

**Transportation Commission of Colorado
Meeting Schedule and Agenda
July 17 & 18, 2013
4201 East Arkansas Avenue
Denver, Colorado**

**Gary M. Reiff, Chairman
Englewood, District 3**

**Trey Rogers
Denver, District 1**

**Ed Peterson
Lakewood, District 2**

**Heather Barry
Westminster, District 4**

**Kathleen Gilliland
Livermore, District 5**

**Kathy Connell
Steamboat Springs, District 6**

**Douglas E. Aden, Vice Chairman
Grand Junction, District 7**

**Steve Parker, Chairman
Durango, District 8**

**Les Gruen
Colorado Springs, District 9**

**Gilbert Ortiz, Sr.
Pueblo, District 10**

**Steven Hofmeister
Haxtun, District 11**

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

The times indicated on the Commission agenda for each agenda item are approximate and subject to change. Generally, upon the completion of each agenda item, the Commission will immediately move to the next agenda 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.

Tuesday, July 16, 2013

8:30 a.m. Regional Transportation Committee (DRCOG)

Wednesday, July 17, 2013

10:00 a.m. Efficiency and Accountability Committee Meeting, Mt. Evans A&B

12:00 p.m. HPTE Board Lunch Meeting, Room 225

1:00 p.m. High-Performance Transportation Enterprise Meeting, Auditorium

3:00 p.m. Statewide Plan Committee, Auditorium

4:00 p.m. Asset Management Committee, Auditorium

Thursday, July 18, 2013

- 7:30 a.m. Breakfast Meeting**
- 9:15 a.m. Bridge Enterprise Bond Allocation Plan Update**
- 9:30 a.m. Division of Transportation Systems Management & Operations
Reorganization plan**
- 9:45 a.m. RAMP Workshop**
- 10:00 a.m. Workshop on Policy Directive 703.0**
- 10:15 a.m. CDOT Bike/Ped program**
- 10:45 a.m. Audit Committee**
- 11:15 a.m. Lunch Break**

TRANSPORATION COMMISSION MEETING

- 12:15 p.m. 1. Call to Order, Roll Call**
- 12:15 p.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes**
- 12:25 p.m. 3. Comments of Individual Commissioners**
- 12:25 p.m. 4. Executive Director's Report**
- 12:25 p.m. 5. Chief Engineer's Report**
- 12:30 p.m. 6. HPTE Director's Report**
- 12:30 p.m. 7. FHWA Division Administrator Report (John Cater)**
- 12:35 p.m. 8. STAC Report (Vince Rogalski)**
- 12:35 p.m. 9. Act on Consent Agenda:**
 - a. Resolution to approve the RAMP Special Meeting Minutes of May 29, 2013 (Herman Stockinger)..... Page 1**
 - b. Resolution to approve the Regular Meeting Minutes of June 19 & 20, 2013 (Herman Stockinger)..... Page 4**
 - c. Resolution to Approve the Annual Highway Namings Resolution passed by the House and the Senate (Herman Stockinger)..... Page 19**
- 12:40 p.m. 10. Discuss and Act on the 2nd Supplement to the FY'2014 Budget (Ben Stein)..... Page 36**

12:45	p.m.	11.	Discuss and Act on the Resolution to Adopt Rules Governing the State Highway Access Category Assignment Schedule, 2 CCR 601-1A (Scott McDaniel).....	Page 45
12:50	p.m.	12.	Discuss and Act on the Resolution to Repeal Policy Directive 707.0 "CDOT/Transportation Commission Budget Adoption (Ben Stein)....	Page 55
12:50	p.m.	13.	Discuss and Act on the Resolution to Approve Transit DBE Goal (Heidi Bimmerle).....	Page 58
12:55	p.m.	14.	Other Matters: <ul style="list-style-type: none"> ➤ Appointment of the Nominating Committee 	
12:55	p.m.	15.	Acknowledgements: Recognition of the Region 1 Twin Tunnel Environmental Assessment Team who won the FHWA National Environmental Streamlining Award	
1:00	p.m.	16.	Adjournment	
*****	*****	****	***** BRIDGE ENTERPRISE BOARD OF DIRECTORS	
1:00	p.m.	1.	Call to Order and Roll Call	
1:02	p.m.	2.	Audience Participation Subject Limit: 10 minutes; Time Limit: 3 minutes	
1:12	p.m.	3.	Act on Consent Agenda <ul style="list-style-type: none"> ➤ Resolution to Approve Regular Meeting Minutes from June 20th, 2013 (Herman Stockinger) 	
1:14	p.m.	4.	Discuss and Act on 2nd Budget Supplement for FY2014 (Ben Stein)	

- | | | | |
|-------------|-------------|-----------|-------------------------------------------------------------------------------------|
| 1:16 | p.m. | 5. | Discuss and Act on Resolution to Revise Budget Adjustment Policy (Ben Stein) |
| 1:18 | p.m. | 6. | Monthly Progress Report (Tim Harris) |
| 1:20 | p.m. | 7. | Adjournment |

**Transportation Commission of Colorado
Statewide Plan Committee
Meeting Agenda
Wednesday July 17– 3:00-4:00 PM
4201 East Arkansas Avenue, Denver, CO**

**Debra Perkins-Smith, Director
Division of Transportation Development**

**Ed Peterson, Chair
District 2, Lakewood**

**Kathy Gilliland
District 5, Livermore**

**Douglas Aden
District 7, Grand Junction**

- **Introductions – 5 minutes – Ed Peterson, Chairman**
- **Approve May 15, 2013 Minutes – 5 minutes – Ed Peterson, Chairman**
- **Planning Process and MPACT64 – 20 minutes - Debra Perkins-Smith and Herman Stockinger**
- **Broad Public outreach for TPR plans and SW Plan – 10 minutes - Debra Perkins-Smith and Michelle Scheuerman**
- **TPR meetings summary and MPO approach summary – 10 minutes – Debra Perkins-Smith**
- **Expiration of MOU's – 10 minutes – Debra Perkins-Smith**
- **Adjourn**

THIS AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION

STATEWIDE PLAN COMMITTEE MEETING

Date: May 15, 2013

Committee Members Attending: Commissioner Ed Peterson, Commissioner Kathy Gilliland.

Other Commissioners Attending: Commissioner Steven Hofmeister, Commissioner Kathy Connell, Commissioner Gilbert Ortiz, Sr., Commissioner Les Gruen, Commissioner Gary Reiff.

Others Attending: CDOT HQ: Don Hunt, Debra Perkins-Smith, Ben Stein, Sandi Kohrs, Michelle Scheuerman, Gail Hoffman, Scott Richrath, Erik Sabina, Charles Meyer, Herman Stockinger, Scott McDaniel, Jason Wallis, and Dave Wieder. Regional Transportation Directors: Kerrie Neet, Johnny Olson, Dave Eller, Tom Wrona, and Tony DeVito. Others: Vince Rogalski, STAC Chairman; Steve Cook and Todd Cottrell, DRCOG.

- *Meeting Minutes:* Minutes were approved for the March 20, 2013 meeting of the Transit and Intermodal Committee.
- *Policy Directive (PD) 14:* Staff presented proposed objectives for Safety and Bridges and the goal, measures and objectives for System Performance in PD 14.
 - Safety – Commissioners approved the safety objectives as presented after concluding that they are achievable yet challenging because of such factors as increasing vehicle miles traveled (VMT), and an upward trend in fatalities and serious injuries in the last two years. Commissioners noted the connection between asset management and a safer transportation system.
 - Bridges - Commissioners approved the objectives for bridges that all flow from the MAP-21 measure that the percent of total deck area of structurally deficient National Highway System (NHS) bridges should be at or below 10%. The objective was worded in the more positive 90% goal of deck area not structurally deficient. In addition, Commissioners asked staff to change the language in PD 14 to more clearly define the difference between good, fair and poor condition of bridges used before to the new measure of percent of total bridge deck area that is not structurally deficient
 - System Performance – Commissioners approved the goal for system performance, a combination of the MAP-21 goals of congestion reduction and system reliability. They agreed that the primary improvement will be from operations and secondarily from any capacity. The goal may be revised slightly as a result of a future discussion on system performance measures for transit. Commissioners accepted the Planning Time Index for performance of the Interstates and NHS. Planning Time Index is the ratio between the 80th percentile time divided by the free flow time. For traffic congestion,

Commissioners indicated a preference for a percent of total travel time, over minutes of delay as the measure.

- *Statewide Plan Outreach – Summer Meetings:* Staff invited Commissioners to attend the Statewide Plan meetings that have been scheduled to date in the various Transportation Planning Regions (TPRs) between May and early August. Statewide Plan outreach is starting earlier than originally planned because of the need to coordinate Statewide Plan and TPR plan development with work on the anticipated ballot initiative. The meetings will feature an interactive presentation on the state of transportation statewide, the range of revenue scenarios, and on transportation in each TPR. The data-based presentation will be accompanied by TPR-specific handouts on transportation in general and transit in particular.

CDOT is partnering with the state Office of Economic Development and International Trade (OEDIT) to invite key business community leaders to the meetings, the first time the office has been invited to participate in Statewide Plan meetings. OEDIT participation is expected to provide perspective on the types of transportation improvements that could support economic development. The Division of Transportation Development is coordinating this outreach effort with the five CDOT Regions, the Office of Policy & Government Relations, and the Division of Transit and Rail. DTD also is working with the Metropolitan Planning Organizations (MPOs) so that they may put forward their priorities for any potential ballot initiative.

Commission complimented staff for the “herculean” effort required to get ready for the TPR meetings.

- *Program Distribution* – Staff told Commissioners that the Program Distribution began with a meeting of a committee of the Statewide Transportation Advisory Committee (STAC) on May 10. It is anticipated that the STAC committee will complete Program Distribution in September so that Program Distribution recommendations can be presented to the Commission in the fall. This schedule should provide financial information for CDOT and MPO plan development. Program Distribution will identify the level of forecast revenues to be assigned the budget categories (Maintain, Maximize, Expand etc.) for the duration of the Statewide Plan as well as the major programs such as surface treatment, maintenance, bridge, Intelligent Transportation Systems (ITS), operations, transit, and others.

Program Distribution is a change from Resource Allocation, in which anticipated revenues were allocated by program and by Regions for the time period of the Plan and Statewide Transportation Improvement Program (STIP). This time, funding levels needed to achieve

future performance or condition objectives as outlined in PD 14 and to meet Risk-Based Asset Management Plan goals will be an important factor in Program Distribution. This new effort is in response to the MAP-21 emphasis on performance measurement and an asset management plan. The estimates will be updated for each Plan/Statewide Transportation Improvement (STIP) cycle, normally about every four years.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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



DATE: July 3, 2013

TO: Statewide Plan Committee of the Transportation Commission

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

SUBJECT: **Planning Process, MPACT64 and Public Outreach**

Purpose: This memo summarizes information to be presented at the SWP Committee of the Commission at the July meeting regarding the planning process, MPACT64, and public outreach for the Plan. The discussion will also summarize some of the concerns raised by our planning partners at the STAC meeting.

Action Requested: Input on approach for development of TPR plans and the SW Plan, response to MPACT64 and the broader public outreach.

Background: The statewide transportation planning process begins with Commission policies that guide the future development of transportation plans and set the revenue forecast. STAC recommended and the Commission approved a revenue forecast for the next plan in March of this year. The Commission requested that the planning process include revenue scenarios – so in addition to the adopted forecast, include a scenario with more funding and one with less funding. The regional transportation plan (RTP) process was initiated in June with the meetings of each TPR. At those meetings handouts were provided with updated data for each TPR with current and forecast conditions for traffic, population, and truck traffic along with summary information on major employment types, safety, and multimodal services. The RTP development process will continue through spring of 2014.

CDOT was also asked by MPACT64 to provide a list of projects, by August of this year, that would reflect transportation priorities in various areas of the state. We saw two options on how to address this MPACT64 request within a planning context: we could use the 2035 plan information along with staff knowledge to provide this information on regional priorities; or we could engage our planning partners in developing a current list of priorities for each TPR and MPO area. We chose the latter approach as we value our partnership with the planning regions of the state, and we recognize that the TPR and MPO members know their area well and can address local transportation needs.

In order to support this effort, CDOT planning staff presented current data for each TPR that has been developed for the 2040 Statewide Transportation Plan effort. This data contributed to

discussions with our planning partners about regional priorities and needs as well as problem areas and potential solutions. While development of a project list early in the Plan process is different from what our partners are accustomed to, it is important to take advantage of this window of opportunity to provide input to the group considering a statewide ballot measure for transportation.

Attached is a memo and graphic sent to STAC members to help explain how these summer meetings and a project list fit into the overall planning process. Additional work and a broad public outreach are needed to support the development of regional plans and the SW Plan. The work done by August will help inform the MPACT64 efforts, and additional information can be provided to that same group based on the public outreach effort which may result in some modifications to the original lists.

Also in this packet is a summary of the June TPR meetings and of each MPO approach. In July an additional meeting will be held with each TPR. CDOT will provide the TPRs with a project worksheet which will include projects identified at the June meeting, the associated benefits, and planning-level cost estimates. Participants will use this list and engage in table discussions to identify any oversight or emissions. Participants will then be asked to prioritize based on a potential fund range. The range will be greater than the expected revenue from a ballot measure, but will result in a robust list of priorities for the TPR which can then be vetted through the public involvement process.

Public Outreach

STAC members have asked about the planned methods for public outreach. A presentation will be given at STAC in July on this topic. CDOT believes that effective and ongoing public involvement is critical to ensuring that multimodal transportation needs are identified.

CDOT will utilize the Statewide Plan Web Site to kick-off a broader public outreach program and will include information on the importance of all modes of transportation, the development of the Statewide Plan, why should the public participate, and ways to get involved. The web site will promote increased public involvement, allow accessible web-based information and accommodate an interactive experience with comment capability. Additional social media will also be used to direct people to the website. In addition to using electronic means, CDOT will also utilize traditional approaches such as open house, meetings and presentations.

CDOT will work with each TPR to customize a public outreach approach that works best in their area with a goal of fostering meaningful input to the Regional Transportation Plan (RTP). CDOT will provide the TPRs with a menu of public involvement methods.

These options include:

- Teleconference Town Hall
- Open Houses/meetings
- Postcards (mailings)
- Webinars
- Social Media
- Specific outreach to underserved populations
- Targeted outreach for various modes

Next Steps:

CDOT will launch the Statewide Plan Web Site in the next few weeks. In the interim, Statewide Plan information is contained on CDOT's Web Site in the Planning Section. CDOT is currently refining its Public Involvement Plan, and CDOT will work with the TPRs in developing a public outreach approach.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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



DATE: June 26, 2013

TO: STAC

FROM: Debra Perkins-Smith, Director, Division of Transportation Development
Herman Stockinger, Director, Office of Policy and Government Relations

SUBJECT: Planning Process and MPACT 64

At the last STAC meeting there were some great questions regarding the statewide and regional planning process, public involvement, and how the request for a list of projects to help inform decision-makers on a potential ballot question in 2014 relates to that process.

One complaint we have heard is that by combining these efforts, we have altered the planning process by asking for a list of projects rather than taking the traditional corridor-based approach used in previous plans. We definitely understand the concern. There will be more detailed discussions on the planning process, the public outreach program, and the MPACT 64 request for project lists, at STAC in July, but for now we wanted to take a few minutes to explain the overall process as we see it.

Transportation Planning Process and Public Outreach

As shown on the attached graphic, the statewide transportation planning process begins with Commission policies that guide the future development of transportation plans and set the revenue forecast. STAC recommended and the Commission approved a revenue forecast for the next plan in March of this year. The Commission requested that the planning process include revenue scenarios – so in addition to the adopted forecast, include a scenario with more funding and one with less funding. The regional transportation plan (RTP) process was initiated in June with the meetings of each TPR. At those meetings handouts were provided with updated data for each TPR with current and forecast conditions for traffic, population, and truck traffic along with summary information on major employment types, safety, and multimodal services. The RTP development process will continue through spring of 2014. At these meetings, attendees were asked to identify what problem areas would be a priority to address if additional funding were to become available. At future meetings, attendees will also be asked to discuss what might be reduced if less funding is available.

Public outreach will be conducted over many months of the plan development. The outreach for the RTP development and the Statewide Plan will utilize many techniques for engaging the

public including the traditional meeting format as well as the electronic methods that can reach a larger audience and engage the “wired” generation. A presentation will be given at STAC in July on all the various means that will be used to reach out to stakeholders. In the next few months CDOT staff will meet with each TPR to identify the outreach methods that best suit their area. CDOT will also meet with MPO staff to determine where partnering for outreach makes sense. Consultant support will be available for the TPR Plan development and public outreach. Meetings with the TPR membership will continue throughout the plan development timeline.

MPACT64 and the request for a project list

As you know a group called MPACT64 has formed to discuss a potential ballot initiative to raise revenue for transportation. When CDOT was asked by MPACT64 to identify, by August of this year, what state highway projects would be appropriate for a ballot list we saw two options: CDOT could use the 2035 RTP’s and staff knowledge to create a list; or, we could engage the TPR’s and MPO’s in an exercise to update regional priorities and develop a list using more current data that had been prepared for the 2040 plan kickoff. We felt the list needed the credibility of using a bottoms-up approach, starting with the TPRs and MPO’s, and included this effort as part of the plan process.

The request for these updated priorities has resulted in a two-month exercise that some have viewed as the entire plan development process. That is certainly not the case. The meetings in June and July offer an opportunity for each TPR and MPO to contribute information to MPACT64, but are only the beginning of the RTP and Statewide Plan development process that continues through spring of 2014. The TPR membership and MPO boards include the leadership in each area and those with considerable knowledge about transportation issues. The work done by this leadership over the summer to identify regional priorities can serve as a basis for discussions with stakeholders and the public during the plan development process.

We recognize that this is not the expected sequence for RTP development and the statewide plan, but there was a window of opportunity to update regional priorities and identify projects that would be important in each area if a ballot question is put forward. As we continue the Plan development process and we get public input and feedback from a much broader audience on these initial ideas, we can inform the MPACT64 group of the findings. The further development and timing of a ballot list will be dependent on the needs of the business coalition and MPACT64 - not CDOT. We stand ready to assist them in articulating Colorado’s pressing highway needs and identifying publically vetted projects that help fulfill those needs.

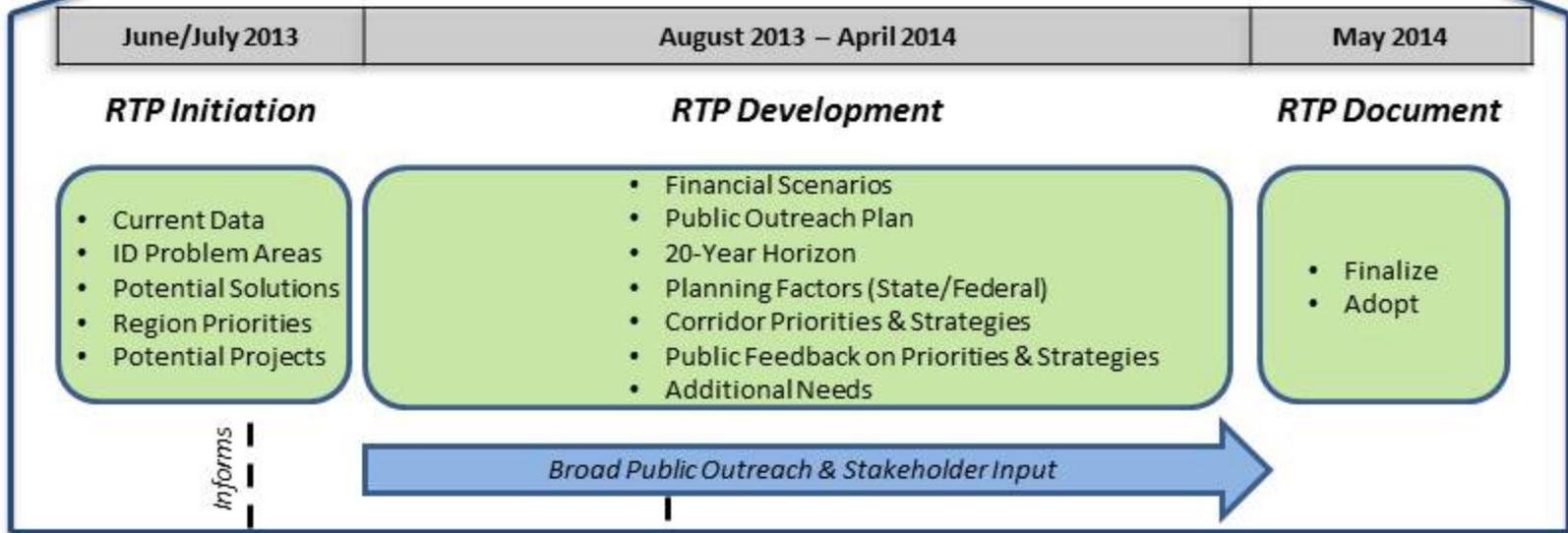
We hope this information is helpful. In addition to STAC presentations in July, we’ll be developing a list of FAQs on both topics. Please do not hesitate to contact either Herman Stockinger at 303-757-9077 or Sandi Kohrs, Manager, CDOT Multimodal Planning, at 303-757-9795 with any questions.

Cc. CDOT Region Transportation Directors

Statewide Plan Process Overview



Regional Plan Development Process & Timeline



Informs



MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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



DATE: July 3, 2013

TO: Statewide Plan Committee of the Transportation Commission

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

SUBJECT: Transportation Planning Region (TPR) Meetings and MPO Approach

Purpose: This memorandum summarizes the TPR outreach meetings conducted through the end of June 2013. The memo also includes a brief description of each MPO approach for development of a potential project list by August.

Action Requested: None. Information only.

Background: As indicated in the memo submitted to the Statewide Plan Committee on June 5, 2013, CDOT has begun to conduct TPR outreach meetings to gather information on TPR transportation needs and priorities as a component of developing the Statewide Plan and in response to an MPACT64 request for a potential project list by August. Should additional funding beyond projected revenue become available, these projects reflect where funds may be applied.

Staff has also met with each MPO to discuss the approach they wish to use to contribute information in response to the MPACT64 request.

Status of Meetings Held to Date: Staff has met with all 10 TPR's and has had discussions with the 5 MPO's to outline the process for identifying area priorities that could be addressed if additional revenue were to become available. Additional meetings are scheduled with TPR's in July.

What We Have Heard: Attachment 1 includes key highlights of what we have heard at the TPR outreach meetings conducted in May and June as well as the summary of each MPO approach. It should be noted that this input is reflective of those who attended the meeting and not necessarily the entire TPR.

Next Steps: Staff is preparing for the July TPR meetings. See Attachment 2 for a list of those meetings.

ATTACHMENT 1
SUMMARY OF TPR MEETINGS AND MPO APPROACH
As of July 3, 2013

Southeast TPR – Meeting on May 22, 2013

- Top three TPR transportation issues were: 1) System quality/pavement condition, 2) Safety, and 3) Transit (AMTRAK).
- The major problem area locations for roadways identified in the SE TPR were along US 50, SH 96, and US 287. There was support for maintaining AMTRAK service in the area. The types of improvements most noted were roadway widening, shoulder widening, reliever routes, and pavement resurfacing.

South Central TPR – Meeting on May 30, 2013

- Top three SC TPR transportation issues were: 1) Truck traffic, 2) System quality/pavement condition, and 3) Transit services.
- The major problem area locations identified in the SC TPR were along US 350 and US 160. Support was stressed for maintaining multimodal service in Trinidad, including an intermodal station and maintaining Southwest Chief AMTRAK train service. Also stressed was the need for a CNG fueling station at I-25. The types of improvements most noted were roadway widening, shoulder widening, and pavement resurfacing.

San Luis Valley TPR – Meeting on May 30, 2013

- Top SLV TPR transportation issues were: 1) Truck traffic, and 2) a four-way tie for Economic development, Safety, Rough roads/declining pavement condition, and Bridge improvements.
- The major problem area locations identified in the SLV TPR were along US 24, US 160, SH 149, SH 17, and SH 112. The types of improvements most noted were roadway widening, shoulder widening, auxiliary lanes, and bicycle/pedestrian facilities.

Southwest TPR – Meeting on May 31, 2013

- Top SW TPR transportation issues were: 1) System quality/pavement and 2) a three-way tie for Truck traffic, System quality/safety, and Bike/pedestrian.
- The major problem area locations for the SW TPR were along US 160, US 550, SH 172, and Ignacio transit. The types of improvements most noted were intersections, shoulder widening, auxiliary lanes, bicycle/pedestrian facilities, transit, and wildlife crossings.

Upper Front Range TPR – Meeting on June 6, 2013

- The top three TPR transportation issues were: 1) Rough roads/declining pavement condition, 2) Energy industry mobility, and 3) Economic development/urbanization impacts on transportation.
- The major problem area locations for roadways identified in the Upper Front Range TPR were Estes Park US 34/US 36 congestion and transit solutions; south US 85 mobility, congestion, and safety issues; and the need for passing lanes on US 287 throughout the region.

Northwest TPR – Meeting on June 7, 2013

- The top three TPR transportation issues were: Need for more and better transit services and System preservation; 2) Address high-importance corridors; 3) Safety, congestion and better traffic controls for communities adjacent to highways.
- The major problem area locations for roadways identified in the Northwest TPR were SH 9; US 40 in Steamboat and Kremmling, and from Kremmling to Muddy Pass; and SH 131 north of Oak Creek.

Eastern TPR – Meeting on June 10, 2013

- The top three TPR transportation issues were: 1) Rough roads/declining pavement condition; 2) Economic development/growth patterns; and 3) Safety.
- The major problem area locations for roadways identified in Eastern TPR were US 385 north of Cheyenne Wells, in Holyoke, and turn lanes throughout the region; the need for Super 2 construction on US 385, US 40/287, and US 71; and SH 23 reconstruction from Holyoke to the state line.

Intermountain TPR – Meeting on June 12, 2013

- The top three TPR transportation issues were: 1) Transit services; 2) Economic development and transportation; and 3) System quality (safety).
- The major problem area locations for roadways identified in Intermountain TPR were congestion relief on I-70 and US 82, including BRT, transit, and bike/pedestrian improvements; the I-70 and Eagle Airport interchange; shoulders and passing lanes on US 24 and US 131; and US 6 widening from Gypsum to Eagle.

Central Front Range TPR – Meeting on June 17, 2013

- The top three TPR transportation issues were: 1) Truck traffic and system quality (pavement); 2) Congestion and bike/pedestrian; and 3) Economic development and bridges.
- Central Front Range identified a need for a program to fund off-system roadway improvements. Major problem area locations for transportation were SH 115 bike lanes from Canon City to Florence to Penrose, US 50 Salida to Canon City passing lanes and possible spot realignments, and SH 9 shoulders to accommodate bikes from Breckenridge to Alma. The SH 9 problem area includes transportation facilities outside Central Front Range.

Gunnison Valley TPR – Meeting on June 25, 2013

- The top three TPR transportation issues were: 1) Truck traffic; 2) Economic development; and 3) System quality (pavement) and bike/pedestrian.
- Meeting participants identified funding for transit operations as a top transportation need. Major transportation issues were inexpensive air service to DIA and US 550 bike/pedestrian path and multimodal connections between Ridgway and Montrose; and transit services from Montrose to Gunnison along US 50/SH 92 and safety improvements on SH 92 at Rogers Mesa. Continuing the SH 92 corridor project to Paonia and the SH 133 roadway project from Hotchkiss

to Carbondale also were identified, as well as improved signage and wayfinding for Scenic Byways.

MPO approach: Below is a summary for each MPO.

Denver Regional Council of Governments

Project selection process: At the June 5 MVIC meeting, MVIC recommended submitting to CDOT the following:

1. All projects in DRCOG's adopted RTP
2. All projects in DRCOG's 2035 Vision Plan (unfunded needs plan)
3. Any regionally significant RAMP projects not included in either the RTP or the Vision Plan (to be determined after CDOT determines RAMP eligibility)
 - The rationale for this approach is that all of these lists are pre-vetted – either in the DRCOG process or by local governments who have identified a need.
 - CDOT received these lists in June and transmitted to the MTD.
 - Timeline: DRCOG does not plan further action at this time.

Grand Valley MPO

- Project selection Process: GVMPO will estimate the percentage of statewide funding that typically would come to the area and use that to establish a target for which to identify projects. Staff members will look at the most recent long-range plan to identify potential projects.
- Timeline: Potential projects were brought before TAC on **June 12th** for discussion and recommended to GVRTC on **June 24th**. GVMPO is working with Region 3 engineers to confirm projects and update cost estimates. This will be brought back to TAC on **July 10th** for review, prioritization, and recommendation to GVRTC. GVRTC is anticipated to consider, and adopt at its meeting on **July 22nd**.

North Front Range MPO

- Project selection Process: CDOT hosted an informational session for the North Front Range area to discuss MPACT 64 and timeline and process for identifying regional transportation priorities. At the NFR's request, CDOT Region 4 staff prepared a list of potential projects for review by TAC and Planning Council.
- Timeline: Informational meeting on **June 3rd, 2013**. CDOT Region 4 presented list to TAC on **June 17**. The NFR Planning Council will review the list at its **July 11** meeting, with adoption anticipated at the **August 1** Planning Council meeting.

Pikes Peak Area Council of Governments

- Project selection Process: Two discussions will be held with the TAC to examine existing projects in the RTP and the costs of each, and then prioritize those that would move forward with additional funding. A prioritized project list will be generated and then passed to the Board for consideration and "adoption".

- Timeline: The TAC discussed on **June 20th**, and will finalize on **July 18th**. The PPACG BOD will adopt on **August 14th**.

Pueblo Area Council of Governments

- Project selection Process: PACOG compiled a preliminary list of projects from the RTP with the assistance of PACOG staff and CDOT Region staff. That list was vetted initially at a public meeting arranged specifically for this purpose. The resulting list will then be reviewed and discussed by the TAC to determine if there are any new/additional projects to add, to re-prioritize, if necessary and then to submit to the Board for adoption.
- Timeline: A public meeting was held at the Pueblo Police Station on **June 27th** from 5:30-7:00 pm for vetting of the initial project list compiled by PACOG and CDOT Region staff. The TAC will review and refine at its **July 9** meeting and finalize a recommendation for Board approval on **July 25**.

Attachment 2

TPR Outreach Schedule

As of July 3, 2013

CDOT Region/TPR	Meeting Date
Region 2	
Southeast	July 24, 2013
South Central	July 25, 2013
Central Front Range	July 29, 2013
Region 3	
Northwest	July 25, 2013
Intermountain	July 26, 2013
Gunnison Valley	July 30, 2013
Region 4	
Upper Front Range	July 9, 2013
Eastern	July 8, 2013
Region 5	
San Luis Valley	July 16, 2013
Southwest	July 15, 2013
Gunnison Valley	July 30, 2013

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

DATE: July 1, 2013

RE: DRCOG and PPACG MOUs

Purpose

To provide staff with direction in responding to requests from DRCOG and PPACG to extend and/or develop replacement MOUs.

Background

MOUs were signed in November 2004 and April 2005 with DRCOG and PPACG, respectively. While the MOUs address a number of issues including investment strategies, management systems, and strategic project funding, the primary emphasis of the MOUs is “the equitable allocation of federal and state transportation revenues through the state” and specifically to the Greater Denver Area Transportation Planning Region (DRCOG) and Pikes Peak Area (PPACG). The MOUs have been extended twice. The most recent extension expired on June 30, 2013.

In recent months, both the DRCOG Board and the PPACG Board took action on the MOUs. In April, the DRCOG Board voted to allow the current MOU to expire, but to write a letter (see attached) to the CDOT Executive Director requesting discussions with CDOT “to formulate a new funding agreement in the near future.” In coming to this decision, the DRCOG Board noted that a replacement to the existing MOU was a more appropriate course as the existing MOU is outdated and includes many elements that are no longer applicable. The PPACG Board took action in June and requested an extension of the existing MOU, followed by discussions on a replacement.

Options

Staff has listed several potential options for discussion:

1. Extend the lapsed MOU for one year and engage in discussion and consideration of a replacement MOU.
2. Do not extend, but engage in discussions with DRCOG and PPACG on development of a replacement MOU.
3. Do not extend, but engage in discussions with DRCOG and PPACG on alternatives to an MOU.
4. Do not extend and do not consider a replacement or alternative to an MOU.

Staff Recommendation

Staff concurs with the view expressed by the DRCOG Board that the existing MOU is outdated and contains elements no longer applicable. The MOU has already been extended twice, and should at this point be allowed to expire. Staff has no recommendation regarding a future MOU or a specific alternative. Staff is of the opinion that other strategies or alternatives such as continued monitoring and on-going coordination and discussions could be explored.

Board Officers

Sue Horn, Chair
Jack Hilbert, Vice Chair
Rachel Zenzinger, Secretary
Jackie Miller, Treasurer
Dennis McCloskey, Immediate Past Chair
Jennifer Schaufele, Executive Director

April 24, 2013

Don Hunt
Executive Director
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

Dear Mr. Hunt:

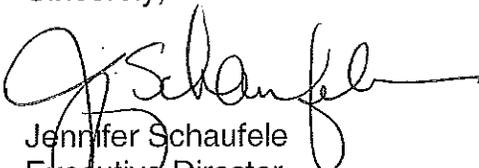
On behalf of the Board of Directors of the Denver Regional Council of Governments (DRCOG) I would like to convey action the Board took at its April 17 meeting regarding the CDOT/DRCOG funding equity MOU which will expire on June 30, 2013.

The DRCOG Board supports allowing the current MOU to expire (renewed in 2009 and 2011) as many of its elements are no longer applicable. In addition, the Board would like to initiate discussions with CDOT to formulate a new funding agreement in the near future. Generally, the Board believes the appropriate time for these discussions would be after the Transportation Commission takes action on RAMP recommendations in September.

When the DRCOG Board pursued actions resulting in the original MOU in 2004, the Denver metropolitan region faced an inequitable funding situation. State transportation funds allocated to the region had eroded from a historic 40+ percent to a proposed low of 28 percent. This was an untenable situation given that the region is a primary economic engine for the state, encompassing more than 50 percent of Colorado's population, employment, retail sales and income tax. The region also accounts for about 47 percent of the state's vehicle miles of travel (VMT). Moreover, the region's contribution to gas tax collection subsidizes transportation improvements throughout the state.

DRCOG and CDOT, along with its other partner, RTD, enjoy a cooperative planning process which is governed by the Memorandum of Agreement (MOA) that directs this partnership. It is in this same spirit of cooperation that the DRCOG Board seeks to pursue a new funding agreement with CDOT. I look forward to meeting with you to discuss next steps for our two agencies.

Sincerely,


Jennifer Schaufele
Executive Director

REC'D MAY 04 2013

c: The Honorable John Hickenlooper, Governor
Members of the Colorado Transportation Commission

We make life better!



Pikes Peak Area Council of Governments

June meeting minutes regarding the MOU with CDOT

B. CDOT Memorandum of Understanding (MOU) Renewal

Mr. Craig Casper, PPACG Regional Transportation Director, provided a brief history on PPACG's funding MOU with CDOT, including the calculation of the 9.5 percent of funding (+/- one percent). That number corresponds to approximately 75 cents back on every dollar paid in by the region. Since the MOU was signed, PPACG staff concluded that the Pikes Peak Region received 7.5 percent of the funding, a shortage of \$190 million over six years. The MOU expires at the end of June 2013 and Mr. Casper requested the Board provide direction on how to move forward. Herman Stockinger, Director of the Office of Policy and Government Relations for CDOT, addressed questions on CDOT's approach to the MOU and said that CDOT was not interested in renewing an MOU that clearly wasn't serving anyone's needs. He discussed the challenge in meeting the MOU funding percentage given reductions in the State's budget.

Transportation Commissioner Les Gruen arrived at the meeting at 9:30 a.m.

A lengthy discussion took place on the concept behind the MOU, fluctuations in the State budget, the region's return on investment, lane miles and maintenance and population percentages, the impact of the MOU expiring, and CDOT's RAMP program.

City of Colorado Springs Councilmember Don Knight moved to extend the MOU for a period of one year. The motion carried unanimously. In addition, Councilmember Knight moved to direct staff to work with CDOT to develop a new framework to bring back to the Board in one year, regardless of whether this goes forward or not. The motion carried unanimously.

**Transportation Commission of Colorado
Transportation Asset Management Committee
Meeting Agenda
Wednesday, July 17, 2013
4201 East Arkansas Avenue**

**Scott Richrath, Branch Manager
Transportation Performance Branch**

**Les Gruen
District 9, Colorado Springs**

**Kathy Connell
District 6, Steamboat Springs**

**Heather Barry
District 4, Westminster**

**Tim Harris
Chief Engineer**

**Debra Perkins-Smith, Director
Division of Transportation
Development**

All commissioners are invited to attend this Committee meeting.

- 1. Approve May 15 Minutes – 5 minutes**
- 2. Report Out from Commissioner Gruen – 5 minutes**
- 3. Asset Management Updates – Staff – 50 minutes**
 - Buildings**
 - Colorado Construction Cost Index (CCCI) Forecast Model**
 - Risk-Based Asset Management Updates**
 - GIS Alternatives**

THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION

ASSET MANAGEMENT COMMITTEE

DRAFT MINUTES

Date: May 15, 2013

Committee Members Attending: Commissioners Gruen, Connell, and Barry

Others Attending: Commissioners Reiff, Peterson, Gilliland, Aden, Ortiz, Hofmeister, Executive Director Hunt, Debra Perkins-Smith, Tim Harris, Scott Richrath, JoAnn Mattson, Scott McDaniel, Tony DeVito, Dave Wieder, Ben Stein, Rich Sembrat, David Fox, Marcella Broussard, Ty Ortiz, Vince Rogalski (STAC), Sandi Kohrs, Tom Wrona, Bob Haley, Scott McDaniel, Herman Stockinger, Ty Ortiz, Jeff Zavitski (Deighton), Dan Roberts (Deighton), Louie Barela, Josh Laipply, Kerrie Neet, Johnny Olson, Dave Eller, Steve Cook (DRCOG), Todd Cantrell (DRCOG), Amy Ford, and Charles Meyer.

Minutes:

- **Opening Discussion:** Commissioner Gruen welcomed everyone to the meeting and thanked Debra for arranging a conference call last week. The conference call was valuable and everyone recognizes that we are in a period of transition, moving to a new way of doing business. The Asset Management committee meetings will now be open to asset management staff, to improve communications. Commissioner Gruen is confident that he, Tim, Deb, and Scott R. are all on the same page now.
- The minutes from the February meeting were approved.
- **Presentation:** Tim's opening remarks addressed asset management at CDOT. Tim stated that asset management is not a once a year deal; it's a way of life. There will be less discretion at the project, program, RTD and Chief Engineer levels. Systems will be used to show the value of investment. Money that is allocated and not spent will come back to HQ for redistribution. CDOT has to find a balance between engineering and finance.
- Tim then gave an overview of the surface treatment project list, revised from the April list presented to Commission. Highlights included the percent of projects on low volume roads dropping from 32% to 16%. The average age of these projects is 30 years, and they have a very high IRI rating. Two of these projects are partnerships with local governments combining work being done in the same area. Treatments were changed on five projects, and of the 41 projects listed only three are in the area that was once Region 6.

This revised project list will allow CDOT to maintain the current Good/Fair/Poor percentage, and actually improve the Good/Fair percentage on the Interstate by 3%.

Commissioner Reiff asked what percentage of the dollars for these projects fall outside of the old Region 1, and Executive Director Hunt shared that it is 93%.

STAC Chairman Vince Rogalski asked how many of the projects in the revised list are in the 2014 STIP?

Commissioner Gilliland supported completing those projects in the STIP.

Executive Director Hunt noted that businesses adapt to change, and in CDOT's case MAP-21 reauthorization has changed the way we do business and we need to adapt. Vince is right, and those projects in the STIP should be reviewed and evaluated, but the STIP does not always clearly define

projects and often references pools and corridors. The surface treatment program is a great example of less clearly defined STIP projects.

Commissioner Reiff stated that he fundamentally disagrees with the idea that once a project is in a 5-year plan, that the plan cannot be modified.

Vince noted that these changes are not being communicated and they need to be; and folks in the Transportation Planning Regions and Metropolitan Planning Organizations need to be heard.

Commissioner Gilliland noted that projects that have already started with dollars expended need to be continued.

Commissioner Peterson noted that communication is sometimes about managing expectations, and Federal funding has changed. In the long run the constituents state wide will benefit from these changes. Communication needs to be two way.

- Scott R. presented updates that CDOT staff are currently working on, which include the recently commenced risk-based asset management plan, the multi-asset management system enhancements, the surface treatment – roadway surface maintenance project, and more.
- Scott R. asked that if any Commissioners or others have questions or comments about the risk-based asset management plan strategy document, they should contact him by telephone (303-757-9793) or email (scott.richrath@state.co.us) by June 7th.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222



TO: Colorado Transportation Commission

FROM: Scott Richrath, Transportation Performance Branch Manager

SUBJECT: July Asset Management Committee Meeting

DATE: July 17, 2013

Purpose

This memorandum summarizes the discussion planned for the July meeting of the Colorado Transportation Commission Asset Management Committee. There are two attachments in support of this meeting:

- (1) the minutes from the May Committee meeting, and
- (2) PowerPoint Presentation covering these four topics:
 - a. Buildings
 - b. Colorado Construction Cost Index Forecast Model
 - c. Risk-Based Asset Management Updates
 - d. GIS-Integrated Asset Management

Approvals Requested

During the Committee meeting, staff will submit for approval:

- 1) Approval of May meeting minutes
- 2) An updated list for RAMP expenditures on Buildings, based on new region boundaries/priorities
- 3) A proposal for forecasting the Colorado Construction Cost Index (CCCI)

Background

The Transportation Commission Asset Management Committee held its first meeting in September, 2012, during which staff provided background on the provisions in MAP-21 related to asset management, and began discussions about the Fiscal Year (FY) 2014 budget that starts on July 1, 2013. How financial resources are allocated to the transportation assets has been based on direction from the Transportation Commission in the form of the goals and objectives specified in Policy Directive 14, currently under discussion in conjunction with the Statewide Plan and MAP-21.

Buildings

A central focus of CDOT's Asset Investment Management System (AIMS, formerly Multi-Asset Management System) current project phase is to incorporate CDOT's buildings assets into the analysis. The consultant has met with Property Management staff and developed a Proposed Methodology to effectively predict performance and funding needs based on the condition of four building components and the overall building condition. The consultant has received staff feedback and will now begin implementing this methodology into AIMS.

Concurrently work is in progress to enhance the data collected in the regions and entered into SAP. The enhancements include adding more data regarding office buildings and considering aspects of buildings beyond defects with HVAC and other systems.

Staff recommends a modification to the FY14 RAMP buildings list, provided in the PowerPoint. The original building list was developed prior to the Region Boundary change using state-wide building evaluations and rankings. Budgets for each of the projects were established based on the preliminary scope of work. When the Region Boundary modifications were made official it was determined that consolidations of several existing patrols at the Fairplay and Empire would greatly enhance the operations of the reorganized Regions. As a result of the consolidation efforts, the scope of the Fairplay and Empire sites increased. The Fairplay and Empire sites were *the highest state-wide priority* so as the scope of those two projects increased; other lower priority projects were deferred.

Colorado Construction Cost Index Forecast Model

Since 1987 CDOT has collected historical data on a quarterly basis for materials. The Colorado Construction Cost Index (CCCI) is a weighted average of earthworks, hot mix asphalt, concrete pavement, structural concrete and reinforcing steel, and is based on over 5000 bid item prices. For planning, budgetary and asset modeling purposes CDOT hired a consultant to develop models forecasting inflation. These were developed last spring and can project quarterly inflation for any period until 2040. The model, which will be updated annually, currently recommends using a 3.5% inflation rate. Staff recommends reducing the models’ gross annual inflation rate by .5% to account for projected efficiencies, which are not part of the model.

Risk-Based Asset Management Updates

MAP-21 federal legislation requires each DOT to prepare a transportation asset management plan. During the May TC AM Committee meeting, staff provided the Committee with the Risk-Based Asset Management Plan (RB AMP) Strategy document, which outlined the steps planned to complete the initial draft of the Plan by December and bring to the Committee during a December meeting. Work continues to move forward, with the consultant providing staff in June with an asset management Gap Analysis deliverable, identifying areas for improvement over the long term, such as process documentation. The initial plan will incorporate existing data and document current and planned processes, and will be updated following MAP-21 rules promulgation and periodically thereafter.

The National Highway Institute (NHI) is providing a workshop to CDOT and FHWA staff on July 9 & 10 on Developing a Transportation Asset Management Plan. Staff representing each asset area and the regions will be attending, to learn more about what is expected in the plan required by MAP-21.

The third phase of the Multi-Asset Management System (MAMS) kicked off in May, with staff voting to rename the system CDOT’s Asset Investment Management System (AIMS) to better reflect the importance of financial analysis in asset management. This phase focuses on incorporating building assets into the analysis, along with tunnels, culverts, and rockfall, and enhances the analysis for the remaining assets. Property Management staff have reviewed the consultant’s proposed methodology for incorporating buildings and work is moving forward.

Asset	Progress to Date	Next Milestones
Pavement	June '13: Presentation on conversion to Drivability	Sept '13: Establish Drivability thresholds by category
Bridge	Summer '13: Contracts to prioritize statewide preventative maint.; GIS mapping of maint. needs; SAP maint. report complete	Jan '14: Model to include individual structure analysis and prev. maint.
MLOS	Jan '13: RAMP-ineligible based on lack of life cycle analysis	Jan '14: Proposal for life-cycle based analysis on high priority traffic and maint. assets; integration with Pavement data

Asset	Progress to Date	Next Milestones
Fleet	Spring '13: New fleet work orders utilized; report training begun; inventory of equipment specifications	Jan '14: Configure fleet Net Present Value analysis for large equipment
ITS	Summer '13: ITS FY14 RAMP projects moving forward, addressing backlog	Jan '14: Enhance system to include assumption for ITS expansion; begin to analyze downtime
Buildings	June '13: Completed new assessment methodology; began SAP initiative to capture new information	Aug '13: Buildings now sixth AIMS asset; Feb '14: Finalize grading system & implement in regions
Tunnels	Summer '13: Backlog of capital preservation projects being addressed with RAMP	Jan '14: Integrate 3 manned tunnels into AIMS; build risk-based approach to help address funding
Culverts	Summer '13: Critical culverts prioritization process identified 14 additional culverts with RAMP	Jan '14: Refine risk-based approach; integrate 6,100 minor culverts and minor bridges into AIMS
Walls	No FY '14 RAMP funding sought; system beginning development	Dec '13: Request for Proposal to begin wall inventory
Rockfall	Summer '13: Rockfall Mitigation Plan incorporating Vehicle Hazard Score approved by CDOT	Dec '13: Model impacts and benefits of investment in mitigation strategies

GIS-Integrated Asset Management

Maryland DOT has created a system they call eGIS which allows them to interactively view assets on a map. CDOT has a lot of data for assets already in digital form and could create a similar system. This committee asked Scott Richrath to provide resource estimates for further integrating CDOT's asset management program into Geographic Information Systems (GIS). Information Management Branch staff will present a variety of possible integration elements that range from 0-1,200 hours of staff time and 0-\$1.1 million of consultant cost. Staff seeks feedback from Committee on favored elements.

The Transportation Commission Asset Management Committee invites all Commissioners to attend.

Transportation Asset Management



TC Asset Management Committee
July 17, 2013
CDOT

Agenda

Buildings

CCCI Forecast Model

Asset Management Updates

GIS Integrated Asset Management



Definition of TAM

From the AASHTO TAM Guide and MAP-21...

Transportation Asset Management is a strategic and systematic process of operating, maintaining, upgrading and expanding physical assets effectively throughout their life cycle. It focuses on **business and engineering practices** for resource allocation and utilization, with the objective of **better decision making** based upon quality information and well defined objectives.



