\$ 147,188,183	\$ 149,920,435	\$ 152,523,307	\$ 152,523,307	\$ 2,574,321,735	\$ 3,983,584,584
41	Revenue	\$ 114,881,900	\$ 130,170,843	\$ 132,301,946	\$ 134,584,860	\$ 136,910,929	\$ 139,349,575	\$ 141,825,144	\$ 144,487,627	\$ 147,188,183	\$ 149,920,435	\$ 152,523,307	\$ 152,523,307	\$ 2,574,321,735	\$ 3,983,584,584
42	Variance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
43	HPTE TOTAL	\$ 31,575,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 20,625,000	\$ 34,375,000
44	Revenue	\$ 31,575,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 20,625,000	\$ 34,375,000
45	Variance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Assumptions/Notes

- 1) Allocations to Revenue based programs are based on projected revenues from the 2040 Revenue Projection adopted by the TC in April 2013.
- 2) Funds available from debt service retirement (~\$39 M in FY 16, and \$167 M annually thereafter) are assigned to Asset Management and appear on the Asset Management- To be Assigned by TC line.
- 3) All other programs are fixed at FY 15 Budget levels (excluding FY 15 Decision Items for Structures and TSM&O: Performance Programs and Services).
- 4) In aggregate, there is a surplus in FY 2026-2040, but deficits appear in individual years (2037-2040).

Attachment C
Estimated Amounts Needed to Reach PD 14 Objectives
(in millions)
12/10/2013

Funds Available											
	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26-40
Debt Retirement (Asset Mgmt - To B	\$ -	\$ 39	\$ 167	\$ 167	\$ 167	\$ 167	\$ 167	\$ 167	\$ 167	\$ 167	\$ 2,505
Other Variance	\$ (3)	\$ 4	\$ 11	\$ 16	\$ 21	\$ 23	\$ 26	\$ 29	\$ 33	\$ 36	\$ 134
TOTAL	\$ (3)	\$ 43	\$ 178	\$ 183	\$ 188	\$ 190	\$ 193	\$ 196	\$ 200	\$ 203	\$ 2,639
Estimated Additional Allocation Required over FY 15 Base											
Increase Maintenance 3% annually	\$ 8	\$ 15	\$ 23	\$ 32	\$ 40	\$ 49	\$ 58	\$ 67	\$ 77	\$ 86	\$ 2,700
Surface Treatment at \$240 M*	\$ -	\$ -	\$ 91	\$ 91	\$ 91	\$ 91	\$ 91	\$ 91	\$ 91	\$ 91	\$ 1,358
Bridge	\$ -	\$ -	\$ 22	\$ 22	\$ 22	\$ 22	\$ 22	\$ 22	\$ 22	\$ 22	\$ 330
TOTAL	\$ 8	\$ 15	\$ 136	\$ 145	\$ 153	\$ 162	\$ 171	\$ 180	\$ 190	\$ 199	\$ 4,388
Funds Remaining after Additional Allocation											
Funds Remaining	\$ (11)	\$ 28	\$ 42	\$ 38	\$ 35	\$ 28	\$ 22	\$ 16	\$ 10	\$ 4	\$ (1,749)

*Assumes that RAMP supplements Surface Treatment \$90.5 M in FY 16 and FY 17 and for Bridge \$22M in FY 16 and FY 17.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Chief Engineer's Office

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Date: December 6, 2013
To: Colorado Transportation Commission
From: Timothy J. Harris, Chief Engineer
Subject: Status of FY14 Asset Management, Advanced Funding and Accelerated Surface Treatment Projects

This memo serves as an update for FY14 Asset Management projects within Surface Treatment, Tunnels, Bridges, Rockfall, Buildings, Culverts, Fleet, ITS and MLOS asset categories. The total FY14 Budget for all nine asset categories totals \$743.30 million. In September 2012 the Commission authorized the advancement of \$69.5 million for eight Advanced Funding Projects. In August 2012 the Commission authorized the advancement of \$86 million for 10 Accelerated Surface Treatment projects. The status of these Accelerated and Advanced funding projects are also included in this memo.

1. The FY14 Surface Treatment program has identified 42 individual projects totaling approximately \$262.29 million dollars. History shows that many of these projects come in under their estimate when advertised. When completed, these projects will need to fall within the \$238.8 million budget. Of these 42 projects, one project, Black Hawk was completed in a previous fiscal year, one, Region 4 Slab Replacement is in construction anticipated to be completed by the end of 2013, and three are in Advertisement and Letting. The remaining projects are currently under design and anticipated to be advertised by the second quarter of 2014. See Table 1 below for a summary of these projects by Region and Pavement Category.
2. Four additional surface treatment projects have been identified as having been inadvertently removed from the FY14 plan and will be added back in to address commitments to our planning partners. Tentatively projects are identified as Rampart Range, Saunders Arroyo East, Ramah Road East and SH96A: Custer/Pueblo. Scope of work, project limits and budgets are under development and will be in compliance with Commission scope policy. These projects are expected prior to targeted advertisement in April 2014.
3. Approximately 141 Bridge Preventative maintenance projects have been identified and are currently under design. These projects are either being delivered as packaged bridges or incorporated into surface treatment projects.
4. Of the 10 Accelerated Surface Treatment Projects, six projects have been completed or are in final acceptance. The Accelerated Surface Treatment Projects are shown in Attachment A but are not included in the Summary of FY14 Asset Budgets and Expenditures shown in Table 2.
5. Three of the Advanced Funding projects are currently under construction. One project has recently been awarded and two are to be advertised by the second quarter of 2014. The Advanced Funding Projects are shown in Attachment A but are not included in the Summary of FY14 Asset Budgets and Expenditures shown in Table 2.

Safety People Integrity Customer Service Excellence Respect

6. Bridge Enterprise projects are shown in Attachment A but not included in the Summary of FY14 Asset Budgets and Expenditures.
7. Project updates used current SAP data as well as updates provided by project staff within the regions. Project budgets are current budgets identified in SAP.
8. Table 2 below provides a summary of expenditures per asset category. See Attachment A for detailed project breakouts. Attachment A includes over programming for surface treatment projects.

Table 1: FY14 Surface Treatment Summary

December 6, 2013

	Centerline Lane Miles	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Percent Budgeted	Percent Encumbered	Percent Expended	Percent Remaining Project Budget
FY14 Surface Treatment Summary by Region										
Region 1	48.3	\$35.000	\$5.792	\$0.000	\$0.189	\$5.603	17%	0%	1%	16%
Region 2	29.7	\$41.832	\$5.360	\$0.000	\$0.000	\$5.360	13%	0%	0%	13%
Region 3	96.3	\$64.500	\$19.804	\$12.789	\$5.738	\$1.277	31%	20%	9%	2%
Region 4	63.1	\$67.000	\$30.400	\$22.175	\$2.512	\$5.713	45%	33%	4%	9%
Region 5	58.6	\$53.958	\$2.670	\$0.939	\$0.793	\$0.938	5%	2%	1%	2%
	296	\$262.290	\$64.026	\$35.903	\$9.232	\$18.891	24%	14%	4%	7%
FY14 Surface Treatment Summary by Pavement Category										
Interstate	96.7	\$93.531	\$36.417	\$23.459	\$6.835	\$6.123	39%	25%	7%	7%
NHS - High Volume	73.8	\$95.309	\$13.218	\$2.942	\$1.011	\$9.265	14%	3%	1%	10%
NHS - Medium Volume	17.3	\$19.000	\$2.229	\$0.692	\$0.731	\$0.806	12%	4%	4%	4%
Other - High Volume	38.9	\$27.250	\$3.295	\$0.199	\$0.633	\$2.463	12%	1%	2%	9%
Other - Medium Volume	58.3	\$22.600	\$4.267	\$4.084	\$0.022	\$0.161	19%	18%	0%	1%
Interstate Frontage Road	11	\$4.600	\$4.600	\$4.527	\$0.000	\$0.073	100%	98%	0%	2%
	296	\$262.290	\$64.026	\$35.903	\$9.232	\$18.891	24%	14%	4%	7%

Table 2: Summary of FY14 Asset Budgets and Expenditures

December 6, 2013

Asset Category	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)
FY14 Surface Treatment	\$238.800	\$64.026	\$35.903	\$9.232	\$18.891
FY14 Bridge Preventative Maintenance and Repair	\$53.550	\$4.200	\$2.605	\$0.440	\$1.155
FY14 Bridge Enterprise, Fixed Bridge Costs and Other	\$120.350	Not Included			
FY14 Tunnels	\$7.400	\$1.145	\$0.086	\$0.000	\$1.059
FY14 Rockfall	\$9.000	\$9.300	\$1.620	\$0.100	\$7.580
FY14 Buildings	\$11.300	\$11.750	\$0.732	\$0.417	\$10.600
FY14 ITS	\$21.496	\$13.388	\$8.796	\$1.315	\$3.277
FY14 Culverts	\$11.500	\$1.320	\$0.359	\$0.578	\$0.384
FY14 Fleet	\$20.900	\$21.792	\$8.014	\$13.778	\$0.000
FY14 MLOS	\$249.000	\$249.000	\$0.000	\$91.131	\$157.869
Totals	\$743.30	\$375.921	\$58.115	\$116.991	\$200.815

Project Name	Region	Highway	Project Centerline Lane Miles	Traffic Based Pavement Category	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
Region 1											
I-70 EB Truck Lane Eisenhower Johnson Memorial Tunnel	1	070A	9.6	Interstate	\$2.000	\$2.000	\$0.000	\$0.000	\$2.000	2/27/14	The AD date for the project was extended due to Twin Tunnels impacts to traffic. Project is in design phase. On track for February 2014 AD date.
Arapahoe Rd., I-25 to Parker Rd.	1	088B	4.9	NHS - High Volume	\$9.000	\$0.300	\$0.000	\$0.118	\$0.182	2/6/14	FOR December 2013. On schedule for February 2014 Ad. Will be advertised under 17890 as a combined project with FASTER safety and HES funds.
Black Hawk	1	119A	0.6	Other - High Volume	\$1.000	\$0.000	\$0.000	\$0.000	\$0.000	-	This section of SH119 was reconstructed via Change Order on the SH119 Phase 1 reconstruction project within the last couple of years. Project was completed in a previous fiscal year so no expenditures appear for FY14.
Colfax Ave., Federal to Speer	1	040C	1.2	NHS - High Volume	\$2.000	\$3.300	\$0.000	\$0.046	\$3.254	10/3/13	FIR/FOR held in August 2013; Ad-date deferred due to construction personnel assisting with flood response & recovery. AD date is now January 9, 2014
EJMT Resurfacing	1	070A	3.5	Interstate	\$2.500	\$0.000	\$0.000	\$0.000	\$0.000	2/27/14	The AD date for the project was extended due to Twin Tunnels impacts to traffic. Project is in design phase. On track for February 2014 AD date.
Jct I-70 - Jct SH 5	1	103A	11.5	Other - Medium Volume	\$5.000	\$0.067	\$0.000	\$0.022	\$0.045	3/27/14	FIR meeting held 11/22 on schedule for March AD date.
Jct SH 36 & Cabin Creek	1	036D	1.6	Other - Medium Volume	\$0.500	\$0.000	\$0.000	\$0.000	\$0.000	4/24/14	Scoping December 2014. FIR/FOR February 2014.
Wadsworth Blvd., Parkhill to Florida	1	121A	6	NHS - High Volume	\$9.500	\$0.125	\$0.000	\$0.003	\$0.122	5/1/14	Project limits will be revised to Wadsworth: Park Hill to Bear Creek (approximately Dartmouth), since ROW will be needed between Bear Creek and Florida for construction of curb ramps and will have a major delay to the project. Confirmed this revision with R1 Materials and @ Plan Status. FIR/FOR scheduled for 1/10/14, on track to meet scheduled AD date. Phase 2 will be Wadsworth: Bear Creek to 4th and will AD in early 2016. This will allow adequate time for ROW acquisitions for curb ramps.
Wilkerson Pass-East	1	024A	9.4	Other - Medium Volume	\$3.500	\$0.000	\$0.000	\$0.000	\$0.000	-	Project now part of Region 2.
Region 1 Totals			48.3		\$35.00	\$5.792	\$0.00	\$0.19	\$5.603		
Region 2											
I-25 Pinon North (MP 109 to 119.3)	2	025A	10.3	Interstate	\$15.174	\$0.000	\$0.000	\$0.000	\$0.000	2/6/14	Project is on track for February 6, 2014 AD date.
1st to Dozier Ave	2	050A	3	NHS - High Volume	\$3.696	\$5.360	\$0.000	\$0.000	\$5.360	2/27/14	FOR conducted October 24, 2014. Design being finalized. On-schedule for February 2014 AD date.
25C Interchange to Jct SH69 Walsenburg North	2	025A	9	Interstate	\$12.257	\$0.000	\$0.000	\$0.000	\$0.000	2/13/14	Project is currently on schedule.

Arkansas River To US 50B Through Pueblo	2	096A	3.6	NHS - High Volume	\$5.494	\$0.000	\$0.000	\$0.000	\$0.000	2/27/14	Project anticipated to move to FY15 and be replaced with SH 350 MP8 to MP33 with anticipated AD date of April 24, 2014.
US 50 Through La Junta	2	050B	3.8	NHS - High Volume	\$5.211	\$0.000	\$0.000	\$0.000	\$0.000	2/20/14	Likely to be replaced with US 96 West out of Pueblo.
Region 2 Totals			29.7		\$41.832	\$5.360	\$0.000	\$0.000	\$5.360		
Project Name	Region	Highway	Project Centerline Lane Miles	Traffic Based Pavement Category	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
Region 3											
I-70 Rifle Slab Replacement	3	070A	10.5	Interstate	\$4.000	\$0.000	\$0.000	\$0.000	\$0.000	2/27/14	Project is in design phase, FOR scheduled for December 2013.
I-70 Loma to Clifton	3	070A	21	Interstate	\$27.000	\$0.000	\$0.000	\$0.000	\$0.000	2/13/14	Project is in design phase.
I-70 Eagle Interchange Improvements	3	070A	0	Interstate	\$1.000	\$9.574	\$3.980	\$5.591	\$0.003	4/25/13	On schedule for April 2014 AD date.
I-70 West Vail Pass	3	070A	6.3	Interstate	\$2.200	\$0.000	\$0.000	\$0.000	\$0.000	-	On schedule.
SH 13 South of Craig	3	013A	9.6	Other - Medium Volume	\$7.400	\$0.000	\$0.000	\$0.000	\$0.000	1/16/14	Scheduled for AD on January 2014. Depending on Bids additional scope may be added to construction project
SH 133 Carbondale	3	133A	2.2	Other - High Volume	\$0.750	\$1.185	\$0.183	\$0.132	\$0.870	2/6/14	Project on schedule.
SH 340 King's View Estates	3	340A	6.2	Other - Medium Volume	\$1.250	\$0.000	\$0.000	\$0.000	\$0.000	2/20/14	FOR Scheduled for December. On track for AD in February.
SH 64 East of Rangely	3	064A	10	Other - Medium Volume	\$4.200	\$4.200	\$4.084	\$0.000	\$0.116	11/7/13	Project Advertised on November 7, 2013. Letting date December 5, 2013.
US 40 Steamboat East and West	3	040A	8.3	NHS - High Volume	\$6.000	\$0.000	\$0.000	\$0.000	\$0.000	5/1/14	On schedule for May 2014 AD date.
US 50 Whitewater East	3	050A	4.1	NHS - High Volume	\$2.600	\$0.232	\$0.015	\$0.002	\$0.215	3/13/14	Working on contract with railroad. Project on schedule for March 2014 AD date.
US 6 Edwards E & W	3	006E	7.1	Other - High Volume	\$3.500	\$0.013	\$0.000	\$0.013	\$0.000	2/20/14	FOR plans submitted late November 2013. On schedule for February 2014 AD date.
Vail Interstate Frontage Roads	3	70FrN and 70FrS	11	Interstate - Frontage Roads	\$4.600	\$4.600	\$4.527	\$0.000	\$0.073	11/27/13	Project Advertised on November 27, 2013. Letting date December 19, 2013.
Region 3 Totals			96.3		\$64.500	\$19.804	\$12.789	\$5.738	\$1.277		
Project Name	Region	Highway	Project Centerline Lane Miles	Traffic Based Pavement Category	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
Region 4											
I-76 East of Crook to Sedgewick	4	076A	16.5	Interstate	\$25.000	\$22.762	\$18.642	\$0.000	\$4.120	10/31/13	Project went to AD on October 31st. Project letting date of November 21, 2013.
Ault to Wyoming (Ault to Nunn)	4	085L	21.2	Other - High Volume	\$9.500	\$2.097	\$0.016	\$0.488	\$1.593	1/9/14	Project team is in process of revising design to remain within planning budget. Project needs to be ReStiped. Anticipated advertisement in December/January with revised limits.
Boulder/Weld CL East	4	119C	3.8	NHS - High Volume	\$12.000	\$0.000	\$0.000	\$0.000	\$0.000	4/17/14	FIR scheduled for December. Flood recovery could impact a small portion of roadway, but decision on bridges could impact decision to proceed with project.
US 287: Conifer to Willow	4	287C	0.5	NHS - High Volume	\$1.000	\$1.752	\$1.319	\$0.433	\$0.000	-	This has been discussed with Scott McDaniel. RAMP partnership project 4-20 may impact overall need for this funding. No AD date has been established for this project.

East of I-25 to WCR 23	4	014C	7.8	Other - High Volume	\$12.500	\$0.000	\$0.000	\$0.000	\$0.000	3/6/14	FIR/FOR planned for January. Structure work is being coordinated, but waiting on answer on funding commitment for structure work.
Harmony South (Harmony Rd. Phase 2A)	4	287C	2.9	NHS - High Volume	\$4.200	\$1.208	\$0.973	\$0.235	\$0.000	4/3/14	This project was being designed as a larger project from 29th to SH 14. This portion will be broken out as SH 392 to Harmony. Project on schedule for April advertisement.
Partner w/ Boulder-East of 36 (Iris) SH119 Reconstruction: 28th to 30th St.	4	119B	0.4	NHS - High Volume	\$0.400	\$0.500	\$0.388	\$0.112	\$0.000	-	This was money to partner with Boulder on a project being constructed by the LA. This project is also intertwined with RAMP partnership project(4-54). Funding still required but RAMP may impact ultimate advertisement date of this project.
Slab replacements	4	076A	10	Interstate	\$2.400	\$2.081	\$0.837	\$1.244	\$0.000	4/18/13	Project will be completed in December 2013.
Region 4 Totals			63.1		\$67.000	\$30.400	\$22.175	\$2.512	\$5.713		
Project Name	Region	Highway	Project Centerline Lane Miles	Traffic Based Pavement Category	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
Region5											
US 491 New Mexico to Jct 160	5	491A	6.4	NHS - Medium	\$3.000	\$1.517	\$0.547	\$0.522	\$0.448	4/24/14	Project on track for April 2014 Ad date.
US 491 New Mexico to Jct 160	5	160A	11.7	NHS - High Volume	\$16.708	\$0.000	\$0.000	\$0.000	\$0.000	4/24/14	Project on track for April 2014 Ad date.
SH 145 Cortez north to Dolores River Bridge	5	145A	9.3	NHS - High Volume	\$8.500	\$0.099	\$0.001	\$0.051	\$0.047	1/16/14	PS&E package near final on schedule for AD date
SH 62 MP 0.0 to 10.0	5	SH62	10	Other -Medium Volume	\$0.750	\$0.000	\$0.000	\$0.000	\$0.000	3/13/14	FIR scheduled for 12/10/13 on schedule for AD date
US 160 Hesperus to Durango (West of Wildcat Canyon)	5	160A	10.3	NHS - High Volume	\$9.000	\$0.342	\$0.246	\$0.011	\$0.085	3/24/14	Held FIR/FOR November 19th. AD scheduled for March 27, 2014
US 160 La Veta Pass	5	160A	5.1	NHS - Medium	\$6.500	\$0.068	\$0.000	\$0.008	\$0.060	4/17/14	Budget Action submitted. Ad Date advanced to 1/16/14
US 285 Antonito North	5	285A	4.7	NHS - Medium	\$4.500	\$0.139	\$0.085	\$0.003	\$0.051	4/10/14	FIR 11/25/13 on schedule for ad date
US 285 in Antonito Reconstruction	5	285A	1.1	NHS - Medium	\$5.000	\$0.505	\$0.060	\$0.198	\$0.247	4/24/14	Working to ad RAMP partnership FOR scheduled for 2/12/14
Region 5 Totals			58.6		\$53.958	\$2.670	\$0.939	\$0.793	\$0.938		

FY14 Surface Treatment Totals

296

\$262.290

\$64.026

\$35.903

\$9.232

\$18.891

Note: This \$262M dollar amount has been before TC and approved, however, the total amount will have to fit in to the \$238.8M allotted to surface treatment

Project Name	FY14 Approved Budget (Millions)	Project Estimate (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
Region 1								
Region 1 Preventative Maintenance	\$8.430	-	\$0.840	\$0.521	\$0.088	\$0.231	-	Bridge Preventative Maintenance values shown for project budget, encumbrance, expenditure and balance unspent are for Design only, spread across the five regions. Tracking of individual packages and projects will be performed during construction.
Region 1 Preventative Maintenance Construction Packages								
Package 1 (6 Bridges Total)	-	\$2.792	-	-	-	-	1/17/14	FOR Package submitted November 22, 2013. On track for January 2014 AD Date
Package 2 (9 Bridges Total)	-	\$3.187	-	-	-	-	1/23/14	FOR Package submitted November 25, 2013. On track for January 2014 AD Date
Package 3 (4 Bridges Total)	-	\$2.089	-	-	-	-	1/30/14	FOR Package submitted December 2, 2013. On track for January 2014 AD Date
Special Projects (2 Bridges Total)	-	\$1.212	-	-	-	-	1/30/14	FOR December 9, 2013. On track for January 2014 AD Date
Maintenance	-	\$0.253	-	-	-	-	-	This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project.
Region 1 Preventative Maintenance Construction Packages Total		\$9.533						
Region 1 Bridge Repair	\$9.270	\$9.270	-	-	-	-	-	Projects identified include the costs for Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs. This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project.
Region 2								
Region 2 Preventative Maintenance	\$7.970		\$0.840	\$0.521	\$0.088	\$0.231	-	Bridge Preventative Maintenance values shown for project budget, encumbrance, expenditure and balance unspent are for Design only, spread across the five regions. Tracking of individual packages and projects will be performed during construction.
Region 2 Preventative Maintenance Construction Packages								
Package 1 (6 Bridges Total)		\$0.358	-	-	-	-	2/7/14	FOR Package to be submitted November 28, 2013. On track for February 2014 AD Date
Package 2 (9 Bridges Total)		\$4.191	-	-	-	-	2/28/14	FOR Package to be submitted November 28, 2013. On track for February 2014 AD Date
Package 3 (9 Bridges Total)		\$4.350	-	-	-	-	2/28/14	FOR Package to be submitted November 28, 2013. On track for February 2014 AD Date
Region 2 Preventative Maintenance Construction Packages Total		\$8.899						
Region 2 Bridge Repair	\$4.550	\$4.550	-	-	-	-	-	Projects identified include the costs Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs.

Project Name	FY14 Approved Budget (Millions)	Project Estimate (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
Region 3								
Region 3 Preventative Maintenance	\$8.370		\$0.840	\$0.521	\$0.088	\$0.231		Bridge Preventative Maintenance values shown for project budget, encumbrance, expenditure and balance unspent are for Design only, spread across the five regions. Tracking of individual packages and projects will be performed during construction.
Region 3 Preventative Maintenance Construction Packages and Projects								
SH 13 South of Craig (1 Bridge added to Surface Treatment Project)		\$0.022	-	-	-	-	1/16/14	On track for AD on January 6. (Encumbrance and Expenditure shown on Surface Treatment Project)
US 40 Steamboat East and West (1 bridge added to Surface Treatment Project)		\$0.056	-	-	-	-	5/1/14	On track for May 2014 AD date. (Encumbrance and Expenditure shown on Surface Treatment Project)
US 64 East of Rangley(3 bridges added to Surface Treatment project)		\$0.057	-	-	-	-	11/7/13	Project Advertised on November 7, 2013. Letting date December 5, 2013. (Encumbrance and Expenditure shown on Surface Treatment Project)
I-70 West Vail Pass (3 bridges added to Surface Treatment Project)		\$0.500	-	-	-	-		(Encumbrance and Expenditure shown on Surface Treatment Project)
SH 340 King's View Estates (2 bridges added to Surface Treatment Project)		\$0.314	-	-	-	-	2/20/14	FOR Scheduled for December. On track for AD in February. (Encumbrance and Expenditure shown on Surface Treatment Project)
I-70 Rifle to Silt (14 bridges added to Surface Treatment Project)		\$1.704	-	-	-	-	2/27/14	Project is in design phase, FOR scheduled for December 2013. (Encumbrance and Expenditure shown on Surface Treatment Project)
Mesa and Garfield Counties Package (9 bridges total)		\$2.056	-	-	-	-	1/15/14	FOR in December 2013. On track for AD in January 2014
Glenwood Springs Package (7 bridges total)		\$3.784	-	-	-	-	1/15/14	FOR in December 2013. On track for AD in January 2014
Region 3 Preventative Maintenance Construction Packages and Projects Total		\$8.358						
Region 3 Bridge Repair	\$2.250	\$2.250	-	-	-	-	-	Projects identified include the costs for Bridge Preventative Maintenance and Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs.
Region 4								
Region 4 Preventative Maintenance	\$6.850	-	\$0.840	\$0.521	\$0.088	\$0.231	-	Bridge Preventative Maintenance values shown for project budget, encumbrance, expenditure and balance unspent are for Design only, spread across the five regions. Tracking of individual packages and projects will be performed during construction.

Region 4 Preventative Maintenance Construction Packages								
Package 1 (11 Bridges Total)		\$2.136	-	-	-	-	2/21/14	FOR Scheduled for December 2013. On track for February 2014 AD Date.
Package 2 (12 Bridges Total)		\$1.972	-	-	-	-	2/7/14	FOR Scheduled for December 2013. On track for February 2014 AD Date.
Package 3 (12 Bridges Total)		\$2.257	-	-	-	-	3/2/14	FOR Scheduled for December 2013. On track for February 2014 AD Date.
Package 4 (5 Bridges Total)		\$1.270	-	-	-	-	3/2/14	FOR Scheduled for December 2013. On track for February 2014 AD Date.
Region 4 Preventative Maintenance Construction Packages Total		\$7.635						
Region 4 Bridge Repair	\$3.170	\$3.170	-	-	-	-	-	Projects identified include the costs for Bridge Preventative Maintenance and Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs.
Project Name	FY14 Approved Budget (Millions)	Project Estimate (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
Region 5								
Region 5 Preventative Maintenance	\$1.680	-	\$0.840	\$0.521	\$0.088	\$0.231	-	Bridge Preventative Maintenance values shown for project budget, encumbrance, expenditure and balance unspent are for Design only, spread across the five regions. Tracking of individual packages and projects will be performed during construction.
Region5 Preventative Maintenance Construction Projects								
SH 145 - Delores-Rico (1 bridge added to Surface Treatment Project)		\$0.114	-	-	-	-	1/16/14	Project on track for January AD date. (Encumbrance and Expenditure shown on Surface Treatment Project)
US 491 New Mexico to Jct 160 (2 bridges added to Surface Treatment Project)		\$0.132	-	-	-	-	4/24/14	Project on track for April 2014 Ad date. (Encumbrance and Expenditure shown on Surface Treatment Project)
SH 149/US 160 - South Fork (4 bridges added to Surface Treatment Project)		\$0.912	-	-	-	-	-	-
SH 368/SH 17 Alamosa South (3 bridges added to Surface Treatment Project)		\$0.466	-	-	-	-	-	-
US 285 in Antonito Reconstruction (2 Bridges added to Surface Treatment Project)		\$0.233	-	-	-	-	4/24/14	(Encumbrance and Expenditure shown on Surface Treatment Project)
Region 5 Preventative Maintenance Construction Projects Total		\$1.857						
Region 5 Bridge Repair	\$1.010	\$1.010	-	-	-	-	-	Projects identified include the costs for Bridge Preventative Maintenance and Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs.
	\$53.550	\$54.675	\$4.200	\$2.605	\$0.440	\$1.155		

	Project Name	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
FY14 Tunnels								
1	Eisenhower-Johnson Memorial Tunnel	\$5.150	\$0.000	\$0.000	\$0.000	\$0.000	3/20/14	Design is shelved. Project is on track for a March 2014 Ad date.
2	Hanging Lake Tunnel (Lighting Retrofit)	\$1.550	\$1.020	\$0.000	\$0.000	\$1.020	9/24/13	Project has been advertised and bid Opening was on 10/23/13
3	Wolf Creek Tunnel	\$0.700	\$0.125	\$0.086	\$0.000	\$0.039	10/16/14	Completing the design task order to get a lighting consultant on board to design the lighting upgrades
		\$7.400	\$1.145	\$0.086	\$0.000	\$1.059		

	Project Name	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
FY14 Rockfall								
1	Risk Reduction Region 1 Clear Creek Canyon Corridor (US6, SH119) Construction	\$1.500	\$1.500	\$0.000	\$0.000	\$1.500	-	Project still in design. Construction has not started yet.
2	Risk Reduction Region 1 Clear Creek Canyon Corridor (US6, SH119) Design	\$0.200	\$0.200	\$0.162	\$0.010	\$0.028	-	Design task order with consultant to be completed by late December 2013.
3	Risk Recuction Region 5 High Risk Outliers (SH3, SH145) Construction	\$4.000	\$4.000	\$0.000	\$0.000	\$4.000	-	Project still in design. Construction has not started yet.
4	Risk Recuction Region 5 High Risk Outliers (US 550) Construction	-	\$0.000	\$0.000	\$0.000	\$0.000	-	Project still in design. Construction has not started yet.
5	Risk Recuction Region 5 High Risk Outliers (SH3, SH145, US550) Design	\$0.100	\$0.100	\$0.162	\$0.010	-\$0.072	-	Design is ongoing.
6	Risk Reduction/070 Georgetown Hill/Construction	\$0.400	\$0.400	\$0.000	\$0.000	\$0.400	-	Money moved from FY13 for construction shortfall.
7	Risk Reduction/Statewide/Design and Feasibility Study	\$0.300	\$0.300	\$0.000	\$0.000	\$0.300	-	This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project.
8	Emergency Response/Statewide/Construction	\$0.650	\$0.150	\$0.162	\$0.010	-\$0.022	-	This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project.
9	Emergency Response - Statewide Rock Scaling	\$0.150	\$0.500	\$0.162	\$0.010	\$0.328	-	This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project.
10	Emergency Response - Region 4 Debris Flow Barriers (SH14 Poudre Canyon)	\$0.500	\$0.200	\$0.162	\$0.010	\$0.028	-	Project on hold due to flooding
11	Emergency Response - Region 2 Debris Flow Warning	-	\$0.100	\$0.162	\$0.010	-\$0.072	-	Project approximately 50% complete
12	Emergency Response - Region 5 Wall Repairs (US 550 Red Mountain Pass)	-	\$0.650	\$0.162	\$0.010	\$0.478	-	Project Complete.
13	Maintenance - Region 3 I-70 Glenwood Canyon	\$0.550	\$0.550	\$0.162	\$0.010	\$0.378	-	Project anticipated to start December 2013
14	Maintenance - Region 1 SH 119 Replace and Improve Roadside Barrier	\$0.100	\$0.100	\$0.162	\$0.010	-\$0.072	-	Project Complete.
15	Maintenance - Statewide inspection and Repairs	\$0.550	\$0.550	\$0.162	\$0.010	\$0.378	-	This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project.
		\$9.000	\$9.300	\$1.620	\$0.100	\$7.580		

	Project Name	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
FY14 Buildings								
1	Empire (17-bay vehicle storage facility replacement)	\$3.400	\$3.150	\$0.250	\$0.008	\$2.892	1/30/14	Project anticipated for AD in January 2014
2	CO Sand Sheds (Colbran, Douglas Pass Summit, Joes, Berthoud Falls, Snowmass, New Raymer, Durango, Villa Grove, Gobbler's Knob)	\$3.000	\$4.055	\$0.326	\$0.085	\$3.644	1/30/14	Sand sheds are grouped into 3 total packages with the first package anticipated for AD in January. The second two groups are anticipated to go to AD in April 2014.
3	Controlled Maintenance	\$2.000	\$2.729	-	-	-	-	This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project. Funds are re-allocated to Region centers and not trackable through Property Management.
4	Deferred Maintenance	\$0.350	\$0.365	\$0.000	\$0.324	\$0.041	-	This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project.
5	Fairplay (15-bay vehicle storage facility +site needs + training room)	\$2.550	\$3.425	\$0.156	\$0.000	\$3.269	-	Work is continuing
		\$11.300	\$11.750	\$0.732	\$0.417	\$10.600		\$2.79 M of Remaining Project Budget total was re-assigned to Region cost centers and can not be tracked through Property Management.

	Project Name	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
FY14 ITS								
1	CTMC Video Wall Upgrade - Golden at the CTMC	\$1.258	\$1.258	\$1.258	\$0.000	\$0.000	3/20/14	Consultant on board. Design 50% Complete. Estimated project completion 9/2014.
2	ITS Network Upgrade - Golden at the CTMC	\$1.943	\$1.943	\$1.443	\$0.500	\$0.000	-	Scope involves purchasing of equipment. Purchase requests have been approved delivery scheduled for mid February installation to follow before end of FY14. Project to be done in-house so there is no Advertisement date for this project.
3	ITS System Equipment Upgrade - Golden at the CTMC	\$0.867	\$0.867	\$0.417	\$0.450	\$0.000	-	Scope involves purchasing of equipment. 50% of purchase requests approved and the other 50% of purchase requests held by OIT COMPASS. 100% of approved equipment received and installed. Project to be done in-house so there is no Advertisement date for this project.
4	VMS Replacement - SB US 85 @ Aspen Grove and Colo Blvd Fiber	\$0.713	\$0.530	\$0.434	\$0.000	\$0.096	10/3/13	Scope includes 2 signs and fiber optic cable. Project awarded. Anticipated April, 2014 project completion.
5	VMS Replacement - EB I-70 @ New Castle	\$1.720	\$0.035	\$0.000	\$0.031	\$0.004	1/23/14	Scope includes 5 signs. Design 90% complete. Anticipated October, 2014 project completion
6	VMS Replacement -SB U S550 @ Montrose	\$3.795	\$0.050	\$0.000	\$0.000	\$0.050	1/23/14	Scope includes 11 signs. Design 70% complete. Anticipated Sept, 2014 project completion.
7	I-25 North ITS Devices	\$2.920	\$0.330	\$0.330	\$0.000	\$0.000	1/23/14	Under design
8	TTI Upgrades - 025A 120th Ave to Colorado Springs	\$1.000	\$0.000	\$0.000	\$0.000	\$0.000	2/27/14	Under design
9	TTI Upgrades - 470A entire route	\$1.000	\$0.000	\$0.000	\$0.000	\$0.000	2/27/14	Under design
10	TTI Upgrades - 070A Vail to Tower Rd.	\$3.000	\$2.887	\$2.882	\$0.005	\$0.000	4/25/13	Under construction
11	VMS - 025A mm 132 Colorado Springs	\$0.300	\$3.456	\$0.000	\$0.329	\$3.127	12/15/13	Under design
12	ITS Statewide Node Building Equipment Upgrade	\$2.980	\$2.032	\$2.032	\$0.000	\$0.000	10/3/13	Awarded. Precon stage
		\$21.496	\$13.388	\$8.796	\$1.315	\$3.277		

Attachment A: FY14 Culverts

Project Name	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
FY14 Culverts							
	\$11.500		-	-	-	-	At this time, three FY14 critical culvert projects have been identified in SAP. Until culvert projects are further identified it is assumed this is on-going work throughout the fiscal year.
SH145 FY14 Priority Culvert (Region 5)		\$0.6940	\$0.2320	\$0.4630	\$0.0000	6/20/13	Project Awarded. Notice to Proceed Date August 21, 2013
R5 FY 14 Priority Culverts Region Wide		\$0.3310	\$0.1270	\$0.1150	\$0.0890	4/3/14	Working on Environmental Clearances.
Region 2 Critical Culverts FY14		\$0.2950	\$0.0000	\$0.0000	\$0.2950	8/14/14	Construction to be separated into three packages.
	\$11.5000	\$1.3200	\$0.3590	\$0.5780	\$0.3840		

Project Name	FY14 Approved Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
FY14 Fleet							
	\$20.900	\$21.792	\$8.014	\$13.778	\$0.000	-	162 pieces of equipment have been ordered. This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project.
FY14 MLOS							
	\$249.000	\$249.000	\$0.000	\$91.131	\$157.869	-	This is on-going work throughout the fiscal year, therefore no Scheduled AD date is applied to this project.

	Project Name	Approved Transportation Commission Allotment (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Remaining Project Budget (Millions)	AD Date	Comments
Accelerated Surface Treatment								
1	I-70 East - Flagler to Bethune - SMA Mill & Fill (West of Flagler)	\$11.700	\$11.702	\$5.750	\$5.952	\$0.000	Mar-13	Project will likely slow down due to low temperatures and resume next Spring 2014.
2	I-25 From State line to MP 7.5	\$11.900	\$10.624	\$8.589	\$2.034	\$0.000	Apr-13	Project currently on schedule and budget.
3	US 50A Canon City to Penrose (West of Royal Gorge Entrance, East)	\$6.500	\$7.067	\$1.258	\$5.808	\$0.000	Mar-13	\$800k change order for additional one mile of widening and drainage improvements
4	I-70 Eagle to Wolcott	\$5.000	\$11.961	\$1.041	\$10.916	\$0.003	Jan-13	Accepted all work 100% complete
5	I-70 Glenwood Canyon Concrete (Glenwood Canyon PCCP Phase 4)	\$9.400	\$9.426	\$0.106	\$8.735	\$0.585	Dec-12	Work Completed. Project Accepted June 19, 2013.
6	I-76 Sedgwick - State Line PH IV	\$18.300	\$18.290	\$0.647	\$17.633	\$0.000	Jan-13	Time suspended due to delay in the delivery of light poles. Anticipated completion date December 2013.
7	US285 North of Monte Vista Resurfacing	\$6.500	\$6.313	\$0.607	\$5.705	\$0.000	Apr-13	Project completed September 16, 2013.
8	US 491 Dove Creek(Cahone) to Utah State Line	\$6.500	\$6.520	\$1.047	\$5.473	\$0.000	Mar-13	Project completed September 30, 2013
9	US 6 - Sheridan to Simms	\$7.000	\$5.349	\$0.874	\$4.475	\$0.000	Mar-13	Project completed November 2013.
10	US 285: SH 88 (Federal Blvd.) to Marion Street - Overlay	\$4.700	\$5.036	\$0.947	\$3.863	\$0.226	Mar-13	Project completed November 2013.
Totals		\$87.500	\$92.288	\$20.866	\$70.594	\$0.814		

	Project Name	Approved Transportation Commission Allotment (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Scheduled AD Date	Comments
Advanced Funding								
1	SH 9 Reconstruction - North of Breckenridge (Coyne Valley to Agape Church)	\$10.000	\$10.810	\$7.045	\$3.765	\$0.000	Mar-13	Contractor is behind schedule but should be able to make up time next season. In order to make up delay, contractor anticipates bringing additional forces next season to make up delay.
2	I-25 at Cimarron Interchange	\$6.000	\$6.137	\$2.201	\$0.028	\$3.908	May-13	The project team is preparing the Design Build Procurement Documents. Letters of Interest (LOI) will be solicited early Spring 2014.
3	Region 3 Fiber optic project (I-70 Installation of Fiber Optic - now Vail to Glenwood Springs)	\$10.000	\$19.046	\$18.912	\$0.133	\$0.001	May-13	Construction just underway. First contractor payment anticipated in December 2013.
4	I-76: Ft Morgan to Brush (I-76 Major Surface Treatment, Phase 3 - Fort Morgan to Brush)	\$30.700	\$46.909	\$23.829	\$23.080	\$0.000	Jan-13	The estimated completion date for the project is December 2014.
5	US 160 Durango-Bayfield Passing Lane	\$0.800	\$0.800	\$0.355	\$0.257	\$0.188	-	Design is underway and will be at 60% in February 2014. On track for a Fall 2014 shelf date with no environmental clearances or ROW acquisitions.
6	US 160 S. of Cortez Passing Lane (US 160 Passing Lane Preconstruction - South of Cortez)	\$0.500	-	-	-	-	4/24/14	This is same project as US 491 New Mexico to Jct 160 shown in FY14 Surface Treatment projects. \$500k was advanced to accelerated survey and other preliminary design aspects. The expenditure, encumbrance and balance for this project are shown under FY14 Surface Treatment.
7	US 160/550 CFI in Durango (US 160 & US 550 - Construction of Continuous Flow Intersection - North Intersection in Durango)	\$3.000	\$5.662	\$4.628	\$0.462	\$0.572	May-13	The scheduled AD date was delayed due to recent government shutdown from October 10 to October 17, 2013. Project Advertised on October 17, 2013. Project Letting Date November 21, 2013.
8	I-70 East EIS	\$8.500	\$37.300	\$4.047	\$23.865	\$9.587	-	Region 1 continues to work on the Supplemental Draft EIS (SDEIS) and anticipates publishing it in the Spring of 2014. That will be followed quickly by a Final EIS, with a record of decision due in 2015.
Totals		\$69.500	\$126.66	\$61.0170	\$51.5900	\$14.2560		

Region	Project Name	Budget (Millions)	Encumbered (Millions)	Expenditures Life-to-Date (Millions)	Remaining Budget (Millions)	Scheduled AD Date	Comments
1	SH 88 ML/ Arapahoe over Cherry Creek	\$ 30.132	\$ 22.285	\$ 3.178	\$ 4.669	8/15/2013	
1	I76 ML EBND/WBND over UPRR	\$ 19.771	\$ 0.466	\$ 2.189	\$ 17.116	12/19/2013	Large budget balance pending encumbrance for AD
1	Peoria St over I76 ML	\$ 5.928	\$ 1.524	\$ 3.782	\$ 0.622	5/2/2013	
1	US40 ML EBND over Sand Creek	\$ 10.613	\$ 6.683	\$ 2.800	\$ 1.130	5/2/2013	
1	US 6 ML over South Platte River	\$ 16.378	\$ 13.109	\$ 1.328	\$ 1.941	10/15/2012	
1	US 6 ML over Bryant St	\$ 36.362	\$ 22.303	\$ 7.554	\$ 6.505	10/15/2012	
1	US 6 ML over BNSF RR	\$ 14.144	\$ 9.540	\$ 2.311	\$ 2.293	10/15/2012	
1	US40 ML Ebnd over Tollgate Creek	\$ 3.360	\$ 0.541	\$ 1.850	\$ 0.969	12/19/2013	
1	Tollgate Construction	\$ 13.603	\$ -	\$ -	\$ 13.603	12/19/2013	Large budget balance pending encumbrance for AD
1	SH44 over Bull Seep and So Platte River	\$ 13.711	\$ 8.682	\$ 3.700	\$ 1.329	9/26/2013	
1	SH 58 ML over Ford St	\$ 6.654	\$ 3.379	\$ 2.582	\$ 0.693	3/21/2013	
1	US287 ML over BNSF at 69th Avenue	\$ 2.017	\$ 0.332	\$ 1.348	\$ 0.337	6/20/2014	
1	US287 ML over BNSF at 69th Ave. Construction	\$ 15.000	\$ -	\$ -	\$ 15.000	6/20/2014	Large budget balance pending encumbrance for AD
1	US85 Louviers to MP 191.75	\$ 0.488	\$ 0.176	\$ 0.068	\$ 0.244	-	AD date hasn't been established
1	I-70 ML over Havana St.	\$ 1.800	\$ 0.372	\$ 1.126	\$ 0.302	9/17/2014	
1	I-70 ML over Havana St. Construction	\$ 31.159	\$ -	\$ -	\$ 31.159	9/17/2014	Large budget balance pending encumbrance for AD
1	US6 and Garrison	\$ 1.200	\$ 0.474	\$ 0.076	\$ 0.650	3/6/2014	
1	US6 and Garrison Construction	\$ 12.000	\$ -	\$ -	\$ 12.000	3/6/2014	Large budget balance pending encumbrance for AD
1	I-70 Viaduct in Denver County	\$ 39.500	\$ 7.929	\$ 0.163	\$ 31.408	-	Preconstruction only at this time
1	I-70 Viaduct in Denver County FY15	\$ 50.250	\$ -	\$ -	\$ 50.250	-	Preconstruction only at this time
1	I-70 Viaduct in Denver County FY16	\$ 8.080	\$ -	\$ -	\$ 8.080	-	Preconstruction only at this time
2	I-25ML over Indiana Avenue	\$ 0.475	\$ 0.073	\$ 0.072	\$ 0.330	12/12/2013	Preconstruction only - construction under 19205
2	Northern Avenue over I-25ML	\$ 0.675	\$ -	\$ -	\$ 0.675	12/12/2013	Preconstruction only - construction under 19205
2	I 25 SB & NB over RR, Ilex, Bennet St.	\$ 9.733	\$ 1.595	\$ 7.382	\$ 0.756	12/12/2013	Preconstruction only - construction under 19205
2	Ilex and 6 Rehabs	\$ 47.042	\$ -	\$ -	\$ 47.042	12/12/2013	Large budget balance pending encumbrance for RFP
2	SH 120 ML over RR and Arkansas River	\$ 6.133	\$ 1.860	\$ 3.997	\$ 0.276	5/25/2012	
2	US50 ML over Draw, BNSF RR	\$ 6.697	\$ 0.176	\$ 0.930	\$ 5.591	12/5/2013	Large budget balance pending encumbrance for AD
2	US350 ML over Purgatoire River	\$ 4.033	\$ 1.786	\$ 1.817	\$ 0.430	2/21/2013	

2	SH120 ML over Draw, UPRR	\$ 5.195	\$ 0.487	\$ 0.697	\$ 4.011	12/5/2013	Large budget balance pending encumbrance for AD
2	SH160ML over Smith Canyon	\$ 0.727	\$ 0.147	\$ 0.261	\$ 0.319	12/5/2013	
2	SH160ML over Smith Canyon Const.	\$ 1.073	\$ -	\$ -	\$ 1.073	12/5/2013	
2	I-25 Bus Route Over Sull Creek	\$ 3.084	\$ 2.332	\$ 0.527	\$ 0.225	10/24/2013	
2	SH69A Over Milliken Arroyo	\$ 0.727	\$ 0.121	\$ 0.366	\$ 0.240	-	Construction on hold
2	US50ML over draw	\$ 0.511	\$ 0.151	\$ 0.281	\$ 0.079	-	Construction on hold, may be combined with another structure
3	US 40 ML over East Fork Elk River	\$ 6.559	\$ 0.938	\$ 5.487	\$ 0.134	12/13/2012	
3	SH82 ML over I70 ML,COLORADO RVR,RR	\$ 21.731	\$ 5.814	\$ 7.760	\$ 8.157	2/12/2015	Environmental & Partial Design
3	SH82 ML over I70 ML,COLORADO River, RR - Preconstruction	\$ 3.592	\$ -	\$ -	\$ 3.592	2/12/2015	Final design, Right-of-Way
3	SH82 ML over I70 ML,COLORADO River, RR - Construction	\$ 73.260	\$ -	\$ -	\$ 73.260	2/12/2015	Large budget balance pending encumbrance for AD
3	I70 ML EBND & WBND over US 6, RR, Eagle River	\$ 3.393	\$ 0.299	\$ 1.415	\$ 1.679	1/16/2014	
3	I70 ML EBND & WBND over US 6, RR, Eagle River - Construction	\$ 11.961	\$ -	\$ -	\$ 11.961	1/16/2014	Large budget balance pending encumbrance for AD
4	SH 14 ML over Cache La Poudre River	\$ 2.467	\$ 0.184	\$ 2.215	\$ 0.068	12/16/2013	
4	SH 14 ML over Cache La Poudre River - Construction	\$ 12.176	\$ -	\$ -	\$ 12.176	12/16/2013	Large budget balance pending encumbrance for AD
4	US 85 Nunn Bridge over UPRR	\$ 7.653	\$ 2.053	\$ 5.203	\$ 0.397	1/10/2013	
Total Active Projects		\$ 561.047	\$ 115.811	\$ 72.465	\$ 372.771		

Structure Complete and Open to Traffic -Work Remaining							
1	I-25 ML NBND and SBND over US 85 ML	\$ 17.922	\$ 1.497	\$ 14.403	\$ 2.022	3/18/2011	
1	Pecos St over I-70 ML	\$ 25.503	\$ 1.004	\$ 24.153	\$ 0.346	8/7/2012	
1	US 6 ML over SH 95 ML/Sheridan Avenue	\$ 14.279	\$ 0.058	\$ 13.495	\$ 0.726	10/4/2011	
1	SH121 ML SBND over US36 ML	\$ 28.152	\$ 1.475	\$ 23.395	\$ 3.282	9/30/2011	
1	County Rd/Old Wadsworth over US36 ML	\$ 13.355	\$ 0.447	\$ 11.849	\$ 1.059	9/30/2011	
1	US85 ML over Dad Clark Gulch	\$ 3.031	\$ 0.026	\$ 2.977	\$ 0.028	8/16/2012	
4	SH 14 ML over Coal Bank Creek	\$ 7.528	\$ 1.622	\$ 4.834	\$ 1.072	11/1/2012	Bridge complete, utility relocation pending
Total		\$ 109.770	\$ 6.129	\$ 95.106	\$ 8.535		

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Chief Engineer's Office

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Date: December 6, 2013
To: Colorado Transportation Commission
From: Timothy J. Harris, Chief Engineer
Subject: Status of RAMP Partnership & Operations Projects

This memo serves as an update for the RAMP Partnership & RAMP Operations projects as recommended by CDOT staff and approved by the Transportation Commission on October 16th, 2013. CDOT staff has compiled the program of projects into the following attached lists.