Agenda

Buildings

CCCI Forecast Model

Asset Management Updates

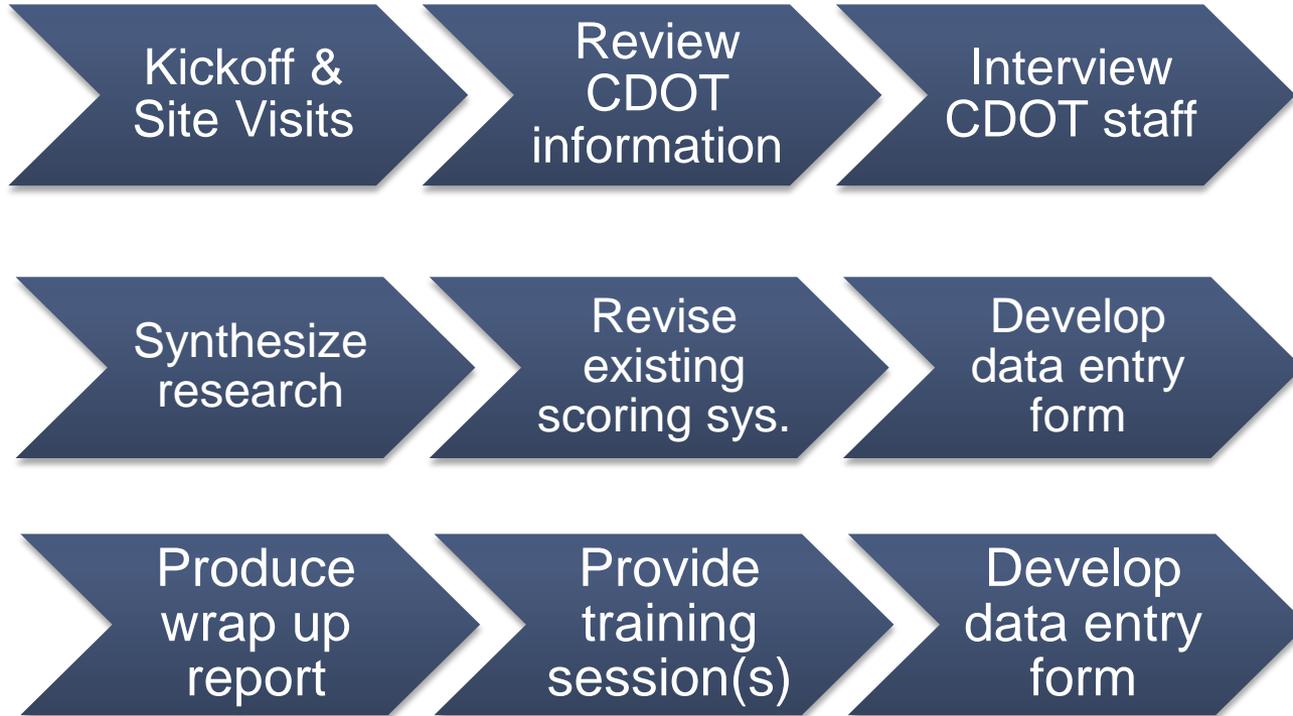
GIS-Based Asset Management



Buildings

Develop Building Scoring Form for incorporating office building criteria:

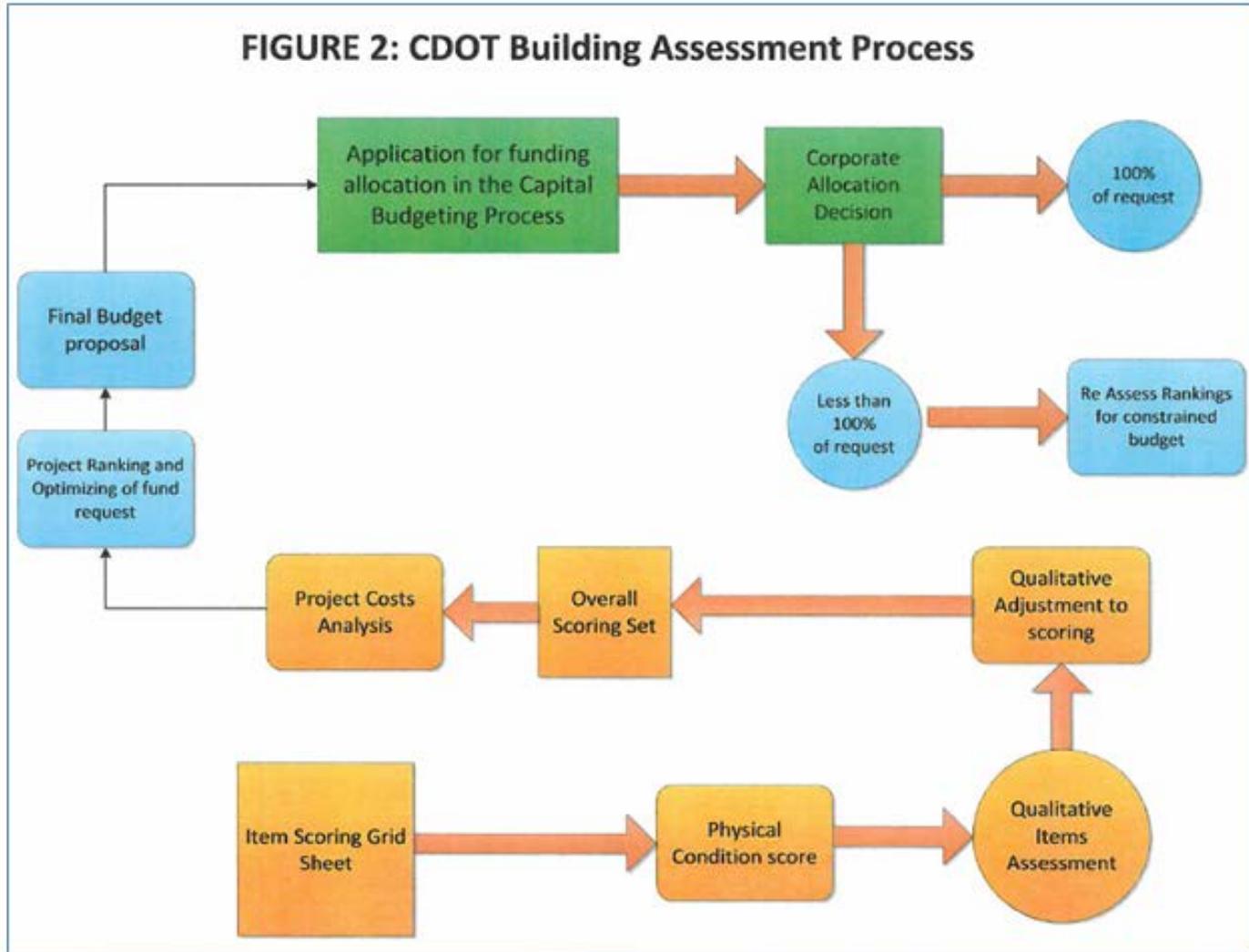
September 2012...



...June 2013



Buildings



Throupe and Associates Model



Buildings

Buildings scoring data entry form excerpt:

CDOT Property - Scoring (Office Buildings)									
Building Summary Data: CDOT SAP Bldg #: _____ Total Building Size (SqFt): _____ Building Value (New): \$ _____				Steps to complete the form: 1. Circle the condition box for each scored item. 2. Write in a score 1-5 in the left hand column "score". Use whole numbers only. 3. If there are "greyed out" categories, then use only those categories available.					
				Condition					
Category	Description	Score (1-5)	Type	Excellent	Good	Average	Fair	Poor	
				1	2	3	4	5	
Large Items:	HVAC (Heat)		Heating Type	Energy efficient, meets capacity needs and consistent temperatures throughout building	Meets capacity needs and consistent temperatures throughout building	Meets capacity needs, requires continuous maintenance	Does not meet capacity needs, temperature varies greatly and requires maintenance	Needs to be replaced	
	HVAC (AC)		Central air, vent fans	Energy efficient, meets capacity needs and consistent temperatures throughout building	Meets capacity needs and consistent temperatures throughout building	Meets capacity needs, requires continuous maintenance	Does not meet capacity needs, temperature varies greatly and requires maintenance	Needs to be replaced	
	Glazing		Single pane/Double pane	Double pane, low e stamped glass	Double pane glass	Single pane wood frame, may have storm window added	Aluminum frame, single pane glass, may have storm window added	Poorly maintained, single pane or non working windows	
	Roof		Built up/Metal	Commercial membrane with no signs of repair/ metal in excellent condition	No leaks or missing shingles	Minor leaks and/or minor repairs needed	Significant leaks and/or significant repairs needed	Full roof replacement required	
	Plumbing		Yes or no, condition	No defects or deficiencies; or not applicable		Needs minor maintenance		Needs major repairs	



Buildings

Status:

- Proposed methodology provided to Property Management and feedback received
- Deighton has begun implementing the building analysis
- Concurrently the initiative to update the data fields for building data collection in SAP is moving forward



Buildings

Revised RAMP Buildings List:

FY14 Buildings	
FY14 Baseline without RAMP:	FY14 Baseline with RAMP:
<p>\$6.9 Million</p> <p>\$2.0 Million Controlled Maintenance</p> <p>\$.35 Million Deferred Maintenance</p> <p>\$4.55 Million Capital:</p> <p>Fairplay (7-15-bay vehicle storage facility + site needs + training room, replaces older bldg) \$1.05m \$2.55m* (net of \$450k in FY13)</p> <p>R2 Maintenance Shop (4 bay+ Offices) \$600k</p> <p>R4 6 bay vehicle storage facility \$900k</p> <p>CO Sand Sheds (6) \$2.0m</p> <p>Berthoud Falls</p> <p>Colorado Springs</p> <p>Snowmass</p> <p>New Raymer</p> <p>Durango</p> <p>Villa Grove</p> <p>Gobbler's Knob</p> <p>*Strikethrough changes explain the following adjustment: The original building list was developed prior to the Region Boundary change using state-wide building evaluations and rankings. Budgets for each of the projects were established based on the preliminary scope of work. When the Region Boundary modifications were made official it was determined that consolidations of several existing patrols at the Fairplay and Empire would greatly enhance the operations of the reorganized Regions. As a result of the consolidation efforts, the scope of the Fairplay and Empire sites increased. The Fairplay and Empire sites were the highest state-wide priority so as the scope of those two projects increased other, lower priority, projects were deferred.</p>	<p>\$11.3 Million</p> <p>\$2.0 Million Controlled Maintenance</p> <p>\$.35 Million Deferred Maintenance</p> <p>\$8.95 Million Capital:</p> <p>Fairplay (7-15-bay vehicle storage facility + site needs + training room, replaces older bldg) \$1.05m \$2.55m* (net of \$450k in FY13)</p> <p>R2 Maintenance Shop (4 bay+ Offices) \$600k</p> <p>R4 6 bay vehicle storage facility \$900k</p> <p>CO Sand Sheds (6) \$2.0m</p> <p>Berthoud Falls</p> <p>Colorado Springs</p> <p>Snowmass</p> <p>New Raymer</p> <p>Durango</p> <p>Villa Grove</p> <p>Gobbler's Knob</p> <p>R3 Twin Lakes Bay Extensions for longer vehicles (4) & Roof \$300k</p> <p>Empire (17-12-bay vehicle storage facility replacement) \$1.8m \$3.4m</p> <p>CO Sand Sheds (5)(3) \$1.7m \$1.0m (work thru backlog)</p> <p>Colbran</p> <p>Douglas Pass Summit</p> <p>Joes</p> <p>Carr</p> <p>Hesperus</p> <p>Loveland extensions (4) \$400k</p>

Buildings

Staff Recommendations:

1. Approve revised FY14 RAMP buildings list.



Agenda

Buildings

CCCI Forecast Model

Asset Management Updates

GIS-Based Asset Management



Inflation

Basics

- Inflation is calculated using a price index.
- Inflation estimates differ depending on which price index is used (CPI, PPI, etc).
- TC Asset Management Committee adopted 3% annual inflation assumption for all asset categories in Fall 2012.

Why Does CDOT Calculate Inflation?

- CDOT produces a quarterly Colorado Construction Cost Index (CCCI) from over 5000 bid items prices.
- CCCI is a weighted average of Earthworks, Hot Mix Asphalt, Concrete Pavement, Structural Concrete, and Reinforcing Steel.
- CDOT has quarterly historical data of CCCI since 1987.
- An inflation estimate based on CCCI is better for maintenance/construction programs.



Inflation Forecast for CDOT

Why does CDOT need an Inflation Forecast?

- Inflation forecast is required for planning, budgetary and asset modeling purposes.
- CDOT recently developed models that forecast inflation.
- The models can predict quarterly inflation for any period (until 2040).
- Senior Management preferred an annualized smoothed rate for ease of communication.
- The smoothed forecasted inflation rate is 3.5% for 2014 - 2040. The models will be updated every year.



Efficiency Offset

Efficiency improvements by highway vehicles mostly offset underlying drivers of growth in energy consumption

	2010	2035	Growth (2010-2035)
Light duty vehicles			
Fuel consumption (quadrillion Btu)	16.6	16.1	-3%
Number of licensed drivers (millions)	210	269	28%
Miles per licensed driver	12,700	13,300	5%
Efficiency of vehicle stock (mpg)	20.4	28.2	38%
Heavy duty vehicles			
Fuel consumption (quadrillion Btu)	5.1	6.2	22%
Manufacturing output (billion 2005 dollars)	4,260	6,285	48%
Number of heavy-duty vehicles* (millions)	8.9	12.5	40%
Miles per vehicle	26,200	27,600	5%
Efficiency of vehicle stock (mpg)	6.7	8.1	21%

*Excludes buses

Source: EIA, Annual Energy Outlook 2012 Reference case

Inflation Forecast for CDOT

Staff Recommendations:

1. Allow staff to annually update inflation forecast using new model.
2. Reduce modeled gross inflation forecast by .5% to account for efficiencies.



Agenda

Buildings

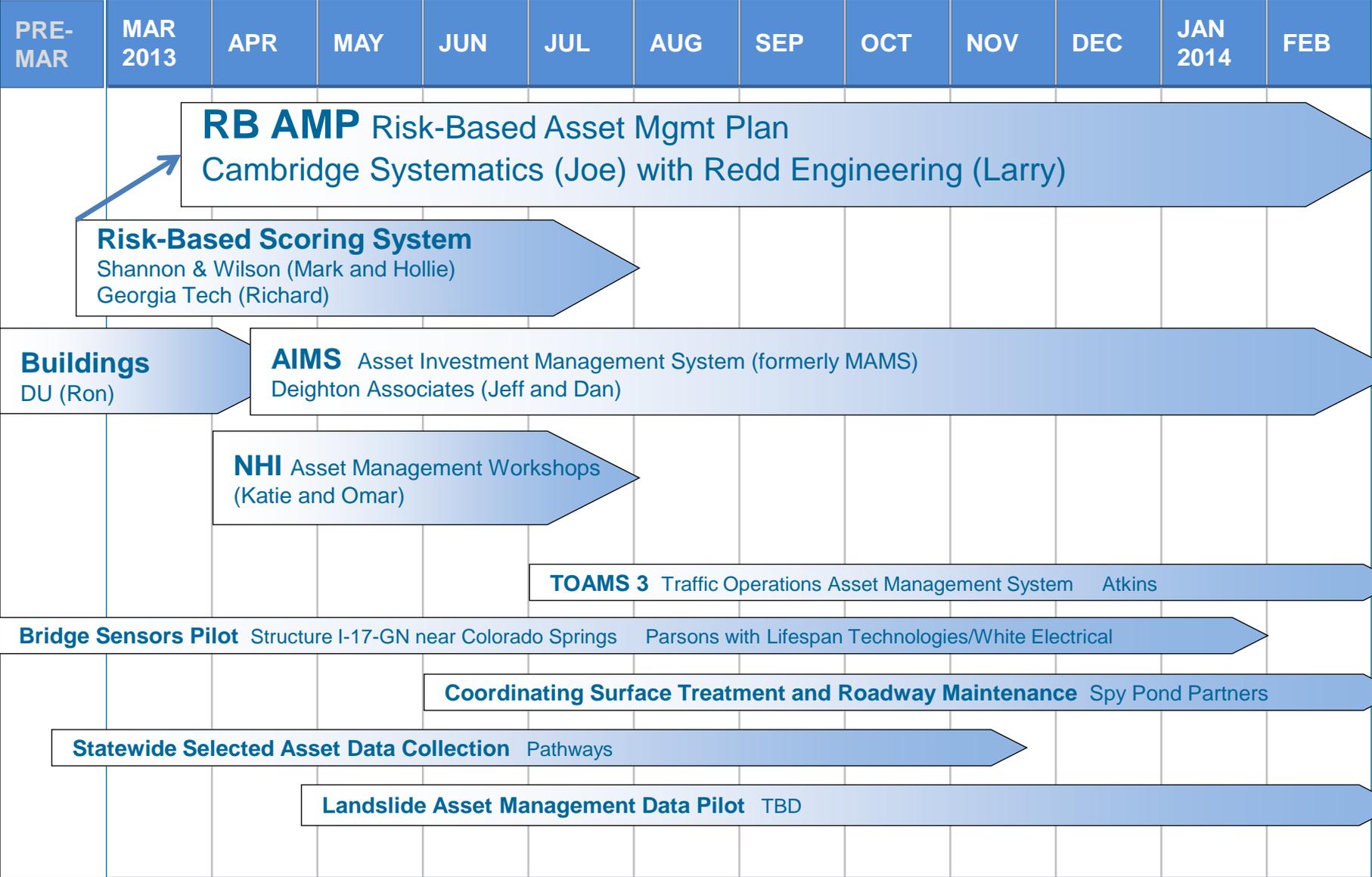
CCCI

Asset Management Updates

GIS-Based Asset Management



CDOT Transportation Asset Management (TAM) Projects



Risk-Based Asset Management

RB AMP Project Status:

- Provided Strategy for implementing RB AMP to TC AM Committee in May
- Provided Gap Analysis to staff in June
- Staff providing data and narrative to consultants in July
- Consultants draft Implementation Plan in August/Sept/Oct
- Consultants deliver plan to staff in Nov
- Consultants present to TC AM Committee in Dec
- Plan is updated as rules are promulgated and analysis is enhanced



Asset Investment Management System

Asset	Progress to Date	Next Milestones
Pavement	June '13: Presentation on conversion to Drivability	Sept '13: Drivability thresholds by category
Bridge	Summer '13: Contracts to prioritize statewide preventative maint.; GIS mapping of maint. needs; SAP maint. report complete	Jan '14: Model to include individual structure analysis and prev. maint.
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Agenda

Buildings

CCCI

Asset Management Updates

GIS-Based Asset Management



GIS-Integrated Asset Management

Project Mapping - Integrate active projects (below), STIP, planning

COLORADO DOT Your CDOT Dollar tracks CDOT performance and transportation expenditures.
DEPARTMENT OF TRANSPORTATION

Home How CDOT Spends **Where CDOT Spends** Road Quality Bridges & Tunnels Mobility Safety

Filter by funding source: Showing all projects

Project Name: US 50 HASTY AND MCCLAVE - C
Project ID: 18242
Description: SAFETY IMPROVEMENTS AT INTERSECTIONS AND PASSING LANES.
[Show Full Project Details](#)
[Show Road Segment](#)

Track CDOT Projects
Use the map at left to track all CDOT projects statewide. Click the blue drop-down menu to filter projects by major funding sources, including sources dedicated to hazard elimination, surface treatment and more.
[Learn more](#) details about CDOT's active construction projects throughout the state.
Click a **GREEN diamond** on the map to see a popup window containing more information about the project.
BLUE circles represent multiple projects. Zoom in to visualize their individual locations or click the 'previous' and 'next' links on the popup window to see details about each project.
Click the **Show Road Segment** link (if present) to visualize the road segment affected by the project.

Map Navigation

- Click and drag the mouse to pan
- Double click to zoom in

Legend

SH: State Highway MP: Milepost
NB: Northbound SB: Southbound
WB: Westbound EB: Eastbound

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap... **POWERED BY esri**

Staff Resources
to complete:
400-1,000 hours



GIS-Integrated Asset Management

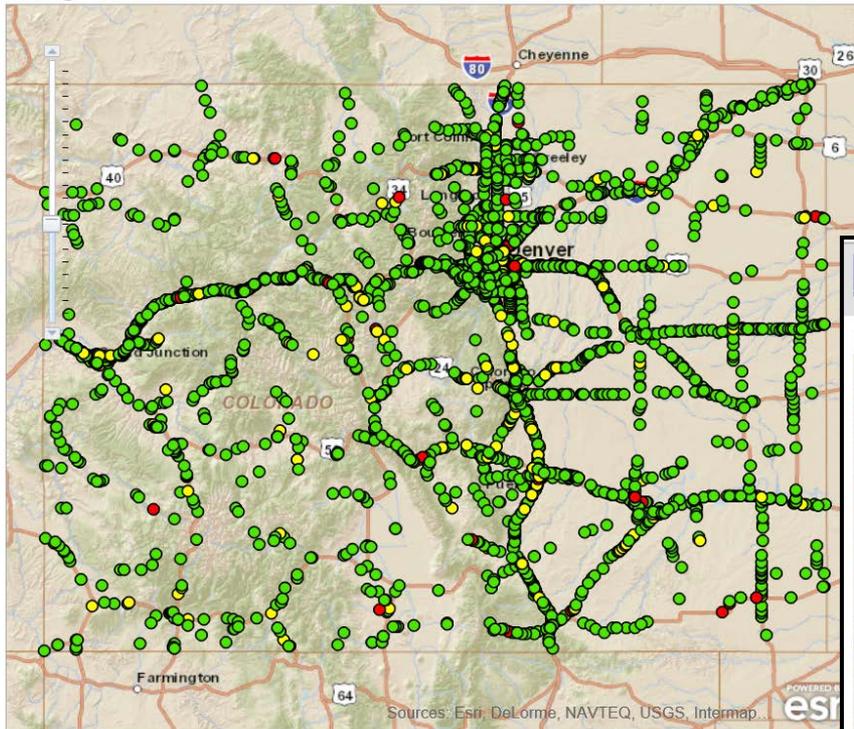
Multi-Asset Mapping - Integrate existing Bridge, Pavement, MLOS...



Your CDOT Dollar tracks CDOT performance and transportation expenditures.

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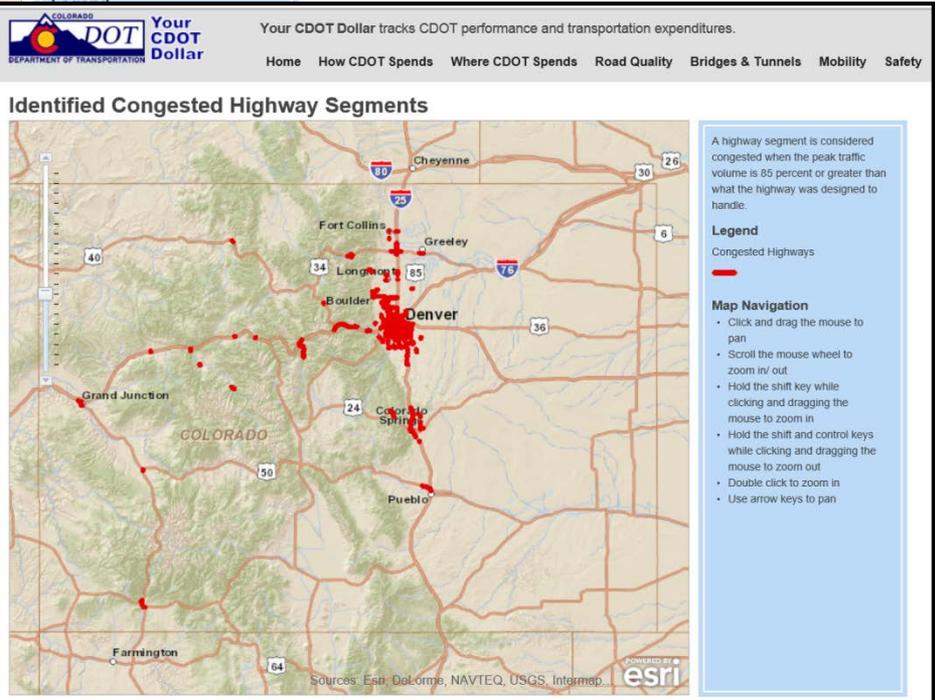
Bridge Conditions



Note: Users of Internet Explorer should update their browsers to IE9 or use Google Chrome, Firefox or another browser to view map.

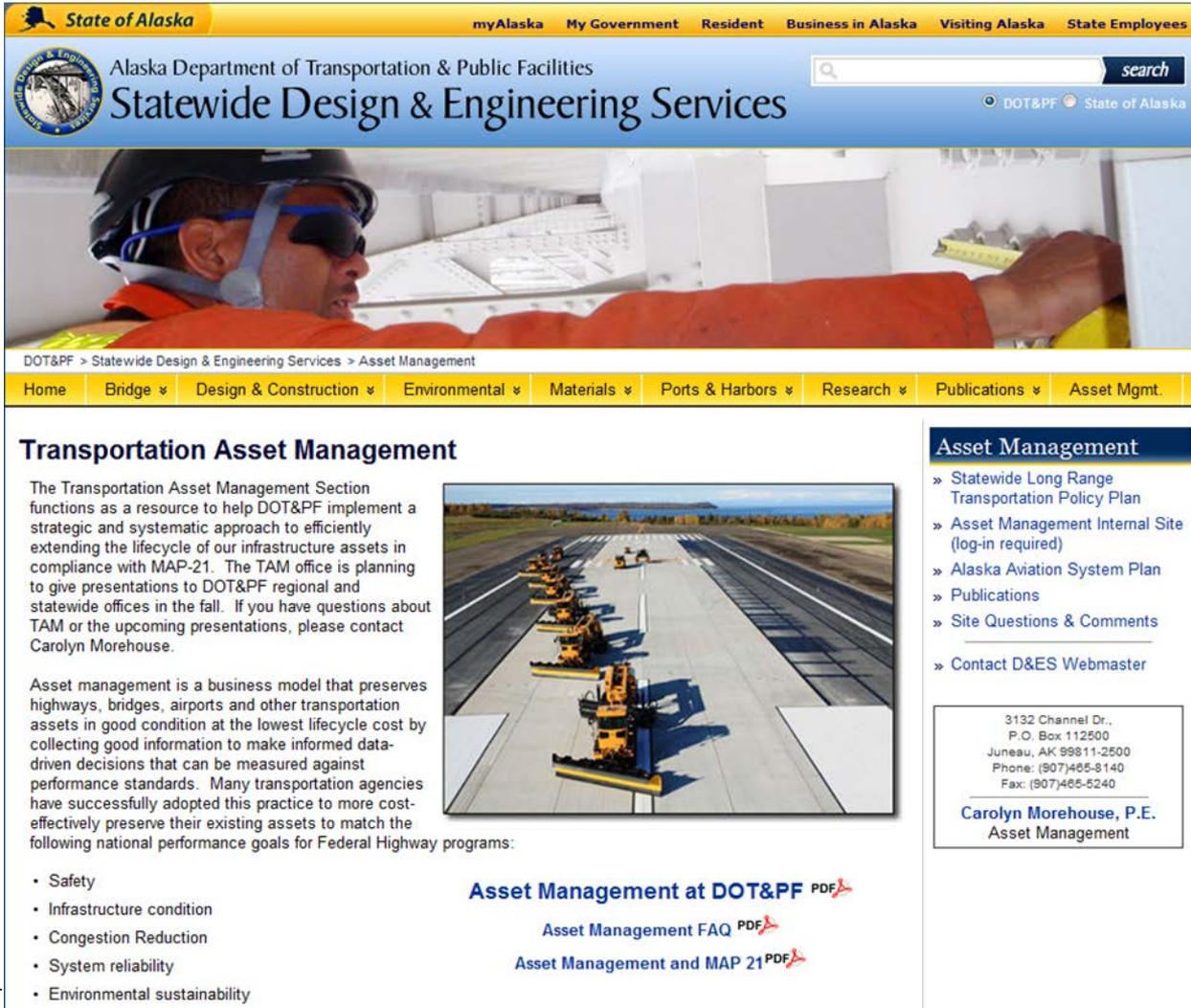
The map at left shows the conditions of bridges throughout Colorado using ratings based on standards established by the Federal Highway Administration.

Staff Resources to complete:
800-1,200 hours



GIS-Integrated Asset Management

Alaska TAMIS - Asset Data integration and governance



The screenshot shows the website for the Alaska Department of Transportation & Public Facilities, Statewide Design & Engineering Services. The page is titled "Transportation Asset Management" and features a navigation menu with options like Home, Bridge, Design & Construction, Environmental, Materials, Ports & Harbors, Research, Publications, and Asset Mgmt. The main content area includes a text block about the Transportation Asset Management Section, a photograph of a road construction site with several yellow pavers, and a list of links for "Asset Management" such as "Statewide Long Range Transportation Policy Plan" and "Asset Management Internal Site (log-in required)". A contact information box for Carolyn Morehouse, P.E., is also visible.

Transportation Asset Management

The Transportation Asset Management Section functions as a resource to help DOT&PF implement a strategic and systematic approach to efficiently extending the lifecycle of our infrastructure assets in compliance with MAP-21. The TAM office is planning to give presentations to DOT&PF regional and statewide offices in the fall. If you have questions about TAM or the upcoming presentations, please contact Carolyn Morehouse.

Asset management is a business model that preserves highways, bridges, airports and other transportation assets in good condition at the lowest lifecycle cost by collecting good information to make informed data-driven decisions that can be measured against performance standards. Many transportation agencies have successfully adopted this practice to more cost-effectively preserve their existing assets to match the following national performance goals for Federal Highway programs:

- Safety
- Infrastructure condition
- Congestion Reduction
- System reliability
- Environmental sustainability

Asset Management at DOT&PF PDF

Asset Management FAQ PDF

Asset Management and MAP 21 PDF

Staff Resources to complete:
Varies w/level of desired maturity

Consultant:
\$1.1 million paid by Alaska



GIS-Integrated Asset Management

Maryland eGIS - 130 map services including business analysis; 15 developers

MARYLAND MD iMAP

HOME ONLINE MAPS GIS DATA PARTNERS DEVELOPERS ELA HELP

Welcome to the Maryland's Mapping & GIS Data Portal

One Maryland - One Map

Our Mission is to:

- 1) Improve the quality and lower the cost of services, through collective investment in and effective application of geographic data and systems and
- 2) The Maryland Geographic Information Office (GIO) will reach beyond government by making data freely and publicly available to the fullest extent possible in consideration of privacy and security.

Energy MD Map **Critical Area** **Septics Bill Guidance** **MD Food System Map**

What is MD iMap?

The Maryland Integrated Map (MD iMap) is an enterprise statewide mapping system that supports the efforts of Maryland agencies and local governments in providing services to Marylanders and in tracking progress towards strategic policy goals.

Service Alerts
No service alerts at this time

Upcoming Events

MD iMap Technical Committee Meetings are held on the 1st or 3rd Tuesdays from 1:00 - 3:00 at MDE.

MD iMap Executive Committee Meeting scheduled for June 26, 2013 @ MDT Headquarters.

MARYLAND DEPARTMENT OF NATURAL RESOURCES **do it**

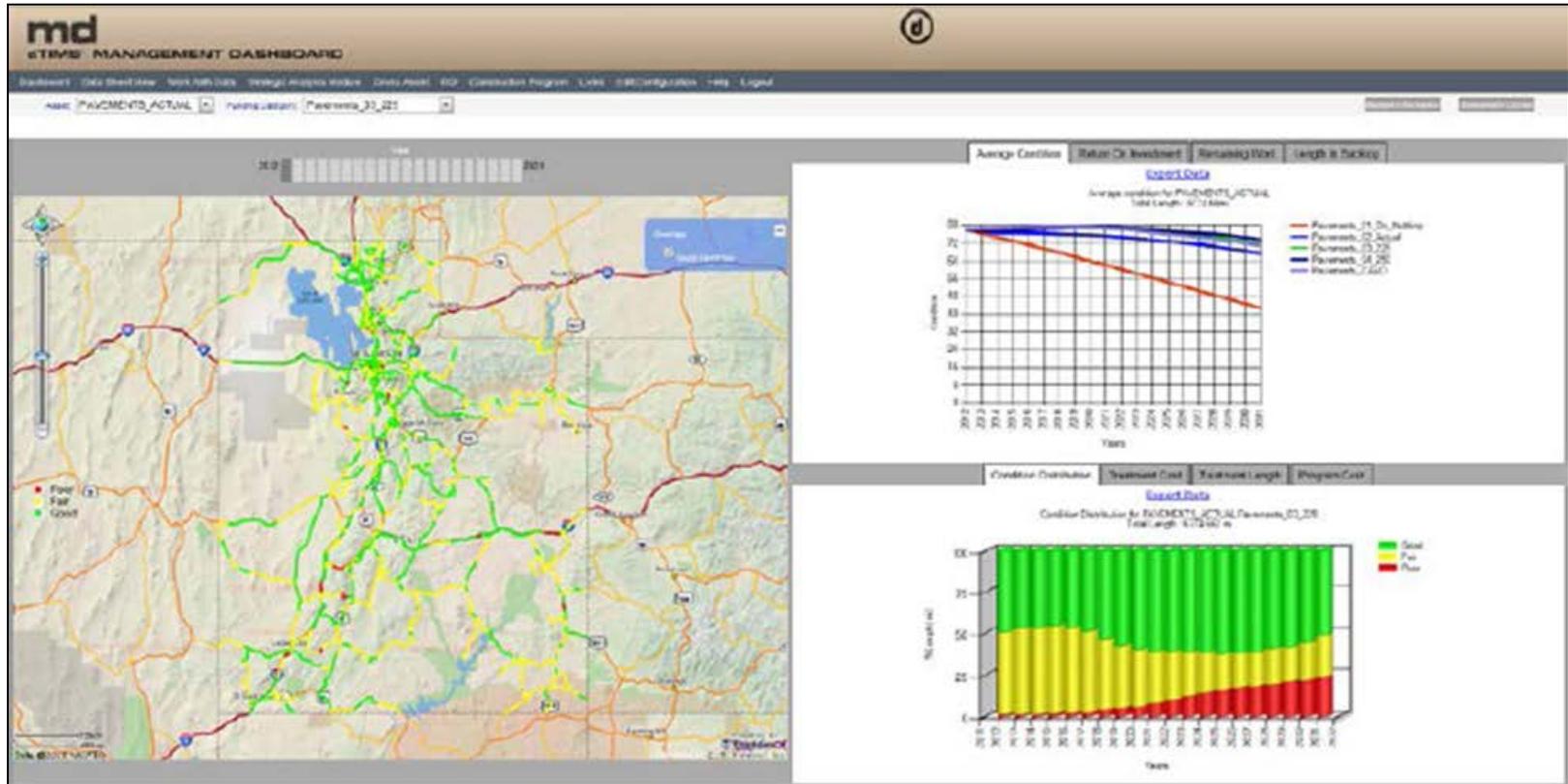
MD iMap Alerts Alerts on Twitter Stay tuned with **twitter**

Staff Resources to complete:
+2 FTE
Consultant:
~ \$400K-800K



GIS-Integrated Asset Management

Utah DOT - UPLAN



Staff Resources to complete: **+2-3 FTE**
Consultant: **~ \$500K-\$1.0M over 5 years**



Future TC AM Committee Meetings

- **September:** Results of Delphi for FY 15 RAMP and Baseline Budget Setting
- **October or November:** Additional Budget Workshop?
- **December:** Risk-Based Asset Management Plan Presentation



COLORADO BRIDGE ENTERPRISE

Memorandum

Colorado Bridge Enterprise
4201 East Arkansas Avenue
Denver, Colorado 80222

DATE: July 3, 2013
TO: Bridge Enterprise Board of Directors
FROM: Ben Stein, CDOT/CBE Chief Financial Officer
SUBJECT: Bond Program Update

Background Information

A bond program update will be provided at a July workshop. This workshop shall address two topics: (1) forecasted bond program spending update for work complete through April 30, 2013, and (2) a comparison of the projected program financial liability as compared to available FASTER revenue. These items are discussed in further detail below.

Forecasted Bond Program Spending

The CBE Board of Directors was last provided a bond program update at the April 2013 Board meeting. The April update addressed work complete through Q2 FY2013 (October, November and December). Since that time, the Bond Program Allocation Plan has been updated twice; once for work complete through Q3 FY2013 (January, February and March), and again for work complete through April 30, 2013. This update reflects the most current financial information available.

Per the attached cash draw down table, the projected aggregate expenditures through Q4 CY2013 are projected to total \$298.8M (April 2013 update) as compared to \$307.3M (Q3 FY2013 update) and \$323.7M (reported per the Q2 FY2013 update). The continued reduction in estimated outlays was expected as it reflects an ongoing trend. All the available bond proceeds (\$298M) are fully encumbered.

Per the attached "Forecasted 85% Bond Spending with Adjustment Modifiers" document, the program is projecting expenditure of \$229.9M of bond proceeds by calendar year-end (reference "As of April 30th" column); a forecasted \$25.1M deficit relative to the target of \$255 million. At the bottom half of this document (reference Actual Spending), there is a second projection using actual bond proceed spending as reported by the Trustee through the end of May. Based upon actual expenditures to date plus a realistic monthly spending rate, the program is forecasting expenditures of approximately \$226.3M by year end; a predicted \$28.7M deficit relative to the \$255.0M target number.

Program Financial Liability vs. Available FASTER Revenue

Per the table below, the projected overall program financial liability increased by approximately \$43.8M from Q2 FY2013 to April 30, 2013. The majority of this increase was due to the \$39.5M associated with the future I-70 viaduct project approved in the May budget supplement.

COLORADO BRIDGE ENTERPRISE

Memorandum

	Q2 FY2013 (\$M)	April 30, 2013 (\$M)	Delta (\$M)
Program	\$716.9M	\$760.7	\$43.8

Reference the attached April 2013 Total Bond Program encumbrance table for the following Findings and Observations.

- The attached encumbrance table forecasts a non-cash \$54.6M deficit (projected revenues as compared to forecasted financial commitments) in FY 2014.
- The \$54.6M deficit is skewed as the financial commitments (or project encumbrances) include effects associated with over-budgeting and do not fully take into account when actual expenditures will occur.
- Over-budgeting at the program level is estimated at approximately 10%. Using the current \$760.7M total financial liability suggests that about \$76.1M ($0.10 \times \$760.7M = \$76.1M$) of unused or available funding.
- To ensure the estimated liabilities are correctly stated, the net amount of over-budgeting is reduced to 75% of \$76.1M or \$57.1M.
- Off-setting the projected \$54.6M deficit noted on the encumbrance table with the \$57.1M surplus from over-budgeting creates the results in the table below.

	Encumbrance Table	Estimated Over-budgeting Surplus	Projected Funding Surplus
FY2014	-\$54.6M	\$57.1M	\$2.5M

Program Policy Decision

- Because there are no immediate plans for a second bond issuance and the \$300M bond proceeds are fully encumbered, the program will have to rely on the FASTER pay-go revenues to cover the unfunded projected program liability.
- These future revenues are projected at approximately \$377.6M value (or FUTURE FUNDING) as determined by the April 30, 2013 bond allocation plan update.
- As encumbrances and expenditures lower available cash on hand, project estimates will have to be constantly refined and the timing of expenditures will become a key program function going forward.
- Careful decisions will have to be made as to which projects to advance or delay. Designed projects may have to be tabled or construction phases temporarily suspended as there may not be sufficient dollars to complete projects.
- A modest over-programming of work as compared to available revenues should remain an element of the program goal for two reasons:
 - It mitigates impacts associated with over-budgeting; and,
 - Ensures efficient and timely usage of available funding rather than waiting for projects.

I-70 Viaduct

Ensuring that the Bridge Enterprise does not over commit to projects is particularly important due to the implications associated with the I-70 viaduct replacement. Presuming the replacement of this structure will cost approximately \$1 billion means that starting with FY2017 and continuing through FY2021, the four fiscal years for construction, essentially all bridge safety surcharges collected in those years (about \$360 million) will be dedicated to this one project with the federal funds used to pay debt service on the

COLORADO BRIDGE ENTERPRISE

Memorandum

existing \$300 million of bonded debt. In addition, the BE will have to issue bonds for the balance of the project, another \$650-\$750 million. This will largely exhaust the BE's bonding capacity. So for the years FY2017-FY2021, there is essentially no funding available to cover cost overruns for currently planned BE projects or to commence new BE projects other than the viaduct. In addition, annual debt service will increase significantly to repay the bonds, leaving, post FY2021, a truncated bridge program as annual debt service will probably be in the \$65-\$75 million range through 2046.

The program should establish an upper financial limit (or cap) when comparing available funding to projected overall program liabilities.

- For example, the 10-year bridge plan set a minimal cash threshold limit of \$25M; a contingency amount to address a bridge that becomes newly eligible (or poor) coupled with an urgency to address.
- Conversely, the net allowable dollar amount of encumbrances in excess of foreseeable revenues should be approximately \$25M (which takes into consideration over-budgeting) as a program goal.
- Senior CDOT/CBE staff should establish this upper financial limit as it will drive decisions as to how much work and which bridges the CBE should program from this point forward.

Program Benefits

- As this develops it anticipates and is a current real-time example of portfolio project / program management, project selection and cash-flow financing - which is the future of CDOTs capital improvement program.
- The newly published Prioritization Plan will be used to help identify which projects represent the most deserving use of available funding. A sample scoring worksheet is attached to this memorandum including the current "top-5" list of un-programmed FASTER eligible bridges as ranked by their respective prioritization score.
- Ensuring that project funding is directed to the appropriate projects especially when one takes into consideration the amount of deck area projected to be rated poor.
- Sets a precedent that cost estimates and delivery timelines must be an accurate and realistic reflection of project delivery or projects may not fit within overall program goals.

\$300M Bond Program Plan: April 2013 Update

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	\$ 27,593,064	\$ 61,523,713	\$ 236,476,287
	Q3	\$ 18,452,249	\$ 79,975,962	\$ 218,024,038
	Q4	\$ 29,754,807	\$ 109,730,769	\$ 188,269,231
2013	Q1	\$ 25,854,395	\$ 135,585,165	\$ 162,414,835
	Q2	\$ 49,530,405	\$ 185,115,570	\$ 112,884,430
	Q3	\$ 58,264,392	\$ 243,379,961	\$ 54,620,039
	Q4	\$ 55,440,670	\$ 298,820,631	\$ (820,631)
2014	Q1	\$ 52,414,838	\$ 351,235,468	
	Q2	\$ 52,638,865	\$ 403,874,333	
	Q3	\$ 52,468,154	\$ 456,342,487	
	Q4	\$ 36,873,442	\$ 493,215,929	
2015	Q1	\$ 33,239,039	\$ 526,454,968	
	Q2	\$ 30,840,089	\$ 557,295,057	
	Q3	\$ 28,851,127	\$ 586,146,184	
	Q4	\$ 25,050,478	\$ 611,196,662	
2016	Q1	\$ 15,000,395	\$ 626,197,057	
	Q2	\$ 11,212,853	\$ 637,409,911	
	Q3	\$ 11,006,994	\$ 648,416,905	
	Q4	\$ 8,062,849	\$ 656,479,754	
2017	Q1	\$ 6,565,657	\$ 663,045,410	
	Q2	\$ 6,638,608	\$ 669,684,019	
	Q3	\$ 6,711,560	\$ 676,395,579	
	Q4	\$ 3,647,588	\$ 680,043,167	
Grand Total		\$ 680,043,167	\$ 680,043,167	

Colorado Bridge Enterprise
 Q1/Q2/Q3 FY2013 and April 30th Comparison
 Forecasted 85% Bond Spending with Adjustment Modifiers

June 27, 2013

All Projects \$300M Bond Program	Q1 FY2013	Q2 FY2013	Q3 FY2013	As of April 30th
Q4 Calendar Year 2013	\$ 332,416,509	\$ 323,700,424	\$ 307,269,589	\$ 298,820,631
Projects over-budgeted at 10%	\$ 33,241,651	\$ 32,370,042	\$ 30,726,959	\$ 29,882,063
subtotal	\$ 299,174,858	\$ 291,330,382	\$ 276,542,630	\$ 268,938,568
Program Delivery Efficiency at 10% (SPI = 0.90)	\$ 29,917,486	\$ 29,133,038	\$ 27,654,263	\$ 26,893,857
subtotal	\$ 269,257,372	\$ 262,197,343	\$ 248,888,367	\$ 242,044,711
Project Close-out at 5%	\$ 13,462,869	\$ 13,109,867	\$ 12,444,418	\$ 12,102,236
Total	\$ 255,794,504	\$ 249,087,476	\$ 236,443,949	\$ 229,942,476

\$ 5,912,524 **\$ 18,556,051** **\$ 25,057,524** Forecasted Deficit

Actual Spending

Spending Goal	\$ 255,000,000	\$ 255,000,000	\$ 255,000,000	\$ 255,000,000
Actual Expenditure (cut-off date varies)	\$ 109,700,000	\$ 125,700,000	\$ 133,561,124	\$ 156,267,934
Subtotal	\$ 145,300,000	\$ 129,300,000	\$ 121,438,876	\$ 98,732,066

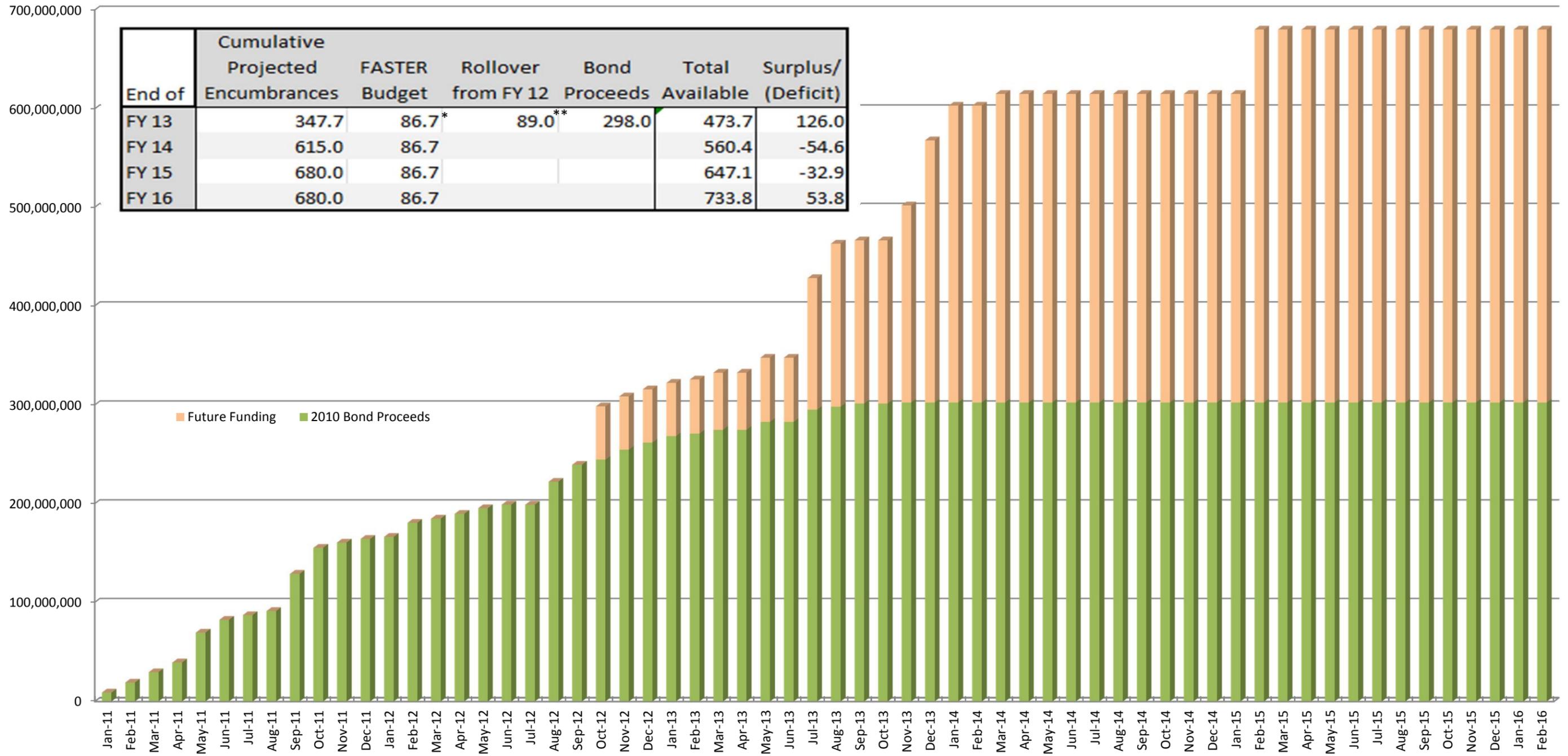
through May 2013

Required Monthly Bond Spending per Month	\$ 12,108,333	\$ 12,930,000	\$ 13,493,208	\$ 14,104,581
	12 remaining months	10 remaining months	9 remaining months	7 remaining months

\$ 90,000,000 \$ 70,000,000 7 months at \$10M/month
\$ 223,561,124 **\$ 226,267,934** Forecasted total spending

Total Bond Program Encumbrance

April 2013 Update: Bond Program Allocation Plan



* FY 2013 FASTER Bridge Enterprise budget revenues less expenditures.
 ** Rollover FY2012 to FY2013.



Project:	E-17-FX (2010 SIA)		
By:	LEB	Checked:	Initials
Date:	4/26/2013		0/0/00
Sheet No.	1 of		2

Bridge Prioritization Plan

Scoring Worksheet

Major Criteria	Point totals	Sub-Criteria
----------------	--------------	--------------

Bridge Designation
 (pick one)

- Structurally Deficient
- Functionally Obsolete

Sufficiency Rating
 (pick one)

- < than 30.0
 - 30.1 to 40.0
 - 40.1 to 49.9
- Rating = 44

Bridge Condition or Structural Condition
 (select if relevant)

- Load Restricted
 - Scour Critical rating ≤ 4
 - Sub-structure rating ≤ 4
 - Superstructure rating ≤ 4
 - Deck structure rating ≤ 4
 - Insufficient vertical clearance
- Rating = N
Rating = 4
Rating = 4
Rating = 4

Average Daily Traffic
 (pick one)

- 0 - 400
 - 401 - 5,000
 - 5,001 - 15,000
 - 15,001 - 25,000
 - 25,001 +
- ADT = 137000

% of Truck Traffic
 (pick one)

- Low (TT < 5%)
 - Medium (6% to 10%)
 - High (TT > 10%)
- %TT = 10%

Bridge Importance
 (select if relevant)

- Emergency/Evacuation Route
- Located along National Interstate Highway System
- Primary Access to Local Community **Detour = 5 mi**
- Located along economic strategic corridor; freight, tourism, AG, oil/gas, etc.
- Historic Structure
- Significant pedestrian/bike crossing (CSS)

Economic Factors / Impacts
 (select if relevant)

- Rehabilitation
- Replacement
- Combine structure repair/replacement with companion bridge
- Combine structure with adjacent roadway improvement project
- Continued significant long-term maintenance and/or interim repair costs

Other Factors or Issues
 (select if relevant)

Identify other item(s) that necessitate rehabilitation or replacement of the structure not listed above. Collectively the maximum scoring value of all items cannot exceed 5

Structure Score

Prioritization Plan Un-Programmed Bridges

5 Highest Ranked Structures

Prioritization Plan Score	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Estimated Replacement Cost
40.5	E-17-KR	1	DENVER	I 270ML EBND over I 70ML	\$ 12,500,000
38	E-17-EW	1	DENVER	I 70 ML EBND over UPRR; W of QUEBEC ST.	\$ 11,937,000
38	E-17-DF	1	DENVER	I 70 ML WBND over UPRR; W of QUEBEC ST.	\$ 11,937,000
36.5	N-17-BN	2	HUERFANO	I25 ML SBND over CO RD 640, BUTTE CREEK	\$ 6,598,000
33.5	G-03-Q	3	MESA	I 70 ML WBND over COLORADO RIVER OVERFLOW	\$ 24,875,000

Notes

- There are currently 22 un-programmed structures; not including bridges designated as No Action Proposed.
- Per the Prioritization Plan, bridges scoring from 30 to 40 are considered "good candidates to program".
- Prioritization Plan score are estimates and may change as work / project knowledge is better defined.
- Estimated Replacement Cost Basis: 1.5 times existing deck area times \$500/sq-ft per CDOT Staff Bridge formula.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue, Room 262
Denver CO 80222
(303) 757-9593
(303) 757-9219 Fax



Date: July 10, 2013

To: Transportation Commission

From: Ryan Rice, Director of Transportation Systems Management & Operations

Subject: Transportation Systems Management & Operations Reorganization Plan Workshop

The purpose of this workshop is to inform the Transportation Commission of the approved decisions of the reorganization planning process for the Division of Transportation System Management & Operations (TSM&O). No action is requested by the Commission at this time. Included in this document are a graphic depicting the personnel that have been transferred and the FY14 Goals and Work Plan for the Division of TSM&O.

In January 2013, CDOT formed the Division of TSM&O to focus on implementing low-cost high-value improvements to get the most out of our existing transportation system. The Intelligent Transportation Systems (ITS) Branch was transferred from the Division of Staff Branches to the Division of TSM&O on February 1, 2013 as the first step in building the Division. Over the last three months, CDOT stakeholders worked together to develop an organizational structure for the Division of TSM&O through multiple planning sessions and a detail report that has now been finalized. The changes to organizational structure became effective on July 1, 2013 and include the transfer of the majority of the Traffic Engineering and Safety Branch from the Division of Staff Branches to the Division of TSM&O as well as ramp meter maintenance and HOV/HOT operations personnel from Region 1. The Outdoor Advertising, Utilities, and Railroad programs remained with the Division of Staff Branches as well as the three employees who manage those programs.

The detailed reorganization report also identified the need for the following:

- Traffic Incident Management Program Manager
- Travel Demand Management Program Manager
- Statewide Traffic Signal Program Manager
- An Operations Clearance Review for all new CDOT projects
- Improved integration of traffic management centers at Hanging Lake Tunnel, Eisenhower-Johnson Memorial Tunnel and the Colorado Transportation Management Center in Golden

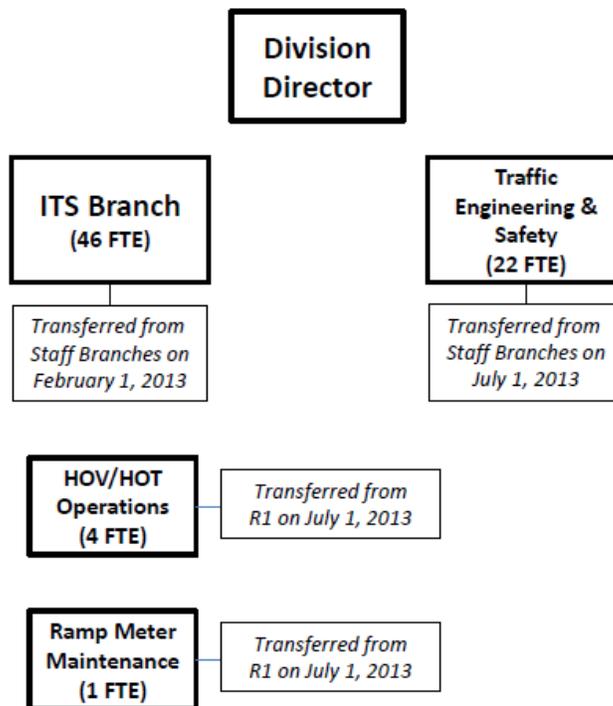
- More detailed planning and coordination with maintenance activities that have a high impact on system performance

It also expanded the scope of which ITS devices are operated and maintained by the Division of TSM&O. A Matrix Management system will be developed in the coming months to define the coordinated reporting relationships of key Region personnel with the Division of TSM&O.

This is the first major step in building the Division of TSM&O in a process that will require periodic assessment of programs for effectiveness and evaluation of the need for additional changes to organizational structure, increased support, and funding.

Division of Transportation Systems Management & Operations

Transfers to the Division of TSM&O



Division of Transportation Systems Management & Operations FY14 Goals and Work Plan

Goals

- Improve the accuracy and timeliness of our traveler information.
- Reduce delays at critical bottlenecks by 5% in highest priority congested corridors.
- Reduce incident clearance times by 5% in highest priority congested corridors.
- Reduce eastbound peak period delays on the historically congested Sunday's and Holidays in the I-70 Mountain Corridor from Frisco to C470 by 5%.
- Reduce delays at work zone lane closures by 10%.

Staffing

- Conduct a detailed staffing analysis to identify opportunities to manage new program areas and Division requirements with current staffing levels by September 30, 2013.
- Implement program managers for Incident Management, Travel Demand Management, Statewide Traffic Signals, Operations Clearance Review, and Innovation and Technology Development by January 1, 2014.
- Assign a Corridor Operations Manager to comprehensively manage the I-70 Mountain Corridor from Glenwood Canyon to C470 to oversee the cross-Regional activities that impact the performance of the corridor and to direct actions, communications, and resources in real-time during peak traffic hours by October 1, 2013.

Incident Management

- Implement incident recognition software to enable the instant and automated video detection of traffic incidents by January 1, 2014.

- Explore opportunities to further expand courtesy patrol to include building an internally supported and CDOT staffed courtesy patrol funded through private sponsorship by May 1, 2014.
- Conduct First Responder Quick Clearance training for stakeholders in the I-70 Mountain Corridor by January 1, 2014.

Areas of Special Focus

- Establish dedicated units comprised of Region and HQ personnel with the specific purpose of systematically identifying solutions for the following areas that are the largest contributors to traffic congestion: Bottleneck Reduction, Traffic Incident Management, and Road Weather Management by October 1, 2013.

ITS Branch

- Implement instant communications software into traffic management centers and key Region and Maintenance locations by November 1, 2013.
- Implement Incident Management software by May 1, 2014 for the I-70 Mountain Corridor as phase I of a statewide implementation plan.
- Enhance CDOT Mobile App with TDM incentives, and push/local notifications by August 1, 2013 and major projects and freight pages by October 1, 2013.
- Develop a formal Performance Measures program that establishes relevant measures and associated systems of tracking and reporting system performance by January 1, 2014.
- Establish 24/7 monitoring of traffic signals at TMCs in the event of signal malfunctions for multiple Regions and provide support and redundancy for multiple Region Traffic Signal Systems in the event of system failure.

Planning

- Publish a detailed Strategic Operations Plan that prioritizes strategies and programs statewide and in congested corridors by December 1, 2013.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Chief Engineer
4201 E. Arkansas Ave., Room 262
Denver, CO 80222
(303) 757-9204
(303) 757-9656 - FAX



Date: July 9, 2013
To: Transportation Commission
From: Timothy J. Harris, PE
Chief Engineer
Subject: RAMP Status Report

Partnership Projects. The deadline for the detailed or final applications for the Partnership and Operations projects was July 1, 2013. The following table summarizes the applications received and the attached map shows their locations. An attached table of projects includes information on individual applications.

Eligible Detailed Applications	# of Apps	Total Cost	RAMP Request
Operational Only	37	\$204,699,152	\$174,448,152
Public-Private All	19	\$1,210,849,008	\$852,558,055
Public-Public All (excluding Public-Private)	109	\$1,266,659,141	\$876,207,069
Total Applications	165	\$2,682,207,301	\$1,903,213,276
Public-Public Breakdown			
Public-Public Only	56	\$491,602,224	\$341,240,621
Devolution Only	20	\$263,965,242	\$263,965,242
Devolution and Public-Public	4	\$132,632,466	\$81,325,920
Public-Public and Operational	29	\$378,459,209	\$189,675,286
Public-Public Total	109	\$1,266,659,141	\$876,207,069

Nineteen of the 152 non-CDOT projects that were eligible following the review of pre-applications were either not submitted for final consideration or were combined with other applications. Of the 58 eligible CDOT projects, 26 were either not submitted or were combined with other applications. However, since the RAMP request is still over 2 1/2 times the total funding available for the projects, it will be necessary to make very difficult decisions identifying which of the many excellent applications can be programmed.

During the month of July, CDOT will be following an extensive evaluation process that includes both the Regions and various Subject Matter Experts. The initial step will be for the Regions to review and comment on all of the applications they received. The Regions will comment on the accuracy of the information (including whether the budget and schedule are

realistic), assessment of the project, any significant changes from the pre-application, and any additional factors that should be considered by the other reviewers. Following the initial review by the Regions, Subject Matter Experts will review all of the applications to help ensure consistency and completeness of the detailed technical review. Following the detailed review by the Subject Matter Experts, panels will categorize the projects as high, medium, or low based on the technical review information as well as additional factors such as geographic considerations, community support, etc.

During August, Senior CDOT leaders including the RTDs will put together a set of projects referred to as a program of projects. The development of this program of projects will take into consideration the type and amount of funds available and match the projects to these funds. For example, it may not be possible to program all of the high rated projects if the project is dependent on funding from a particular fund or account that does not have an adequate balance. The draft program of projects will then be presented to STAC for input prior to submission to the Transportation Commission in September.

Asset Management Projects. CDOT is in the process of mapping all FY 2014 asset management projects, including those authorized through RAMP, and is developing the “Risk Based Asset Management Plan.” The target date for the plan is December 31, 2013. Buildings, tunnels, culvert, and rock fall will be added to pavement, bridges, MLOS, roadway equipment and ITS in the Asset Investment Management Systems (AIMS) model.

Management Infrastructure. Last month, the selection of AECOM, Dye Management Group and LS Gallegos to assist with the development and implementation of an in-house Portfolio, Cash, and Program Management capability for the entire capital improvement program was announced. This month, three task orders are being finalized. The first task order will provide additional financial capability to help support the selection of the Partnership applications for recommendation to the Commission. The second task will provide for a review and assessment of the current CDOT organization, processes, and systems related to program management. The assessment will support the development of options/recommendations needed for the development of the more formalized management approach. The third task order will begin the “standing up” of a program management function including initial performance metrics.

RAMP Detailed Application List 7/9/2013

Project Information						Prgm Category				Applicant Information		Funding Information				
Region	Tracking #	Project Name	TPR/MPO	County	On-System	1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	Applicant (Entity) Name	Total Project Cost	RAMP Request	Local Proportional Contribution (in-kind)	Local Proportional Contribution (cash)	Other Funds	Local Contribution % of Total Cost
Non-CDOT Applications																
1	1-1	US-85 Louviers to Mile Post 191.75	DRCOG	Douglas County	Y			X		Douglas County	\$30,939,000	\$17,121,000		\$10,000,000	\$3,818,000	32.3%
1	1-2	C-470 Corridor Managed Tolloed Express Lanes, Segment 1, Kipling to I-25	DRCOG	Douglas County	Y	X	X	X		C-470 Corridor Coalition	\$300,000,000	\$137,000,000	\$13,000,000		\$150,000,000	4.3%
1	1-3	SH 170 (Marshall Road)/McCaslin Intersection	DRCOG	Boulder	Y	X		X		Town of Superior	\$1,000,000	\$700,000		\$300,000		30.0%
1	1-4	US 6th/Wadsworth (full-funding)	DRCOG	Jefferson	Y	X		X		City of Lakewood	\$126,820,937	\$53,300,000	\$4,361,000		\$69,159,937	3.4%
1	1-5	US 6th/Wadsworth (partial-funding)	DRCOG	Jefferson	Y	X		X		City of Lakewood	\$83,320,937	\$16,800,000	\$4,361,000		\$62,159,937	5.2%
1	1-6	Northwest Parkway – SH 128 Extension	DRCOG	Broomfield	N		X			Northwest Parkway Public Highway Authority/ HPTE	\$155,000,000	\$50,000,000		\$100,000,000	\$5,000,000	64.5%
1	1-13	Highway 44 Widening	DRCOG	Adams	Y			X	X	City of Commerce City	\$17,200,000	\$13,760,000		\$3,440,000		20.0%
1	1-14	Highway 2 Widening	DRCOG	Adams	Y			X	X	City of Commerce City	\$25,500,000	\$18,265,920		\$5,100,000	\$2,134,080	20.0%
1	1-15	US 6 and SH 93 Corridor	DRCOG	Jefferson	Y		X	X		City of Golden	\$25,000,000	\$20,000,000		\$5,000,000		20.0%
1	1-16	SH 119 Widening Project, Phase 2	DRCOG	Gilpin	Y			X		Silver Dollar Metro District	\$20,000,000	\$16,000,000		\$4,000,000		20.0%
1	1-19	Colorado Boulevard Phase Two and Phase Three	DRCOG	Clear Creek	Y				X	City of Idaho Springs	\$21,900,000	\$21,900,000				0.0%
1	1-20	Arapahoe Rd. turn lane improvements (Havana to Jordan)	DRCOG	Arapahoe	Y	X		X		City of Centennial	\$4,000,000	\$3,200,000		\$800,000		20.0%
1	1-21	6th Avenue Northwest Frontage Rd. Relocation at Kipling	DRCOG	Jefferson	Y			X		City of Lakewood	\$4,800,000	\$3,840,000		\$960,000		20.0%
1	1-22	Highway 44 Widening from Grandview Ponds to Brighton Boulevard	DRCOG	Adams	Y				X	Adams County	\$15,000,000	\$15,000,000				0.0%
1	1-23	I-25 Permanent Soundwall Project	DRCOG	Adams	Y		X	X		Adams County	\$10,300,000	\$6,300,000		\$2,000,000	\$2,000,000	19.4%
1	1-25	Clear Creek County Rd. 314	DRCOG	Clear Creek	N			X		Clear Creek County	\$24,000,000	\$20,000,000	\$4,000,000			16.7%
1	1-27	SH-74 , South of El Rancho, Safety Shoulders	DRCOG	Jefferson	Y	X				Jefferson County	\$57,947	\$57,947				0.0%
1	1-28	I-70, Genessee to El Rancho, Multi Purpose Trail	DRCOG	Jefferson	Y			X		Jefferson County	\$1,300,000	\$480,000		\$120,000	\$700,000	9.2%
1	1-30	SH-93, Jefferson Parkway to north Golden	DRCOG	Jefferson	Y		X			Jefferson County	\$8,960,000	\$8,960,000				0.0%
1	1-36	MLK Blvd. Extension	DRCOG	Denver	N		X	X		City of Denver	\$12,481,758	\$7,981,758		\$4,500,000		36.1%
1	1-37	Fed Blvd 6th to Howard	DRCOG	Denver	Y			X		City of Denver	\$29,203,881	\$23,363,105	\$300,000	\$5,540,776		20.0%
1	1-38	I-25 & Broadway Interchange Improvement	DRCOG	Denver	Y	X	X	X		City of Denver	\$54,000,000	\$40,508,000	\$4,000,000	\$6,800,000	\$2,692,000	20.0%
1	1-39	Denver Devolution -- 3 projects: 40th Ave. Bridge, Quebec St. Bridge, & SH 26 / Alameda to Sheridan	DRCOG	Denver	Y				X	City of Denver	\$62,500,000	\$62,500,000				0.0%
1	1-41	State Highway Signal Upgrades - Phase I - Colfax Signals	DRCOG	Denver	Y	X				City of Denver	\$900,000	\$800,000		\$100,000		11.1%
1	1-42	State Highway Signal Upgrades - Phase III - Denver Slipfit Traffic Signals	DRCOG	Denver	Y	X				City of Denver	\$24,900,000	\$24,900,000				0.0%
1	1-43	State Highway Signal Upgrades - Phase II - Denver Traffic Signals	DRCOG	Denver	Y	X				City of Denver	\$4,200,000	\$4,200,000				0.0%
1	1-44	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	DRCOG	Denver	Y	X				City of Denver	\$585,000	\$500,000		\$85,000		14.5%

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1	1-45	Jefferson Parkway Public Highway Authority	DRCOG	Denver	N		X	X		Jefferson Parkway Public Highway Authority	\$204,000,000	\$204,000,000				0.0%
1	1-46	I-25 and Arapahoe Road Interchange	DRCOG	Arapahoe	Y	X		X		Arapahoe County & the I-25/Arapahoe Interchange Coalition	\$74,000,000	\$50,400,000		\$16,400,000	\$7,200,000	22.2%
1	1-47	SH 30 Quincy to Yale Devolution	DRCOG	Arapahoe	Y				X	Arapahoe County & the I-25/Arapahoe Interchange Coalition	\$23,100,000	\$23,100,000				0.0%
1	1-49	State Highway 30 Devolution – I-225 to Yale Avenue	DRCOG	Arapahoe	Y & N				X	City of Aurora	\$25,000,000	\$25,000,000				0.0%
1	1-66	North Metro Rail Corridor	DRCOG	Denver	N		X	X		RTD	\$269,330,000	\$216,864,000		\$52,466,000		19.5%
1	1-74	UPRR Grade Separation Projects at W 72nd Ave	DRCOG	Jefferson	N	X				City of Arvada	\$41,025,000	\$32,820,000		\$8,205,000		20.0%
1	1-75	SH-95 (Sheridan) Multimodal Improvements	DRCOG	Jefferson, Adams	Y	X		X		City of Arvada	\$3,000,000	\$2,400,000		\$600,000		20.0%
1	1-76	SH-72 (Indiana St) at W 72nd Ave Intersection Widening	DRCOG	Jefferson	Y	X				City of Arvada	\$6,875,000	\$5,500,000		\$1,375,000		20.0%
2	2-1	Devolution - State Highway 67 - Victor	CFRTPR	Teller	Y				X	City of Victor	\$307,702	\$307,702				0.0%
2	2-3	Hwy 239	SCTPR	Las Animas	Y				X	Las Animas County	\$273,430	\$273,430				0.0%
2	2-5	Highway 160 turn-outs	SCTPR	Huerfano	Y	X		X		Town of La Veta/Huerfano	\$1,015,000	\$840,000	\$175,000			17.2%
2	2-6	Highway 115 Reconstruction & Drainage	CFRTPR	Fremont	Y			X		City of Florence	\$4,725,000	\$3,625,000	\$550,000	\$550,000		23.3%
2	2-7	US 24 Business Route Devolution	PPACG	El Paso	Y				X	El Paso County	\$2,602,475	\$2,602,475				0.0%
2	2-18	New and Old Meridian Road Intersection with Falcon Park N Ride	PPACG	El Paso	Y			X		PPACG	\$8,596,540	\$400,000		\$4,600,000	\$3,596,540	53.5%
2	2-19	US 287 Lamar Reliever Route	SETPR	Prowers	Y			X	X	City of Lamar & Prowers County	\$56,732,466	\$33,700,000	\$8,032,466		\$15,000,000	14.2%
2	2-20	US50/Dozier/Steinmeier Intersection/Signal Improvements	CFRTPR	Fremont	Y	X		X		City of Canon City	\$1,500,000	\$1,200,000	\$300,000			20.0%
2	2-21	I-25 and Cimarron Interchange Reconstruction	PPACG	El Paso	Y	X		X		PPACG	\$30,000,000	\$24,000,000		\$6,000,000		20.0%
2	2-22	Fillmore Interchange DDI Conversion	PPACG	El Paso	Y			X		PPACG	\$21,300,000	\$11,000,000	\$7,000,000		\$3,300,000	32.9%
2	2-23	Old Ranch Road/SH 21 Interchange Completion	PPACG	El Paso	Y			X		PPACG	\$9,266,000	\$600,000		\$8,000,000	\$666,000	86.3%
2	2-24	SH 21 Widening	PPACG	El Paso	Y			X		PPACG	\$10,000,000	\$7,500,000	\$2,000,000		\$500,000	20.0%
2	2-25	I 25 bypass Aguilar	SCTPR	Las Animas	Y				X	Las Animas County	\$3,683,735	\$3,683,735				0.0%
2	2-27	I 25 Exit 18 n CR 71.1	SCTPR	Las Animas	Y				X	Las Animas County	\$58,814	\$58,814				0.0%
2	2-29	I 25 Exit 11 s CR 69.1	SCTPR	Las Animas	Y				X	Las Animas County	\$157,075	\$157,075				0.0%
2	2-31	Pueblo I-25 Central Business District Segment	PACOG	Pueblo	Y			X	X	PACOG	\$33,200,000	\$15,600,000	\$6,400,000	\$1,200,000	\$10,000,000	22.9%
2	2-33	US 50/SH 45 Interchange Highway Safety Improvements	PACOG	Pueblo	Y	X		X	X	PACOG	\$30,400,000	\$18,764,000	\$5,880,000		\$5,756,000	19.3%
3	3-1	SH 9 & French St. Roundabout	IMTPR	Summit	Y		X			Town of Breckenridge	\$800,000	\$400,000		\$400,000		50.0%
3	3-2	I-70G Edwards Spur Road Phase II	IMTPR	Eagle	Y			X		Eagle County	\$6,500,000	\$5,200,000		\$1,300,000		20.0%
3	3-4	I-70 North Roundabout Exit 90	IMTPR	Garfield	Y			X		City of Rifle	\$2,500,000	\$1,500,000		\$500,000	\$500,000	20.0%
3	3-6	SH 6/ SH13 Devolution in Rifle	IMTPR	Garfield	Y				X	City of Rifle	\$5,600,000	\$5,600,000				0.0%
3	3-8	US 6 Devolution Gypsum/Eagle	IMTPR	Eagle	Y				X	Town of Gypsum	\$13,500,000	\$13,500,000				0.0%

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3	3-9	I-70 Simba Run Underpass	IMTPR	Eagle	Y			X		Town of Vail	\$20,800,000	\$14,600,000	\$3,500,000	\$2,500,000	\$200,000	28.8%
3	3-10	I-70 Water Quality Improvements	IMTPR	Eagle	Y			X		Town of Vail	\$1,140,000	\$700,000	\$440,000			38.6%
3	3-11	I-70 Vail Frontage Roads	IMTPR	Eagle	Y			X		Town of Vail	\$23,300,000	\$13,700,000		\$9,600,000		41.2%
3	3-12	SH 9 - Frisco to Breckenridge: Iron Springs Phase	IMTPR	Summit	Y			X		Summit County	\$21,927,000	\$17,500,000	\$3,087,000	\$1,290,000	\$50,000	20.0%
3	3-13	I-70 Exit 203 Roundabout Impv	IMTPR	Summit	Y			X		Summit County	\$2,400,000	\$2,000,000	\$0	\$400,000		16.7%
3	3-14	I-70 Eagle Interchange Upgrade	IMTPR	Eagle	Y			X		Town of Eagle	\$9,887,365	\$3,500,000		\$3,437,365	\$2,950,000	34.8%
3	3-16	South Bridge	IMTPR	Garfield	N			X		City of Glenwood Spgs	\$39,000,000	\$31,200,000		\$7,800,000		20.0%
3	3-17	Grade Separated Pedestrian Improvements at 27th Street and SH 82 in Glenwood Springs	IMTPR	Garfield	Y			X		City of Glenwood Spgs	\$5,000,000	\$4,000,000	\$500,000	\$500,000		20.0%
3	3-18	Pedestrian and Paving Improvements on SH 6&24	IMTPR	Garfield	Y			X		City of Glenwood Spgs	\$3,000,000	\$2,400,000	\$600,000			20.0%
3	3-19	12th Street Pedestrian Underpass Improvements	IMTPR	Garfield	Y			X		City of Glenwood Spgs	\$1,500,000	\$1,200,000		\$300,000		20.0%
3	3-20	Basalt Avenue/SH 82 Pedestrian Crossing	IMTPR	Eagle	Y			X		Town of Basalt	\$3,100,000	\$2,480,000		\$620,000		20.0%
3	3-24	I-70 Exit 31 Horizon Drive	GrVaMPO	Mesa	Y			X		City of Grand Junction	\$4,000,000	\$3,200,000		\$800,000		20.0%
3	3-25	US 50 and Hookless Blvd. Signal	GrVaMPO	Mesa	Y			X		Mesa County	\$1,000,000	\$500,000		\$500,000		50.0%
3	3-29	Devolution of Vail Pass Multi-Use Path	IMTPR	Summit	Y				X	Summit County	\$2,887,500	\$2,887,500				0.0%
3	3-30	SH82/Buttermilk BRT Station Ped Crossing	IMTPR	Pitkin	Y			X		Roaring Fork Transportation Authority	\$4,500,000	\$3,000,000		\$1,500,000		33.3%
3	3-31	US 40 Impv within Fraser	NWTPR	Grand	Y			X		Town of Fraser	\$975,195	\$633,877		\$341,318		35.0%
3	3-32	SH 92/ SH 65 Intersection Impv	GunVaTPR	Delta	Y	X		X		CDOT/Delta County	\$300,000	\$240,000	\$60,000			20.0%
3	3-40	SH 9 Safety Improvement Project	NWTPR	Grand	Y			X		Grand County	\$46,000,000	\$36,222,000	\$128,000	\$4,829,000	\$4,821,000	10.8%
3	3-41	US 550 and 12th Street Intersection impv	GunVaTPR	Montrose	Y	X		X		City of Montrose	\$954,245	\$763,396	\$100,245	\$90,604		20.0%
3	3-42	SH 64 and CR5 Intersection Impv	NWTPR	Rio Blanco	Y			X		Rio Blanco County	\$12,344,000	\$7,954,000		\$4,390,000		35.6%
3	3-43	SH 90 Chipeta Rd Intersection	GunVaTPR	Montrose	Y	X		X		Montrose County	\$500,000	\$410,000		\$90,000		18.0%
3	3-44	SH 348 / CR 5700 Intersection	GunVaTPR	Montrose	Y	X		X		Montrose County	\$700,000	\$560,000	\$140,000			20.0%
3	3-45	SH 90 Popular Rd. Intersection	GunVaTPR	Montrose	Y	X		X		Montrose County	\$300,000	\$220,000	\$80,000			26.7%
3	3-46	I-70 Exit 105 Pedestrian Safety Enhancements	IMTPR	Garfield	Y	X				Town of New Castle	\$2,031,000	\$800,000		\$1,231,000		60.6%
3	3-47	I-70 Exit 105 Traffic Safety enhancements	IMTPR	Garfield	Y	X				Town of New Castle	\$2,450,000	\$1,837,000	\$0	\$378,000	\$235,000	15.4%
3	3-49	Eagle Valley Trail	IMTPR	Eagle	N			X		Town of Avon	\$1,930,000	\$477,000	\$0	\$800,000	\$653,000	41.5%
3	3-50	US 40 intersection Impv	NWTPR	Routt	Y		X			City of Steamboat Spgs	\$1,568,100	\$1,156,877	\$120,000	\$291,223		26.2%
4	4-7	SH42 Gateway Project	DRCOG	Boulder	Y			X		City of Louisville	\$17,400,000	\$11,400,000		\$6,000,000		34.5%
4	4-8	Intersection Improvements at SH7 & 119th / 120th	DRCOG	Boulder	Y			X		City of Lafayette	\$2,381,000	\$1,881,000		\$500,000		21.0%
4	4-9	US85 Drainage Improvements	UFRTPR	Weld	Y			X		Town of Eaton	\$770,000	\$615,000		\$155,000		20.1%
4	4-10	Traffic Signal at US 85 and WCR 18	UFRTPR	Weld	Y	X		X		City of Ft. Lupton	\$400,000	\$320,000		\$80,000		20.0%
4	4-13	Adaptive Signal Control - US85, Greeley	NFRMPO	Weld	Y	X				City of Greeley	\$750,000	\$600,000	\$150,000			20.0%
4	4-15	8th Street (SH263) Devolution	NFRMPO	Weld	Y				X	City of Greeley	\$29,000,000	\$29,000,000				0.0%
4	4-16	18th Street (US34D) Devolution	NFRMPO	Weld	Y				X	City of Greeley	\$1,917,000	\$1,917,000				0.0%
4	4-18	College Ave (SH287) & Horsetooth Road Intersection Improvements	NFRMPO	Larimer	Y			X		City of Ft. Collins	\$3,500,000	\$2,450,000		\$1,050,000		30.0%
4	4-19	SH287 & SH 392 Intersection	NFRMPO	Larimer	Y		X			City of Ft. Collins	\$1,500,000	\$1,100,000		\$400,000		26.7%

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4	4-20	North College/US287 Conifer to Laporte Bypass	NFRMPO	Larimer	Y			X		City of Ft. Collins	\$21,840,000	\$17,440,000		\$4,400,000		20.1%
4	4-21	Lemay Ave. & Mulberry Ave. (SH14) Intersection Improvements	NFRMPO	Larimer	Y			X		City of Ft. Collins	\$1,000,000	\$700,000		\$300,000		30.0%
4	4-23	SH34 / CR27 West of Loveland - Intersection Improvements	NFRMPO	Larimer	Y			X		Larimer County	\$375,000	\$300,000		\$75,000		20.0%
4	4-24	SH 1 / CR54 (Douglas Road) in northeast Fort Collins Intersection Improvements	NFRMPO	Larimer	Y			X		Larimer County	\$350,000	\$280,000		\$70,000		20.0%
4	4-25	SH 14 / Greenfields Court - Frontage Road relocation and Intersection Improvements	NFRMPO	Larimer	Y			X		Larimer County	\$2,100,000	\$1,680,000		\$420,000		20.0%
4	4-26	SH 402 Devolution	NFRMPO	Larimer	Y				X	City of Loveland	\$36,426,920	\$36,426,920				0.0%
4	4-27	US 34 and Clayton Street Safety Improvement Project	UFRTPR	Morgan	Y			X		City of Brush	\$7,183,102	\$4,954,382		\$1,436,720	\$792,000	20.0%
4	4-28	SH 392 & CR 47 Intersection	NFRMPO	Weld	Y			X		Weld County	\$3,685,180	\$1,842,590	\$300,000	\$1,542,590		50.0%
4	4-29	US 34 & CR 49 Intersection	UFRTPR	Weld	Y			X		Weld County	\$2,200,000	\$1,500,000		\$700,000		31.8%
4	4-30	SH 392 & CR 74 Intersection	UFRTPR	Weld	Y		X			Weld County	\$2,249,875	\$1,000,000		\$839,900	\$409,975	37.3%
4	4-31	US 85 Business (Denver Avenue) Devolution	UFRTPR	Weld	Y				X	City of Fort Lupton	\$2,257,379	\$2,257,379				0.0%
4	4-32	Intersection improvements at SH 36 and Community Drive, Estes Park	UFRTPR	Larimer	Y			X		Town of Estes Park	\$395,000	\$245,000		\$150,000		38.0%
4	4-33	US34 / Barlow Road Intersection	UFRTPR	Morgan	Y	X		X		City of Fort Morgan	\$1,320,000	\$500,000		\$450,000	\$370,000	34.1%
4	4-34	Turning Lanes at Hwy. 34 and County Road H/Turning lanes at US385 & YCR 33.6/Turning lanes at US34 & YCR J	EastTPR	Yuma	Y			X		Yuma County	\$1,591,000	\$143,200	\$1,447,800			91.0%
4	4-35	Loveland I-25 and Crossroads Boulevard Anti-Icing Spray System	NFRMPO	Larimer	Y	X		X		City of Loveland	\$250,000	\$200,000		\$50,000		20.0%
4	4-36	Loveland RWIS Update / Expansion	NFRMPO	Larimer	Y	X		X		City of Loveland	\$380,000	\$304,000		\$76,000		20.0%
4	4-53	US36 & Violet Ave Intersection Safety Improvements	DRCOG	Boulder	Y	X		X		City of Boulder	\$610,000	\$488,000		\$122,000		20.0%
4	4-54	Diagonal (SH119): 30th to Foothills Parkway Multi-modal Improvements Project	DRCOG	Boulder	Y			X		City of Boulder	\$5,570,000	\$4,456,000		\$1,114,000		20.0%
4	4-55	SH157- Table Mesa to Colorado deficient Overpass Replacement achieving ADA compliance	DRCOG	Boulder	Y			X		City of Boulder	\$8,000,000	\$6,000,000		\$2,000,000		25.0%
4	4-57	SH7 Transit stop and transit access improvement	DRCOG	Boulder	Y			X		City of Boulder	\$500,000	\$400,000		\$100,000		20.0%
4	4-58	Boulder Canyon Trail Extension	DRCOG	Boulder	Y			X		Boulder County	\$5,466,350	\$4,373,080		\$1,093,270		20.0%
4	4-61	SH7 & County Line Road Intersection Safety Improvements	DRCOG	Weld	Y			X		Town of Erie	\$5,200,000	\$4,160,000		\$1,040,000		20.0%
4	4-62	SH52 & WCR3 Intersection Safety Improvements	DRCOG	Weld	Y	X				Town of Erie	\$1,500,000	\$1,500,000				0.0%
4	4-64	Road Weather Information Systems (Longmont area)	DRCOG	Boulder, Weld	Y	X		X		City of Longmont	\$141,000	\$112,800	\$28,200			20.0%
4	4-65	SH119: Sunset to Bowen Auxillary Lanes / Queue Jump Lane Improvements	DRCOG	Boulder	Y	X				City of Longmont	\$6,200,000	\$5,700,000	\$500,000			8.1%
4	4-66	Adaptive Traffic Signals System along US287 (Main St) in Longmont	DRCOG	Boulder	Y	X		X		City of Longmont	\$1,760,000	\$1,100,000	\$660,000			37.5%

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4	4-67	Adaptive Traffic Signals System along SH66 (Ute Highway) in Longmont	DRCOG	Boulder, Weld	Y	X				City of Longmont	\$707,000	\$215,000	\$492,000			69.6%
5	5-1	Durango-La Plata County Airport-State Highway 172-Intersection Project	SWTPR	La Plata	Y	X		X		La Plata County	\$5,000,000	\$4,000,000		\$1,000,000		20.0%
5	5-2	SH 141 / CR 90 Intersection	GunVaTPR	Montrose	Y	X		X		Montrose County	\$1,970,000	\$1,576,000		\$394,000		20.0%
5	5-5	Bayfield East Mobility Improvements	SWTPR	La Plata	Y	X	X	X		Town of Bayfield	\$3,859,275	\$3,087,420		\$771,855		20.0%
5	5-6	Sky Rocket Box Culvert	SWTPR	Ouray	Y	X		X		City of Ouray	\$2,000,000	\$1,600,000		\$400,000		20.0%
5	5-7	Mancos Main Street Acquisition	SWTPR	Montezuma	Y				X	Town of Mancos	\$1,793,212	\$1,793,212				0.0%
5	5-8	State Highways 172/151 Signalization	SWTPR	La Plata	Y	X		X		Town of Ignacio	\$1,800,000	\$1,430,000		\$370,000		20.6%
5	5-9	Town of Pagosa Springs HWY 160 Improvements	SWTPR	Archuleta	Y			X		Town of Pagosa Springs	\$2,400,532	\$1,920,000		\$480,532		20.0%
5	5-10	U.S. Hwy 160/Wilson Gulch Road Extension	SWTPR	La Plata	Y			X		City of Durango	\$6,400,000	\$4,288,000		\$2,112,000		33.0%
5	5-13	SH 145 at CR P Safety Improvements	SWTPR	Montezuma	Y			X		Montezuma County	\$1,660,194	\$1,494,175		\$166,019		10.0%
5	5-14	Antonito Storm Drain System	SLVTPR	Conejos	Y			X		Town of Antonito	\$2,742,429	\$2,193,944	\$195,012	\$353,473		20.0%
5	5-15	Ridgway Street Improvements	GunVaTPR	Ouray	Y			X		Town of Ridgway	\$13,791,257	\$10,494,509	\$796,748	\$2,000,000	\$500,000	20.3%
5	5-16	Hwy 160 Pedestrian Bridge	SWTPR	Montezuma	Y			X		Town of Mancos	\$167,199	\$133,759		\$33,440		20.0%
5	5-18	Highway 24 Enhancement Project	SLVTPR	Chaffee	Y	X		X		Town of Buena Vista	\$2,497,090	\$1,997,090		\$500,000		20.0%
CDOT Applications																
1	1-7	EJMT Fixed Fire Suppression System	IMTPR	Clear Creek & Summit	Y	X				CDOT – Region 1	\$25,000,000	\$19,000,000		\$5,000,000	\$1,000,000	20.0%
1	1-9	I-70 Eastbound Peak Period Shoulder Lanes	DRCOG	Clear Creek	Y	X				CDOT – Region 1	\$31,500,000	\$20,000,000			\$11,500,000	0.0%
1	1-17	I-70 over Havana and Realigning of I-70 UPRR Underpass	DRCOG	Denver	Y	X				CDOT – Region 1	\$4,000,000	\$4,000,000				0.0%
1	1-51	Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT)	DRCOG	Summit & Clear Creek	Y	X				CDOT – Region 1 Traffic	\$2,575,000	\$2,575,000				0.0%
1	1-53	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	DRCOG	Arapahoe, Broomfield, Denver, Jefferson	Y	X				CDOT – Region 1 Traffic	\$1,060,000	\$1,060,000				0.0%
1	1-54	I-76 at 88th Avenue Interchange Improvements (MP 10)	DRCOG	Adams	Y	X				CDOT – Region 1 Traffic	\$1,050,000	\$1,050,000				0.0%
1	1-56	US 285 at Mount Evans Boulevard/Pine Valley Road (MP 229)	DRCOG	Jefferson	Y	X				CDOT – Region 1 Traffic	\$422,000	\$422,000				0.0%
1	1-59	SH 86 intersection improvement at Crowfoot Valley Road (MP 101.53)	DRCOG	Douglas	Y	X				CDOT – Region 1 Traffic	\$516,000	\$516,000				0.0%
1	1-63	I-70 at Grapevine Road (MP 256.0)	DRCOG	Jefferson	Y	X				CDOT – Region 1 Traffic	\$189,000	\$189,000				0.0%
2	2-8	US24/Judge Orr Rd Intersection Improvement	PPACG	El Paso	Y	X				CDOT R2 Traffic	\$2,000,000	\$2,000,000				0.0%
2	2-9	US 50/Dozier Ave intersection improvement	CFRTPR	Fremont	Y	X				CDOT R2 Traffic	\$1,000,000	\$1,000,000				0.0%
2	2-10	US 50/Purcell and US 50/McCulloch intersection improvement	PACOG	Pueblo	Y	X				CDOT R2 Traffic	\$1,200,000	\$1,200,000				0.0%
2	2-17	US 50/32nd Ln, US 50/Cottonwood Ave, US 50/3	PACOG	Pueblo	Y	X				CDOT R2 Traffic	\$1,500,000	\$1,500,000				0.0%

RAMP Detailed Application List 7/9/2013

Project Information					Prgm Category				Applicant Information		Funding Information					
Region	Tracking #	Project Name	TPR/MPO	County	On-System	1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	Applicant (Entity) Name	Total Project Cost	RAMP Request	Local Proportional Contribution (in-kind)	Local Proportional Contribution (cash)	Other Funds	Local Contribution % of Total Cost
4	4-2	I-25: SH392 to SH14/I-25 at US34 Interchange/I-25: SH 66 to SH 56	NFRMPO	Larimer/Weld	Y		X			CDOT R4	\$88,000,000	\$88,000,000				0.0%
4	4-5	I-25: 120th to SH66	DRCOG	Broomfield & Weld	Y		X			CDOT R4	\$55,000,000	\$55,000,000				0.0%
4	4-6	US34 in Estes Park Devolution	UFRTPR	Larimer	Y				X	CDOT R4	\$16,000,000	\$16,000,000				0.0%
4	4-41	Adaptive signals on US 34 Bypass in Greeley	NFRMPO	Weld	Y	X		X		CDOT R4	\$500,000	\$400,000	\$100,000			20.0%
4	4-42	Fiber Optics and ITS Devices on Interstate 76	UFRTPR	Weld, Morgan, Washington, Logan, Sedgwick	Y	X				CDOT R4	\$11,000,000	\$11,000,000				0.0%
4	4-44	Adaptive signals on SH119 Airport Rd to Zlaten Dr in Longmont/Adaptive signals on SH119: I-25 to WCR 3.5	DRCOG	Boulder/Weld	Y	X		X		CDOT R4	\$2,020,000	\$1,850,000	\$170,000			8.4%
4	4-45	Region 4 Traffic Operations Center	NFRMPO	Weld	Y	X				CDOT R4	\$9,000,000	\$9,000,000				0.0%
4	4-46	I-76 Incident Management Plan	UFRTPR	Weld, Morgan, Washington, Logan, Sedgwick	Y	X				CDOT R4	\$100,000	\$100,000				0.0%
4	4-47	Fiber Optic communication and Adaptive Signals on SH52 in Dacono-Frederick	DRCOG	Weld	Y	X				CDOT R4	\$1,300,000	\$1,300,000				0.0%
4	4-48	Adaptive signals on SH119: Jay to Airport Rd	DRCOG	Boulder	Y	X				CDOT R4	\$1,300,000	\$1,300,000				0.0%
4	4-50	Fiber optic communication from I-25 to CDOT West Yard	NFRMPO	Larimer, Weld	Y	X				CDOT R4	\$1,700,000	\$1,700,000				0.0%
5	5-3	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	SWTPR	Montezuma, La Plata, Archuleta, Rio Grande,	Y	X				CDOT Region 5 Traffic and Safety Program	\$7,444,640	\$7,444,640				0.0%
5	5-4	SH 145 Society Turn Round-a-bout Anti-icing	GunVaTPR	San Miguel	Y	X				CDOT Region 5	\$931,565	\$931,565				0.0%
HQ Ops	O-1	Fiber Optic Backbone - I-25(Pueblo to Walsenburg); and US 285 (C470 to Conifer)	Statewide	Huerfano, Pueblo, Jefferson	X	X	X			CDOT ITS	\$3,500,000	\$3,500,000		\$0		0.0%
HQ Ops	O-2	I-70 Mountain Corridor Wireless Improvement	Statewide	Clear Creek, Summit	X	X	X			CDOT ITS	\$5,300,000	\$1,700,000		\$0	\$3,600,000	0.0%
HQ Ops	O-3	CDOT ITS Information Kiosks- Pilot Project	Statewide	Statewide	X	X				CDOT ITS	\$480,000	\$480,000		\$0		0.0%
HQ Ops	O-4	Regional Satellite Solar Powered Cameras (LiveView)	Statewide	Statewide	X	X				CDOT ITS	\$1,750,000	\$1,750,000		\$0		0.0%
HQ Ops	O-5	NICE Situational Awareness	Statewide	Statewide	X	X	X	X		CDOT ITS	\$10,000,000	\$6,000,000	\$1,000,000	\$3,000,000		40.0%
HQ Ops	O-6	Enhanced Traffic Incident Management Software	Statewide	Statewide	X	X				CDOT ITS	\$5,500,000	\$5,500,000		\$0		0.0%

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Office of Financial Management and Budget
4201 E. Arkansas Ave., Room 240
Denver, CO 80222
(303) 757-9262
(303) 757-9656 - FAX



Date: 29 Jun 13

To: Transportation Commission

From: Ben Stein, CFO

Subject: Updating PD 703.0

Accompanying this memorandum is a proposed update to PD703, Transportation Commission Budget Policy. An update to this policy directive was requested by the Chairman of the Transportation Commission. As you can see from the “track changes” version, the updates are substantial. This memorandum will focus upon why these changes are recommended.

The most noticeable and significant changes are the elimination of the columns for ARRA and for the Bridge Enterprise. The ARRA program has concluded and hence a column for it is no longer necessary. The Bridge Enterprise column was eliminated as that is within the province of the Bridge Enterprise Board of Directors, not the Transportation Commission. Once the commission approves a new version of PD 703.0 a companion policy for the Bridge Enterprise will be submitted to its board.

Other changes:

1. The requirement for the Transportation Commission to approve all insurance settlements is deleted. Statutorily this authority rests with the State Risk Manager and the Transportation Commission can only make recommendations on such settlements.
2. Transfers between operating and personal service cost centers and capital cost centers are discussed in significantly greater detail as in the current version there are frequently disputes over what the language allows.
3. It is proposed that 100% locally funded projects not require TC approval.
4. With the process changes associated with the transition to a more cash expenditure based construction program adjustments previously approved at the Regional level may have to be done more by the Chief Engineer. This draft seeks to anticipate and support this new process.
5. A significant alteration to the approvals required for 7th Pot projects. To the extent that non dedicated 7th pot funds (not SB97-001 or SB09-228 monies) are used for a 7th pot project, the intent is to no longer “convert” those monies into ones dedicated to the 7th pot program. Their use would still count toward meeting the 7th pot dollar commitments in those corridors but if funds are left at project completion that were derived from a non 7th Pot source they would be returned to that original source. In addition, the Chief Engineer could add or delete such fund from a project within the same guidelines as for regular projects rather than requiring commission action for every adjustment.

Request for clarification:

At the time the current version of PD 703.0 was adopted the FASTER Safety program had an annually approved project list and FASTER safety projects required approval in the same manner as other projects. In a subsequent action, the Transportation Commission eliminated the annual project list and approved the budgeting of projects using solely FASTER Safety funds without Commission approval. Given that the original PD 703.0 had the Commission approving such actions and a separate decision was made to not approve all such actions, Commission guidance is requested on this particular program. Staff is comfortable budgeting such funds under the exceptions listed in section 4 of the draft (current process) but the question is posed to allow the commission to provide input.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject			Number
TRANSPORTATION COMMISSION BUDGET POLICY			703.0
Effective	Supersedes	Originating Office	
	5.19.2011	Office of Financial Management and Budget	

I. PURPOSE.

To clarify and delineate the policies and define when supplemental budget actions for projects and programs require Commission approval. Policies related to the Department's annual budget are delineated elsewhere.

II. AUTHORITY

Transportation Commission § 43-1-106.8(h), C.R.S.

III. APPLICABILITY

This Policy Directive applies to all Divisions and Offices of the Colorado Department of Transportation, excluding the divisions and offices under the direction of Type 1 Boards.

IV. DEFINITIONS

EE: Engineering Estimates

7th Pot: Budget Actions for projects within the Department's Strategic Investment Program using funds statutorily dedicated to use for that program. Use of other types of funds on projects within the Strategic Investment corridors for substantive highway improvements (not for example routine surface treatment) will count toward totals expended for that corridor.

V. POLICY

A. The table below reflects the policies as approved by the Transportation Commission.

Subject	Number
TRANSPORTATION COMMISSION BUDGET POLICY	703.0

Advertisement and Award (Engineering)	Budget Actions (Non-7 th Pot)	Budget Actions (7 th Pot)
Advertisement		
EE 10% over budget: <u>Region approves</u>	No Budget Action Required <u>Region approves if available in a regional pool. Otherwise Chief Engineer approves and identifies funding source (not TCCRF)</u>	<u>Chief Engineer Approves and identifies funding source (not 7th Pot or TCCRF)</u> . TC budget action for 7 th pot or TCCRF. No Budget Action Required
EE up to 14.9% over budget: Chief Engineer approves	<u>Chief Engineer approves and identifies funding source (not TCCRF)</u> No Budget Action Required	No Budget Action Required <u>Chief Engineer approves and identifies funding source (not 7th Pot or TCCRF)</u> . TC budget action for 7 th pot or TCCRF.
EE 15% + of budget 15% or more of budget unless the budget request is less than \$250,000	TC Budget Action Required <u>unless adjustment is less than \$250,000</u>	TC budget action required
Award		
Bid over budget less than <u>150%</u>	<u>Region Approves if available in a regional pool. Otherwise Chief Engineer Approves and identifies funding source (not TCCRF)</u> Allotment Advice	<u>Chief Engineer Approves and identifies funding source (not 7th Pot or TCCRF)</u> . TC budget action for 7 th pot or TCCRF. TC Budget Action Required
Bid over budget <u>more than 10% but less than 15%</u> or more unless the budget request is less than \$250,000)	TC Budget Action Required <u>Chief Engineer identifies funding source and approves (not TCCRF)</u>	TC Budget Action Required <u>Chief Engineer Approves and identifies funding source (not 7th Pot or TCCRF)</u> . TC budget action for 7 th pot or TCCRF.
<u>If low bid is 15% over EE or 25% under the EE and detailed cost justification is performed</u>	<u>TC Budget Action may or may not be needed</u>	<u>TC Budget Action may or may not be needed</u>
<u>Bid over budget by more than 15%</u>	<u>TC Budget Action Required</u>	<u>TC Budget Action Required</u>
Fewer than 3 bidders:		
<ul style="list-style-type: none"> ○ Must reject if low bid is more than 10% over EE and the EE is over \$1M 	No Budget Action Required	No Budget Action Required
<ul style="list-style-type: none"> ○ Must reject if low bid is more than 25% over EE and the EE is under 1M 	No Budget Action Required	No Budget Action Required
Closure of Projects	No TC Budget Action Required	No TC Budget Action Required. <u>Non 7th Pot funds remaining revert to original funding</u>

Subject	Number
TRANSPORTATION COMMISSION BUDGET POLICY	703.0

Advertisement and Award (Engineering)	Budget Actions (Non-7 th Pot)	Budget Actions (7 th Pot)
		source
Miscellaneous		
Add new funds for 1 st time (see section B.4 below)	TC Budget Action Required	TC Budget Action Required
Add additional funds (previously budgeted)	Allotment Advice if under 15% and TC Budget Action if 15% or over unless the budget request is less than \$250,000	TC Budget Action Required regardless of % increase if 7 th pot or TCCRF. Allotment advice if other funding sources used within 15% .
Transfer of funds between personal services/operating, and non-road non capital equipment capital cost centers (see section A 1. below)	TC Budget Action Required if -transfers exceed \$250,000 \$25,000 in a given region or division in a fiscal year	n/a
Transfers of any funds to either road equipment or facilities cost centers from other programs.	TC budget action required.	n/a

1. [Transfers between operating and personal services cost centers do not require Commission action within funding type \(ex. SHF to SHF cost centers\). Actions moving operating or personal services funds into a construction project, \(as opposed to a capital cost center\) require Commission action in all instances.](#)

B. [Determination of Fund Allocation](#)

~~1. Any request for the use of the TCCRF. TC budget action required.*1. Transfers between operating and personal services within a Division/Region do not require Commission action.~~

2. Emergencies/ Urgent Actions. The Department’s Chief Financial Officer and the Chief Engineer or affected Division Director will contact the Transportation Commission chairperson for a conditional approval prior to the next TC meeting under the following conditions:

- a) The request is within the region [or statewide](#) control totals if applicable
- b) Waiting for the next Commission meeting would jeopardize advertisement or the award of the project.
- c) [The request includes the use of Transportation Commission Contingency Reserve Funds.](#)

The action will be reflected in the next Commission supplement for concurrence.