Attachment A – Selected RAMP Partnership Projects (public-private & public-public)

Attachment B – Selected RAMP Operations Projects

1. The program management team and finance staff has issued guidance to the Regions on the scope, schedule, and budget. CDOT staff has provided to the Regions the local commitment letter needed to confirm continued local partner commitment. Many of these items are being developed now by staff or are being reviewed by the local partners.
2. CDOT staff and the program management team continues to collect project data, including the updated scopes, schedules, and budgets, as well as, the signed evidence letter of continued local commitment from the local partner.
3. CDOT staff continues to receive applications for deadline extension for those projects impacted by the floods. The I-25 Corridor project has been granted an extension. In Region 4, only Larimer County has submitted a deadline extension request; Project #4-25 is waiting for the results of the flood assessment survey. Nine (9) additional RAMP Partnership & Operations projects are eligible for the extension, but CDOT staff has not received requests for extension on these projects.
4. Of the (43) RAMP Partnership projects, there are two (2) public-public partnership projects where the local partner (Las Animas County) has withdrawn their application, bringing the total number of RAMP Partnership projects to forty-one (41).
5. The total number of RAMP Operations projects remains unchanged at thirty-one (31).
6. Of the (41) RAMP Partnership projects, CDOT staff and the program management team has identified two (2) RAMP Partnership projects (5%) as requiring further development, either in terms of scope, schedule, and budget, or that the negotiation process with the local partner(s) is still on-going.

Safety People Integrity Customer Service Excellence Respect

7. CDOT staff and the program management team has identified thirty-six (36) public-public RAMP Partnership projects (95%) as having substantially completed project scopes, schedules, and budgets. The local partners are in the process of reviewing scopes, schedules, and budgets, and will provide signed evidence letters of continued local commitment as required by commission resolution. These projects are on-track to meet the Jan 7th deadline.
8. Of the (31) RAMP Operations projects, there are nineteen (19) RAMP Operations projects (61%) that CDOT is doing in-house and do not require a local partner. The criteria for validating the project scope, schedule, and budget still apply.
9. Additionally, of the remaining twelve (12) RAMP Operations projects (39%), these projects have either a private partner or local agency that is participating in the project because of the location of the work. Where there are matching local funds, an evidence letter of continued commitment will be required and reviewed by CDOT staff prior to the Jan 6th deadline as required by commission resolution. The criteria for validating the project scope, schedule, and budget still apply.

	Status for Approval of RAMP Funding	
Stage 1	Application Stage	
Stage 2	Under CDOT Development at Region	Regions
Stage 3	Under Local Partner Review	Locals
Stage 4	Under CDOT HQ Review	HQ
Stage 5	Approved	

Selected RAMP Partnership Projects - Attachment A

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
Public-Private Partnerships: HPTE P3 Projects									
1-2	C-470 Managed Tolloed Express Lanes: Kipling to I-25 (pending P3 financial review and local govt. agreement)	C-470 Corridor Coalition	Under Local Partner Review	Under CDOT Development	Under CDOT Development	Under Local Partner Review	Not Eligible	\$200,000,000	\$100,000,000
4-5(a)	I-25: 120th to SH 7 Tolloed Express Lanes	CDOT R4	Under CDOT Development	Under CDOT Development	Under CDOT Development	No Local Partner; Not Required	Request Granted	\$1,040,000,000	\$55,000,000
4-5(b)	I-25: SH 7 North Tolloed Express Lanes	CDOT R4	Under CDOT Development	Under CDOT Development	Under CDOT Development	No Local Partner; Not Required	Request Granted		\$35,000,000
N/A	HPTE P3 Development Fund	N/A	N/A					\$200,000,000	\$40,000,000
TOTAL: Public-Private Partnerships (HPTE P3 Projects)								\$1,440,000,000	\$230,000,000

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
Public-Public Partnerships: Large Projects \$20M +									
1-15	US 6 and SH 93: 19th St. Intersection Grade Separation	City of Golden	Under Local Partner Review	Not Eligible	\$25,000,000	\$20,000,000			
1-19	Colorado Blvd. in Idaho Springs: Phase 2 & Phase 3, and Devolution	City of Idaho Springs	Under CDOT Development at Region	Not Eligible	\$21,900,000	\$21,900,000			
1-37	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	City & County of Denver	Under CDOT Development at Region	Not Eligible	\$29,203,881	\$23,363,105			
1-46	I-25 and Arapahoe Rd. Interchange	Arapahoe County & the I-25/Arapahoe Interchange Coalition	Under CDOT Development at Region	Not Eligible	\$74,000,000	\$50,400,000			

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
2-21	I-25 and Cimarron Interchange Reconstruction	PPACG	Under Local Partner Review	Not Eligible	\$30,000,000	\$24,000,000			
2-31	I-25 Ilex to 1st St. in Pueblo (includes devolution match in RAMP request)	PACOG	Under CDOT Development at Region	Not Eligible	\$33,200,000	\$22,000,000			
3-40	SH 9 Grand County Safety Improvement Project	Grand County	Under CDOT HQ Review	Not Eligible	\$46,000,000	\$36,222,000			
Subtotal: Large Projects								\$259,303,881	\$197,885,105
Public-Public Partnerships: Medium Projects \$10M - \$19.9M									
1-7	Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System	CDOT – Region 1	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner; Not Required	Not Eligible	\$25,000,000	\$9,000,000
1-14	SH 2 in Commerce City Widening and Devolution	City of Commerce City	Under Local Partner Review	Not Eligible	\$20,800,000	\$13,600,000			
2-22	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	PPACG	Under Local Partner Review	Not Eligible	\$21,300,000	\$11,000,000			
3-9	I-70 Simba Run Underpass	Town of Vail	Under CDOT Development at Region	Not Eligible	\$20,800,000	\$14,600,000			
3-12/29	SH 9 - Frisco to Breckenridge: Iron Springs Alignment	Summit County	Under CDOT HQ Review	Under CDOT HQ Review	Under Local Partner Review	Under Local Partner Review	Not Eligible	\$21,985,000	\$17,500,000
4-20	US 287: (North College) Conifer to Laporte Bypass	City of Ft. Collins	Under CDOT Development at Region	Eligible	\$36,000,000	\$17,500,000			
5-15	SH 62 Ridgway Street Improvements (pending approval of local match)	Town of Ridgway	Under Local Partner Review	Not Eligible	\$13,791,257	\$10,494,509			
Subtotal: Medium Projects								\$159,676,257	\$93,694,509
Public-Public Partnerships: Small Projects < \$10M									
2-1	SH 67 in Victor Devolution (cash payment)	City of Victor	Under Local Partner Review	Not Eligible	\$307,702	\$307,702			
2-5	US 160 Turnouts	Town of La Veta/Huerfano	Under Local Partner Review	Not Eligible	\$1,015,000	\$840,000			
2-7	US 24 Business Route Devolution (cash payment)	El Paso County	Under Local Partner Review	Not Eligible	\$2,602,475	\$2,602,475			

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
2-20	US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project - Operations 2-9)	City of Canon City	Under CDOT Development at Region	Not Eligible	\$1,500,000	\$1,200,000			
2-23	SH 21 / Old Ranch Rd. Interchange Completion	PPACG	Under Local Partner Review	Not Eligible	\$9,266,000	\$600,000			
2-27	I-25A: Exit 18 NW Frontage Rd. Devolution (cash-payment)	Las Animas County	Application Withdrawn				Not Eligible	\$110,544	\$110,544
2-29	I-25 Exit 11 SW Frontage Rd. Devolution (cash-payment)	Las Animas County	Application Withdrawn				Not Eligible	\$155,307	\$155,307
2-33	US 50 / SH 45 Interchange, Wills to Purcell-Pueblo (includes devolution match in RAMP request)(companion project 2-10)	PACOG	Under Local Partner Review	Not Eligible	\$10,000,000	\$5,000,000			
3-6	SH 6 / SH 13 in Rifle Devolution	City of Rifle	Under CDOT Development at Region	Not Eligible	\$5,600,000	\$5,600,000			
3-14	I-70 Eagle Interchange Upgrade	Town of Eagle	Under Local Partner Review	Not Eligible	\$9,887,365	\$3,500,000			
3-24	I-70 Exit 31 Horizon Drive	City of Grand Junction	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	Under Local Partner Review	Not Eligible	\$5,000,000	\$4,000,000
3-31	US 40 Improvements in Fraser	Town of Fraser	Under CDOT Development at Region	Not Eligible	\$1,950,390	\$1,267,754			
4-6	US 34 in Estes Park Improvements and Devolution	CDOT R4	Under CDOT Development at Region	Eligible	\$16,000,000	\$4,200,000			
4-25	SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	Larimer County	Under CDOT Development at Region	Eligible; Request Submitted	\$2,100,000	\$1,680,000			
4-28	SH 392 & CR 47 Intersection Safety Improvements	Weld County	Under CDOT Development at Region	Not Eligible	\$3,685,180	\$1,842,590			
4-29	US 34 & CR 49 Intersection Safety Improvements	Weld County	Under CDOT Development at Region	Not Eligible	\$2,200,000	\$1,500,000			
4-30	SH 392 & CR 74 Intersection Safety Improvements	Weld County	Under CDOT Development at Region	Not Eligible	\$2,249,875	\$1,000,000			
4-34/51/52	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	Yuma County	Under CDOT Development at Region	Not Eligible	\$1,752,000	\$944,200			

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
4-54	SH 119: (Diagonal) 30th to Foothills Parkway Multi-modal Improvements Project	City of Boulder	Under CDOT Development at Region	Eligible	\$5,570,000	\$4,456,000			
4-58	SH 119 Boulder Canyon Trail Extension	Boulder County	Under CDOT Development at Region	Eligible	\$5,466,350	\$4,373,080			
5-6	US 550 Sky Rocket Box Culvert Replacement	City of Ouray	Under Local Partner Review	Not Eligible	\$2,000,000	\$1,600,000			
5-8	SH 172 / 151 Signalization	Town of Ignacio	Under Local Partner Review	Not Eligible	\$1,800,000	\$1,430,000			
5-10	US 160 / Wilson Gulch Road Extension	City of Durango	Under Local Partner Review	Not Eligible	\$6,400,000	\$4,288,000			
5-13	SH 145 at CR P Safety Improvements	Montezuma County	Under Local Partner Review	Not Eligible	\$1,660,194	\$1,577,185			
5-14	US 285 Antonito Storm Drain System Replacement	Town of Antonito	Under Local Partner Review	Not Eligible	\$2,742,429	\$2,193,944			
5-18	US 24 Enhancement Project in Buena Vista	Town of Buena Vista	Under Local Partner Review	Not Eligible	\$2,497,090	\$1,997,090			
Subtotal: Small Projects								\$103,252,050	\$58,000,020
TOTAL: Public-Public Partnership Projects								\$522,232,188	\$349,579,634

	Criteria for approval of RAMP Funding	
Stage 1	Application Stage	
Stage 2	Under CDOT Development at Region	Regions
Stage 3	Under Local Partner Review	Locals
Stage 4	Under CDOT HQ Review	HQ
Stage 5	Approved	

Selected RAMP Operations Projects - Attachment B

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
RAMP Operations Projects									
1-9	I-70 Eastbound Peak Period Shoulder Lanes	CDOT – Region 1	Under CDOT Development at Region	Not Eligible	\$34,000,000	\$20,000,000			
1-27	SH-74 South of El Rancho Safety Shoulders	Jefferson County	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner: Not Required	Not Eligible	\$57,947	\$57,947
1-41	State Highway Signal Upgrades - Phase I - Colfax Signals	City of Denver	Under Local Partner Review	Under Local Partner Review	Under Local Partner Review	Under CDOT Development at Region	Not Eligible	\$900,000	\$800,000
1-42	State Highway Signal Upgrades - Phase III - Denver Slipfit Traffic Signals	City of Denver	Under Local Partner Review	Under Local Partner Review	Under Local Partner Review	Under CDOT Development at Region	Not Eligible	\$24,900,000	\$900,000
1-44	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	City of Denver	Under Local Partner Review	Under Local Partner Review	Under Local Partner Review	Under CDOT Development at Region	Not Eligible	\$585,000	\$500,000
1-51	Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT)	CDOT – Region 1 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner: Not Required	Not Eligible	\$2,575,000	\$2,575,000
1-53	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	CDOT – Region 1 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner: Not Required	Not Eligible	\$1,060,000	\$1,060,000
1-54	I-76 at 88th Ave. Interchange Improvements (MP 10)	CDOT – Region 1 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner: Not Required	Not Eligible	\$1,050,000	\$1,050,000
1-56	US 285 at Mount Evans Blvd./Pine Valley Rd. (MP 229)	CDOT – Region 1 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner: Not Required	Not Eligible	\$422,000	\$422,000
1-59	SH 86 Intersection Improvement at Crowfoot Valley Rd. (MP 101.53)	CDOT – Region 1 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner: Not Required	Not Eligible	\$516,000	\$516,000
1-63	I-70 at Grapevine Rd. (MP 256.0)	CDOT – Region 1 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner: Not Required	Not Eligible	\$189,000	\$189,000

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
RAMP Operations Projects									
2-8	US 24 / Judge Orr Rd. Intersection Improvement	CDOT R2 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner; Not Required	Not Eligible	\$2,000,000	\$2,000,000
2-9	US 50 / Dozier Ave. Intersection Improvement (companion project to 2-20)	CDOT R2 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	-	Not Eligible	\$1,000,000	\$1,000,000
2-10	US 50 / Purcell and US 50 / McCulloch Intersection Improvement	CDOT R2 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner; Not Required	Not Eligible	\$1,200,000	\$1,200,000
2-17	US 50 / 32nd Ln., US 50 / Cottonwood Ave., US 50 / 34th Ln. Intersection Improvements	CDOT R2 Traffic	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner; Not Required	Not Eligible	\$1,500,000	\$1,500,000
3-33	I-70 Vail Chain Station Improvements	CDOT	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	-	Not Eligible	\$4,500,000	\$4,500,000
3-34	I-70 Glenwood Canyon Variable Speed Signing	CDOT	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	-	Not Eligible	\$2,200,000	\$2,200,000
4-13	Adaptive Signal Control - US85 Greeley	City of Greeley	Under CDOT HQ Review	Under CDOT HQ Review	Under CDOT HQ Review	Under CDOT Development at Region	Not Eligible	\$750,000	\$600,000
4-35	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	City of Loveland	Under CDOT Development at Region	Eligible	\$250,000	\$200,000			
4-36	Loveland Road Weather Information System (RWIS) Update / Expansion	City of Loveland	Under CDOT Development at Region	Eligible	\$380,000	\$304,000			
4-41	Adaptive signals on US 34 Bypass in Greeley	CDOT R4	Under CDOT HQ Review	Under CDOT HQ Review	Under CDOT HQ Review	No Local Partner; Not Required	Not Eligible	\$500,000	\$400,000
4-42	Fiber Optics and ITS Devices on I-76	CDOT R4	Under CDOT HQ Review	Under CDOT HQ Review	Under CDOT HQ Review	No Local Partner; Not Required	Not Eligible	\$11,000,000	\$5,000,000
4-44/49	Adaptive Signals on SH 119 Airport Rd. to Zlaten Dr. in Longmont / Adaptive Signals on SH 119: I-25 to WCR 3.5	CDOT R4	Under CDOT HQ Review	Under CDOT HQ Review	Under CDOT HQ Review	Under CDOT Development at Region	Eligible	\$1,850,000	\$1,680,000
4-50	Fiber Optic Communication from I-25 to CDOT West Yard	CDOT R4	Under CDOT HQ Review	Under CDOT HQ Review	Under CDOT HQ Review	No Local Partner; Not Required	Eligible	\$1,700,000	\$1,700,000
4-66	Adaptive Traffic Signals System along US 287 (Main St.) in Longmont	City of Longmont	Under CDOT Development at Region	Eligible	\$1,760,000	\$1,100,000			
5-3	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	CDOT Region 5 Traffic and Safety Program	Under CDOT Development at Region	Under CDOT Development at Region	Under CDOT Development at Region	No Local Partner; Not Required	Not Eligible	\$3,757,844	\$3,757,844

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
RAMP Operations Projects									
O-1	Fiber Optic Backbone - I-25(Pueblo to Walsenburg); and US 285 (C-470 to Conifer)	CDOT ITS	Under CDOT Development at CTMC	Not Eligible	\$3,500,000	\$3,500,000			
O-2	I-70 Mountain Corridor Wireless Improvement	CDOT ITS	Under CDOT Development at CTMC	Not Eligible	\$5,300,000	\$1,700,000			
O-3	CDOT ITS Information Kiosks- Pilot Project	CDOT ITS	Under CDOT Development at CTMC	Under CDOT Development at CTMC	Under CDOT Development at CTMC	No Local Partner; Not Required	Not Eligible	\$480,000	\$480,000
O-4	Regional Satellite Solar Powered Cameras (LiveView)	CDOT ITS	Under CDOT Development at CTMC	Under CDOT Development at CTMC	Under CDOT Development at CTMC	No Local Partner; Not Required	Not Eligible	\$1,750,000	\$1,750,000
O-6	Enhanced Traffic Incident Management Software	CDOT ITS	Under CDOT Development at CTMC	Not Eligible	\$7,000,000	\$3,000,000			
TOTAL: RAMP Operations Projects								\$118,632,791	\$65,641,791

Portfolio, Cash and Program Management Phase I Report

December 5, 2013

AECOM



DYE MANAGEMENT GROUP, INC.



Colorado Department of Transportation
Portfolio Management, Cash Management, and Program
Management Project
Phase I Report
Table of Contents



Executive Summary	ES 1
I. Introduction.....	1
A. Background.....	1
B. Purpose	2
C. Benefits	3
D. Methodology.....	4
E. Document Organization.....	5
II. Portfolio, Cash, and Program Management	6
A. Definitions and Relationships.....	6
B. Current Program, Portfolio, and Cash Management at CDOT	8
C. Evaluation of Current Program and Portfolio Management	13
III. Organization	14
A. Communication	14
B. Culture	15
C. Resources.....	17
D. Organizational Structure.....	19
E. Accountability	20
F. Evaluation of Current Organization	22
IV. Processes	23
A. Current Project Delivery Processes at CDOT	23
B. CDOT Strengths and Opportunities for Improvement.....	27
C. Evaluation of Current Processes.....	27
V. Systems	30
A. Systems Inventory	30
B. Evaluation of Current Systems	34
Appendix I: CDOT Portfolio Project Participants.....	36
A. Project Sponsors	36
B. Project Steering Committee.....	36
C. Project Progress Committee	36
D. Technical Advisory Committee.....	36



E. Project Management Workshop Group	37
F. Program Management Workshop Group	37
G. Executive Interviews	37
H. Other Interviews	38
I. Portal Group	38
J. Process Work and Other Participants	38
Appendix II: CDOT Organizational Charts	39
A. CDOT Organization Chart	40
B. CDOT Region 1 Organization Chart	41
C. CDOT Region 2 Organization Chart	42
D. CDOT Region 3 Organization Chart	43
E. CDOT Region 4 Organization Chart	44
F. CDOT Region 5 Organization Chart	45
Appendix III: Process Diagrams	46
A. PGM-01 – Bridge Asset Management Programming	47
B. PGM-02 – Pavement Asset Management Programming	48
C. PGM-03A – Bridge Enterprise Monthly Schedule Update/Analysis	49
D. PGM-03B – Bridge Enterprise Monthly Budget Review/Analysis	50
E. PGM-04A – Design On Time Snapshot	51
F. PGM-04B – Construction On Time	52
G. PGM-04C – Construction On Budget	53
H. PGM-05 – Work Load Analysis	54
I. PFM-01A – Budgeting a New Project	55
J. PFM-01B – Budgeting a New Traffic Project	56
K. PFM-02A – Existing Design Project No Scope Change	57
L. PFM-02B – Existing Construction Project No Scope Change	58
M. PFM-02C – Budget New Project on Approved Budget List	59
N. PFM-02D – All Projects Not Approved Scope Change, Asset Management Project	60
O. PFM-02E – Allotment for Projects Bid Over TC Approved Budget	61
P. PJM-01 – Project Cost Estimation (Design/Construction)	62
Q. PJM-02 – Contracting for Consultant Work	63
R. PJM-03 – Project Acceptance to SAP Close	64
S. PJM-04 – Initial AD Date	65
T. PJM-05 – Preliminary Engineering Project Cost Estimate	66
U. PJM-06 – Overall AD Date and Budget Determination	67
V. Construction Management General Contractor Workflow (CMGC)	68
W. Design Build Workflow	69
X. Streamlined Design Build Workflow	70

Executive Summary



While the Colorado Department of Transportation (CDOT) has high customer satisfaction as reported in statewide customer surveys, Colorado has significant transportation needs that the state has been unable to meet and obtaining adequate resources through a tax or fee increase will be difficult. CDOT is committed to using available resources as effectively and efficiently as possible to address these transportation needs. While effectiveness is being addressed in other CDOT initiatives, CDOT has identified that additional construction can be funded by changing how CDOT programs and budgets projects. This was made possible, to a large extent, with the implementation of SAP. However, this change in programming and budgeting increases the complexity and risks of program management. Therefore, CDOT has concluded that its historically successful program management must be refined and augmented so it can continue to efficiently address the transportation needs of Colorado.

Prior to the recovery and rebuilding following the flood, CDOT faced the challenge of delivering approximately \$900 million annually in a capital improvement program, a 50 percent increase over recent years. To help address this challenge and improve long-term project delivery, CDOT initiated the Portfolio, Cash and Program Management Project, commonly referred to as the “Portfolio Project”.¹ CDOT has determined that it must have the ability to effectively and efficiently:

1. Integrate program and project management with project selection methodologies, including asset management.
2. Schedule activities based on projected resource availability, including cash balance projections.
3. Monitor program and project performance against performance metrics and report the information to various organizational levels.
4. Extract data to facilitate responses to routine and non-routine inquiries.
5. Support reporting to internal and external stakeholders in a transparent manner.

The Portfolio Project will define the business systems and management processes that will allow CDOT to plan, manage, track, and deliver its programs and projects as a cohesive portfolio. The Portfolio Project will support CDOT with the implementation of the systems and management processes needed to ensure timely delivery of the program. This report describes the current or “as-is” situation, along with associated strengths and improvement opportunities as determined by the AECOM/Dye/LS Gallegos team (portfolio project team) through interviews, document

¹ CDOT uses the term “portfolio management” to refer to the management of a group of projects that have similar project management needs based on their risks and the term “cash management” to refer to project budgeting based on a project’s cash flow, rather than its encumbrances or federal aid highway obligation authority. CDOT uses the term “program management” to refer to monitoring and management of a group of projects to ensure that CDOT’s transportation objectives are met.

review, and work groups. Future phases will develop recommendations to address improvement opportunities, define new systems, and implement a branch/office of program management.

The project team involved CDOT personnel through executive interviews and work group sessions and reviewed documents to determine current approaches and issues. The team also diagrammed different program, financial, and project management processes to ensure understanding of how these processes worked.

Following are key findings concerning the organization, processes, and systems.

A. Organization

With respect to project delivery, CDOT has a decentralized organization with some fairly independent organizational units. It is good at reacting to needs, as indicated by the way it has effectively responded to the recent flood crisis. However, it has challenges with trust, communication, project management practices, and systems. CDOT project participants have identified some key strengths and improvement opportunities for the organization in five areas: communication, culture, resource, organizational structure, and accountability.

Some of the key strengths are:

- **Communication** – There is good coordination among the Senior Management Team.
- **Culture** – Staff are good at reacting to the needs of the organization and is dedicated and willing to do what it takes to get the work done.
- **Resources** – CDOT is able to get results; it ultimately delivers the projects.
- **Organizational Structure** – Decentralization provides CDOT the ability to manage the diverse geographic and regional transportation needs of the state.
- **Accountability** – CDOT has high customer satisfaction as reported in statewide customer surveys.

Participants also identified important opportunities for improvement, including:

- **Communication** – Many communication channels through the organization are vague or undefined.
- **Culture** – Some parties are hesitant to share information due to a lack of trust between headquarters and the regions.
- **Resources** – There is a lack of standardization of project processes and systems.
- **Organizational Structure** – Physical and cultural barriers of decentralization contribute to inconsistency in processes and data collection.
- **Accountability** – Once programmed, there is little statewide program management.

The decentralized and independent organizational nature of CDOT can provide the needed focus to do an individual job, but also can impede the streamlined and effective operation of the overall department.

B. Processes

CDOT has developed the *Project Development Manual* and the *Controlling Our Critical Path* document, which outline processes for project delivery. The project team used these documents, other materials, and interviews with staff to diagram 21 different processes.

Some of the process strengths are:

- CDOT staff have developed some excellent—albeit isolated—processes that support project delivery.
- CDOT has recognized the need for project management guidance and consistency by developing the *Project Development Manual* and the *Controlling Our Critical Path* document.
- CDOT has developed alternative project delivery processes.

Process improvement opportunities include:

- There are few standardized processes for program and project management, limiting the ability of CDOT to predictably deliver projects on time and on budget.
- Project management documents are not widely or consistently used across CDOT.
- There is a limited ability to update project schedules and budgets as new or better information becomes available during the design process, leading to unrealistic expectations.
- There is little sharing of best practice processes across regions and programs that benefit CDOT as a whole.

C. Systems

CDOT uses many systems to handle project data. Headquarters operates some of these systems, such as SAP, and performs oversight functions to manage projects and programs. In addition, a large number of independent systems exist within various sections of headquarters and throughout the regions. This report contains an inventory and description of 37 systems related to portfolio, cash, and program management. Two of these are significant systems. One is SAP, which is the primary data repository by which CDOT manages finances and the statewide transportation improvement program (STIP), and that also has fields to enter project status data. The other system is AASHTOWare Project, formerly known as Trns*Port, which contains information specific to the construction phase of a project and records project costs.

System strengths include:

- CDOT staff demonstrate strong IT competencies and diligence in responding to requests for assistance with data needs both in terms of development and resources. Regions have developed independent systems to meet their needs.
- SAP provides a robust system for fiscal management that meets CDOT financial requirements.



System improvement opportunities include:

- Lack of a single system to assist with the tracking of portfolios, programs, and projects.
- Accurate, complete, consistent, real-time data is lacking for statewide program and portfolio management across both headquarters and the regions in terms of:
 - Project status
 - Asset program management
 - Objectives and performance metrics



Portfolio Management Cash Management Program Management

December 19, 2013
Monthly Progress Report

AS-IS Report

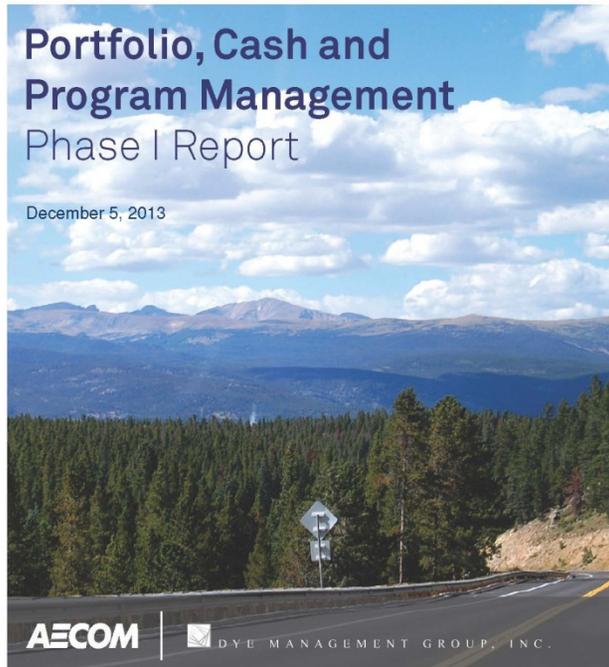


Colorado Department of
Transportation



Portfolio, Cash and Program Management Phase I Report

December 5, 2013



Executive Summary

The Department of Transportation (CDOT) has high customer satisfaction as indicated by customer surveys. Colorado has significant transportation needs that the state must meet and obtaining adequate resources through a tax or fee increase will not be sufficient. CDOT is committed to using available resources as effectively and efficiently as possible to address these transportation needs. While effectiveness is being addressed in other areas, CDOT has identified that additional construction can be funded by changing program and budgeting projects. This was made possible, to a large extent, with the implementation of the Statewide Asset Plan (SAP). However, this change in programming and budgeting increases the risks of program management. Therefore, CDOT has concluded that its current program management must be refined and augmented so it can continue to meet the transportation needs of Colorado.

Following the flood, CDOT faced the challenge of delivering \$1 billion annually in a capital improvement program, a 50 percent increase. To help address this challenge and improve long-term project delivery, CDOT initiated the Cash and Program Management Project, commonly referred to as the "CAMP" project. CDOT has determined that it must have the ability to effectively and

manage program and project management with project selection methodologies, asset management, and activities based on projected resource availability, including cash balance and

reporting on program and project performance against performance metrics and report the results to various organizational levels.

CDOT will facilitate responses to routine and non-routine inquiries, and reporting to internal and external stakeholders in a transparent manner.

CDOT will define the business systems and management processes that will allow it to manage, track, and deliver its programs and projects as a cohesive portfolio. The project will support CDOT with the implementation of the systems and management processes to ensure timely delivery of the program. This report describes the current or planned program with associated strengths and improvement opportunities as determined by the CDOT/Gallegos team (portfolio project team) through interviews, document

¹ CDOT uses the term "portfolio management" to refer to the management of a group of projects that have similar project management needs based on their risks, and the term "cash management" to refer to project budgeting based on a project's cash flow, rather than its encumbrances or federal aid highway obligation authority. CDOT uses the term "program management" to refer to monitoring and management of a group of projects to ensure that CDOT's transportation objectives are met.



AS-IS Report – Areas of Study

1. Organization

- Communication
- Culture
- Resources
- Organizational structure
- Accountability

2. Processes

- Project Delivery Manual
- Controlling our Critical Path
- Ad-hoc cylinders of excellence

3. Systems

- Preliminary List of systems compiled
- Further examination in phase 2



AS-IS Report – Development

- Input solicited from:
 - Steering Committee
 - Weekly progress meeting participants
 - Two work-groups
 - Technical Advisory Committee
 - Staff and Senior Management Interviews
 - Office of Cash Management task force

An estimated +/- 50 individuals directly received the draft report for review before publication.

Status of RAMP Partnership and Operations Projects



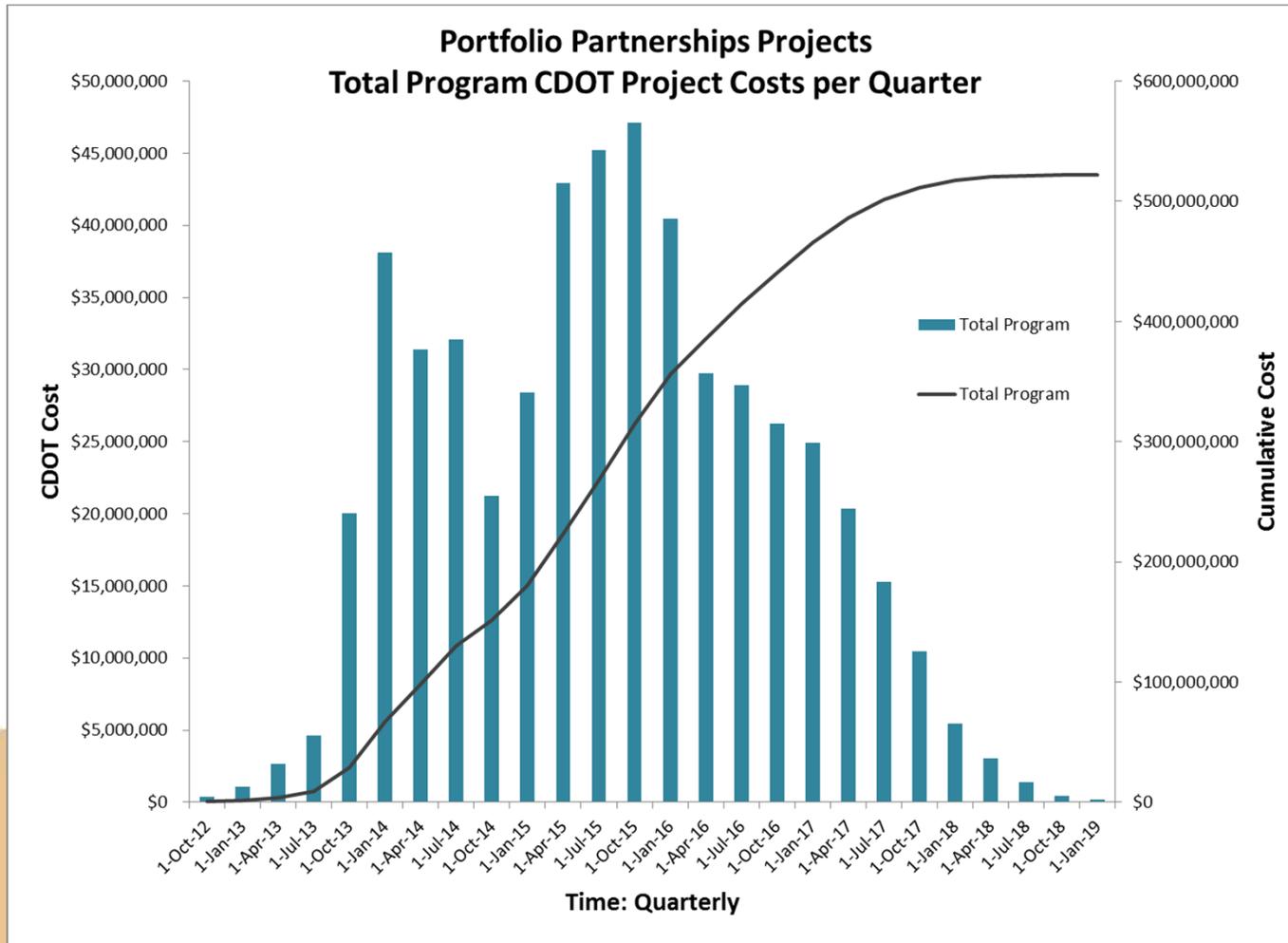
- With the January 6 deadline for local commitment, efforts on most projects are well along.
- Uniform standards for the CDOT development of the project scope, schedule, and budget are set.
- A standard template for the local evidence of continued commitment is being used for consistency.
- A structured review and tracking process is being utilized.

Status of RAMP Partnership and Operations Projects



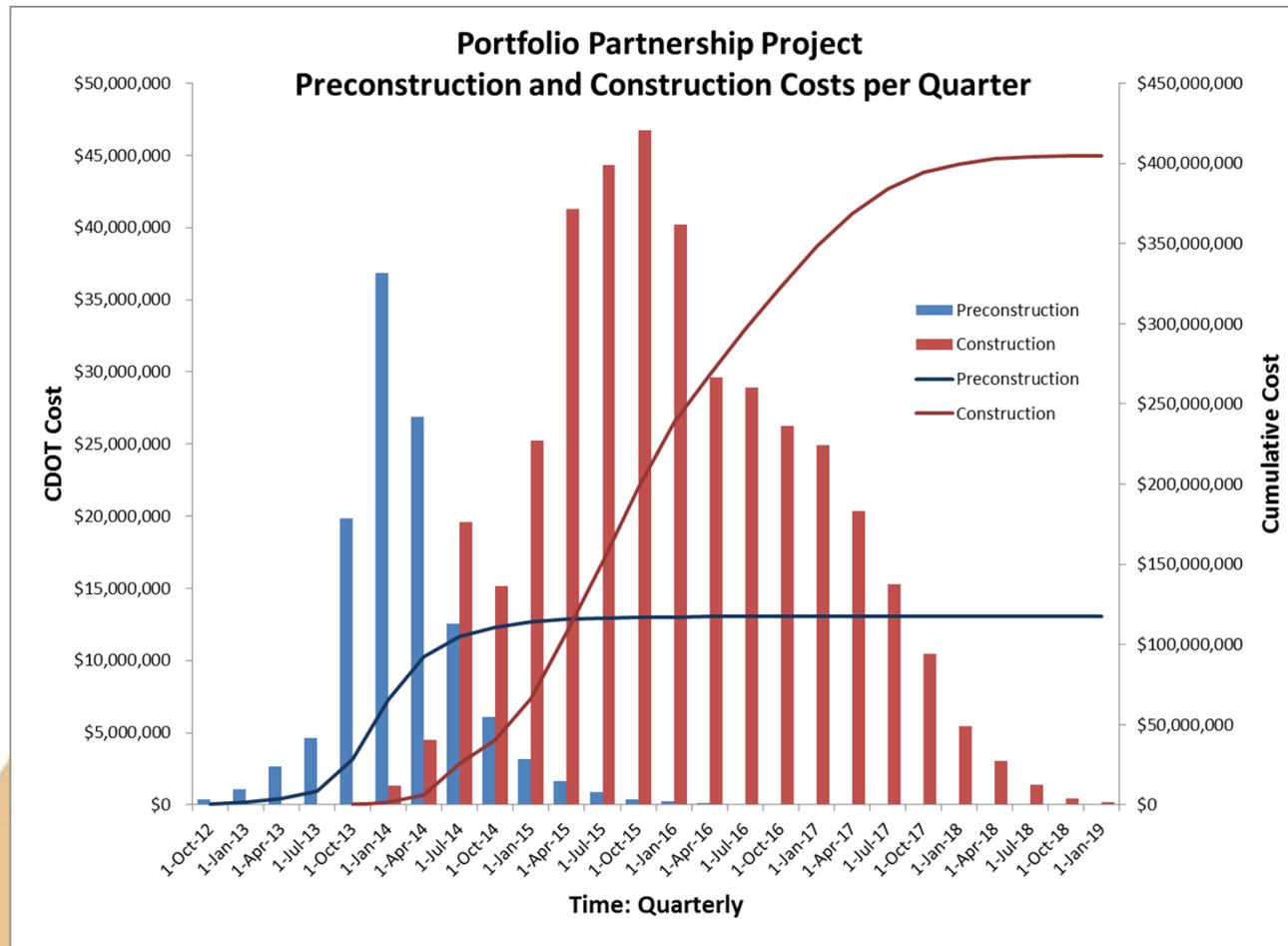
- Two projects withdrawn: frontage road devolutions in Las Animas County
- 95% of the projects on track to meet the January 6 deadline.
- Two projects where we have concerns:
 - I-25 and Arapahoe Rd Interchange
 - Colorado Blvd in Idaho Springs

Planned Value Curve - Partnerships

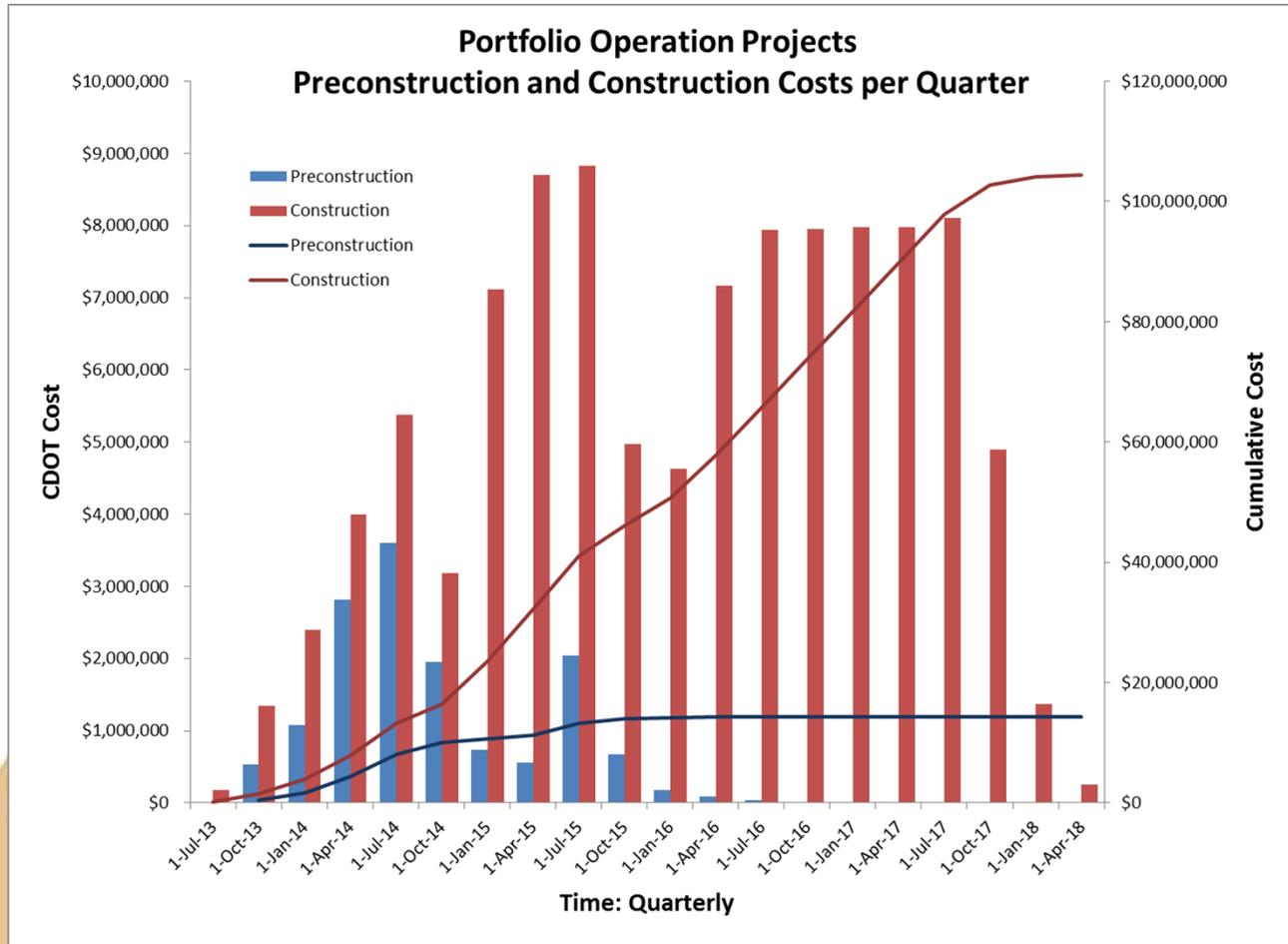


CDOT Portfolio Management

Planned Value Curves - Partnerships



Planned Value Curve - Operations



Status of the FY 2014 Asset Management Projects



Asset Category	Approved Funding (Millions)	Encumbered (Millions)	Expenditures as of 12/6/13 (Millions)
Surface Treatment	\$238.80	\$35.90	\$9.23
Bridge Preventive Maintenance	\$173.9	\$2.61	\$0.44
FY 14 Bridge Enterprise, Fixed Bridge Costs	\$120.35	N/A	N/A
Tunnels	\$7.40	\$0.09	\$0.00
Rock Fall	\$9.00	\$1.62	\$0.10
Buildings	\$11.30	\$0.73	\$0.42
Intelligent Transportation Systems (ITS)	\$21.50	\$8.80	\$1.32
Culverts	\$11.50	\$0.36	\$0.58
Fleet	\$20.90	\$8.01	\$13.78
MLOS	\$249.00	N/A	\$91.13
Total	\$743.30	\$58.12	\$116.99

STATUS OF THE \$86 MILLION ADVANCED BY THE COMMISSION IN AUGUST, 2012



<u>Project</u>	<u>Highway Classification</u>	<u>Ad Date</u>	<u>Advancement (Millions)</u>	<u>Comments</u>
I-70 – West of Flagler	Interstate	March, 2013	\$11.7	Winter will cause slowdown but will resume in Spring.
I-25A – Mile Posts 0 -7.5	Interstate	April, 2013	11.9	On Schedule and Budget
US 50A – West of Royal George Entrance, East	NHS	March, 2013	6.5	\$800,000 change order for additional scope
I-70 – Eagle to Wolcott	Interstate	January, 2013	5.0	Complete
I-70 – Glenwood Canyon PCCP Phase 4	Interstate	December, 2012	9.4	Complete
I-76 – Sedgwick to State Line, Phase 4	Interstate	January, 2013	18.3	Anticipated Completion 12/2013
US 285 – North of Monte Vista	NHS	April, 2013	6.5	Complete
US 491 – Cahone to Utah State Line	NHS	March, 2013	6.5	Complete
US 6 – Simms to Sheridan	NHS	March, 2013	7.0	Complete
US 285 – US 88 (Federal) to Marion Street	NHS	March, 2013	4.7	Complete

FY 2013 SURFACE TREATMENT PROGRAM



	Project Name	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Award Date	Project Complete
FY13 Surface Treatment							
1	I-76: Ft Morgan to Brush (I-76 Major Surface Treatment, Phase 3 - Fort Morgan to Brush)	\$46.909	\$23.829	\$23.080	\$0.000	2/6/2013	No
2	Sh9 Coyne Valley to Agape Church	\$10.810	\$7.045	\$3.765	\$0.000	4/11/2013	No
3	US 160/285 Monte Vista Intersection	\$5.282	\$3.184	\$4.964	\$0.000	4/26/2013	No
4	SH145 at Society Turn Intersection	\$3.608	\$0.710	\$2.857	\$0.041	7/5/2012	Yes
5	SH 50 Little Blue West	\$14.737	\$5.228	\$9.510	\$0.000	11/30/2012	No
6	I-76 Sedgwick to State Line, Phase 4	\$18.280	\$0.647	\$17.633	\$0.000	3/4/2013	No
7	US 385: Yuma County Line South	\$6.712	\$0.000	\$6.712	\$0.000	11/16/2012	Yes
8	Widening SH45 to Add Turning Lanes	\$2.337	\$0.002	\$2.333	\$0.002	10/17/2012	Yes
9	SH 17 La Manga Pass	\$3.639	\$0.408	\$3.231	\$0.000	5/1/2013	Yes
10	SH 66 Road/Intersectin Improvements	\$3.619	\$1.339	\$2.280	\$0.000	10/17/2012	No
11	I-270: Vasquez to I-76	\$6.353	\$1.994	\$4.290	\$0.069	7/24/2012	No
12	US 285 South Park Passing Lanes and Overlay	\$8.400	\$1.829	\$6.435	\$0.136	3/6/2013	No
13	SH 82 and JW Drive	\$7.212	\$0.605	\$6.595	\$0.012	12/20/2012	No
14	SH 14 Chips Briggsdale East	\$1.309	\$0.000	\$1.309	\$0.000	12/27/2012	Yes
15	C470: Santa Fe to Wadsworth Resurfacing	\$6.031	\$2.616	\$3.505	-\$0.090	3/21/2013	No

FY 2013 Program



	Project Name	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Award Date	Project Complete
	FY13 Surface Treatment						
16	US 160 - Towaoc to Cortez	\$8.575	\$1.237	\$7.338	\$0.000	3/6/2013	Yes
17	US 50 - Baltimore to Wills	\$7.812	\$0.357	\$7.455	\$0.000	11/20/2012	Yes
18	US 160 West of Pagosa Springs near Hurt Dr.	\$8.988	\$7.488	\$1.487	\$0.013	6/7/2013	No
19	SH 103 Resurfacing	\$4.359	\$0.445	\$3.913	\$0.000	4/16/2013	No
20	I-70 Chief Hosa to Vail Crack Seal	\$1.105	\$0.000	\$1.104	\$0.000	8/22/2012	Yes
21	SH 30: Florida to 1st and SH83	\$5.236	\$1.186	\$4.049	\$0.000	4/25/2013	No
22	Colorado Blvd/Hampden Reconstruction	\$2.304	\$0.431	\$1.873	\$0.000	3/14/2013	Yes
23	US 34 Business (18th St Resurfacing)	\$0.616	\$0.000	\$0.534	\$0.082	2/14/2013	Yes
24	I-70 Eagle To Wolcott	\$11.961	\$1.041	\$10.916	\$0.003	2/25/2013	Yes
25	US 50, La Junta - East	\$6.108	\$0.921	\$5.186	\$0.000	2/14/2013	Yes
26	I-25 Widening North of Colorado Springs	\$66.934	\$30.087	\$36.822	\$0.025	12/21/2012	No
27	SH 177/SH 88 Concrete Intersection Replacement	\$3.793	\$2.372	\$1.389	\$0.032	5/1/2013	No
28	I-70 West Vail Pass Recreation Path	\$1.161	-	-	-	7/3/2012	Yes
29	US 160 Yellowjacket to Keyah	\$0.929	-	-	-	3/18/2013	-
30	US 550 Silverton to Ouray Chipseal	\$1.083	-	-	-	4/23/2013	-

FY 2013 Program



	Project Name	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Award Date	Project Complete
	FY13 Surface Treatment						
31	SH 194 La Junta - Jct 109 East	\$2.946	\$0.449	\$2.497	\$0.000	3/20/2013	Yes
32	SH 36: Bennett to Strasburg	\$3.635	\$0.642	\$2.993	\$0.000	3/6/2013	Yes
33	I-25/US 24 Bridge Repairs	\$3.672	\$1.098	\$2.415	\$0.159	12/10/2012	No
34	US 285 North of Monte Vista Resurfacing	\$6.313	\$0.608	\$5.705	\$0.000	5/15/2013	Yes
35	I-25 Midway North	\$8.553	\$1.858	\$6.695	\$0.000	4/23/2013	No
36	US 50, West of Royal Gorge Entrance East	\$7.067	\$1.258	\$5.808	\$0.000	5/10/2013	No
37	SH 149 Spring Creek Pass Major Mtc. Trt	\$4.191	\$1.448	\$2.744	\$0.000	11/23/2012	No
38	Twin Tunnels Widening Construction Package 2	\$61.627	\$10.134	\$51.493	\$0.000	2/11/2013	No
39	SH 184 From Roundup to Mancos	\$8.650	\$2.025	\$6.625	\$0.000	6/6/2013	Yes
40	US 491, Cahone to Utah State Line	\$6.520	\$1.047	\$5.473	\$0.000	4/15/2013	Yes
41	R6 CPR Interstate Various Ramps	\$3.045	\$0.586	\$2.976	\$0.011	3/21/2013	Yes
42	I-25 Southbound Diamond Grind: SH -14 North	\$3.195	\$0.736	\$2.459	\$0.000	4/19/2013	No
43	R4 FY13 I-76 Concrete Slab Replacement	\$2.081	\$0.837	\$1.244	\$0.000	5/31/2013	No
44	I-76: I-70 to Federal Blvd.	\$6.150	\$1.100	\$5.034	\$0.016	3/5/2013	No
45	I-25 Surface Treatment MP 0-7.5	\$10.624	\$8.590	\$2.034	\$0.000	5/7/2013	No

FY 2013 Program

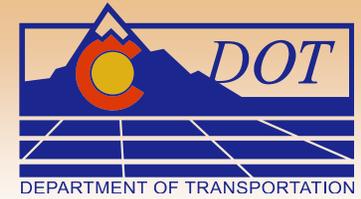


	Project Name	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Dec. 6, 2013 (Millions)	Remaining Project Budget (Millions)	Award Date	Project Complete
	FY13 Surface Treatment						
46	SH 7: Lyons to Raymond Chip Seal	\$1.077	\$0.000	\$1.077	\$0.000	4/19/2013	Yes
47	SH 14 Coal Bank Creek Roadway	\$0.945	\$0.311	\$0.634	\$0.000	12/12/2012	No
48	I-70 Glenwood Canyon PCCP Phase 4	\$9.426	\$0.105	\$8.735	\$0.586	1/24/2013	Yes
49	I-70 Chip Seal Stateline to Mack	\$1.616	\$0.000	\$1.616	\$0.000	3/12/2013	Yes
50	SH 139 Loma Interchange North	\$6.216	\$0.777	\$5.438	\$0.001	5/29/2013	Yes
51	I-70 West of Flagler	\$11.702	\$5.750	\$5.952	\$0.000	4/25/2013	No
52	US 6: Simms to Sheridan Overlay	\$5.347	\$0.874	\$4.475	\$0.000	5/6/2013	No
53	US 40 and SH 64 Chip Seals	\$2.094	\$0.000	\$2.094	\$0.000	3/13/2013	Yes
54	US 285: SH 88 Federal to Marion Street	\$5.036	\$0.947	\$3.863	\$0.226	4/23/2013	No
55	Wray Chip Seals Various Locations	\$1.860	\$0.000	\$1.860	\$0.000	1/9/2013	Yes
	Totals	\$459.79	\$136.1808	\$322.5040	\$1.3240		

Flood Program Management



- During the next month we will be examining how to add the long-term flood repair projects into our region and state-wide program management
 - Short term task order to synchronize regional flood management efforts with our long-term system development
 - Long-term repair projects will be added to our master schedule and program management efforts



Questions?