Subject TRANSPORTATION COMMISSION BUDGET POLICY	Number 703.0
-----------------------------------------------------------	------------------------

3. Local Agency Funds:

a) 100% locally funded projects

~~(1) All projects are initially approved by the TC~~

(2) Subsequent budget actions if needed are presented in the monthly budget supplement as an “information item”

b) ~~Insurance or other settlements are approved by the TC.~~

c) Local budget actions not requiring Commission approval:

(1) Local overmatch on Off-System Bridge, CMAQ, STP-Metro,

(2) Transportation Alternatives Program

(3) Advertisement of construction projects

(4) Award of construction projects

(5) Project closures

¹4. Exceptions: (Approved in pools as part of annual budget)

~~a) STP-Metro~~

~~b) CMAQ~~

~~ea) Transportation Alternatives Program Enhancement~~

~~bd) Bridge Off-System~~

~~e) Safety~~

~~f) Surface Treatment~~

c) Railway-Highway Crossing Program

d) Hot Spots

e) Traffic Signals

VI. IMPLEMENTATION PLAN

This Policy Directive is effective immediately upon signature approval.

VII. REVIEW DATE

This Policy Directive shall be reviewed no later than June 2016.

Subject TRANSPORTATION COMMISSION BUDGET POLICY	Number 703.0
-----------------------------------------------------------	------------------------

Transportation Commission Secretary

Date

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject TRANSPORTATION COMMISSION BUDGET POLICY			Number 703.0
Effective	Supersedes 5.19.2011	Originating Office Office of Financial Management and Budget	

I. PURPOSE

To clarify and delineate the policies and define when supplemental budget actions for projects and programs require Commission approval. Policies related to the Department's annual budget are delineated elsewhere.

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Bid over budget less than 10%.	Region approves if available in a regional pool. Otherwise Chief Engineer approves and identifies funding source. (not TCCRF)	Chief Engineer approves and identifies funding source (not 7 th Pot or TCCRF). TC budget action for 7 th pot or TCCRF.
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<ul style="list-style-type: none"> ○ Must reject if low bid is more than 25% over EE and the EE is under 	No budget action required.	No budget action required.

Subject	Number
TRANSPORTATION COMMISSION BUDGET POLICY	703.0

Advertisement and Award (Engineering)	Budget Actions (Non-7 th Pot)	Budget Actions (7 th Pot)
IM		
Closure of Projects	No TC budget action required	No TC budget action required. Non 7 th Pot funds remaining revert to original funding source.
Miscellaneous		
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Subject TRANSPORTATION COMMISSION BUDGET POLICY	Number 703.0
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- b) Waiting for the next Commission meeting would jeopardize advertisement or the award of the project;
- c) The request includes the use of Transportation Commission Contingency Reserve Funds.

The action will be reflected in the next Commission supplement for concurrence.

3. Local Agency Funds:

- a) 100% locally funded projects
 - (1) Subsequent budget actions if needed are presented in the monthly budget supplement as an “information item.”
- b) Local budget actions not requiring Commission approval:
 - (1) Local overmatch on Off-System Bridge, CMAQ, STP-Metro;
 - (2) Transportation Alternatives Program;
 - (3) Advertisement of construction projects;
 - (4) Award of construction projects;
 - (5) Project closures.

4. Exceptions: (Approved in pools as part of annual budget)

- a) Transportation Alternatives Program
- b) Bridge Off-System
- c) Railway-Highway Crossing Program
- d) Hot Spots
- e) Traffic Signals

VI. IMPLEMENTATION PLAN

This Policy Directive is effective immediately upon signature approval.

VII. REVIEW DATE

This Policy Directive shall be reviewed no later than June 2016.

Transportation Commission Secretary

Date

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9088



DATE: July 3, 2013
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, DTD
SUBJECT: Bicycle/Pedestrian Programs Presentation

Purpose:

This memo summarizes the presentation that will be made to the Transportation Commission on July 18 describing CDOT's Bicycle and Pedestrian programs.

Action Requested: No action. Information on CDOT's bike/ped program.

Background:

With Colorado's recent rating as the Number 2 Bicycle Friendly State in the country, DTD has been asked to present information on CDOT's bicycle and pedestrian programs. Governor Hickenlooper has stated that his goal is for Colorado to be the #1 Bicycle Friendly state.

The presentation will focus on the Five E's that make great places for bicycling and walking, and which encompass the program:

- **Engineering:** creating safe and convenient places to ride and walk. CDOT conducts trainings and provides technical support to local, regional and state engineers on accommodating bicyclists and pedestrians.
- **Education:** giving people of all ages the knowledge, skills and confidence to ride and walk safely. CDOT develops and distributes materials to support skill building, to provide information, and to increase an understanding of proper behavior on the road.
- **Enforcement:** ensuring safe roads for all users. CDOT works with local, state and regional law enforcement regarding rules of the road and special events on state roadways.
- **Encouragement:** creating a strong bike culture that welcomes and celebrates bicycling. Programs such as Bike to Work Day, Walk a Child to School and others create awareness for biking and walking and encourages people to try different modes of transportation.
- **Evaluation & Planning:** planning for bicycling as a safe and viable transportation option. CDOT is the first state DOT to develop a comprehensive bicycle and pedestrian traffic counting program to better understand bike/ped usage throughout the state.

In addition to presenting CDOT programs, the presentation will also describe the benefits of bicycling and walking to the state. This will cover the impacts on transportation, the economy, its cost effectiveness, quality of life and health. We have also included a handout summarizing the information provided in the power point presentation.

Next Steps:

Meet with the Transit and Intermodal Committee in September to discuss possible strategies for further enhancing bicycling and walking programs in Colorado such as AASHTO's US Bike Route System, adopting and implementing performance measures, adding bicycle safety to the Strategic Highway Safety Plan, and others.

Recognition from the League of American Bicyclists



Colorado is ranked the **#2 Bicycle Friendly State** by the League of American Bicyclists. The ranking is based on a comprehensive survey covering the five categories listed below.

COLORADO SCORES		Scoring: 5 = High 1 = Low
5	LEGISLATION AND ENFORCEMENT	
4	POLICIES AND PROGRAMS	
2	INFRASTRUCTURE AND FUNDING	
4	EDUCATION AND ENCOURAGEMENT	
2	EVALUATION AND PLANNING	

Additionally, nineteen communities in Colorado have been recognized by the League of American Bicyclists as Bicycle Friendly Communities. Boulder and Fort Collins are two of only four communities in the United States that have the highest award level of Platinum (Davis, California and Portland, Oregon are the other two).

Colorado Bicycle Friendly Communities



Platinum Level

- Boulder
- Fort Collins



Gold Level

- Breckenridge
- Crested Butte
- Durango
- Steamboat Springs



Silver Level

- Aspen
- Colorado Springs
- Denver
- Gunnison
- Longmont



Bronze Level

- Arvada
- Carbondale
- Castle Rock
- Golden
- Greeley
- Lakewood
- Summit County
- Vail



July 2013

CDOT Bicycle and Pedestrian Section

The State of Colorado recognizes the benefits of walking and bicycling and highly recommends their use for commuting to work, to run errands, and for recreation. Many short trips taken by car can be pleasantly done by walking or bicycling and longer trips can be combined with other alternative modes such as bus or light rail.

Bicycling and walking provide many benefits such as improved health, less stress, and reductions in air pollution, traffic congestion and energy consumption. In addition, walking is free, bicycles are affordable and inexpensive to maintain, and riding a bicycle or walking is a lot more fun than sitting in traffic on a congested roadway.

CDOT's Bicycle and Pedestrian Section works on numerous levels to improve bicycling and walking in Colorado. It does so by focusing on the Five E's.



The Five E's

There are five essential elements, known as the Five E's, that make great places for bicycling and walking:

- Engineering:** creating safe and convenient places to ride and park by conducting trainings and providing technical support to local, regional and state engineers on accommodating bicyclists and pedestrians.
- Education:** giving people of all ages the knowledge, skills and confidence to ride and walk safely. CDOT develops and distributes materials to support skill building, to provide information, and to increase an understanding of proper behavior on the road.
- Enforcement:** ensuring safe roads for all users. CDOT works with local, state and regional law enforcement regarding rules of the road and special events on state roadways.
- Encouragement:** creating a strong active travel culture that welcomes and celebrates bicycling and walking. Programs such as Bike to Work Day, Walk a Child to School and others create awareness for biking and walking and encourages people to try different modes of transportation.
- Evaluation & Planning:** planning for bicycling and walking as a safe and viable transportation option. CDOT is the first state DOT to develop a comprehensive bicycle and pedestrian traffic counting program to better understand bike/ped usage throughout the state.





CDOT Bicycle and Pedestrian Section



Bicycle and Pedestrian Policy and State Statute

In October 2009, the Colorado Transportation Commission passed Bike and Pedestrian Policy Directive 1602.



*"It is the policy of the Colorado Transportation Commission to provide transportation infrastructure that accommodates bicycle and pedestrian use of the highways in a manner that is safe and reliable for all highway users. **The needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine.**"*

Bicycle and pedestrian activity must be accommodated in all state highway projects except where:

- Bicyclists and pedestrians are prohibited by law from using the roadway
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use (exceeding twenty percent of the cost of the larger transportation project)
- Scarcity of population or other factors indicate an absence of need

A number of State Representatives recognized the benefits of the policy, and it was codified into state law in June 2010 as **Colorado Statute 43-1-120**.

Biking and Walking in Colorado

30%
of Colorado population does not drive

215
schools participate in Walk to School Day

30%
of morning congestion is caused by parents driving children to school

1.8%
of federal transportation funding in Colorado goes to bike/ped

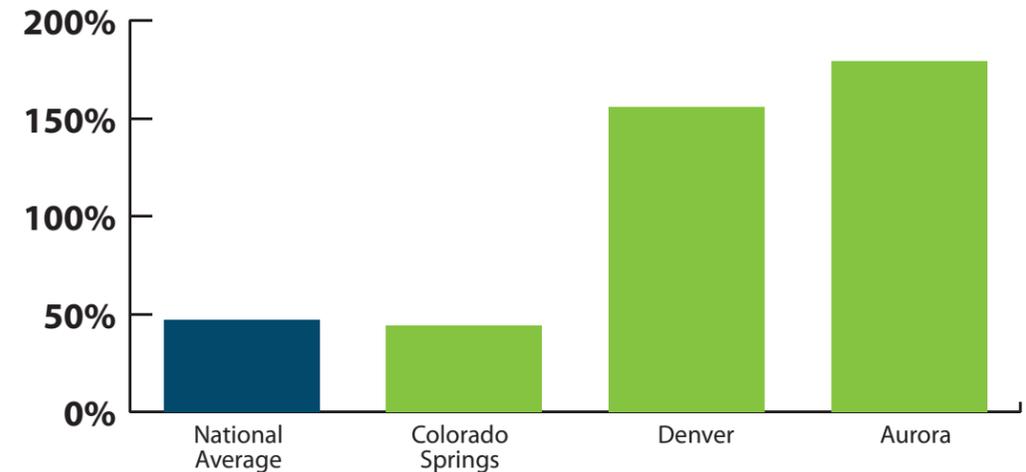
1.3%
of commuters bike to work

3.0%
of commuters walk to work

\$1B
added by bicycling to Colorado economy in 2000 from manufacturing, retail, tourism and bike races

11.5%
of all traffic fatalities are bicyclists or pedestrians

Percent Growth in Bicycle Commuting (2000-2011)



Safe Routes to School

Colorado Safe Routes to School (SRTS) uses a comprehensive approach to make school routes safe for children when walking and bicycling to school. In Colorado, many communities, parents and schools are fostering a safe environment for their students by using SRTS programs to not only fund education and safe infrastructure, but also to encourage healthy options for our children that are safe for both walking and bicycling.



SRTS programs can improve safety, not just for children, but for the entire community. It provides opportunities for people to increase their physical activity and improve their health. It reduces congestion and pollution around our schools and encourages partnerships.

In 1969, roughly half of all 5-to-18 year olds walked or biked to school. Nearly 90% are driven by auto or bus to school today.

Since the program's inception in 2005, CDOT SRTS programs have:

- Reached more than 500 schools statewide (more than 60 new schools per year)
- Reached over 200,000 Colorado students
- Increased the number of children walking and biking to school by as much as 31%
- Resulted in increased rates of children walking/biking to school in 95% of schools receiving funding





CDOT Bicycle and Pedestrian Section

CDOT Bicycle and Pedestrian Programs

July 18, 2013
Presentation to the
Transportation Commission

Betsy Jacobsen

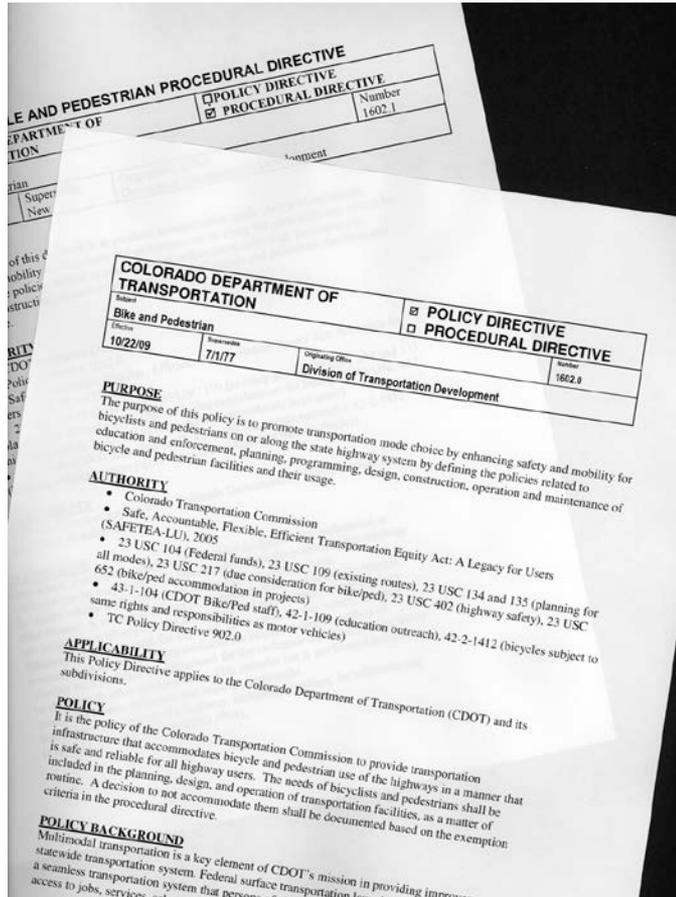
CDOT Bicycle/Pedestrian/Byways Section Manager





CDOT Bicycle and Pedestrian Section

CDOT Bike and Ped Programs



Bicycle and Pedestrian Policy 1602: October, 2009

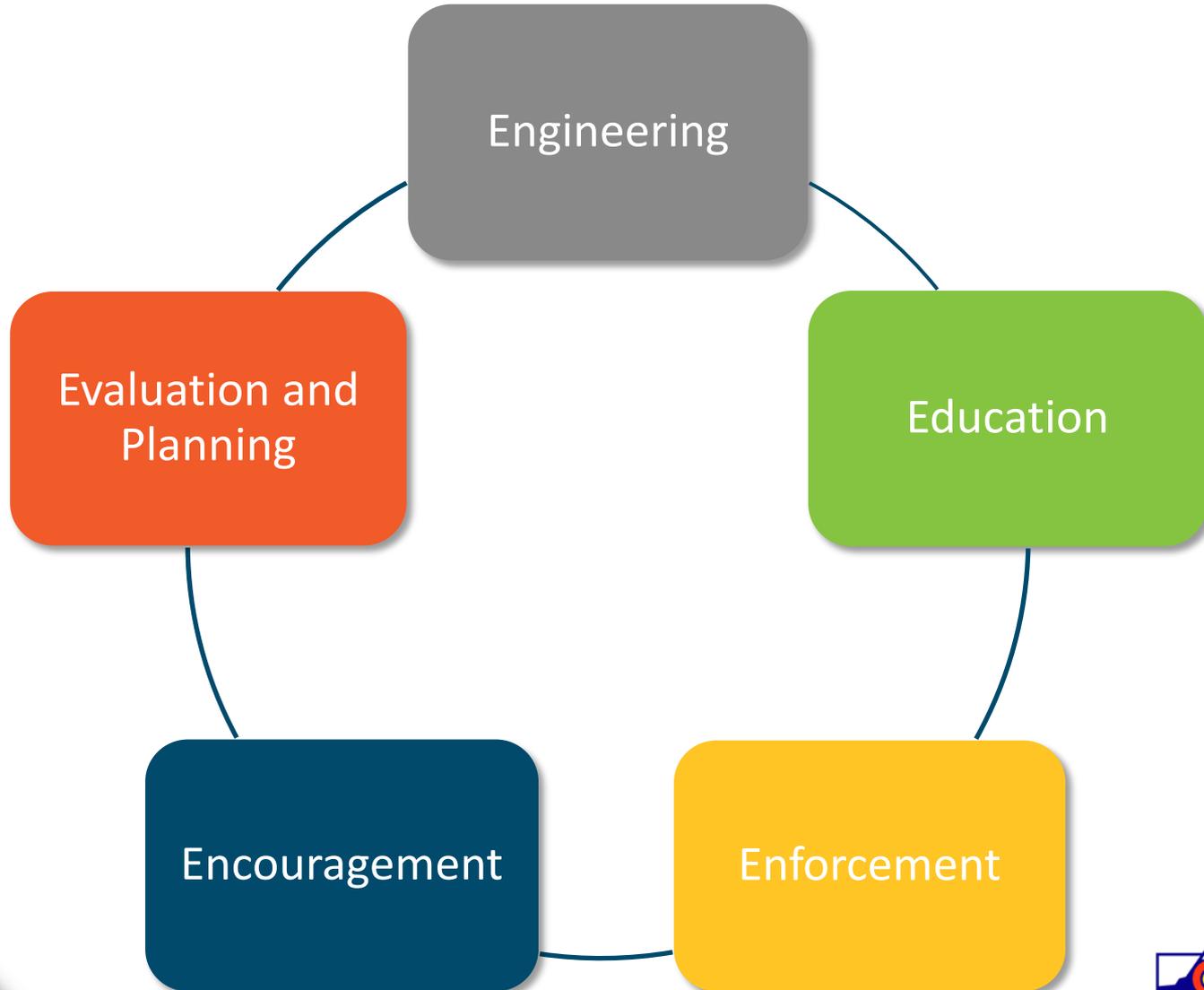


Colorado State Statute 43-1-120: June, 2010



CDOT Bicycle and Pedestrian Section

The Five E's





CDOT Bicycle and Pedestrian Section

Chapter 14

Bicycle and Pedestrian Facilities

Engineering

Colorado Department of Transportation
Roadway Design Guide

Chapter 14 Bicycle and Pedestrian Facilities
Eighth Revision – Final Adopted November 1, 2011



Prepared for
CDOT Bicycle/Pedestrian Program

by the firms of



&



Provides designers statewide with clear direction on designs for better accommodating bicyclists and pedestrians



DEPARTMENT OF TRANSPORTATION



CDOT Bicycle and Pedestrian Section

Resource to Local Agencies

Engineering



[Organizations] rely on CDOT's expertise and familiarity with what communities are doing across the state with respect to bicycle and pedestrian improvements, technological advancements with facility design...and engineering practices, and the expertise of staff who have ...been a continual source of information and helpful data.

- Jessica Osborne, Dev. Dir, GP RED



CDOT Bicycle and Pedestrian Section

Facility Design Courses

Education



Over 600 engineers and planners have attended





CDOT Bicycle and Pedestrian Section

Facility Design Courses

Education



“This was essential training for both multi-jurisdictional professionals, it has allowed our engineers to understand the intricacies of bike/ped facility design and has helped educate other staff members enabling them to provide appropriate and useful comments during project design.”

- Amber Blake, Multi-Modal
Manager, City of Durango



CDOT Bicycle and Pedestrian Section

Share the Road

Education

Brings together community members to educate and encourage bicyclists and motorists to share the road courteously and safely

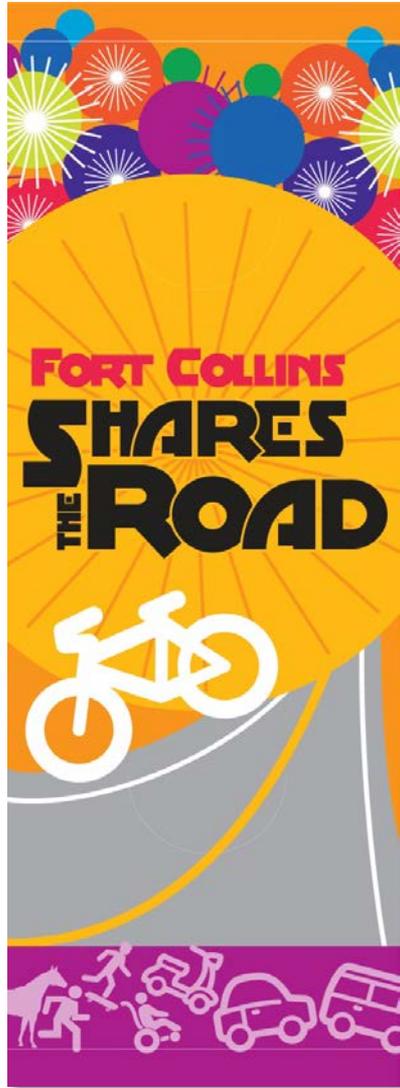




CDOT Bicycle and Pedestrian Section

Share the Road

Education





CDOT Bicycle and Pedestrian Section

Share the Road

Education

With CDOT's support, we pulled together a diverse group of community members representing diverse interests [to discuss] various viewpoints - cyclists, runners, pedestrians, truck drivers, police, school district, engineers, disabled people. [The group] developed an understanding that led to a strategy and implementation plan for a Share The Road campaign.

*- Jody Kliska, City Engineer,
City of Grand Junction*





CDOT Bicycle and Pedestrian Section

Safe Routes to School

Education

Promotes biking and walking to school for K-8 students

SafeRoutes

Colorado Safe Routes to School





CDOT Bicycle and Pedestrian Section

Colorado SRTS Program

Education

- Reached more than:
 - 500 schools
 - 200,000 students
- Increased children walking and biking to school by as much as 31%
- Increased rate of walking and biking to school in 95% of schools receiving funding





CDOT Bicycle and Pedestrian Section

Partnership with State Patrol

Enforcement



Hundreds of special events occur on State Highways every year





CDOT Bicycle and Pedestrian Section

Special Events

Encouragement



The posters and bicycling information provided by CDOT are a springboard to encouraging participation and getting people to experience alternatives to driving.

*- Jody Kliska, City Engineer
City of Grand Junction*





CDOT Bicycle and Pedestrian Section

Bicycling and Byways Map

Encouragement





CDOT Bicycle and Pedestrian Section

Statewide Bicycle and Pedestrian Plan

Evaluation
and
Planning

COLORADO
DOT
DEPARTMENT OF TRANSPORTATION

Statewide Bicycle and Pedestrian Plan

prepared by: **Sprinkle**
CONSULTING
Active Transportation
Planners+Engineers

Adopted October, 2012

in association with:
**FELSBERG
HOLT &
ULLEVIG**





CDOT Bicycle and Pedestrian Section

Planning Assistance

Evaluation
and
Planning

“CDOT’s Bicycle and Pedestrian Section played an integral role in the development of our regional plan. ...They offered nationwide best practices, policy and planning-level feedback, data, and route alignment feedback. With their support, our region has a blueprint to guide infrastructure investment and support grant applications.”

- Aaron Fodge, Senior Transportation Planner North Front Range MPO





CDOT Bicycle and Pedestrian Section

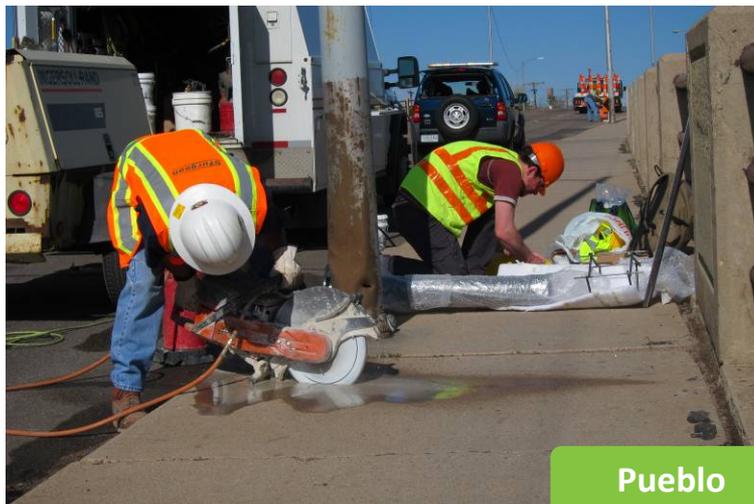
Bicycle and Pedestrian Data Collection

Evaluation and Planning



Vail Pass

Cherry Creek Trail



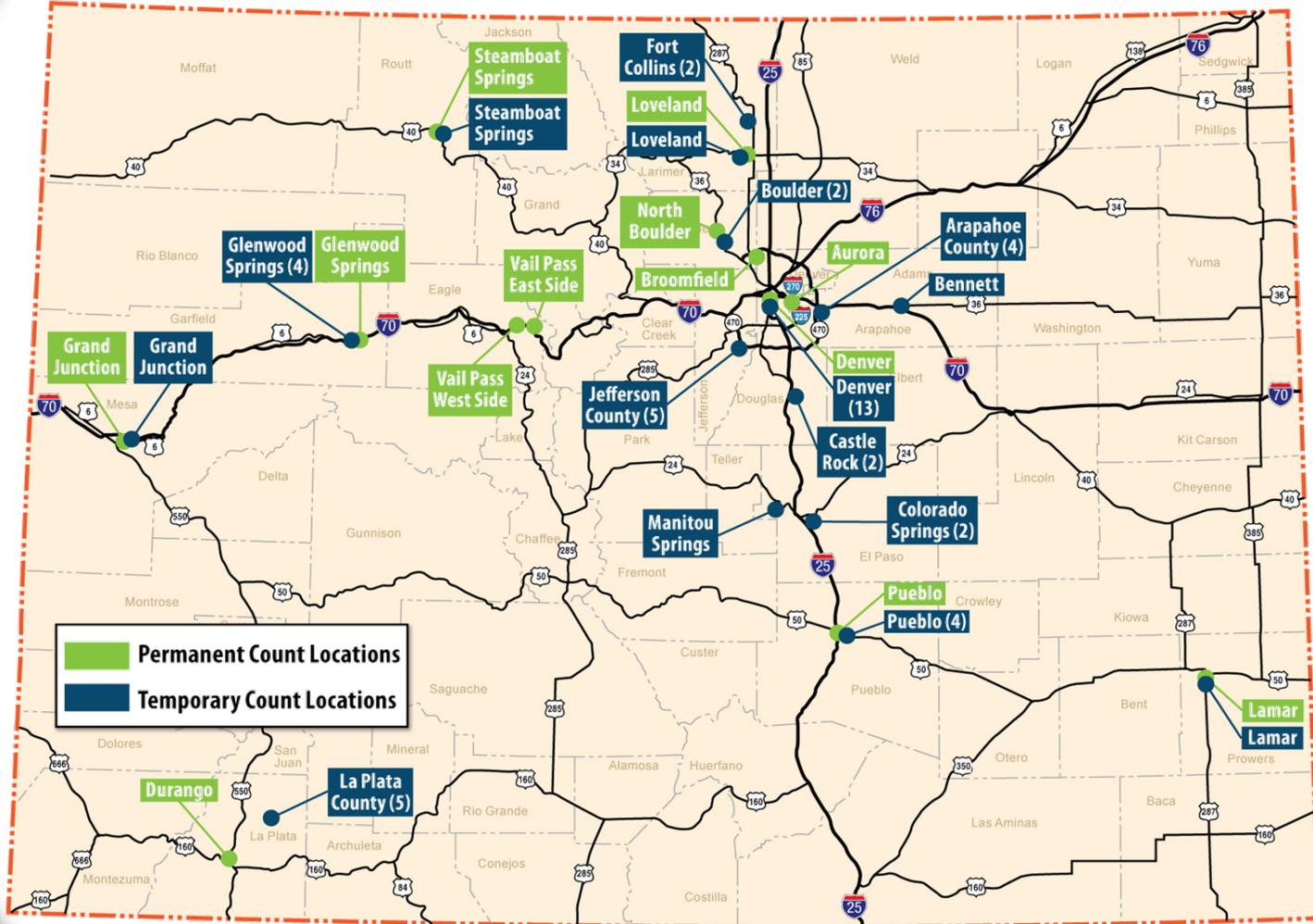
Pueblo



CDOT Bicycle and Pedestrian Section

Count Locations

Evaluation and Planning





CDOT Bicycle and Pedestrian Section

Bike/Ped Counts

Evaluation
and
Planning



Lamar



With these counts, we can make improvements to Memorial Drive to create a healthy and safe walking environment for the citizens of Lamar.

- Wiley Work, Parks and Recreation Engineer, City of Lamar

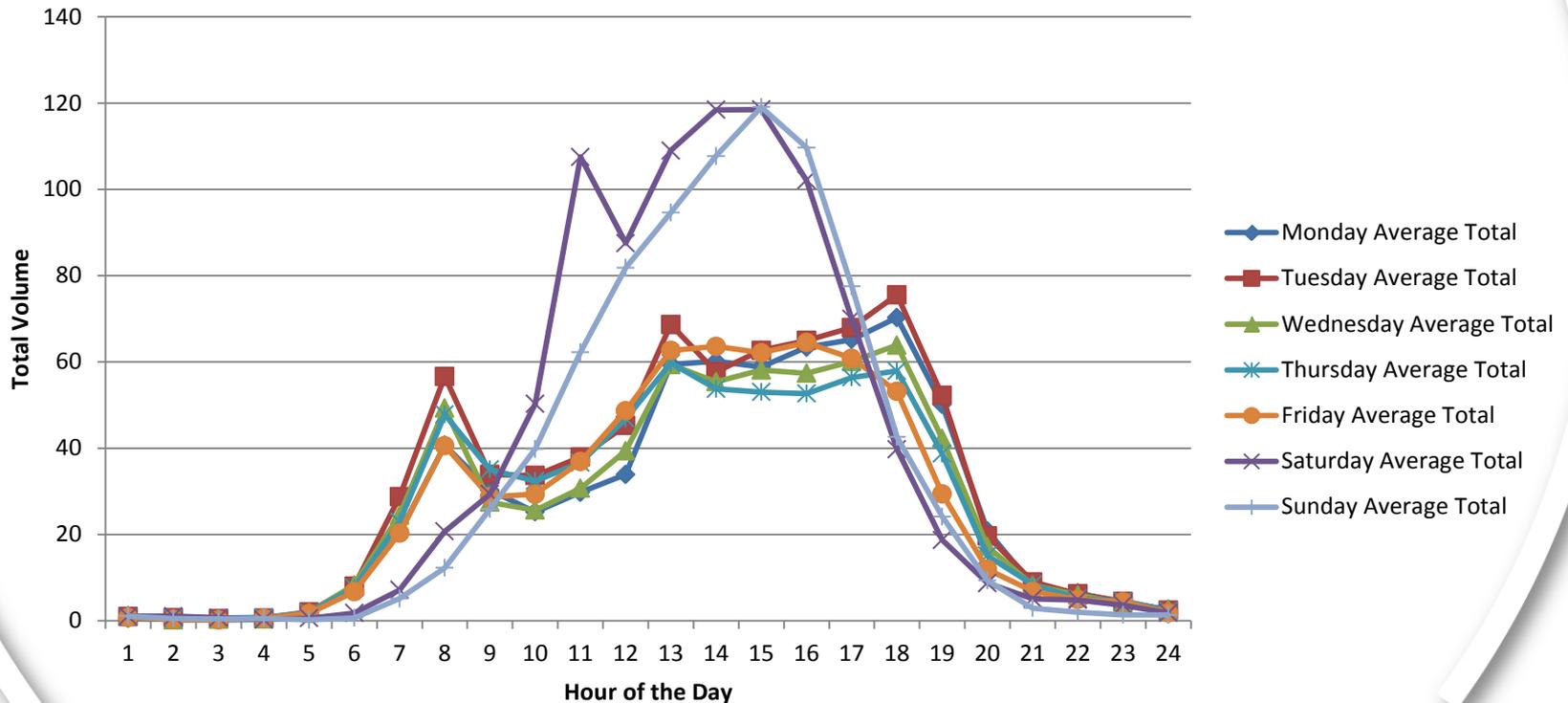


CDOT Bicycle and Pedestrian Section

Travel Patterns: Recreation vs. Commuting

Evaluation
and
Planning

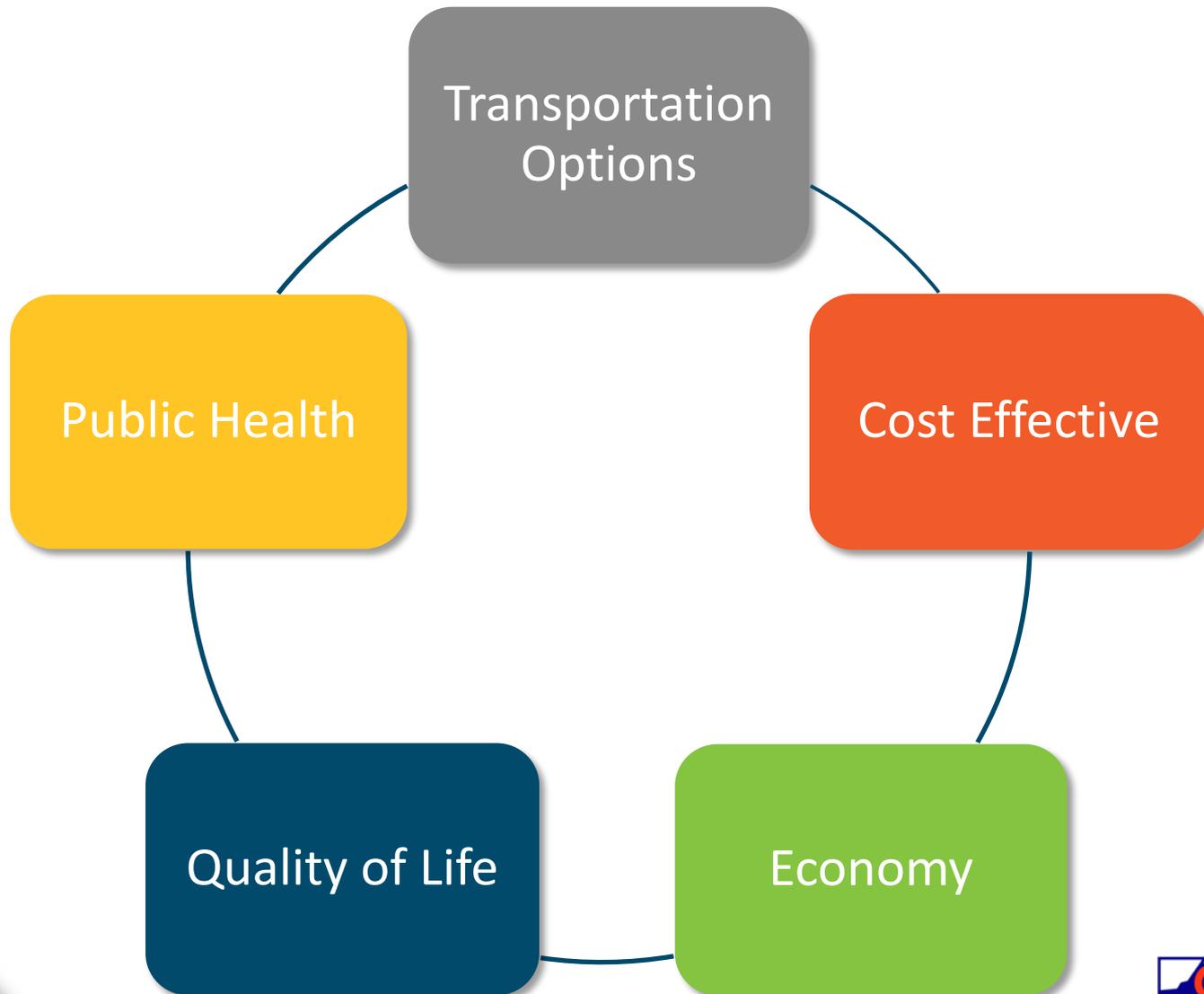
**Cherry Creek Trail, Colorado
Bicycle and Pedestrian Traffic
Average Total Volumes
(September, 2009 – April, 2010)**





CDOT Bicycle and Pedestrian Section

Benefits of Supporting Bicycling and Walking in Colorado





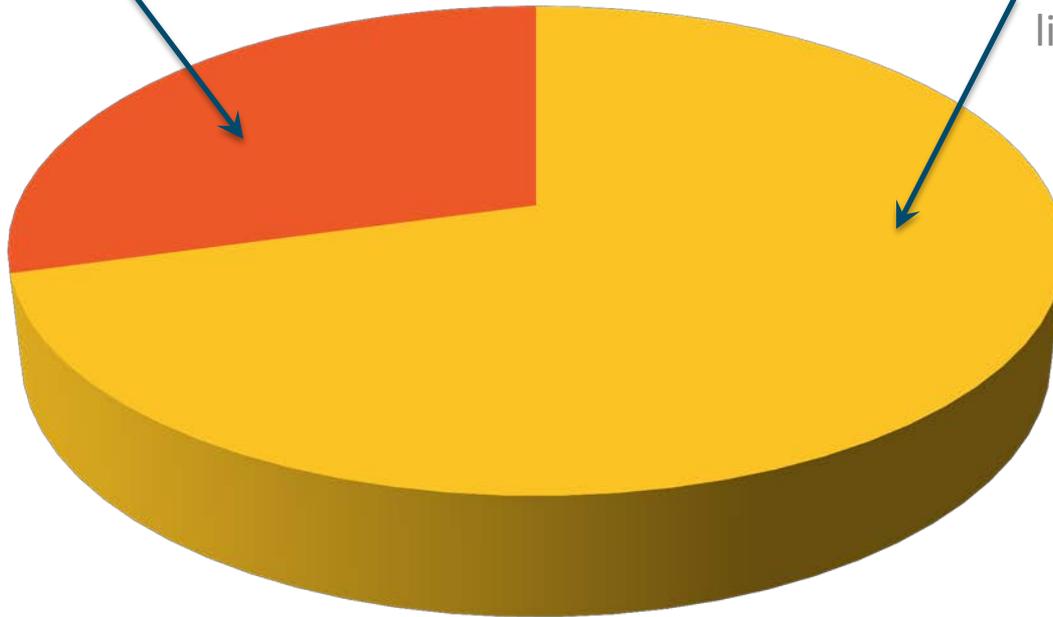
CDOT Bicycle and Pedestrian Section

Colorado's Population

Transportation
Options

Total Population of 5.1 million

1.5 million (30%)
can't drive



3.6 million (70%)
licensed drivers

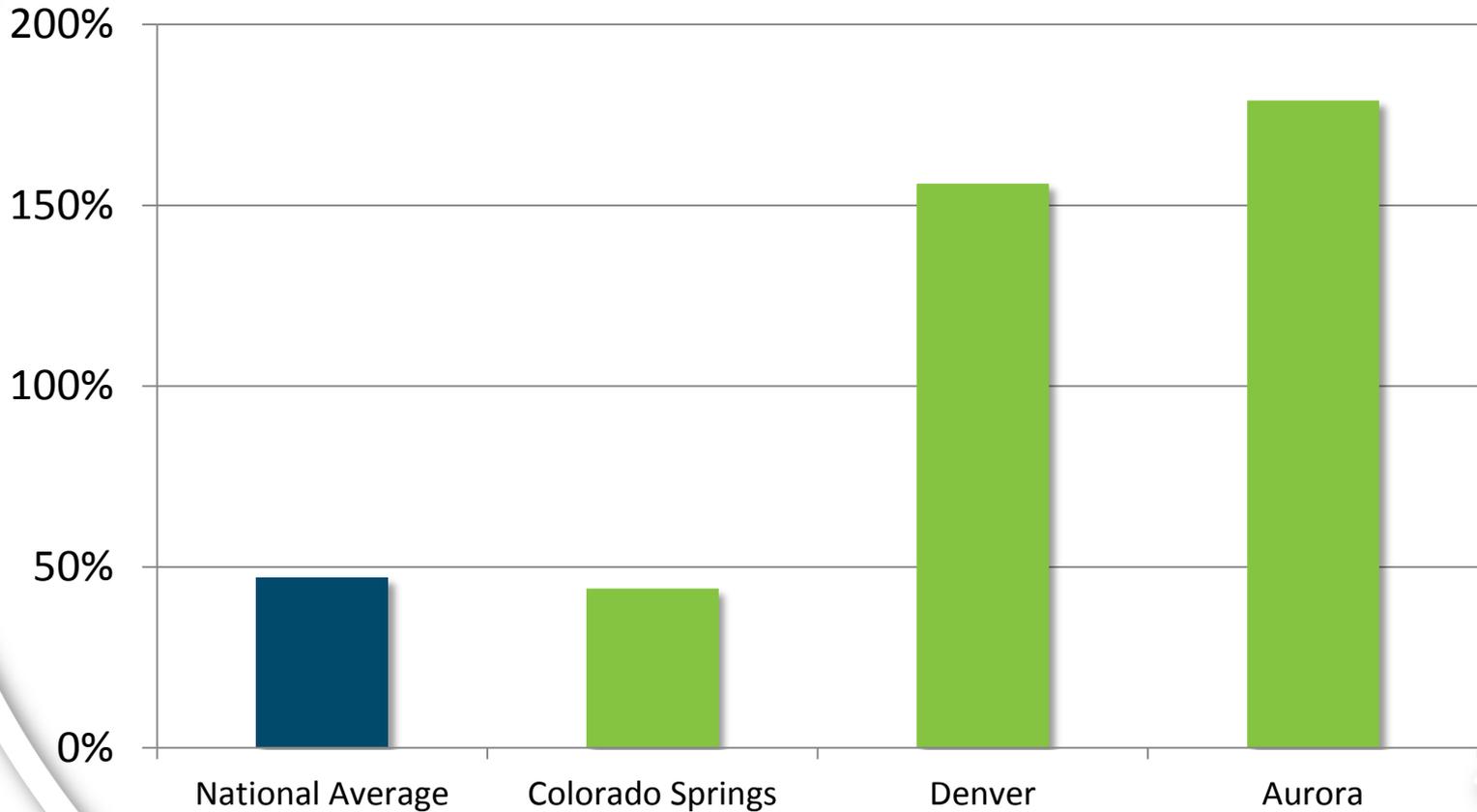


CDOT Bicycle and Pedestrian Section

Increasing Usage

Transportation
Options

Percent Growth in Bicycle Commuting (2000 - 2011)



Source: League of American Bicyclists

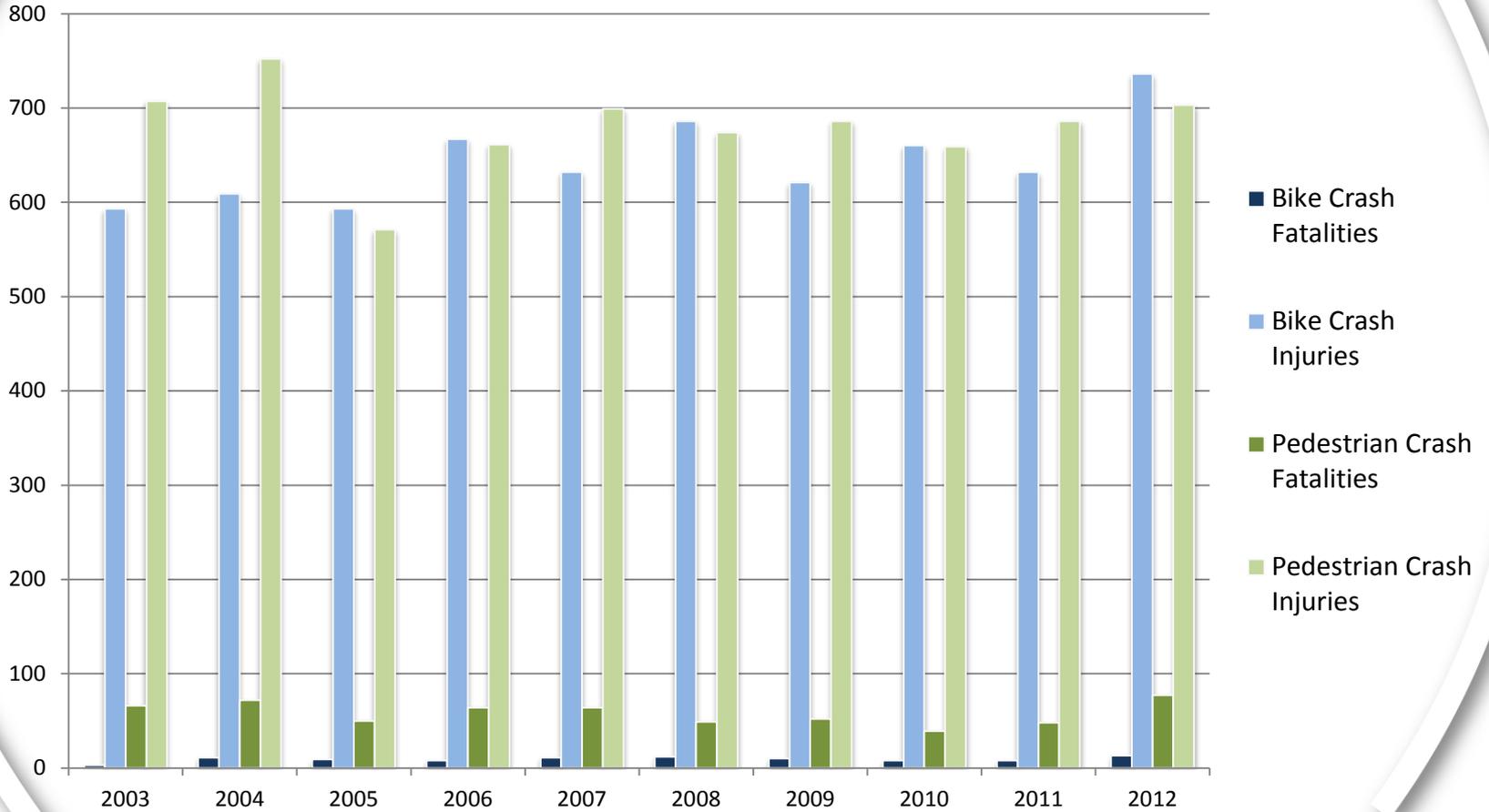




CDOT Bicycle and Pedestrian Section

Bicycle & Pedestrian Safety

Transportation
Options



Source: CDOT

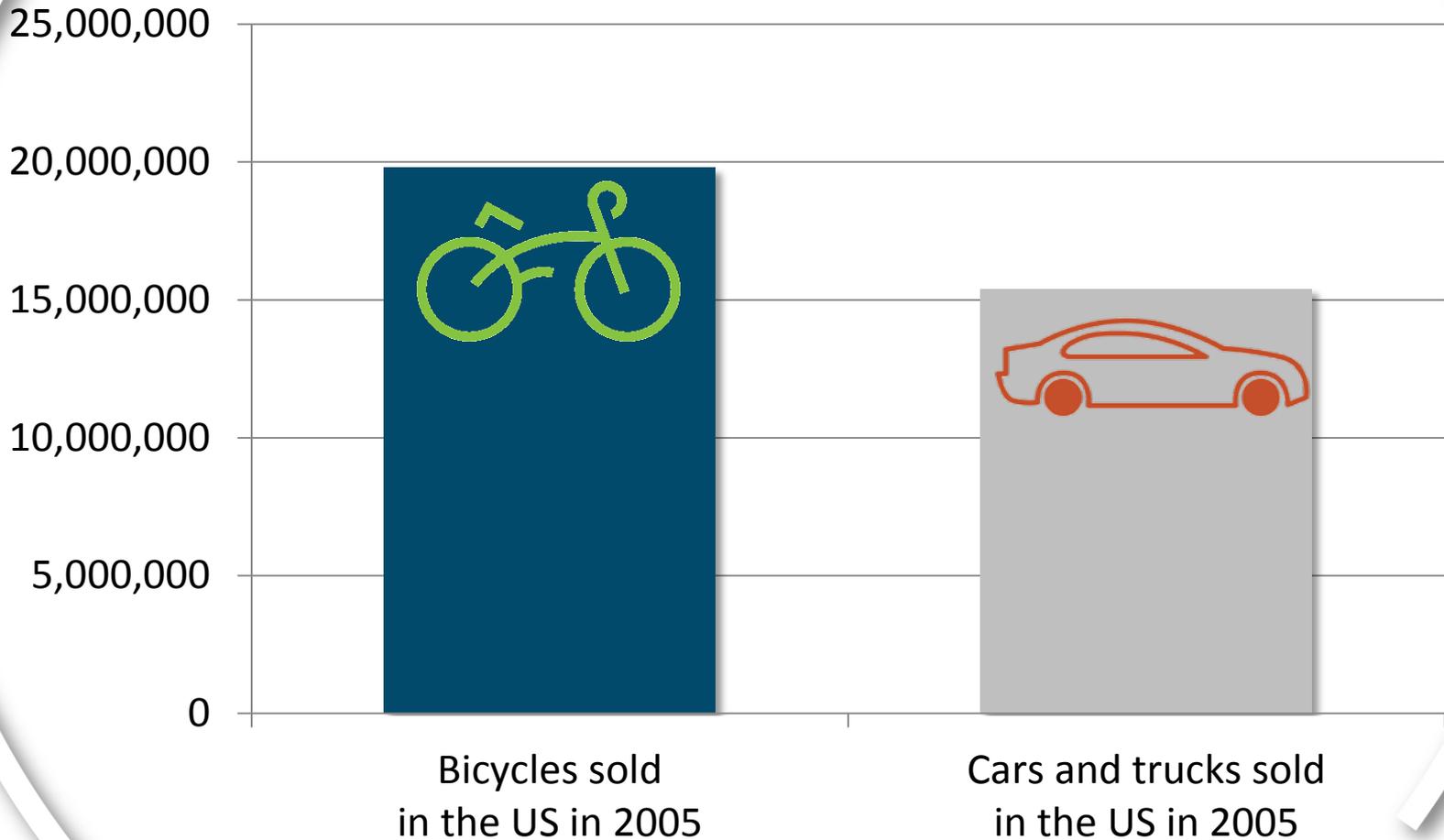




CDOT Bicycle and Pedestrian Section

Bicycle Sales

Transportation
Options



Source: Bikes Belong





CDOT Bicycle and Pedestrian Section

\$30 Million can buy...