Thank You!

CDOT Portfolio Management

**Transportation Commission of Colorado
Safety Committee Meeting Agenda
December 19, 2013
4201 East Arkansas Avenue; Auditorium
Denver, Colorado**

**Darrell Lingk
Director,
Office of Transportation Safety**

**Herman Stockinger
Secretary**

**Kathy Connell, Chair
District 6, Steamboat Springs**

**Steve Hofmeister
District 11, Haxtun**

**Heather Barry
District 4, Westminster**

**Sidny Zink,
District 8, Durango**

THE AGENDA MAY BE ALTERED AT THE CHAIRMAN'S DISCRETION

- 1. Call to Order and Roll Call**
- 2. Discuss & Act on Safety Committee Minutes of August 15, 2013**
- 3. Public Outreach – Emily Wilfong – 10 minutes**
- 4. CDOT Employee Safety**
 - Risk Management Report – 5 minutes**
 - Excellence in Safety – 5 minutes**
- 5. Rock Fall Program – 10 minutes**
- 7. Adjournment**

**Office of Transportation and Safety
Risk Management**

4201 E. Arkansas Ave., Room 274
Denver, Colorado 80222



TO: Transportation Commission Safety Committee Members

FROM: Darrell S. Lingk, Director of the Office of Transportation Safety & Risk Management

RE: Safety Committee Agenda

DATE: December 4, 2013

Public Relations for the Drug Impaired Driving:

Ms. Emily Wilfong will present CDOT's ongoing efforts to develop a public awareness campaign on marijuana impaired. Emily will present this information using a PowerPoint presentation that will not be included in the TC Packet. Instead, the Commission will receive in their mailing packet a Marijuana Impaired Driving Campaign Development Overview. This Overview will contain all of the same information as will be presented in Emily's presentation. No action will be required by Commission Safety Committee members. This will for information purposes only.

Risk Management Report & CDOT Excellence in Safety:

The mailing packet will include the Fiscal Year 2014, 1st Quarter Loss Control Report and the Excellence in Safety Workers' Compensation/Loss Time claim comparison for the time period from May 1, 2013 through November 30, 2013. Mr. Lingk will provide an overview of how CDOT is performing from a safety program perspective and discuss the influences that lost time and non-lost time workers' compensation claims have on CDOT's safety culture. No action will be required by the Commission Safety Committee members.

Rock Fall Mitigation Program:

The Rock Fall Mitigation presentation titled, "Rock Fall Program Update", is for informational purposes only and it is intended to update Safety Committee members on the status of this program. No action will be required by the Commission Safety Committee members. This presentation will not be included in the TC Packet.

Q&A:

The remainder of the time allotted will be reserved for questions and general discussion.



The Colorado Department of Transportation

Marijuana Impaired Driving Campaign Development Overview

With the passage of Amendment 64 legalizing recreational marijuana use in Colorado along with the Colorado Senate passing a marijuana DUI limit of 5 nanograms of THC, the Colorado Department of Transportation (CDOT) recognized the need to educate users of Colorado roadways on marijuana impaired driving. In partnership with the Office of Transportation Safety, the Office of Communications at CDOT implements traffic safety public education campaigns with federal grant funding from the National Highway Traffic Safety Administration (NHTSA).

When the 5 nanogram THC limit was passed in May 2013, CDOT applied for additional federal fiscal year 2013 funds in the amount of \$80,000 from NHTSA to begin addressing marijuana impaired driving. These funds were distributed to four contractors specializing in marketing, public relations and media buying. The goal for the remainder of FY13, which ended September 30, 2013, was to conduct research that would inform a strategic approach to a public awareness campaign. The following activities took place to achieve this goal:

- Gathered information from other state agencies and interested parties. Meetings were held with the Colorado Department of Health and Environment (manages the medical marijuana registry), the Department of Revenue (manages medical and recreational marijuana rules), Office of Behavioral Health (manages addiction and drug prevention), law enforcement, Colorado Tourism Office, marijuana industry representatives, the Governor's Office and toxicologists. Learnings include:
 - Identification of other state agencies working on marijuana-related campaigns
 - Identification and gathering of data to include motor vehicle fatality data related to marijuana and DUI offender evaluation screenings related to marijuana. Conversely, identification of data not currently being collected that is needed to paint a full picture of marijuana impaired driving.
 - Identification of relevant spokespeople and partnerships, including law enforcement drug recognition experts, toxicologists and marijuana dispensaries.
- Surveyed attitudes and behaviors related to marijuana impaired driving. A phone survey of 770 Coloradans who drive was conducted, and results include:
 - About one-third of marijuana users consumed marijuana less than once a month and two-thirds consumed it at least once a month. Many marijuana users were partaking daily (28%) or at least once a week (28%).
 - About 16% of 18 to 34 year olds reported using marijuana in the past year compared to 5% of 35 to 54 year olds and 5% of adults 55 years or older.
 - About 14% of men reported using marijuana in the past year, while only 4% of women reported using marijuana.
 - About 21% of respondents who said they used marijuana in the past year had driven a motor vehicle after consuming marijuana within the past month. Those who drove within two hours after consuming marijuana did so 17 times a month, on average.
 - About one-third of respondents "somewhat" or "strongly" agreed that it is safer driving under the influence of marijuana than under the influence of alcohol.

- Those who had used marijuana in the past year were half as likely to think a person was likely to get a DUI if they drove within an hour after using marijuana as those who had never used marijuana.
- Six focus groups (broken up by recreational users, medical users, industry professionals and Spanish-language dominant) were engaged to discuss marijuana use, knowledge of marijuana impaired driving laws, marijuana driving behavior and to test messages and how they resonate. Major findings include:
 - Recreational marijuana users are not typically aware that they can get a DUI for driving under the influence of marijuana. Medical marijuana cardholders are typically aware of the marijuana DUI law, but believe there is gray area in the law and that it can be negotiated down by a lawyer, decreasing the severity of the risk.
 - All participants admitted to driving under the influence of marijuana at least once and most participants, specifically cardholders, drive high on a regular basis.
 - Recreational users are more cautious about driving high than cardholders, but will tend to drive regardless.
 - All participants felt that it was safest to drive under the influence of marijuana versus alcohol or prescription drugs.

Three message tones were tested for relevance, resonance and receptiveness: humor-based, informational/educational, and enforcement-based. Based on testing, informational messages were most highly received. The most popular informational message was “Get Drunk, Get High, Get a DUI.” Another popular theme centered on “Knowing Your Limit.”

- Identified primary and secondary target audiences.
 - Primary
 - Casual/recreational marijuana users
 - Males, 18-34
 - Higher binge risk
 - More likely to combine use of marijuana and alcohol
 - Less aware of marijuana DUI laws and consequences
 - Secondary
 - Medical marijuana cardholders
 - Males and Females, 18-34
 - Frequent users (daily)
 - More aware of marijuana DUI laws
 - Feel safe driving high

Currently in FY14, CDOT is using NHTSA grant funding in the amount of \$350,000 to develop and launch a public awareness campaign, which will utilize the research and information gathering done in FY13. Immediate next steps are identifying:

- A go-to-market marijuana impaired driving message based on what was learned during focus group testing
- A creative approach based on the selected message
- The appropriate media mix (TV, out-of-home, online, etc.)
- Partnerships to strengthen our campaign
- An editorial calendar of marijuana impaired driving stories to pitch to Colorado media, including a launch press conference.

Our goal is to launch a public awareness campaign during the first quarter of calendar year 2014.

EXCELLENCE IN SAFETY

QUARTERLY REPORT

QUARTER 1, FY 2014

(July 1 - September 30)

	WC Injuries	Lost Time Work Days	Auto Equipment Accidents	Property	Overall
Region 1					
Region 2					
Region 3					
Region 4					
Region 5					

Charts of the four loss categories are summarized on the following pages.

Overall Goal: 10% reduction in each measurement category FY 2013 to FY 2014

The color coding system used for determining the overall score for each Region is based upon a combination of each of the 4 primary loss categories as indicated in the Table below:

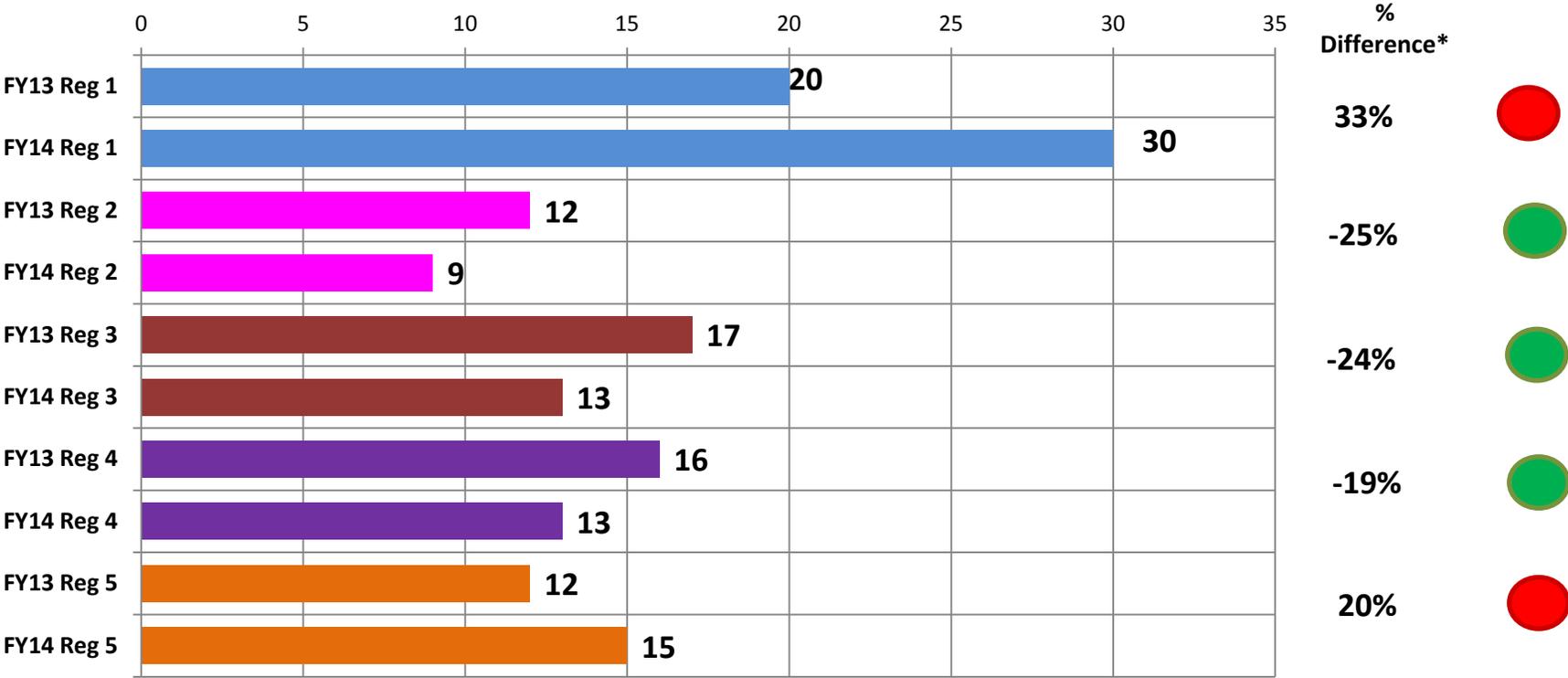
Rating Defined

- Green = Exceeding Goal
- Yellow = Trending Lower
- Red = Trending Higher

Rating = Overall Cumulative
(This scale applies to above table only)

- 4 Green = Green
- 3 Green = Green
- 2 Green = Yellow
- 1 Green, 3 Yellow = Yellow
- 1 Green, 1 Red, 2 Yellow = Yellow
- 3 Yellow, 1 Red = Yellow
- 4 Yellows = Yellow
- 1 green, 2 Red = Red
- 2 Yellow, 2 Red = Red
- All Others = Red

WC Claims Quarter Comparison FY 2013 Quarter One & 2014 Quarter One (July 1 - September 30)



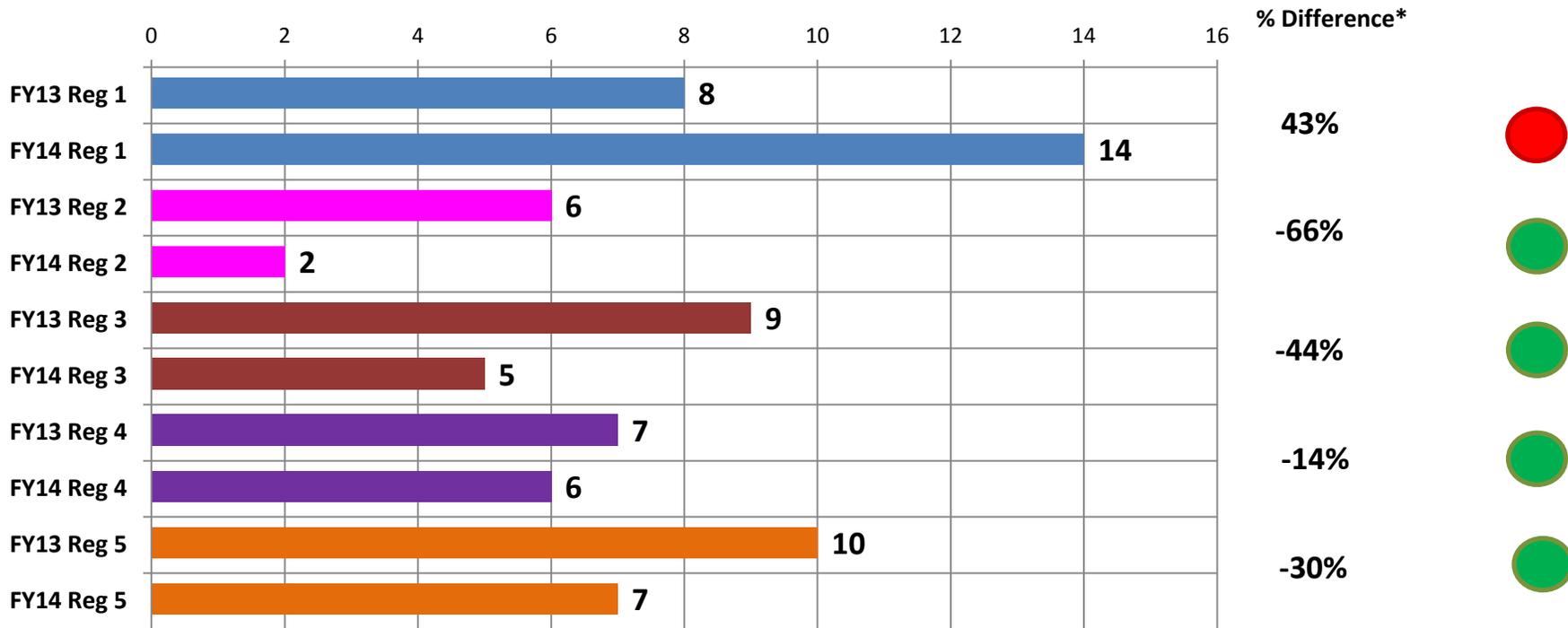
Rating

- 10% or Higher Decrease = Green 
- 1% - 9% Decrease = Yellow 
- Any % Increase = Red 

* % Difference = Comparison between FY 2013 Quarter One and FY 2014 Quarter One

Goal = To achieve a 10% reduction in the total number of WC claims from previous fiscal year.

WC Lost Time Claims Comparison FY 2013 Quarter 1 & 2014 Quarter 1 Lost Time Claim = Employee Three or more Days Absent



Rating

10% or Higher Decrease = Green

1% - 9% Decrease = Yellow

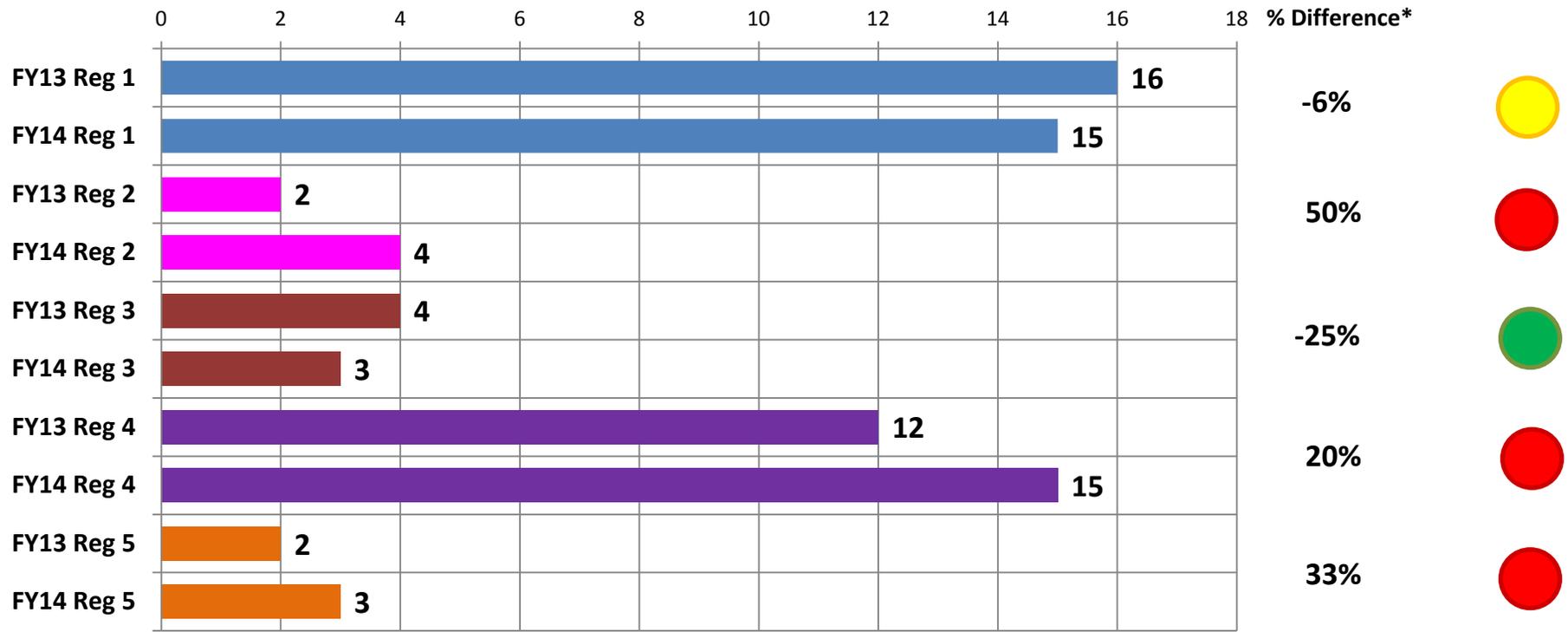
Any % Increase = Red



* % Difference = Comparison between FY 2013 Quarter One and FY 2014 Quarter One

Goal = To achieve a 10% reduction in the total number of WC Lost Time claims from previous fiscal year

Auto Equipment Accidents Comparison FY 2013 Quarter 1 & 2014 Quarter 1



Rating

10% or Higher Decrease = Green

1% - 9% Decrease = Yellow

Any % Increase = Red

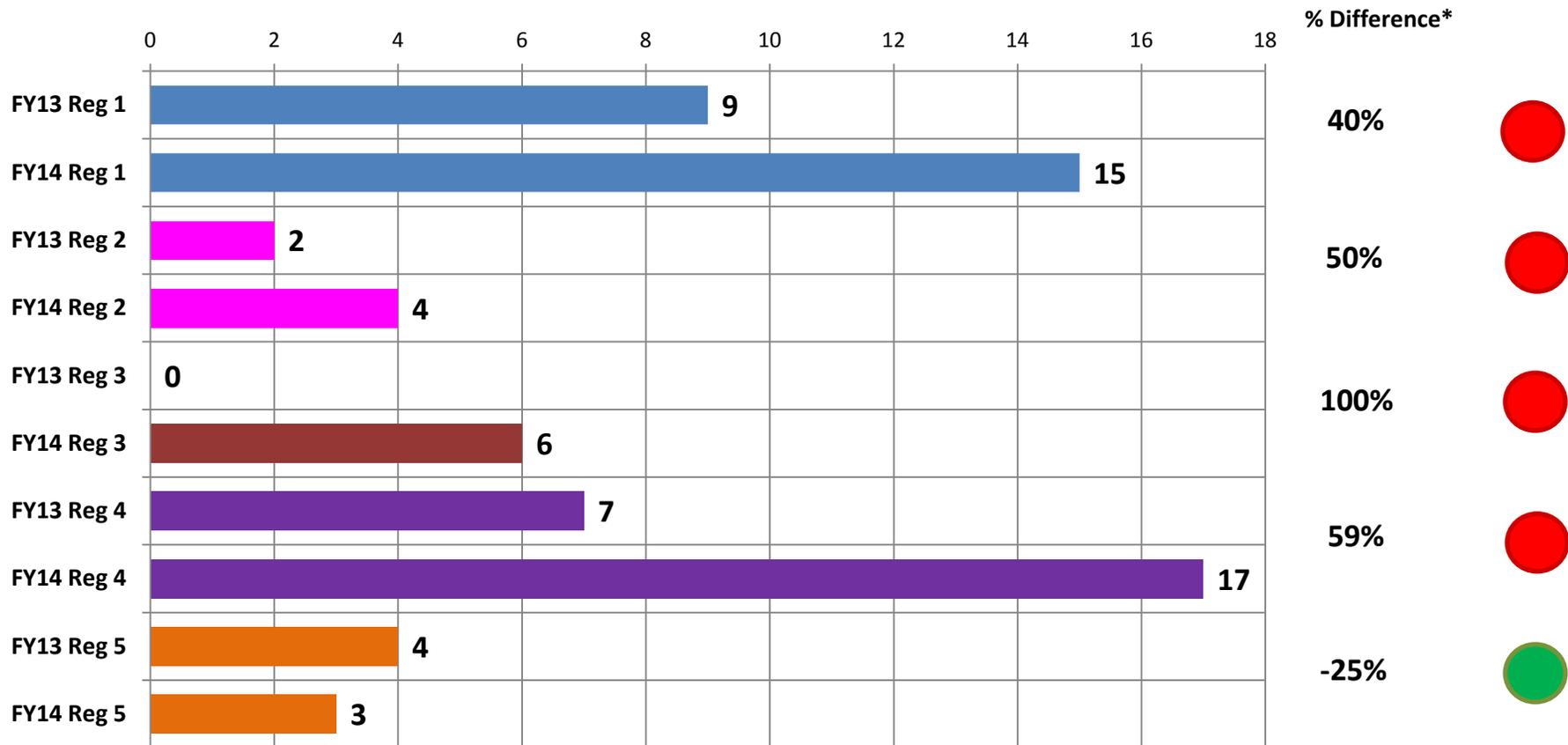


* % Difference = Comparison between FY 2013 Qtr 1 and FY 2014 Qtr 1

Goal = To achieve a 10% reduction in the total number of Auto accident claims from previous fiscal year

**** Two Acts of God occurred in FY14 Quarter One. The hail occurrence in Region 4 had 5 claims which are not included in the total number of claims for Region 4. The flood occurrence in Region 4 had 6 claims which are not included in the total number of claims for Region 4.**

Property Damage Accidents Comparison FY 2013 Quarter 1 & 2014 Quarter 1**



Rating

- 10% or Higher Decrease = Green
- 1% - 9% Decrease = Yellow
- Any % Increase = Red

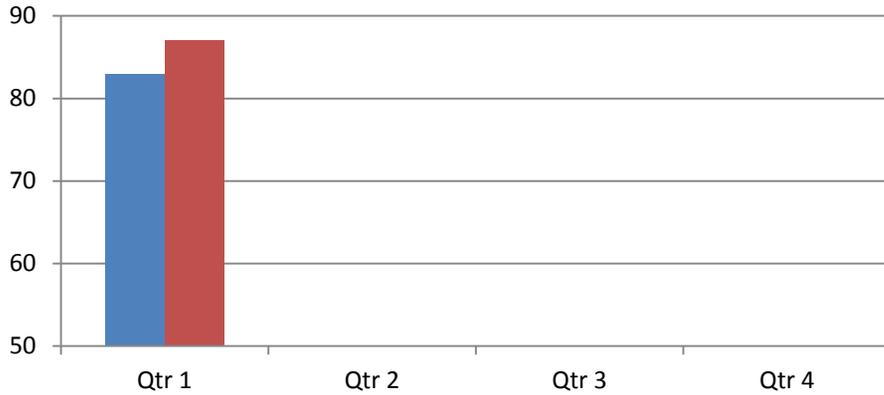
* % Difference = Comparison between FY 2013 Quarter One and FY 2014 Quarter One

Goal = To achieve a 10% reduction in the total number of Property Damage accident claims from previous fiscal year

** Two Acts of God occurred in FY14 Quarter One. The hail occurrence in Region 4 had 7 claims which are not included in the total number of claims for Region 4. The flood occurrence in Region 3 had 2 claims and Region 4 had 11 claims which are not included in the total number of claims for Region 3 and 4.

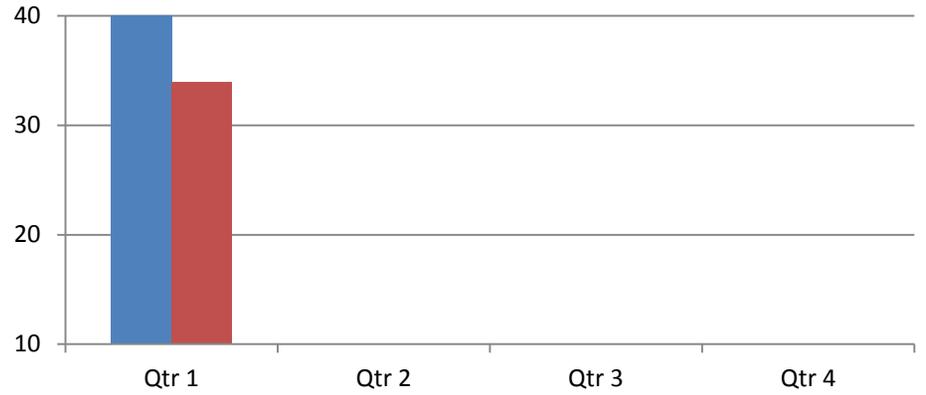
WC Statewide Claims Comparison

FY 2013 Qtr 1 = 83 FY 2014 Qtr 1 = 87



WC Lost Time Statewide Comparison

FY 2013 Qtr 1 = 40 FY 2014 Qtr 1 = 34



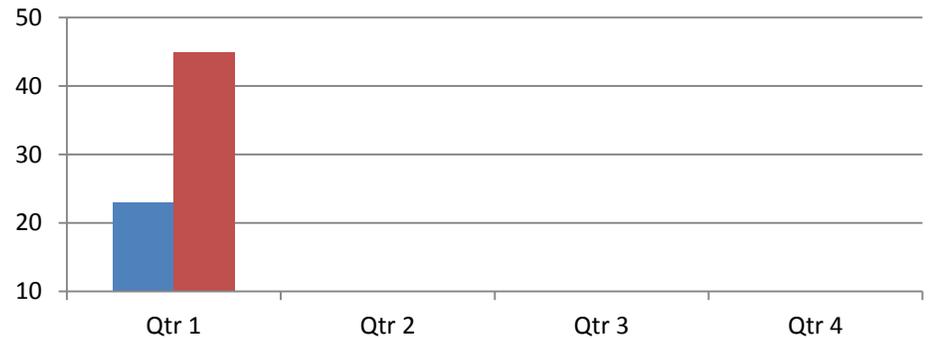
Auto Equipment Incidents Statewide Comparison

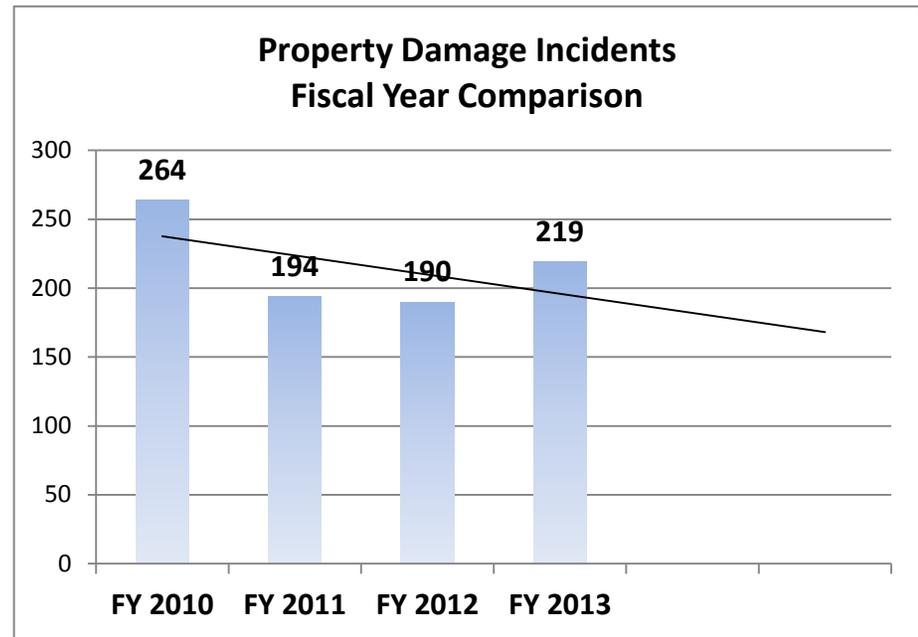
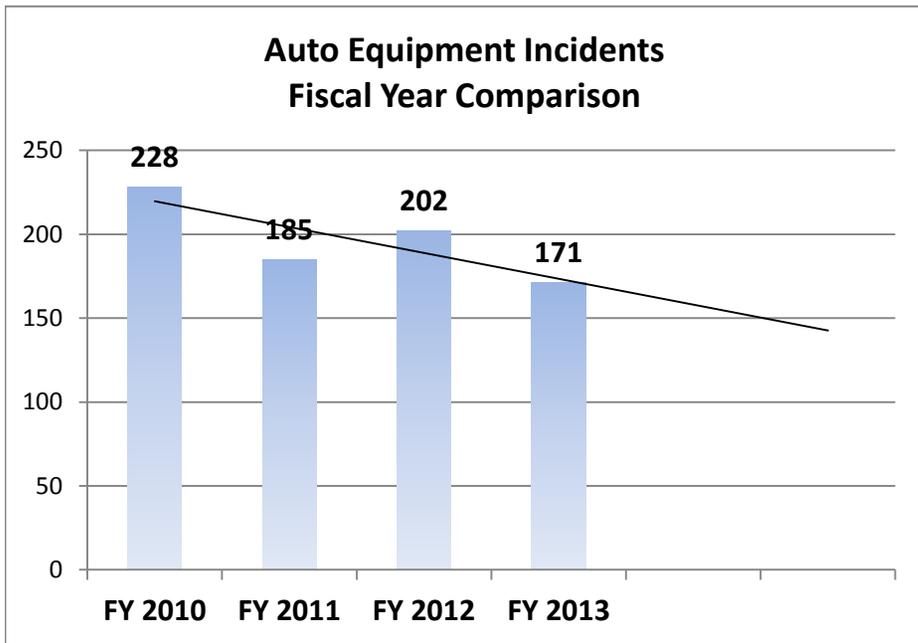
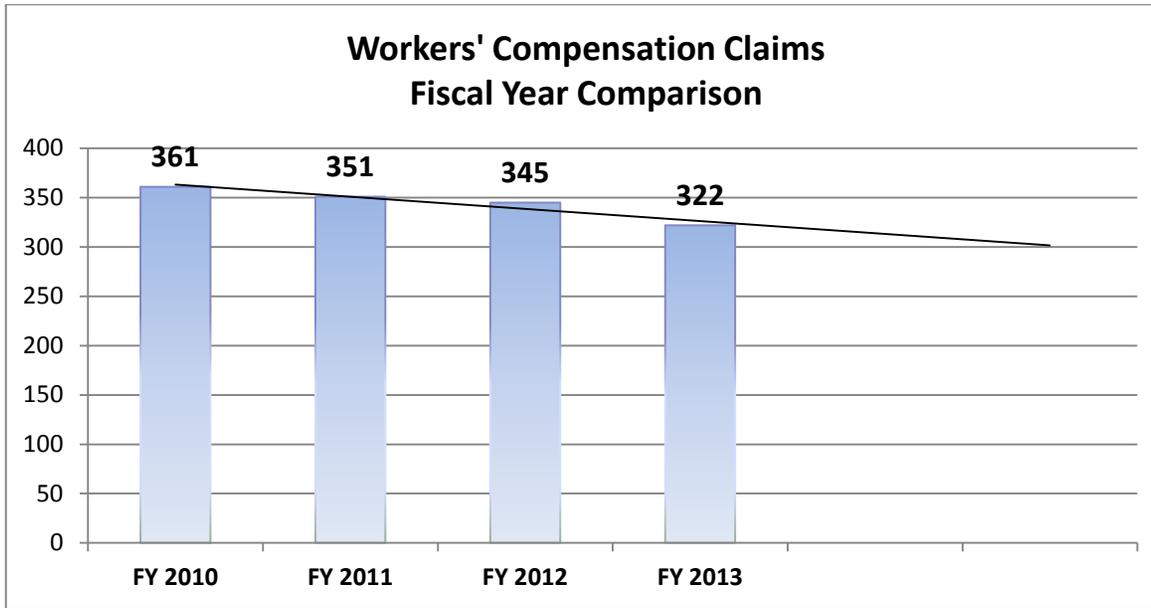
FY 2013 Qtr 1 = 39 FY 2014 Qtr 1 = 42



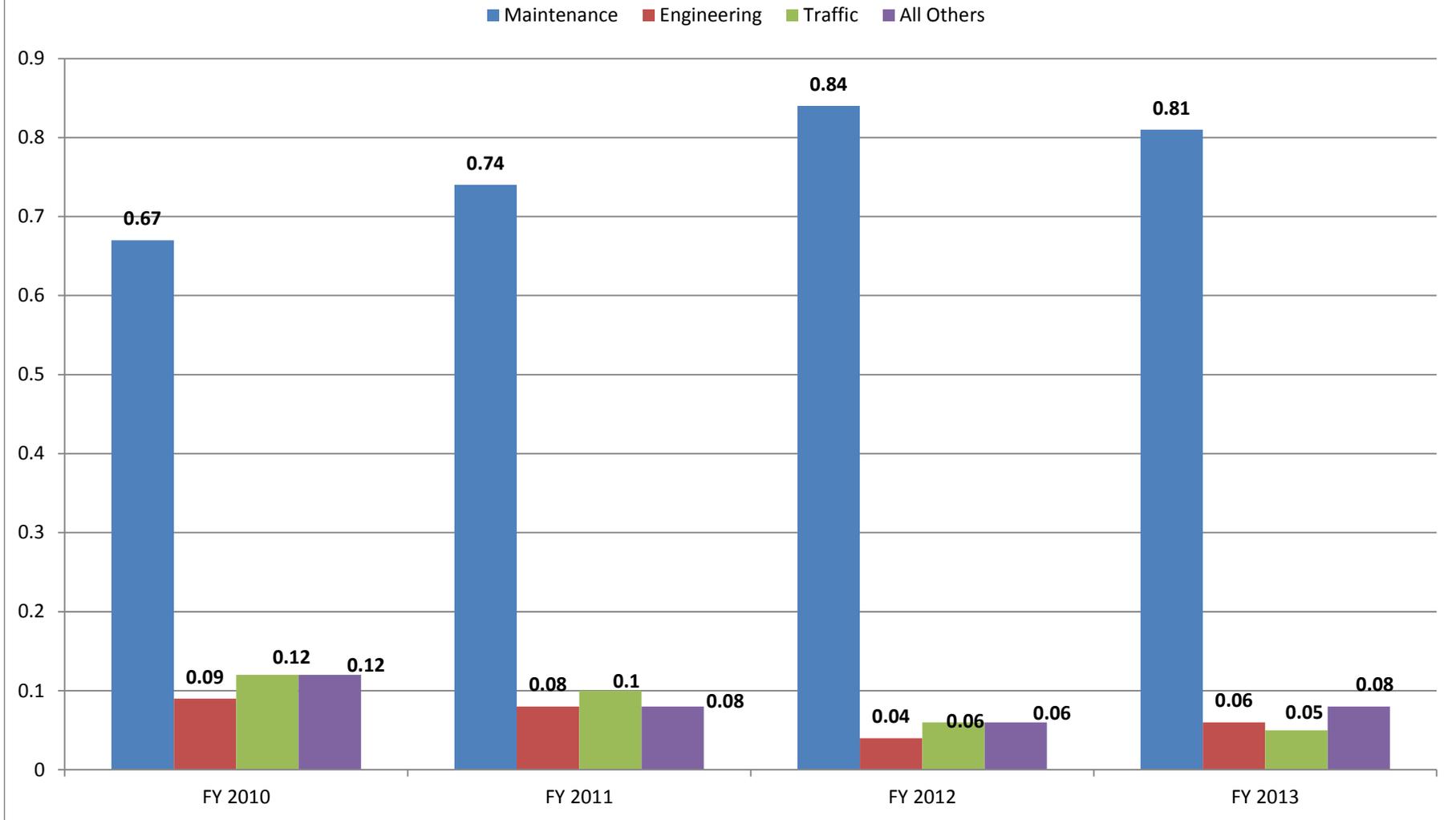
Property Damage Accidents Statewide Comparison

FY 2013 Qtr 1 = 23 FY 2014 Qtr 1 = 45





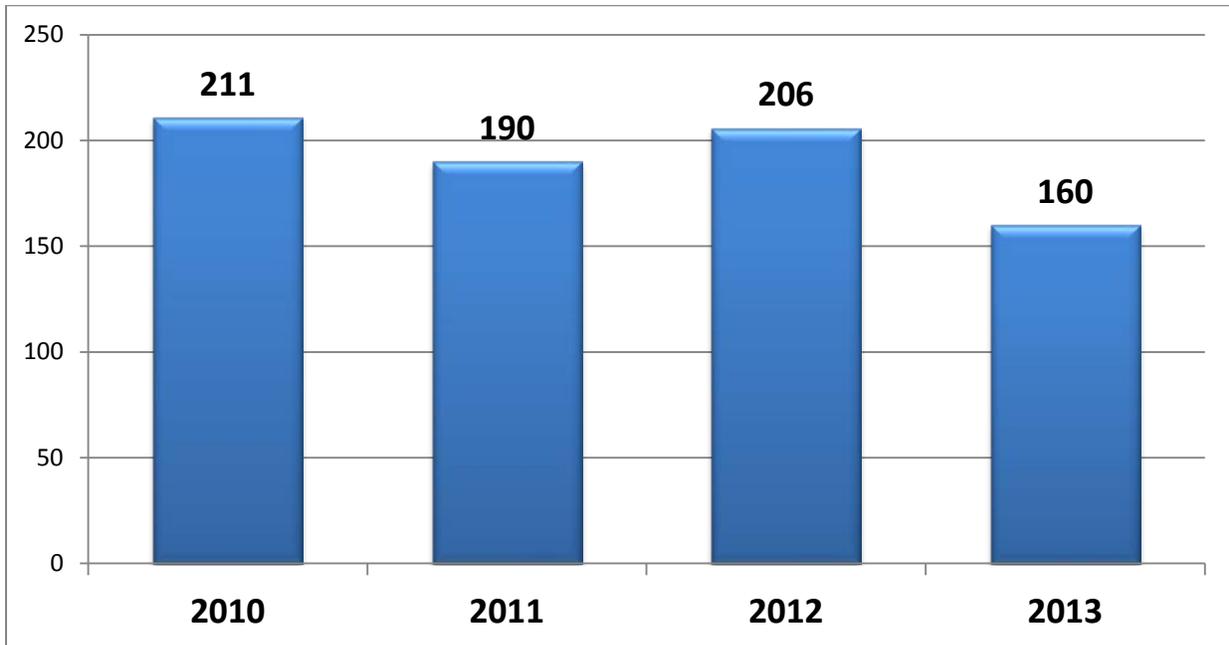
WC Claims Job Activity Fiscal Year Percentages Comparison*



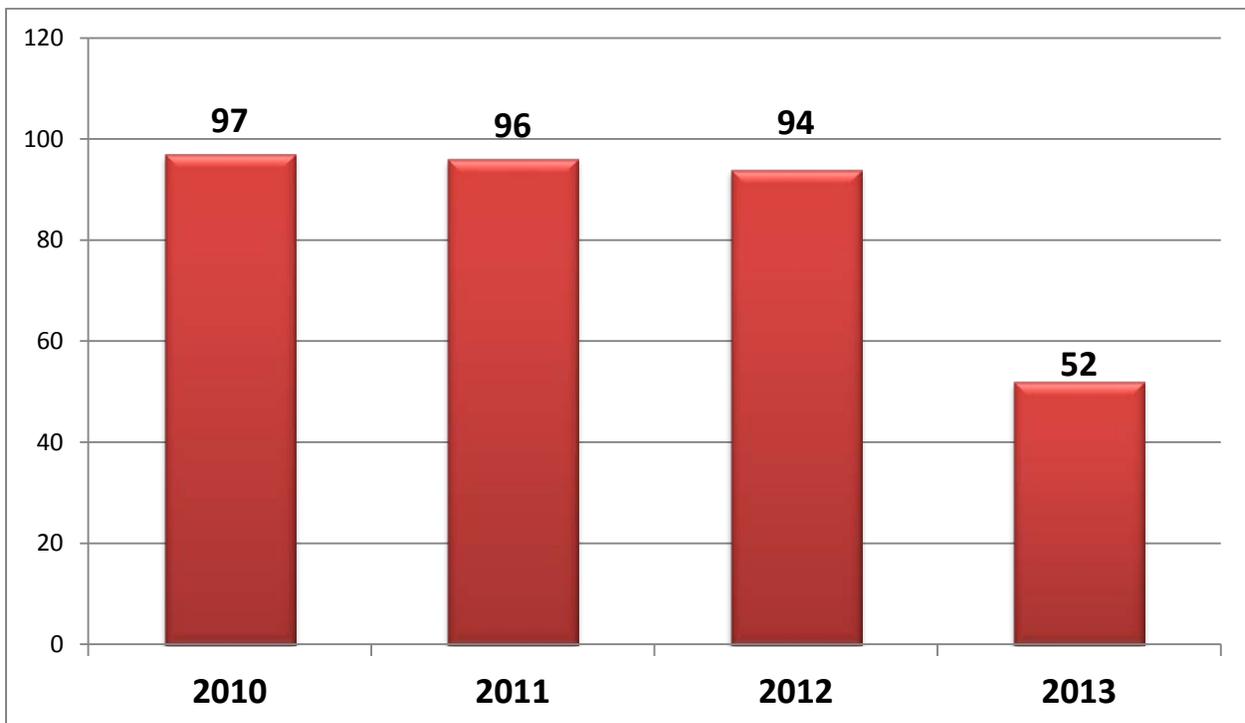
*Data captured July 8, 2013. As data matures and claims/incidents are reported the number is subject to change.

Workers' Compensation Claims Combined Monthly Totals for May 1 – November 30*

Workers' Compensation Claims



Workers' Compensation Lost Time Claims



*All Claims valued as of December 2, 2013. Number is subject to change due to late reporting.

MEMORANDUM

DIVISION OF ACCOUNTING AND FINANCE



Office of Financial Management and Budget

4201 East Arkansas Avenue, Room 235
Denver, Colorado 80222
(303) 757-9262

DATE: December 19, 2013

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: FY2013 Federal Programs Reconciliation

Action

Staff recommends that the Transportation Commission maintain FY2013 local funding programs at budgeted levels by transferring the amount of the programs' collective FY2013 revenue shortfall of \$6,716,637 from Transportation Commission Contingency Reserve.

Background

MAP-21, the Moving Ahead for Progress in the 21st Century Act, was signed into law by President Obama on July 6, 2012. MAP-21 was enacted for Federal Fiscal Year (FFY) 2013 and FFY2014. When the legislation was signed into law, CDOT's FY2013 budget was already in place and approved by the Governor of Colorado. MAP-21 changed funding levels, created new federal programs, and inactivated others. The MAP-21 Safety Program (HSIP) funding would be higher than its counterpart in SAFETEA-LU. The MAP-21 Transportation Alternatives Program (TAP), CMAQ, and STP-Metro funding would be lower than their counterparts in SAFETEA-LU. The MAP-21 TAP program combined SAFETEA-LU's Enhancement (ENH), Scenic Byways (SBW), and Safe Routes to Schools (SRS) programs.

Issue

There was concern by the Transportation Management Areas (TMAs) that they had already selected projects for these three programs through their local competitive process for FY2013. A memo was submitted by then Budget Director Laurie Freedle to the Transportation Commission in September 2012 suggesting that HSIP funding, with projected surplus revenues over FY2013 budget levels, could be used to "make whole" the local federal programs. STAC recommended to the TC that HSIP funding be used to make whole these programs whole. Staff is now recommending that Transportation Commission Contingency rather than HSIP funding make those local programs whole, given the emphasis that both MAP-21 and CDOT place on Safety enhancement to the national and state highway systems.

At its September 2012 meeting, the Transportation Commission took no official action on providing HSIP funding to TAP, CMAQ, and STP-Metro; the Commission received staff and Statewide Transportation Advisory Committee input and asked that staff keep the Commission apprised as actual 2013 funding amounts were received. Those amounts are now reconciled.

The table below illustrates the differences in the FY2013 budget versus actuals in these programs after a September 2013 FY13 budget to actuals analysis. State Planning & Research shortfall of \$471.164 has been omitted as the Division of Transportation Development will absorb that amount within its Research program. A surplus of \$580,015 for Metropolitan Planning has been omitted because that program is not flexible.

Budget versus Actuals FY2013			
Program	Actual	Budget	Difference
STP-Metro	\$ 48,320,585	\$ 50,501,875	\$ (2,181,290)
Congestion Mitigation/Air Quality	\$ 46,759,874	\$ 47,229,533	\$ (469,659)
Transportation Alternatives	\$ 13,535,423	\$ 17,601,111	\$ (4,065,688)
Aggregate of three programs	\$ 106,615,882	\$ 115,332,519	\$ (6,716,637)
Highway Safety Improvement Program (HSIP)	\$ 30,077,589	\$ 20,149,488	\$ 9,928,101
Balance	\$ 138,693,471	\$ 135,482,007	\$ 3,211,464

Subsequent MAP-21 Guidance

In guidance from FHWA that occurred subsequent to September 2012, CDOT learned that per MAP-21 legislation, projects could be selected within the federally allotted portion of TAP based on population. All STP-Metro funding is suballocated to the TMAs, and for TAP, any other projects in the TMA areas must be selected by CDOT using a competitive state process from the flexible portion of the allotted funds.

"MAP-21 does not authorize the State to sub allocate the small urban area funds, nonurban area funds, or any area funds to individual MPOs, counties, cities, or other local government entities. MAP-21 requires the State to be responsible for the competitive process for these funds. However, the State's competitive process may include selection criteria to ensure a distribution of projects among small MPOs, other small urban areas, and nonurban areas across the State. The State may consult with MPOs to ensure that MPO priorities are considered." *Transportation Alternatives Program (TAP) Questions & Answers posted on the FHWA MAP-21 website (posted 6/10/2013)*

Thus, rather than transfer funding directly to the TAP or STP-Metro programs for selected projects, federal funding can be transferred to the federal STP flexible program for CDOT regions' use in the flexible portion of the TAP program and to fund CMAQ and STP-Metro projects already selected by the TMAs (See Attachment 1). The MAP-21 process for transfer of funds is:

"To request a transfer between apportioned programs, the State should submit a completed FHWA transfer request form to the FHWA Division Office indicating the type and amount of funds to be transferred. The Division Office must determine if the requested transfer is within the allowable limits as described in this guidance, indicate concurrence with the State's request, and submit the request to the Office of Budget (HCF-10) for coordination of action." *Transportation Alternatives Program (TAP) Questions & Answers posted on the FHWA MAP-21 website (posted 6/10/2013)*

Decisions

The Transportation Commission is being asked to make a decision about the use of FY2013 HSIP funding in excess of the amount in the CDOT FY2013 budget. Options are as follows:

1. **Staff Recommendation:** Transfer \$6,716,637 Transportation Contingency Funds to the CDOT STP flexible program to fund selected projects in TAP, CMAQ, and STP-Metro as a one-time FY2013 supplemental action.
2. Reconcile TAP FY2013 budget to actuals by reducing the TAP, CMAQ, and STP-Metro programs, reducing those programs for FY2013 and eliminating local projects.
3. Reduce FY2013 HSIP funding by \$6,716,637 and apply with FHWA to flex that funding into the flexible local programs as a one-time FY2013 supplemental action.

CDOT staff's recommendation is Option 1.

Attachment 1 to Transferability of Apportioned Funds Between Programs Questions & Answers

Transferability of Apportioned Program Funding Under Section 126 of Title 23, United States Code, as Amended by Section 1509 of the Moving Ahead for Progress in the 21st Century Act (MAP-21)

Apportioned Program	Eligible for Transfers Between Apportioned Programs?
National Highway Performance Program (NHPP) (M001)	Yes
NHPP Exempt from Obligation Limitation (M002)	No
Surface Transportation Program (STP) Flexible (M240)	Yes
STP – Urbanized Areas with Population Over 200K (M230)	No
STP – Areas with Population Over 5K to 200K (M231)	No
STP – Areas with Population 5K and Under (M232)	No
STP Off-System Bridge Set-aside (M233)	No
Highway Safety Improvement Program (HSIP) (MS30)	Yes
Railway-Highway Crossings – Hazard Elimination (MS40)	No
Railway-Highway Crossings – Protective Devices (MS50)	No
Congestion Mitigation & Air Quality Improvement (CMAQ) (M400)	Yes
CMAQ Set-aside for Particulate Matter (PM) 2.5 Projects (M003)	No
Metropolitan Planning Program (M450)	No
Transportation Alternatives Program (TAP) Flexible (M300)	Yes
TAP – Urbanized Areas with Population Over 200K (M301)	No
TAP – Areas with Population Over 5K to 200K (M302)	No
TAP – Areas with Population 5K and Under (M303)	No
Recreational Trails Program (RTP) (M940)	No
Required 1% of RTP Returned to FHWA for Administration (M941)	No
State Planning and Research (SRP) (M550)	No
SPR Set-aside for Research, Development, & Tech. (RD&T) (M560)	No
Various Penalty Set-aside Provisions (such as the High Risk Rural Roads Penalty Set-aside Provision)	No

MEMORANDUM

DIVISION OF ACCOUNTING AND FINANCE

Office of Financial Management and Budget

4201 East Arkansas Avenue, Room 235
Denver, Colorado 80222
(303) 757-9262



DATE: December 19, 2013

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: Policy Directive 703 (PD703) Update

Purpose

This memo serves as an update to a previous request from the Transportation Commission to the Division of Accounting and Finance (DAF) to re-evaluate Policy Directive 703.

Action Required

In March 2014, DAF will ask the Transportation Commission to repeal PD703 and adopt a new, broader financial policy. Today, the TC is being asked to comment on the recommended content to be included in the new policy.

Background

In February 2013, the Transportation Commission asked the former Chief Financial Officer (CFO) Ben Stein to revisit Policy Directive 703 to better moderate supplemental budget actions presented to the TC. In its current form, PD703 provides guidance on supplemental budget actions requiring TC approval.

In light of significant ongoing and anticipated modifications to the budgeting process brought about by Asset Management, RAMP, a pending audit of FASTER Safety, and Cash Management, I propose that staff revisit TC policy pertaining to not only supplemental budget actions but to the entire CDOT budgeting process. This month I am presenting an outline and draft content for the new policy directive.

It is my intent to have the policy directive address CDOT goals and objectives around the budgeting process and have a procedural directive to address the specific guidelines for each section. The sections of the new policy directive to be addressed and a brief narrative describing the content therein are:

- Annual budgeting process – Will address the CDOT annual budget for the upcoming fiscal year that includes multiple inputs and processes that need to be efficiently integrated. These inputs and processes are required to follow a specific timeline to ensure on time delivery of the Draft and Final Budgets to the Joint Budget Committee (JBC).
- Project budgeting process – Will address the CDOT budgeting process and system changes to achieve expenditure-based, cash management goals. These changes will impact most of CDOT's project and financial processes. As much as possible, CDOT is developing standardized strategies and processes across all types of programs.
- Current year budget supplement – Will address the CDOT budgeting supplemental process modifications to achieve efficiency. The Transportation Commission strategic decisions will drive specific guidelines concerning the budget supplement and alignment with cash management goals.

- Cash management principles – Will address proactive cash management and expenditure-based financial procedures to enable cash to flow efficiently. Multiple financial processes and systems may need to be modified to achieve these critical CDOT goals.
- Project incremental budgeting and contracting – Will address achieving cash management efficiency. Projects will be budgeted and encumbered into contracts restricting funds in the year they are to be expended. Current SAP systems can achieve this with slight system and process modifications.
- Programs – Will address budgeting for specific non-standard programs. By the nature of federal regulations, state statutes, and CDOT policy, some programs need more explicit guidelines than others.
- FY 2012 – FY 2017 STIP – Will address standard definition of “keeping the FY2102-FY2017 STIP whole”. At the inception of RAMP, there was a discussion to keep the FY12-17 STIP whole whenever possible. This is open to many interpretations and will be addressed to achieve a consistent application.

Commission Input Requested

The Transportation Commission is being asked to comment on the recommendation to repeal PD703 in March 2014 and adopt a new, broader financial policy.

If you have any questions, please feel free to contact me at (303) 757-9793.



Transportation Commission Workshop – December 19, 2013 Policy Directive 703 Update

Scott Richrath



Policy Directive 703 Revision Update - Agenda

- Background and Recommendation - Policy Directive 703 (PD703)
- Transportation Committee (TC) Action Request



PD 703 Background and Recommendation

- February 2013 - TC asked Ben Stein to revisit PD703;
- September 2013 - Scott Richrath informed TC a draft of a revised PD703 would be available for their review in December;
- Significant modifications to the budgeting and supplement process will be brought about by:
 - Asset Management
 - RAMP
 - Pending audit of FASTER Safety
 - Cash Management
- By March, 2014 staff will revise TC policy to include the entire CDOT budgeting process.



Transportation Commission Action Request

- In March, 2014, the Division of Accounting and Finance will ask the TC to repeal PD703 and adopt a new, broader financial policy.
- Today, the TC is being asked to comment on the content to be included in the new policy.
- The components of the new policy will reference a procedural directive with specific guidelines pertaining to the following topics:
 - Annual budgeting process, inputs and related timelines;
 - Project budgeting process addressing changes to achieve expenditure based procedures and cash management goals;
 - Current year budget supplement modifications to achieve efficiency;
 - Cash management principles addressing proactive cash management and expenditure based financial procedures enabling efficient cash flow;
 - Project incremental budgeting and contracting;
 - Budgeting for specific, non-standard programs; and the
 - FY 2012 – FY 2017 STIP.



Division of Accounting and Finance
Policy Directive 703 Repeal and New Financial Policy Directive
Content Recommendation
December, 2013

CDOT's goal is to implement standardized financial processes and strategies that promote efficiency and transparency for CDOT internal and external customers. The components of a new policy directive will reference a procedural directive with specific guidelines pertaining to each topic identified within. The topics included in this policy directive are:

- **Annual budgeting process** – Will address the CDOT annual budget for the upcoming fiscal year which includes multiple inputs and processes that need to be efficiently integrated. These inputs and processes are required to follow a specific timeline to ensure on time delivery of the Draft and Final Budgets to the Joint Budget Committee (JBC).
- **Project budgeting process** – Will address the CDOT budgeting process and system changes to achieve expenditure-based, cash management goals. These changes will impact most of CDOT's project and financial processes. As much as possible, CDOT is developing standardized strategies and processes across all types of programs.
- **Current year budget supplement** – Will address the CDOT budgeting supplemental process modifications to achieve efficiency. The Transportation Commission strategic decisions will drive specific guidelines concerning the budget supplement and alignment with cash management goals.
- **Cash management principles** – Will address proactive cash management and expenditure-based financial procedures to enable cash to flow efficiently. Multiple financial processes and systems may need to be modified to achieve these critical CDOT goals.
- **Project incremental budgeting and contracting** – Will address achieving cash management efficiency. Projects will be budgeted and encumbered into contracts restricting funds in the year they are to be expended. Current SAP systems can achieve this with slight system and process modifications.
- **Programs** – Will address budgeting for specific non-standard programs. By the nature of federal regulations, state statutes, and CDOT policy, some programs need more explicit guidelines than others.
- **FY 2012 – FY 2017 STIP** – Will address standard definition of "keeping the FY2102-FY2017 STIP whole". At the inception of RAMP, there was a discussion to keep the FY12-17 STIP whole whenever possible. This is open to many interpretations and will be addressed to achieve a consistent application.

Transportation Commission
December 18 & 19, 2013
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Douglas E. Aden, Chairman
Grand Junction, District 7

Shannon Gifford
Denver, District 1
Ed Peterson, Vice Chairman
Lakewood, District 2
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5

Kathy Connell
Steamboat Springs, District 6
Sidny Zink
Durango, District 8
Les Gruen
Colorado Springs, District 9
William Thiebaut
Pueblo, District 10
Steven Hofmeister
Haxtun, District 11

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

The times indicated for each topic on the Commission agenda are an estimate and subject to change. Generally, upon the completion of each agenda item, the Commission will immediately move to the next item. However, the order of agenda items is tentative and, when necessary to accommodate the public or the Commission's schedules, the order of the agenda items is also subject to change.

Documents are posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Commission.

Unless otherwise noted, all meetings are in CDOT HQ Auditorium.

TRANSPORATION COMMISSION MEETING..... Tab 08

- 10:30 a.m. 1. Call to Order, Roll Call
- 10:30 a.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes
- 10:30 a.m. 3. Comments of Individual Commissioners
- 10:35 a.m. 4. Executive Director's Report (Don Hunt)
- 10:40 a.m. 5. Chief Engineer's Report (Tim Harris)
- 10:45 a.m. 6. HPTE Director's Report (Michael Cheroutes)

- 10:50 a.m. 7. FHWA Division Administrator Report (John Cater)
- 10:55 a.m. 8. STAC Report (Vince Rogalski)
- 11:00 a.m. 9. Act on Consent AgendaTab 09
- a) Resolution to approve the Regular Meeting Minutes of November 20, 2013 (Herman Stockinger) .. Consent Agenda: 1
 - b) Resolution to Repeal Policy Directive 315.0 (Herman Stockinger) Consent Agenda: 18
 - c) Resolution to Repeal Policy Directive 720.0 (Herman Stockinger) Consent Agenda: 21
 - d) Resolution to Approve the Disposal of Excess Right of Way Parcels 21XA, 21XB, 21XC (Anthony DeVito)..... Consent Agenda: 31
 - e) Resolution to Approve the Use of CMAQ Funds in FY'14-17 for CNG station and vehicles and alternative fuel advancement (Deb Perkins-Smith) Consent Agenda: 47
- 11:00 a.m. 10. Discuss and Act on 7th Supplement to the FY'2014 Budget (Scott Richrath).....Tab 10
- 11:05 a.m. 11. Discuss and Act on 3rd Emergency Relief Supplement (Scott Richrath)
- 11:10 a.m. 12. Discuss and Act on a Resolution for the CO SIB Interest Rate (Scott Richrath).....Tab 11
- 11:15 a.m. 13. Discuss and Act on a Resolution to Open the Transportation Commission Rules (Herman Stockinger)Tab 12
- 11:20 a.m. 14. Other Matters:
- 11:25 p.m. 15. Acknowledgements:
- Executive Director's Cup
- 11:30 p.m. 16. Adjournment

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 Reiff 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 the 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 about 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 as a conduit issuer for approximately \$20 million 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. It was noted that many Commissioners 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. FEMA stated 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 then there will be a reauthorization process. Good data is necessary for this. The review of CDOT through HPMS showed that CDOT is doing a very good job because the Department has a more robust data system than the national standards. CDOT is able to make better decisions with better data. He commended Kelly Abbott and Phyllis Snider, who did 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 \$10 million. Should the amount go to \$50-60 million, 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 \$30 million 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**

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

		<u>August</u>	
August 19 th			Regional Transportation Committee
August 20 th			Workshops/Committee Meetings
August 21 st			Regular Commission Meeting
		<u>September</u>	
September 1 st	Holiday		Labor Day
September 16 th			Regional Transportation Committee
September 17 th			Workshops/Committee Meetings
September 18 th			Regular Commission Meeting
		<u>October</u>	
October 13 th	Holiday		Columbus Day
October 14 th			Regional Transportation Committee
October 15 th			Workshops/Committee Meetings
October 16 th			Regular Commission Meeting
		<u>November</u>	
November 4 th			Election Day
November 11 th			Veterans' Day
November 18 th			Regional Transportation Committee
November 19 th			Workshops/Committee Meetings
November 20 th			Regular Commission Meeting
November 27 th	Holiday		Thanksgiving Day
		<u>December</u>	
December 16 th			Regional Transportation Committee
December 17 th			Workshops/Committee Meetings
December 18 th			Regular Commission Meeting
December 25 th	Holiday		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 F. 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

12-5-13
Date

Discuss and Act on the 6th 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 \$2 million 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 6th 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 6th 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 \$60 million 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 \$60 million - \$100 million. 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 \$60 million 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 2nd 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 a 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 issues COPs. Without any information about the debt service repayment plan, the narrative of the \$2 million 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 \$20 million. 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 \$2 million 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 \$2 million.

Chairman Aden stated that the Commission already approved the \$2 million 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 \$10 million to \$50 million by assigning approximately \$40 million from FASTER-Safety to safety elements within the \$500 million 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.

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

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

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

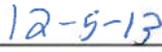
WHEREAS, at the same November 20, 2013 workshop, the Transportation Commission directed that the distribution of the FY2015 RPP funding was to be calculated using the 45% VMT, 40% Lane Miles, 15% Truck VMT formula. This formula will sunset after the FY2015 budget and further Transportation Commission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



Transportation Commission Secretary



Date

Discuss the Overview of RAMP Bridge Asset Management

Josh Laipply stated they would be discussing RAMP Bridge for FY'2014, which is \$33 million. 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 \$30 million 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 Laipply highlighted one bridge from each region.

This was an update about how the \$33 million 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.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Office of Policy and Government Relations
4201 East Arkansas Avenue, Room 275
Denver, Colorado 80222
(303) 757-9772



To: Transportation Commission

From: Herman Stockinger / Scott McDaniel

Re: Request to Repeal 315.0 “Contract Time and Contract Time Extensions for Construction Contracts”

Date: November 27, 2013

Executive Summary: CDOT continues to review and assess its policies and procedural directives in an effort to reduce the number of directives as a step towards greater efficiency. The Transportation Commission adopted Policy Directive 315.0 on December 17, 2009. The Department has determined that this policy is unnecessary, given that it instructs CDOT employees to refer to the CDOT Construction Manual. Such direction is unnecessary as CDOT employees already consider the manual as the main source of information and do not require a policy to direct them to utilize it.

1. Action Requested: Repeal Policy Directive 315.0 “Contract Time and Contract Time Extensions for Construction Contracts”
2. Documents Included in this Agenda Submission
 - A. Memorandum from Herman Stockinger / Scott McDaniel
 - B. Policy Directive 315.0 proposed for repeal
 - C. Proposed Resolution
3. Reviewed by CDOT Senior Management: Reviewed and recommended repeal.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject Contract Time and Contract Time Extensions For Construction Contracts			Number 315.0
Effective 12/17/09	Supersedes 4/16/03	Originating office Project Development Branch	

PURPOSE

To establish uniform statewide policy and cause to be established uniform statewide procedures governing the administration of contract time and contract time extensions.

AUTHORITY

Colorado Transportation Commission
23 CFR 635.121, Contract time and contract time extensions.

APPLICABILITY:

To the establishment, charging of, and extension of contract time.

POLICY:

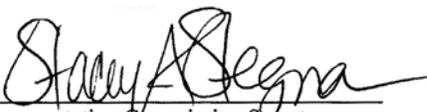
It is the policy of the Department to develop, implement, and administer procedures for the charging of contract time and contract time extensions pursuant to the procedures outlined in CDOT's Construction Manual.

IMPLEMENTATION:

This policy shall be effective immediately and implemented by the Project Development Branch Unit upon the approval by the Transportation Commission.

REVIEW DATE:

This policy shall be reviewed by December 2014.



Transportation Commission Secretary

12/17/09

Date

Resolution # TC-

Repeal of Policy Directive 315.0 “Contract Time and Contract Time Extensions for Construction Contracts”

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

WHEREAS, the Transportation Commission supports the Department’s efforts to eliminate when possible directives which are no longer necessary, are out of date or are duplicative of federal and state laws and regulations; and

WHEREAS, Policy Directive 315.0 was adopted by the Transportation Commission on December 17, 2009; and

WHEREAS, this Policy Directive merely instructs employees to follow the procedures identified in the CDOT Construction Manual when the Construction Manual is already identified as the main source of information for the Department on all construction matters.

NOW THEREFORE BE IT RESOLVED, the Commission herein REPEALS Policy Directive 315.0 “Contract Time and Contract Time Extensions for Construction.”

Transportation Secretary

Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Office of Policy and Government Relations
4201 East Arkansas Avenue, Room 275
Denver, Colorado 80222
(303) 757-9772



To: Transportation Commission

From: Herman Stockinger / Scott Richrath

Re: Request to Repeal 720.0 “Colorado State Infrastructure Bank (SIB) Policy”

Date: November 27, 2013

Executive Summary: CDOT continues to review and assess its policies and procedural directives in an effort to reduce the number of directives as a step towards greater efficiency. The Transportation Commission adopted Policy Directive 720.0 on April 21, 2011, along with Procedural Directive 720.1 by the same name. The Department has determined that a separate policy is unnecessary, given that Procedural Directive 720.1 will remain in place. Additionally, there is adequate authority governing the Colorado State Infrastructure Bank, both in statute, (§ 43-1-113.5, C.R.S.), and CDOT Rules (2 CCR 605-1).

1. Action Requested: Repeal Policy Directive 720.0 “Colorado State Infrastructure Bank (SIB) Policy
2. Documents Included in this Agenda Submission
 - A. Memorandum from Herman Stockinger / Scott Richrath
 - B. Policy Directive 720.0 proposed for repeal
 - C. Proposed Resolution
 - D. Procedural Directive 720.1 (for information only)
3. Reviewed by CDOT Senior Management: Reviewed and recommended repeal.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject COLORADO STATE INFRASTRUCTURE BANK (SIB) POLICY		Number 720.0
Effective 04/21/11	Supersedes None	Originating Office Office of Financial Management and Budget

PURPOSE

The purpose of this policy is to clarify and delineate the policies for the administration and operation of the Colorado State Infrastructure Bank (CO SIB).

AUTHORITY

Transportation Commission
43-1-113.5(3) CRS
2 CCR 605-1

APPLICABILITY

This policy directive applies to any public or private project sponsor of public transportation projects within the State of Colorado and to any division, office or region within the Colorado Department of Transportation (CDOT).

POLICY

The CO SIB program, developed as part of a federal pilot program, makes interest bearing loans available to a public or private project sponsor of public transportation projects in all areas of Colorado, to help fund transportation projects.

All CDOT employees that work to administer Fund 715 or to process CO SIB loans and/or payments shall use function code (1140) to code their time working on SIB related task in the SAP timesheet. Employees shall not change their main cost center or charge leave time using this function.

The Office of Financial Management and Budget (OFMB) shall prepare a financial summary and review of the Transportation Infrastructure Revolving Fund (Fund 715) on a periodic basis. The OFMB shall present the report to the Colorado Transportation Commission (TC) at its monthly meeting in August for the period ending June 30th of the previous State fiscal year, and as a mid-year review, in February for the period ending December 31st of the current State fiscal year.

IMPLEMENTATION PLAN

This Policy is effective immediately upon signature approval.

REVIEW DATE

This directive shall be reviewed no later than April 2016.

Herman J. Stockinger III

4/21/11

Transportation Commission Secretary

Date of Approval

REPEAL

COLORADO DEPARTMENT OF TRANSPORTATION		<input type="checkbox"/> POLICY DIRECTIVE <input checked="" type="checkbox"/> PROCEDURAL DIRECTIVE
Subject COLORADO STATE INFRASTRUCTURE BANK (SIB) PROCEDURE		Number 720.1
Effective 4/7/2011	Supersedes None	Originating Office Office of Financial Management and Budget

PURPOSE

The purpose of this procedural directive is to establish procedures for the CO SIB loan process.

AUTHORITY

Transportation Commission
 CDOT Policy 720.0, Colorado State Infrastructure Bank (SIB) Policy
 43-1-113.5(3) CRS
 2 CCR 605-1

APPLICABILITY

This policy directive applies to any public or private project sponsor of public transportation projects within the State of Colorado and to any division, office or region within the Colorado Department of Transportation (CDOT).

DEFINITIONS

Transportation Infrastructure Revolving Fund (Fund 715):
 Colorado State Infrastructure Bank (CO SIB):

PROCEDURE FOR CREATING AND UPDATING DIRECTIVES

The following outlines the CO SIB loan process:

- 1) The application for a CO SIB loan shall be comprised of four sections and each section shall include the following:
 - a) Section 1 shall request pertinent information from the applicant such as the name of the borrower; employer ID#; brief description of the project or purchase; business address; name of the contact person; phone number; fax number; e-mail address; name and pertinent information about the borrower's third party fiduciary.
 - b) Section 2 shall request financial information about the loan such as: the amount requested to be loaned; the desired terms to repay the loan; particulars about additional debt on the project; and if applicable, a rating letter from the rating organization that evaluated the entity's last bond issue indicating the rating and when it was established. In addition, this section shall

- request pertinent financial information about the applicant including: a plan that identifies the anticipated funding or revenue sources pledged to repay the loan; a plan that identifies other funds, anticipated revenue, or securities that are available to secure the loan; the latest financial statements for the organization making the application; and a resolution from the applicant's council or board authorizing this application and borrowing from the CO SIB.
- c) Section 3 shall request information about the project or purchase such as: a statement of work of the project or a detailed description of the purchase; the total cost (estimate) of the project, the property appraisal or an invoice for a purchase; a brief explanation of the need for the project; a brief explanation of how this project enhances the overall transportation system and the benefits such as congestion mitigation, environmental mitigation, safety, economic development, and connectivity; a brief explanation that identifies the extent to which CO SIB assistance accelerates project implementation; a brief description of the likely negative effects of not receiving CO SIB assistance. In addition, in this section, the applicant shall indicate: the type of project i.e., highway, transit, aviation, or rail; if the project is part of a local, regional or the Statewide Transportation Improvement Program plan (STIP); if the project meets the federal-aid eligibility requirement; if the project involves a public/private partnership; if the project involves the formation of a Local Improvement District (LID) or an Urban Renewal District (URD) or similar entity.
 - d) Section 4 shall request acknowledgement and certification of the applicant that the information provided in the application is true and understand that any intentional or negligent misrepresentation of information contained in the application may result in civil liability and/or criminal penalties under the state statutes of Colorado, and liability for monetary damages to the lender, its agents, successors and assigns, insurers and any other person who may suffer any loss due to reliance upon any misrepresentation which has been made on the application.
- 2) The process for executing CO SIB loan contracts begins when a project sponsor submits an application for CO SIB assistance for an eligible project to any Colorado Department of Transportation (CDOT) divisional or regional office or to the CDOT Office of Financial Management and Budget (OFMB).
 - a) If an application is submitted to a CDOT divisional or regional office that office shall forward the application to the OFMB.
 - b) When the OFMB receives an application it shall prepare the application for evaluation by the review committee (the committee) and set up a loan file for the prospective borrower.
 - 3) The committee shall evaluate and document each loan and make a recommendation on the loan for presentation to the Colorado Transportation Commission (TC).

- 4) The TC shall act on the committee's recommendation and evaluation.
- 5) The committee may submit a recommendation to the TC for a loan amount based on a preliminary cost estimate; subsequently, the loan amount shall be adjusted to an amount based on the actual invoice amount or final cost estimate.
 - a) If the adjusted loan amount is equal to or below the preliminary loan amount, OFMB shall prepare the contract based on the adjusted loan amount.
 - b) If the adjusted loan amount is above the preliminary loan amount, the process shall resume at step 3.
- 6) If the TC approves the loan, the OFMB shall:
 - a) Prepare a loan contract document, using an unaltered template approved by the Colorado Department of Law and the State Controller's Office, as directed by the TC;
 - b) Enter specific loan contract information into the contract management system (CMS) for the purpose of tracking the loan;
 - c) Enter specific loan contract information into the SAP system creating the loan in the system; and
 - d) Send five copies of the contract document to the approved project sponsor for review.
- 7) After receiving the contract documents, the approved sponsor shall take one of the following three courses:
 - a) If in agreement with all of the terms and provisions of the loan contract, sign and return all five copies of the contract documents to the OFMB.
 - b) If the approved sponsor disagrees with any of the terms and provisions of the loan contract and intends to forgo the loan, the sponsor shall notify the OFMB of its intent to forgo the loan; or
 - c) If the approved sponsor seeks to negotiate or alter certain terms or provisions, the sponsor shall identify any specific disagreement(s) within the contract and propose alternative language.
- 8) After receiving such notice, the OFMB shall act accordingly:
 - a) If it is the intent of the sponsor to forgo the loan, the OFMB shall withdraw the loan request; close the sponsors file and notify the TC of the withdrawal.

- b) If it is the intent of the sponsor to negotiate certain terms and provisions within the contract document, the OFMB shall then forward the specifics to the State Controller's Office and, if needed, the Department of Law for legal review and/or assistance in the negotiation. When the State Controller's Office and the Department of Law, if applicable, provide the negotiated language, the process shall resume at step 6.
- 9) Upon receiving signed contract documents from an approved sponsor, the OFMB shall secure signatures from the following:
 - a) The CDOT Executive Director office
 - b) The Department of Law
 - c) The CDOT Controller—the contract shall be deemed executed with the Controller signature. If, however, changes were made to the contract template, the State Controller's Office shall sign the contract in lieu of the CDOT Controller.
- 10) The OFMB shall distribute one of the five copies of the executed contract documents to each of the following:
 - a) The Controller's office
 - b) The project sponsor (borrower)
 - c) The respective CDOT divisional or regional office
 - d) The Department of Law
 - e) The sponsor's loan file (in the OFMB)
- 11) After the contract documents have been signed by a Controller, CDOT Accounting shall:
 - a) disburse the loan
 - b) pay and clear the customer payment
 - c) posts loan receivables to the customer accounts
- 12) The OFMB shall send the loan check and the official payment schedule to the sponsor's third party fiduciary/escrow agent or administrator of the loan.
- 13) The approved sponsor shall make all scheduled payments in full and on time.
- 14) CDOT Accounting shall process and post all incoming loan payments.

- 15) If a loan falls into default:
 - a) Accounting shall notify the sponsor and the OFMB of the condition. If the sponsor cures within thirty (30) days, the loan shall no longer be in default and accounting shall notify OFMB of the cure action.
 - b) The OFMB shall notify the appropriate CDOT divisional or regional office and the committee of any loans in the condition of default, and also of any loans where the condition of default has been cured. Subsequently, the OFMB shall notify the TC of any default.
 - c) If the default of a loan that has been cured occurred because of failure to make a scheduled loan payment, the committee shall determine if a late charge will be assessed and the amount of such assessment.
- 16) If the sponsor fails to cure within thirty (30) days of default:
 - a) Accounting shall notify the OFMB that the loan has not been cured.
 - b) The OFMB shall then collaborate with the Department of Law, CDOT Controller's office and the committee to determine the best course of action for CDOT.
 - c) The OFMB shall notify the sponsor of the department's intentions to remedy the loan condition.
- 17) If the sponsor submits a scheduled payment early, makes a payment for more than the amount due, or both, the CDOT Chief Financial Officer shall have authority to adjust the loan payment schedule.
- 18) Except for the provision in step 17, any proposed amendment to the terms of a contract after it is executed shall be forwarded to the OFMB.
 - a) The OFMB shall review the proposed amendments and, if necessary, forward the amendments to the Department of Law for legal review and/or the CDOT Controller for fiscal review.
 - b) After reviewing and/or receiving legal and/or fiscal reviews on the matter, OFMB shall prepare the proposed amendment to be reviewed by the committee.
- 19) The committee shall review any proposed amendments and make its recommendation to the TC.
- 20) The TC shall act on the committee's recommendation and provide direction to the OFMB for amending the contract.

- 21) The OFMB shall:
- a) Prepare an amended contract based on direction from the TC;
 - b) If necessary, adjust the loan contract information in the CMS and SAP systems; and
 - c) Send five copies of the amended contract document to the approved project sponsor for review.
- 22) After receiving the amended contract documents, the approved sponsor shall sign and return all five copies of the amended documents to the OFMB. The process shall then resume with the necessary actions beginning at step 9.

IMPLEMENTATION PLAN

This Procedural Directive shall become effective immediately upon approval by the Executive Director and shall be implemented by the OFMB.

REVIEW DATE

This procedural directive shall be reviewed by April 2016.



EXECUTIVE DIRECTOR

04/07/11

Date of Approval

Resolution # TC-

Repeal of Policy Directive 720.0 “Colorado State Infrastructure Bank (SIB) Policy”

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

WHEREAS, the Transportation Commission supports the Department’s efforts to eliminate when possible directives which are no longer necessary, are out of date or are duplicative of federal and state laws and regulations; and

WHEREAS, Policy Directive 720.0 was adopted by the Transportation Commission on April 21, 2011; and

WHEREAS, this policy is no longer necessary as Procedural Directive 720.1, statutory authority 43-1-113.5, C.R.S., and CDOT rules currently in place, 2 CCR 605-1, adequately provide for requirements and processes regarding the Colorado State Infrastructure Bank (SIB).

NOW THEREFORE BE IT RESOLVED, the Commission herein REPEALS Policy Directive 720.0 “Colorado State Infrastructure Bank (SIB) Policy.”

Transportation Secretary

Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Chief Engineer
4201 East Arkansas Avenue
Denver, CO 80222-3400
(303) 757-9206
(303) 757-9656 Fax



TO: Transportation Commissioners

PROJECT #: F005-3(26)

FROM: Timothy J. Harris, P.E.
Chief Engineer

LOCATION: SH 40 near Golden,
CO

PARCEL #: 21XA, 21XB, 21XC

COUNTY: Jefferson

DATE: November 27, 2013

SUBJECT: Transportation Commission Agenda for December 19th, 2013

Requested Action:

Declaration of Excess Property: Parcels 21XA, 21XB, and 21XC of CDOT Project F005-3(26).

Background:

The right of way was originally acquired in conjunction with the construction of the improvements to the SH 40 (Colfax Avenue) segment in this area that was built under Project F005-3(26) in the late 1960's to widen SH 40.

The subject parcels are outside of the right of way necessary for State Highway 40, and have no highway improvements constructed upon them. These parcels are of use only to the adjacent property owner. The disposal of these parcels to the adjacent property owner will straighten the right of way line and will result in a more consistent right of way width within this street block. Additionally, it will relieve CDOT of any liabilities associated with these vacant lands beyond the curb.

The three described parcels of property together contain a total area of 2,463 square feet, more or less, (approximately 0.057 acres) in unincorporated Jefferson County. The sale of the parcels will have no effect upon the operation, use, maintenance or safety of the highway facility. The Region is asking that the Transportation Commission approve the sale of the three (3) parcels of excess right of way.

The parcels will be appraised to determine the actual fair market value prior to sale. The total estimated value of all three parcels combines is \$28,000.00+.

Subsequent to the passage of the excess parcel declaration, CDOT will proceed with the sale of the parcels for fair market value, in accordance with Colorado Revised Statute 43-1-210(5). Revenue generated by the sale of the parcel will be reinvested into future CDOT projects.

EXCESS LAND FINDING

I, Timothy J. Harris, Chief Engineer of the DEPARTMENT OF TRANSPORTATION, STATE OF COLORADO, having examined the official files and records of the Department, and being fully advised in the premises, DO HEREBY FIND:

That the following described properties, to wit:

PARCEL 21XA

A PORTION OF LOT 13, BLOCK 25, PLEASANT VIEW SECOND FILING, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 1, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST ONE-QUARTER CORNER OF SAID SECTION 1; THENCE S69°39'51"E, 2859.62 FEET TO THE NORTHWEST CORNER OF SAID LOT 13, BLOCK 25, PLEASANT VIEW SECOND FILING AND THE **POINT OF BEGINNING**;

THENCE N90°00'00"E ALONG THE NORTH BOUNDARY LINE OF SAID LOT 13, 63.50 FEET;

THENCE S70°43'40"W, 46.13 FEET TO A POINT OF CURVATURE;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 15.00 FEET, A CENTRAL ANGLE OF 109°16'20", A DISTANCE OF 28.61 FEET TO A POINT OF TANGENCY;

THENCE N00°00'00"E, 1.07 FEET TO THE **POINT OF BEGINNING**,

CONTAINING A CALCULATED AREA OF 602 SQUARE FEET OR 0.014 ACRES.

PARCEL 21XB

A PORTION OF LOT 12, LOT 38 AND THE 16-FOOT ALLEY, BLOCK 25, PLEASANT VIEW SECOND FILING, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 1, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST ONE-QUARTER CORNER OF SAID SECTION 1; THENCE S70°58'03"E, 2970.78 FEET TO THE NORTHEAST CORNER OF SAID LOT 12, BLOCK 25, PLEASANT VIEW SECOND FILING AND THE **POINT OF BEGINNING**;

THENCE N32°37'09"E, 29.68 FEET TO THE NORTHWEST CORNER OF SAID LOT 38;

THENCE N90°00'00"E ALONG THE NORTH BOUNDARY LINE OF SAID LOT 38, 63.50 FEET;

THENCE S70°43'40"W, 151.49 FEET TO A POINT AT THE MIDPOINT OF THE SOUTH BOUNDARY LINE OF SAID LOT 12;

THENCE N00°00'00"E, 25.00 FEET TO A POINT AT THE MIDPOINT OF THE NORTH BOUNDARY LINE OF SAID LOT 12;

THENCE N90°00'00"E, 63.50 FEET TO THE **POINT OF BEGINNING**,
CONTAINING A CALCULATED AREA OF 1787 SQUARE FEET OR 0.041 ACRES.

PARCEL 21XC

A PORTION OF LOT 39, BLOCK 25, PLEASANT VIEW SECOND FILING, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 1, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST ONE-QUARTER CORNER OF SAID SECTION 1; THENCE S71°54'08"E, 3038.19 FEET TO A POINT AT THE MIDPOINT OF THE SOUTH BOUNDARY LINE OF SAID LOT 39 AND THE **POINT OF BEGINNING**;

THENCE N68°31'30"E, 64.96 FEET TO A POINT ON A NON-TANGENT CURVE;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 15.00 FEET, A CENTRAL ANGLE OF 33°32'10", A DISTANCE OF 8.78 FEET, THE CHORD OF WHICH BEARS S53°57'35"W, 8.65 FEET TO A POINT OF TANGENCY;

THENCE S70°43'40"W, 56.62 FEET TO THE **POINT OF BEGINNING**,
CONTAINING A CALCULATED AREA OF 74 SQUARE FEET OR 0.002 ACRES.

BASIS OF BEARINGS: BEARINGS ARE BASED ON THE WEST LINE OF THE SOUTHWEST ONE-QUARTER OF SECTION 1, MONUMENTED AT THE WEST ONE-QUARTER CORNER BY A 1" ROD IN RANGE BOX MARKED "WATER" AND MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 1 BY A 2 ½" ALUMINUM CAP IN RANGE BOX STAMPED "14112" WITH THE LINE ASSUMED TO BEAR S00°08'51"E.

IT IS THEREFORE ORDERED, that the Department dispose of the above land in the manner prescribed by law, subject to approval of the Transportation Commission.

DONE at Denver, Colorado, this ____ day of December, 2013.