Cost
Effective

1 mile of highway widening



600 miles of quality bike lanes



100 miles of sidewalk



20 miles of bike trails



Source: Tulsa Bicycle/Pedestrian Advisory Committee



Job Creation

CDOT Bicycle and Pedestrian Section

Cost
Effective





CDOT Bicycle and Pedestrian Section

Economy

Economic Benefits

Manufacturing



Moots, Steamboat Springs

Retail



Wheat Ridge

Tourism and Bike Races



USA Pro Challenge

\$1 billion
economic
impact in 2000

Sources: "Bicycling and Walking in Colorado: Economic Impact and Household Results," April 2000.

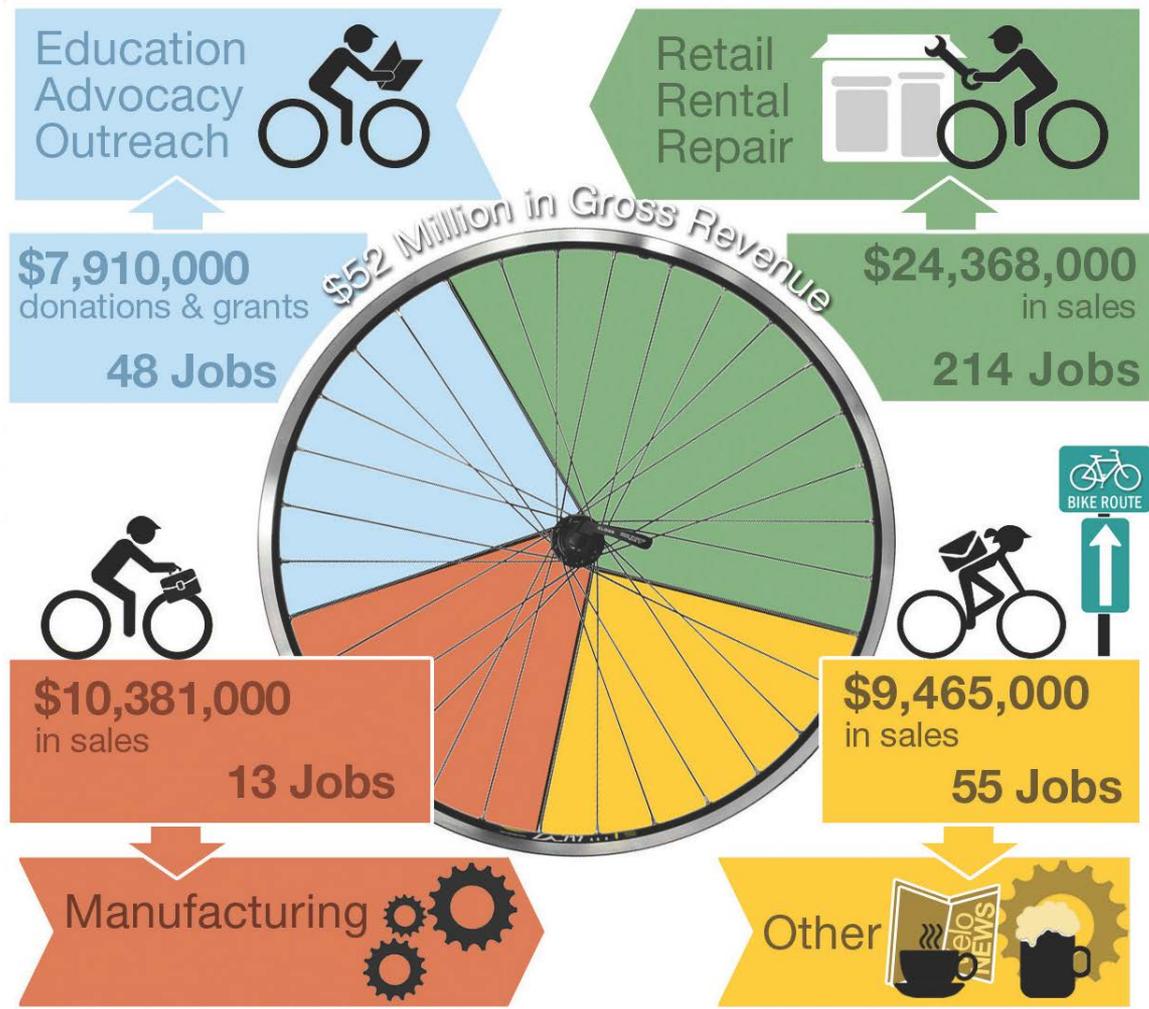




CDOT Bicycle and Pedestrian Section

Boulder's Bicycle Economy

Economy





CDOT Bicycle and Pedestrian Section

USA Pro Challenge

Economy



Beaver Creek



Breckenridge



Crested Butte

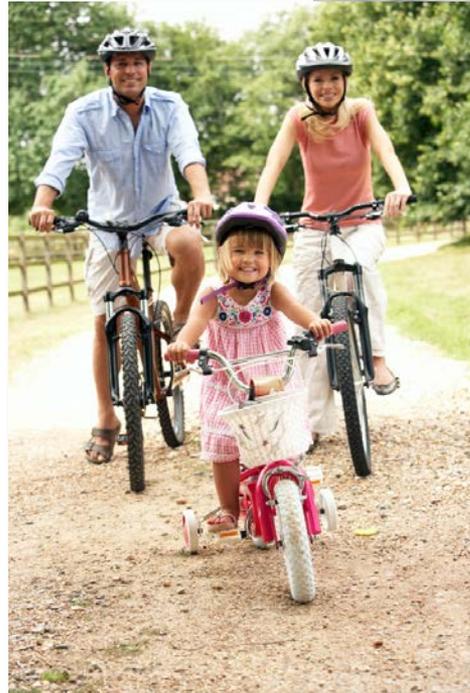
\$100 million
economic
impact in 2012



CDOT Bicycle and Pedestrian Section

Bicycle Friendly Communities: Best Places to Live

Quality
of Life

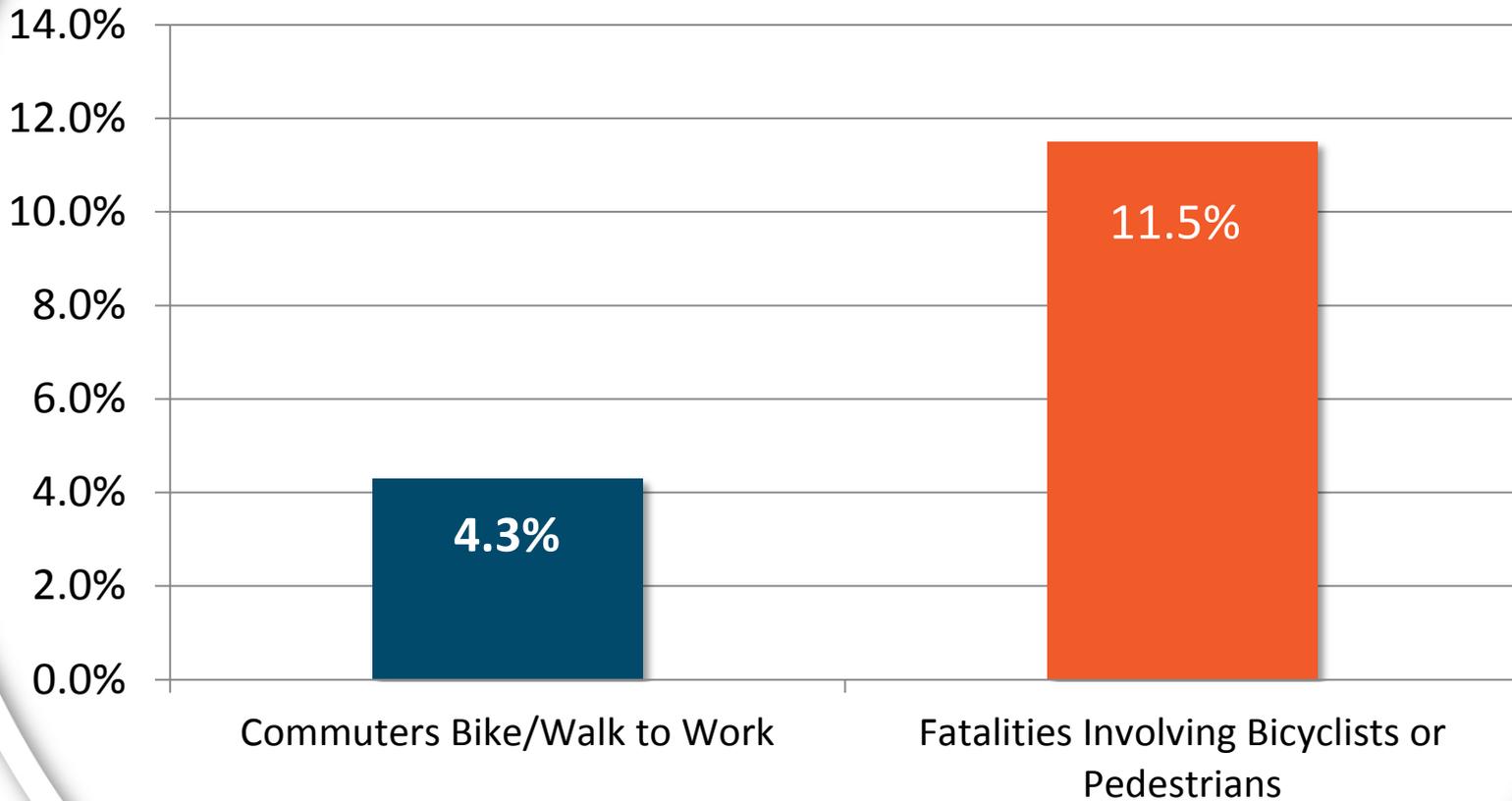




CDOT Bicycle and Pedestrian Section

Safety Problem

In Colorado...





CDOT Bicycle and Pedestrian Section

Safety Benefits

Quality
of Life

Designing intersections for pedestrian travel can reduce pedestrian risk by **28%**



Source: "Pedestrian Safety Through a Raised Median and Redesigned Intersections."
Transportation Research Board 1828 (2003) King, M., Carnegie, J. & Ewing, R.





CDOT Bicycle and Pedestrian Section

Health Benefits

Public
Health



“Increasing the number of people who can safely commute by walking, bicycling and transit will improve the health of the population by increasing physical activity, improving air quality, decreasing injury and decreasing chronic diseases.”

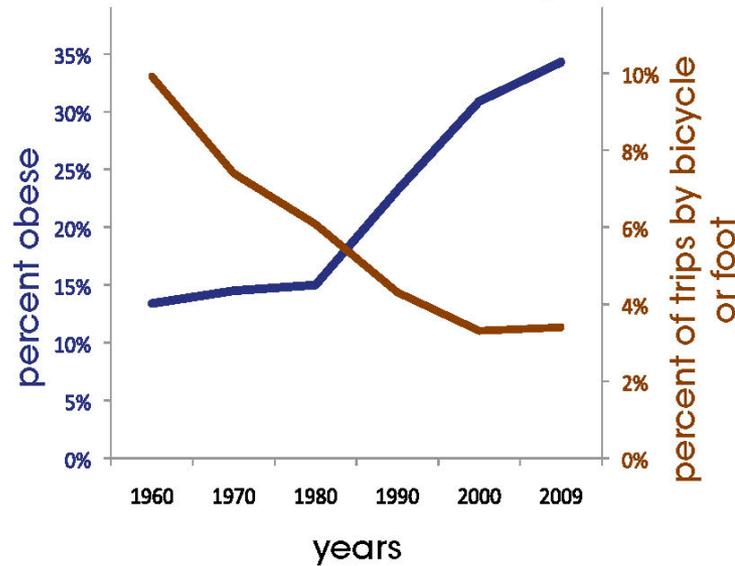
- Sandra Hoyt Stenmark, M.D.,
Physician Lead of Colorado Pediatric
Cardiovascular Health
Kaiser Permanente



CDOT Bicycle and Pedestrian Section

Biking and Walking vs. Obesity

Change in Bicycling and Walking Rates vs. Adult Obesity Rates



Legend:

- = % of trips to work by bicycle or foot
- = % obese

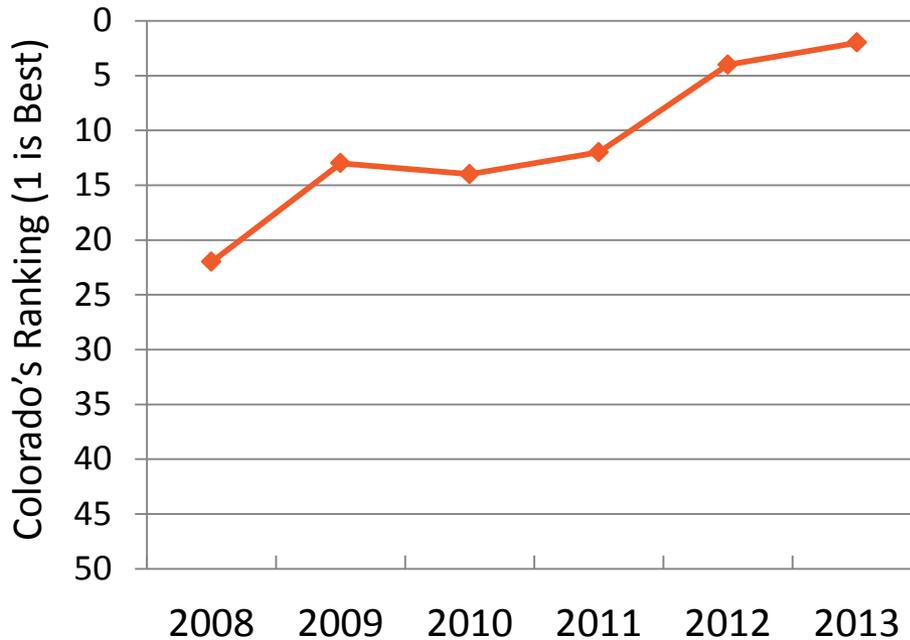
Sources: Ogden and Carroll 2010, Census 1960, 1970, 1980, 1990, 2000, ACS 2009 Note: bicycling was not separated from "other" modes in early Census surveys, so 1960 and 1970 levels shown are for walking only; $r = -0.93$ (bicycle + walk/overweight); $r = -0.87$ (bicycle + walk/obesity).



CDOT Bicycle and Pedestrian Section

Continual Improvement

Colorado is currently ranked **#2 Bicycle Friendly State**



Governor Hickenlooper announced a state goal to become

#1 Bicycle Friendly State by 2015





CDOT Bicycle and Pedestrian Section

Coming Attractions

- AASHTO US Bike Route System
- Phase II of Statewide Bike/Ped Plan
- Mobile application of State Bike Map
- Expand data collection/analysis
- Strategy discussions with Transit and Intermodal Committee

June 20, 2013

Highway Expansion Encourages More Than Just Driving

By JOHN SCHWARTZ

DENVER — Driving to Boulder from here offers a [spectacular mountain panorama](#), but the nearer view is anything but impressive. U.S. 36, the unlovely highway that connects the cities, is crowded and often painfully slow, dotted with malls, fast-food restaurants and other commercial flotsam.

It is, in other words, an average highway. But not for long. Work has begun on an upgrade for U.S. 36 that will incorporate a special fast lane for high-occupancy vehicles, bus rapid transit service, an electronic toll system for single-occupant cars and a bike path.

It is, in other words, a highway designed to encourage people to drive less.

Plenty of highway upgrades around the country now include some of these features — high-occupancy-vehicle lanes are widespread, and bike lanes are popping up here and there. In cities like Birmingham, Ala., Seattle, and Ann Arbor, Mich., the Obama administration is using federal money to help develop roadway projects that combine several ways of getting around.

But until now, no single highway plan has pulled all of them together, said Victor M. Mendez, the head of the Federal Highway Administration. “This innovative approach is what we’re looking for in the future,” he said. “It’s an exciting project.”

Donald E. Hunt, the executive director of the Colorado Department of Transportation, said when the first shovels turned dirt on U.S. 36 that the idea of offering many ways to travel on one road was simple: “More transportation options mean less time sitting in traffic.”

U.S. 36, which opened as a toll road in 1952 at a cost of \$6.3 million, was designed with expectations that it would carry 3,000 cars a day by 1980. In fact, nearly 14,000 cars a day were rolling down the highway by 1966, and these days the average is between 80,000 and 124,000. Over time, “transportation investment didn’t keep up with development,” said Audrey DeBarros, the executive director of 36 Commuting Solutions, the 14-year-old organization that pushed for the plan.

By 2005, the highway transportation research group TRIP ranked U.S. 36 as No. 1 among the state's "heartburn highways," based on poor maintenance, congestion and accidents.

Fixing this is not easy, and it will take years. Workers are replacing bridges over the highway to accommodate the extra lanes and creating temporary lanes on the shoulders so traffic is not squeezed by the construction and many objectives can be accomplished at once. "There's no alternate, parallel way to get to Denver," said John Schwab, the director of the lanes project for the Colorado Department of Transportation. "It's a very important corridor for all of the residents."

The project is also expensive. The first phase, which will cost \$312 million, will be financed with federal stimulus money and highway funds, as well as money from state and private sources. The second phase will include money from private investors who will receive a share of the tolls until 2063.

The toll element of the financing package has some groups wary. U.S. PIRG, the consumer group, has conducted studies that suggest that governments often give too much away when bringing in private partners for long-term contracts. Phineas Baxandall, the group's senior analyst for tax and budget policy, called the Colorado plan a "mixed bag."

"There are a lot of positive things about this project," he said, "but the private financing is essentially just a high-priced loan. Instead of raising more of their own public revenue to finance the road, the state will make larger annual payments to the private road builders."

But Colorado community activists are excited about transforming a mundane highway expansion into something that accommodates more transportation options than the family sedan, said Ms. DeBarros, the leader of the commuter group. "That's what we've been working on: a 21st-century mobility project, not just traditional auto road capacity," she said. "People really do want to be able to bike, to be able to walk places, and not assume that driving in their car is the only way to travel every day."

To Barton Kiburz, what is important is the coming bike path. Mr. Kiburz, who works at Hunter Douglas, the window coverings company, said that his commute by bike will be shorter, safer and more level than it is on the route he now takes. "It can be a challenge to try to piece together the trails to find the safest route," he said.

He and his wife have just one car, he said, so "when she has the car, I use the bike" for commuting and some shopping. The new highway route, he said, will shorten his trips to Denver to 11 miles from 25. "Even cars don't want to drive more than they have to," he said. "When you're on a bike, it's a huge difference — you're your own engine."

Share the Road in Grand Junction

Sharon Sullivan

ssullivan@gjfreepress.com

GRANDJUNCTION

June 26, 2013

We all need to “share the road” — that’s the message of a new summertime campaign in Grand Junction aimed at improving conditions for all road users.

The Colorado Department of Transportation, with Grand Junction, created a Share the Road Collaborative Task Force in 2012 for the purpose of identifying common issues experienced by motorists, bicyclists and others who travel the roadways. The task force, which met for six months, was comprised of numerous stakeholders, including bike advocates from Grand Valley Bikes and the Grand Junction Bike Club, a CDOT employee, a city traffic engineer, law enforcement, runners, and representatives from the trucking industry, Mesa County School District 51, and people with disabilities.

Grand Junction resident Dean Bressler is a member of the task force, and an avid road cyclist. “We heard from some motorists how it can be annoying that some bicyclists seem to sneer at traffic laws,” Bressler said. “The flip side of that is there are a lot of motorists who feel cyclists, runners, or those who are disabled don’t belong on the road. “In fact, by law, they do.”

After CDOT in 2009 passed an internal policy to accommodate bikes and pedestrians when developing statewide transportation plans, the state legislature took it a step further and made it state law the next year, said Betsy Jacobsen, CDOT’s bicycle/pedestrian scenic byways section manager.

Roads are for anyone to get around by any means — including wheelchairs, Bressler said. At the same time, agencies — like CDOT, Grand Junction, Mesa County and law enforcement — all recognize that driver distractions are an increasing concern, Bressler said.

Jacobsen, who attended the series of Grand Junction task-force meetings, was in town last week installing a bicycle/pedestrian counter on the bike path on Hwy. 340 and West Avenue. An in-loop connection in the pavement picks up signals from passing bicycles that a nearby counter tallies. Another post counter tracks everything. Subtracting the number of bicyclists counted gives the number of pedestrians.

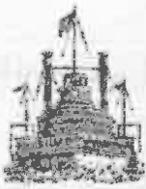
“We’ve been tracking the numbers of motorists for years,” Jacobsen said. “This year we put permanent counters in different parts of the state. By placing them strategically, we can get better identification of what walking and biking looks like in the state.” The information will be used to help set policy and determine maintenance needs, Jacobsen said.

The Share the Road campaign is promoting its message with bumper-stickers that say “Grand Junction Shares the Road,” plus banners, yard signs and electronic sign messaging. The task force is seeking businesses who are willing to display the message on their digital signs, like the one at Splish Splash Car Wash, 2475 Highway 6 and 50. The messaging is made possible through a \$5,000 CDOT grant.

“Roads truly are for all users,” Bressler said. “These messages are intended to reinforce that in a positive way.” About a third of Mesa County’s population do not drive, city transportation engineer Jody Kliska said. Instead, they walk, ride bikes or use city transit buses. “As engineering designers, we need to think about that and the notion of complete streets which provides for all of the users. We build sidewalks where we can, we’ve added bike lanes, and additional bus pull-outs (buses that have bike racks attached),” Kliska said.

Grand Junction joins three other communities — Ft. Collins, Colorado Springs and Durango — in adopting the Share the Road campaign. “There’s always been a bit of conflict concerning all road users,” Jacobsen said. “Everyone wants their own mode to rule the road.” The campaign is to remind all users to be reasonable and courteous to one another.

“We all want to get to where we’re going safely,” she said.



STEAMBOAT TODAY

ROUIT COUNTY'S DAILY NEWSPAPER



entertainment events and stories in the Explore Steamboat section - page 15



JOHN F. RUSSELL/STAFF

The city of Steamboat Springs placed a machine on Yampa Street on Thursday to let motorists know the speed limit has been changed to 15 mph. The reduced speed limit is part of an effort to make it safer for pedestrians and cyclists who use the route.

Traffic slows on Yampa

Speed limit on downtown street lowered to improve pedestrian safety

Scott Franz
STEAMBOAT TODAY

STEAMBOAT SPRINGS

Traffic on Yampa Street moved a little slower Thursday thanks to a reduced speed limit.

The change from 25 to 15 mph was made by the city to improve pedestrian safety, and the slower traffic was welcomed by cyclists and walkers, including Ern Vaigas.

"I think it's going to be a

If you go

What: Yampa Live
When: Noon to 3 p.m. Sunday
Where: Yampa Street

good thing," she said as she washed the dirt off her cruiser bike in front of the Wheels Bike Shop on Yampa. "It's safer."

In addition to the new speed limit, fresh striping for bike lanes and pedestrian crossings also are in place on Yampa as Steamboat

ushers in its busy summer tourism season and sees more traffic on the street.

On Sunday, the street also will celebrate its inaugural Yampa Live event from noon to 3 p.m., when residents and visitors can enjoy reggae music, refreshments, beach volleyball, kiddie pools and sandcastles, among other attractions.

"We thought this would be a good time to roll out the changes," Public Works Director Chuck

Anderson said.

Making Yampa more pedestrian friendly long has been a discussion at Steamboat Springs City Council meetings and among business owners on the street.

Anderson added that the city also is looking into making some changes to the parking areas on Yampa with the goal of better defining pedestrian walkways.

See **Yampa Street**, page 3



SCOTT FRANZ/STAFF

Guilhem Malichier, a specialist with ECO counter, tests out the new bike counter the Colorado Department of Transportation installed on Yampa Street to count bikes on the roadway.

Jacobsen: Bike counting influences policy

Yampa Street continued from 1

He said the goal is not to eliminate any parking but to rearrange it.

Also Thursday, employees with Colorado Department of Transportation's Bicycle, Pedestrians and Byways Unit installed a new bike counter that will keep tally of every cyclist who rides over a section of the street.

Unit Manager Betsy Jacobsen said the data helps cities and the state agency figure out peak cycling times and whether the amount of bike traffic warrants changes to the roadway, such as sharrows or protected bike lanes.

Steamboat Springs was one of the first cities in the state to receive one of the counters in 2010, when one was installed on Routt County Road 129.

City officials said after the installation that the data could help it to secure grants and fund-

ing for road improvements.

Jacobsen said that even in its infancy, the new bike counting program has influenced policy.

For example, data from the C-470 bike path near Denver showed that contrary to CDOT and motorists' previous perceptions, a significant number of cyclists were continuing to use the bike path throughout the winter, but the traffic stopped after snowstorms.

The cycling count led to CDOT starting to plow part of the bike path after snowstorms, Jacobsen said.

It's early to tell what bike counting data could lead to for roadways like Yampa Street, but the data will help the city make future decisions.

"We've been counting motorized traffic for years and years, but we've never had data on cycling," Jacobsen said. "Should we be making any accommoda-

tions for them on certain roadways? Should we add shoulder width? This data helps with those decisions."

She said Steamboat quickly became an ideal place to measure the traffic in the northwest corner of the state.

The counter on Yampa uses an induction loop system and can differentiate between cars, people and bicycles.

The metal on a bike is detected by wires that are embedded across the street.

It was a coincidence the speed limit was lowered on the same day the bike counter was being installed, but the CDOT employee did offer some feedback on the change, saying traffic studies have shown drops from 25 to 15 mph drastically can reduce the potential of cyclists and pedestrians getting seriously injured or killed in a collision with a car.

This is a printer friendly version of an article from **DurangoHerald.com**

To print this article open the file menu and choose Print.

[Back](#)

Article published Jun 2, 2013

City paves way for cyclist-friendlier grid

More bicycle lanes planned



Photo by: STEVE LEWIS/Durango Herald

Justin Panda, left, and Cody White exit the Animas River Trail at Rotary Park on Friday afternoon. The city is planning to add new bike lanes to several streets, including 15th Street-East Second Avenue intersection near For The Birds.

By [Jim Haug](#) Herald staff writer

Durango has much to brag about as a gold-rated bicycle-friendly city, but one shortcoming is that fewer than half of its arterial roads have bicycle lanes.

Cities such as Boulder and Portland, Ore., accommodate 75 to 90 percent of their arterial roads with bike lanes, which partly explains why they are rated above Durango at platinum, according to the League of American Bicyclists.

Three forthcoming infrastructure projects, however, should stretch out busy intersections like an overweight, spandex-wearing cyclist.

As part of the reconfiguration of the intersection at Camino del Rio and U.S. Highway 160 near

DoubleTree Hotel set for fall, bicycle lanes and new traffic detectors for bicycles will be installed, said Amber Blake, the city's multi-modal administrator.

The traffic detectors should benefit those early-morning bicycle commuters who are out when the car traffic is sparse.

"Let's say there's not a car at an intersection. If you don't have a special detection, it won't trigger the traffic signal if you're just on a bicycle," Blake said. "It's really important because otherwise you have to run a light."

Bicycle lanes also are in the works for the 15th Street-East Second Avenue intersection near For The Birds and the railroad tracks.

The city is applying for a grant to extend the sidewalks on the downhill section of Florida Road where it turns into 15th Street. The city also wants to extend the bike lane so it connects to the Animas River Trail at Rotary Park.

Durango and La Plata County plan to add sidewalks and a road shoulder to the East Animas Road and County Road 251/East 32nd Street junction, near the bicycle destination of the Bread bakery.

Jim Davis, the county engineer, said plans for the project are in the design phase, but they should be completed this year with construction beginning in 2014 or 2015 depending on funding availability. It also would link the section of East Animas Road (County Road 250) with a new bike lane from Florida Road to County Road 251/East 32nd Street.

These three projects will be discussed in detail with city, county and state traffic planners and engineers during a community forum scheduled from 5-7 p.m. June 25 at Carver Brewing Co.

In addition, there will be a bicycle fashion show on new styles of commuter clothes that can be worn on the bike and inside the office.

The community forum and fashion show is part of the city's Clean Commute Week, scheduled for June 22-28.

The city also is bringing back "Pedal Versus Metal" in which cyclists and drivers will compete to see who can accomplish the most errands around town within the same amount of time.

Cyclists have won two of the last three competitions, proving that bikes can be more convenient for in-town trips, Blake said.

Because bikes put less stress on the road, they also benefit the taxpayer by extending the life of the infrastructure, Blake said.

The city also is encouraging employers to sign up early for corporate competitions.

The category of clean commuter is not limited to cyclists. They might be those who walk, car pool or take public transit.

Last year, Blake said a resident rode his bike to a river put-in and paddled a kayak to his place

of work at the Rivergate medical complex.

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**COLORADO STATE TRANSPORTATION COMMISSION
AUDIT REVIEW COMMITTEE**
Commissioners Les Gruen, Doug Aden, Ed Peterson, Steve Parker
Meeting Location: CDOT Headquarters Building, Denver, Colorado

MEETING AGENDA: July 18, 2013

1. **Call to Order:** (Roll will be noted by the Secretary to the ARC)
2. **Approval of the Minutes of the Last ARC Meeting** Page 2
3. **Status Updates**
 - 3.1. Action Items from April 18, 2013 meeting Verbal
 - 3.2. Outstanding Audit Recommendations Page 6
4. **FY13 Audit Plan**
 - 4.1. Update Page 11
 - 4.2. Reports Issued
 - 4.2.1. Electrical System Bid Item on CDOT Project ES6 CO10-101 Page 16
5. **Approval to Release Audit Reports**
 - 5.1. None to be released
6. **Audit Division Discussion Items**
 - 6.1. Revisions to Audit Division Policy and Procedural Directives 4.0 and 4.1 Page 17
7. **ARC Questions and Requests**

Colorado Transportation Commission
Audit Review Committee
MEETING MINUTES
April 18, 2013
9:45 A.M. – 10:10 A.M.
CDOT Headquarters Auditorium

COMMISSIONERS PRESENT: Les Gruen, ARC Chairman, Ed Peterson, Doug Aden, Steve Parker, Gilbert Ortiz, Gary Reiff, and Heather Barry.

ALSO PRESENT: Don Hunt, Executive Director; Heidi Bimmerle, DoHRA Director; Barbara Gold, Audit Director; Trent Josten, Auditor; Joe Mahoney, Manager of Administration; Scott McDaniel, Staff Branches Director; Gregg Miller, BPA; Samuel K. Nnuro, Auditor ; Naomi Smith, Audit Manager; Rachel Bowden, Audit Admin. Asst. & ARC Secretary; David Root, IT Security Operations Manager; Andre Compton, Finance – FHWA; Kathie Kelly, Finance Manager – FHWA; Kathy Young, Chief Transportation Counsel; Jaimie Given, Project Coordinator – Johnson Controls.

AND: Other staff members, organization representatives, and the public.

1. Call to Order

ARC Chairman Gruen called the meeting to order on April 18, 2013, at 9:45 A.M. The meeting was held in the Auditorium at the Headquarters of the Colorado Department of Transportation. Roll was noted by the Secretary to the ARC.

2. Approval of Minutes of the Last ARC Meeting

ARC Chairman Gruen asked for approval of the meeting minutes for January 17, 2013. Approval of the minutes was moved by Commissioner Aden, and seconded by Commissioner Peterson. The minutes were adopted as published in the agenda.

3. Business Status Updates – Outstanding Audit Recommendations

Audit Director Barbara Gold presented the CDOT Outstanding Audit Recommendations report. She stated that the follow up on the outstanding audit recommendations has been a slow process. It involved many individuals from the Senior Management Team (SMT) and others, as listed on page 7, who were very collaborative and cooperative in this process. Some of the changes made to the process include, the following:

- An implementation of six to eight months or less going forward;
- The audits will be much more focused;
- More frequent follow-ups; and
- Recommendations will be addressed to each SMT member, who will be responsible for the implementation of that recommendation.

The Audit Director noted that the charts in the report summarize the outstanding recommendations data. The first graph on page 10 is the audit recommendations by source. The second graph on page 11 is audit by department or area within CDOT. About half of the audit recommendations are with Human Resources and Administration, which includes a significant amount from IT.

Audit has met with the SMT on all of the 45 outstanding recommendations, as summarized on page 12 and listed in greater detail beginning on page 13.

Executive Director Hunt stated that from an external audit point, the Governor's office has requested that CDOT step up their response, especially with the open OIT audit recommendations. He said that CDOT is to involve the Governor's office, to coordinate with the OIT office to resolve if needed.

Commissioner Aden applauds everyone for focusing on this process. It is something that has concerned him for a long time. He stated that there should be zero tolerance for not responding to an audit finding. Also, he stated that there needs to be accountability, which belongs to the Senior Managers for getting it done.

Commissioner Peterson agreed with Commissioner Aden, and stated that it is very important.

Commissioner Gruen commented that at the bottom of page 11, there were several statuses indicated. He agreed with the other Commissioners concerning the audit findings that need to be addressed and recognized. If they are not important or do not fit in the other categories, they should be removed or added to another category to eliminate waste. If audit findings are not addressed, they should be eliminated or somehow dealt with.

Executive Director Hunt agreed with Commissioner Gruen. He stated that going forward CDOT needs to focus on the high risk recommendations to work within the budget constraints.

4. Audit Report Presentations and Presentations

A. Audit Plan and Organization

Audit Director Gold presented the CDOT Audit Plan for Performance Year 2014 (page 17). She commented that Audit was excited about the new plan and her staff worked very hard on it. As a team, they have included training and revised the mission and vision statements. Audit wants to become an add value component of CDOT by having shorter audits, more frequent follow-ups, specifying an individual to be responsible, and a more collaborative approach.

She stated that the current audit plan is based on a risk approach. The most significant difference between the current plan and the prior plans is that the current plan is based on a risk approach to auditing. The Audit Division conducted a number of researches and looked into a variety of issues in the organization to determine the risks. The Audit Division conducted interviews with the SMT, the Executive Director, and FHWA to find out their concerns and most pressing issues. Based on the probable outcomes and magnitude of loss, a rough grid was created and a list of risks. Instead of an hours allocation as it has been done in the past, Audit will adopt a risk based approach and move resources as needed. When the audit process stops adding value, the audit will stop.

Audit will continue to look at all of its internal processes and improve them. One improvement has been the implementation of TeamMate for the automated work papers, which will make the office more efficient.

Audit has updated their organization chart (page 20) and is moving to a more functional or matrix management. The first six to 12 months will be focused on professional development to get the Audit team up to speed and to meet audit standards. A performance metrics will be added and a baseline set to be able to report back on the progress made.

Commissioner Gruen noted that the Audit Division is the only group at CDOT that reports to the Commission. He said there have been significant changes in the Audit Division and seems to be better organized since Ms. Gold took over. He pointed out that there are several vacancies and another vacancy since the chart was made, and that the re-organization of this Division is a lot more focused and streamlined. He hopes all of the staff feels they are more involved and a more important component. Hopefully find it more effective. He asked Ms. Gold how she went about reorganizing the Division.

Ms. Gold replied that change is difficult. The communication has improved a lot.

Commissioner Gruen stated that Ms. Gold and her whole team has been very receptive to thinking about how they can organize their division to working more effectively, rather than just do the things the way they have always been done.

Executive Director Hunt also applauded Ms. Gold and her staff. Mr. Hunt said that as much as anyone in the entire Department right now, Ms. Gold and her staff will be able to use the risk based management and focus on where we have our current resources.

One of the Commissioners also commented it is real easy to start spending time on things that do not make a real difference, and need to focus on where the real risks are.

Another Commissioner commented that one real example is not just allocating time to different projects, and understanding way into the year that things might crop up that are going to require more time versus things that might not require much of any time. He said that CDOT needs to be flexible and act accordingly.

B. Johnson Controls Audit

Audit Director Gold introduced the Johnson Controls Audit memo on page 25. Trent Josten was the auditor, and was present if anyone had any questions or would like him to present any details.

The purpose of the examination was to determine the actual cost related to the design piece associated with the TEA contract.

The Audit Division is not requesting the ARC to take action on the memo because we were not asked to issue an opinion by management. She then introduced the auditor, Trent Josten.

Mr. Josten explained that it is an actual audit termination memo, and it is not an official audit. The audit that was performed was based on various limitations, and what we were able to obtain in the initial planning phases. This memo lays out what was requested to be done, and what information was able to be obtained and why the audit was terminated.

Commissioner Gruen asked if anyone had questions for Ms. Gold and/or Mr. Josten. No one had any questions. He then asked if Ben Stein was present to ask him some questions, and he was not present

5. Adjournment

Commissioner Gruen announced that the meeting was adjourned at approximately 10:10 a.m.

Action Items Report back on progress of performance metrics.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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DATE: July 3, 2013

TO: Audit Review Committee

FROM: Barbara Gold, Audit Director

SUBJECT: Outstanding Audit Recommendation (Audit Number 14-003) Status Update

The Audit Division continued its review of the implementation status of previously reported outstanding audit recommendations. During the April 2013 Audit Review Committee (ARC) meeting, we reported on the status of 36 outstanding audit recommendations. We performed audit procedures on each of the outstanding recommendations and have updated this status. Our audit procedures included interviewing key personnel responsible for implementing the recommendation, obtaining and reviewing relevant supporting documentation, and contacting external audit parties for their status of the recommendations. We performed audit work to confirm CDOT's implementation status for recommendations written by an external auditor.

Of the 36 outstanding recommendations reported in April 2013, only 12 remain in progress as of July 3, 2013. During the quarter, two additional reports were released by external auditors – the Office of the State Auditor's audit on the Outdoor Advertising Program and the Federal Highway Administration's audit of Region 4 Section 106 Process. As a result there are six additional recommendations, which brings the total open audit recommendations to 18 as of July 3, 2013. The table below reflects the updated implementation status of the recommendations.

CDOT Audit Division Changes in Outstanding Recommendations March 31, 2013 through July 3, 2013	
Outstanding Recommendations March 2013	36
Less: Implemented	13
Less: Closed and Closed-Audit Plan	11
Total In Progress	12
Add: New	6
Outstanding Recommendations July 3, 2013	18

Based on our audit procedures completed as of July 3, 2013 we summarized our conclusions into one of the statuses below. These statuses reflect changes from ARC comments about spending time on things that make a difference and having flexibility in our audit plan.

- **Implemented** – The recommendation has been implemented as written;
- **In Progress** – The business group is working on implementing the recommendation;
- **Closed** – Management disagrees with the recommendation;
- **Closed-Audit Plan** – The follow up found that the recommendation may no longer be relevant; however, risk still exists and the Audit Division may conduct another audit of the area;
- **New** – Audit recommendations that were not in the database as of March 31, 2013, and are in progress.

Management and other CDOT employees worked hard over the last three months to implement 13 recommendations. The audit work we performed also found that some of the recommendations were no longer applicable due to management accepting the risk in one instance; changed processes since the recommendation was presented; or management utilized Lean to implement the recommendations. For those instances where a Lean Event is being used, the audit team will follow up and review the recommendations that result from the event to ensure that the risks were addressed and mitigated with appropriate controls.

Added Value

With the implementation of the recommendations, the six audit reports noted below were closed, management improved controls and processes to mitigate risk, provided improved communication to employees on those controls and processes, improved relationships with outside parties to better CDOT programs, and improved compliance with Federal and State guidelines. Specifically, the implementation of these recommendations added value by:

1. FTA 2012 State Management Review
 - Added Value: Improving deficiencies the FTA identified within Transit and Rails program and financial management and grant administration. Policies and procedures were developed to ensure that open grants are submitted timely and with the required information. The State Plan was revised and now contains procedures to monitor sub-recipient compliance with Federal regulations.
2. Fuel Card Internal Controls
 - Added Value: Improving policies and procedures to improve identification and reporting of potential fraudulent fuel purchases.
3. Fuel Reconciliation Audit Summary Report
 - Added Value: Improved reconciliation procedures for CDOT's fuel consumption.
4. MS4 New Development and Redevelopment Program
 - Added Value: Requiring coordination between CDOT and CDPHE and achieving a mutual understanding of current requirements. This resulted in a revised proposal between CDOT and CDPHE that complies with permanent water quality requirements and helps them meet their business needs. The revisions also provide clarity and consistency across CDOT regions.
5. Preconstruction Engineering – one of the recommendations is part of RAMP, which will be included in our audit plan

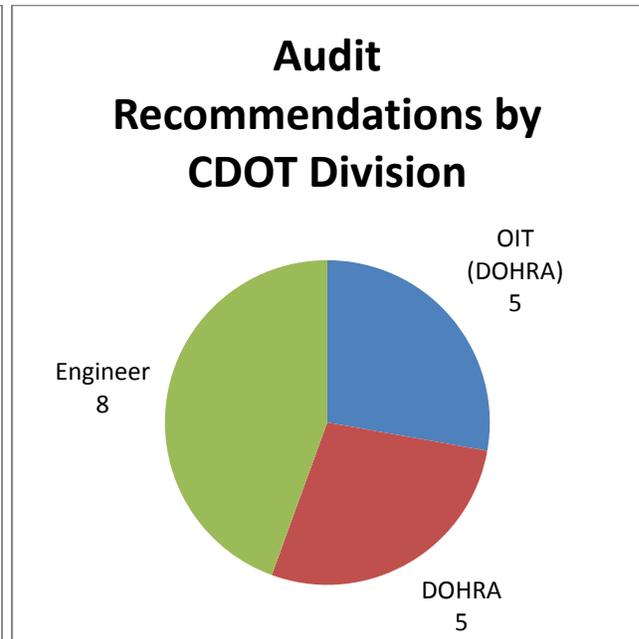
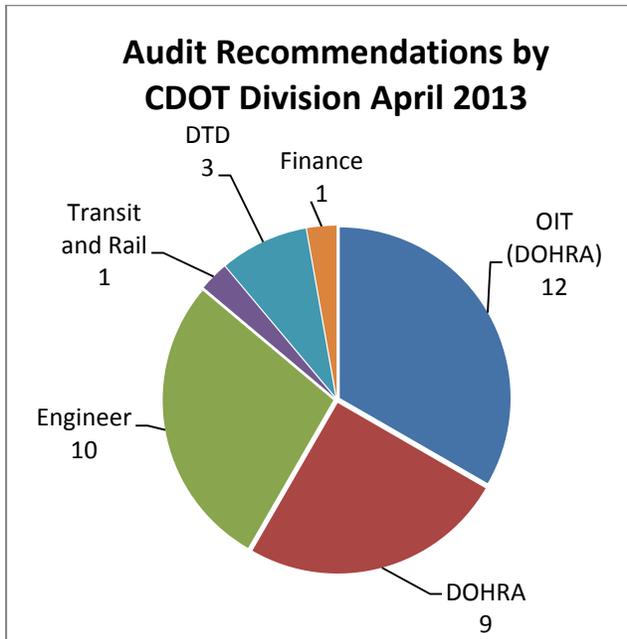
- Added Value: Providing additional areas to improve project management such as creating additional metrics that measure and will help monitor the quality of construction plans and specifications.
6. Region 1 Business Office Audit
- Added Value: Improving policies and procedures to prevent unauthorized payments and statutory violations.

The chart below shows the summary of the implementation status as of July 3, 2013, by CDOT area.

CDOT AUDIT							
Outstanding Audit Recommendation							
Change in Implementation Status							
April 2013 - July 2013							
CDOT Area	April 2013 Balances - Outstanding	Implemented	Closed	Closed- Audit Plan	In Progress	New	July 2013 Balances - Outstanding
DOHRA and OIT	12	4		3	5		5
DOHRA	9	2	1		5		5
Engineer	10	3	1	5	2	6	8
Transit and Rail	1	1					0
Safety	0						0
DTD	3	3					0
Finance	1			1			0
Totals	36	13	2	9	12	6	18

Source: CDOT Audit analysis

The charts below compare the breakdown of the 36 outstanding recommendations from April 2013, and the 18 outstanding audit recommendations by area within CDOT as of July 2013.



Source: CDOT Audit analysis

Following are additional details, including the status, for all outstanding recommendations as of July 3, 2013.

Outstanding Audit Recommendations
July 3, 2013

Ref #	Auditor	Recommendation	Area	Implementation Status - July 3, 2013
1	CDOT	The Region 4 Planning and Environmental Manager should develop a method to ensure that projects are cleared, as required, by a Historian and that the project files have documentation to support this compliance.	Chief Engineer	In Progress
2	FHWA	CDOT should provide training on CDOT's Section 106 procedures at the next Transportation Environmental Workshop. All RPEMs, Environment Project Managers and Historians should be highly encouraged and/or required to attend.	Chief Engineer	New
3	FHWA	FHWA, CDOT, and the SHPO should explore revising the PA to allow certain classes of projects to be reviewed by knowledgeable environmental staff, even if they are not historians. There would be criteria that would have to be reviewed to ensure that a project was not an unusual case (e.g. could have historic effects even though it is a class of projects that normally does not, such as projects in historic districts).	Chief Engineer	New
4	OSA	CDOT should establish adequate controls over outdoor advertising signs located along interstates and controlled highways to ensure compliance with federal and state requirements by: a. establishing a comprehensive monitoring process through written policies and procedures and training staff on this process. b. Ensuring that regional inspectors are informed of their roles and responsibilities. c. Establishing a standard process for enforcing federal and state laws and Department regulations when illegal signs are identified. d. Ensuring that permit holders affix their permit decals to the signs in a conspicuous location and amending rules. e. providing training to the Department's regional field staff on Outdoor Advertising Program laws and regulations.	Chief Engineer	New
5	OSA	CDOT should strengthen its internal controls over the Outdoor Advertising Program's renewal permit process by: a. implementing segregation of duties. b. Seeking clarification, through consultation with the Attorney General's Office, as to when late fees should be charged and implementing rules and policies as needed to ensure such fees are applied consistently.	Chief Engineer	New
6	OSA	CDOT should ensure that it complies with all statutory requirements related to the Outdoor Advertising Program by: a. Creating and using a dedicated roadside advertising fund, or seeking statutory change to remove the requirement. b. Reviewing the fee schedule for outdoor advertising permit applications and renewals.	Chief Engineer	New
7	OSA	CDOT should establish an effective monitoring process for the TODS and LOGO Sign Programs contract by conducting regular fiscal reviews of the financial data required in the contract to determine if the revenue and program data reported by the contractor are accurate.	Chief Engineer	New
8	CDOT	The Maintenance and Operations Branch Manager should establish performance monitoring indicators for building projects; these indicators should be comparable to those used for road and bridge projects.	Chief Engineer	In Progress
9	CDOT	The Director of the Division of Human Resources and Administration and the SMT to make strategic decisions necessary for CDOT's document retention policies including: centralized or decentralized and whether to use an EDMS system.	DOHRA	In Progress
10	CDOT	Once strategic decisions above have been made, the Manager of Administration should update Record Management Procedural Directives including a list of all project documents that should be sent to Central Files, and a process to ensure future updates.	DOHRA	In Progress
11	CDOT	The Manager of Administration should ensure that updated policies and procedural directives specifically include the process for disposal of documents.	DOHRA	In Progress
12	CDOT	The CORA Coordinator should ensure that procedural directives for open record requests are updated and accurate.	DOHRA	In Progress
13	CDOT	The CORA Coordinator should create a process that centralizes the process for open records requests.	DOHRA	In Progress
14	CDOT	Scan the web application regularly for SQL injection and XSS threats.	DOHRA-OIT	In Progress
15	CDOT	We recommend that the Director of Services Management work with OIT and the Business Process Architect to create policy and procedures for reviewing SAP log data and highlight suspicious transactions or data patterns.	DOHRA-OIT	In Progress

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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DATE: July 5, 2013

TO: Audit Review Committee

FROM: Barbara Gold, Audit Director

SUBJECT: Audit Plan Update and 2nd Quarter Audit Schedule

Every quarter the Audit Division will provide an update on the activities performed for the previous quarter, audits selected for the upcoming quarter, and any significant changes to the plan.

Update for April – June 2013

Compliance Audits

There are several areas in which a compliance review is required by regulatory guidelines and are not audits that are selected by the Audit Division and CDOT Management. The Audit Division performs the following required compliance reviews.

- Sole Source Reviews
 - Requests from CDOT purchasing agents to review sole source procurements greater than \$100,000 for fair and reasonable pricing.
 - Added Value: Sole Source requests contain an inherently higher risk. Audit's review of these requests mitigates this risk by providing independent assurance to the CDOT's Procurement Office that the request pricing is fair and reasonable prior to approval.
- Fraud Hotline
 - The Audit Division manages the hotline through an application that allows us to maintain a centralized database for documenting the steps taken by the organization to investigate allegations reported via the hotline. The allegations are reviewed and the information is disseminated to the appropriate party such as the supervisor, Human Resources, and the Audit Committee.
 - Added Value: Provides the framework and ability for an effective anonymous reporting program. This function provides a proactive approach and engages CDOT employees to promote an ethical workplace and organization and thereby limit liability and loss due to fraud and misconduct in the workplace.
- Fringe Benefit Reviews
 - Requests from CDOT management to review fringe benefit rates.
 - Value Added: Provides management with additional documentation as to the reasonableness of a fringe rate.

- Consultant New Selection Reviews
 - The Audit Division’s objective is to determine that the direct labor rates, overhead rates, billing rates, or in the alternative, Fee Schedule Billing Rates are fair and reasonable.
 - Added Value: Provide CDOT’s Contracts and Agreements Section with assurance that the rates submitted are fair and reasonable per Federal Acquisition Regulations. If the rates are not reasonable, Audit provides our determination of recommended reasonable rates.
- Master Pricing Agreement Reviews
 - The Audit Division’s objective is to determine that the direct labor rates, overhead rates, billing rates, or in the alternative, Fee Schedule Billing Rates are fair and reasonable.
 - Added Value: Provide CDOT’s Contracts and Agreements Section with assurance that the rates submitted are fair and reasonable per Federal Acquisition Regulations. If the rates are not reasonable, Audit provides our determination of recommended reasonable rates.
- A-133 Reviews
 - Entities that receive federal grant monies from CDOT are required to submit, annually, an Audit Compliance Certification Form. Audit reviews the report and form for exceptions on programs impacting CDOT.
 - Added Value: Assists CDOT Management in its responsibilities with the provisions of OMB A-133 requirements relative to audit compliance. We also document and follow-up, with the sub-recipient, on any exceptions noted in the audit report which impact CDOT programs.
- Disputes and Claims
 - Audit Division reviews disputes between CDOT and the contracted vendor including terms of contract, work performed, and allowable/unallowable costs.
 - Added Value: Provide CDOT Management with additional support for the quantum of the dispute or claim.
- Follow Up on Outstanding Recommendations
 - Audit Division performs procedures to determine the disposition of audit recommendations.
 - Added Value: Provides CDOT Management with updates on the disposition of recommendations they agreed to implement which are important to attaining their objectives.

The table below notes the work performed on the areas mentioned above. Auditors focused their time primarily on determining the status of the 36 outstanding audit recommendations.

CDOT Audit Division Audit Work for April – June 2013	
Audit Procedure	Number Completed
Sole Source Reviews	2
Fraud Hotline	10 notifications
Fringe Benefit Reviews	4
Consultant New Selection Reviews	32

Master Pricing Agreement Reviews	13
A-133 Reviews	0*
Disputes and Claims	0
Follow up on Outstanding Audit Recommendations	36

*Note: The Audit Division is revising the Audit Compliance Certification Form and transmittal letter which will be sent to the sub-recipients by July 31, 2013 for the 2012 reporting year.

External Audits

External Audits are those audits conducted by entities external to CDOT such as those conducted by the Office of the State Auditor or the Federal Highway Administration.

CDOT Managers shall notify the Audit Director when an external party conducts an audit of CDOT operations, according to Policy and Procedural Directives 4.0 and 4.1. Below is the status of CDOT's external audits.

CDOT Audit Division External Audit Status April – June 2013		
External Auditor	Type of Audit	Status
Office of the State Auditor (OSA)	Performance Audit of the Outdoor Advertising Program	Completed – OSA presented the report to the Legislative Audit Committee on June 4, 2013
BKD CPAs and Advisors	Statewide Financial Audit for Fiscal Year 2013	Fieldwork

Training

This fiscal year we committed to building a strong, value added Audit Team that collaborates with management to help them achieve CDOT's objectives. As part of that commitment, Audit Management's focus is on two areas: the professional development of our audit team and the audit methodology. To maintain competency through continuing professional education (CPE), each auditor must take a minimum 80 hours of CPE in a 2-year period, with at least 24 hours directly related to government auditing, government, or the area in which we operate. This year Audit Management will be more directly involved in the types of CPE each auditor receives so that we can ensure that auditors are receiving the professional development needed to build a stronger audit division. All auditors attended the training classes noted below and some of the auditors attended conferences. Auditors are required to report back to the team what they learned and how it would apply to our division.

Auditor Professional Development:

- Continuing Professional Education Training
 - RBIA (Risk Based Integrated Auditing)
 - Audit Fundamentals
 - Conferences

- Association of Government Accountants Denver Chapter 2013 Professional Development Conference
- Colorado Fiscal Managers' Association (CFMA) and the Colorado State Managers' Association (CSMA) Spring Educational Seminar

We are also working on improving the Audit Division's processes and audit programs. During this year, we will review and revise our policies, procedures, charter, risk assessments, and our audit programs for all audits we perform. We have been working on the areas noted below.

Audit Methodology:

- Revision of the Audit Division Policy and Procedural Directives;
- Revision of the reports provided for our reviews of the Master Pricing Agreements and new selections (Consultant Audits).

Audit Schedule for July – September 2013

As part of the audit plan, we work with CDOT Management to determine the highest risk areas for the Audit Division to focus our efforts. This is developed between the SMT member and the Audit Director. Every month the Audit Director and Audit Manager meet with SMT members and Division Directors to communicate concerns effecting their achievement of the objectives of their division. As a result, the following audits have been selected for the upcoming quarter. As these meetings continue and new issues identified, the audits performed may change based on new priorities and risks. Audit Schedule for the 2nd Quarter:

CDOT Audit Division Audit Schedule July – September 2013			
Audit	Division	SMT Member	Status
FASTER Dollars	Chief Engineer	Tim Harris	Fieldwork
CDOT Indirect Cost Rate Review	CDOT	Don Hunt	Fieldwork
Sanborn Cognizant Review	Audit Division	Barbara Gold	Planning
Property Controls	Division of Accounting and Finance	Ben Stein	Not Started
Fuel Cost Audit Follow up	Chief Engineer	Tim Harris	Not Started
Outstanding Recommendations	Various	Various	Fieldwork

The audits above are the priorities for the quarter. In addition, outstanding audits that we plan to complete and issue include:

- David Evans (Final Cost Audit)

- Water Quality (Performance Audit)
- Scrap Metal (Performance Audit)
- Structures (Dispute)

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



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DATE: June 14, 2013

TO: Audit Review Committee, Colorado Transportation Commission

FROM: Trent Josten, CDOT Auditor
Barbara Gold, CDOT Audit Director

SUBJECT: Summary on Review of Costs Incurred for the Electrical System Bid Item
CDOT Project: ES6 CO10-101 SA 17170

Background:

The Audit Division was asked to review all costs incurred for the electrical work related to the pump station on CDOT Project ES6 CO10-101. During construction, the electrical sub-contractor identified issues that center on the original plans for the electrical system not being adequate for what was to be installed. This resulted in 13 Change Orders on the electrical system alone. CDOT agreed that the changes were necessary, but could not justify the cost requested by the contractors.

Project ES6 CO10-101 consisted of the removal and replacement of the Alameda Bridge over Interstate 25 and new cofferdam and pump house construction. The electrical work related to the pump house was originally bid as a lump sum item for the price of \$205,000. The contractor, Jalisco International, and its subcontractors Glacier Construction and Big Pine Electrical submitted supporting documentation for additional costs incurred related to the changes related to the electrical system.

The Audit Division performed the review in June 2012 and received additional documentation from the contractors in December 2012.

Results of the Review:

The contractors provided documentation to support total costs for the electrical system of \$388,974. Prior to final settlement of the costs related to this issue, CDOT paid Jalisco \$340,300 for the electrical system pay item.

The CDOT Audit Division concluded with reservations that the contractors incurred \$359,774 of cost for the electrical system work. Our reservations with regard to these costs are generally related to project management costs and final testing of the pump house.

CDOT paid Jalisco additional compensation in March 2013 for a total of \$359,775 for the electrical system work.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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DATE: July 8, 2013
TO: Audit Review Committee
FROM: Barbara Gold, Audit Director
SUBJECT: 4.0 and 4.1 Policy and Procedural Directive Revisions

The Audit Division commenced a review of all Policies and Procedural Directives in January 2013. All audit policies were adopted in October 2010 with a review date of October 2012. The review included:

- Policy Directive 4.0 “Audit Division”;
- Procedural Directive 4.1 “Audit Division”;
- Procedural Directive 4.2 “Recommendation Tracking Report”; and
- Procedural Directive 4.3 “Coordination for Outside Audits and Studies”

The Audit Division determined that keeping a policy in place was of value to the Department, given the Division’s autonomous role it plays within CDOT. It consolidated three Procedural Directives into one. With this memo you will find:

- The red-line version of PD 4.0;
- The proposed version of PD 4.0;
- The proposed version of PD 4.1;
- The previous versions of PD 4.1, 4.2, and 4.3.

Please see the red-line version of Policy Directive 4.0 to compare the deletions and additions. Significant changes to Policy Directive 4.0 include:

- Section I Purpose: clarified and added references to the governing statutes and made reference to the oversight role of the Audit Review Committee;
- Section II Authority: included a more comprehensive list of governing audit authority;
- Section III Applicability: states that the policy applies not only to CDOT personnel but also in some cases OIT employees, consultants and vendors.
- Section IV Policy, B.: clarifies that the Audit Division reports administratively to executive management and functionally to the ARC as an independent appraisal function to examine and evaluate agency activities.
- Section IV Policy, C.: sets out the roles of the Audit Division

- Section IV Policy, E.: changes “directors and managers” to Appointing Authorities and clarifies that the Audit Division must be notified as soon as notice of an external audit is received; and further states that the Audit Director or his or her designee shall be the designated representative on behalf of CDOT to all external auditors.
- Section IV Policy, F.: states that executive management is responsible for responding in a timely manner to audit issues.
- Section IV Policy, G.: states that the Audit Directive has authority to determine whether a document is confidential prior to its being released to a third party.

Regarding Procedural Directive 4.1, a red-line draft is not provided given that three directives were combined into one and completely revised. The previous directives are attached for your reference. New Procedural Directive 4.1:

- Contains additional definitions;
- Contains one section called “General Requirements” which sets out the governing standards followed by the Audit Division and makes reference to the Audit Manual and Charter.
- Includes language previously found in PD 4.0 regarding risk-based audit work plans and other responsibilities of the Audit Director and the division.
- States that the Audit Director shall provide a status update to ARC at every meeting and shall inform ARC of those audits requested by the Audit Director;
- Clarifies the handling of internal audit reports, external audit reports, and other reports;
- States the process to follow with regard to confidentiality of documents;
- States the record retention requirements for audit-related documents.
- Contains a section on the roles and responsibilities of the Audit Director and Division personnel; a section on the responsibilities of CDOT executive management and personnel;
- Contains a section on responsibilities regarding third parties; and
- Contains the language from statute giving the Audit Division the ability to request records from contractors, subcontractors and vendors and requires these entities to maintain records for three years.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Audit Division Policy		Number 4.0
Effective TBD	Supersedes 10/04/2007	Originating Office Audit Division

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I. PURPOSE

It is the policy of the Colorado Department of Transportation to establish and support an internal auditing division as an independent appraisal function to examine and evaluate agency activities as a service to management, the Audit Review Committee, and the Transportation Commission.

Deleted: This policy is to provide guidance for the auditing function within the Colorado State Department of Transportation (CDOT).

Pursuant to § 43-1-106 (12)(e), C.R.S., it is the intent of the general assembly to shift reporting of supervision of, and control of the Department's internal auditor to the Transportation Commission.

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Pursuant to § 43-1-106 (12)(c), C.R.S., the Commission shall establish an audit review committee from the Commission membership which shall oversee the operations of the internal auditor and his or her staff.

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II. AUTHORITY

Transportation Commission, Audit Review Committee, § 43-1-106(12)(c) and (e), C.R.S.

2 CFR 225, Cost Principles for State, Local, and Indian Tribal Governments (OMB Circular A-87) http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title02/2cfr225_main_02.tpl

GAGAS (Government Auditing Standards, 2011 Revision) <http://www.gao.gov/assets/590/587281.pdf>

AASHTO Subcommittee on Internal/External Audit 2012 Uniform Audit & Accounting Guide http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title02/2cfr225_main_02.tpl

§ 43-1-106(8)(o) and (12)(a) through (e), C.R.S.

§ 24-103-601(2), C.R.S.

The Audit Division Charter <http://internal.dot.state.co.us/Audit/Background/Authority/charter.asp>

III. APPLICABILITY

This Policy Directive applies to all divisions, regions, offices and branches of CDOT and the employees of the Office of Information and Technology, where applicable. It also applies to consultants contracting with CDOT as well vendors performing work for CDOT.

IV. POLICY

A. The Audit Division exists to provide the Transportation Commission (Commission) and CDOT executive management with independent information on CDOT operations. ~~The Audit Review Committee (ARC) of the Transportation Commission approves the Charter for the Audit Division, which outlines the Division's duties and responsibilities.~~

B. The director of the Audit Division reports directly to the ~~ARC of the Transportation Commission, which supervises and oversees the operations of the Division.~~

~~Note: This language has been moved to Procedural Directive 4.1.~~

~~The Audit Division reports administratively to executive management and functionally to the ARC as an independent appraisal function to examine and evaluate agency activities.~~

~~Note: moved this detail to Procedural Directive 4.1.~~

~~Note: moved a. through d. to Procedural Directive 4.1.~~

C. ~~The Audit Division provides CDOT executive management assurance that controls are operating effectively and efficiently. The Audit Division conducts and supervises: internal audits on the Department; external audits on persons or entities entering into contracts with the Department; federally required audits; financial audits in order to ensure the financial integrity of the Department, and performance audits to determine the efficiency and effectiveness of the operations of the Department.~~

D. In carrying out duties and responsibilities, the Audit Division shall have full, free, and unrestricted access to all agency activities, records, property, and personnel.

E. ~~All Appointing Authorities are responsible for notifying the Audit Division of external audits as soon as notification is received. The Audit Director, or his or her designee, shall be the designated representative on behalf of CDOT to all external auditors performing audits on CDOT operations.~~

F. ~~The CDOT executive management is responsible for taking appropriate and timely action to respond to the issues identified in the audit reports.~~

G. ~~Audit reports and all related documents, including work product and investigations, shall remain confidential and shall not be released to a third party absent express approval by the Audit Director.~~

V. IMPLEMENTATION PLAN

A. This Policy Directive shall be effective immediately upon signature.

B. ~~The Originating Office shall confirm within one week of the effective date that all employees in the Audit Division have received a copy of the Policy Directive.~~

Deleted: The Audit Division will furnish the Commission and CDOT executive management with opinions, analysis, recommendations, and information on the activities, entities and contracts reviewed.

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Deleted: Audit Review Committee (

Deleted:)

Deleted: The Executive Director has been delegated administrative oversight of the Audit Director and, the Executive Director may direct the Audit Director to conduct other audits as deemed necessary.

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Deleted: The ARC shall approve the annual workplans and general assignments for the Audit Division.

Deleted: The Audit Director will insure that.¶

¶

<#>The Audit Division adopts appropriate, generally accepted, and recognized audit standards.¶

¶

<#>The work is performed in accordance with the adopted standards. ¶

¶

Assignments are selected through a risk-based analysis supplemented by requests from the Audit Review Committee, the Executive Director, and CDOT Executive Management.

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Deleted: The results of the audits, the findings, opinions, conclusions, and recommendations are reported to the Audit Review Committee of the Transportation Commission, and the Executive Director.

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Deleted: CDOT directors and managers are responsible for taking appropriate and timely action to resolve the issues identified in the audit reports.

Deleted: The Audit Director shall coordinate with and act as a liaison to external auditors performing audits on CDOT operations.

C. The Originating Office will provide a copy of this Policy Directive to all Auditees along with the Notice of Engagement.

VI. REVIEW DATE

This Policy shall be reviewed on or before October 2012 May 2018.

Secretary, Transportation Commission

Effective Date

Page 2 of 2

draft 6.28.13

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject Audit Division Policy			Number 4.0
Effective TBD	Supersedes 10/04/2007	Originating Office Audit Division	

I. PURPOSE

It is the policy of the Colorado Department of Transportation to establish and support an internal auditing division as an independent appraisal function to examine and evaluate agency activities as a service to management, the Audit Review Committee, and the Transportation Commission.

Pursuant to § 43-1-106(12)(e), C.R.S., it is the intent of the general assembly to shift reporting of, supervision of, and control of the Department's internal auditor to the Transportation Commission.

Pursuant to § 43-1-106(12)(c), C.R.S., the Commission shall establish an audit review committee from the Commission membership which shall oversee the operations of the internal auditor and his or her staff.

II. AUTHORITY

Transportation Commission, Audit Review Committee, § 43-1-106(12)(c) and (e), C.R.S.

2 CFR 225, Cost Principles for State, Local, and Indian Tribal Governments (OMB Circular A-87)
http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title02/2cfr225_main_02.tpl

GAGAS (Government Auditing Standards, 2011 Revision)
<http://www.gao.gov/assets/590/587281.pdf>

AASHTO Subcommittee on Internal/External Audit 2012 Uniform Audit & Accounting Guide
http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title02/2cfr225_main_02.tpl

§ 43-1-106(8)(o) and (12)(a) through (e), C.R.S.

§ 24-103-601(2), C.R.S.

The Audit Division Charter <http://internal.dot.state.co.us/Audit/Background/Authority/charter.asp>

III. APPLICABILITY

This Policy Directive applies to all divisions, regions, offices and branches of CDOT and the employees of the Office of Information and Technology, where applicable. It also applies to consultants contracting with CDOT as well vendors performing work for CDOT.

IV. POLICY

A. The Audit Division exists to provide the Transportation Commission (Commission) and CDOT executive management with independent information on CDOT operations. The Audit Review Committee of the

Transportation Commission (ARC) approves the Charter for the Audit Division, which outlines the Division's duties and responsibilities.

- B. The Audit Division reports administratively to executive management and functionally to the ARC as an independent appraisal function to examine and evaluate agency activities.
- C. The Audit Division provides CDOT executive management assurance that controls are operating effectively and efficiently. The Audit Division conducts and supervises: internal audits on the Department; external audits on persons or entities entering into contracts with the Department; federally required audits; financial audits in order to ensure the financial integrity of the Department, and performance audits to determine the efficiency and effectiveness of the operations of the Department.
- D. In carrying out duties and responsibilities, the Audit Division shall have full, free, and unrestricted access to all agency activities, records, property, and personnel.
- E. All Appointing Authorities are responsible for notifying the Audit Division of external audits as soon as notification is received. The Audit Director, or his or her designee, shall be the designated representative on behalf of CDOT to all external auditors performing audits on CDOT operations.
- F. The CDOT executive management is responsible for taking appropriate and timely action to respond to the issues identified in the audit reports.
- G. Audit reports and all related documents, including work product and investigations, shall remain confidential and shall not be released to a third party absent express approval by the Audit Director.

V. IMPLEMENTATION PLAN

- A. This Policy Directive shall be effective immediately upon signature.
- B. The Originating Office shall confirm within one week of the effective date that all employees in the Audit Division have received a copy of the Policy Directive.
- C. The Originating Office will provide a copy of this Policy Directive to all Auditees along with the Notice of Engagement.

VI. REVIEW DATE

This Policy shall be reviewed on or before May 2018.

Secretary, Transportation Commission

Effective Date

draft 6.28.13

COLORADO DEPARTMENT OF TRANSPORTATION		<input type="checkbox"/> POLICY DIRECTIVE <input checked="" type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Audit Division Standards and Procedures		Number 4.1
Effective TBD	Supersedes 10/04/2007	Originating Office Audit Division

I. Purpose

To establish and support an internal auditing division as an independent appraisal function to examine and evaluate agency activities as a service to management, the Audit Review Committee, and the Transportation Commission. To establish procedures for the Colorado Department of Transportation in accordance with applicable nationally-accepted auditing standards and the Audit Division Charter.

II. Authority

Transportation Commission, Audit Review Committee, § 43-1-106(12)(c), C.R.S.

Executive Director, § 43-1-103, C.R.S.

2 CFR 225, Cost Principles for State, Local, and Indian Tribal Governments (OMB Circular A-87)
http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title02/2cfr225_main_02.tpl

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http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title02/2cfr225_main_02.tpl

§ 43-1-106(8)(a) and (o), and (12)(a) through (e), C.R.S.

§ 24-103-601(2), C.R.S.

CDOT Policy Directive 4.0 “Audit Division Policy”

The Audit Division Charter <http://internal.dot.state.co.us/Audit/Background/Authority/charter.asp>

III. Applicability

This Procedural Directive applies to all divisions, regions, offices and branches of CDOT and the employees of the Office of Information and Technology where applicable. It also applies to consultants contracting with CDOT as well vendors performing work for CDOT.

IV. Definitions

“Audit Review Committee” or “ARC” shall mean the committee established from Transportation Commission membership pursuant to § 43-1-106(12)(c), C.R.S. which oversees the operations of the internal auditors and his staff.

“Auditee” shall mean a division, region, office, or branch of CDOT, or a contractor, consultant or vendor performing work for CDOT on which an audit is being performed.

“External Audit Report” shall mean a report resulting from an audit generated by the CDOT Audit Division on an entity, including but not limited to a consultant, a contractor, a subcontractor or vendor under a contract or subcontract with CDOT .

“Internal Audit Report” shall mean an audit generated by the CDOT Audit Division on CDOT activities, including audits required by state or federal law, performance audits or financial audits.

“Third Party Audit Report” shall mean an audit conducted by an outside party on CDOT activities.

V. Procedure

A. General Requirements

1. Standards and Procedures

a) Audits performed by the Audit Division shall be conducted in conformance with the standards set forth in the *Government Auditing Standards* (2011 Revision).

<http://www.gao.gov/assets/590/587281.pdf>

b) Other work performed by the Audit Division shall be conducted in accordance with the applicable professional standards for the type of work performed in accordance with the authority set forth above and other applicable state and federal law.

c) The Audit Division shall perform all audits in accordance with the Charter and CDOT Audit Manual.

2. Annual Work Plans and Audit Assignments

a) The Audit Division shall annually develop a risk-based audit work plan.

b) The ARC shall approve the annual work plan for the Audit Division.

c) The Audit Director, or his or her designee, shall prepare audit assignments from the approved work plan or from specific audit requests from the Executive Director, management, or from the ARC.

d) The Audit Director shall provide a status update to ARC at every meeting.

e) The Audit Director shall keep the ARC informed of audits requested by the Executive Director executive management or his designee.

3. Internal Audit Reports

a) Internal Audit Reports shall:

- (1) Include the Auditee's written responses and plans for implementing the recommendations;
- (2) Contain findings and any necessary recommendations from the audit work performed;
and
- (3) Be submitted to the ARC for review, consideration and action.

b) The ARC may:

- (1) Refer the report back to the Audit Director for any action deemed appropriate;
- (2) Refer the report to the Transportation Commission for consideration and action; or
- (3) Approve the report for release.

c) Following approval by the ARC, the Audit Division shall provide a copy of the Internal Audit Report to the Executive Director, other CDOT management as appropriate, and to the Federal Highway Authority.

4. External Reports

a) External Audit Reports or Financial Audit Reports on contracts with private vendors, consultants or contractors, contain advice on contract issues, such as payments made to private vendors. These reports include a determination of contract and regulatory compliance, and a determination on payment accuracy.

b) Copies will be provided to the Auditee, to the FHWA, the CDOT Controller and other CDOT management as necessary. The ARC and the Executive Director shall receive an executive summary of all external or financial audit reports, and may request any additional documentation.

5. Other Reports

- a) The ARC, the Executive Director, or executive management may request the Audit Division to conduct special projects or investigations, or provide advisory memoranda.
- b) Audit Division staff may conduct special projects or investigations as a result of requests from information provided from the Employee Hotline, <http://www.mysafeworkplace.com/>.
- c) The Audit Director shall provide the ARC and the Executive Director regular status reports on the types and results of these projects or investigations.

6. Confidentiality and Release of Reports

- a) The Audit Director shall make the determination on behalf of CDOT when necessary as to the confidentiality of audit reports or other related documentation. The Audit Director or his or her designee shall handle all audit-related Colorado Open Records Act (“CORA”) requests for audit reports or any other documentation.
- b) Audit Division personnel shall maintain confidentiality regarding all matters under investigation or review until such time as a report is released and made public.
- c) Audit Reports. Audit Reports and all related documentation, including drafts, correspondence, work product, or other papers shall be confidential. Upon signature by the Audit Director, the Internal Audit Report shall be considered a public document.
- d) Other Special Reports. Other special reports, including investigations requested by the Executive Director, the ARC, or arising from information obtained from the “Employee Hotline” <http://www.mysafeworkplace.com/>, shall be considered confidential. Release of these reports will be at the discretion of the Audit Director and/or the ARC.

7. Retention of Records. All Reports shall be retained by the Audit Division as permanent files and shall be marked as confidential. All related documentation, including drafts, correspondence, work product, or other papers shall be retained pursuant to the established and approved retention schedule.

B. Roles and Responsibilities

1. Audit Director and Audit Division Personnel

- a) The Audit Director shall report directly to the ARC which oversees the operations of the Division.
- b) The Executive Director appoints the Audit Director pursuant to section 13 of article XII of the state constitution and shall give presumptive consideration to the recommendation of the ARC. See § 43-1-106(12)(a), C.R.S.
- c) The Audit Director will ensure that:
 - (1) The Audit Division adheres to generally accepted and recognized audit standards.
 - (2) Assignments are selected through a risk-based analysis supplemented by requests from the ARC, the Executive Director, and CDOT executive management.
 - (3) The results of the audits, the findings, opinions, conclusions, and recommendations are reported to the ARC, the Executive Director and other CDOT management as appropriate.
- d) In carrying out their duties and responsibilities, Audit Division personnel are to have full, free, and reasonable access to all CDOT activities, records, property, and personnel.

Audit Division Responsibilities	Number 4.1
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2. CDOT Executive Management, CDOT Personnel and OIT Personnel, Where Applicable

- a) All CDOT management, directors and managers are responsible for taking appropriate and timely action to respond to requests from the Audit Division and resolve the issues identified in the audit reports.
- b) The Auditee shall be given ten calendar days to prepare written responses to the audit recommendations.
- c) The Audit Director or his or her designee shall be the main point of contact for all audit matters concerning CDOT and handle all internal requests for audit reports.

3. Responsibilities Regarding Third Party Audits

- a) The Audit Director, or his or her designee shall be the main point of contact and liaison on behalf of CDOT regarding any and all third party audit matters.
- b) CDOT executive management, managers or personnel shall notify the Audit Director or his or her designee immediately upon receipt of notice whenever outside or third party auditors notify CDOT of an audit of CDOT operations.
- c) CDOT executive management, managers or personnel shall inform the Audit Director immediately when they become aware of fraud or financial improprieties involving CDOT, a CDOT employee, a vendor, a contractor, a local entity or anyone receiving funding or payment from CDOT.

4. Contractors, Subcontractors and Vendors

- a) Pursuant to § 24-103-601(2), C.R.S., the Audit Division shall be entitled to audit the books and records of any contractor or subcontractor under any negotiated contract or subcontract to the extent that the books and records related to the performance of a state contract or subcontract, in conducting any such audit, to maintain the confidentiality of any information contained in the books and records that is deemed proprietary as determined by the state. Such books and records shall be maintained by the contractor for a period of three (3) years after the date of final payment under the contract or subcontract, unless a shorter period is otherwise authorized in writing.

VI. Documents Referenced in this Procedural Directive

The Audit Division Charter <http://internal.dot.state.co.us/Audit/Background/Authority/charter.asp>

VII. Implementation Plan

Audit Division Responsibilities	Number 4.1
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1. This Procedural Directive will be effective immediately upon signature.
2. The Originating Office shall confirm within one week of the effective date that all employees in the Audit Division have received a copy of the Procedural Directive.
3. The Originating Office will provide a copy of this Procedural Directive to all Auditees along with the Notice of Engagement.

VIII. Review Date

This procedural directive shall be reviewed on or before May, 2018.

Executive Director

Effective Date

draft 6.28.13

COLORADO DEPARTMENT OF TRANSPORTATION		<input type="checkbox"/> POLICY DIRECTIVE <input checked="" type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject Audit Division Responsibilities			Number 4.1
Effective 10-04-07	Supersedes 03-15-2001	Originating Office Audit Division	

PURPOSE

To establish procedures and identify standards for audits conducted by Audit Division of the Colorado Department of Transportation (CDOT).

AUTHORITY

Colorado Revised Statutes, Section 43-1-106
 CDOT Policy Directive 4
 23 CFR 172

PROCEDURE

1. Standards –

- a. The Audit Director will assure that audits performed by the Division are conducted in conformance with the standards set forth by the Comptroller General of the United States, United States General Accounting Office, *Government Auditing Standards*.
- b. The Audit Director will assure that other work performed by the Division is conducted in accordance with the applicable professional standards for the type of work performed. The standards applied may be taken from the Institute of Internal Auditors, American Institute of Certified Public Accounts, Office of Management and Budget Circular A-133, Code of Federal Regulations, Colorado Revised Statutes, etc.

2. Annual Work-plans and Audit Assignments –

- a. Each year, the Audit Director will develop audit work-plans for external and internal audits. The work-plan(s) will be developed using a risk-based approach.
- b. The Audit Director shall prepare internal audit assignments from the approved workplan or from specific audit requests from the Executive Director or from members of the ARC. The Audit Director shall keep the ARC informed of audits requested by the Executive Director or his designee.

3. Discussions with CDOT Management and Private Vendors -

a. Entrance Conferences –

Before any audit fieldwork is conducted, audit staff will contact CDOT managers, and/or the private vendor, responsible for the area being audited to inform them of the audit assignment. The Audit Director shall schedule the audit fieldwork in a manner to minimize disruption to CDOT staff and operations.

b. Exit Conferences and Responses to the Audit Recommendations –

Once the audit fieldwork is completed, auditors will conduct discussions with CDOT managers, and/or the private vendor responsible for the area being audited, to inform them of the audit findings and

Audit Division Responsibilities	Number 4.1
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recommendations. The auditee shall be given ten calendar days to prepare written responses to the audit recommendations.

4. Internal Audit Reports –

- a. Internal audit reports are to be submitted to the ARC for review, consideration and action. The ARC can:
 - Refer the report back to the Audit Director for any action deemed appropriate.
 - Refer the report to the Transportation Commission for consideration and action.
 - Approve the report for release.
- b. Audit reports will contain findings from the audit work performed and any necessary recommendations.
- c. Draft audit reports will be confidential internal documents and, except where noted in section 4(d) below, shall be released only upon action of the ARC.
- d. Prior to the ARC meeting, the Audit Director shall furnish copies of the draft confidential reports directly to the Executive Director, the Deputy Director, the CDOT Controller, FHWA financial liaison, and the Division Director impacted by the audit.
- e. Internal audit reports will include the auditee’s written responses and plans for implementing the recommendations.

5. External and Financial Reports –

- a. External audit reports are provided directly to management to advise on contract issues, such as payments made to private vendors. These reports usually include a determination of contract and regulatory compliance, and a determination on payment accuracy.
- b. The Audit Director will work with the Center for Procurement Services to conduct financial reasonableness reviews of some of the larger non-competitively bid contracts, such as sole source contracts, to assist in determining a reasonable costs for various services.

6. Other Reports

- a. Executive management may request the Audit Division conduct special projects or provide advisory memoranda.
- b. Audit Division Staff may conduct special projects or investigations as a result of requests from management, or information provided from the Audit Hotline. The Audit Director will provide the Audit Review Committee and the Executive Director regular status reports on the types and results of these projects or investigations.

7. Release of Reports

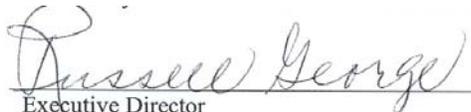
- a. Upon approval for release by the ARC, the Audit Director shall sign the final internal audit report and send copies to the CDOT managers responsible for implementing the audit recommendations, . The original report will remain in the Audit Division files. Upon release by the ARC, the report is considered a public document.
- b. External or Financial Audit Reports, on contracts with private vendors, consultants or contractors, may

be released as soon as the report is completed. Copies will be sent to the firm being audited, to Central Files and to the Center for Accounting. If there are significant findings in the report, copies of the report may also be sent to the Audit Review Committee, the Executive Director, the Agreements Office, and the unit responsible for administering the contract.

c. Other special reports, such as investigations requested by the Executive Director, shall be considered confidential internal reports provided to the Executive Director and the ARC. Release of these reports will be at the discretion of the Executive Director.

- 8. Audit reports and working papers shall be retained pursuant to the established and approved retention schedule.
- 9. CDOT managers shall contact the Audit Director whenever outside or third party auditors begin an audit of CDOT operations.
- 10. CDOT Managers shall inform the Audit Director whenever they become aware of fraud or financial improprieties involving CDOT, a CDOT employee, a vendor, a contractor, a local entity or anyone receiving funding or payment from CDOT.

REVIEW: This procedural directive shall be reviewed by October of 2012.

	10/04/07
Executive Director	Date

	10/04/07
Secretary, Transportation Commission	Date

COLORADO DEPARTMENT OF TRANSPORTATION		<input type="checkbox"/> POLICY DIRECTIVE <input checked="" type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject Recommendation Tracking Report			Number 4.2
Effective 10/07/2010	Supersedes 12/15/04	Originating Office Audit Division	

PURPOSE

This directive establishes procedures for monitoring and reporting on the disposition of recommendations from Audit Division or other Qualifying Reports.

AUTHORITY

Colorado Transportation Commission Charter for the Audit Division;
Policy Directive 4.0, Audit Division; and
Executive Director, Colorado Department of Transportation

APPLICABILITY:

This Directive applies to all managers of divisions and activities of the Colorado Department of Transportation (CDOT).

DEFINITIONS

Audited Unit refers to the unit or activity subject to or receiving an Audit Division audit or qualifying services.

Qualifying Reports include reports from all audits, assessments, reviews, or special studies by persons internal or external to the Department (e.g. state, federal, or private firm) that result in written recommendations that the Department is expected to implement.

PROCEDURES

Audit Division Responsibilities

1. The Audit Division will:
 - a. Track management responses to recommendations contained in Audit Division reports and other qualifying reports,
 - b. Periodically solicit implementation status of recommendations from managers, and
 - c. Report to the ARC and the Executive Director on the disposition and status of recommendations at least two times each year,
2. In preparing the Recommendation Tracking Report, the Audit Division will rely upon the responses provided by CDOT managers. The Audit Division may periodically conduct separate follow-up audits to verify the accuracy or the adequacy of the response or implemented solution.

Manager Responsibilities

3. Each manager of an audited unit is responsible for:
 - a. Ensuring that copies of the final released reports for qualifying services are provided to the Audit Division.
 - b. Monitoring the timely implementation of recommendations requiring management actions.
 - c. Periodically responding to the Audit Division on the status or resolution of any recommendations.
4. The manager's response should address whether or not the recommendation is rejected, implemented, or implementation is in process. In addition,
 - a. If the recommendation is rejected, the response should state:
 - The basis for rejecting the recommendation.
 - How or why CDOT Managers are willing to accept the risk of not implementing the recommendation.
 - What if any action has been taken to resolve the issues identified in the original report.
 - b. If implementation of the recommendation is in process, the response should state the:
 - Corrective action that has been or will be taken to implement the recommendation.
 - Time period or date in which the recommendation was or will be implemented.

REVIEW DATE

This procedural directive will be reviewed by July 2017.



 Executive Director

10/07/2010

 Date

COLORADO DEPARTMENT OF TRANSPORTATION		<input type="checkbox"/> POLICY DIRECTIVE <input checked="" type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Coordination for Outside Audits and Studies		Number 4.3
Effective 10/07/2010	Supersedes 12/15/04	Originating Office Audit Division

PURPOSE

These procedures provide specific guidance for enabling the Audit Division to act as the liaison and coordinator for all qualifying services provided by external auditors as defined below. The Audit Division is to coordinate external auditor activity at the Colorado Department of Transportation to:

- Avoid to the extent possible the redundancy of audit activity;
- Maintain a listing of audits and evaluations conducted and provide historical information on various audits;
- Assist CDOT staff in understanding the audit process and auditor objectives;
- Provide Department auditee management with an independent understanding of the audit results;
- Track and evaluate corrective actions planned or taken as a result of the audit.

AUTHORITY

Policy Directive 4.0, Audit Division
Executive Director, Colorado Department of Transportation

APPLICABILITY:

These procedures apply to all personnel within the Department of Transportation (CDOT)

DEFINITIONS

Auditee refers to the unit or activity subject to or receiving to the qualifying services.

External Auditor is defined as any non-Department of Transportation auditor or persons (e.g. state, federal, or private firm) who provide qualifying services.

Qualifying Services include all audits, assessments, or special studies by parties external to the Department that will result in written recommendations that the Department is expected to implement.

PROCEDURES

Notification of Audit or Other Qualifying Service

1. Managers of areas being audited shall ensure that the Audit Division is notified of all audits or other qualifying service engagements. The managers will also ensure that CDOT Audit receives a copy of all reports, including CDOT management responses.

Entrance Conference

2. The Audit Division may participate in any entrance conference with external auditors and CDOT management to review the objectives and scope of the audit or other qualifying service prior to the start of the field work.

Requests specific information or interviews

3. After the entrance conference, all requests for specific information or interviews with staff should be arranged through the appropriate auditee management or designated personnel.

Exit Conference

4. When the audit or other qualifying service has been completed, the manager of the area subject to the service will inform the Audit Director of the scheduled exit conference between the external auditors and appropriate Department personnel.

Implementation of Recommendations

5. CDOT auditee managers will be responsible for preparing any responses to the report and for implementation of recommendations.

Responsibility for implementation

6. The CDOT Audit Division will track and report to the Audit Review Committee of the Transportation Commission, on the resolution of recommendations.
7. The responsibility for implementation of this procedure rests with the management of the areas subject to the audit or other qualifying service who must notify the Audit Division as soon as notification of a pending engagement is received.
8. The Audit Division will answer questions or provide additional information regarding these procedures.

REVIEW DATE

This policy shall be reviewed in 2017.



Executive Director

10/07/2010

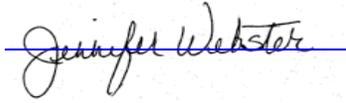
Date

Subject

Coordination for Outside Audits and Studies

Number

4.3

A handwritten signature in blue ink that reads "Jennifer Webster". The signature is written in a cursive style and is underlined with a solid blue horizontal line.

Transportation Commission of Colorado
Special Meeting for RAMP
May 29, 2013

Chairman Gary Reiff convened the meeting at 2:00 p.m. in the auditorium of the headquarters building in Denver, Colorado.

PRESENT WERE: Gary Reiff, Chairman, District 3
Trey Rogers, District 1
Kathy Gilliland, District 5
Heather Barry, District 4
Doug Aden, District 7
Steve Parker, District 8
Les Gruen, District 9
Gilbert Ortiz, Sr., District 10
Steve Hofmeister, District 11

EXCUSED: Ed Peterson, District 2
Kathy Connell, District 6

ALSO PRESENT: Don Hunt, Executive Director
Ben Stein, CFO
Tim Harris, Chief Engineer
Debra Perkins-Smith, Director of Division of Transportation Development
Herman Stockinger, Director of Policy and Government Relations
Mike Cheroutes, Director of HPTE
Scott McDaniel, Director of Staff Services
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director

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.

RAMP Pre-Application Process Review

Debra Perkins-Smith explained the process of the RAMP Pre-Application Eligibility Review completed by Staff from May 10-17. She explained the staff members involved and the reasons they were selected as Subject Matter Experts and

detailed their role in the process. She then explained the RAMP Eligibility Criteria and detailed the 8 Criteria points that were considered.

Tim Harris detailed the projects that were determined to be ineligible and went over a spread sheet that contained detailed information on the projects and why they were ineligible. He mentioned that the projects were grouped by reason and that there were only 30 projects on the list.

Review of Public-Private Partnership Applications

Mike Cheroutes mentioned that early on, the RAMP governance suggested a “set aside” of \$300M to \$325M (\$60-\$62.5M/yr.) for PPP projects, defined in the application documents to include tolled projects that are publicly financed as well as concession financed. He confirmed that no one counted on the set aside as necessarily cast in stone and that the amount available ultimately would be a matter of priorities for the Commission to decide. He stated that also, because of the nature of the potential PPP projects on the radar screen, the rules were flexibly drawn to permit applications from projects that would be “integrated with” the state highway system and that could be “implemented” within 5 years. He reported that with the pre-applications submitted he had been asked for preliminary thoughts on the allocation of the PPP pool—at least into the next phase of the process and detailed the following list:

- C-470: \$50M: Application should be invited for the full amount of the PPP pre-application. (N.B. Pre-application also requested \$60M from RAMP-Operational and \$27M from Public-Public)
- I-25N: Up to \$100M: Application should be invited for up to this maximum amount, with requirement that further work be done to determine how money can best be leveraged to further the PPP development of the corridor-long project. (E.g., start with construction of 120th north?)
- Viaduct/I-70E: Up to \$130M: Application should be invited for up to this maximum amount for drainage and UPRR components of project, subject to further development of financing plan.
- RTD North Metro Rail Line: \$50M: Application should be invited for a deeply subordinated loan to be used for highway-related expenditures in RTD’s next PPP procurement for extension of this line. Terms TBD and principal repayment to be used for future CDOT transit projects.
- JPKWY/Broomfield NWPKWY ext: \$50M: Application should be invited for a “soft-equity” loan in this combined amount to assist in the financing of a project that contemplates the coordinated completion of both of these segments of the beltway. We would assist the parties in trying to make this happen within a finite period of time—say 12 months—and if not successful would reallocate the money to other projects. The theory here is to do the same thing for these segments of the beltway that CDOT did for E-470.

- Other Projects: Any remaining. Other projects for which pre-applications have been received and which should be considered for remaining RAMP PPP money at this point include: (1) SH 93 capacity; (2) I-70W PPSL

He concluded that further cuts (in number/amount) when applications are actually received would need to be made and offered his suggestion that these projects be kept alive through the next stage of the process.

Next Steps- Detailed Applications Process Review

Deb Perkins-Smith confirmed that the next step would be to notify all applicants the results in writing and recommend that Region staff make further contact with applicants to discuss the reasons for ineligibility or other issues. She continued with the following points:

- Detailed applications are due July 1, 2013
- Decide which of the CDOT 57 applications from Operations Division make sense to move forward
- Some applications will drop out following further discussions
- MPO's have asked for a list of detailed applications
- MPO's may highlight region priorities
- In July there will be further Region review and then review by subject matter experts
- Once reviews are done an update will be given to the Commission
- In August, staff will look at the Program and color of money available to match with projects
- STAC will be given an update on the Program

Deb fielded a number of questions from the Commissioners. She confirmed that projects would be ranked within the categories. Herman Stockinger added that following the reviews, rankings, and updates the goal is for the Program to be presented to the Commission in September.

Chairman Reiff confirmed with the gathering that there were no other matters to come before the Commission.

Adjournment

Chairman Reiff announced that the meeting was adjourned at 3:00 p.m.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

Transportation Commission of Colorado
Regular Meeting Minutes
June 20, 2013

Chairman Gary Reiff convened the meeting at 12:20 p.m. in the auditorium of the headquarters building in Denver, Colorado.

PRESENT WERE: Gary Reiff, Chairman, District 3
Trey Rogers, District 1
Ed Peterson, District 2
Kathy Gilliland, District 5
Kathy Connell, District 6
Doug Aden, District 7
Steve Parker, District 8
Les Gruen, District 9
Gilbert Ortiz, Sr., District 10
Steve Hofmeister, District 11

EXCUSED: Heather Barry, District 4

ALSO PRESENT: Don Hunt, Executive Director
Gary Vansuch, Director of Process Improvement
Ben Stein, CFO
Tim Harris, Chief Engineer
Debra Perkins-Smith, Director of Division of Transportation Development
Herman Stockinger, Director of Policy and Government Relations
Mark Imhoff, Director of Division of Transit and Rail
Mike Cheroutes, Director of HPTE
Barbara Gold, Director of Audit Division
Ryan Rice, Director of Operations Division
Darrell Lingk, Director of the Office of Transportation Safety
Amy Ford, Director of Public Relations
David Gordon, Director of Aeronautics Division
Scott McDaniel, Director of Staff Services
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, 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 Reiff acknowledged Elena Wilkin Director of CASTA. Elena spoke in honor of Commissioner Steve Parker and his contributions to Transportation and to the Transit Community in the State of Colorado.

Individual Commissioner Comments

Commissioner Connell reported that she recently attended the Club 20 meeting and that there is still a lot of work to be done with the Committee.

Commissioner Gruen declared that it was hard to believe it was the last time to serve with colleagues Commissioners Parker and Rogers. He thanked them for their time and wished them well on future endeavors.

Commissioner Peterson echoed comments regarding Parker and Rogers. He mentioned that he had attended the North Front Range - Front Summit Conference on Commuter Rail and that he was very impressed with the commitment of the partners in attendance.

Commissioner Aden stated that he had also attended Club 20 and agreed with Commissioner Connell that there was work to be done on the topic of transportation funding. He declared that he recently met with the Mesa County MPO in order to advance the discussion with newly elected officials in the County on statewide transportation funding goals. He thanked Parker and Rogers for their service and friendship.

Commissioner Hofmeister said he'd like to echo the sentiments already stated regarding Steve and Trey and welcomed a visitor to the meeting, Alan Eckman, who was from his home town of Haxtun.

Commissioner Ortiz thanked Commissioner Rogers and Commissioner Parker for their service and team work.

Commissioner Gilliland echoed the accolades for Commissioners Parker and Rogers. She mentioned that Transportation gets in your blood and that she hopes to see them in other capacities in the future. She confirmed that she attended the On Track Summit in Loveland which focused on rail. She declared that there was a great turn out of people and that CDOT folks such as Don Hunt, Ed Peterson, Mark Imhoff, and Nick Farber along with many other people interested in Transit made it a successful event. She also reported that the Commission had been taken on a terrific tour of the Denver Union Station project and she marveled at how much the economic development factor

is growing in and around this new hub. She thanked former Commissioners and CDOT staff for their participation, support and vision during the long term planning of the project.

Commissioner Rogers mentioned that the CDOT staff does an outstanding job for the people of Colorado and that he was proud to serve with his colleagues on the Commission becoming friends with all and that it was great to serve together with them. He thanked them for their service mentioning that it had been an educational few years. He confirmed that it was tough to leave because CDOT is on the cusp of some great new things and he confirmed that he would be reading the Denver Post to keep up on things.

Commissioner Parker stated that one of his sayings is “we’re not here for a long time were here for a good time” and declared that he has been a Commissioner for 12 years. He listed some accomplishments he was proud of: during the tour of Denver Union Station the previous day he remembered the passing of Senate Bill 1 for Transit in 2006, the Transportation Commission approval of a \$17M contribution to the DUS project as a testament to the “art of the possible”; that the Durango Hospital and CDOT worked to tie together a partnership with Southern Indian Ute Tribe, CDOT, Catholic Health Initiatives and City of Durango for the completion of the Mercy Regional Medical Center which included significant road improvements and 1000 jobs to the Durango area. He encouraged the gathering to continue to form partnerships. He stated that he was proud of transit accomplishments – the Transit and Intermodal Committee and mentioned that he always counted on CASTA members Elena Wilkins and Ann Rajewski for information. He thanked Dianne Cavaliere and Toni Bircher for the amazing job done for a number of years in support of the Commission and thanked Mindy Crane for help with recent technology advancements. To his fellow Commissioners, Parker declared that he will miss seeing all of them for meetings but, when he is on a bicycle, he won’t miss a lot of the other things that go with the job. He stated that the staff of Regions 5 and 3 are terrific people who have been a huge help to the department, calling out Nancy Shanks and Kerrie Neet and he confirmed that the Regions were in great hands. He offered Thanks to all.

Chairman Reiff declared that he recently met with the C-470 Committee and declared that they are making great progress and that he met with Douglas County Commissioners who are doing a lot of work in their area. He stated that for the departing Commissioners, Trey Rogers is one of finest lawyers he knows and confirmed that his judgment and incite are second to none. Chair Reiff declared that Commissioner Rogers will be missed. In reflection on Commissioner Parker, he spoke of Parker’s unique prospective and insight at a statewide level – specifically he mentioned that in regards to the DUSPA project, Parker was an ardent supporter of the terminal who saw the value and importance of the project. Chair Reiff stated that Commissioner Parker and his vision will be sadly missed and he wished both of the departing Commissioners the best.

Executive Director’s Report:

Director Hunt mentioned that he wanted to report that in the last 30 days a lot of work had been done on meetings to come to a decision for the I-70E project. He confirmed

that many interesting meetings were attended as a group has the earnest desire for the concept of a re-route of I70 East. He confirmed that he received a letter from the Mayor of Denver and Commissioner a decision has been solidified partially covered and lowered option – help in the re-development of that portion of Denver. End of the Fiscal Year launched initiative balloons to

- Risk Based Asset Management
 - Deploy the right amount of Assets
 - More efficient
- RAMP
 - Expenditure based project delivery
- Transportation Systems Management and the Operations Division
 - Working with the Regions and folks in Staff Branches
- P3 Arena
 - Close to a concession agreement for US 36
 - The Denver area is coming around to the idea that managed lanes are the way to do business in the future for new capacity
 - Creation of the office of Major Project Delivery
 - Unite HPTE and CDOT

He thanked staff and Commission for their commitment to moving the initiatives along. He also commented that in regards to the departing Commissioners, he declared that he would miss Commissioners Rogers and Parker and that it was easy to tell from all of the comments made during the meeting that the Transportation Commission is a special organization made up of a group of people who come from all areas of the State, from different political parties and different backgrounds who trust and respect one another and try to do the right thing for the State of Colorado. He said he is sure the Commission will continue to work in a way that is best for the State.

Chief Engineer Report

Chief Engineer, Tim Harris began by stating that on behalf of Staff, he wanted to extend well wishes to Commissioners Rogers and Parker and he reported that they would be missed. He declared that there is a lot going on out there and that he and Mr. Hunt recently toured the US36 project which is making great progress. He said that as he drives around Denver, he realizes that several construction zones are cleared out as the projects are being completed. He offered his thanks to the Regions for all that they are doing.

High Performance Transportation Enterprise (HPTE) Director's Report

Mike Cheroutes reported that there were a few items he wanted to highlight:

FHWA Division Administrator Report

John Cater presented an informative PowerPoint presentation about Proven Countermeasures that were issued in 2008 and data on how they have been widely

applied. He had information on the consideration the agency is giving to current safety research.