TIMOTHY J. HARRIS, P.E.
Chief Engineer

FEDERAL ROAD REGION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	FC05-3(26)	6	8

RIGHT-OF-WAY W. COLFAX AVE
Jct. U.S. 6 & 40 - 170

SW 1/4 Sec. 1 T4S R70W

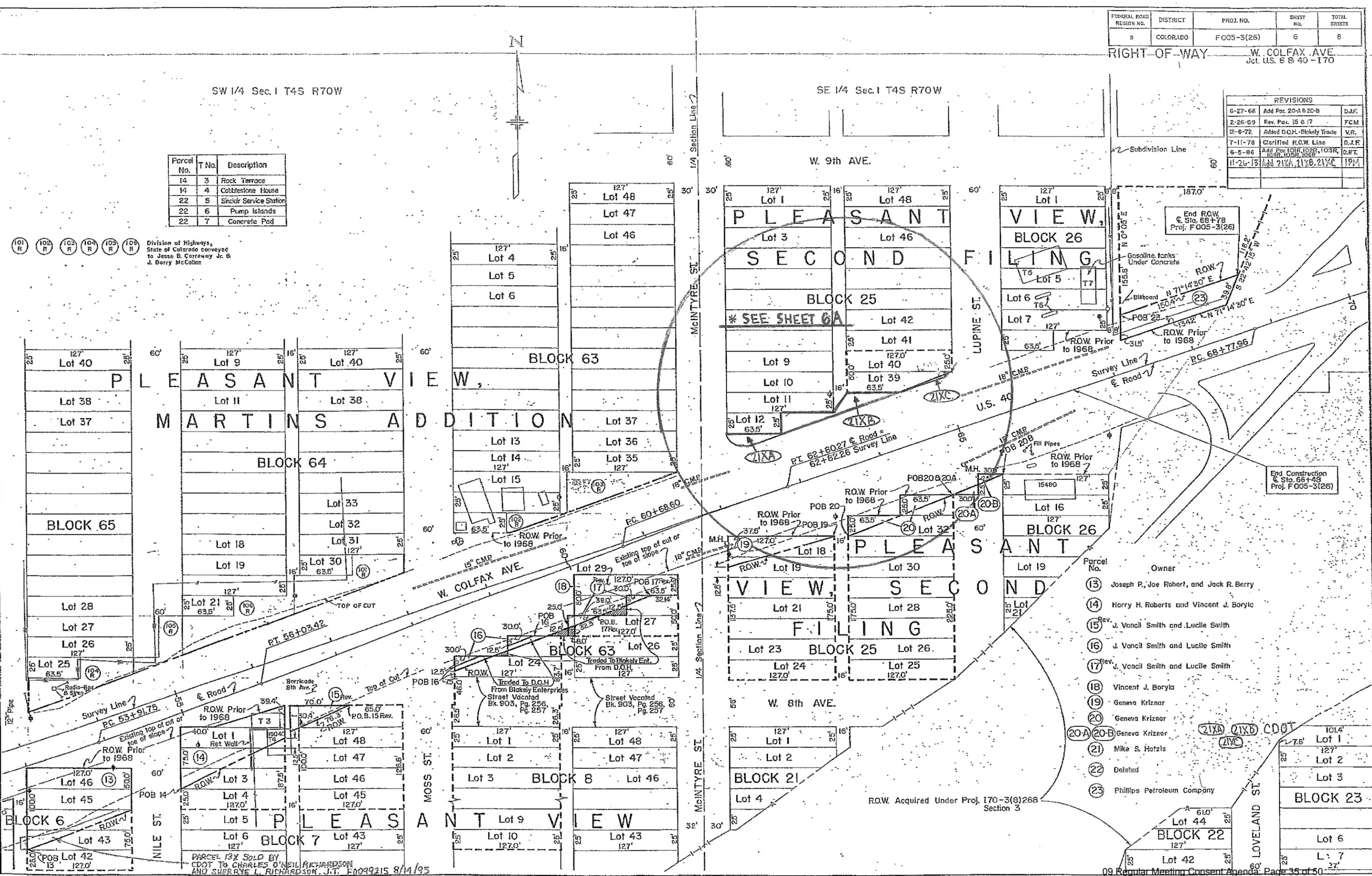
SE 1/4 Sec. 1 T4S R70W

Parcel No.	T No.	Description
14	3	Rock Terrace
14	4	Cobblestone House
22	5	Shed Service Station
22	6	Pump Islands
22	7	Concrete Pad

REVISIONS		
6-27-66	Add Par. 20-A & 20-B	D.J.F.
2-26-69	Rev. Par. 15 & 17	FCM
12-6-72	Added D.O.H. Blockly Trade	V.R.
7-11-78	Clarified R.O.W. Line	D.J.F.
6-5-86	Add Par. 101A, 102B, 103R, 104B, 105B, 106B	D.B.T.
11-26-13	Add 21XA, 21XB, 21XC	1974

- (101) R
- (102) R
- (103) R
- (104) R
- (105) R
- (106) R

Division of Highways,
State of Colorado conveyed
to Jesse B. Caraway Jr. &
J. Berry McCollon



Parcel No.	Owner
(13)	Joseph P., Joe Robert, and Jack R. Berry
(14)	Harry H. Roberts and Vincent J. Boryla
(15)	J. Vancil Smith and Lucile Smith
(16)	J. Vancil Smith and Lucile Smith
(17)	J. Vancil Smith and Lucile Smith
(18)	Vincent J. Boryla
(19)	Geneva Kriznar
(20)	Geneva Kriznar
(20A)	Geneva Kriznar
(20B)	Geneva Kriznar
(21)	Mike S. Hatzis
(22)	Deleted
(23)	Phillips Petroleum Company

PARCEL 13X SOLD BY
CDOT TO CHARLES & NEIL RICHARDSON
AND SHERRY L. RICHARDSON, J.T. F0099215 8/14/95

FEDERAL ROAD REGION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	FO05-3(26)	5A	8

RIGHT-OF-WAY W. COLFAX AVE
Jct. U.S. 6 & 40-170

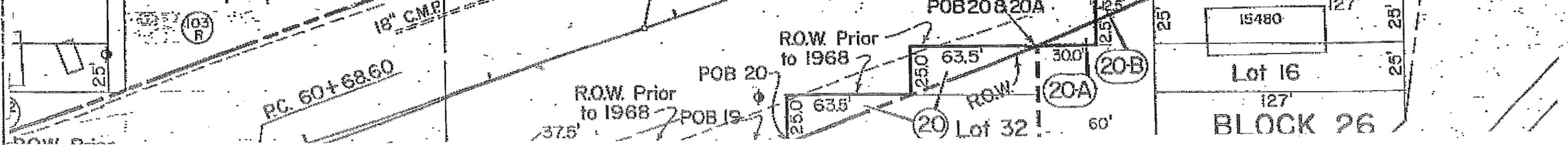
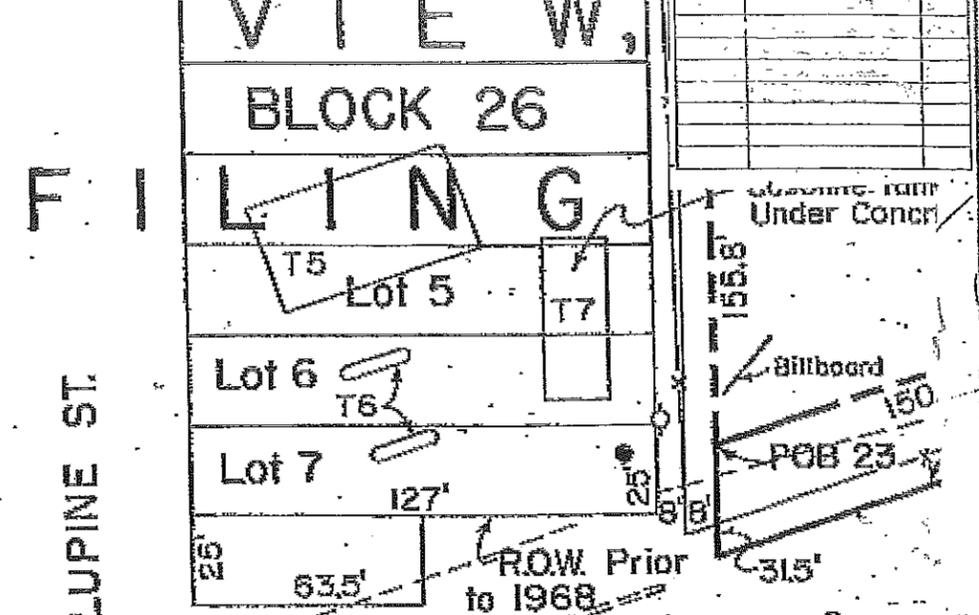
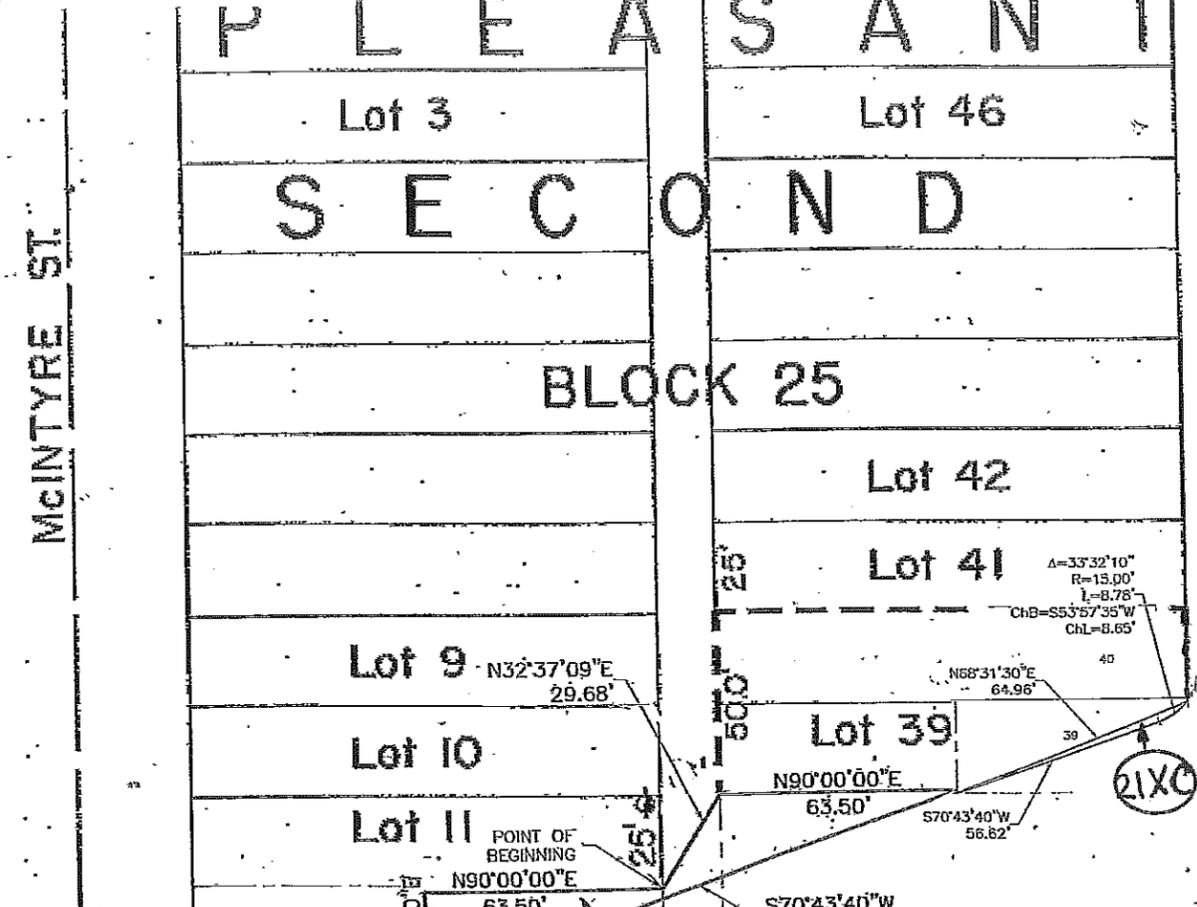
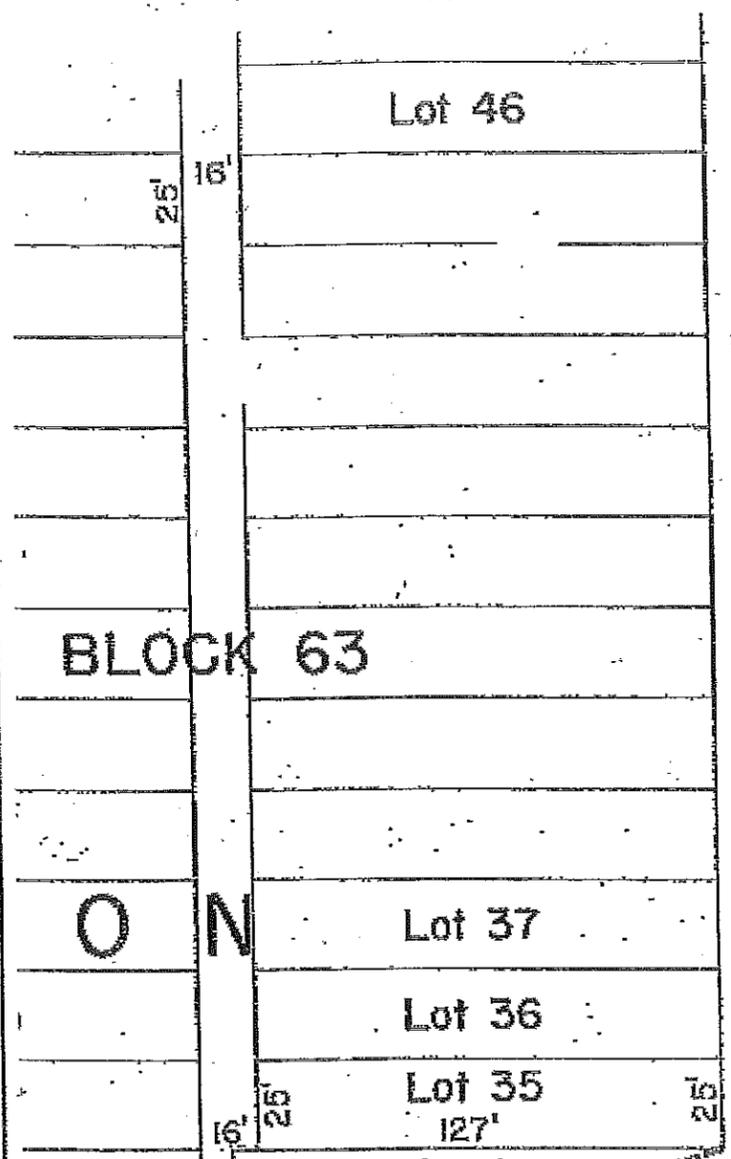
SW 1/4 Sec. 1 T4S R70W

P L E A S A N T
S E C O N D

V I E W,
B L O C K 26

F I L I N G

REVISIONS	



PARCEL	OWNER
21XA	C.D.O.T.
21XB	
21XC	

EXHIBIT A
PARCEL 21XA

LEGAL DESCRIPTION

A PORTION OF LOT 13, BLOCK 25, PLEASANT VIEW SECOND FILING, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 1, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: BEARINGS ARE BASED ON THE WEST LINE OF THE SOUTHWEST ONE-QUARTER OF SECTION 1, MONUMENTED AT THE WEST ONE-QUARTER CORNER BY A 1" ROD IN RANGE BOX MARKED "WATER" AND MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 1 BY A 2 ½" ALUMINUM CAP IN RANGE BOX STAMPED "14112" WITH THE LINE ASSUMED TO BEAR S00°08'51"E.

COMMENCING AT THE WEST ONE-QUARTER CORNER OF SAID SECTION 1; THENCE S69°39'51"E, 2859.62 FEET TO THE NORTHWEST CORNER OF SAID LOT 13, BLOCK 25, PLEASANT VIEW SECOND FILING AND THE **POINT OF BEGINNING**;

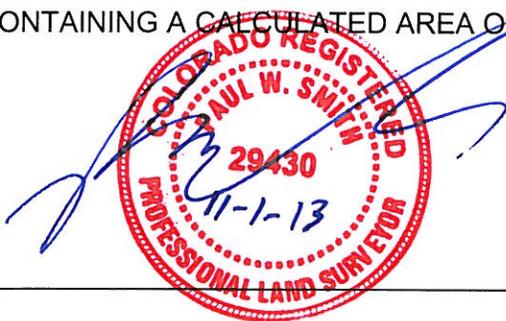
THENCE N90°00'00"E ALONG THE NORTH BOUNDARY LINE OF SAID LOT 13, 63.50 FEET;

THENCE S70°43'40"W, 46.13 FEET TO A POINT OF CURVATURE;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 15.00 FEET, A CENTRAL ANGLE OF 109°16'20", A DISTANCE OF 28.61 FEET TO A POINT OF TANGENCY;

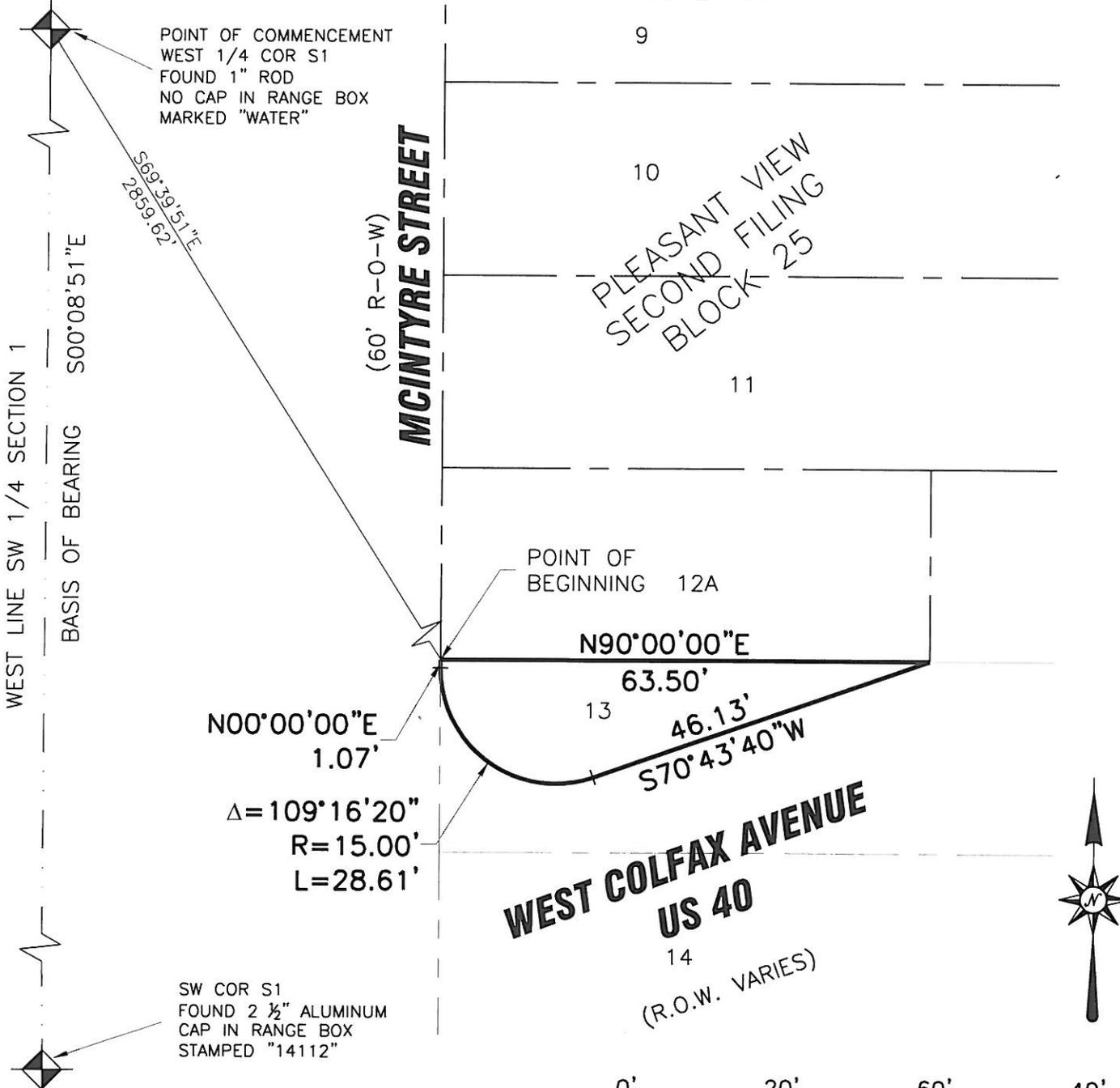
THENCE N00°00'00"E, 1.07 FEET TO THE **POINT OF BEGINNING**,

CONTAINING A CALCULATED AREA OF 602 SQUARE FEET OR 0.014 ACRES.



PREPARED BY: PAUL W. SMITH, PLS #29430
FOR AND ON BEHALF OF R&R ENGINEERS-SURVEYORS, INC.
710 WEST COLFAX AVE.
DENVER, COLORADO 80204
JOB #: PH12006
NOVEMBER 1, 2013

SE 1/4 SECTION 1, TOWNSHIP 4 SOUTH, RANGE 70 WEST, 6TH P.M.
 ----- COUNTY OF JEFFERSON, STATE OF COLORADO -----
 EXHIBIT A - PARCEL 21XA



PLEASANT VIEW
 SECOND FILING
 BLOCK 25

WEST COLFAX AVENUE
 US 40
 (R.O.W. VARIES)

NOTE
 THIS DRAWING IS MEANT TO DEPICT THE ATTACHED LEGAL DESCRIPTION AND IS FOR INFORMATIONAL PURPOSES ONLY. IT DOES NOT REPRESENT A MONUMENTED LAND SURVEY.

PARCEL CONTAINS 602 SQ. FT. OR 0.014 ACRES

PARCEL 21XA		Sheet 2 of 2		R&R ENGINEERS-SURVEYORS, INC.	
				710 WEST COLFAX AVE.	
				DENVER, COLORADO 80204	
				PH: 303-753-6730	
				FAX: 303-753-6568	

EXHIBIT A
PARCEL 21XB

LEGAL DESCRIPTION

A PORTION OF LOT 12, LOT 38 AND THE 16-FOOT ALLEY, BLOCK 25, PLEASANT VIEW SECOND FILING, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 1, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: BEARINGS ARE BASED ON THE WEST LINE OF THE SOUTHWEST ONE-QUARTER OF SECTION 1, MONUMENTED AT THE WEST ONE-QUARTER CORNER BY A 1" ROD IN RANGE BOX MARKED "WATER" AND MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 1 BY A 2 ½" ALUMINUM CAP IN RANGE BOX STAMPED "14112" WITH THE LINE ASSUMED TO BEAR S00°08'51"E.

COMMENCING AT THE WEST ONE-QUARTER CORNER OF SAID SECTION 1; THENCE S70°58'03"E, 2970.78 FEET TO THE NORTHEAST CORNER OF SAID LOT 12, BLOCK 25, PLEASANT VIEW SECOND FILING AND THE **POINT OF BEGINNING**;

THENCE N32°37'09"E, 29.68 FEET TO THE NORTHWEST CORNER OF SAID LOT 38;

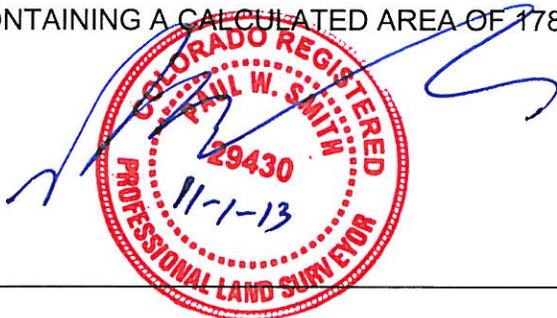
THENCE N90°00'00"E ALONG THE NORTH BOUNDARY LINE OF SAID LOT 38, 63.50 FEET;

THENCE S70°43'40"W, 151.49 FEET TO A POINT AT THE MIDPOINT OF THE SOUTH BOUNDARY LINE OF SAID LOT 12;

THENCE N00°00'00"E, 25.00 FEET TO A POINT AT THE MIDPOINT OF THE NORTH BOUNDARY LINE OF SAID LOT 12;

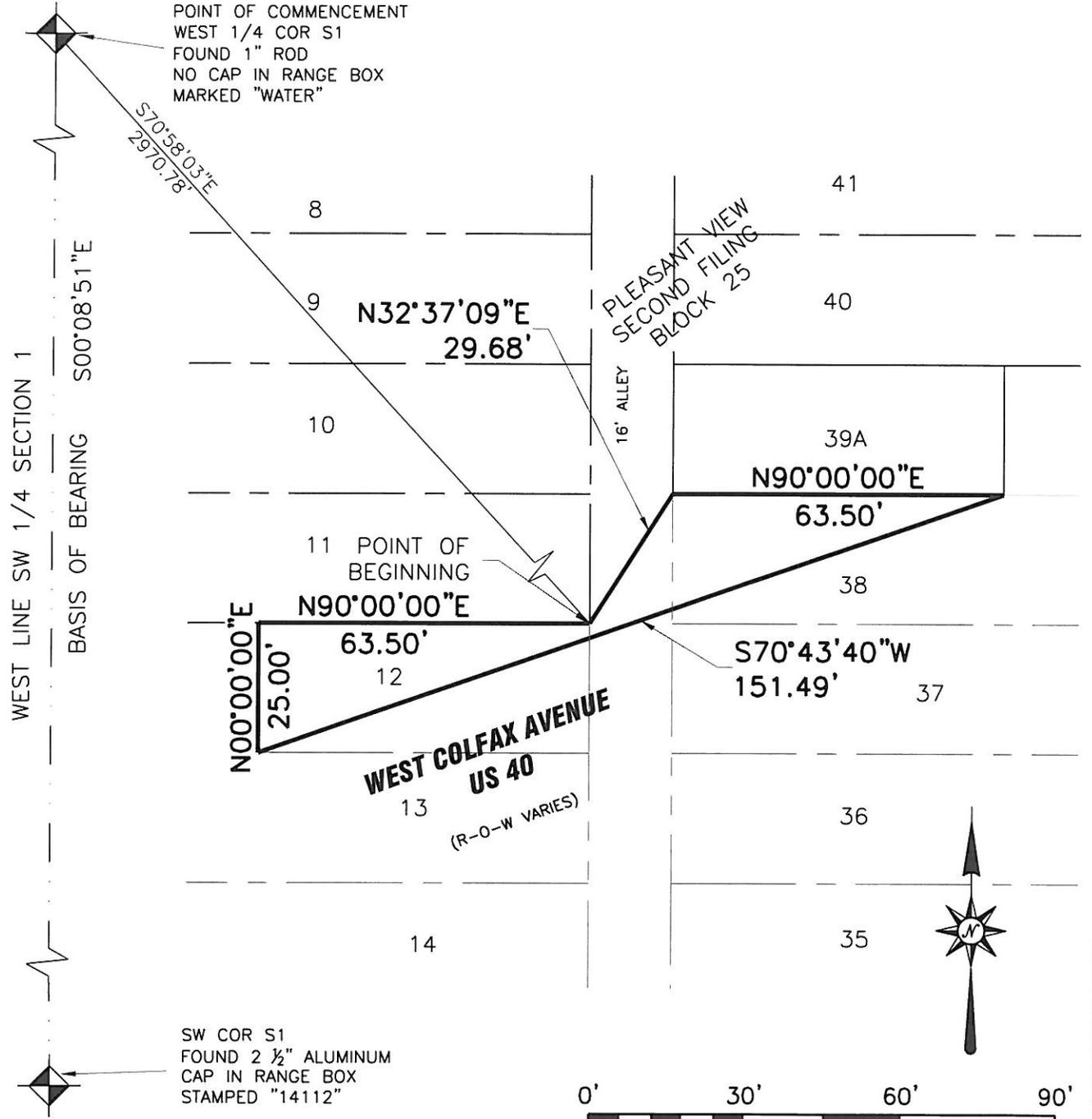
THENCE N90°00'00"E, 63.50 FEET TO THE **POINT OF BEGINNING**,

CONTAINING A CALCULATED AREA OF 1787 SQUARE FEET OR 0.041 ACRES.



PREPARED BY: PAUL W. SMITH, PLS #29430
FOR AND ON BEHALF OF R&R ENGINEERS-SURVEYORS, INC.
710 WEST COLFAX AVE.
DENVER, COLORADO 80204
JOB #: PH12006
NOVEMBER 1, 2013

SE 1/4 SECTION 1, TOWNSHIP 4 SOUTH, RANGE 70 WEST, 6TH P.M.
 ----- COUNTY OF JEFFERSON, STATE OF COLORADO -----
 EXHIBIT A - PARCEL 21XB



NOTE

THIS DRAWING IS MEANT TO DEPICT THE ATTACHED LEGAL DESCRIPTION AND IS FOR INFORMATIONAL PURPOSES ONLY. IT DOES NOT REPRESENT A MONUMENTED LAND SURVEY.

PARCEL 21XB		Sheet 2 of 2		R&R ENGINEERS-SURVEYORS, INC. 710 WEST COLFAX AVE. DENVER, COLORADO 80204 PH: 303-753-6730 FAX: 303-753-6568
Date: 11/01/13				
Drawn: MDW				
Checked: PWS				
Job No.: PH12006				

EXHIBIT A
PARCEL 21XC

LEGAL DESCRIPTION

A PORTION OF LOT 39, BLOCK 25, PLEASANT VIEW SECOND FILING, LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 1, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: BEARINGS ARE BASED ON THE WEST LINE OF THE SOUTHWEST ONE-QUARTER OF SECTION 1, MONUMENTED AT THE WEST ONE-QUARTER CORNER BY A 1" ROD IN RANGE BOX MARKED "WATER" AND MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 1 BY A 2 ½" ALUMINUM CAP IN RANGE BOX STAMPED "14112" WITH THE LINE ASSUMED TO BEAR S00°08'51"E.

COMMENCING AT THE WEST ONE-QUARTER CORNER OF SAID SECTION 1; THENCE S71°54'08"E, 3038.19 FEET TO A POINT AT THE MIDPOINT OF THE SOUTH BOUNDARY LINE OF SAID LOT 39 AND THE **POINT OF BEGINNING**;

THENCE N68°31'30"E, 64.96 FEET TO A POINT ON A NON-TANGENT CURVE;

THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 15.00 FEET, A CENTRAL ANGLE OF 33°32'10", A DISTANCE OF 8.78 FEET, THE CHORD OF WHICH BEARS S53°57'35"W, 8.65 FEET TO A POINT OF TANGENCY;

THENCE S70°43'40"W, 56.62 FEET TO THE **POINT OF BEGINNING**,

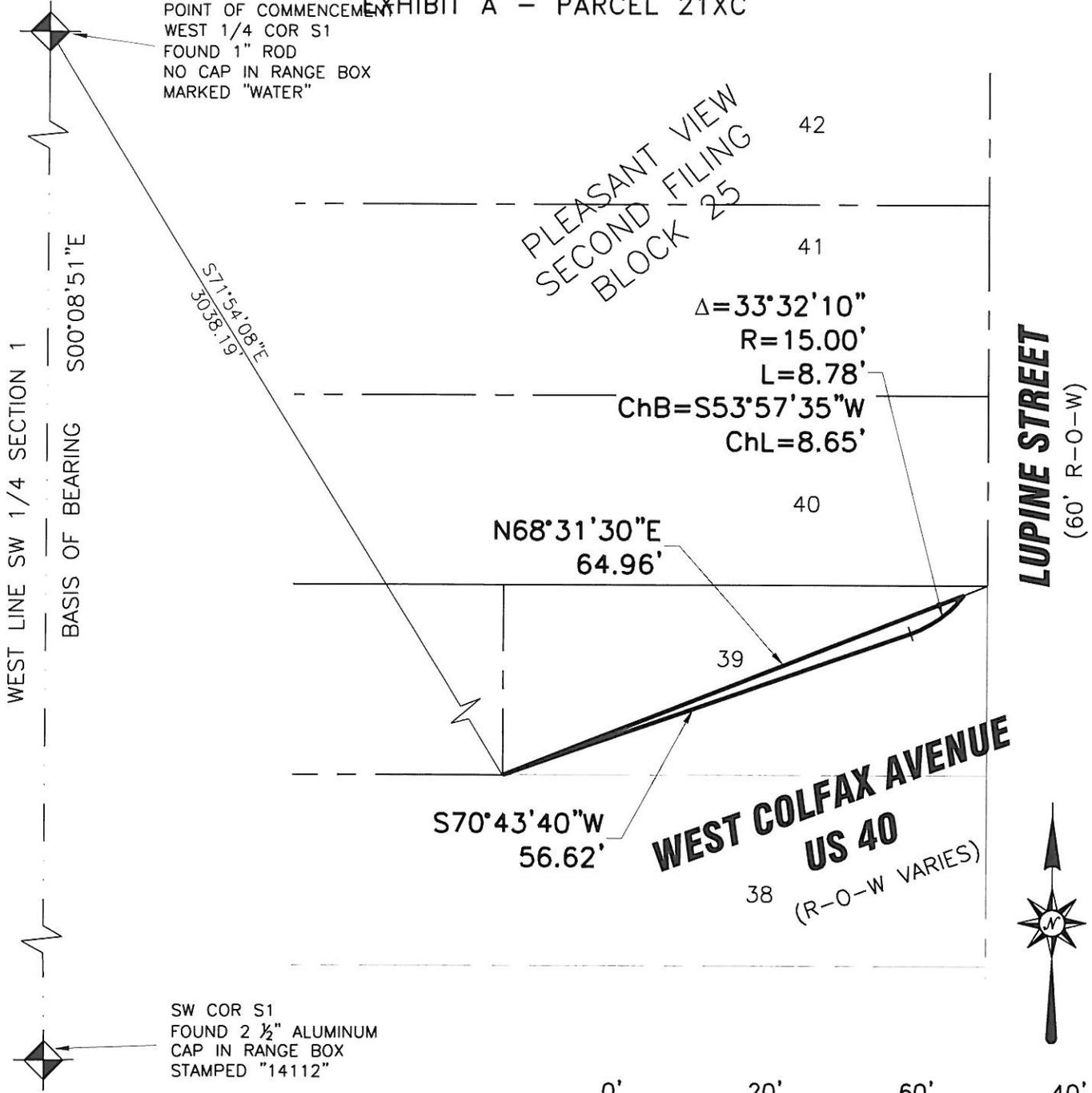
CONTAINING A CALCULATED AREA OF 74 SQUARE FEET OR 0.002 ACRES.



PREPARED BY: PAUL W. SMITH, PLS #29430
FOR AND ON BEHALF OF R&R ENGINEERS-SURVEYORS, INC.
710 WEST COLFAX AVE.
DENVER, COLORADO 80204
JOB #: PH12006
NOVEMBER 1, 2013

SE 1/4 SECTION 1, TOWNSHIP 4 SOUTH, RANGE 70 WEST, 6TH P.M.
 ----- COUNTY OF JEFFERSON, STATE OF COLORADO -----

EXHIBIT A - PARCEL 21XC



NOTE
 THIS DRAWING IS MEANT TO DEPICT THE ATTACHED LEGAL DESCRIPTION AND IS FOR INFORMATIONAL PURPOSES ONLY. IT DOES NOT REPRESENT A MONUMENTED LAND SURVEY.

PARCEL 21XC		Sheet 2 of 2		R&R ENGINEERS-SURVEYORS, INC. 710 WEST COLFAX AVE. DENVER, COLORADO 80204 PH: 303.753-6730 FAX: 303.753-6568
Date: 11/01/13				
Drawn: MDW				
Checked: PWS				
Job No.: PH12006				



COLORADO DEPARTMENT OF TRANSPORTATION CATEGORICAL EXCLUSION DETERMINATION	Date: <u>10-22-13</u>	Revision Date:	Project Code #:
	Project # <u>F005-3(25)</u>		
Project Name: <u>Property Disposal US40 (Colfax Ave)</u>			
Project Description: <u>between McDuffie St. & Lupine St, Golden CO</u>			

A. Categorical Exclusion Project Determination

1. This project has a Federal nexus (yes or no) N.
2. This project fits Categorical Exclusion or Programmatic CE number No
3. CDOT _____ design plans dated _____ were referenced in selecting the Clearance Actions required in Block B of this form.

B. Clearance Actions

REQUIRED <small>If not checked is Not Applicable</small>	DATE COMPLETED	REQUIRED <small>If not checked is Not Applicable</small>	DATE COMPLETED
<input type="checkbox"/> Air Quality (hot spot analysis)	_____	<input type="checkbox"/> Paleontology	_____
<input type="checkbox"/> Noise	_____	<input type="checkbox"/> Archaeology	_____
<input type="checkbox"/> Hazardous Waste	_____	<input type="checkbox"/> History	<u>10-21-13</u>
<input type="checkbox"/> - ISA Checklist	<u>10-21-13</u>	<input type="checkbox"/> Historic Bridge	_____
<input type="checkbox"/> - MESA (or Phase I)	_____	<input type="checkbox"/> 4(f)	_____
<input type="checkbox"/> Threatened or Endangered Species	<u>10-22-13</u>	<input type="checkbox"/> 6(f) Agreements	_____
<input type="checkbox"/> Wetland Delineation (survey)	<u>10-22-13</u>	<input type="checkbox"/> Other	_____

All required clearance actions indicated have been completed for the work described in the design plans referenced above. No significant environmental impacts will result from this project. All Permits and Additional Requirements indicated in Part C below will be obtained before project advertisement/construction. Implementation of project shall include required mitigation commitments.

RPEM Signature: [Signature] Date: 10-22-13 Region #: 1

I concur in the above category designation and the scope of environmental clearance/permits indicated.
 FHWA Division Administrator Signature (when required) (Please return form to RPEM) N/A Date: _____

C. Permits and Additional Requirements

REQUIRED <small>If not checked is Not Applicable</small>	DATE COMPLETED	REQUIRED <small>If not checked is Not Applicable</small>	DATE COMPLETED
<input type="checkbox"/> 404 Permit	_____	<input type="checkbox"/> CO Parks & Wildlife SB 40	_____
<input type="checkbox"/> 401 Certification	_____	<input type="checkbox"/> Wetland Finding	_____
<input type="checkbox"/> 402 Certification	_____	<input type="checkbox"/> APCD Bridge/Structure Demo Permit	_____
<input type="checkbox"/> Const Dewatering Permit	_____	<input type="checkbox"/> Hazardous Materials (Phase II)	_____
<input type="checkbox"/> Const Stormwater Permit	_____	<input type="checkbox"/> 6(f) Completion	_____
<input type="checkbox"/> Floodplains Development Permit	_____	<input type="checkbox"/> Other	_____

D. Comments

E. Environmental Project Certification

All clearance and permit requirements for this project have been completed and mitigation included in the _____ set of plans and specifications dated _____. The appropriate documentation is on file in the Region office.

RPEM Signature _____ Date _____

Note to Project Manager: Any changes to the plans and specifications after the date of the RPEM signature in Part B that affect environmental impacts or mitigation must be approved by the RPEM.

PROJECT #: F005-3(26)
LOCATION: SH 40 near Golden, CO
PARCEL #: 21XA, 21XB, 21XC
COUNTY: Jefferson

PROPOSED RESOLUTION

WHEREAS, the Department of Transportation acquired Right of Way in 1968 in unincorporated Jefferson County, near Golden, Colorado as a part of CDOT Project #F005-3(26) for use as SH 40; and

WHEREAS, the abutting property owner has requested that portions of the right of way be disposed of to the owner for future development purposes; and

WHEREAS, there are a total of three (3) parcels of right of way requested that combined together total 2,463 square feet, more or less; and

WHEREAS, the right of way parcels are labeled Parcels 21XA, 21XB, and 21XC; and

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

WHEREAS, the fair market value of parcels 21XA, 21XB, and 21XC will be established by the appraisal process outlined by Colorado revised Statute 43-1-210(5); 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 21XA, 21XB, and 21XC of Project # F005-3(26) be excess land.

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

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: December 2, 2013

TO: Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: Statewide CMAQ Program for Compressed Natural Gas (CNG)

Purpose

This memorandum summarizes information on the use of CMAQ funds for a statewide program to support a Compressed Natural Gas (CNG) Program in Colorado. A resolution is attached for adoption at the December Transportation Commission meeting.

Action Requested

Transportation Commission adoption of the attached resolution at its December meeting.

Background

Last month at the Commission Statewide Plan workshop, a summary of work done to date and of collaboration with planning partners on a statewide CMAQ program in support of CNG was presented. The Commission provided direction to proceed with the necessary steps for approval for the use of CMAQ funds for this program in years 2014-2017 in an amount not to exceed \$30 million total.

The purpose of the Congestion Mitigation and Air Quality (CMAQ) improvement program is to provide a flexible funding source for transportation projects and programs that assist non-attainment and attainment/maintenance areas in meeting National Ambient Air Quality Standards (NAAQS). Under MAP-21 federal legislation, "special rules" for CMAQ allow for the eligibility of Electric Vehicle (EV) and Natural Gas Vehicle (NGV) infrastructure in any location throughout the state as a means of achieving this goal. In light of this change and in keeping with Governor Hickenlooper's strong support of Colorado's natural gas industry, CDOT staff has worked in collaboration with the Colorado Energy Office (CEO), Regional Air Quality Council (RAQC), and our planning partners to develop a framework for a statewide CMAQ-funded compressed natural gas (CNG) fueling network and vehicle fleets. The goal of the program is to spur the establishment of a sustainable CNG market in Colorado.

The proposal developed by CEO, reviewed by CDOT staff and RAQC staff, and presented to the DRCOG board, North Front Range Planning Council, Upper Front Range TPR, and the STAC, makes use of \$30 million CMAQ funds spread over four years. The proposal calls for \$10 million to be distributed in FY 2014, with \$6-\$7 million to follow in each of the three remaining years. Per the DRCOG Board request, CEO will also investigate opportunities for funding EV fueling stations or vehicles in conjunction with this program.

Program goals for the four year period are to establish a statewide network of 25-30 new CNG stations and 2-4 new Liquefied Natural Gas (LNG) stations while partially subsidizing the incremental cost of 1,100 new CNG/LNG vehicles that are based in the non-attainment or maintenance areas. Criteria for fueling station projects will include strategic location along major statewide corridors (as identified by CEO), local government and community support, CNG demand in the form of current or anticipated CNG fleets, and quality and foresight of station planning.

Administration of the program will be carried out primarily by CEO and the RAQC. CDOT will execute grant

contracts to permit use of CMAQ funds for this program. Reporting requirements will document the use of funds and the air quality benefits produced by the projects.

Next Steps

Transportation Commission adoption of the resolution authorizing use of CMAQ funds for the statewide program to support CNG fueling stations and purchase of vehicles.

**Resolution Number TC-XXX
Statewide CMAQ Program
Transportation Commission of Colorado, December 19, 2013**

WHEREAS, the Congestion Mitigation and Air Quality (CMAQ) improvement program was established under the Intermodal Surface Transportation Efficiency Act (ISTEA), continued under the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and has been further continued under Moving Ahead for Progress in the 21st Century (MAP-21); and

WHEREAS, the purpose of the CMAQ program is to provide a flexible funding source for transportation projects and programs that assist non-attainment and attainment/maintenance areas in meeting National Ambient Air Quality Standards (NAAQS); and

WHEREAS, MAP-21 included "Special Rules" for the CMAQ program including eligibility for Electric Vehicle (EV) and Natural Gas Vehicle (NGV) infrastructure at any location in the state; and

WHEREAS, purchase of alternative fuel vehicles continue to be eligible pursuant to CMAQ program guidelines; and

WHEREAS, federal regulations provide guidance on how to administer the CMAQ program, while allowing the state to determine how funds will be allocated; and

WHEREAS, TC-1832, approved February 18, 2010, provided for the allocation of CMAQ funds for Federal Fiscal Year (FFY) 2012 through FFY 2017 and established a CMAQ fund reserve; and

WHEREAS, the Colorado Energy Office (CEO) has proposed using CMAQ funds for a statewide CNG program to support the development of fueling stations on key corridors and the purchase of vehicles as allowed with CMAQ funds and the inclusion of EV stations and vehicles as appropriate; and

WHEREAS, CEO staff and CDOT staff have collaborated with the transportation planning partners that are primary recipients of CMAQ funds, and CEO has presented to STAC concerning this program and STAC has recommended funding with CMAQ in an amount of \$30 million over four years; and

WHEREAS, there are sufficient CMAQ funds within the planned CMAQ reserve for years 2014-2017 for this statewide program to be funded in an amount not to exceed \$30 million over those four years, which is approximately 20 percent of projected CMAQ funds for that time period, in the amounts of \$10 million in 2014, \$7 million in 2015, \$7 million in 2016, and \$6 million in 2017;

NOW THEREFORE BE IT RESOLVED, that the Transportation Commission approves the use of CMAQ funds in an amount not to exceed \$30 million over the years 2014-2017 for the support of a statewide Compressed Natural Gas (CNG) program in Colorado including development of CNG fueling stations along key corridors and purchase of vehicles pursuant to Federal guidelines for use of CMAQ funds, and also funding of EV stations and vehicles as deemed appropriate by CEO.

FURTHER, BE IT RESOLVED, that CMAQ fund recipients will continue to report annually in writing to the CDOT staff on the effectiveness of their projects and CDOT staff will compile results into reports for the

Commission and the FHWA. If review of the CMAQ program indicates concern about the effectiveness of the use of CMAQ funds, the Commission reserves the option to review and alter the allocation of funds.

FURTHER, BE IT RESOLVED, that this resolution supersedes the portion of TC Resolution 1832 that pertains to the allocation of the CMAQ reserve funds by allocating planned reserve funds first to this CEO statewide program as outlined above and then distributing remaining reserve funds to eligible recipients.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Division of Accounting and Finance
4201 East Arkansas Avenue
Denver CO 80222
(303) 757-9793



DATE: December 19, 2013

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: Seventh Supplement – FY 2014

This supplement budgets projects for FY '14 unless otherwise noted in the explanations on the following pages. The project requests are consistent with the FY 2012 through FY 2017 STIP. Funds are available from the Regions' allocations unless otherwise indicated.

The Transportation Commission Contingency Reserve Fund (TCCRF) balance fluctuates daily as flood relief projects are awarded. In order to provide the Transportation Commission with the most current financial status of its contingency fund, the reconciliation report will be removed from this packet and mailed to you as part of the new Emergency Relief supplement one day before the Transportation Commission's monthly budget meeting.

FY13 Budget action requested:

- \$6,716,637 – Transfer from the Transportation Commission Contingency Reserve to keep the FY 2013 Surface Transportation Program-Metro, Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funds whole (at FY 2013 budget level).

Upon implementing expenditure-based budgeting practices in July 2013, the Supplement document was expanded to include all construction projects within 60-90 days of the advertisement date regardless of program designation and approved lists. The current PD 703 does not require this amount of detail. Moving forward, starting in January 2014, the Division of Accounting and Finance would like to revert back to the current PD 703 guidelines until the new financial policy directive is adopted.

In FY2013, the Transportation Commission approved \$86,000,000 of Surface Treatment Program projects for advancement using FY2014 funding. As a result, the approved FY2014 Surface Treatment Program was not fully funded. Some of the Surface Treatment projects in this Supplement request FY2015 advanced budget.

FY14 Budget actions requested:

Region 3

- \$314,447 – FASTER Safety – *SH 9: Rainbow Drive Intersection* – Safety – This action augments the construction phase of work to award the project, as the low bid put the project 28% over budget. (19299/1000188152)

SH 9: Rainbow Drive Intersection

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
ROW	<i>Federal-aid</i>	\$8,055	\$0	\$8,055	\$0	\$0	\$0	\$8,055	\$8,055
	<i>State HUTF</i>	\$167,539	\$0	\$167,539	\$0	\$0	\$0	\$167,539	\$165,953
	Total ROW	\$175,594	\$0	\$175,594	\$0	\$0	\$0	\$175,594	\$174,008
Design	<i>Federal-aid</i>	\$18,680	\$0	\$18,680	\$0	\$0	\$0	\$18,680	\$13,744
	<i>State HUTF</i>	\$28,820	\$0	\$28,820	\$0	\$0	\$0	\$28,820	\$28,324
	Total Design	\$47,500	\$0	\$47,500	\$0	\$0	\$0	\$47,500	\$42,068
Construction	<i>Federal-aid</i>	\$768,641	\$0	\$768,641	\$0	\$0	\$0	\$768,641	\$0
	<i>State HUTF</i>	\$150,050	\$0	\$150,050	\$0	\$0	\$0	\$150,050	\$0
	<i>FASTER Safety</i>	\$0	\$0	\$0	\$314,447	\$0	\$314,447	\$314,447	\$0
	Total Construction	\$918,691	\$0	\$918,691	\$314,447	\$0	\$314,447	\$1,233,138	\$0
Total Project Budget		\$1,141,785	\$0	\$1,141,785	\$314,447	\$0	\$314,447	\$1,456,232	\$216,076

- \$4,375,000 – Surface Treatment Program, Highway Safety Improvement Program, Local Agency – US 6: Edwards – East and West – Resurfacing with Safety Component – This action funds the construction phase of work. Eagle County’s contribution reimburses CDOT for shoulder widening and bus stop improvements added to the scope of work at the county’s request. This project is on the approved Surface Treatment list, and the HSIP portion was approved as part of the Integrated Safety Plan. Construction advertisement is scheduled for February 2014. All of the funding, except for the local portion, has been previously approved. (19095/1000187815)

US 6: Edwards - East and West Resurfacing (MP 162.5 -171)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Utility	<i>State HUTF</i>	\$0	\$13,320	\$13,320	\$0	\$0	\$0	\$13,320	\$0
	Total Utility	\$0	\$13,320	\$13,320	\$0	\$0	\$0	\$13,320	\$0
Construction	<i>Federal-aid</i>	\$0	\$0	\$0	\$490,000	\$3,143,959	\$3,633,959	\$3,633,959	\$0
	<i>State HUTF</i>	\$0	\$0	\$0	\$190,000	\$21,041	\$211,041	\$211,041	\$0
	<i>Eagle County</i>	\$0	\$0	\$0	\$150,000	\$380,000	\$530,000	\$530,000	\$0
	Total Construction	\$0	\$0	\$0	\$830,000	\$3,545,000	\$4,375,000	\$4,375,000	\$0
Total Project Budget		\$0	\$13,320	\$13,320	\$830,000	\$3,545,000	\$4,375,000	\$4,388,320	\$0

- \$6,525,000 – FASTER Safety, Highway Safety Improvement Program, Surface Treatment Program, Local Agency – SH 133: Carbondale – Safety – This action budgets the construction phase of work for safety and operational improvements. This project is on the approved Surface Treatment list, and the HSIP portion was approved as part of the Integrated Safety Plan. Construction advertisement is scheduled for February 2014. All of the funding, except for the local portion, has been previously approved. (18333/10001...)

SH 133 - Carbondale (MP 66.270 - 68.820)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
ROW	<i>Federal-aid</i>	\$25,000	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$25,000
	<i>FASTER Safety</i>	\$775,000	\$0	\$775,000	\$0	\$0	\$0	\$775,000	\$6,397
	Total ROW	\$800,000	\$0	\$800,000	\$0	\$0	\$0	\$800,000	\$31,397
Design	<i>Federal-aid</i>	\$165,580	\$0	\$165,580	\$0	\$0	\$0	\$165,580	\$78,866
	<i>State HUTF</i>	\$34,420	\$0	\$34,420	\$0	\$0	\$0	\$34,420	\$6,401
	Total Design	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$85,267
Construction	<i>Federal-aid</i>	\$166,500	\$0	\$166,500	\$720,000	\$620,925	\$1,340,925	\$1,507,425	\$0
	<i>State HUTF</i>	\$18,500	\$0	\$18,500	\$80,000	\$129,075	\$209,075	\$227,575	\$0
	<i>FASTER Safety</i>	\$0	\$0	\$0	\$1,910,000	\$1,790,000	\$3,700,000	\$3,700,000	\$0
	<i>Town of Carbondale</i>	\$0	\$0	\$0	\$0	\$1,275,000	\$1,275,000	\$1,275,000	\$0
	Total Construction	\$185,000	\$0	\$185,000	\$2,710,000	\$3,815,000	\$6,525,000	\$6,710,000	\$0
Total Project Budget		\$1,185,000	\$0	\$1,185,000	\$2,710,000	\$3,815,000	\$6,525,000	\$7,710,000	\$116,664

RAMP Responsible Acceleration of Maintenance and Partnerships

Public – Public Partnership

Region 2

- \$32,000,000 – RAMP, Faster Safety Program – I-25: Pueblo Ilex – Bridge Replacement (Structures K-18-CL/CK) – This action funds the construction phase for the roadway component of work. In September 2013 the Bridge Enterprise Board approved \$47 million for the bridge work. Construction advertisement is scheduled for February 2014. The RAMP program comprises 66.26% of this project. (19408/10001...)

I-25: Pueblo Ilex (MP 97.69 - 98.50)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action				Revised Budget	
		Prior Years	FY 2014	Total	FY 2014	FY 2015	FY 2016	FY 2017		Total Request
ROW	<i>FASTER Safety</i>	\$15,000	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
	Total ROW	\$15,000	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
Utility	<i>FASTER Safety</i>	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$100,000	\$100,000
	Total Utility	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$100,000	\$100,000
Construction	<i>FASTER Safety</i>	\$135,000	\$0	\$135,000	\$1,400,000	\$9,000,000	\$16,500,000	\$5,000,000	\$31,900,000	\$32,035,000
	Total Construction	\$135,000	\$0	\$135,000	\$1,400,000	\$9,000,000	\$16,500,000	\$5,000,000	\$31,900,000	\$32,035,000
Total Project Budget		\$150,000	\$0	\$150,000	\$1,400,000	\$9,050,000	\$16,550,000	\$5,000,000	\$32,000,000	\$32,150,000

Region 3

- \$600,000 – Transfer from RAMP to Strategic Corridor Program – I-70: Vail Simba Run – Feasibility Study – This action augments the design phase of work for an underpass under I-70 to connect north and south frontage roads. The RAMP program will supplement the existing project budget for construction. (19094/1000188016)

I-70: Vail Simba Run (MP 174.5 -175.5)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Design	<i>Federal-aid</i>	\$165,580	\$0	\$165,580	\$165,580	\$331,160	\$496,740	\$662,320	\$479
	<i>State HUTF</i>	\$34,420	\$0	\$34,420	\$34,420	\$68,840	\$103,260	\$137,680	\$5,559
	Total Design	\$200,000	\$0	\$200,000	\$200,000	\$400,000	\$600,000	\$800,000	\$6,038
Total Project Budget		\$200,000	\$0	\$200,000	\$200,000	\$400,000	\$600,000	\$800,000	\$6,038

Confirmation Item:

Region 3

- \$329,500 – Tunnel Program – *I-70: Hanging Lake Tunnel Lighting Retrofit* – Safety – This action augments the construction phase of work to award the project.
 (19715/1000188569)

I-70: Hanging Lake Tunnel Lighting Retrofit

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Construction	<i>State HUTF</i>	\$0	\$1,020,000	\$1,020,000	\$329,500	\$0	\$329,500	\$1,349,500	\$0
	Total Construction	\$0	\$1,020,000	\$1,020,000	\$329,500	\$0	\$329,500	\$1,349,500	\$0
Total Project Budget		\$0	\$1,020,000	\$1,020,000	\$329,500	\$0	\$329,500	\$1,349,500	\$0

Prior to 07-01-2013 (onset of RAMP), the projects that follow would not have been required to go before the Transportation Commission in a monthly budget supplement, unless funding from a regional pool, like RPP or Bridge, was being budgeted into the project for the first time. Example: For most of the surface treatment projects below, only the bridge portion of the budget action would have been presented to the Commission for its approval as the list for surface treatment projects would have been preapproved by the Transportation Commission.

Region 1

- \$1,500,000 – FASTER Safety Program – *Ramp Overhead Signing - Various Locations* – Safety – This action funds the construction phase of work. Overhead lane use signs provide a safety benefit and are eligible for FASTER Safety funding. Metrics to document the safety benefits have not been developed yet. Construction advertisement is scheduled for January 2014. (19376/1000187869)

Ramp Overhead Signing

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Supplement Request		
Design	<i>FASTER Safety</i>	\$278,700	\$0	\$278,700	\$0	\$0	\$0	\$278,700	\$100,476
	Total Design	\$278,700	\$0	\$278,700	\$0	\$0	\$0	\$278,700	\$100,476
Construction	<i>FASTER Safety</i>	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0
	Total Construction	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0
Total Project Budget		\$278,700	\$0	\$278,700	\$1,500,000	\$0	\$1,500,000	\$1,778,700	\$100,476

- \$4,000,000 – Tunnel Program – *Eisenhower Johnson Memorial Tunnels (EJMT)* – Safety – This action funds the construction phase of work. The Structural Inspection of the Eisenhower/Johnson Memorial Tunnels (Parsons, August 2012) identified the replacement of the waterproofing membrane at both Portal complexes as a required routine repair because the roof is leaking onto the fan decks which compromises employee safety and associated electronic motors that support the EJMT facility. The project will remove and install roof waterproofing membrane, repair concrete slabs (above the membrane), and place expansion joints on the roof and fan deck building. Construction advertisement is scheduled for January 2014. This project will need two construction seasons due to the location and seasonal constraints. Note: This project is on the FY 2014 Delphi list accepted by the Transportation Commission last April 2013. (18763/1000187565)

Eisenhower Johnson Memorial Tunnels - Roof Repairs

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Construction	<i>Federal-aid</i>	\$0	\$0	\$0	\$1,824,200	\$1,824,200	\$3,648,400	\$3,648,400	\$0
	<i>State HUTF</i>	\$0	\$0	\$0	\$175,800	\$175,800	\$351,600	\$351,600	\$0
	Total Construction	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$4,000,000	\$4,000,000	\$0
Total Project Budget		\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$4,000,000	\$4,000,000	\$0

Region 2

\$565,000 – Highway Safety Improvement Program – Roundabout at Purcell and Platteville- Pueblo West – Safety – This action augments the construction phase of work. This project was approved as part of the Integrated Safety Plan. Construction advertisement is scheduled for March 2014. (19679/10001...)

Roundabout at Purcell and Platteville - Pueblo West

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Construction	Federal-aid	\$0	\$360,000	\$360,000	\$508,500	\$0	\$508,500	\$868,500	\$0
	State HUTF	\$0	\$40,000	\$40,000	\$56,500	\$0	\$56,500	\$96,500	\$0
	Total Construction	\$0	\$400,000	\$400,000	\$565,000	\$0	\$565,000	\$965,000	\$0
Total Project Budget		\$0	\$400,000	\$400,000	\$565,000	\$0	\$565,000	\$965,000	\$0

- \$3,520,000 – Highway Safety Improvement Program, FASTER Safety Program – SH 21: Acceleration/Deceleration Lanes – Safety – This action budgets the utility and construction phases of work. The HSIP portion of this project was approved as part of the Integrated Safety Plan. Construction advertisement is scheduled for February 2014. (19500/1000188029/1000188141)

SH 21: Acceleration/Deceleration Lanes (MP 141.738 - 149.0)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Utility	Federal-aid	\$0	\$0	\$0	\$182,138	\$0	\$182,138	\$182,138	\$0
	State HUTF	\$0	\$0	\$0	\$37,862	\$0	\$37,862	\$37,862	\$0
	Total Utility	\$0	\$0	\$0	\$220,000	\$0	\$220,000	\$220,000	\$0
Design	Federal-aid	\$315,000	\$27,000	\$342,000	\$0	\$0	\$0	\$342,000	\$50,927
	State HUTF	\$35,000	\$3,000	\$38,000	\$0	\$0	\$0	\$38,000	\$3,684
	Total Design	\$350,000	\$30,000	\$380,000	\$0	\$0	\$0	\$380,000	\$54,611
Construction	Federal-aid	\$0	\$0	\$0	\$2,340,000	\$0	\$2,340,000	\$2,340,000	\$0
	State HUTF	\$0	\$0	\$0	\$260,000	\$0	\$260,000	\$260,000	\$0
	FASTER Safety	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$700,000	\$0
	Total Construction	\$0	\$0	\$0	\$3,300,000	\$0	\$3,300,000	\$3,300,000	\$0
Total Project Budget		\$350,000	\$30,000	\$380,000	\$3,520,000	\$0	\$3,520,000	\$3,900,000	\$54,611

- \$3,570,000 – Highway Safety Improvement Program – Powers Boulevard Auxiliary Lane (Part II) – This action funds the construction phase of work. This project was approved as part of the Integrated Safety Plan. Construction advertisement is scheduled for February 2014. (19578/10001...)

Powers Boulevard Auxiliary Lane (Part II)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
ROW	<i>Federal-aid</i>	\$0	\$0	\$0	\$18,000	\$0	\$18,000	\$18,000	\$0
	<i>State HUTF</i>	\$0	\$0	\$0	\$2,000	\$0	\$2,000	\$2,000	\$0
	Total ROW	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0
Design	<i>Federal-aid</i>	\$315,000	\$0	\$315,000	\$0	\$0	\$0	\$315,000	\$43,612
	<i>State HUTF</i>	\$35,000	\$0	\$35,000	\$0	\$0	\$0	\$35,000	\$3,510
	Total Design	\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$350,000	\$47,122
Construction	<i>Federal-aid</i>	\$0	\$0	\$0	\$1,782,000	\$1,143,000	\$2,925,000	\$2,925,000	\$0
	<i>State HUTF</i>	\$0	\$0	\$0	\$198,000	\$127,000	\$325,000	\$325,000	\$0
	<i>FASTER Safety</i>	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0
	Total Construction	\$0	\$0	\$0	\$1,980,000	\$1,570,000	\$3,550,000	\$3,550,000	\$0
Total Project Budget		\$350,000	\$0	\$350,000	\$2,000,000	\$1,570,000	\$3,570,000	\$3,920,000	\$47,122

Region 3

- \$1,565,000 – RAMP, Surface Treatment Program, Bridge Program – SH 340: Kingsview Estate - East – Resurfacing – This action funds the construction phase of work. Work will include minor roadway widening (where possible) and bridge preventative maintenance. This project is on the approved Surface Treatment list. Construction advertisement is scheduled for February 2014. The RAMP program comprises 20.12% of this project. (19483/1000187838)

SH 340: Kingsview Estate - East (MP 0.5 - 7.5)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Construction	<i>Federal-aid</i>	\$0	\$0	\$0	\$1,295,663	\$0	\$1,295,663	\$1,295,663	\$0
	<i>State HUTF</i>	\$0	\$0	\$0	\$269,337	\$0	\$269,337	\$269,337	\$0
	Total Construction	\$0	\$0	\$0	\$1,565,000	\$0	\$1,565,000	\$1,565,000	\$0
Total Project Budget		\$0	\$0	\$0	\$1,565,000	\$0	\$1,565,000	\$1,565,000	\$0

- \$2,060,000 – Highway Safety Improvement Program, FASTER Safety Program, Critical Culvert Program – US 6 & SH 139: Signal at Loma – Safety – This action funds the construction phase of work. Intersection improvements and traffic signals provide a safety benefit and are eligible for FASTER Safety funding though a methodology to measure the safety benefits has not been developed. This project is on the approved Critical Culvert list, and the HSIP portion of this project was approved as part of the Integrated Safety Plan. Construction advertisement is scheduled for February 2014. (17627/1000187876)

US 6 & SH 139: Signal at Loma

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
ROW	Federal-aid	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$10,000	\$10,000
	FASTER Safety	\$240,000	\$0	\$240,000	\$0	\$0	\$0	\$240,000	\$122,870
	Total ROW	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$132,870
Utility	Federal-aid	\$325,000	\$0	\$325,000	\$0	\$0	\$0	\$325,000	\$0
	FASTER Safety	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$300,000	\$0
	Total Utility	\$625,000	\$0	\$625,000	\$0	\$0	\$0	\$625,000	\$0
Design	Federal-aid	\$348,577	\$0	\$348,577	\$0	\$0	\$0	\$348,577	\$243,307
	State HUTF	\$16,131	\$0	\$16,131	\$0	\$0	\$0	\$16,131	\$3,950
	FASTER Safety	\$31,000	\$0	\$31,000	\$0	\$0	\$0	\$31,000	\$31,000
	Total Design	\$395,708	\$0	\$395,708	\$0	\$0	\$0	\$395,708	\$278,257
Construction	Federal-aid	\$202,763	\$0	\$202,763	\$300,000	\$125,000	\$425,000	\$627,763	\$0
	State HUTF	\$22,529	\$0	\$22,529	\$500,000	\$0	\$500,000	\$522,529	\$0
	FASTER Safety	\$0	\$0	\$0	\$600,000	\$535,292	\$1,135,292	\$1,135,292	\$0
	Total Construction	\$225,292	\$0	\$225,292	\$1,400,000	\$660,292	\$2,060,292	\$2,285,584	\$0
Total Project Budget		\$1,496,000	\$0	\$1,496,000	\$1,400,000	\$660,292	\$2,060,292	\$3,556,292	\$411,127

- \$5,705,000 – RAMP – I-70: Rifle to Silt – Concrete Slab Replacement – This action budgets the construction phase of work. This project is on the approved Surface Treatment list and its budget includes pre-approved bridge preventative maintenance program funds. Construction advertisement is scheduled for February 2014. The RAMP program comprises 100% of this project. (19646/1000187875)

I-70: Rifle to Silt - Slab Replacement (MP 86.5 - 97)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Construction	Federal-aid	\$0	\$0	\$0	\$1,833,321	\$3,370,210	\$5,203,531	\$5,203,531	\$0
	State HUTF	\$0	\$0	\$0	\$176,679	\$324,790	\$501,469	\$501,469	\$0
	Total Construction	\$0	\$0	\$0	\$2,010,000	\$3,695,000	\$5,705,000	\$5,705,000	\$0
Total Project Budget		\$0	\$0	\$0	\$2,010,000	\$3,695,000	\$5,705,000	\$5,705,000	\$0

- \$7,422,000 – Surface Treatment Program, Bridge Program – SH 13: South of Craig – Resurfacing – This action budgets the construction phase of work. This project is on the approved Surface Treatment list, and its budget includes pre-approved bridge preventative maintenance program funds. Construction advertisement is scheduled for January 2014. (19217/10001...)

SH 13: South of Craig (MP 79 - 88.634)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Construction	<i>Federal-aid</i>	\$0	\$0	\$0	\$1,531,615	\$4,613,059	\$6,144,674	\$6,144,674	\$0
	<i>State HUTF</i>	\$0	\$0	\$0	\$318,385	\$958,941	\$1,277,326	\$1,277,326	\$0
	Total Construction	\$0	\$0	\$0	\$1,850,000	\$5,572,000	\$7,422,000	\$7,422,000	\$0
Total Project Budget		\$0	\$0	\$0	\$1,850,000	\$5,572,000	\$7,422,000	\$7,422,000	\$0

- \$8,700,000 – RAMP, Surface Treatment Program, Bridge Program – I-70: Eastbound Climbing Lane Vail & Straight Creek – Resurfacing – This action budgets the construction phase of work. This project is a combination of three projects that are on the approved Surface Treatment list. Construction advertisement is scheduled for February 2014. The RAMP program comprises 23.36% of this project. (19171/1000188103)

I-70: EB Climbing Lane - Vail and Straight Creek (MP 203.1 - 215.5 and MP 178.5 - 190.0)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Construction	<i>Federal-aid</i>	\$1,824,200	\$0	\$1,824,200	\$6,111,070	\$1,824,200	\$7,935,270	\$9,759,470	\$0
	<i>State HUTF</i>	\$175,800	\$0	\$175,800	\$588,930	\$175,800	\$764,730	\$940,530	\$0
	Total Construction	\$2,000,000	\$0	\$2,000,000	\$6,700,000	\$2,000,000	\$8,700,000	\$10,700,000	\$0
Total Project Budget		\$2,000,000	\$0	\$2,000,000	\$6,700,000	\$2,000,000	\$8,700,000	\$10,700,000	\$0

- \$27,000,000 – RAMP – I-70: Loma East – Resurfacing – This action budgets the construction phase of work. This Surface Treatment project is on the RAMP list approved in February 2013. Construction advertisement is scheduled for February 2014. The RAMP program comprises 100% of this project. (19677/1000187642)

I-70: Loma - East Resurfacing (MP 15-50)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Construction	<i>Federal-aid</i>	\$0	\$0	\$0	\$12,313,350	\$12,313,350	\$24,626,700	\$24,626,700	\$0
	<i>State HUTF</i>	\$0	\$0	\$0	\$1,186,650	\$1,186,650	\$2,373,300	\$2,373,300	\$0
	Total Construction	\$0	\$0	\$0	\$13,500,000	\$13,500,000	\$27,000,000	\$27,000,000	\$0
Total Project Budget		\$0	\$0	\$0	\$13,500,000	\$13,500,000	\$27,000,000	\$27,000,000	\$0

Region 4

- \$13,715,000 – RAMP, Surface Treatment Program, FASTER Safety Program, Bridge Program – US 85: Ault to Wyoming (MP 280.3 – 309.54) – Resurfacing and Shoulder Widening – This action budgets the construction phase of work. The town of Nunn will reimburse CDOT for paving and striping approximately 2000 feet of County Road 100. This project is on the approved Surface Treatment list and has been approved for bridge preventative maintenance work. The added shoulder width has a safety benefit and is eligible for FASTER Safety, though a methodology to measure the safety benefits has not been developed. Construction advertisement is scheduled for January 2014. The RAMP program comprises 1% of this project. (17018/1000188019)

US 85: Ault to Wyoming (MP 280.30 - 309.54)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
ROW	<i>FASTER Safety</i>	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$1,735
	Total ROW	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$1,735
Utility	<i>FASTER Safety</i>	\$25,000	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$0
	Total Utility	\$25,000	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$0
Design	<i>FASTER Safety</i>	\$525,000	\$0	\$525,000	\$0	\$0	\$0	\$525,000	\$484,330
	Total Design	\$525,000	\$0	\$525,000	\$0	\$0	\$0	\$525,000	\$484,330
Construction	<i>Federal-aid</i>	\$1,239,432	\$0	\$1,239,432	\$6,927,920	\$2,712,080	\$9,640,000	\$10,879,432	\$0
	<i>State HUTF</i>	\$257,648	\$0	\$257,648	\$0	\$0	\$0	\$257,648	\$0
	<i>FASTER Safety</i>	\$0	\$0	\$0	\$1,500,000	\$2,500,000	\$4,000,000	\$4,000,000	\$0
	<i>Town of Nunn</i>	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$75,000	\$0
	Total Construction	\$1,497,080	\$0	\$1,497,080	\$8,502,920	\$5,212,080	\$13,715,000	\$15,212,080	\$0
Total Project Budget		\$2,097,080	\$0	\$2,097,080	\$8,502,920	\$5,212,080	\$13,715,000	\$15,812,080	\$486,065

Region 5

- \$1,573,392 – FASTER Safety – US 160: Vista Boulevard and Meadows Drive – Safety – This action budgets the construction phase of work. This project consists of intersection safety improvements which are eligible for FASTER Safety though a methodology to measure the safety benefits has not been developed. Construction advertisement is scheduled for January 2014. (18886/1000188107)

US 160: Vista Boulevard and Meadows Drive (MP 137.5 - 139.5)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
ROW	<i>Federal-aid</i>	\$82,790	\$83,282	\$166,072	\$0	\$0	\$0	\$166,072	\$100,320
	<i>State HUTF</i>	\$17,210	\$17,312	\$34,522	\$0	\$0	\$0	\$34,522	\$22,732
	Total ROW	\$100,000	\$100,594	\$200,594	\$0	\$0	\$0	\$200,594	\$123,052
Design	<i>Federal-aid</i>	\$124,185	\$85,760	\$209,945	\$0	\$0	\$0	\$209,945	\$97,326
	<i>State HUTF</i>	\$25,815	\$17,827	\$43,642	\$0	\$0	\$0	\$43,642	\$31,119
	Total Design	\$150,000	\$103,587	\$253,587	\$0	\$0	\$0	\$253,587	\$128,445
Construction	<i>FASTER Safety</i>	\$0	\$0	\$0	\$1,573,392	\$0	\$1,573,392	\$1,573,392	\$0
	Total Construction	\$0	\$0	\$0	\$1,573,392	\$0	\$1,573,392	\$1,573,392	\$0
Total Project Budget		\$250,000	\$204,181	\$454,181	\$1,573,392	\$0	\$1,573,392	\$2,027,573	\$251,497

- \$4,465,600 – FASTER Safety, Intelligent Transportation Systems (ITS) – US 285: Junction with US 160 South in Alamosa – Safety – This action budgets the construction phase of work. This project consists of intersection improvements and widening which are eligible for FASTER Safety through a methodology to measure the safety benefits has not been developed. Construction advertisement is scheduled for February 2014. (18620/1000188121)

US 285 Jct with US 160 South in Alamosa (MP 32 - 34)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Design	Federal-aid	\$324,041	\$0	\$324,041	\$0	\$0	\$0	\$324,041	\$206,748
	State HUTF	\$67,359	\$0	\$67,359	\$0	\$0	\$0	\$67,359	\$58,264
	Total Design	\$391,400	\$0	\$391,400	\$0	\$0	\$0	\$391,400	\$265,012
Construction	Federal-aid	\$0	\$0	\$0	\$124,185	\$0	\$124,185	\$124,185	\$0
	State HUTF	\$0	\$0	\$0	\$25,815	\$0	\$25,815	\$25,815	\$0
	FASTER Safety	\$0	\$0	\$0	\$4,315,600	\$0	\$4,315,600	\$4,315,600	\$0
	Total Construction	\$0	\$0	\$0	\$4,465,600	\$0	\$4,465,600	\$4,465,600	\$0
Total Project Budget		\$391,400	\$0	\$391,400	\$4,465,600	\$0	\$4,465,600	\$4,857,000	\$265,012

- \$6,500,000 – Surface Treatment Program – US 160: La Veta Pass – Resurfacing – This action budgets the construction phase of work. This project is on the approved Surface Treatment list. Construction advertisement is scheduled for January 2014. (19563/1000188109)

US 160: La Veta Pass (MP 273.0 – 278.6)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Design	Federal-aid	\$0	\$56,322	\$56,322	\$0	\$0	\$0	\$56,322	\$6,107
	State HUTF	\$0	\$11,707	\$11,707	\$0	\$0	\$0	\$11,707	\$1,174
	Total Design	\$0	\$68,029	\$68,029	\$0	\$0	\$0	\$68,029	\$7,281
Construction	Federal-aid	\$0	\$0	\$0	\$5,381,350	\$0	\$5,381,350	\$5,381,350	\$0
	State HUTF	\$0	\$0	\$0	\$1,118,650	\$0	\$1,118,650	\$1,118,650	\$0
	Total Construction	\$0	\$0	\$0	\$6,500,000	\$0	\$6,500,000	\$6,500,000	\$0
Total Project Budget		\$0	\$68,029	\$68,029	\$6,500,000	\$0	\$6,500,000	\$6,568,029	\$7,281

- \$8,821,792 – RAMP, Surface Treatment Program, Bridge Program – SH 145: Cortez North to Dolores River Bridge – Resurfacing – This action budgets the construction phase of work. This project is on the approved Surface Treatment list and has been approved for bridge preventative maintenance work. Construction advertisement is scheduled for January 2014. The RAMP program comprises 2.82% of this project. (19702/1000188111)

SH 145: Cortez North to Dolores River Bridge (MP 0.0 - 10.4)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Design	Federal-aid	\$0	\$81,963	\$81,963	\$0	\$0	\$0	\$81,963	\$31,658
	State HUTF	\$0	\$17,037	\$17,037	\$0	\$0	\$0	\$17,037	\$17,165
	Total Design	\$0	\$99,000	\$99,000	\$0	\$0	\$0	\$99,000	\$48,823
Construction	Federal-aid	\$0	\$0	\$0	\$266,413	\$7,037,150	\$7,303,563	\$7,303,563	\$0
	State HUTF	\$0	\$0	\$0	\$55,379	\$1,462,850	\$1,518,229	\$1,518,229	\$0
	Total Construction	\$0	\$0	\$0	\$321,792	\$8,500,000	\$8,821,792	\$8,821,792	\$0
Total Project Budget		\$0	\$99,000	\$99,000	\$321,792	\$8,500,000	\$8,821,792	\$8,920,792	\$48,823

Staff Branches – Intelligent Transportation Systems (ITS)

- \$1,500,000 – RAMP – *Variable Message Signs (VMS) – Capital Replacement* – This action budgets funding for the construction phase of work for Region 3 VMS replacements. Construction advertisement is scheduled for January 2014. The RAMP program comprises 100% of this project. (19588/1000187302)

Region 3 VMS Replacement

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Design	State HUTF	\$35,000	\$0	\$35,000	\$0	\$0	\$0	\$35,000	\$31,195
	Total Design	\$35,000	\$0	\$35,000	\$0	\$0	\$0	\$35,000	\$31,195
Construction	State HUTF	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0
	Total Construction	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0
Total Project Budget		\$35,000	\$0	\$35,000	\$1,500,000	\$0	\$1,500,000	\$1,535,000	\$31,195

- \$3,020,000 – RAMP – *Travel Time Indicators (TTI)- Various Locations – Capital Replacement* – This action budgets funding for the design and construction phases of work to replace travel time indicators located primarily in Region 1. Construction advertisement is scheduled for February 2014. The RAMP program comprises 100% of this project. (19764/1000188469)

Replace Travel Time Indicators (TTI) in Various Locations

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Design	State HUTF	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0
	Total Design	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0
Construction	State HUTF	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$3,000,000	\$0
	Total Construction	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$3,000,000	\$0
Total Project Budget		\$0	\$0	\$0	\$3,020,000	\$0	\$3,020,000	\$3,020,000	\$0

- \$3,900,000 – RAMP – *Variable Message Signs (VMS) – Capital Replacement* – This action budgets funding for the construction phase of work for Region 5 VMS replacements. Construction advertisement is scheduled for January 2014. The RAMP program comprises 100% of this project. (19587/1000187599)

Region 5 VMS Replacement

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Seventh Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	FY 2015	Total Request		
Design	State HUTF	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$0
	Total Design	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$0
Construction	State HUTF	\$0	\$0	\$0	\$3,900,000	\$0	\$3,900,000	\$3,900,000	\$0
	Total Construction	\$0	\$0	\$0	\$3,900,000	\$0	\$3,900,000	\$3,900,000	\$0
Total Project Budget		\$50,000	\$0	\$50,000	\$3,900,000	\$0	\$3,900,000	\$3,950,000	\$0

- \$30,102,630 – RAMP – *Bridge Preventative Maintenance* – This action funds construction projects for the statewide FY 2014 bridge preventative maintenance program. Construction advertisement is scheduled for January 2014. The RAMP program comprises 100% of this program.

Bridge Preventative Maintenance

Budget Components by Phase, Funding Program, Fiscal Year

Project Code	Funding Program	Seventh Supplement Action Year of Anticipated Expenditure		
		FY 2014	FY 2015	Total
19899	<i>RAMP</i>	\$1,150,000	\$1,150,000	\$2,300,000
19900	<i>RAMP</i>	\$1,350,000	\$1,350,000	\$2,700,000
19901	<i>RAMP</i>	\$900,000	\$900,000	\$1,800,000
Total Region 1		\$3,400,000	\$3,400,000	\$6,800,000
19936	<i>RAMP</i>	\$1,941,594	\$1,941,594	\$3,883,188
19942	<i>RAMP</i>	\$2,015,310	\$2,015,310	\$4,030,620
Total Region 2		\$3,956,904	\$3,956,904	\$7,913,808
19914	<i>RAMP</i>	\$882,486	\$882,486	\$1,764,972
19913	<i>RAMP</i>	\$2,786,130	\$2,786,130	\$5,572,260
Total Region 3		\$3,668,616	\$3,668,616	\$7,337,232
19915	<i>RAMP</i>	\$950,280	\$950,280	\$1,900,560
19916	<i>RAMP</i>	\$885,840	\$885,840	\$1,771,680
19917	<i>RAMP</i>	\$1,011,223	\$1,011,223	\$2,022,446
19918	<i>RAMP</i>	\$577,659	\$577,659	\$1,155,318
Total Region 4		\$3,425,002	\$3,425,002	\$6,850,004
19919	<i>RAMP</i>	\$600,793	\$600,793	\$1,201,586
Total Region 5		\$600,793	\$600,793	\$1,201,586
Total Budget		\$15,051,315	\$15,051,315	\$30,102,630

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Seventh
Supplement**

Fiscal year 2013-2014

Dated: December 19, 2013

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

**“BE IT RESOLVED, That the Seventh Supplement to the Fiscal Year 2013-2014
Budget be approved by the Commission”**

PROGRAM DETAILS

STIP	ROUTE	PROJECT DESCRIPTION	COUNTY(S)	PHASE(S)	CURRENT BUDGET	SUPPLEMENT
<u>Bridge Preventative Maintenance</u>						
<u>Region 1</u>						
SR16712	---	Preventative Maintenance	19899 to 19901	Various	C \$ -	\$ 6,800,000
<u>Region 2</u>						
SR26710	---	Preventative Maintenance	19936/19942	Various	C \$ -	\$ 7,913,808
<u>Region 3</u>						
SR36608	---	Preventative Maintenance	19913/19914	Various	C \$ -	\$ 7,337,232
<u>Region 4</u>						
SR46598	---	Preventative Maintenance	19915 to 19918	Various	C \$ -	\$ 6,850,004
<u>Region 5</u>						
SR56157	---	Preventative Maintenance	19919	Various	C \$ -	\$ 1,201,586
						\$ 30,102,630
<u>Bridge Replacement</u>						
<u>Region 2</u>						
SR25164	025A	I-25: Pueblo Ilex	19408	Pueblo	D,C \$ 150,000	\$ 32,000,000
						\$ 32,000,000
<u>Intelligent Transportation Systems (ITS)</u>						
<u>Region 3</u>						
SST5273	070A/082A	Region 3 VMS Replacement	19588	Garfield	D,C \$ 35,000	\$ 1,500,000
SST5273	Various	Travel Time Indicator (TTI) Replacement	19764	Various	D,C \$ -	\$ 3,020,000
SST5273	550B/160A	Region 5 VMS Replacement	19587	Mineral/Montezuma Montrose/San Juan	D,C \$ 50,000	\$ 3,900,000
						\$ 8,420,000
<u>Safety</u>						
<u>Region 1</u>						
SDR7065	006G/070A/025A 225A/270A	Ramp Overhead Signing	19376	Adams/Arapahoe/Denver Douglas/Jefferson	C \$ -	\$ 1,500,000
<u>Region 2</u>						
SR26644	Local	Roundabout @ Purcell & Platteville- Pueblo West	19679	Pueblo	C \$ 400,000	\$ 565,000
SR26644	021B	SH 21: Acceleration/Deceleration Lanes	19500	El Paso	U,D,C \$ 380,000	\$ 3,520,000
SR26644	021B	Powers Blvd. Auxiliary Lane (Part II)	19578	El Paso	D,C \$ 350,000	\$ 3,570,000
<u>Region 3</u>						
SIN6843/SR36693	009D/070A	SH 9: Rainbow Drive Intersection	19299	Summit	R,D,C \$ 1,141,785	\$ 314,447
SR36693/SR37006	006A/139A	US 6 & SH 139: Signal at Loma	17627	Mesa	R,U,D,C \$ 1,496,000	\$ 2,060,292
SIN6843/SR36693	133A	SH 133 Safety Improvements - Carbondale	18333	Garfield	R,D,C \$ 1,185,000	\$ 6,525,000
<u>Region 5</u>						
SR57004	160A	US 160: Vista Boulevard and Meadows Drive	18886	Archuleta	R,D,C \$ 454,181	\$ 1,573,392
SR57004	285A	US 285: Junction with US 160 South in Alamosa	18620	Alamosa	D,C \$ 182,286	\$ 4,465,600
						\$ 24,093,731
<u>Study</u>						
<u>Region 3</u>						
SSP4326	070A	I-70: Vail Simba Run	19094	Eagle	D \$ 200,000	\$ 600,000
						\$ 600,000

-continued-

PROGRAM DETAILS

STIP	ROUTE	PROJECT DESCRIPTION	COUNTY(S)	PHASE(S)	CURRENT BUDGET	SUPPLEMENT
<u>Surface Treatment</u>						
<u>Region 3</u>						
SR35217	340A	SH 340: Kingsview Estate - East	19483	Mesa	C	\$ - \$ 1,565,000
SR35217	006E	US 6: Edwards - East and West	19095	Eagle	U,C	\$ 13,320 \$ 4,375,000
SR35217	070A	I-70: Rifle to Silt - Slab Replacement	19646	Garfield	C	\$ - \$ 5,705,000
SR35217	013A	SH 13: South of Craig	19217	Moffat	C	\$ - \$ 7,422,000
SR15215/SR35217	070A	I-70: EB Climbing Lane - Vail & Straight Creek	19171	Summit/Clear Creek/Eagle	C	\$ 2,000,000 \$ 8,700,000
SR35217	070A	I-70: Loma - East	19677	Mesa	C	\$ - \$ 27,000,000
<u>Region 4</u>						
SR46606/SR45218	085L	US 85: Ault to Wyoming	17018	Weld	R,U,D,C	\$ 2,097,080 \$ 13,715,000
SR46669						
<u>Region 5</u>						
SR55219	145A	SH 145: Cortez North to Dolores River Bridge	19702	Montezuma	D,C	\$ 99,000 \$ 8,821,792
SR55219	160A	US 160: La Veta Pass (MP 273 - 278.6)	19563	Costilla	D,C	\$ 68,029 \$ 6,500,000
						\$ 83,803,792
<u>Transportation Commission Contingency Reserve (TCCRF)</u>						
		Transfer to STP-Metro, CMAQ, and TAP to keep FY 13 programs whole				\$ 38,539,988 \$ (6,716,637)
						\$ (6,716,637)
<u>STP Metro, CMAQ, and Transportation Alternative Program (TAP)</u>						
		Transfer from the TCCRF to keep these FY 13 programs whole				\$ - \$ 6,716,637
						\$ 6,716,637
<u>Tunnels</u>						
<u>Region 1</u>						
SIN6312	070A	Eisenhower Johnson Tunnels - Roof Repairs	18763	Clear Creek/Summit	C	\$ - \$ 4,000,000
<u>Region 3</u>						
SR36608/SR37002	070A	I-70: Hanging Lake Tunnel Lighting Retrofit	19715	Garfield	C	\$ 1,020,000 \$ 329,500
						\$ 4,329,500
Grand Total						\$ 183,349,653

MEMORANDUM

DIVISION OF ACCOUNTING AND FINANCE



Office of Financial Management and Budget

4201 East Arkansas Avenue, Room 235
Denver, Colorado 80222
(303) 757-9262

DATE: December 19, 2013

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: State Infrastructure Bank (SIB) Interest Rate Recommendation for the Second Half of FY2014

Purpose

This memo summarizes information related to the State Infrastructure Bank interest rate which will support a decision to set the interest rate for loans originating in the second half of the State FY2014.

Action Requested

The Office of Financial Management and Budget (OFMB) recommends that the Transportation Commission set the interest rate at 2.5% on loans originating in the second half of the State fiscal year 2014.

Background

The State Infrastructure Bank was created in 43-1-113.5(3) CRS. Rule V, article 2 of 2 CCR 605-1 require that the Transportation Commission set bi-annual interest rates for SIB loans. Established rates over the past 18 months have been:

FY14Q1/Q2: 2.25%
FY13Q3/Q4: 2.00%
FY13Q1/Q2: 2.50%

Recommendation

Our financial consultant, Stifel Nicolaus & Company, indicates that treasury yields have likely peaked for 2013 and should remain in fairly well defined trading ranges through the third quarter of 2014. Since they expect a very gradual steepening, with respect to the yield curve, to resume in late 2014, our recommendation is that the interest rate be set at 2.5% for CO SIB loans applied for during the second half of fiscal year 2014.

Interest Rate Outlook

We expect the following ranges in intermediate and long-term Treasury yields to prevail through the end of 2014:

- 5-year: 1.20% to 1.70%
- 10-year: 2.45% to 3.00%
- 30-year: 3.55% to 4.00%

We expect Treasury yields to move modestly lower through year-end, as expectations continue to rationalize. In late 2014, the trend toward higher yields and a steeper curve should resume, if GDP growth firms and the Fed winds down QE3 as expected.

Projected Fed Timeline:

- Tapering March to December 2014
- Total QE3 Purchases: \$1.9T
- First Rate Hike: 4Q 2015

Yield Curve Projections					
	4Q13	1Q14	2Q14	3Q14	4Q14
5-year	1.20%	1.25%	1.45%	1.55%	1.70%
10-year	2.45%	2.50%	2.75%	2.90%	3.00%
30-year	3.55%	3.60%	3.85%	3.90%	4.00%
<i>Updated as of October 22, 2013</i>					
Source: Stifel Fixed Income Research and Strategy Group					

Transportation Commission Decision Request

The Transportation Commission is being asked to consider the attached resolution in setting the rate for CO SIB loans made during the second half of fiscal year 2014.

If you have questions regarding this matter please call me (303-757-9793) or Will Ware (303-757-9061).

Thank you.

**Transportation Commission of Colorado
December 19, 2013**

Resolution Number TC-?

WHEREAS, the Colorado State Infrastructure Bank (bank) is a transportation investment bank with the ability to make loans to public and private entities for the formation of public transportation projects within the state; and

WHEREAS, the General Assembly has passed Legislation (43-1-113.5 CRS) that made certain provisions for the bank and established within the bank, a highway account, a transit account, an aviation account and a rail account; and

WHEREAS, the Transportation Commission has adopted rules, pursuant to 43-1-113.5 CRS, regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and

WHEREAS, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is required to set the bank's interest rate and the origination fee on loans no later than December 31, of each year for loans originating during the ensuing months of January; February; March; April; May; June of the remaining fiscal year; and

WHEREAS, based on current market conditions, the Office of Financial Management and Budget (OFMB) has recommended an interest rate of 2.5 percent on loans and that no origination fee shall be assessed on bank assistance for the second half of the State fiscal year 2014.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes the Chief Financial Officer (CFO), under the terms and provisions set forth in the adopted rules, to assess an interest rate of 2.5 percent and no origination fee on bank loans for the second half of the State fiscal year 2014.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Office of Policy and Government Relations
4201 East Arkansas Avenue, Room 275
Denver, Colorado 80222
(303) 757-9772



To: Transportation Commission

From: Herman Stockinger, Transportation Commission Secretary

Re: Request to Open Transportation Commission Rules and Delegate Authority to an Administrative Hearing Officer to Preside Over a Public Rule-Making Hearing

Date: December 4, 2013

Summary: The Transportation Commission last updated its Rules Governing Practice and Procedures on November 14, 2011. The Commission recently determined that the election of officers should be changed from August to July. This necessitates a modification of the Commission Rules, and requires compliance with the Administrative Procedure Act pertaining to rule-making. The first step in this process is to develop a draft of the rules containing the proposed changes, open the rules and delegate authority to an Administrative Hearing Officer to preside over a public rule-making hearing.

1. **Action Requested:** The Department requests the Commission open the rule-making process and delegate authority to an Administrative Hearing Officer to preside over a public rule-making hearing.

2. **Documents Included in this Agenda Submission**

- A. Proposed changes to rules
- B. Proposed Resolution

3. **Rationale:** The Transportation Commission is granted authority pursuant to § 43-1-106(6), C.R.S. to “adopt rules in relation to its meeting and the transaction of its business.” Because rules have the effect of law, the Administrative Procedure Act, § 24-4-103, C.R.S., requires compliance with all steps of the rule-making process if any substantive change is made to rules.

Rule 3.6 currently states “Annual election of officers shall be the first order of business at the Commission’s regular August meeting.” The Commission has determined that it should hold the annual election officers at its July meeting to more closely match the timing of new incoming Commission appointments and the start of the Commission and new fiscal year. The Rules will also be reviewed for compliance with current formatting requirements for numbering and statutory citations.

Following notice to interested parties, an Administrative Hearing Officer, acting under a delegation of authority from the Commission, will hold a public rule-making hearing and make findings and recommendations to the Commission. If the Commission opens the Rules in December, the Commission will be requested to adopt the rules in March 2014, and the Rules will become effective April 30, 2014.

~~{This tracked changes document below reflects all substantive changes. Because this rule has not been updated in twenty years, the document was substantially reformatted. Reformatting changes are not reflected in the track changes and are considered non-substantive in nature.}~~

COLORADO DEPARTMENT OF TRANSPORTATION

Transportation Commission

2 CCR 601-11

Rules Governing Practice and Procedures of the Transportation Commission of Colorado ~~GENERAL RULES OF PRACTICE AND PROCEDURE BEFORE THE TRANSPORTATION COMMISSION OF COLORADO~~

~~1.0~~ Statement of Basis, Purpose, and Statutory Authority

~~1.1~~ ~~Basis and Purpose~~—The purpose of these rules is to set forth provisions governing the Transportation Commission’s actions, administrative practices, and transaction of business. The rules are being updated to make one substantive change to rule 3.6 (changing the annual election of officers from the August regular meeting to July) and to otherwise make numbering and other non-substantive changes.

~~1.2~~ ~~Statutory Authority~~—The ~~specific~~ authority under which the Transportation Commission of Colorado shall establish these rules is set forth in ~~§~~ 43-1-106(6) and § 43-1-106(8)(k), C.R.S. ~~(2010)~~.

~~21.00~~ Definitions

~~2-41.01~~ “Ad Hoc Committee” shall mean a committee created by the Commission for the purpose of addressing a specific need of a non-continuous nature.

~~2-21.02~~ “Bridge Enterprise Board of Directors” shall mean a type 1 board as defined in § 24-1-105, C.R.S. ~~(2010)~~ and shall be comprised of the members of the Transportation Commission of Colorado pursuant to § 43-4-805(2) C.R.S. ~~(2010)~~.

~~21.03~~ “Commission” shall mean the Transportation Commission of Colorado.

~~21.04~~ “Department” shall mean the Colorado Department of Transportation.

~~21.05~~ “Executive Director” shall mean the Executive Director of the Colorado Department of Transportation.

~~21.06~~ “Headquarters” shall mean 4201 East Arkansas Avenue, Denver, Colorado 80222.

~~21.07~~ “HPT Board” shall mean the Board of Directors of the High Performance Transportation Enterprise pursuant to § 43-4-806(2)(a) C.R.S. ~~(2010)~~ which shall be a type 1 board as defined in § 24-1-105 C.R.S. ~~(2010)~~ and shall include three members of the Transportation Commission appointed by resolution of the Commission.

~~21.08~~ “Meeting” shall mean any kind of gathering convened to discuss public business, in person, by telephone, electronically, or by other means of communication pursuant to § 24-6-402(1)(b), C.R.S. ~~(2010)~~.

21.09 "Secretary" shall mean the Secretary of the Transportation Commission of Colorado.

21.10 "Standing Committee" shall mean a committee created by the Commission to address a general need of a continuous nature.

21.11 "State" shall mean the State of Colorado.

32.00 Commission Members – Elections – Appointments - Successions

32.01 The Commission consists of eleven members, appointed by the Governor with the consent of the Senate for terms of four years. Each Commissioner shall reside in the district the Commissioner represents.

32.02 All members of the Commission shall take an oath of office prescribed by the constitution of the state for state officers and the oath shall be filed by the Secretary in the Office of the Secretary of State.

32.03 The members of the Commission and their successors shall constitute a body corporate to be known as the "Transportation Commission of Colorado"; shall have the power to adopt and use a common seal and to change and alter such seal at will; and shall have and exercise all powers necessarily incident to a body corporate.

32.04 All members of the Commission shall also serve as members of the Bridge Enterprise Board of Directors.

32.05 Three members of the Commission shall be appointed by Commission resolution to serve on the Board of Directors of the High Performance Transportation Enterprise.

32.06 Annual election of officers shall be the first order of business at the Commission's regular ~~August~~ July meeting. New officers shall commence their service in July.

32.07 The Commission shall elect a Chairman, Vice Chairman and Secretary to serve for one year or until successors are elected.

32.08 The Chairman shall preside at all regular meetings of the Commission. The Chairman shall be a member of the Commission.

32.09 The Vice Chairman, in the absence or disability of the Chairman shall perform the duties of the Chairman. The Vice Chairman shall be a member of the Commission.

32.10 In the absence or disability of the Chairman or Vice Chairman, the Commission shall elect from its members present a Chairman pro tempore who shall perform the duties of the Chairman for that meeting.

32.11 The Secretary shall assist the Chairman in conducting the meetings of the Commission and shall keep the books and records of the Commission. The Secretary shall be a member of the Department staff.

43.00 Committees of the Commission

43.01 The Commission may create Standing Committees by full consent of the Commission as it deems necessary. As part of the annual election of officers, members shall be appointed by the Chairman, with the consent of the full Commission, to all existing Standing Committees; members so appointed shall serve for one year or until their

successors are appointed. The Commission has created the following Standing Committees:

43.01.1 The Audit Review Committee (“ARC”), which shall be comprised of at least three members of the Commission who shall meet periodically with executive management and the Audit Director to review audits, reports and activities of the internal Audit Division. Any Commissioner may refer an audit or a report to the full Commission for consideration.

43.01.2 The Disadvantaged Business Enterprises (“DBE”) Committee, which shall be comprised of at least four members of the Commission who shall meet periodically with executive management and the DBE program administrator to review the DBE program.

43.01.3 The Safety Committee, which shall be comprised of at least four members of the Commission who shall meet periodically with executive management to review the safety program.

43.01.4 The Transit and Intermodal Committee (“T&I Committee”), which shall be comprised of at least four members of the Commission who shall meet periodically with executive management and the Division of Transit and Rail Director to review transit and rail policies and practices.

43.01.5 The Efficiency and Accountability Committee, which shall seek ways to maximize the efficiency of the Department to allow increased investment in the transportation system over the short, medium, and long term.

A. Membership shall include, from state government:

1. One member of the Commission designated by the Commission;
2. One member of the Office of the Executive Director designated by the Executive Director;
3. One member from each of the divisions of the Department created in section § 43-1-104(1) C.R.S. ~~(2010)~~ designated by the Executive Director after consultation with the directors of each division; and
4. Any other employees of the Department the Executive Director may designate.

B. Membership shall include, from outside state government, representatives of:

1. The construction Industry;
2. The engineering industry;
3. The environmental community;
4. Transportation planning organizations;
5. Public transportation providers; and
6. Any other industries or groups that the Commission determines

should be represented on the committee.

C. The Efficiency and Accountability Committee shall periodically report to the Commission and the Executive Director regarding means by which the Commission and the Department may execute their duties more efficiently. The Executive Director or the Director's designee shall report at least once per calendar year to either the committees of the House of Representatives and the Senate that have jurisdiction over transportation or the Transportation Legislation Review Committee regarding their activities and recommendations and any actions taken by the Commission or Department to implement recommendations of the committee.

43.02 The Chairman, with the consent of a majority of the Commission members, may appoint Ad Hoc Committees as deemed necessary to provide for the efficient conduct of the Commission's business; such committees shall serve at the pleasure of the Chairman.

54.00 Commission Attendance and Notice to Commission of Scheduled Meetings

54.01 Each Commissioner is encouraged to attend the following:

54.01.1 All meetings and hearings of the Commission.

54.01.2 All meetings or gatherings of private groups or associations at which Commission representation is requested.

54.01.3 All organized official field trips of the Commission.

54.01.4 All meetings of the Department and private companies, groups or governmental entities which the Commissioner attends at the request of the Chairman or the Executive Director.

54.01.5 All Commission meetings with Legislators, the Joint Budget Committee, the House Transportation and Energy Committee, and the Senate Transportation Committee.

54.01.6 All meetings of any standing or Ad Hoc Committee to which a Commissioner is appointed.

54.01.7 All meetings a Commissioner is assigned to attend as a representative of the Commission.

54.02 All absences of Commissioners at a meeting or hearing shall be noted by the Secretary in the minutes of any meeting or hearing of the Commission. Commissioners are encouraged to notify the Secretary or Chairman in advance of any meeting or hearing if they will be unable to attend or if they will be absent from a portion of the meeting or hearing.