STAC Report

Vince Rogalski declared that the STAC had met on Friday, June 14, 2013 and stated that the Committee had received reports on the following topics:

- *Natural Gas Vehicle Market Implementation Plan, Tom Hunt, Colorado Energy Office (CEO) –*
- *RAMP Update – Debra Perkins-Smith*
 - STAC comments included:
 - Concern with the ineligibility of transit projects.
 - It's important to indicate whether or not the project is part of the TPR's or MPO's plan, and has TPR or MPO support- this is key to building confidence at the local level.
 - A better understanding of current STIP status is needed.
 - Concerns that project selection processes are happening outside of the regional planning process.
 - Questions about "drivability"
 - Asset Management and low volume roads.
 - Tourism is a major component of the state's economy.
 - Some areas of the state cannot afford a 20% match for projects.
 - When CDOT says it's going to look at things on a statewide basis, there is concern that CDOT is making decisions without the planning regions as a partner.
 - CDOT comments included:
 - CDOT asked each of the planning regions how they want to provide input to the process
 - We are all in a transition. Now that we've gone to an "expenditure-based" STIP, the funds will be allocated to a project when it is ready to go, rather than listing funds toward it for several years to "save up". But, we want to make sure we track every single project that is in the current STIP, and its status.
 - Asset Management for pavement is more about keeping as many roadways as drivable as possible with the funding we have.
 - The Program Distribution Subcommittee is looking at regional distribution options for TAP and CMAQ and what factors should be used. FHWA has just announced a new "Questions & Answers" document on TAP, which we will include on the STAC website.
- *Statewide Plan TPR Outreach Activities – Michelle Scheuerman –*

Act on Consent Agenda

Chairman Reiff stated that a motion would be entertained on the Consent Agenda and Commissioner Connell moved for approval of the Consent Agenda. Commissioner

Parker seconded the motion and on a vote of the Commission, the Consent Agenda was unanimously approved.

Approve the Special & Regular Meeting Minutes of May 15 & 16, 2013

Resolution #TC-3080

BE IT HEREBY RESOLVED, that the Transportation Commission's Special and Regular Meeting Minutes of May 15 & 16 are hereby approved as published in the official agenda of the June 19 & 20, 2013 meeting Agenda.

Resolution to Approve the STIP Amendment for Revised Bridge enterprise Candidate List

Resolution # TC-3081

Resolution to Approve FY13 Candidate Bridge Enterprise Projects for Inclusion in the FY12-17 STIP

Approved by the Transportation Commission on: June 20, 2013

WHEREAS, the Colorado Transportation Commission has statutory authority pursuant to 43-1-106, C.R.S. to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the USC, and 43-1-1101 through 1105 C.R.S.; and

WHEREAS, the Commission adopted the FY2012 – FY2017 Statewide Transportation Improvement Program (STIP) in May, 2011; and

WHEREAS, the STIP is occasionally amended due to significant changes in project scope or projects need to be programmed in or out of the first four years of the STIP, thereby requiring a policy amendment to the STIP; and

WHEREAS, a list of candidate Bridge Enterprise projects was submitted to, and approved by, the Bridge Enterprise Board at their December, 2011, meeting for inclusion in the FY12-17 STIP and now needs to be updated. The attached table details the updated candidate projects; and

WHEREAS, the Section 450 Title 23 of the CFR requires a public process be implemented for review and comment on proposed policy amendments, as well as Transportation Commission approval of said amendments; and

WHEREAS, the public process for these Bridge Enterprise projects was provided from May 9, 2013 through June 19, 2013, and no comments were received; and

WHEREAS, it is requested that the Transportation Commission approve this updated list of candidate projects for inclusion into the STIP once funding and ad dates are secured, and direct staff to forward this approval to the Federal Highway Administration and the Federal Transit Administration for concurrence.

NOW, THEREFORE, BE IT RESOLVED, the attached STIP Policy Amendment package for the updated list of Bridge Enterprise Candidate Projects be adopted and forwarded to the Federal Highway Administration for concurrence.



Herman Stockinger, Secretary
Transportation Commission of Colorado

6-28-13

Date

Discuss and Act on the Resolution to approve the 13th Budget Supplement to the FY 2013 Budget

Ben Stein mentioned that the Supplement was included in the packet and that it was unusual for there to be a 13th supplement but, because some of the actions needed to be handled in this fiscal year – specifically a request from the Snow and Ice Contingency, a 13th supplement was necessary. He asked if there were any questions and hearing none, asked for approval of the supplement.

Commissioner Peterson made a motion for approval of the 13th Budget Supplement. Commissioner Connell seconded the motion. On a vote of the Commission, the 13th Budget Supplement was unanimously approved.

Resolution #TC-3082
Approval of the 13th Budget Supplement

BE IT RESOLVED THAT, the 13th Supplement to the Fiscal Year 2012-2013 Budget be approved.

Discuss and Act on the Resolution for the approval of the 1st Budget Supplement to the FY'2014 Budget

Ben Stein mentioned that the 1st Supplement was in the packet and that the Region 3 item included there was being requested to use a mix of FY'13 and FY'14 money. He asked if there were any questions and requested approval.

Commissioner Rogers made a motion for approval of the 1st Budget Supplement. Commissioner Gilliland seconded the motion. On a vote of the Commission, the 1st Budget Supplement was unanimously approved.

Resolution #TC-3083
Approval of the 1st Budget Supplement

BE IT RESOLVED THAT, the 1st Supplement to the Fiscal Year 2013-2014 Budget be approved.

Discuss and Act on the Resolution Approving the issuance of Certificates of Participation to procure a new regional HQ and maintenance facility for Region 4

This Agenda item was removed for further consideration.

Discuss and Act on the Resolution to set the 6 month SIB Interest Rate

Ben Stein mentioned that there had been a discussion earlier in the day and based on the discussion a change would be made to the Resolution setting the rate at 2.25%. He requested approval of the Resolution.

Commissioner Aden made a motion for approval of the Resolution with suggested changes. Commissioner Gruen seconded the motion. On a vote of the Commission, the following Resolution was unanimously approved.

Resolution #TC-3084

Approval of an assessment of an interest rate of two percent (2.25%) and no origination fee on bank loans for the first half of the State fiscal year 2014

Approved by the Transportation Commission on: June 20, 2013

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 June 30, of each year for loans originating during the ensuing months of July; August; September; October; November; December of the next fiscal year; and

WHEREAS, based on current market conditions, the Office of Financial Management and Budget (OFMB) has recommended an interest rate of two percent (2.25%) on loans and that no origination fee shall be assessed on bank assistance for the first 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 two percent (2.25%) and no origination fee on bank loans for the first half of the State fiscal year 2014.



Herman Stockinger, Secretary
Transportation Commission of Colorado

6-28-13
Date

Discuss and Act on the Resolution to Approve the Transfer of Assets from CDOT to the Bridge Enterprise

Ben Stein mentioned that there had not been Transfer of Assets in quite some time, and that there had been a change in the way business is done. He confirmed that many of the Bridges in the Bridge Enterprise program were demolished and then replaced but it is possible that they could be demolished while they were CDOT Assets and the built as new Assets for the Bridge Enterprise. He stated that the statute includes replacement and rehabilitation of bridges. He confirmed that the group of bridges in question were recommended for rehabilitation following an analysis done in the Pueblo area and that the group of bridges while poor, it has been determined for them to be rehabilitated. He asked if there were any questions and requested approval of the Resolution.

Commissioner Connell made a motion for approval of the item. Commissioner Rogers seconded the motion. On a vote of the Commission, the following Resolution was unanimously approved

Resolution #TC-3085

Transfer of Assets from CDOT to the Bridge Enterprise

Approved by the Transportation Commission on: June 20, 2013

WHEREAS, the following structures are part of the Region 2 bridge plans and are scheduled for rehabilitation activities in Fiscal Year 2014 as part of the Bridge Enterprise program;

Region 2 Structures

K-18-AX	I 25 ML Northbound over US 50 ML
K-18-R	US50 Business Eastbound over Arkansas River
L-18-AQ	Northern Ave over I 25 ML
L-18-AU	Mesa Ave over I 25 ML
L-18-M	I 25 ML Northbound over Indiana Ave
L-18-W	I 25 ML Southbound over Indiana Ave

WHEREAS, in order to utilize Bridge Enterprise funding for completion of these projects, the ownership of the structures listed above must be transferred to the Colorado Bridge Enterprise; and,

WHEREAS, at the time of the conversion to GASB 34, which required state government to begin capitalization and depreciation of their infrastructure assets, roads, and bridges; the structures listed above were not included in CDOT's Fixed Asset Database, due to the historical cost of these structures falling below the capitalization threshold; and,

WHEREAS, the structures listed above carry no value according to CDOT financial records; and,

NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes the transfer of the structures listed above to the Colorado Bridge Enterprise at no cost.



Herman Stockinger, Secretary
Transportation Commission of Colorado

6-28-13

Date

Discuss and Act on the Resolution to approve the Disposition of Property in Region 3, SH 82 at Buttermilk Ski Area

Dave Eller reported that there were multiple actions being requested in the Resolution and explained them in detail. He stated that there was one part of the property shown in diagrams in the Agenda Book that the Buttermilk Ski is requesting to purchase for use as a parking lot. He confirmed that CDOT has no transportation use for the property and that the Region was going through a fair market value analysis on the property with many experts involved with appraisals on the parcel. Commissioner Aden mentioned that one paragraph of the Resolution satisfies a previous inter-governmental agreement with the county. Chairman Reiff confirmed that he and Commissioner Aden's initial concern stemmed from the possibility of the Ski Area getting the property at parking lot value but, then developing it differently and asked if there were any restrictive covenants in place on the property. Dave Eller responded and confirmed that Pitkin County is considering approval of the transaction along with a re-development of some office buildings and that they are waiting to approve the project following approval of the Disposition of Excess Property from CDOT. Dave Eller assured the Chair that the appraisers are working on what is the highest maximum value for use of the property. Chairman Reiff asked if there were any further questions on the item and hearing none, stated that he would entertain a motion on the Resolution.

Commissioner Aden made a motion for approval of the item. Commissioner Peterson seconded the motion. On a vote of the Commission, the following Resolution was unanimously approved

Resolution #TC-3086

Disposition of Excess Property: Project # NH 0821-051 Unit 1; Parcels 113-R, 113-A, 122-A; Aspen, CO

Approved by the Transportation Commission on: June 20, 2013

WHEREAS, Parcels 113-R, 113-A, and 122-A shown in the attached Exhibits were acquired by CDOT for Project NH 0821-051 (Project); and

WHEREAS, CDOT entered into an Intergovernmental Agreement (IGA) with Pitkin County on August 9, 2000, for improvements to State Highway 82, the realignment of West Buttermilk Road, and the County's proposed Airport Business Center; and

WHEREAS, CDOT is obligated by said IGA to convey to the County property CDOT acquired for the operation and maintenance of West Buttermilk Road, a County facility in this location; and

WHEREAS, portions of the infrastructure (slope and embankment) of West Buttermilk Road lie within Parcel 122-A, acquired for this purpose under said Project; and

WHEREAS, the Department of Transportation, Region 3 has determined Parcels 113-A and 122-A are excess land not needed for State transportation purposes; and

WHEREAS, Title 23, Part 710, Section 403(d)(1) of the Code of Federal Regulations, allows CDOT to convey property to other governmental agencies when it be used for a nonproprietary public use; and

WHEREAS, upon the Transportation Commission concurrence that Parcels 113-A and 122-A are not needed for State transportation purposes, Region 3 will convey approximately 0.25 acres of land from Parcels 113-A and 122-A to Pitkin County; and

WHEREAS, if the 0.25 acres comprising portions of Parcels 113-A and 122-A to be conveyed to Pitkin County ever cease to be used as a nonproprietary public use, they will revert back to CDOT ownership; and

WHEREAS, CDOT Region 3 has made the determination that 0.962 acres of Parcel 113-R is not needed for State transportation purposes; and

WHEREAS, CDOT Region 3 desires to sell the 0.962 acres of Parcel 113-R not needed for transportation purposes, along with approximately 0.138 acres from Parcels 113-A and 122-A not needed by Pitkin County, to the adjacent property

owner for fair market value in accordance with Colorado Revised Statute 43-1-210 (5) ; and

WHEREAS, the disposal of Parcels 113-R, 113-A, and 122-A will not affect the design, construction or utility of SH 82; and

WHEREAS, the Department of Transportation, Region 3, recommends that 0.962 acres of Parcel 113-R, and the entirety of Parcels 113-A and 122-A of Project NH 0821-051 all be declared excess property; and

WHEREAS, the conveyance of Parcels 113-R, 113-A, and 122-A will alleviate CDOT of future maintenance expenditures and liability associated with said Parcels; and

WHEREAS, the Department of Transportation, Region 3 has declared through Timothy Harris as Chief Engineer, that the said Parcels are no longer needed for State 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 property to be declared excess and not needed for State transportation purposes; and

WHEREAS, the Transportation Commission concurs with the Chief Engineer that Parcels 113-R, 113-A, and 122-A are no longer needed for State transportation purposes; and

NOW THEREFORE BE IT RESOLVED, pursuant to 23 CFR 710.409 and 23 CFR 403(d)(1) and C.R.S. 43-1-106(8)(n); 43-1-110; 43-1-114(3) and 43-1-210 the Department of Transportation be given authority to declare the property shown in the attached Exhibits to be excess and to convey those portions of Parcels 113-A and 122-A necessary for the operation and maintenance of West Buttermilk Road to Pitkin County; and sell Parcel 113-R and those portions of Parcels 113-A and 122-A not needed by Pitkin County for roadway purposes to the adjoining landowner at fair market value, with the funds from such sale to be disbursed in accordance with Section 7.2.15 of the CDOT Right-of-Way Manual.



Herman Stockinger, Secretary
Transportation Commission of Colorado

6-28-13
Date

Acknowledgements

Chairman Reiff introduced the Executive Director, Don Hunt. Mr. Hunt spoke about the Oversize/Overweight (OS/OW) process improvement team who were recognized for two honors earned at the 2013 World Conference on Quality and Improvement in May in Indianapolis. He confirmed that the team was honored as one of the top 32 such teams in the world, and came home from the conference with one of only three “Attendee Choice Awards” as voted by delegates, officials, and visitors at the huge event. He introduced the members of the team which included: Danny Wells (Permits Section), David Johnson (Permits), Mac Hasan (Bridge), Craig Smith (Permits), Scott McDaniel (Staff Services), Dave Wieder (Mtce. & Ops), Laurie Freedle (Budget & Finance), Gary Vansuch (Process Improvement), and Gregg Miller (Liaison to OIT).

Mr. Hunt also presented tokens of appreciation to Commissioners Rogers and Parker and thanked them for their service.

Other Matters

Chairman Reiff confirmed with the gathering that there were no other matters to come before the Commission.

Adjournment

Chairman Reiff announced that the meeting was adjourned at 1:33 p.m.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

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: July 1, 2013
TO: Transportation Commissioners
FROM: Kurtis Morrison, Office of Policy & Government Relations
RE: Highway and Bridge Naming Resolutions

Commission Action Requested

During the 2013 legislative session, the General Assembly approved four resolutions memorializing or designating components of the state highway system. Pursuant to Policy Directive 803, the Transportation Commission shall confirm all highway memorial and sign designations. A resolution has been placed on the Commission's agenda to confirm the designations. Upon receiving the Commission's approval, the Department will print and install signage at all appropriate locations.

Background

Policy Directive 803 provides that, once the General Assembly approves a resolution to designate a state highway component in memory of an individual, group, or event, the Transportation Commission confirms the designation by resolution. Once confirmed, the Department may print and install signs as directed in each resolution. This past legislative session, the Colorado General Assembly approved four resolutions establishing highway/bridge designations. Table 1 summarizes each resolution, the designation, and the location of the signage to be installed.

Table 1.
2013 State Highway System Memorial/Designation Resolutions
Approved by the General Assembly

Resolution	Name Designation/ Sign Text	State Highway System Component	Region
HJR 13-1009	Pfc. Paul L. Haining Memorial Bridge	Leopard Creek Bridge (SH 145 at SH 62)	5
HJR 13-1027	Cache la Poudre River, Colorado's only designated "Wild and Scenic River"	SH 14 (E. Mulberry St. to Bellvue)	4
SJR 13-032	POW/MIA Memorial Highway	SH 67 (Divide to Cripple Creek)	2
SJR 13-033	SSG. Christopher J. Birdwell Memorial Highway	SH 34 (MM 96.5 to MM 102)	4

During the legislative session, CDOT staff assisted the legislative sponsors and bill drafters for each of these measures, ensuring that sign locations were feasible and that only private gifts, grants, and donations would be used to cover sign costs.

Copies of each resolution are attached. If you have any questions regarding this memorandum or the resolutions, please contact Kurt Morrison at (303) 757-9703 or kurtis.morrison@state.co.us.



HOUSE JOINT RESOLUTION 13-1009

BY REPRESENTATIVE(S) Coram, Buck, Buckner, Conti, Court, DelGrosso, Dore, Duran, Everett, Exum, Fields, Fischer, Foote, Garcia, Gardner, Gerou, Ginal, Hamner, Holbert, Hullinghorst, Humphrey, Joshi, Kagan, Kraft-Tharp, Labuda, Landgraf, Lebsock, Lee, Levy, May, McCann, McLachlan, McNulty, Melton, Mitsch Bush, Murray, Navarro, Nordberg, Pabon, Peniston, Pettersen, Primavera, Priola, Rankin, Rosenthal, Ryden, Saine, Salazar, Schafer, Scott, Singer, Sonnenberg, Stephens, Swalm, Szabo, Tyler, Vigil, Waller, Williams, Wilson, Wright, Young;

also SENATOR(S) Roberts, Aguilar, Balmer, Baumgardner, Brophy, Cadman, Carroll, Crowder, Giron, Grantham, Guzman, Harvey, Heath, Hill, Hodge, Jahn, Johnston, Jones, Kefalas, Kerr, King, Lambert, Lundberg, Marble, Newell, Nicholson, Renfroe, Scheffel, Schwartz, Steadman, Tochtrop, Todd, Ulibarri, Morse.

CONCERNING THE DESIGNATION OF THE LEOPARD CREEK BRIDGE IN PLACERVILLE AS THE "PFC. PAUL L. HAINING MEMORIAL BRIDGE".

WHEREAS, Paul Linn Haining was born on September 12, 1949; and

WHEREAS, Paul Haining attended Telluride High School and graduated in 1967; and

WHEREAS, In 1970, Paul Haining, then 20 years old, enlisted in the United States Army and was sent overseas to Vietnam, where he served as Private First Class with the Delta Company, 2nd Battalion, 7th Cavalry Regiment; and

WHEREAS, On July 23, 1970, Pfc. Haining was killed in a landmine explosion in Phuoc Long Province, South Vietnam; and

WHEREAS, For his service, Pfc. Haining earned two Bronze Star Medals and an Air Medal; and

WHEREAS, Pfc. Haining is buried in the Placerville Cemetery and his name can be found on the Vietnam Veterans Memorial Wall as casualty number 51,981; and

WHEREAS, The veterans of the American Legion Austin A. Hiatt Post #12, named for San Miguel County resident Austin Hiatt who was killed in World War I, and the veterans of San Miguel County at large consider Pfc. Haining to be a "native son of Placerville"; and

WHEREAS, Pfc. Haining is the only known casualty of the Vietnam War who was a resident of San Miguel County, and it is fitting that he should be honored and remembered in his home county for his service to the nation; now, therefore,

Be It Resolved by the House of Representatives of the Sixty-ninth General Assembly of the State of Colorado, the Senate concurring herein:

(1) That the Leopard Creek bridge in Placerville, Colorado, be renamed the "Pfc. Paul L. Haining Memorial Bridge";

(2) That the Colorado Department of Transportation may accept and expend gifts, grants, and donations for the purposes of the initial placement of signs to mark the Leopard Creek bridge as the "Pfc. Paul L. Haining Memorial Bridge" and to erect a memorial plaque, which shall include reference to his highest military award, to be placed in an appropriate location; and

(3) That the Colorado Department of Transportation may explore a cooperative agreement with the Board of County Commissioners for San Miguel County for the maintenance of the markings and the plaque for the "Pfc. Paul L. Haining Memorial Bridge".

Be It Further Resolved, That copies of this Joint Resolution be sent to Pfc. Haining's brothers Glen and Daniel Haining of Redvale, Colorado, and Leonard Haining of Mesquite, Nevada; American Legion Austin A. Hiatt Post #12 Commander Brian Ahern; San Miguel County Sheriff Bill Masters; veteran and sculptor Richard Arnold; Road Supervisor for the Road and Bridge Department of San Miguel County Mike Horner; Veterans Coordinator for San Miguel County Jim Botenhagen; and the San Miguel County Board of County Commissioners.

Mark Ferandino
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

John P. Morse
PRESIDENT OF
THE SENATE

Marilyn Eddins
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

Cindi Markwell
SECRETARY OF
THE SENATE



HOUSE JOINT RESOLUTION 13-1027

BY REPRESENTATIVE(S) Ginal, Fischer, Mitsch Bush, Court, Fields, Hamner, Hullinghorst, Kraft-Tharp, Labuda, Lebsock, Levy, May, Melton, Moreno, Pabon, Primavera, Rosenthal, Salazar, Schafer, Singer, Tyler, Vigil, Young; also SENATOR(S) Kefalas, Aguilar.

CONCERNING A REQUEST THAT THE DEPARTMENT OF TRANSPORTATION POST WILD AND SCENIC RIVER SIGNS ALONG STATE HIGHWAY 14 TO INDICATE THAT THE CACHE LA POUFRE RIVER IS THE ONLY RIVER IN COLORADO THAT IS WITHIN THE NATIONAL WILD AND SCENIC RIVERS SYSTEM.

WHEREAS, The Cache la Poudre River is located east of the continental divide in the northern front range of Colorado; and

WHEREAS, The river's name means "hiding place of powder", and was so named after a legend of French fur trappers caught in a snowstorm who hid their gunpowder near the banks of the river in an attempt to lighten their packs; and

WHEREAS, The Cache la Poudre River corridor has long been an important travel route, and today the river also offers a multitude of recreational opportunities; and

WHEREAS, The Cache la Poudre River is one of fifty-eight rivers designated by federal law as a component of the national wild and scenic rivers system, and is the only such river designated in Colorado; and

WHEREAS, It is appropriate to provide road signs marking the designation of the Cache la Poudre River as part of the national wild and scenic rivers system; now, therefore,

Be It Resolved by the House of Representatives of the Sixty-ninth General Assembly of the State of Colorado, the Senate concurring herein:

(1) That the following locations along State Highway 14 be marked with signs designating the Cache la Poudre River as being part of the national wild and scenic river system:

(a) The intersection of State Highway 14 (Riverside Avenue) and East Mulberry Street in Fort Collins where there is an existing sign for the Poudre River Historic District; and

(b) Just east of the Mishiwaka Amphitheater on State Highway 14 in Bellvue, Colorado.

(2) That the Colorado Department of Transportation may accept and expend gifts, grants, and donations for the purposes of the initial placement of signs to mark the designated portions along State Highway 14 as indicating a wild and scenic river.

(3) That the signs marking the designated portions along State Highway 14 should read: Cache la Poudre River, Colorado's only designated "Wild and Scenic River".

(4) That the Colorado Department of Transportation may explore a cooperative agreement with the Boards of County Commissioners for Larimer County and Jackson County and the Fort Collins City Council for the maintenance of the signs for the wild and scenic river designation along State Highway 14.

Be It Further Resolved, That copies of this Joint Resolution be sent to the Colorado Department of Transportation, the Boards of County Commissioners for Larimer and Jackson County, and the Fort Collins City Council.

Mark Ferandino
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

John P. Morse
PRESIDENT OF
THE SENATE

Marilyn Eddins
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

Cindi Markwell
SECRETARY OF
THE SENATE



SENATE JOINT RESOLUTION 13-032

BY SENATOR(S) Marble, Aguilar, Balmer, Baumgardner, Brophy, Cadman, Carroll, Crowder, Giron, Grantham, Guzman, Harvey, Heath, Hill, Hodge, Hudak, Jahn, Johnston, Jones, Kefalas, Kerr, King, Lambert, Lundberg, Newell, Nicholson, Renfroe, Roberts, Scheffel, Schwartz, Steadman, Tochtrop, Todd, Ulibarri, Morse;

also REPRESENTATIVE(S) Buck, Buckner, Conti, Coram, Court, DelGrosso, Dore, Duran, Everett, Exum, Fields, Fischer, Foote, Garcia, Gardner, Gerou, Ginal, Hamner, Holbert, Hullinghorst, Humphrey, Joshi, Kagan, Kraft-Tharp, Labuda, Landgraf, Lawrence, Lebsock, Lee, Levy, May, McCann, McLachlan, McNulty, Melton, Mitsch Bush, Moreno, Murray, Navarro, Nordberg, Pabon, Peniston, Pettersen, Primavera, Priola, Rankin, Rosenthal, Ryden, Saine, Salazar, Schafer, Scott, Singer, Sonnenberg, Stephens, Swalm, Szabo, Tyler, Vigil, Waller, Williams, Wilson, Wright, Young, Ferrandino.

CONCERNING THE DESIGNATION OF A PORTION OF HIGHWAY 34 AS THE STAFF SERGEANT CHRISTOPHER J. BIRDWELL MEMORIAL HIGHWAY.

WHEREAS, Christopher J. Birdwell was born in Englewood, Colorado, on June 2, 1987; and

WHEREAS, Staff Sergeant Birdwell grew up in the south metro Denver area and lived in Englewood and Highlands Ranch for a number of years before his family moved to Windsor, Colorado; and

WHEREAS, In 2005, Staff Sergeant Birdwell graduated from Windsor High School and considered joining the United States Marine Corps with a friend before deciding to enter the United States Army; and

WHEREAS, In March 2006, Staff Sergeant Birdwell was sent off to boot camp at Fort Leonard Wood, Missouri, and shortly thereafter, in August 2006, he was sent on his first deployment to Afghanistan; and

WHEREAS, After his first deployment, Staff Sergeant Birdwell returned to Fort Bragg, North Carolina, and in 2007 completed Airborne Training at Fort Benning, Georgia; and

WHEREAS, In August 2008, Staff Sergeant Birdwell reenlisted and changed his duty station to Fort Carson in Colorado Springs, Colorado, though he knew it would mean a second deployment to Afghanistan; and

WHEREAS, Staff Sergeant Birdwell was promoted to Sergeant in January 2009 and in June of that year deployed to Afghanistan as physical security detail for the Command Sergeant Major; and

WHEREAS, After his second deployment, Staff Sergeant Birdwell reenlisted for a third time and was able to complete the Sniper Training Course, which according to his mother was "the one course he wanted to master." In addition, Staff Sergeant Birdwell received the Army Expert Marksman Badge, the highest marksman medal a soldier can achieve; and

WHEREAS, On March 4, 2012, Staff Sergeant Birdwell was deployed for a third time to Afghanistan; and

WHEREAS, This deployment was unlike others Staff Sergeant Birdwell had experienced, and during a mission in April, he was in an area where two IEDs exploded within only a few hours of each other, with the second explosion damaging their vehicle and injuring the soldiers. When he and others arrived back at base, they discovered their b-hut had been burned to the ground by a suicide bomber, losing all their personal and military affects; and

WHEREAS, Following the attack, Staff Sergeant Birdwell took the opportunity to complete on-line coursework, earning points while in a promotable status; and

WHEREAS, On the morning of August 27, 2012, Staff Sergeant Birdwell and his company were out on a four-day mission in Kalagush when their convoy was stopped due to an IED explosion ahead that damaged the platoon leader's vehicle; and

WHEREAS, As a result, Staff Sergeant Birdwell and others had "boots on the ground" to secure the perimeter, which is when they are

most vulnerable to attack; and

WHEREAS, Though traffic was stopped in both directions while the soldiers searched the perimeter, an Afghan convoy was allowed through to help with security, and the convoy pulled up to where the damaged vehicle was stopped; and

WHEREAS, Staff Sergeant Birdwell spoke with the Clip Commander of the convoy, describing the help needed with the damaged vehicle, and as Staff Sergeant Birdwell stepped away from the commander to return to the damaged vehicle and secure two soldiers, a gunman in the convoy opened fire on the soldiers; and

WHEREAS, Staff Sergeant Birdwell, aged 25, and Army Specialist Mabry Anders from Baker's City, Oregon, aged 21, were the two men killed in the "green-on-blue" attack, which is the term used to describe insider attacks; and

WHEREAS, According to soldiers serving with Staff Sergeant Birdwell, another young soldier was injured in the blast, sustaining a shrapnel injury to his leg while in the back of the damaged vehicle, and would likely have been injured more severely, if not killed, had Staff Sergeant Birdwell not closed the back door and secured the young soldier inside the vehicle; and

WHEREAS, Staff Sergeant Birdwell was promoted posthumously to Staff Sergeant and received the Bronze Star and the Purple Heart; and

WHEREAS, Staff Sergeant Birdwell was known for his sense of humor and his ability to brighten anyone's day by making people laugh or smile; and

WHEREAS, Staff Sergeant Birdwell was a strong leader, an outgoing person, and a believer in servant leadership, and it is fitting that he be recognized for his service and sacrifice to our nation; now, therefore,

Be It Resolved by the Senate of the Sixty-ninth General Assembly of the State of Colorado, the House of Representatives concurring herein:

- (1) That the portion of Highway 34 between westbound mile marker

102 and eastbound mile marker 96.5, near Windsor, Colorado, be renamed the "SSG. Christopher J. Birdwell Memorial Highway";

(2) That the Colorado Department of Transportation may accept and expend gifts, grants, and donations for the purposes of the initial placement of signs to mark Highway 34 as the "SSG. Christopher J. Birdwell Memorial Highway"; and

(3) That the Colorado Department of Transportation may explore a cooperative agreement with the Board of County Commissioners for Larimer and Weld Counties for the maintenance of the markings for the "SSG. Christopher J. Birdwell Memorial Highway".

Be It Further Resolved, That copies of this Joint Resolution be sent to Staff Sergeant Birdwell's parents, Pam and Jim Birdwell, the town of Windsor, and the mayor of Windsor, John Vasquez.

John P. Morse
PRESIDENT OF
THE SENATE

Mark Ferrandino
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

Cindi Markwell
SECRETARY OF
THE SENATE

Marilyn Eddins
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES



SENATE JOINT RESOLUTION 13-033

BY SENATOR(S) Grantham, Aguilar, Balmer, Baumgardner, Brophy, Cadman, Carroll, Crowder, Giron, Guzman, Harvey, Heath, Hill, Hodge, Hudak, Jahn, Johnston, Jones, Kefalas, Kerr, King, Lambert, Lundberg, Marble, Newell, Nicholson, Renfroe, Roberts, Scheffel, Schwartz, Steadman, Tochtrop, Todd, Ulibarri, Morse;

also REPRESENTATIVE(S) Lawrence, Buck, Buckner, Conti, Coram, Court, DelGrosso, Dore, Duran, Everett, Exum, Fields, Fischer, Foote, Garcia, Gardner, Gerou, Ginal, Hamner, Holbert, Hullinghorst, Humphrey, Joshi, Kagan, Kraft-Tharp, Labuda, Landgraf, Lebsock, Lee, Levy, May, McCann, McLachlan, McNulty, Melton, Mitsch Bush, Moreno, Murray, Navarro, Nordberg, Pabon, Peniston, Pettersen, Primavera, Priola, Rankin, Rosenthal, Ryden, Saine, Salazar, Schafer, Scott, Singer, Sonnenberg, Stephens, Swalm, Szabo, Tyler, Vigil, Waller, Williams, Wilson, Wright, Young, Ferrandino.

CONCERNING THE DESIGNATION OF COLORADO HIGHWAY 67 BETWEEN DIVIDE AND CRIPPLE CREEK AS THE "POW/MIA MEMORIAL HIGHWAY".

WHEREAS, The Defense Prisoner of War Missing Personnel Office (DPMO) verifies that there are a total of 83,381 individuals unaccounted for as of April 9, 2013, who became missing while serving our nation; and

WHEREAS, The DPMO verifies that there are:

- ! 3 Colorado residents listed as unaccounted for during the Cold War;
- ! 24 Colorado residents listed as unaccounted for during the Vietnam War;
- ! 67 Colorado residents listed as unaccounted for during the Korean War;
- ! Out of the approximate 73,000 missing World War II veterans, an unknown number of Colorado residents; and

WHEREAS, The POW/MIA Recognition Ride, an annual motorcycle ride put on by the Salute to American Veterans Rally Committee, was started in 1987 by a few veterans to raise awareness of fellow veterans whose whereabouts are still unknown; and

WHEREAS, Over the past 25 years, the ride has grown to include over 5,000 motorcyclists that participate in the ride; and

WHEREAS, Up to 40,000 other people and motorcyclists participate in this rally as vendors, guests, and volunteers supporting the event; and

WHEREAS, The ride begins in Woodland Park at Woodland Park High School and ends in Cripple Creek, and the annual event has contributed to the local economies of Woodland Park, Divide, and Cripple Creek; and

WHEREAS, The Cripple Creek City Council resolved to support the designation of the 18.7 miles of Colorado Highway 67 between Divide and Cripple Creek for the POW/MIA Memorial Highway; and

WHEREAS, The Board of County Commissioners for Teller County resolved to support the designation of the 18.7 miles of Colorado Highway 67 between Divide and Cripple Creek for the POW/MIA Memorial Highway; and

WHEREAS, The American Legion Department of Colorado resolved to support the designation of the 18.7 miles of Colorado Highway 67 between Divide and Cripple Creek for the POW/MIA Memorial Highway; and

WHEREAS, The Woodland Park American Legion Eric V. Dickson Post 1980, the Cripple Creek/Victor American Legion Post 171, the Woodland Park VFW Thomas E. Kelly Post 6051, and the Lake George VFW Flo-Geo Post 11411 resolved to support the designation of the 18.7 miles of Colorado Highway 67 between Divide and Cripple Creek for the POW/MIA Memorial Highway; now, therefore,

Be It Resolved by the Senate of the Sixty-ninth General Assembly of the State of Colorado, the House of Representatives concurring herein:

(1) That the 18.7-mile portion of Colorado Highway 67 between Divide and Cripple Creek be designated as the "POW/MIA Memorial Highway";

(2) That the Colorado Department of Transportation may accept and expend gifts, grants, and donations for the purposes of the initial placement of signs to mark Colorado Highway 67 as the "POW/MIA Memorial Highway"; and

(3) That the Colorado Department of Transportation may explore a cooperative agreement with the Board of County Commissioners for Teller County for the maintenance of the markings for the POW/MIA Memorial Highway.

Be It Further Resolved, That copies of this Joint Resolution be sent to the Board of County Commissioners for Teller County, the Cripple Creek City Council, Department of Colorado American Legion Commander Jim Gates, the Woodland Park American Legion Eric V. Dickson Post 1980, the Cripple Creek/Victor American Legion Post 171, the Woodland Park VFW Thomas E. Kelly Post 6051, the Lake George VFW Flo-Geo Post 11411, and the United Veterans Committee of Colorado.

John P. Morse
PRESIDENT OF
THE SENATE

Mark Ferrandino
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

Cindi Markwell
SECRETARY OF
THE SENATE

Marilyn Eddins
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

APPROVED _____

John W. Hickenlooper
GOVERNOR OF THE STATE OF COLORADO

Resolution Number TC-

Confirming state highway component memorializing and designation resolutions enacted by the General Assembly during the 2013 legislative session

Approved by the Transportation Commission on:

WHEREAS, the Transportation Commission adopted Policy Directive 803 to establish a consistent statewide process regarding designation or memorializing of a highway, bridge, or any other highway component; and

WHEREAS, the Colorado General Assembly has the authority, by Act or Resolution, to approve designations or memorialize highways, bridges, or other components of the state highway system; and, the Transportation Commission has the authority to confirm such requests from the Colorado General Assembly; and

WHEREAS, in 2013 during the First Regular Session, the State of Colorado's Sixty-ninth General Assembly adopted the following resolutions:

- House Joint Resolution 13-1009, designating the Leopard Creek Bridge in Placerville in San Miguel County with signs stating "Pfc. Paul L. Haining Memorial Bridge";
- House Joint Resolution 13-1027, designating State Highway 14 from East Mulberry Street in Fort Collins to Bellevue, with signs stating "Cache la Poudre River, Colorado's only designated "Wild and Scenic River";
- Senate Joint Resolution 13-032, designating State Highway 34 from mile marker 96.5 to mile marker 102 with signs stating "SSG. Christopher J. Birdwell Memorial Highway";
- Senate Joint Resolution 13-033, designating State Highway 67 from Divide to Cripple Creek with signs stating "POW/MIA Memorial Highway"; and

NOW THEREFORE BE IT RESOLVED, that the Transportation Commission hereby confirms HJR 13-1009, HJR 13-1027, SJR 13-032, and SJR 13-033.

NOW THEREFORE BE IT FURTHER RESOLVED, that CDOT shall print and install signs to mark the stated locations provided in each resolution.

Herman Stockinger, Secretary
Transportation Commission of Colorado

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Division of Accounting and Finance
4201 East Arkansas Avenue
Denver CO 80222
(303) 757-9262

DATE: July 3, 2013
TO: Transportation Commission
FROM: Ben Stein, CFO
SUBJECT: Second 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 balance of the Transportation Commission Contingency Fund is \$48,117,499.

Budget actions requested:

Region 1

- \$175,000 – Highway Safety Improvement/Local Agency – 14th Avenue and Lamar Street in Lakewood – Roundabout – This action establishes the ROW phase of work. The city of Lakewood is providing the required match. Construction advertisement is scheduled for June 2014. (19180/10001...)

14th Avenue and Lamar Street - Roundabout

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Design	Highway Safety Improvement	\$82,800	\$0	\$0	\$82,800	\$0	\$82,800	\$45,052
	City of Lakewood	\$9,200	\$0	\$0	\$9,200	\$0	\$9,200	\$2,745
	Total Design	\$92,000	\$0	\$0	\$92,000	\$0	\$92,000	\$47,797
ROW	Highway Safety Improvement	\$0	\$0	\$0	\$0	\$157,500	\$157,500	\$0
	City of Lakewood	\$0	\$0	\$0	\$0	\$17,500	\$17,500	\$0
	Total ROW	\$0	\$0	\$0	\$0	\$175,000	\$175,000	\$0
Total Project Budget		\$92,000	\$0	\$0	\$92,000	\$175,000	\$267,000	\$47,797

- \$196,535 – Highway Safety Improvement/Local Agency – Three Locations within city of Centennial – Operational Improvements – This action establishes the construction phase of work. The city of Centennial is providing the required match. Construction advertisement is scheduled for September 2013. (19119/10001...)

Operational Improvements at 3 Locations in Centennial

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Construction	Highway Safety Improvement	\$0	\$0	\$0	\$0	\$176,882	\$176,882	\$0
	City of Centennial	\$0	\$0	\$0	\$0	\$19,653	\$19,653	\$0
	Total Construction	\$0	\$0	\$0	\$0	\$196,535	\$196,535	\$0
Total Project Budget		\$0	\$0	\$0	\$0	\$196,535	\$196,535	\$0

- \$200,000 – Bridge On-System – I-70: Tower Road to Colfax – Miscellaneous – This action establishes a project to comply with the monitoring requirements that are a condition of the Federal Highways for Life Grant that the construction project received in FY 2013. (/10001...)

I-70: Tower Road to Colfax

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Miscellaneous	Federal-aid	\$0	\$0	\$0	\$0	\$160,000	\$160,000	\$0
	State HUFT	\$0	\$0	\$0	\$0	\$40,000	\$40,000	\$0
	Total Miscellaneous	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0
Total Project Budget		\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0

- \$260,344 – Bridge On-System – I-25: *Ridgegate to Surrey Ridge* – Slab Repairs – This action augments the construction phase of work to allow award of the project. (19051/10001...)

I-25: Ridgegate to Surrey Ridge

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Second Supplement Action	Revised Budget	Expended To-Date	
		Prior Years	FY 2014	Advanced (FY ')				Total
Construction	State HUTF	\$1,000,000	\$0	\$0	\$1,000,000	\$260,344	\$1,260,344	\$0
	FASTER Safety	\$1,200,000	\$0	\$0	\$1,200,000	\$0	\$1,200,000	\$0
	Total Construction	\$2,200,000	\$0	\$0	\$2,200,000	\$260,344	\$2,460,344	\$0
Total Project Budget		\$2,200,000	\$0	\$0	\$2,200,000	\$260,344	\$2,460,344	\$0

- \$650,000 – FASTER Safety – C470: *At Colorado Boulevard* – Multi-modal Path – This action establishes the construction phase of work to provide a grade separation for the path. Construction advertisement is scheduled for July 2013. (19269/10001...)

C-470: At Colorado Boulevard - Multi-modal Path

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Second Supplement Action	Revised Budget	Expended To-Date	
		Prior Years	FY 2014	Advanced (FY ')				Total
Construction	FASTER Safety	\$0	\$0	\$0	\$0	\$650,000	\$650,000	\$0
	Total Construction	\$0	\$0	\$0	\$0	\$650,000	\$650,000	\$0
Total Project Budget		\$0	\$0	\$0	\$0	\$650,000	\$650,000	\$0

- \$657,131 – FASTER Safety – SH 40: *Byers to Deer Trail* – Overlay – This action augments the construction phase of work to allow award of the project. (19336/10001...)

SH 40: Byers to Deer Trail

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Second Supplement Action	Revised Budget	Expended To-Date	
		Prior Years	FY 2014	Advanced (FY ')				Total
Construction	Federal-aid	\$2,701,071	\$0	\$0	\$2,701,071	\$0	\$2,701,071	\$0
	State HUTF	\$586,929	\$0	\$0	\$586,929	\$0	\$586,929	\$0
	FASTER Safety	\$0	\$0	\$0	\$0	\$657,131	\$657,131	\$0
	Total Construction	\$3,288,000	\$0	\$0	\$3,288,000	\$657,131	\$3,945,131	\$0
Total Project Budget		\$3,288,000	\$0	\$0	\$3,288,000	\$657,131	\$3,945,131	\$0

- \$1,528,250 – Highway Safety Improvement/Local Agency – Colorado Boulevard at 120th – Intersection Improvements – This action establishes the construction phase of work to provide double left turn lanes and replace traffic signal system. The city of Thornton is providing the required match. Construction advertisement is scheduled for September 2013. (18544/10001...)

Colorado Boulevard and 120th Avenue- Intersection Improvements

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Design	<i>Highway Safety Improvement</i>	\$247,500	\$0	\$0	\$247,500	\$0	\$247,500	\$225,312
	<i>City of Thornton</i>	\$27,500	\$0	\$0	\$27,500	\$0	\$27,500	\$17,524
	Total Design	\$275,000	\$0	\$0	\$275,000	\$0	\$275,000	\$242,836
ROW	<i>Highway Safety Improvement</i>	\$297,675	\$0	\$0	\$297,675	\$0	\$297,675	\$11,875
	<i>City of Thornton</i>	\$33,075	\$0	\$0	\$33,075	\$0	\$33,075	\$1,102
	Total ROW	\$330,750	\$0	\$0	\$330,750	\$0	\$330,750	\$12,977
Construction	<i>Highway Safety Improvement</i>	\$0	\$0	\$0	\$0	\$1,375,425	\$1,375,425	\$0
	<i>City of Thornton</i>	\$0	\$0	\$0	\$0	\$152,825	\$152,825	\$0
	Total Construction	\$0	\$0	\$0	\$0	\$1,528,250	\$1,528,250	\$0
Total Project Budget		\$605,750	\$0	\$0	\$605,750	\$1,528,250	\$2,134,000	\$255,813

- \$2,000,000 – FASTER Safety – US 40: Mount Vernon Canyon – Guardrail – This action establishes the construction phase of work. Construction advertisement is scheduled for August 2013. (19405/10001...)

US 40: Mount Vernon Canyon

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Construction	<i>FASTER Safety</i>	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0
	Total Construction	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0
Total Project Budget		\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0

- \$7,187,208 – Statewide Rail Highway Grade Separation – Peoria and Smith Road – Construction – This action budgets Federal Rail Highway funds to this local City and County of Denver project for a new grade separation with UPRR and RTD. Rather than allow these funds to lapse at Federal fiscal year end 2013 (no state highway projects were prepared to utilize the funding), CDOT chose to apply them to this project already under construction. (18529/10001...)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Design	<i>Federal-aid</i>	\$2,080,795	\$0	\$0	\$2,080,795	\$0	\$2,080,795	\$2,080,795
	<i>City and County of Denver</i>	\$432,546	\$0	\$0	\$432,546	\$0	\$432,546	\$432,546
	Total Design	\$2,513,341	\$0	\$0	\$2,513,341	\$0	\$2,513,341	\$2,513,341
Construction	<i>Federal-aid (STP Urban)</i>	\$2,336,205	\$16,989,336	\$0	\$19,325,541	\$0	\$19,325,541	\$0
	<i>Federal-aid (Rail Highway)</i>	\$0	\$0	\$0	\$0	\$7,187,208	\$7,187,208	\$0
	<i>City and County of Denver</i>	\$0	\$4,815,895	\$0	\$4,815,895	\$0	\$4,815,895	\$0
	Total Construction	\$2,336,205	\$21,805,231	\$0	\$24,141,436	\$7,187,208	\$31,328,644	\$0
Total Project Budget		\$4,849,546	\$21,805,231	\$0	\$26,654,777	\$7,187,208	\$33,841,985	\$2,513,341

- \$7,336,391 – 7th Pot, Faster Safety, Surface Treatment, and Regional Priority Program – I-70: Twin Tunnels – Widening – This action budgets funds for the construction phase of work to remove all detour items, restore the frontage road, and open I-70, completing the Twin Tunnels project. Construction advertisement is scheduled for October 2013. Note: The funds being requested were earmarked for this project in FY 2013 but were not budgeted to the project prior to the fiscal year end roll forward process. Thus, the FY 2014 request, as the program funds now reside in Statewide pools and require Commission approval prior to project allocation. (19037/10001...)

I-70: Twin Tunnels Widening

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Construction	7th Pot	\$260,137	\$0	\$0	\$260,137	\$2,012,945	\$2,273,082	\$0
	Surface Treatment	\$0	\$0	\$0	\$0	\$432,446	\$432,446	\$0
	FASTER Safety	\$0	\$0	\$0	\$0	\$1,891,000	\$1,891,000	\$0
	Regional Priority Program	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0
	Total Construction	\$260,137	\$0	\$0	\$260,137	\$7,336,391	\$7,596,528	\$0
Total Project Budget		\$260,137	\$0	\$0	\$260,137	\$7,336,391	\$7,596,528	\$0

Operations and Maintenance

- \$155,987 – Transfer FY2014 funds from Maintenance Operations to Region 4 Capital Equipment – Road Weather Information System (RWIS) – Purchase and installation of additional sensors for participation in researching improvements in how CDOT measures, tracks, and delivers levels of service as it pertains to snow and ice operations. (/10001...)

Staff Branches

- \$70,000 – Transfer FY 2014 operating funds to the *HQ 4th Floor Remodel* project. Work will include removing 14 existing cubicles and building four walled offices, a conference room, a file room, six open cubicles, and an upgrade to the existing break room. (/10001...)

**Transportation Commission Contingency Reserve Fund
Second Supplement FY 2014 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
May-13	<i>Final Balance 12S13</i>		\$49,301,722	
	<i>project closure (16984)</i>	\$380,000	✓	1000176263
	<i>rollforward adjustment for FY 2013 (R15MS-010)</i>	\$187,950	✓	1000176365
	<i>write off funds adjustment FY 13 COPS refunding</i>	-\$1,752,173	✓	1000178381
June-13	<i>Balance 1S14</i>		\$48,117,499	
July-13	<i>Balance 2S14</i>		\$48,117,499	

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Second
Supplement**

Fiscal year 2013-2014

Dated: July 18, 2013

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

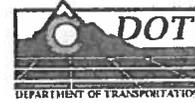
**“BE IT RESOLVED, That the Second Supplement to the Fiscal Year 2013-2014
Budget be approved by the Commission”**

					<u>Rail Highway</u>				
Region 1									
SDR6745/SDR6641	Local	Peoria and Smith Road - Grade Separation	✔	18529	Denver	C	\$ 26,654,777	\$	7,187,208
								\$	7,187,208
					<u>Safety</u>				
SDR6731	Local	14th Avenue and Lamar Street - Roundabout	✔	19180	Jefferson	D,R	\$ 92,000	\$	175,000
SDR6731/SDR6744	Local	Intersection Improvements in Centennial - 3 Locations	✔	19119	Arapahoe	C	\$ -	\$	196,535
SDR7065	Local	C- 470 at Colorado Boulevard - Multi-modal Path	✔	19269	Douglas	C	\$ -	\$	650,000
SDR6731	Local	Colorado Boulevard and 120th - Intersection Improvements	✔	18544	Adams	D,R,C	\$ 605,750	\$	1,528,250
SR17002	40B/40C	US 40: Mt. Vernon Canyon - Guardrail	✔	19405	Clear Creek/Jefferson	C	\$ -	\$	2,000,000
SDR6745/SDR6641	Local	Peoria and Smith Road - Grade Separation	✔	18529	Denver	C	\$ 26,654,777	\$	7,187,208
								\$	11,736,993
					<u>Tunnels</u>				
Region 1									
SSP4126	070A	I-70: Twin Tunnels Widening	✔	19037	Clear Creek	C	\$ 260,137	\$	7,336,391
								\$	7,336,391
								Total	\$ 26,260,592

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Region One Civil Rights Office
2000 S. Holly Street
Denver, CO 80222
Direct (303) 757-9385
Fax (303) 757-1456



DATE: June 28, 2013

TO: Transportation Commission

FROM: Micki Perez, Administrative Hearing Officer *MWP*

SUBJECT: Adoption of 2 CCR 601-1A, Rules Governing State Highway Access Category Assignment Schedule, 2 CCR 601-1A ("Access Category Rules")

Background:

Pursuant to § 43-1-106 (8)(k), C.R.S. and § 43-2-147(1)(a) and (4), C.R.S., the Transportation Commission ("Commission") has the authority to adopt 2 CCR 601-1A Rules Governing the State Highway Access Category Assignment Schedule ("Access Category Rules"). By Resolution No. TC-3072 on April 18, 2013, the Commission authorized the Department to open the rule-making process and delegate authority to an Administrative Hearing Officer to conduct a rule-making hearing regarding the Access Category Rules. Acting as Administrative Hearing Officer, I presided over a rule-making hearing on June 13, 2013.