54.03 If a Commissioner does not answer roll call at the beginning of the meeting, that Commissioner shall be deemed absent unless excused by the Chairman or -his or her subsequent arrival is noted in the minutes.

54.04 Except under special or emergency circumstances, the Secretary will provide to the Commission copies of material pertaining to items that require action within seven days of the meeting.

~~64.05~~ Special meetings may be called by the Governor, the Executive Director, the Chairman or a majority of the members of the Commission. The Secretary shall provide notice of any special meeting to the Commission by mail or electronic mail no less than three days prior to the date of any special meeting. However, in case of emergency, a 24-hour notice shall be given by telephone or electronic mail. See § 43-1-106(6) C.R.S. ~~(2010)~~.

~~65.00~~ **Schedule of Meetings – Meeting Location**

~~65.01~~ Except as provided in this section, regular meetings of the Commission shall be held on the third Thursday of each month and no less than eight times a year.

~~65.02~~ A schedule of regular meetings of the Commission shall be established and adopted each December for the upcoming year. By Commission action any such scheduled meeting may be canceled or rescheduled.

~~65.03~~ The Chairman of the Commission may propose postponement or advancement of the time and date of any regular meeting for Commission action and the Chairman may remove items from the agenda or rearrange the order of the agenda items.

~~65.04~~ The Commission meetings shall be held at ~~h~~Headquarters or at other locations throughout the state. The Commission will consider holding one-third of its meetings outside the Denver area to enable persons throughout the state to attend its meetings and express their opinions to the Commission.

~~76.00~~ **Public Notice of Meetings**

~~76.01~~ Public Notice of Commission meetings will be given as provided for in the Colorado Sunshine Act of 1972 (§ 24-6-401, *et seq.* C.R.S. ~~(2010)~~).

~~76.02~~ All meetings of two or more members of the Commission at which public business is discussed or at which any formal action may be taken are declared to be public meetings and shall be open to the public at all times, excluding the convening of an executive session pursuant to Rule 8.8. See 24-6-402(2)(a) C.R.S. ~~(2010)~~.

~~76.03~~ Any meetings at which the adoption of any proposed policy, position resolution, rule, regulation, or formal action occurs or at which a majority or quorum of the Commission is in attendance, or is expected to be in attendance, shall be held only after full and timely notice to the public. See § 24-6-402(2)(c) C.R.S. ~~(2010)~~.

~~76.04~~ The Commission shall be deemed to have given full and timely notice if the notice of the meeting is posted in the lobby of CDOT Headquarters, 4201 E. Arkansas Ave, Denver, CO 80222, and on CDOT's website, no less than twenty-four hours prior to the holding of the meeting.

~~76.05~~ In addition to the provisions of ~~76.04~~ of this rule, public notice of the regular meeting date and proposed agenda shall be posted by the Secretary at the front entrance of the Headquarters and on CDOT's website at least five days prior to the meeting, or as soon as practicable.

~~87.00~~ **Conduct of Meetings – Matters Coming Before the Commission**

~~87.01~~ In any lawsuit or proceedings, all meetings of the Commission shall be presumed to have been duly called and regularly held.

- 87.02 Except for matters to be considered by the Commission in Executive Session pursuant to § 24-6-402(3)(a) or ~~§ 24-6-402(3)(b)~~, C.R.S. ~~(2010)~~, all meetings of the Commission shall be open to the public and shall be conducted by the Chairman generally under Robert's Rules of Order, but may proceed on an informal basis.
- 87.03 A quorum of the Commission shall be six members. If a quorum of the Commission is present, a majority vote of the members present shall be required to carry any motion, order, regulation or other action of the Commission.
- 87.04 All formal action of the Commission shall be by resolution adopted at a regular or special meeting of the Commission as required by statute.
- 87.05 All resolutions originated by Department staff which contain a legal conclusion or require a legal determination must be approved as to legality and form by the Chief Transportation Counsel or designee before being accepted as an action item on a Commission meeting agenda.
- 87.06 Persons or groups wishing to make a presentation at a Commission meeting or hearing may make a request to be placed on the agenda by contacting the Secretary in writing at 4201 East Arkansas Avenue, Room 270, Denver, Colorado 80222 at least 17 days prior to the meeting. The public is encouraged to participate at these meetings.
- 87.07 Items which are not included or identified as action items in the public notice of the Commission meeting agenda may, nonetheless, be considered by the Commission for action at the noticed meeting on an emergency basis, provided that the items must be approved for action by either the Chairman or a majority of the Commissioners and that the Secretary must post public notice of such additional action items in accordance with the provisions of Section ~~76.00~~ of this rule.
- 87.08 Upon the announcement by the Commission to the public of the topic for discussion and after providing as much detail as possible without compromising the purpose for which the executive session is authorized, and by the affirmative vote of two-thirds of its members, the Commission may hold an Executive Session at a regular or special meeting for the sole purpose of considering any of the matters described in § 24-6-402(3)(a) or ~~§ 24-6-402(3)(b)~~ C.R.S. ~~(2010)~~. No adoption of any proposed policy, position, resolution, rule, regulations, or formal action, except the review, approval, and amendment of the minutes of an executive session shall occur at any executive session that is not open to the public.

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98.00 Records - Minutes

- 98.01 All meetings of the Commission shall be electronically recorded. The audio files shall be kept permanently by the Secretary.
- 98.02 The Secretary shall make and maintain minutes of all Commission meetings. Minutes shall be written in the order in which the issues were considered at the meeting, shall be prepared promptly, and shall be open to public inspection. Minutes of each meeting shall state, by name, the Commissioners that are either present or absent and all Department executive management that are present.
- 98.03 Minutes shall include all matters considered and action taken, if any, but need not be a verbatim transcript. The minutes shall reflect the number of yea and nay votes on each action item and shall state by name the Commissioners voting yea or nay, if there is a division of the vote.

98.04 Minutes of any meeting shall be approved, rejected or modified at the next regular meeting. After approval or modification, minutes shall be signed by the Secretary and made a part of the Commission's records. A copy of the signed minutes of any Commission meeting shall be available to the public upon request.

98.05 The minutes and records of the Commission, books of account, and the seal of the Commission shall be kept in the office of the Secretary and shall be open to public inspection.

98.06 The Secretary will furnish sign-in sheets for all meetings of the Commission. They will be available at the door of the meeting room.

409.00 Compensation – Reimbursement of Expenditures

409.01 Pursuant to § 43-1-106 (6), C.R.S. ~~(2010)~~ each member of the Commission shall receive seventy-five dollars per day for each regular or special meeting of the Commission actually attended and shall be reimbursed for his or her necessary expenses incurred in the discharge of such member's official duties and in accordance with Fiscal Rules and Commission policy.

409.02 Mileage rates for necessary travel shall be computed in accordance with § 24-9-104, C.R.S. ~~(2010)~~, as amended.

140.00 Standards of Conduct – Conflicts of Interest – Disclosure

140.01 A conflict of interest occurs whenever a Commissioner has privileged information or a financial interest which may influence or be reasonably perceived by the public as influencing the conduct of the Commissioner.

140.02 A Commissioner holds a position of public trust and has a fiduciary duty to carry out his or her duties for the benefit of the people of the state in a manner consistent with the applicable standards of conduct of § 24-18-101 through § 24-18-206 C.R.S. ~~(2010)~~. Each Commissioner shall comply with such standards, as follows:

140.02.1 A Commissioner shall not perform an official act which may have a direct economic benefit on a business or other undertaking in which he has a direct or substantial financial interest.

140.02.2 "Financial interest" means a substantial interest held by an individual which is:

- (1) An ownership interest in a business;
- (2) A creditor interest in an insolvent business;
- (3) An employment or a prospective employment for which negotiations have begun;
- (4) An ownership interest in real or personal property;
- (5) A loan or any other debtor interest; or
- (6) A directorship or officership in a business.

140.03 However, a Commissioner may, prior to acting in a manner described above which may impinge on his or her fiduciary duty and the public trust, disclose the nature of his or her private interest in writing to the secretary of state, listing the amount of his financial interest, if any, the purpose and duration of his or her services rendered, if any, and the compensation received for the services or such other information as is necessary to describe his or her interest. If he or she then performs the official act involved, he or she shall state for the record the fact and summary nature of the interest disclosed at the time of performing the act. Such disclosure shall constitute an affirmative defense to any civil or criminal action or any other sanction.

121.00 Adoption of Rules and Regulations

121.01 All rulemaking proceedings authorized by law to be conducted by the Commission, or by a designee on behalf of the Commission, shall be conducted in accordance with the State Administrative Procedure Act ("APA"), § 24-4-101 *et seq.*, C.R.S. ~~(2010) as amended.~~

132.00 Commission Adjudicatory Hearings

132.01 Adjudicatory hearings may be conducted by the Commission on any issues within the Commission's jurisdiction or the hearing may be delegated by the Commission either to an Administrative Law Judge, in the Division of Administrative Hearings, Department of Administration, or to the Department of Transportation's Executive Director to act as the Hearing Officer. Hearings shall be conducted in accordance with the State Administrative Procedure Act ("APA") § 24-4-101, *et seq.* C.R.S. ~~(2010)~~, unless the Commission's or the Department of Transportation's enabling legislation provides otherwise.

132.02 In cases where the Department conducts adjudicatory hearings, either through the Executive Director or his designee, which may be but shall not be limited to the Chief Engineer or an Administrative Law Judge. The Executive Director, or his or her designee, shall file a written report with the Commission for review setting forth the evidence and the findings and the application of the findings to statutes and rules. Upon review, the Commission may then sustain findings or make new findings based upon the record.

Resolution # TC -

Open Rule-Making Regarding Revisions to the General Rules of Practice and Procedure before the Transportation Commission of Colorado, 2 CCR 601-11 and Delegate Authority to an Administrative Hearing Officer to Hold a Public Rule-Making Hearing.

WHEREAS, § 43-1-106(6) and § 43-1-106(8)(k) C.R.S. authorize the Transportation Commission of Colorado (the “Commission”) to promulgate rules in relation to its meetings and the transaction of business; and

WHEREAS, the current Commission rules were last updated on November 14, 2011; and

WHEREAS, the Commission has determined that it will elect officers annually in July rather than August, requiring a change to Rule 3.6; and

WHEREAS, other minor modifications will be made to the Rules, including revising numbering and statutory citation; and

WHEREAS, following the measures taken by the Department to comply with the Administrative Procedure Act, the proposed Rules will be submitted to the Commission for approval and adoption.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission herein opens the rule-making process and delegated authority to an administrative hearing officer to preside over a public rule-making hearing on the modifications to the Rules.

Transportation Commission Secretary

Date

Bridge Enterprise Board
Regular Meeting Agenda
Thursday, December 19, 2013
4201 East Arkansas Avenue
Denver, Colorado 80222

Douglas E. Aden, Chairman
Grand Junction, District 7

Shannon Gifford
Denver, District 1
Ed Peterson, Vice Chairman
Lakewood, District 2
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5

Kathy Connell
Steamboat Springs, District 6
Sidny Zink
Durango, District 8
Les Gruen
Colorado Springs, District 9
William Thiebaut
Pueblo, District 10
Steven Hofmeister
Haxtun, District 11

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

The times indicated for each topic on the Commission agenda are an estimate and subject to change. Generally, upon the completion of each agenda item, the Commission will immediately move to the next item. However, the order of agenda items is tentative and, when necessary to accommodate the public or the Commission's schedules, the order of the agenda items is also subject to change.

Documents are posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Commission.

BRIDGE ENTERPRISE BOARD OF DIRECTORSTab 14

11:30 a.m. Call to Order and Roll Call

11:30 a.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes

11:30 a.m. Act on Consent Agenda Bridge Enterprise 03

a) Resolution to Approve Regular Minutes from
November 21, 2013 (Herman Stockinger)

11:35 a.m. Discuss and Act on 5th Budget Supplement for FY2014
(Scott Richrath) Bridge Enterprise 06

11:40 a.m. Bond Program Update (Scott Richrath) Bridge Enterprise 09

- 11:45 a.m. Acknowledge and discuss I-70 viaduct funding alternative workshop (Ben Stein)Bridge Enterprise 15
- 11:50 a.m. Discuss completion of 2013 Annual Report as required by FASTER legislation (Tim Harris)
- 11:55 a.m. Monthly Progress Report (Tim Harris) Bridge Enterprise 16
- 12:00 p.m. Adjournment

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, November 21, 2013**

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

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

ALSO PRESENT: Scot Cuthbertson, Deputy Executive Director
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, Staff Services
Scot Richrath, Chief Financial Officer
Herman Stockinger, Director of Policy and Government Relations
Mark Imhoff, Division of Transit and Rail
David Gordon, Aviation Director
Ryan Rice, Director, 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

Chairman Aden convened the meeting at 1:25 p.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

The Chairman noted that no members of the audience had signed up to address the Board of Directors, but that the Board would return to this item when the listed time arrived since the meeting was ahead of schedule.

Act on Consent Agenda

Chairman Aden stated that the next thing on the Agenda was action on the Consent Agenda. Director Connell moved for approval of the Consent Agenda. The motion was seconded by Director Peterson. Upon vote of the Board, the motion passed unanimously.

Resolution #BE-145

Approval of Regular Meeting Minutes for October 17, 2013.

BE IT SO RESOLVED THAT, the Minutes for the October 17, 2013, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the November 20 & 21, 2013, meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on Resolution to Approve the 5th Budget Supplement for FY2014

Scott Richrath stated that the Commission had before them four different requests, most notably \$47million in Region 2, in tandem with a \$30million RAMP Partnership Project. These were all part of the pipeline that has been the Bridge Enterprise program. These are using some of the final pieces of the bond proceeds as well as other funds.

Chairman Aden entertained a motion to approve the 5th Supplement to the Budget. Director Peterson moved to approve the motion, and Director Hofmeister seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #BE-146

BE IT SO RESOLVED THAT, the 5th Budget Supplement for FY'2014 is hereby approved by the Bridge Enterprise Board.

Monthly Progress Report

Tim Harris stated that the Scheduled Performance Index (SPI) dropped to .92 this month, but there are a mix of over-performing and under-performing projects. There have been problems with rail projects, but it was announced at the October AASHTO meeting that CDOT was approved for a \$100,000 grant to improve relations with the railroads and move contracts along.

The status of the SPI has gone down but is still over the goal of .90.

As far as major achievement, they produced the first quarter report. There has been an update on the bond allocation plan. Reminders have been sent out so that people will make payments by December 19, which is the last chance to meet the goal for bond expenditures. One bridge in Region 3 was added to the FASTER eligible list.

Region 2 has the project mentioned in the budget segment schedule to go for RFP in December. The Annual Report was completed, and Region 6 has a large project on Arapahoe Road over Cherry Creek that has now moved into construction.

Five bridges were completed this month: four in Region 1 and one in Region 4.

It was predicted that Bridge Enterprise would spend \$7.8million of the bond funds, and they have spent \$7.7million. The update in the number of eligible bridges: 18 bridges in six months have been completely reconstructed.

He provided an update on the thirty most deficient bridges, saying the numbers were slowly going down.

The quarterly update showed overall DBE participation of 16.7%, which is higher than the goal for the CDOT program.

Adjournment

Chairman Aden asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, Chairman Aden announced the adjournment of the meeting.

Herman Stockinger, Secretary
Colorado Bridge Enterprise Board

Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Division of Accounting and Finance
4201 East Arkansas Avenue
Denver CO 80222
(303) 757-9262



DATE: December 19, 2013
TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, CFO
SUBJECT: Fifth Supplement to the FY 2014 Bridge Enterprise Budget

Enclosed is the Fifth Supplement to the FY 2014 Bridge Enterprise Budget.

REGION 3

- **\$10,466,100** - Establish the construction phase budget for this project. The bridges will be rehabilitated, not replaced; therefore new structure numbers will not be assigned. AD Date January 2014. (18159)

I-70 ML EBND and WBND over US6, RR and Eagle River in Eagle County
 Structure F-11-A & F-11-AB

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Fifth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
ROW	<i>Bond Proceeds</i>	\$23,000	\$0	\$0	\$23,000	\$0	\$23,000	\$0
	Total Design	\$23,000	\$0	\$0	\$23,000	\$0	\$23,000	\$0
Utilities	<i>Bond Proceeds</i>	\$46,000	\$0	\$0	\$46,000	\$0	\$46,000	\$0
	Total Design	\$46,000	\$0	\$0	\$46,000	\$0	\$46,000	\$0
Design	<i>Bond Proceeds</i>	\$3,323,500	\$0	\$0	\$3,323,500	\$0	\$3,323,500	\$1,415,009
	Total Design	\$3,323,500	\$0	\$0	\$3,323,500	\$0	\$3,323,500	\$1,415,009
Construction	<i>FASTER Funds</i>	\$0	\$0	\$0	\$0	\$9,966,100	\$9,966,100	\$0
	<i>Bond Interest</i>	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0
	Total Construction	\$0	\$0	\$0	\$0	\$10,466,100	\$10,466,100	\$0
Total Project Budget		\$3,392,500	\$0	\$0	\$3,392,500	\$10,466,100	\$13,858,600	\$1,415,009

Resolution No.

**“BE IT RESOLVED, That the Fifth Supplement to the Fiscal Year 2013-2014
Budget is approved by the Bridge Enterprise Board.”**

COLORADO BRIDGE ENTERPRISE

Memorandum

Colorado Bridge Enterprise
4201 East Arkansas Avenue
Denver, Colorado 80222

DATE: December 6, 2013
TO: Bridge Enterprise Board Directors
FROM: Scott Richrath, Bridge Enterprise CFO
Ben Stein, Director – Office of Major Project Development
SUBJECT: Bond Program Update
Meeting with CDOT Bond Counsel
Bridge Enterprise 3-year Financial Plan

Background Information

At the December 2013 Bridge Enterprise board meeting, the Board will be provided with a presentation that addresses the three following topics:

- Part I: Bond Program Update
- Part II: Meeting with CDOT Bond Counsel relative to 85% spending target
- Part III: Bridge Enterprise 3-year Financial Plan

Action Items

There are no action items. Staff welcomes feedback on any of the following items.

Part I: Bond Program Update

The Bond Program Allocation Plan was updated with financial information as of September 30, 2013 (most current information available). The following is a brief summary update which highlights the current program financial liability, forecasted bond spending, and forecasted program encumbrances.

Program Financial Liability

The total liabilities of the program have decreased from \$827.8M (June 30th update) to \$821.0M (September 30th update); a \$6.8M decrease. The net decrease is primarily due to project savings and revised estimates.

Forecasted Bond Spending

Per the attached cash draw down table, the aggregate forecasted expenditures through Q4 CY2013 (or December 31, 2013) are projected to total \$271.6M (September 30th update) as compared to \$284.9M (June 30th update) and \$292.0M (May 31st update). The continued reduction in estimated outlays is due to the combination of three items: a handful of major projects (i.e., US 6th Ave D/B) being pushed out into the future, continued refinement of estimates over time, and the debudgeting and reprogramming of budget savings into other projects.

COLORADO BRIDGE ENTERPRISE

Memorandum

Per the attached "Forecasted 85% Bond Spending with Adjustment Modifiers" document, the program is projecting to expend \$240.1M of bond proceeds by year-end (reference "As of September 30th" column); a forecasted \$14.9M deficit relative to the target of \$255 million. The bottom half of the document (reference Actual Spending), shows a second projection using actual bond proceed spending as reported by the Trustee through the end of October 2013. Based upon actual expenditures to date plus a realistic monthly spending rate through year end, the program is forecasting to spend approximately \$245.4M; a \$9.6M deficit relative to the \$255 million target number.

The above information should be contrasted to overall program expenditures. According to the September 30, 2013 CBE Budget to Actual report (produced by the Bridge Enterprise accountant), total expenditures to date are \$317.5M which includes the BoA loan, FASTER pay-go funds and other funding sources. This amount is \$92.1M in addition to bond proceeds spending.

Forecasted Program Encumbrances

Per the attached program encumbrance table, there is a projected -\$28.7M and -\$77.5M, cash deficit in FY2014 and FY2015 respectively, and a \$1.2M FY2016 surplus. A projected cash deficit is not new but the amount has increased significantly in FY15 reflective of the financial liability associated with the I-70 viaduct ROW acquisition costs. The timing on when the ROW dollars are actually paid out will influence this number. The encumbrance table commits the total estimated construction costs at the projected AD date. The program is scheduled to convert financial records to cash-flow financing which is anticipated to reduce the projected cash-deficit as cash-flow financing better syncs-up work scope with the FASTER revenue stream.

Note – the FY2013 revenues are included to calculate the total available revenues in FY2014.

Summary

Based upon the above noted information, it appears that the forecasted bond spending will be in the range of \$240M to \$245M or a projected \$15M to \$10M deficit. However, the amount of work completed in this current construction season coupled with a program SPI at 0.92 (October schedule update) means there is a slight possibility that bond spending could exceed the \$245M number; especially when you take into consideration the large projects that have been recently completed or soon to begin (e.g., US 36 bridges, Pecos over I-70, US 6th Ave and Arapahoe over Cherry Creek ROW acquisition) and the actual amount of bond proceed dollars expended to date. What we cannot predict is how quickly the final contractor progress payments will be processed and when the funds will be released or paid by the Trustee.

COLORADO BRIDGE ENTERPRISE

Memorandum

Part II: Meeting with CDOT Bond Counsel relative to 85% spending target

On November 12th, 2013, CDOT and BE program staff including the previous CDOT/BE CFO (who administered the initial bond offering) met with CDOT's bond counsel (Kutak Rock) and confirmed that the specific facts surrounding the inability to attain the 85% target should not result in any financial penalties or other repercussions. As a consequence, there are various documentation requirements that the BE must complete per the meeting with CDOT's bond counsel as highlighted below:

- Program staff shall continue to aggressively re-program unspent bond proceeds so they are expended as soon as possible; targeted goal is to expend all remaining bond proceeds and interest earnings by end of fiscal year 2014.
- Program staff shall draft a letter for the file that documents what was initially done to satisfy bond spending; as well as, highlight the specific reasons bond spending was not satisfied.
- Program staff shall document when all the bond proceeds and any interest earnings have been fully expended in a letter to bond counsel.

The following are other highlights from the meeting.

- The 3-year spend down goal is not a hard and fast rule for Build America Bonds. However, BE does need to substantiate that at the time we issued the bonds we had a reasonable expectation that we would be able to spend 85% within 3 years.
- Bond counsel advised that we should meet with the Bridge Enterprise auditors to discuss if the failure to meet the bond spending goal needs to be addressed in the BE financial statements.
- Bond counsel advised that the balance of the bond funds after the 3-year spend down goal anniversary date should not earn a yield exceeding the established bond yield.
- After all bond proceeds and interest is spent Bridge Enterprise will request a final rebate and arbitrage report from the final rebate consultant. This report will perform a final rebate and yield reduction computation to verify that Bridge Enterprise did not engage in arbitrage and spent all the proceeds including interest.

Part III: Bridge Enterprise 3-year Financial Plan

Program staff shall work in concert with the BE's CFO, the Office of Financial Management and Budget, and CDOT/BE's financial advisor to update the 10 year program financial plan completed in November of 2012. The plan shall evaluate program capacity based upon various bonding scenarios (or I-70 viaduct funding options) for the next 3 year period. The goal is to present an updated 3-year financial program plan to the Bridge Enterprise Board in the spring of 2014.

\$300M Bond Program Plan: Q1 FY 2014

Lag 90 days

		Data w/out Inflationary Rates Applied		
Calendar Year	Quarter	Cost	Cumulative Cost	Funds Remaining
2011	Q1	\$ 436,939	\$ 436,939	\$ 297,563,061
	Q2	\$ 3,173,903	\$ 3,610,842	\$ 294,389,158
	Q3	\$ 3,036,370	\$ 6,647,212	\$ 291,352,788
	Q4	\$ 15,727,273	\$ 22,374,485	\$ 275,625,515
2012	Q1	\$ 11,556,164	\$ 33,930,649	\$ 264,069,351
	Q2	\$ 27,593,065	\$ 61,523,714	\$ 236,476,286
	Q3	\$ 18,452,249	\$ 79,975,963	\$ 218,024,037
	Q4	\$ 29,754,807	\$ 109,730,770	\$ 188,269,230
2013	Q1	\$ 25,854,395	\$ 135,585,166	\$ 162,414,834
	Q2	\$ 42,898,768	\$ 178,483,934	\$ 119,516,066
	Q3	\$ 25,664,577	\$ 204,148,509	\$ 93,851,491
	Q4	\$ 67,436,851	\$ 271,585,360	\$ 26,414,640
2014	Q1	\$ 31,396,031	\$ 302,981,391	
	Q2	\$ 33,578,882	\$ 336,560,273	
	Q3	\$ 46,082,983	\$ 382,643,257	
	Q4	\$ 65,595,669	\$ 448,238,926	
2015	Q1	\$ 38,759,892	\$ 486,998,818	
	Q2	\$ 35,786,194	\$ 522,785,012	
	Q3	\$ 36,455,403	\$ 559,240,415	
	Q4	\$ 34,723,076	\$ 593,963,491	
2016	Q1	\$ 31,126,857	\$ 625,090,348	
	Q2	\$ 27,753,832	\$ 652,844,180	
	Q3	\$ 21,958,186	\$ 674,802,366	
	Q4	\$ 17,336,105	\$ 692,138,471	
2017	Q1	\$ 15,434,879	\$ 707,573,350	
	Q2	\$ 11,102,451	\$ 718,675,801	
	Q3	\$ 11,214,627	\$ 729,890,428	
	Q4	\$ 6,866,795	\$ 736,757,223	
2018	Q1	\$ 2,186,573	\$ 738,943,799	
Grand Total		\$ 738,943,797	\$ 738,943,799	

Colorado Bridge Enterprise
 May 31st, June 30th and September 30th Comparison
 Forecasted 85% Bond Spending with Adjustment Modifiers

11/14/2013

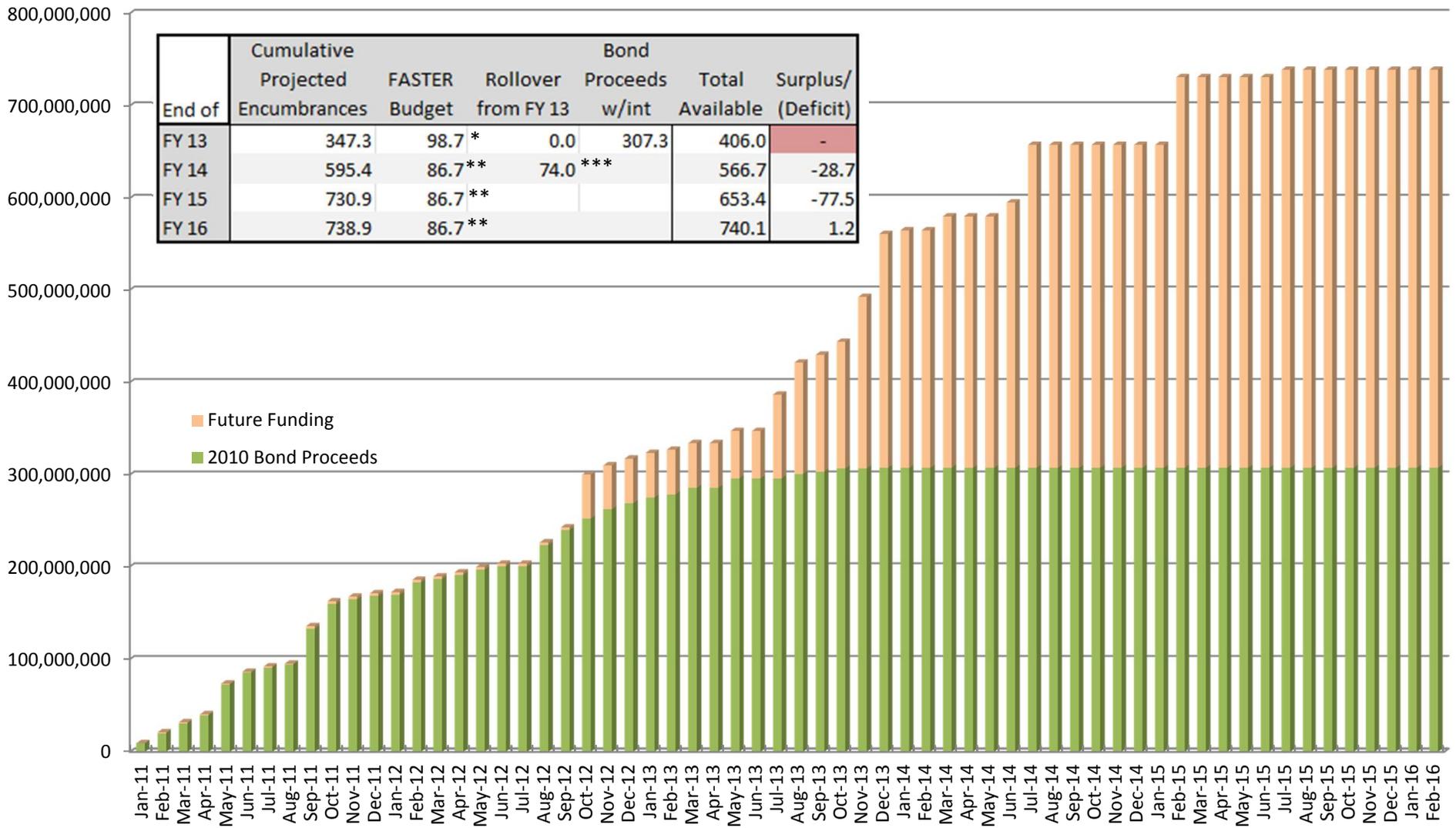
All Projects \$300M Bond Program	As of May 31st	As of June 30th	As of September 30th	
Q4 Calendar Year 2013	\$ 292,007,352	\$ 284,854,825	\$ 271,585,360	
Projects over-budgeted at 10%	\$ 29,200,735	\$ 14,242,741	\$ 6,789,634	5% for June / 2.5% for September
subtotal	\$ 262,806,617	\$ 270,612,084	\$ 264,795,726	
Target Program Delivery Efficiency at 10% (SPI = 0.90)	\$ 23,652,596	\$ 21,648,967	\$ 18,535,701	September SPI at 0.93
subtotal	\$ 239,154,021	\$ 248,963,117	\$ 246,260,025	
Project Close-out at 5%	\$ 11,957,701	\$ 12,448,156	\$ 6,156,501	Reduced to 2.5% with deprogramming efforts
Total	\$ 227,196,320	\$ 236,514,961	\$ 240,103,525	
	\$ 27,803,680	\$ 18,485,039	\$ 14,896,475	Forecasted Deficit

Actual Spending				
Spending Goal	\$ 255,000,000	\$ 255,000,000	\$ 255,000,000	
Actual Expenditure (cut-off date varies)	\$ 180,377,682	\$ 198,287,284	\$ 225,390,205	As of October 2013
Subtotal	\$ 74,622,318	\$ 56,712,716	\$ 29,609,795	

Required Monthly Bond Spending per Month				
	\$ 12,437,053	\$ 14,178,179	\$ 14,804,898	
	6 remaining months	4 remaining months	2 remaining months	
	\$ 60,000,000	\$ 40,000,000	\$ 20,000,000	2 months at \$10M/month
	\$ 240,377,682	\$ 238,287,284	\$ 245,390,205	Forecasted total spending
	\$ 14,622,318	\$ 16,712,716	\$ 9,609,795	Forecasted Deficit

Total Bond Program Encumbrance

Q1 FY2014 Bond Program Allocation Plan



* FY 2013 FASTER Bridge project budget
 ** FY 2013 FASTER Bridge budget actual revenues less non-project expenditures.
 *** Rollover FY2013 to FY2014.

COLORADO BRIDGE ENTERPRISE

Memorandum

Colorado Bridge Enterprise
4201 East Arkansas Avenue, Room 235
Denver, Colorado 80222

DATE: December 6, 2013
TO: Bridge Enterprise Board of Directors
FROM: Ben Stein, Director - Office of Major Project Development
SUBJECT: I-70 Viaduct Funding Alternative Workshop

The purpose of this Bridge Enterprise agenda topic is twofold: (1) acknowledge the I-70 viaduct funding alternative workshop that will be conducted as part of December Transportation Commissioner meeting, and (2) review significant items presented and path forward.

The workshop will occur on December 18th and will be jointly conducted by CDOT's Office of Major Project Development and the High Performance Transportation Enterprise (or HPTE) with support from CDOT's financial advisor - Macquarie Capital (USA). Macquarie has completed phase I of its contract and has delivered to HPTE, CDOT and the BE its initial findings and recommendations for internal staff review and discussion. The workshop shall address:

1. Review findings and recommendations as proposed by Macquarie.
2. Discuss project delivery alternatives: Design-Build vs. Concessionaire. The staff recommendation is to use the concession model for this project.
3. Discuss whether to use price or additional requested elements (AREs) as primary driver of the scoring. The staff recommendation is to use AREs.
4. There will be a numbers/budget/funding portion at the TC executive session. Staff with assistance from Macquarie will run one or two scenarios by the Bridge Enterprise Board / TC to ensure they have sufficient information to make the requested decisions.
5. **No final decisions are on the agenda for the December meeting.** The workshop is purely informational in nature. The TC, the HPTE and the BE boards will be asked to make those decisions at their respective January 2014 meetings. Making these decisions in January is necessary, so that budget actions can occur and the BE can issue Macquarie task orders to proceed with Phase 2 of its contract for the I-70E/Viaduct project. Otherwise the project schedule is placed in jeopardy.

BRIDGE ENTERPRISE
BOARD OF DIRECTORS MEETING



DECEMBER 2013 MONTHLY PROGRESS REPORT

Colorado Bridge Enterprise

12/19/2013

Program Schedule

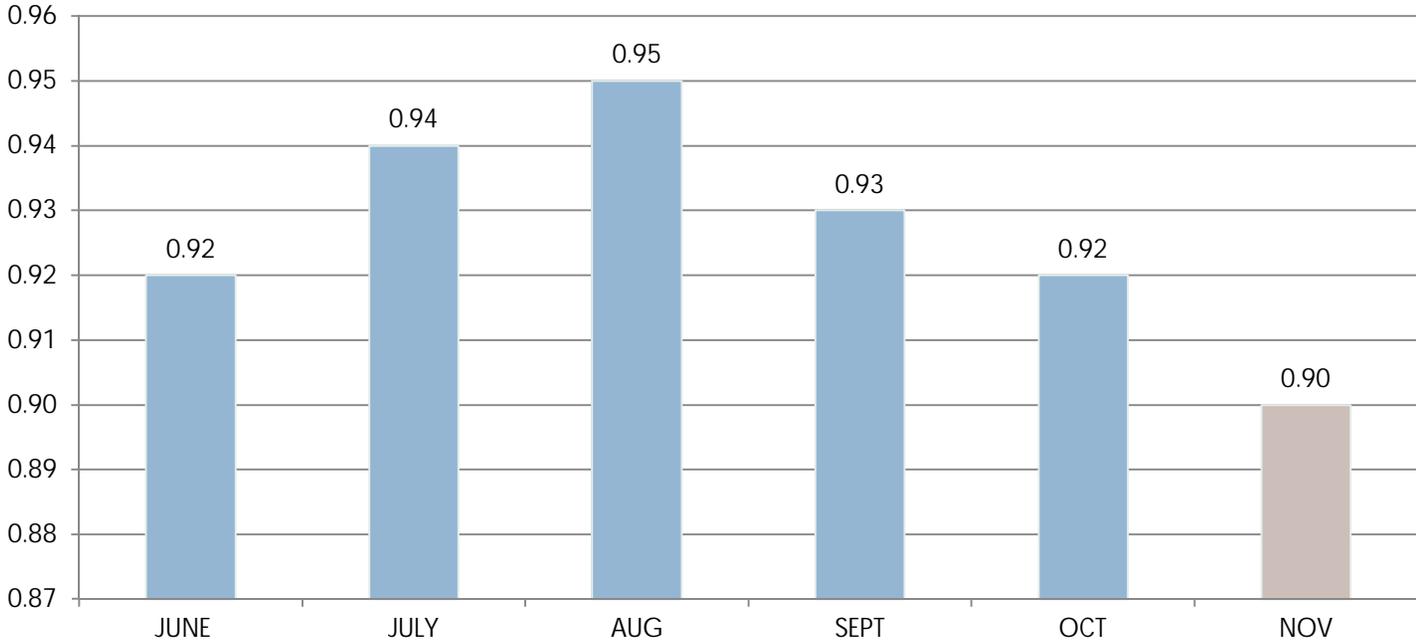
2

- Program schedule updated for work complete through November 2013
- November Schedule Performance Index (SPI) = 0.90
 - A 0.02 DECREASE from prior month
 - October SPI = 0.92
- Over-performing projects
 - 3 projects with \$8.0M in combined Earned Value (EV) greater than planned
 - 3 fewer projects and \$3.2M less in EV than prior month
 - Increases program SPI by 0.02; a 0.01 DECREASE from prior month
- Under-performing projects
 - Non-Railroad projects (Lost SPI \geq 0.01)
 - 1 project with \$13.6M in lost EV
 - Reduces program SPI by 0.04; a 0.01 INCREASE from prior month
 - Railroad projects
 - 13 Railroad projects with \$20.7M in combined lost EV
 - Reduces program SPI by 0.05; NO change from prior month

12/19/2013

Program Schedule

Program SPI by Month



Program Goal SPI \geq 0.90

12/19/2013

Major Achievements (November BOD – December BOD)

4

- Program Reporting
 - ▣ Completed Draft of 2013 Annual Report as required by the FASTER legislation
 - ▣ Drafting 2013 Year in Review to be presented at January 2014 Board
 - ▣ Draft Bond Allocation Plan Update
 - Work complete through October 31, 2013
- Bridges to AD
 - ▣ Region 4
 - B-16-D: SH 14 ML over Cache La Poudre River (Ft. Collins, CO)

12/19/2013

Major Achievements (November BOD – December BOD)

5

- Bridges to Construction
 - ▣ Region 1
 - E-17-ER: SH 44 ML (104th Avenue) over Bull Seep (Adams County, CO)
 - E-17-CA: SH 44 ML (104th Avenue) over South Platte River (Adams County, CO)
- Completed Two Bridges
 - ▣ Region 1
 - E-17-EX: Peoria Street over I 76 ML (Adams County, CO)
 - ▣ Region 4
 - B-17-C: US 85 ML (Nunn Bridge) over UPRR (Nunn, CO)

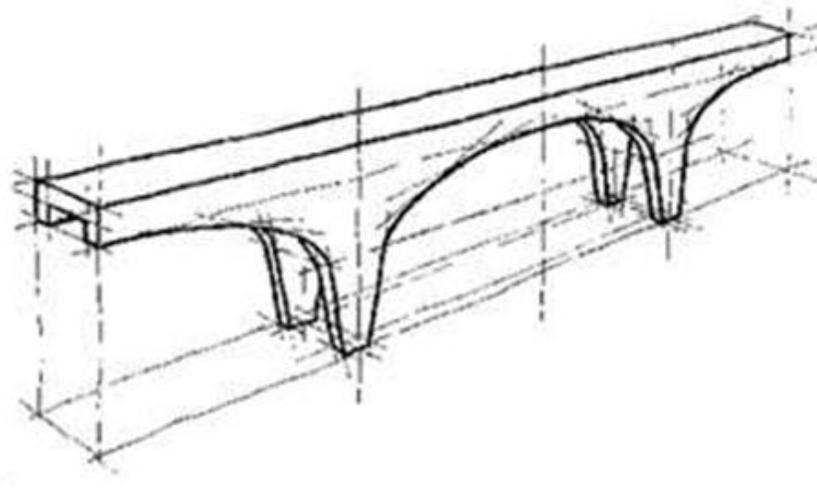
12/19/2013

Completed **FASTER** bridge

6

Region 1

E-17-EX: Peoria Street over I 76 ML (Adams County, CO)



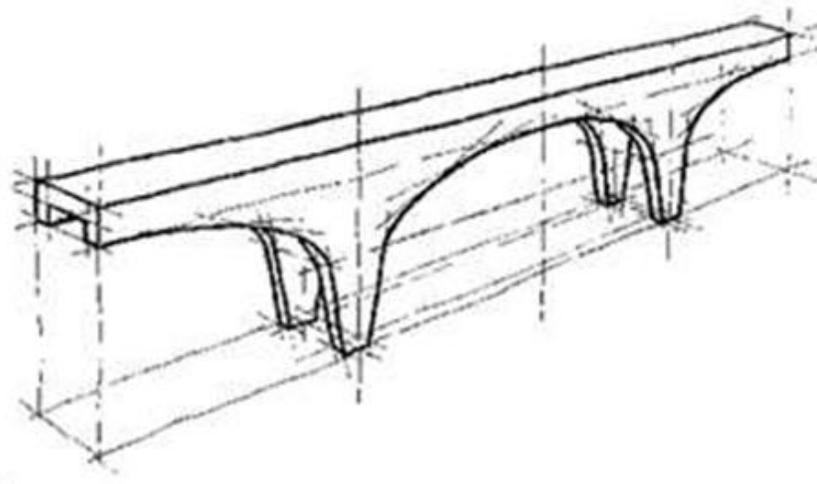
Project team to provide photograph(s) of completed structure.

Completed **FASTER** bridge

7

Region 4

B-17-C: US 85 ML (Nunn Bridge) over UPRR (Nunn, CO)

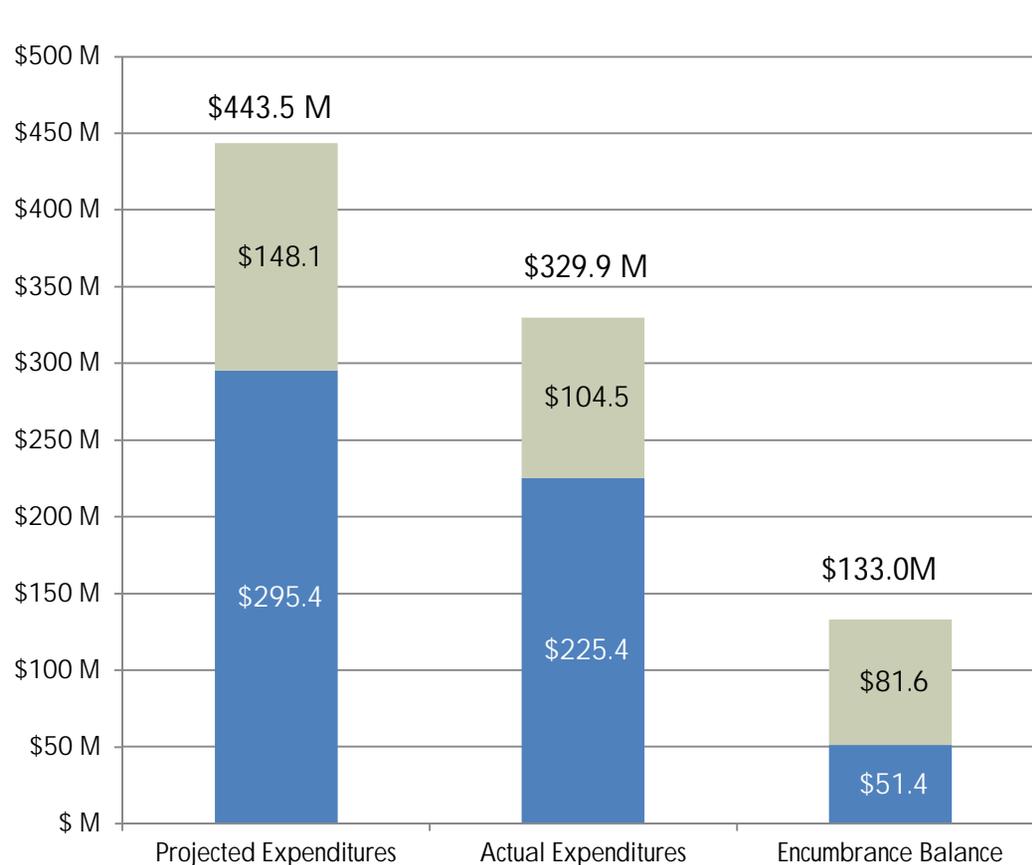


Project team to provide photograph(s) of completed structure.

Total Program Financial Performance

8

As of October 31, 2013



■ Non-Bond ■ Bond-Only

Changes from Previous Month

Projected Expenditures

- Overall increased by \$11.0M or 2.5%
- Bond-Only increased by \$6.2M or 2.1%

Actual Expenditures

- Overall increased by \$12.4M or 3.9%
- Bond-Only increased by \$21.3M or 10.4%

Encumbrance Balance

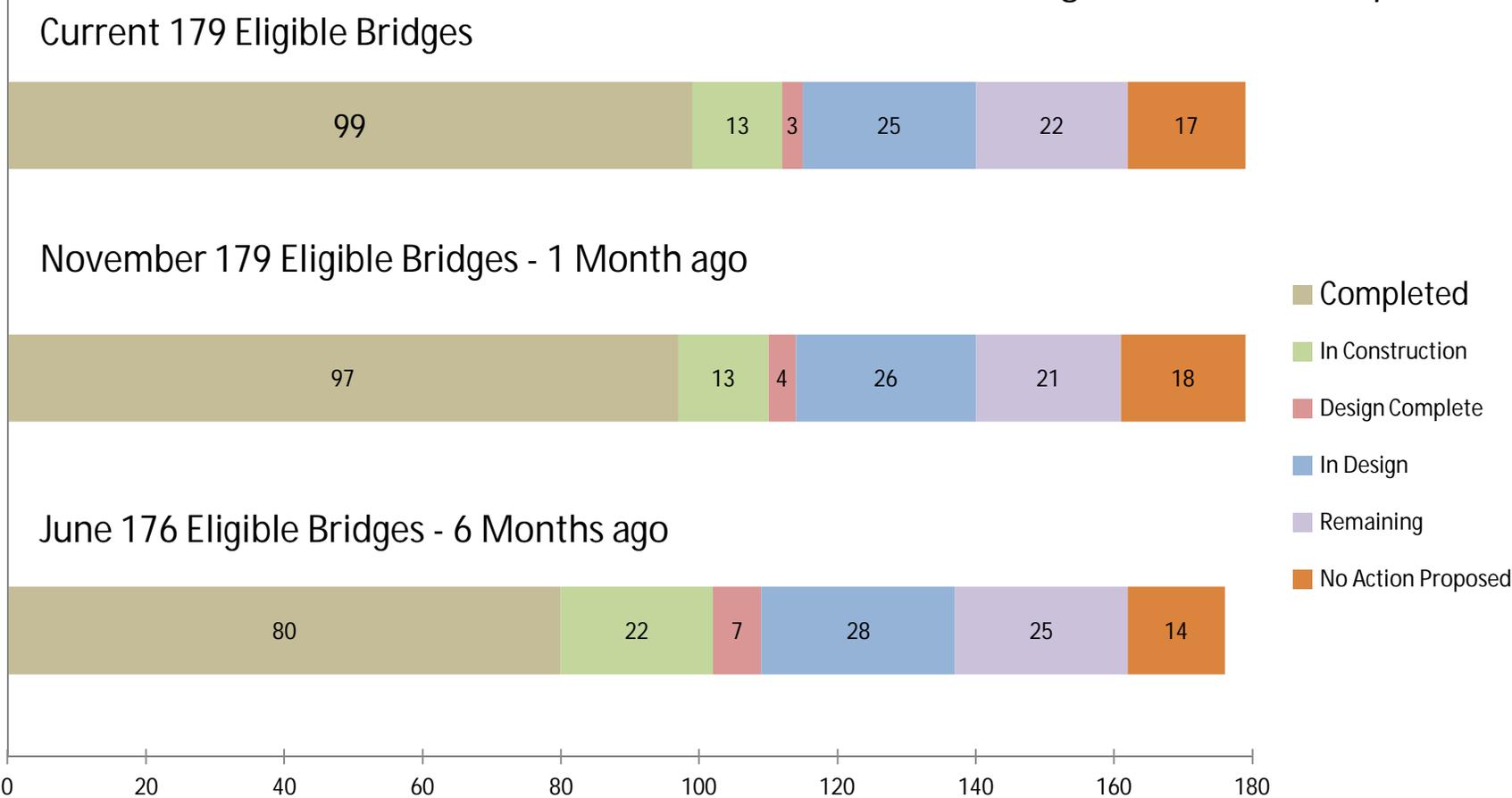
- Overall decreased by -\$15.1M or -10.2%
- Bond-Only decreased by -\$6.4M or -11.1%

Encumbrance balances (bond-only) to decrease as expenditures increase; unless new work scope is contracted.

Status **FASTER** Eligible Bridges



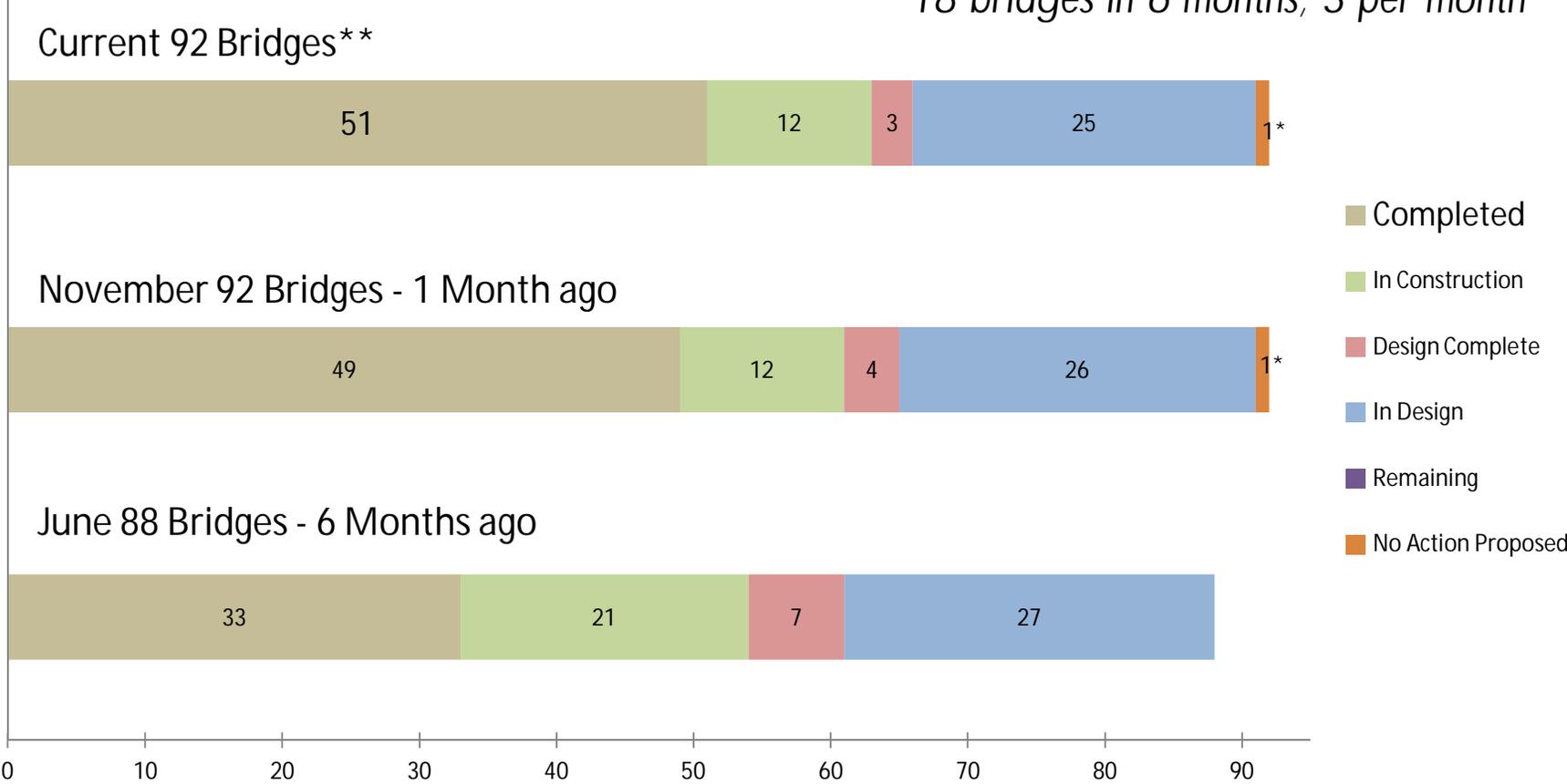
19 bridges in 6 months; 3 per month



12/19/2013

Status \$300M Bond Bridges

18 bridges in 6 months; 3 per month



* One project was determined in-eligible
 ** Recognized I-70 Viaduct w/ ROW acquisition

12/19/2013

Status of 30 Most Deficient Bridges

11

	2013 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	12	27
In Construction	3 ^a	1
Design Complete	2	0
In Design	8 ^b	2
Remaining	5 ^c	0
Total Addressed	30	30

^a Started Construction one bridge: E-17-ER

^b Design Complete one bridge: B-16-D

^c	Region	Location	Current Status
E-17-EW	R1	I-70 ML EBND over UP RR	Pending I-70 East FEIS
E-17-DF	R1	I-70 ML WBND over UP RR	Pending I-70 East FEIS
E-17-KR	R1	I-270 ML EBND over I-70 ML	Newly Poor: Evaluating
C-17-B	R4	SH 60 ML over SOUTH PLATTE RIVER	Newly Poor: Evaluating
K-17-F	R2	SH 96 ML over RUSH CREEK	Newly Poor: Evaluating

12/19/2013

FASTER Q&A

12

Questions & Answers

12/19/2013

DIVISION OF AERONAUTICS UPDATE

December 19th, 2013

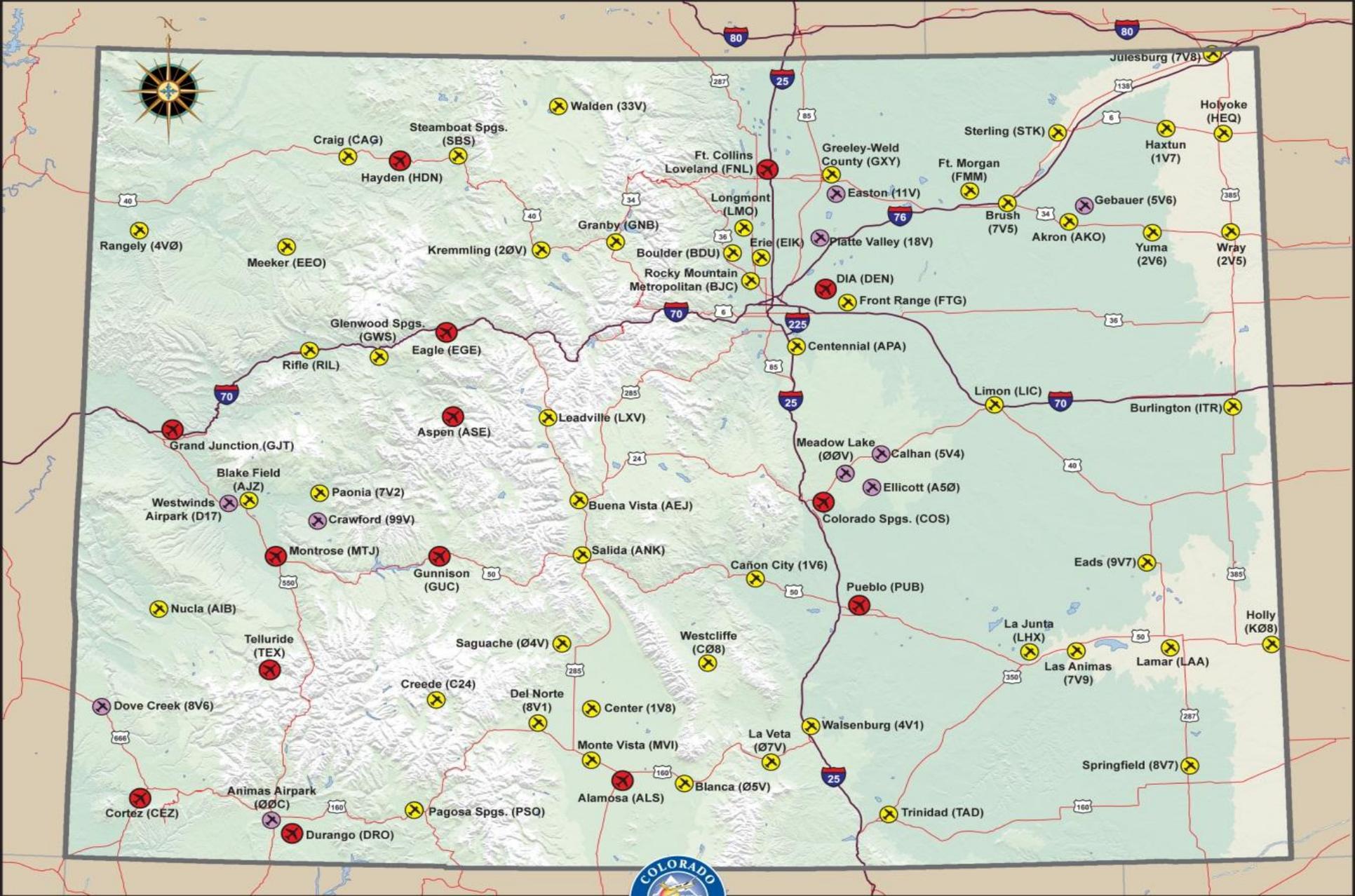




MISSION STATEMENT

The Division of Aeronautics will collaborate with its public and private constituents to develop an effective air transportation system and to enhance aviation safety and education through the efficient, innovative and non-regulatory administration of the Colorado Aviation Fund under the direction of the Colorado Aeronautical Board.





COLORADO AIRPORT SYSTEM

14
51
10

- ⊗ Commercial Service Airport
- ⊗ General Aviation Airport
- ⊗ Privately-Owned Airport Open to the public

COLORADO DISCRETIONARY AVIATION GRANTS (CDAG)

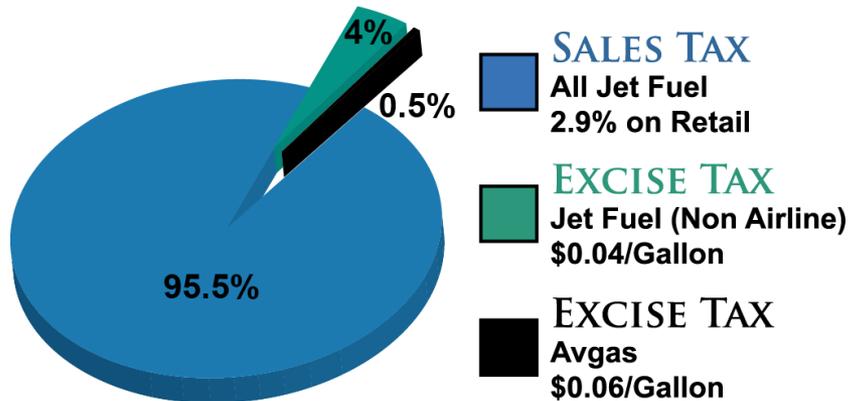
Legislation created in 1991 allowed Colorado to channel aviation fuel taxes to “aviation purposes”, thus introducing the Colorado Discretionary Grant Program. The Aeronautics Division reimburses 65% of all collected aviation fuel taxes back to airports. The remaining 35% of tax revenues, less *2.5% administration are dispersed back to airports in the form of discretionary grants. These grants serve the maintenance, development, safety, and equipment needs for Colorado’s 75 public-use airports.

**The Division currently utilizes roughly half of its statutory administration limit of 5%.*

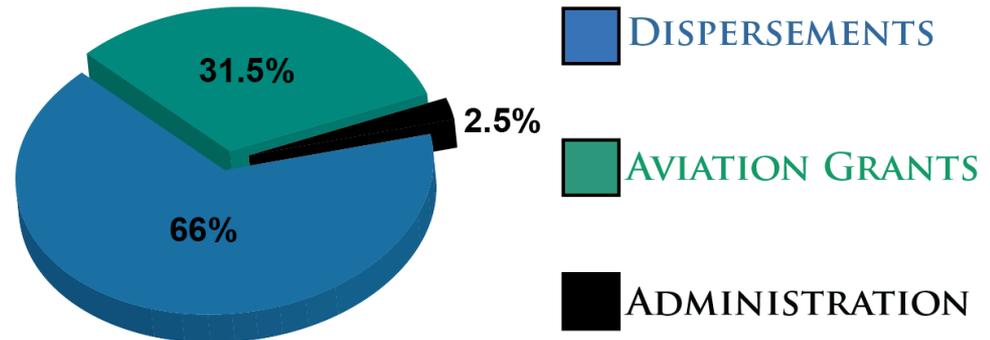
Self-sufficient funding source, does not rely on the General Fund.

HOW IT WORKS...

AVIATION TAX
REVENUE STRUCTURE



AVIATION TAX
EXPENDITURES



100%

OF EVERY AVIATION FUEL TAX DOLLAR COLLECTED
IS RETURNED TO THE AVIATION SYSTEM.

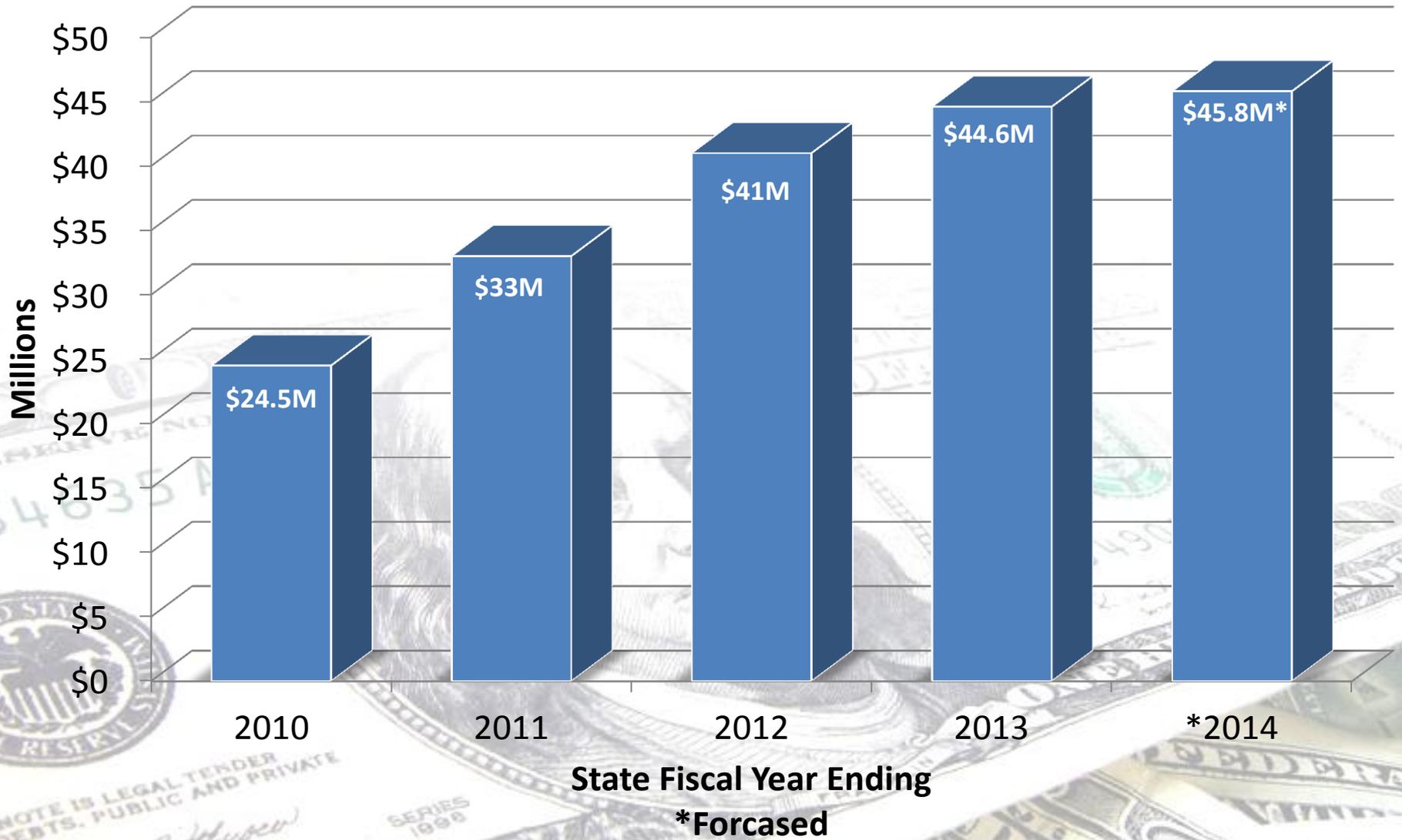
Division of Aeronautics Project History Totals

1992-2014

- The Colorado Aviation Fund has leveraged over **\$856 Million** in federal funds.
- A total of **\$1.1 Billion** has been invested into the Colorado Aviation System.
- 20 year outlook: **40% funding shortfall** (federal/state/local v.s. need)

Number of Projects	State Funds	Local Funds	Federal Funds	TOTAL
1279	\$141.1 Million	\$92.9 Million	\$856.2 Million	\$1.1 Billion

Aviation Fuel Tax Collections

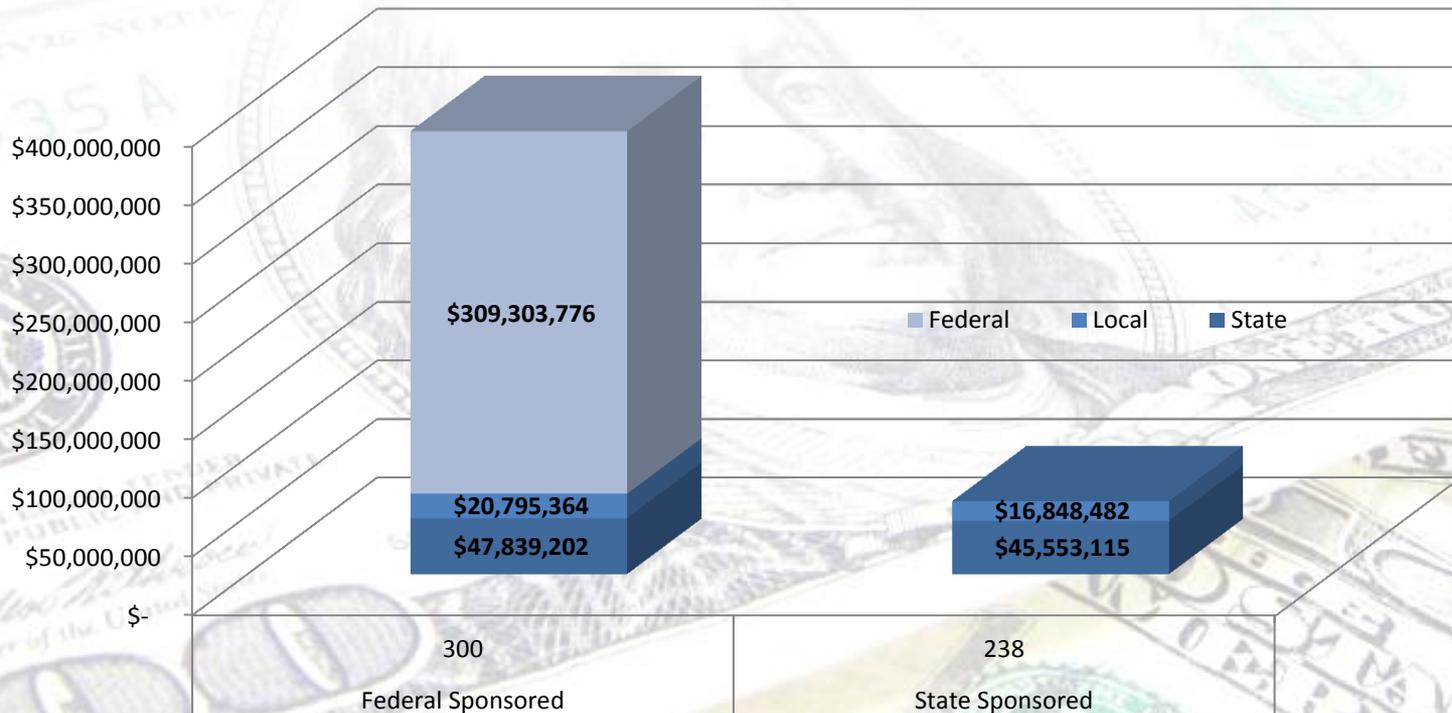


Division of Aeronautics Project History

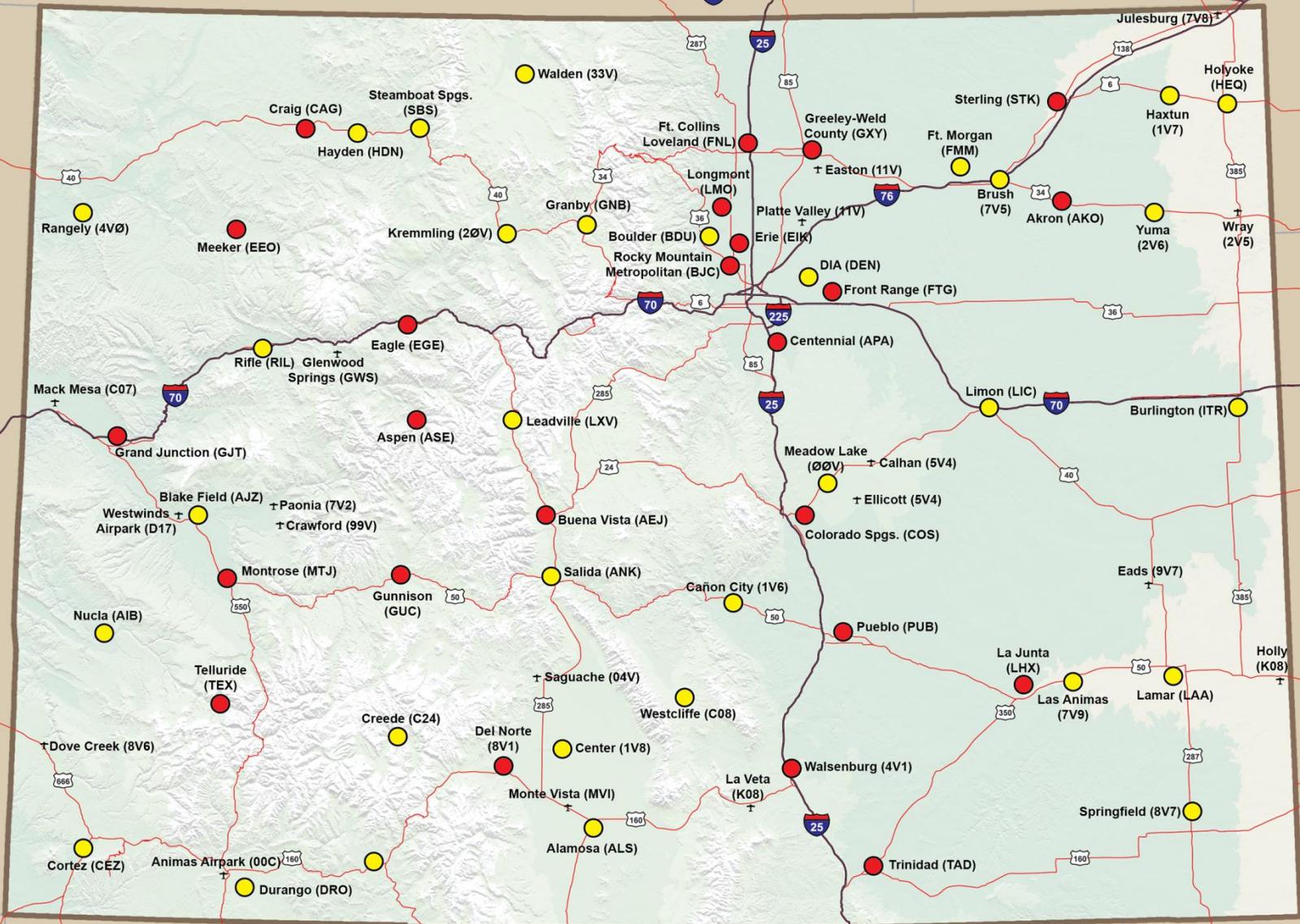
2010-2014

Number of Projects	Project Type	State Funds	Local Funds	Federal Funds	TOTAL
300	Federal Match	\$47,839,202	\$20,795,364	\$309,303,776	\$377,938,343
238	State & Local ONLY	\$45,553,115	\$16,848,482	--	\$62,401,597
538		\$93,392,317	\$37,643,846	\$309,303,776	\$440,339,940

Aviation Improvement Projects 2010-2014



2013 CDAG Awards



● Tier 1 Grant (Up to \$400,000)

● Tier 2 Grant (\$400,000-\$2 Million)

AWARD TOTAL: \$23,772,014



NBAA

ANNUAL MEETING AND CONVENTION

•12 Colorado participants within the Colorado Pavilion:

- Metropolitan State University
- Greeley-Weld County
- Garfield County Regional
- Colorado Springs Municipal
- Durango-La Plata County
- Front Range
- Centennial
- Rocky Mountain Metro
- Gunnison-Crested Butte Regional
- Montrose Regional
- Fort Collins
- Colorado Plains Regional

•Largest State Display

•Over 1,000 Exhibitors

•Markets to State tourism, business development and business aviation

•Over 25,000 business aviation professions in attendance





2013 AIRVENTURE[®] OSH KOSH EAA[®]

- World's Largest Gathering of Aviation Enthusiasts
- 500,000 people in attendance from 71 nations
- Promoting tourism and aviation safety in Colorado to general aviation pilots
- Broadening partnerships with NASA, the FAA and other state aviation agencies



INNOVATIVE SPECIAL PROJECTS

- UAS/Aerospace Involvement
- Economic Impact Update
- Colorado Surveillance Project
- Sustainability Study
- Automated Weather Observing System (AWOS)
- Web Based Information Management of Grants (WIMS)



Unmanned Aircraft Systems in Colorado



- Congressional directive to FAA for integration of Unmanned Aircraft Systems (UAS) into the National Airspace System (NAS) by 2015.
- Leadership roll being assumed by the Division of Aeronautics and the Colorado Aeronautical Board (CAB).





2 0 1 3
ECONOMIC IMPACT STUDY
FOR
COLORADO AIRPORTS



Jobs



Jobs supported by the operation and development of airports, by off-airport air visitor spending, and by off-airport companies that rely on air cargo services to ship their goods.

265,700

Payroll



Annual payroll associated with aviation supported jobs.

\$12.6 billion

Output



Output or total annual economic activity which is comparable to the spending required to purchase goods and services to support operations for all activities considered in this study.

\$36.7 billion



Comparison of Total Economic Output

Statewide



Denver International Airport



Other Commercial Service Airports



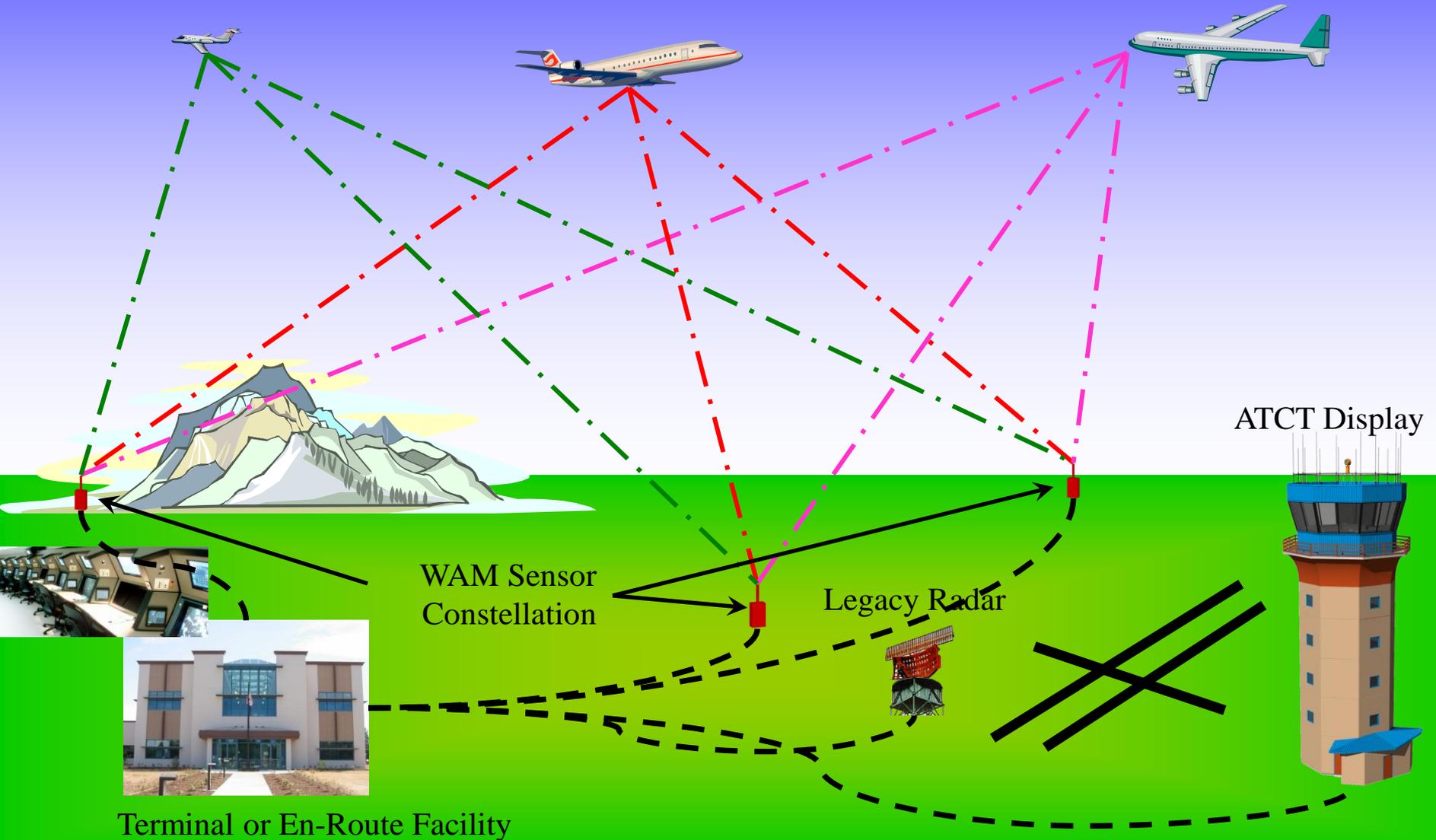
General Aviation Airports





COLORADO MOUNTAIN
RADAR
PROJECT

Wide Area Multilateration (WAM) Primary Surveillance & Backup to ADS-B Terrestrial Based Surveillance



Sustainability Plan for Colorado General Aviation Airports

COLORADO DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS



What is this project all about?

- FAA is funding several pilot projects for airport sustainability.
 - Currently operating under interim guidance published in 2010
 - Publishing lessons learned from the finished and ongoing projects
 - Sustainability Plan for the General Aviation Airports in Colorado is part of the next set of projects funded by the FAA
- Goal is to make a plan ***APPLICABLE*** and ***USEFUL*** to all sizes of GA Airports
 - And Colorado does have a good range...
- Sustainability involves compatibility with the environment, social issues and economic viability.

Summary of Project Goals

- Get education and buy-in by the airports
 - Better buy in and involvement means better end results
- Direct benefit to airports
 - Scalable and flexible
 - Colorado airports and nationally
- Easy to use
 - Strategic project rollout
 - Education
 - Interactive community



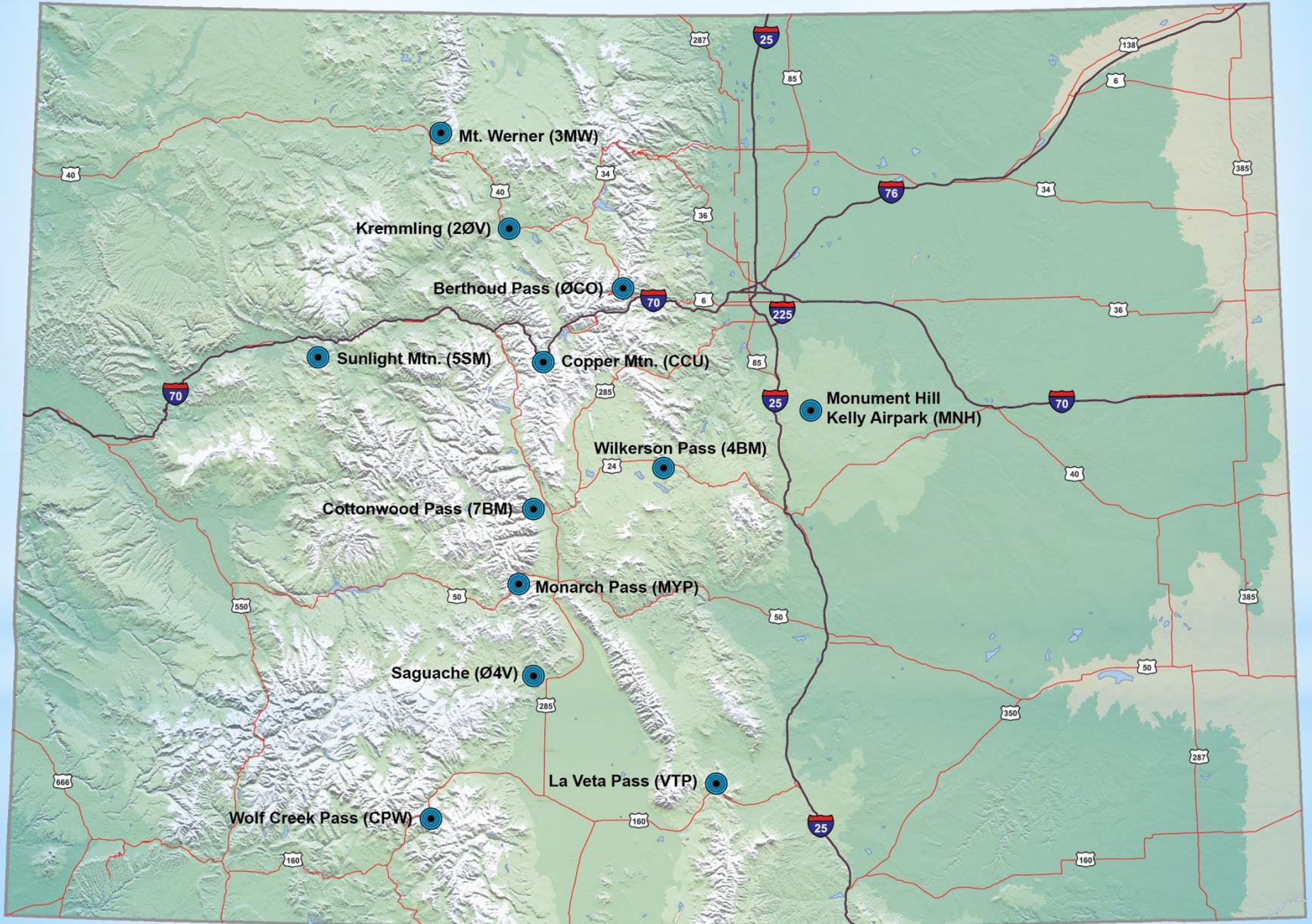
Copper Mountain AWOS



Berthoud Pass AWOS



Colorado Mountain AWOS Locations





wims

Web-Based Information Management System





- The Division received The 2013 Most Innovative State Project Award from NASAO for the WIMS Project.





- The Division has developed an enterprise solution to manage our aviation program.
- Improves efficiency and effectiveness to our airport customers.
- New processes are better connected, saving time while creating a solid historical record of airport and system planning data.
- Current efforts include interfacing WIMS and SAP and to improve Cash Management.

DIVISION OF AERONAUTICS UPDATE

December 19th, 2013



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Office of Policy & Government Relations

Herman Stockinger, Director

4201 East Arkansas Avenue, Room 275
Denver, Colorado 80222
(303) 757-9772



DATE: December 1, 2013
TO: Transportation Commission
FROM: Kurtis Morrison, Office of Policy & Government Relations
RE: Legislative Session Preview

Action Needed

No action needed. Memorandum is for informational purposes only.

Summary

On January 8, 2014, the General Assembly will begin the 2014 legislative session. This memorandum provides information and summaries on: (1) General Assembly changes (leadership, committee, and member changes); (2) CDOT's legislative agenda bills; (3) Transportation Legislation Review Committee (TLRC) approved bills; and (4) other bills anticipated to be introduced. Please contact Kurt Morrison at (303) 757-9703 or kurtis.morrison@state.co.us with questions on this memorandum or other legislative matters.

General Assembly Changes

Recall Elections. During the interim, two sitting senators faced recall elections: Senate President John Morse (D-El Paso) and Sen. Angela Giron (D-Pueblo). Both lost their recall elections and are now replaced by Sen. Bernie Herpin (R-El Paso), a former Colorado Springs councilman, and Sen. George Rivera (R-Pueblo), a former law enforcement official with the Pueblo Police Department. As a result of these two races, both the Senate leadership and the Senate Committee on Transportation were altered.

Senate Leadership. With the two recall elections concluded, the Senate's party split moves from 20(D)/15(R) to 18(D)/17(R). This narrower majority means that moderate Democrats will be under much greater pressure on party line votes, particularly those facing reelection this year. Although the majority party remains in control, the leadership will change. In 2013, the Senate majority caucus was led by Senate President John Morse and Majority Leader Morgan Carroll (D-Aurora). With Sen. Morse's loss, Sen. Carroll is expected to assume the role of senate president, once the full Senate assembles in January.¹ Sen. Rollie Heath (D-Boulder), current chair of the Senate Transportation Committee, will become the majority leader.

Senate Committee on Transportation. With Sen. Rollie Heath (D-Boulder) assuming the post of majority leader, he will no longer chair the Senate Transportation Committee. Vice-chair

¹ Pursuant to Rule 12(b) of the Colorado General Assembly Senate Rules, the senate president is voted on by the full Senate, both majority and minority members. This will occur at the beginning of the 2014 legislative session.

Nancy Todd (D-Aurora) will assume this role. Sen. Todd, an education policy expert and former teacher, is entering her second year on the committee and has quickly educated herself on transportation policy. Sen. Cheri Jahn (D-Jefferson) and Sen. George Rivera (R-Pueblo) are new additions to the committee, replacing Sen. Heath and Sen. Randy Baumgardner (R-Grand), who has been reassigned to other committees.

State Senator Evie Hudak resigned on November 27th, 2013. The local Democratic Party Vacancy Committee will choose her replacement in the near future.

House of Representatives. No changes are anticipated for the House of Representatives leadership, nor the House Committee on Transportation and Energy membership.

CDOT Legislative Agenda Bills

This year, CDOT has three department bills requested of the General Assembly. During a five-month process, these bills were selected and thoroughly vetted by the CDOT Office of Policy and Government Relations, Senior Management Team, Executive Director, and Governor’s Office. Table 1 summarizes all CDOT bills, capital requests, and decision items for 2014.

**Table 1.
2014 CDOT Legislative Agenda**

Bill Proposal	Summary	Sponsors
Bill/Statutory Change Requests		
Outdoor Advertising Control Program (OACP) Audit Recommendations	The bill would: <ul style="list-style-type: none"> • direct all excess revenue generated through TODS and LOGO Signs to the State Highway Fund; and • direct CDOT to create a cost recovery center to collect and monitor roadside advertising revenue. 	Legislative Audit Committee*
Flagperson Training and Statute Updates	The bill would: <ul style="list-style-type: none"> • allow CDOT to provide a uniform system for entities to train and certify flaggers; and • update outdated language in the existing flagperson statute. 	Rep. Don Coram (R-Montrose) Rep. Angela Williams (D-Denver) Sen. Steve King (R-Grand Junction) Sen. Nancy Todd (D-Aurora)
Capital Development Requests		
Hanging Lakes Tunnel (HLT) Lighting Infrastructure Upgrades	The request seeks approximately \$1.6 million in funding from the Capital Development Committee to replace obsolete lighting at HLT and support new lighting equipment and installation costs.	n/a
Budget Requests/Decision Items		
Restoration of Administration Line FTE and Associated Funding	The request would restore the 14.5 FTE and associated \$1,590,193 cut from the CDOT Administration Line in 2012.	n/a
First Time Drunk Driver Account (FTDD) Funding Increase	The request would increase CDOT FTDD revenues by \$500,000 per year. Currently, CDOT receives \$1.5 million annually from the FTDD account, even though statute specifies that CDOT receives \$2 million annually.	n/a
Movement of IT Funds to Administration Line	The request is for a \$2.4 million increase to the CDOT Administration Line – not a request for new funding, but an adjustment to align portions of the	n/a

	CDOT IT budget with statute by moving funds from the CM&O Line to the Administration Line.	
--	--	--

*Bill will be presented to the Legislative Audit Committee (LAC) for support as an “interim bill” in December 2013.

Implementing State Auditor Recommendations for the Outdoor Advertising Control Program. Under the state CDOT Outdoor Advertising Control Program (OACP), which regulates signage on roadways, revenue is collected through two sources: (1) permit and renewal fees collected from outdoor advertising (billboard); and (2) revenue collected from the LOGOS and TODS programs. Currently, LOGOS and TODS are operated by a private vendor. Since switching to a private vendor, TODS and LOGOS have developed into a self-funding program, resulting in a revenue positive cash flow for the state – approximately \$500,000 each year. Each year, CDOT credits these funds to the CDOT general fund, where they are used to support maintenance and construction projects.

In a 2012 audit of the OACP, CDOT committed to the Legislative Audit Committee to make a number of program improvements and changes. This included: (1) establishing a new CDOT cost recovery center for all OACP funds, so as to ensure greater accountability of program revenue and expenses; and (2) specifying in statute that all excess TODS and LOGOS revenue must be dedicated to the State Highway Fund, since TODS and LOGOS have developed into a separate self-funding program. This bill proposal would implement these two recommendations from the State Auditor.

Flagperson Training and Statute Updates. Currently, CDOT has a process for “certifying” private companies and state and local entities to perform flagperson training. This year, the Attorney General’s Office determined that, under existing statutes, CDOT does not have authority to train flaggers except those who work on CDOT projects. Furthermore, existing law gives authority to “local road authorities” to certify flaggers for projects “within their jurisdiction.” This means that those entities may not train flaggers to use their flagger cards outside of a given city or county.

This bill proposal would mirror state statute to existing practice, thereby allowing CDOT to provide a uniform system for entities to train and certify flaggers. The bill proposal would also update outdated language contained in the existing flagperson statute.

Transportation Legislation Review Committee (TLRC) Approved Bills

The Transportation Legislation Review Committee (TLRC) is an interim committee of the General Assembly that meets when the legislature is not in session. The committee is comprised of the 13 members of the House Transportation and Energy Committee and the 5 members of the Senate Transportation Committee. The TLRC has the ability to submit up to eight transportation-related bills for introduction in the following legislation session, and has authority to investigate and examine transportation projects and needs.² Table 2 summarizes the five bills approved by the TLRC and impacts to the department.

² COLO. REV. STAT. § 43-2-145.

Table 2
2013 TLRC Bills Approved
for Introduction in the 2014 Legislative Session

Short Title	Summary	CDOT Impact/Analysis
Bill A – Disabled Parking License Plates Placards	The bill updates and clarifies the disabled parking statutes, including: establishing requirements for the display of a disabled parking placard; requiring that parking signs conform to requirements of the Americans with Disabilities Act; and imposes requirements for securing a placard.	<i>No CDOT impact.</i>
Bill B – Divisible Load Overweight Vehicle Permits	The bill: <ul style="list-style-type: none"> • authorizes an overweight permit for vehicles that haul sludge for wastewater purposes that CDOT deems a hazard; and • authorizes CDOT to issue an annual fleet permit for 2- or 3-axle group vehicles with divisible loads, available at \$2,000 per permit plus \$35 per vehicle. 	This bill would establish a new permit for a very narrow category of haulers (likely nine vehicles per year). However, further amendments are needed (i.e. clarifying the proper authority to determine hazards)
Bill C – Plug-in Electric Motor Vehicle Definition	The bill updates legislation passed in 2013 that imposes new vehicle registration fees for electric vehicles, specifically by defining the term “plug-in electric motor vehicle.”	<i>No CDOT impact.</i>
Bill D – Highway Restriction Violation Penalties	The bill: <ul style="list-style-type: none"> • raises the fine from \$500 to \$2,000 and imposes two license suspension points for a commercial vehicle driver who violates road closures and restrictions on Independence Pass; and • imposes a \$2,500 fine and two license suspension points for violating road restrictions (i.e. required chains). 	The bill will increase fine revenue received by CDOT and address law enforcement’s concerns that motor carriers continue to violate the year-round restriction of trucks on Independence Pass.
Bill E – Nonconsensual Tow Vehicle	The bill creates a new Towing Advisory Committee to advise the Public Utilities Commission on rates and investigations of tow companies.	<i>No CDOT impact.</i>

Other Anticipated Bills

During the November and December months, legislators are in the process of crafting their bills with the legislative staff to be introduced during the session. Prior to introduction, bills are kept confidential unless released by the bill sponsor. At this point, the following bills are expected to be introduced in January. CDOT has worked with sponsors and stakeholder groups in advance of the legislative session to be included in possible legislation and to address any potential issues before reaching bill draft form. The following concepts are likely to become bills in 2014.

High Performance Transportation Enterprise. A bill is expected to be introduced to provide additional controls and transparency requirements over the High Performance Transportation Enterprise (HPTE). This bill would update the HPTE statute to require legislative approval before entering into new public-private partnerships, establish greater public comment requirements, and institute certain transit and mobility requirements. Originally, this bill was slated for consideration as a TLRC interim bill. However, after multiple meetings with CDOT to express concerns and request changes, the sponsor opted to take additional time to draft the legislation and, instead, run the bill in January. CDOT is engaged in ongoing meetings with the sponsor.

Idaho Stops for Bicycles. Legislation may be introduced to relax state traffic laws for bicyclists, specifically, by allowing bicyclists to yield, rather than stop, when approaching a marked stop sign. Other states have seen similar legislation in recent years, prompting larger debates on traffic safety and automobile/bicycle interactions on the road.

Daily Vehicle Rental Fee Overcharging. Under Senate Bill 09-108, also known as the Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER), five funding enhancements were established. This included an annual Road Safety Surcharge of approximately \$30 for each vehicle registration, and a \$2 per day Daily Vehicle Rental Fee for vehicle rentals. FASTER included language stating that no vehicle shall be charged both the Road Safety Surcharge and the Daily Vehicle Rental Fee. However, several rental companies demonstrated that they still paid both fees for certain vehicles. Rental companies are anticipated to run a bill to clarify FASTER's application to rented vehicles.

Off-highway Vehicles. In 2011 and 2012, legislation was introduced to permit off-highway vehicles (OHVs) to be operated on public highways subject to certain registration, licensing, speed, equipment, and other requirements. Both of these bills were postponed indefinitely. The concept of allowing OHVs on public roads is expected to return again in 2014 as a bill. CDOT has already voiced concerns that any new road users ought to pay their fair share of road use fees, be restricted from use on state highways, and be allowed only on roads below a certain speed limit threshold.

Long Bill: Cost of Living Adjustment. This year, the Governor's budget request includes a 1.5 percent salary increase for state employees, along with a 1.5 percent salary increase available under the state's merit pay program. If adopted by the Joint Budget Committee and approved by the General Assembly in April, this salary increase will take effect at the beginning of the next fiscal year.