Major Issues:

No issues arose at the hearing. While one interested party attended the hearing, I confirmed on the record that no one wished to provide written comment or oral testimony.

Summary of Hearing and Factual Findings

Pursuant to §24-4-103 C.R.S., the Colorado Administrative Procedures Act, and the delegation of authority from the Commission, a public hearing was held on June 13, 2013 in the Blue Spruce Room at the CDOT Headquarters Complex, in Denver, Colorado. A court reporter was present, and a transcript of this hearing is attached. Acting as the delegated Administrative Hearing Officer, I opened the hearing at 10:02 a.m. Mary Frances Nevans, the CDOT Rules Administrator, was present at the hearing and oversaw the testimony of CDOT's law clerk intern Andrew Gomez. Mr. Gomez testified to the Department's compliance with the Administrative Procedure Act, (Transcript pages 6-11).

Mr. Alex Karami, the CDOT Program Manager for the Access Code and the Access Category Rules, provided testimony on the reason the Department proposed changes to the existing rules, (Transcript pages 4-6). Mr. Karami included in his testimony specific information about the sections of highway impacted by the proposed rule changes, summarized below:

- State Highway 287: changes the access category for the segment between Milepost 324.464 to Milepost 325.529 (Town of Berthoud request from Freeway Facility to Non-Rural Regional Highway);

- State Highway 160: changes the access category for the segment between Milepost 81.406 to Milepost 83.207 (City of Durango from Rural Regional Highway to Non-Rural Regional Highway);
- US 350: abandons the segment between Milepost 72.576 to 73.00 (CDOT change: abandons segment to City of La Junta and concurrently adopts Grant Ave from 5th St. to JCT with US 50 , to be the new end segment of US 350 from Milepost 72.576 to Milepost 72.718 end of US 350); and
- State Highway 7: changes the access category for the segment between Milepost 68.541 to Milepost 71.835 (CDOT change from Rural Regional Highway to Non-Rural Regional Highway).

(Transcript pages 5-6)

Findings and Conclusions of Law

I have reviewed the entire record of this proceeding. The record consists of all written testimony and exhibits from the June 13, 2013 hearing. I find that:

1. The record supports the Transportation Commission's adoption of the rules as submitted in Exhibit 9;
2. The public had an opportunity to comment on the proposed rules prior to the closing of oral or written testimony;
3. All requirements of the Administrative Procedures Act, §24-4-103 C.R.S. have been satisfied.
4. The Department may make corrections of a non-substantive nature, including editorial comments if helpful to the Secretary of State to clarify which sections of the Access Category Rules are being modified. The Department may make these changes prior to filing the rules with the Secretary of State.

Decision

You must review the record of these proceedings prior to adopting any rule, and any action must be based upon, and supported by, the record. The record supports adoption of the proposed rule changes, and pursuant to § 24-4-103 C.R.S., you may choose to adopt these rule changes. You may also choose to amend the rules based upon the record presented to you and adopt amended rules reflecting that new information. In addition to the rule-making record, all relevant documents providing a basis for the requests from local entities are available for review in the Transportation Commission office, and will remain as permanent records in the CDOT Access Code Office.

Having reviewed the entire record of this proceeding, including Exhibits 1 through 12 and having heard oral testimony and reviewed any written testimony provided, and being fully apprised of this matter, acting as Administrative Hearing Office, I recommend that the Transportation Commission adopt the proposed rules.

DEPARTMENT OF TRANSPORTATION

Transportation Commission

STATE HIGHWAY ACCESS CATEGORY ASSIGNMENT SCHEDULE

2 CCR 601-1A

Section One: Introduction

1.1 Authority

Section 43-2-147, C.R.S., authorizes the Colorado Department of Transportation ("Department") to regulate vehicular access to or from the State Highway System and establish a functional classification system. The State Highway Access Code, 2 CCR 601-1, ("Access Code") implements the state statute and sets standards for the regulation of access on State Highways. The Access Code is adopted by the Transportation Commission of Colorado ("Commission").

1.2 Purpose

Section Three of the Access Code provides an access control classification system. There are eight separate categories. The State Highway Access Category Assignment Schedule ("the Schedule") assigns to each state highway segment a category pursuant to the requirements of Access Code subsection 2.2 and Section Three. This assignment adoption is by the Commission.

1.3 Category FR - Frontage Roads

Section Two of the Schedule contains the category assignments for all sections of highways specifically assigned by the Commission. By this Schedule, all state highway frontage roads (includes service roads) are assigned category FR, except for those segments specifically listed in Section Two as requested by the local authority in accordance with Access Code subsection 3.13(1).

1.4 How To Read Section Two

- (A) The following explanations are given to clarify the column headings in Section Two. They are abbreviated to conserve space.
- (B) "Highway" means the state highway number for that line of data. The highway number appears first, followed by a letter of the alphabet. The letter designates particular sections of the highway for administrative and record tracking purposes.
- (C) "Beg_MP" means the beginning milepoint. The number is the beginning location of a specific access category segment. Distances from a mile marker sign or known milepoint location to an access location are always measured from the lower mile marker or known milepoint location, in the direction towards the higher mile marker.
- (D) "End_MP" means the ending milepoint. The number is the ending location of a specific access category segment.
- (E) "CO" means the county in which the segment is located. The counties are numbered. The table below provides the cross-reference between the number and the county name.

007D	68.541	76.729	001	RA	FROM COUNTY RD 2 TO MC CANN DITCH STR E-17 AS IN BRIGHTON
007D	68.541	71.835	001	NRA	FROM COUNTY RD 2 TO HOLLY ST.
007D	71.835	76.729	001	RA	FROM HOLLY ST. TO MC CANN DITCH STR E-17-AS IN BRIGHTON
160A	81.186	83.165	067	RA	FROM WILDCAT CANYON RD (COUNTY RD 141) TO ANIMAS RIVER STR O-05-AJ IN DURANGO
160A	81.186	81.406	067	RA	FROM WILDCAT CANYON RD (COUNTY RD 141) TO 1160 FEET EAST OF WILDCAT CANYON RD
160A	81.406	83.165	067	NRA	FROM 1160 EAST OF WILDCAT CANYON RD TO ANIMAS RIVER STR O-05-AJ
160A	83.165	83.207	067	RA	FROM ANIMAS RIVER STR O-05-AJ TO JCT SH 550 IN DURANGO
160A	83.165	83.207	067	NRA	FROM ANIMAS RIVER STR O-05-AJ TO JCT SH 550 IN DURANGO

287C	324.464	330.02	069	FW	FROM COUNTY RD 6 IN BERTHOUD TO JCT SH 60 (END OF BERTHOUD BY PASS)
287C	324.464	325.529	069	NRA	FROM COUNTY ROAD 6 IN BERTHOUD TO APPROXIMATELY ONE MILE NORTH
287C	325.529	330.02	069	FW	FROM APPROXIMATELY 1 MILE NORTH OF JCT OF LCR 6 TO JCT SH 60 (END OF BERTHOUD BY PASS)
350A	72.315	73.001	089	NRB	FROM SIXTH ST TO JCT SH 50 IN LA JUNTA, END SH 350A
350A	72.315	72.575	089	NRB	FROM SIXTH ST TO GRANT AVE IN LA JUNTA END SH 350A
350A	72.575	72.718	089	NRB	FROM GRANT AVE TO JCT. US50 END OF US 350

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Rulemaking Hearing on
2 CCR-601-1A
Rules Governing State Highway Access Category
Assignment Schedule

CDOT Headquarters Building
4201 East Arkansas Avenue
Blue Spruce Room
June 13, 2013
10:00 a.m.

2	<p>1 PROCEEDINGS</p> <p>2 HEARING OFFICER PEREZ: Okay. Good morning. I</p> <p>3 will now call this hearing to order. This is a rulemaking</p> <p>4 proceeding pursuant to the Colorado Revised Statutes</p> <p>5 Section 24-4-103(4)(a) of the State Administrative</p> <p>6 Procedure Act concerning revisions to 2 CCR 601-1A, Rules</p> <p>7 Governing the State Highway Access Category Assignment</p> <p>8 Schedule.</p> <p>9 Under Section 43-1-106(8)(k) and Section</p> <p>10 43-2-147(4) of the Colorado Revised Statutes, the</p> <p>11 Transportation Commission is authorized to delegate</p> <p>12 authority to an administrative hearing officer to preside</p> <p>13 over a rulemaking hearing, make findings and report them</p> <p>14 to the Commission.</p> <p>15 Today is Thursday, June 13, 2013, and it is now</p> <p>16 10:02 a.m. This hearing is being conducted in the Blue</p> <p>17 Spruce room at the Colorado Department of Transportation,</p> <p>18 4201 East Arkansas Avenue, in Denver, Colorado.</p> <p>19 My name is Micki Perez. I am an Administrative</p> <p>20 Hearing Officer for the Department of Transportation. I</p> <p>21 am presiding at this rulemaking hearing based upon a</p> <p>22 delegation of authority from the Transportation Commission</p> <p>23 dated April 23 of 2013, which is included in the exhibit</p> <p>24 packet at Exhibit 2.</p> <p>25 Sets of the rules we are reviewing today are</p>	4	<p>1 Would the Department Of Transportation like to</p> <p>2 begin? Please state your name and your position for the</p> <p>3 record.</p> <p>4 MR. KARAMI: Good morning, my name is Alex</p> <p>5 Karami, the Administrator for the State Highway Access</p> <p>6 Permit program at CDOT.</p> <p>7 As provided in the Rules and the Statement of</p> <p>8 Basis and the Purpose set forth in Exhibit 8A, the</p> <p>9 Transportation Commission approved the request of the</p> <p>10 Department to open the rules for the purpose of making</p> <p>11 certain revisions to the State Highway Access Category</p> <p>12 Assignment Schedule.</p> <p>13 Section 43-2-147 of Colorado Revised Statutes</p> <p>14 authorizes the Department to regulate vehicular access to</p> <p>15 or from the State Highway System and establish a</p> <p>16 functional classification system.</p> <p>17 The State Highway Access Code, Colorado Code of</p> <p>18 Regulations 2 CCR 601-1, implements the state statute and</p> <p>19 sets standard for the regulation of access on State</p> <p>20 Highways.</p> <p>21 The State Highway Access Category Assignment</p> <p>22 Schedule, Colorado Code of Regulations 2 CCR 601-1A,</p> <p>23 establishes a classification schedule by assigning access</p> <p>24 categories to each segment of State Highways within</p> <p>25 Colorado's highway system.</p>
3	<p>1 available in the back of the room. Actually, I think they</p> <p>2 are over here on the side.</p> <p>3 I will ask at the outset if there is anyone</p> <p>4 present who wishes to provide testimony or written comment</p> <p>5 who is not a Colorado Department of Transportation</p> <p>6 employee.</p> <p>7 Okay. I don't see anyone that is interested in</p> <p>8 giving additional presentation.</p> <p>9 First, Department staff will give a presentation</p> <p>10 on the rules at issue today. Staff will describe the</p> <p>11 reasons why the Department is recommending changes to the</p> <p>12 rules, and will review the exhibits, including the</p> <p>13 proposed changes to the rules.</p> <p>14 I will then invite a representative of the</p> <p>15 Attorney General's office to make any statements or</p> <p>16 comments concerning the rules or procedures.</p> <p>17 After this hearing today, I will prepare a record</p> <p>18 for the consideration of the Transportation Commission.</p> <p>19 It will include all of the exhibits and all of the</p> <p>20 testimony, both written and oral, that were provided</p> <p>21 today. The Transportation Commission will consider all</p> <p>22 information when it makes the decision on whether or not</p> <p>23 to adopt the rules.</p> <p>24 Are there any questions on the rulemaking</p> <p>25 procedure? Okay. Seeing none.</p>	5	<p>1 The categories were first established through</p> <p>2 rule in 1981. The Commission adopted the most recent</p> <p>3 revisions in April of 2011.</p> <p>4 The rules are updated by the Commission when</p> <p>5 change requests are submitted by the Department, by local</p> <p>6 authorities acting by resolution; or by the Metropolitan</p> <p>7 Planning Organizations or The Planning Regions with the</p> <p>8 approval of the affected local authority regarding changes</p> <p>9 within their respective jurisdictions.</p> <p>10 The Commission has opened the rules at the</p> <p>11 present time in order to accommodate two requests from the</p> <p>12 local entities and one request from the Department.</p> <p>13 Included is also a revision by the Department</p> <p>14 reflecting the adoption and abandonment of portions of</p> <p>15 State Highway 350 in La Junta, Colorado.</p> <p>16 Proposed changes are from local jurisdiction,</p> <p>17 from City of Durango in Exhibit 9, page 89, State Highway</p> <p>18 160, changing the access category for the segment between</p> <p>19 Milepost 81.406 to Milepost 83.207 from Rural Regional</p> <p>20 Highway to Non-Rural Regional Highway. This is</p> <p>21 illustrated by the map included in Exhibit 10B.</p> <p>22 From the town of Berthoud, in Exhibit 9, page 105</p> <p>23 to 106, State Highway 287, changing the access category</p> <p>24 for the segment between Milepost 324.464 to Milepost</p> <p>25 325.529 from Freeway Facility to Non-Rural Regional</p>

6	<p>1 Highway. This is also illustrated by the map included in 2 Exhibit 10C. 3 Request from the Department. In Exhibit 9, 4 page 11 for State Highway 7, changing the access category 5 for the segment between Milepost 68.541 to Milepost 71.835 6 from Rural Regional Highway to Non-Rural Regional 7 Highway. This is illustrated by the map included in 8 Exhibit 10A. 9 Now, on the abandonment and adoption. The 10 proposed change is located in Exhibit 9, page 108, on 11 U.S. 350, abandoning the segment between Milepost 72.576 12 to 73, the City of La Junta, and concurrent adoption of 13 Grant Avenue from Fifth Street to Junction with U.S. 50. 14 This is to be the new end segment of U.S. 350, which would 15 be from Milepost 72.576 to Milepost 72.718 end of U.S. 16 350. This change corrects the Assignment Schedule to 17 reflect the Transportation Commission's approval of a 18 recent abandonment of roadway U.S. 350 between CDOT and 19 the City of La Junta. This is illustrated by the map 20 included in Exhibit 10D. 21 I have no further comment. Thank you. 22 HEARING OFFICER PEREZ: Okay. Thank you very 23 much. Will the next CDOT Representative please state your 24 name and your position for the record. 25 MR. GOMEZ: Madam Hearing Officer, thank you.</p>	8
7	<p>1 Good morning. I am Andrew Gomez, a law clerk 2 intern with the Office of Policy and Government Relations. 3 I would like to review the exhibits in order to 4 establish that the Department of Transportation met all of 5 the requirements of the State Administrative Procedure 6 Act. 7 If any members of the audience would like to 8 review the exhibits, a copy is available on the back 9 table. Additionally, we can make a copy of any document 10 for those in the audience. 11 I would note today is June 13, 2013; that the 12 notice of rulemaking was filed with the Colorado Secretary 13 of State on April 22, 2013, and was published in the 14 Colorado Register on May 10, 2013, meeting the requirement 15 that the hearing be held no less than 20 days after the 16 publication of the notice. 17 To review the exhibits: Exhibit 1 is a memo 18 dated March 26, 2013 to the Transportation Commission 19 requesting the appointment of an administrative hearing 20 officer and requesting that the Commission open the rules. 21 Exhibit 2 is resolution no. TC3071 dated 22 April 23, 2013 delegating authority to an Administrative 23 Hearing Officer to conduct this rulemaking hearing and 24 opening the rules. 25 Exhibit 3 consists of two pages.</p>	9
6	<p>1 3A is a Notice of Rulemaking Confirmation from 2 the Colorado Secretary of State indicating that the notice 3 of rulemaking was filed on April 22, 2013. 4 Exhibit 3B is a printout from the Colorado 5 Secretary of State's website indicating that the notice of 6 rulemaking was published in the Colorado Register on 7 May 10, 2013. 8 Exhibit 4 consists of three pages. 9 4A is a Confirmation of Publication on April 22, 10 2013 on the Department of Regulatory Agencies website. 11 Exhibit 4B establishes that no cost benefit 12 analysis was required by the Executive Director of DORA 13 for these rules. 14 Exhibit 5 is a printout from the CDOT website 15 establishing that the Department posted the rules on 16 April 22, 2013. The proposed amendments to the rules have 17 been posted continually since that time. 18 Exhibit 6 is comprised of 30 pages and is a 19 record of notice and correspondence to the Representative 20 Group. 21 Exhibit 6A is a copy of an email sent on 22 March 22, 2013 to members of the Statewide Transportation 23 Advisory Council, including those who represent the areas 24 of the state where the proposed rules modified access. 25 The exhibit contains the documents attached, including a</p>	8
7	<p>1 copy of the draft rules containing proposed changes, and a 2 copy of 2 CCR 601-1, the State Highway Access Code, 3 provided for reference only. 4 Exhibit 6B is a list of the STAC members to whom 5 the email was sent. Additionally, all CDOT staff directly 6 impacted or involved in the access permitting were 7 notified and requested to contact any individuals in the 8 community who may be interested in the rulemaking. 9 Exhibit 7 is comprised of 15 pages and is 10 comprised of the notice to interested parties. 11 Exhibit 7A is the email sent on April 22, 2013 to 12 the persons who requested to be notified of CDOT 13 rulemaking activities. The exhibit includes the attached 14 draft rules. 15 Exhibit 7B is comprised of the lists of 16 interested parties to whom the email was sent. 17 Exhibit 7C is the list of STAC members who were 18 again notified of proposed changes to the rules. 19 Exhibit 7D is an email sent on April 22, 2013 to 20 the staff at CDOT involved in access permits notifying 21 staff of the rulemaking hearing. Interested parties did 22 not submit any changes to the rules. 23 Exhibit 7E is a copy of the email sent on June 3, 24 2013 to an individual who may have had an interest in the 25 rulemaking process.</p>	9

10	<p>1 Exhibit 7F is an email sent on April 23, 2013</p> <p>2 from the Department of Regulatory Agencies to all</p> <p>3 individuals who request notification of rulemaking on</p> <p>4 transportation related subjects.</p> <p>5 Exhibit 8 is comprised of three pages.</p> <p>6 Exhibit 8A is the Statement of Basis and Purpose</p> <p>7 and Statutory Authority required to be made part of the</p> <p>8 rulemaking record pursuant to Section 24-4-103(4)(a)</p> <p>9 Colorado Revised Statutes. The rules and the Statement of</p> <p>10 Basis and Purpose were prepared and made available in the</p> <p>11 Office of Policy and Government Relations at CDOT</p> <p>12 Headquarters by June 7, 2013 in compliance with the</p> <p>13 requirement to have them available for inspection five</p> <p>14 days prior to today's hearing.</p> <p>15 Exhibit 8B is a memo to maintain a permanent</p> <p>16 Rulemaking Record pursuant to Section 24-4-103(8.1)(a)</p> <p>17 Colorado Revised Statutes.</p> <p>18 Exhibit 8C is a notice of rulemaking posted in</p> <p>19 the lobby of CDOT Headquarters five days prior to the</p> <p>20 hearing. Note that the hearing was previously scheduled</p> <p>21 for the auditorium on the second floor. Notices were</p> <p>22 posted on June 3 that the location changed to the Blue</p> <p>23 Spruce Room on the third floor.</p> <p>24 Exhibit 9 is a draft of the red-line rules filed</p> <p>25 with the Colorado Secretary of State on April 22, 2013.</p>	12
11	<p>1 Exhibit 10 is comprised of four pages and are</p> <p>2 maps which were created by Mr. Karami and visually</p> <p>3 illustrate the proposed changes to the rules.</p> <p>4 Exhibit 11 is a copy of the governing statute,</p> <p>5 Section 43-2-147 Colorado Revised Statutes.</p> <p>6 Madam Hearing Officer, I request that you allow</p> <p>7 the Department to correct any typographical or numbering</p> <p>8 errors, if any, in the rules prior to filing them with the</p> <p>9 Secretary of State, including editorial notations for the</p> <p>10 Secretary of State indicating which rules in the complete</p> <p>11 Assignment Schedule are excluded from this rulemaking</p> <p>12 hearing.</p> <p>13 I would like to offer Exhibits 1 through</p> <p>14 Exhibit 11 into the record for consideration.</p> <p>15 HEARING OFFICER PEREZ: Thank you very much.</p> <p>16 Exhibits 1 through 11 have been entered into the record.</p> <p>17 (Exhibits 1 through 8 were entered into the</p> <p>18 record.)</p> <p>19 MR. GOMEZ: Thank you. I would ask that you find</p> <p>20 all the statutory requirements of the Administrative</p> <p>21 Procedure Act have been met at the end of this public</p> <p>22 hearing.</p> <p>23 That's all I have, Madam Hearing Officer, and at</p> <p>24 this time would offer additional presentation from a CDOT</p> <p>25 representative.</p>	13
10	<p>1 HEARING OFFICER PEREZ: Okay.</p> <p>2 MS. NIVANS: And Madam Hearing Officer, I have</p> <p>3 nothing more to add to Mr. Gomez' testimony.</p> <p>4 HEARING OFFICER PEREZ: Okay. Thank you. I have</p> <p>5 the list of everyone that has signed in. I don't see</p> <p>6 anyone else that has requested to speak on behalf of the</p> <p>7 rules.</p> <p>8 So I am also going to admit the hearing</p> <p>9 attendance record as Exhibit 12, and I'll include the</p> <p>10 record as a copy of the transcript from this hearing.</p> <p>11 Does anyone have any objections to the exhibits</p> <p>12 that have been presented being entered into the record?</p> <p>13 Okay. Seeing none.</p> <p>14 (Exhibits 12 was entered into the record.)</p> <p>15 HEARING OFFICER PEREZ: Does anyone else have any</p> <p>16 comments to make at this time? Okay. I don't see anyone</p> <p>17 that would like to make any additional comments.</p> <p>18 I will ask the representative of the Attorney</p> <p>19 General's office to make any comments about the rules or</p> <p>20 procedures today.</p> <p>21 MR. MILAN: Good morning. My name is Leo Milan.</p> <p>22 I am the Senior Assistant Attorney General at the Attorney</p> <p>23 General's Office in the Transportation Unit.</p> <p>24 It is my opinion that the rulemaking procedure</p> <p>25 carried out by the Department, including the rulemaking</p>	13
11	<p>1 hearing today, was held in accordance with the</p> <p>2 Administrative Procedure Act. I have no further comments.</p> <p>3 HEARING OFFICER PEREZ: Okay. Thank you. If</p> <p>4 there are no other comments, I will make my findings.</p> <p>5 The Transportation Commission properly delegated</p> <p>6 authority to me to conduct this hearing.</p> <p>7 The Department met the requirements of the State</p> <p>8 Administrative Procedure Act and that this rulemaking</p> <p>9 hearing has been conducted in conformance with the State</p> <p>10 Administrative Procedure Act.</p> <p>11 I am going to find that the record does support</p> <p>12 the Transportation Commission's adoption of the rules, as</p> <p>13 proposed, if it chooses -- if it so chooses.</p> <p>14 Finally, I am going to make findings that the</p> <p>15 public did have an opportunity to comment.</p> <p>16 And additionally, I will permit the Department to</p> <p>17 review the rules and make any corrections of a</p> <p>18 non-substantive nature, including editorial comments,</p> <p>19 prior to filing the rules with the Secretary of State.</p> <p>20 Is there anything else to include in the hearing</p> <p>21 today? I will ask a second time. Is there anything else</p> <p>22 that needs to be included in the hearing today?</p> <p>23 If there is nothing else, I will prepare a record</p> <p>24 for the Transportation Commission, and the record will be</p> <p>25 available for inspection by the public and kept on file</p>	13

<p>14</p> <p>1 with the rulemaking Record. 2 Any questions? 3 Okay. The oral testimony portion of the 4 rulemaking procedure is now closed and this hearing is 5 adjourned. Thank you everyone. 6 (The hearing adjourned at 10:18 a.m. 7 June 13, 2013.) 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	
<p>15</p> <p>1 CERTIFICATE 2 I, Deborah D. Mead, Certified Shorthand 3 Reporter and Notary Public, do hereby certify that the 4 said proceedings were taken in shorthand by me at the time 5 and place aforesaid and were thereafter transcribed by me; 6 that the same is a full, true, and correct transcription 7 of my shorthand notes then and there taken. 8 I further certify that I am not attorney, nor 9 counsel, nor in any way connected with any attorney or 10 counsel for any of the parties of said action, nor 11 otherwise interested in the outcome of this action. 12 IN WITNESS WHEREOF, I have affixed my 13 signature and seal this 19th day of June 2013. 14 My commission expires June 18, 2017. 15 16 17 18 19 20 21 22 23 24 25</p> <p style="text-align: center;">_____ Deborah D. Mead Certified Shorthand Reporter</p>	

Resolution # TC-

Adopt 2 CCR 601-1A Rules Governing the State Highway Access Category Assignment Schedule (“Access Category Rules”)

WHEREAS, § 43-1-106 (8)(k), C.R.S. directs the Transportation Commission of Colorado (“Commission”) to make all necessary and reasonable orders, rules, and regulations in order to carry out the provisions of § 43-1-101, *et seq.* C.R.S.; and

WHEREAS, § 43-2-147(1)(a) C.R.S. directs the Commission to adopt by rule a state highway access code concerning the regulation “of vehicular access to and from any public highway from or to property adjoining a public highway in order to protect the public health, safety, and welfare, to maintain smooth traffic flow, to maintain highway right-of-way drainage, and to protect the functional level of public highways”; and

WHEREAS, the State Highway Access Category Assignment Schedule Rules were last adopted in April 30, 2011; and

WHEREAS, pursuant to § 43-1-106(9), C.R.S., and by Resolution No. TC-3072 on April 18, 2013, the Commission authorized the Department to open the rule-making process and delegate authority to an Administrative Hearing Officer to conduct a rule-making hearing regarding the proposed revisions to the Access Category Assignment schedule; and

WHEREAS, the Department seeks to amend the existing Access Category Rules based on the following three requests for category changes: the Town of Berthoud (a segment of SH 287); the City of Durango (a segment of SH 160); CDOT Region 6 (SH 7 within Weld County); and

WHEREAS, the Department is required to update the Rules to reflect the relinquishment of a segment of US 350 in exchange for a segment of Grant Avenue from 5th St. north to US50B, approved by Transportation Commission Resolution TC-2053 dated January 19, 2012;

WHEREAS, the Commission has reviewed the relevant documents, including the findings of Administrative Hearing Officer Micki Perez, who presided over the rule-making hearing on June 13, 2013; and

WHEREAS, the Commission, being fully apprised of the rule making record, finds that adoption of the proposed Rules is warranted.

NOW THEREFORE BE IT RESOLVED, the Commission herein adopts the proposed **the State Highway Access Category Assignment Schedule (“Access Category Rules”)**, 2 CCR 601-1A.

STATE OF COLORADO

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



To: Transportation Commission

From: Herman Stockinger / Ben Stein

Re: Summary of Policy Directive Submitted for Repeal: 707.0 “CDOT/Transportation Commission Budget Adoption”

Date: July 2, 2013

Executive Summary: The Department has undertaken an effort to evaluate existing Policies and Procedural directives and repeal those that have been determined as no longer necessary. As part of this initiative, the Department requests that the Transportation Commission repeal Policy Directive 707.0 “CDOT/Transportation Commission Budget Adoption” as it memorializes an internal business practice which does not rise to the level of a policy. Policy Directive 703.0 “Transportation Commission Budget Policy” has been posted on the Commission workshop agenda with the request that proposed changes be approved at the August Commission meeting. This Policy Directive provides effective direction for the Department. Therefore, Policy Directive 707.0 may be repealed.

1. Action Requested: Repeal of Policy Directive 707.0 “CDOT/Transportation Commission Budget Adoption”
2. Documents Included in this Agenda Submission:
 - A. Memorandum “Summary of Policy Directive Submitted for Repeal”
 - B. Proposed Resolution
 - C. Policy Directive for Repeal
3. Date of Policy Directive: October 21, 2010
4. Rationale for Repeal of Policy Directive: This Policy Directive memorializes that the Office of Financial Management & Budget (“OFMB”) under the direction of the Chief Financial Officer and Executive Director will draft the budget and will provide it to the Transportation Commission for approval. It also states that OFMB shall also assist the Commission in promulgating and adopting all Department budgets, and shall outline the Department’s procedures for presenting a draft budget to the Transportation Commission for consideration.

The Department is reviewing all existing Policy and Procedural Directives and proposing to eliminate any that are no longer of value to CDOT. Policy Directive 707.0 has been included in this category. Policy Directive 703.0, The Commission is requested to review Policy Directive 703.0 “Transportation Commission Budget Policy” in the July Commission workshop and approve it next month. This Policy Directive provides sufficient guidance for the Department regarding budget matters.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject			Number
CDOT/Transportation Commission Budget Adoption			707.0
Effective	Supersedes	Originating office	
10/21/2010	New	Office of Financial Management & Budget	

PURPOSE

The purpose of this policy is to establish and promulgate guidelines to be followed by Department of Transportation staff when adopting the annual budget.

AUTHORITY

Colorado Transportation Commission
C.R.S. 43-1-106 (8)(h)
C.R.S. 43-1-113

APPLICABILITY

This directive shall apply to all Colorado Department of Transportation employees and operations.

POLICY

The Transportation Commission is responsible for promulgating and adopting all department budgets. The Office of Financial Management & Budget, under the direction of the Chief Financial Officer and Executive Director, shall assist the commission in this duty, and shall adopt procedures outlining the department's procedures for presenting a draft budget to the Transportation Commission for consideration.

IMPLEMENTATION

The Chief Financial Officer is responsible for the implementation of this policy, and shall be effective immediately upon approval by the Transportation Commission.

REVIEW DATE

This policy shall be reviewed no later than 2017.

Herman F. Stockinger III 10/21/10
Transportation Commission Secretary Date

REPEAL

Resolution # TC-

Repeal Policy Directive No. 707.0 “CDOT/Transportation Commission Budget Adoption”

WHEREAS, § 43-1-106 (8)(a) C.R.S. gives authority to the Transportation Commission of Colorado (“Commission”) to formulate general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

WHEREAS, Policy Directive 707.0 was adopted by the Transportation Commission on October 21, 2010; and

WHEREAS, Policy Directive 707.0 “CDOT/Transportation Commission Budget Adoption” should be repealed as it addresses an internal business process of the Office of Financial Management & Budget which does not rise to the level of needing to be documented in a Policy Directive; and

WHEREAS, eliminating this Policy Directive is part of the Department-wide commitment to reduce the number of Policies and Procedural Directives and repeal any that are no longer necessary; and

WHEREAS, Policy Directive 703.0 “Transportation Commission Budget Policy” provides guidance for the Department regarding Commission oversight of budget matters; a separate policy on the procedure to submit a budget to the Commission is unnecessary.

NOW THEREFORE BE IT RESOLVED, the Commission herein REPEALS Policy Directive 707.0, **“CDOT/Transportation Commission Budget Adoption dated October 21, 2010.”**

Memorandum

Civil Rights & Business Resource Center
4201 E. Arkansas Ave., Room 150
Denver, Colorado 80222



TO: Transportation Commission & Transportation Commission DBE Committee
FROM: Heidi Bimmerle, Director of Human Resources and Administration
RE: FTA Overall DBE Goal (FFY 2014-16)
DATE: July 5, 2013

CDOT is requesting the Transportation Commission's approval of the proposed overall goal for DBE participation on FTA-assisted contracts for Federal Fiscal Years 2014 - 2016. The overall goal is an aspirational goal that CDOT must seek to achieve on an annual basis.

CDOT began developing the factual and anecdotal bases for the overall goal in May 2013. Over the past two months, in accordance with 49 CFR Part 26, CDOT has sought public comment and input. At the May DBE Committee meeting, the Civil Rights & Business Resource Center (CRBRC) presented an overview of the process used to establish the overall goal and also made it available to the public at <http://www.coloradodot.info/business/equal-opportunity/dbe/documents-assets/transitdraftgoal>.

CDOT's tri-annual overall DBE goal for its Division of Transit and Rail (DTR) is due August 1, 2013. The CRBRC and DTR have worked together to compile contract data for the goal setting process. The data has been compared to ready, willing and able DBEs to complete the work and weighted to determine an overall goal. The goal will be presented to the full commission for approval at the Transportation Commission meeting in July.

The proposed overall goal is 1.26%. This number is based upon historical data of work procured by CDOT, current availability of DBEs and non-DBE firms, and other factors which are further explained in the methodology.



**The Colorado Department of Transportation (CDOT)
Federal Transit Administration (FTA)
Disadvantaged Business Enterprise (DBE)
Goal Setting Methodology
&
Goal for FFY 2014-2016**

**Submitted by CDOT Division of Transit and Rail (DTR)
Draft: June 3, 2013**

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INTRODUCTION

The Colorado Department of Transportation (CDOT) has prepared this document, which details the methodology for establishing its Disadvantaged Business Enterprise (DBE) overall goal for Federal Transit Administration (FTA) assisted contracts. The establishment of an overall goal is mandated in Section 26.45 of Title 49 of the Code of Federal Regulations (CFR), herein referred to as 49 CFR 26.45.

CDOT's Division of Transit and Rail (DTR) receives, distributes, and oversees the use of federal funds received by FTA. Most DTR FTA funds are granted to transit providers in rural areas. These grantees (or subrecipients) then contract for goods and services creating indirect FTA-assisted contracting opportunities for DBE firms.

Through the years, it has been CDOT's practice to establish DBE goals that strike a balance between being reasonable and attainable. The methodology below seeks to continue that balance by determining the actual contracting opportunities to be offered, the ready, willing and able DBEs to participate in such opportunities, and the measures that are needed to the achieve participation.

PROPOSED DBE GOAL FOR FFY 2014-2016

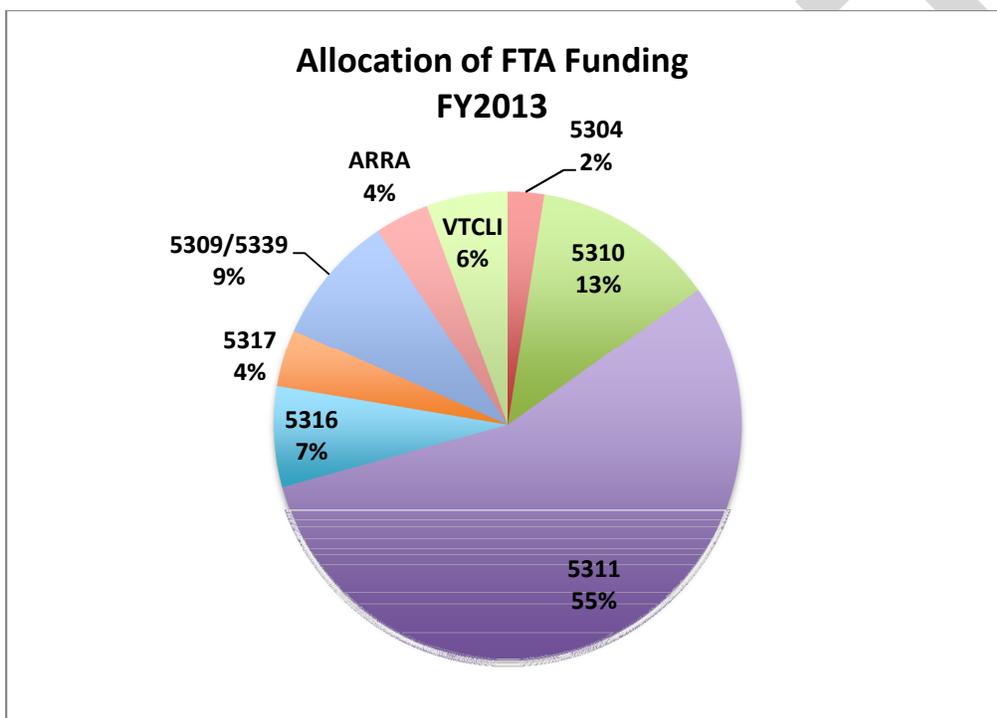
FTA requires that CDOT submit its overall DBE goal for Federal Fiscal Years (FFY) 2014 –2016 by August 1, 2013. To ascertain a reasonable and achievable DBE goal, based upon 49 CFR 26.45, CDOT used a two-step goal setting process outlined below. Based upon analysis of primary and secondary data, CDOT proposes an FTA DBE goal of **1.26%** for the three-year period from October 1, 2014 through September 30, 2016 (FFY 2014-2016).

ANTICIPATED FTA FUNDING

In FFY 2013, CDOT received approximately \$13.5 million in FTA assistance. Going forward, CDOT anticipates receiving approximately the same amount of \$13.5 million per year during the next three-year period, FFY 2014-2016. This estimated amount was determined by conservatively extending the amount of FTA assistance received during FFY 2013, without increases for inflation or anticipation of additional funding. While certain programs will be discontinued (ARRA, JARC and New Freedom), and Section 5309 will be replaced with 5339, CDOT anticipates that overall FTA funding will remain consistent through FFY 2014-2016. The chart below shows the approximate funding received and utilized by CDOT and its subrecipients during FFY 2013.

Table 1: Allocation of FTA Funding (FY 2013)

FTA Program Section	FY 2013	Description
5304	2%	Transit technical assistance, planning, demonstration projects, training, etc.
5310	13%	Transportation for elderly and disabled
5311	55%	Transportation for rural and small urbanized areas, general public
5316	7%	Job Access and Reverse Commute (JARC) for welfare and low-income
5317	4%	New Freedom program for disabled
5309/5339	9%	Transit capital investment for rolling stock, bus shelters, fare boxes, etc.
ARRA	4%	American Recovery and Reinvestment Act
VTCLI	6%	Veterans Transportation and Community Living Initiative
Total	100%	



DBE CONTRACTING OPPORTUNITIES

CDOT obtained its primary data on potential contracting opportunities through a survey that garnered more than an 80% response rate. Grantees that maintain their own DBE program were exempted from the survey. All others were asked to provide a breakdown of their use of the FTA funds.

Because subrecipients draw down CDOT-provided FTA funds over a course of multiple calendar years, there is not always a direct correlation between funds received from FTA and the contracting opportunities made available in the same year. Therefore, CDOT sought to obtain average expenditures of grantees. Any anomalies for special allocations within the year were taken into consideration in determining potential opportunities. CDOT also determined that it

would be most prudent to work with the average percentages of use in a particular area over the past year since actual funding amounts will vary in the future.

Of the total \$13.5 million of FTA financial assistance received, CDOT determined that approximately \$10.4 million (77%) needed to be deducted from the total before doing a weighted analysis of opportunities. The use of these funds does not present a viable contracting opportunity for one or more of the following reasons:

- The subrecipient meets the \$250,000 threshold for its own DBE program (22%)
- Pursuant to MAP-21, the subrecipient will be reporting to a different direct recipient in the next three-year period (2%)
- The funds are used for purchases from transit vehicle manufacturers (TVMs) who already have their own DBE program (14%)
- The funds are used for operating expenses such as rent and utilities; payroll taxes, employment taxes and fringe benefits; license fees and other taxes; conferences and travel; and insurance (32%)
- The funds are used for transit service fuel, service and maintenance and other supplies provided by internal government offices (7%)

The largest deduction from the calculation is operating expenses that FTA has deemed non-contracting opportunities. Additionally, to be reasonable about potential contracting opportunities, CDOT has exempted expenditures made within government organizations. These purchases, often for vehicle service and maintenance, transportation materials and supplies, and fuel, are funds paid to other branches of the same government organization. The grantees do not have leeway or authority to contract out such opportunities.

For example, a subrecipient might use the services of a mechanical shop that is part of the city government to maintain its buses. As such, these expenditures with a local government do not represent a viable contracting opportunity for DBEs.

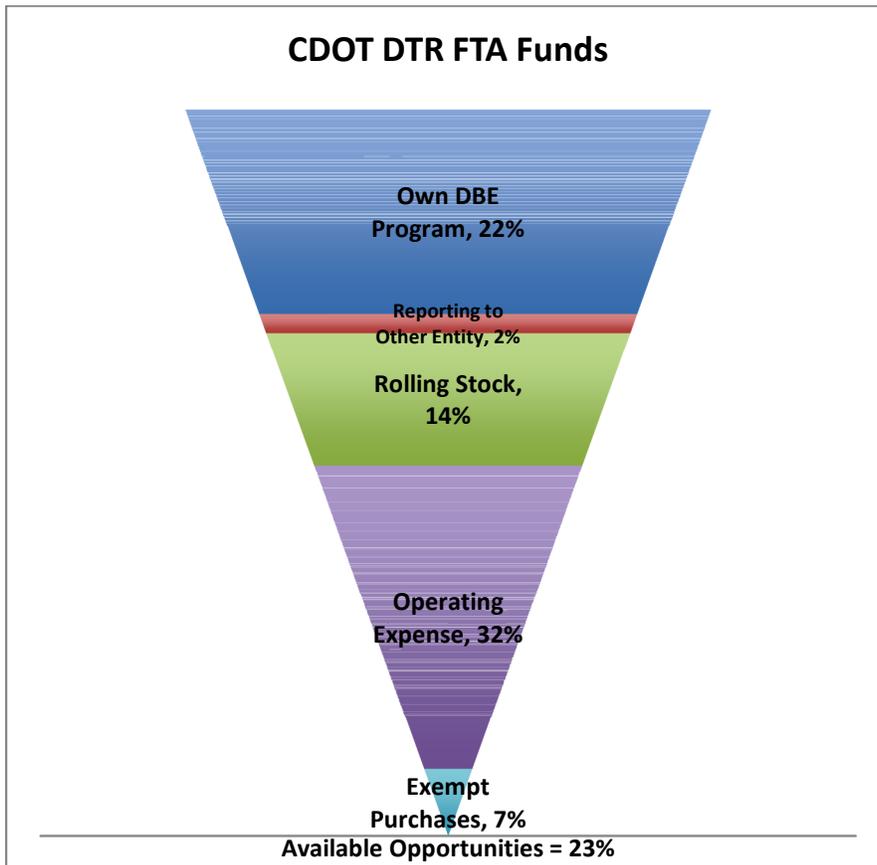
In some cases, grantees share funds under intergovernmental agreements (IGAs). If these IGAs allow for contracting opportunities, they have been included. If they provide only for internal exempt expenses, they have not.

The next largest deduction comes from organizations that maintain their own DBE program. These grantees are some of CDOT's largest and include:

- City and County of Boulder
- City of Breckenridge
- City of Durango
- Mesa County
- North Front Range Metropolitan Planning Organization
- City of Steamboat Springs
- Roaring Fork Transportation Authority

CDOT is currently implementing Memoranda of Understanding (MOU) with these subrecipients. These MOUs formally exempt the subrecipient from CDOT's DBE program. They will expire upon the next goal setting or the termination of the subrecipient's DBE program, whichever comes first.

Below is a visual depiction of the resulting funds available for contracting opportunities.



The FTA provides a significant and valuable financial contribution to support Colorado's transit system. Yet, when exemptions are factored in, the potential for DBE contracting opportunities is limited to approximately \$3.1 million or 23% of the FTA funding allocated to CDOT.

GOAL SETTING METHODOLOGY

To derive the proposed DBE goal, CDOT used the two-step goal setting methodology specified in 49 CFR Section 26.45(c) of the DBE Regulations:

- Step 1: Develop a base figure for relative availability of DBEs
- Step 2: Adjust base figure, as needed, to arrive at an overall goal

What follows is CDOT’s calculation of its base figure and a detailed analysis of the data and rationale for adjusting the base figure to arrive at a reasonable and achievable DBE goal.

STEP 1: DEVELOP A BASE FIGURE

In developing a base figure, CDOT first determined the relative availability of DBEs. The relative availability of DBEs is defined as the total number of DBE firms that are ready, willing and able to perform the types of contracts CDOT anticipates awarding. To establish the base figure, the following calculation was made:

$$\text{Number of DBEs} / \text{Total number of firms} = \text{Base Figure}$$

To optimize the relevance of the data and help to establish a realistic number of DBE firms, a crosswalk (Table 1) was conducted between the contracting opportunities identified by CDOT and its subrecipients, the North American Industry Classification System (NAICS) Codes, and CDOT UCP Certification Descriptions.

Table 2: Crosswalk of Contracting Opportunities, NAICS Codes and CDOT DBE Work Codes

Contracting Opportunity	2012 NAICS Code	CDOT UCP Certification Descriptions	#DBE Firms
Building Construction Total=115	236220	Bus shelter construction	1
		Bus terminal construction	0
		Office building construction	18
		Construction management, office & institutional building	105
		Parking garage construction	0
Road Construction Total=182	237310	Asphalt paving (i.e., highway, road, street, public sidewalk)	14
		Bridge construction	14
		Bridge decking construction	9
		Concrete paving (i.e., highway, road, street, public sidewalk)	42
		Construction management, highway, road, street and bridge	80
		Culverts, highway, road and street construction	35
		Grading, highway, road, street and airport runway	4
		Guardrail construction	25
		Painting lines on highways, streets and bridges	8
		Parking lot marketing and line painting	3
		Pothole filling, highway, road, street or bridge	2
		Repair, highway, road street, bridge or airport runway	4
		Resurfacing, highway, road, street, bridge or airport runway	9
		Sign erection, highway, roads, street or bridge	21
Tarring roads	0		
Vehicle Purchase (non TVM), Total=0	423110	Bus merchant wholesalers	0
Sign Production Total=10	339950	Signs and signboards (except paper, paperboard) mfg	7
	423990	Signs (except electrical) merchant wholesalers	3
Transportation Supplies, Total=0	336	Transportation Equipment Manufacturing	0
Office Equip, Total=1	423420	Office equipment merchant	1

Contracting Opportunity	2012 NAICS Code	CDOT UCP Certification Descriptions	#DBE Firms
Office-related Supplies, Total=2	424120	Office supplies	2
Fuel, Total = 2	424720	Fuel oil merchant wholesalers (except bulk stations, terminals)	2
Transit Service Provider, Total=0	485113	<i>No commodity codes found.</i> NAICS 485113 Bus and Other Motor Vehicle Transit Systems	0
	485210	NAICS 485210 Interurban and Rural Bus Transportation	0
	485410	NAICS 485410 School and Employee Bus Transportation	0
	485991	NAICS 485991 Special Needs Transportation	0
Software, Total=60	541512	Computer systems integration analysis and design services	60
Lawyer, Total=2	541110	Attorneys' offices	2
Accounting, Total=13	541211	Accounting (i.e., CPAs) services, certified public	13
Urban Planning Total=64	541320	Urban planning services	64
Engineering Services Total=98	541330	Acoustical engineering consulting services	4
		Civil engineering services	68
		Construction engineering services	8
		Electrical engineering services	18
		Environmental engineering services	19
		Erosion control engineering services	1
		Geological engineering services	4
		Geophysical engineering services	8
		Mechanical engineering services	10
Traffic engineering consulting services	16		
Environmental Consulting, Total=73	541380	Environmental testing laboratories or services	7
	541620	Environmental consulting services	66
Marketing/PR Services, Total=100	541613	Marketing consulting services	23
	541810	Advertising agencies	14
	541820	Public relations services	21
	541910	Market research and public opinion polling	66
Other Professional Services, Total=35	541611	Administrative and general management consulting services	17
		Administrative management consulting services	6
		Financial management consulting (except investment advice)	3
		General management consulting services	11
		Records management consulting services	4
Facilities Maintenance, Total=28	561720	Janitorial services	20
		Window cleaning services	18
Vehicle Service Total=0	811118	Other automotive mechanical, electrical repair & maintenance	0
	811121	Automotive body, paint and interior repair & maintenance	0
	811192	Truck and bus washes	0
	811198	All other automotive repair and maintenance	0

Note: Number of "Total DBEs" under "Contracting Opportunity" represents the number of DBE firms after removing multiple listings of a DBE firm within a single NAICS, given CDOT's sub-categories.

The number of available DBE firms within each NAICS code was derived from the CDOT Unified Certification Program (UCP) DBE directory. The Colorado UCP was established to facilitate statewide DBE certification. This directory includes all DBE firms, certified by CDOT and the City

and County of Denver, and eligible to meet DBE participation requirements on FHWA, FAA and FTA-funded contracts in Colorado.

Then, the total number of firms within each NAICS code was identified from the most recent 2010 U.S. Census Bureau business data for Colorado. (Table 2)

Table 3: Relative and Weighted Availability of DBE Firms

Contracting Opportunity	2012 NAICS Code	# DBEs	Total Firms	Relative Availability	Annual Contracting	Forecast Weight	Weighted Availability
Building Construction	236220	115	820	14.02%	\$0	0.00%	0.00%
Road Construction	237310	182	226	80.53%	\$0	0.00%	0.00%
Vehicle Purchase (non TVM)	336120	0	1	0.00%			
	336211	0	14	0.00%			
	423110	0	108	0.00%	\$458,483	18.61%	0.00%
Sign Production	339950	7	147	4.76%			
	423990	3	124	2.42%	\$300	0.01%	0.00%
Transportation Supplies	336	0	131	0.00%	\$12,615	0.51%	0.00%
Office Equipment	423420	1	53	1.89%	\$4,757	0.19%	0.00%
Office-related Supplies	424120	2	82	2.44%	\$57,325	2.33%	0.06%
Fuel	424720	2	39	5.13%	\$190,827	7.74%	0.40%
Transit Service Provider	485113	0	6	0.00%			
	485210	0	2	0.00%			
	485410	0	2	0.00%			
	485991	0	28	0.00%	\$928,951	37.70%	0.00%
Software	541512	60	1739	3.45%	\$423,250	17.18%	0.59%
Lawyer	541110	2	3401	0.06%	\$3,434	0.14%	0.00%
Accounting	541211	13	1385	0.94%	\$11,720	0.48%	0.00%
Urban Planning	541320	64	222	28.83%	\$17,758	0.72%	0.21%
Engineering Services	541330	98	2013	4.87%	\$0	0.00%	0.00%
Environmental Consulting	541380	7	141	4.96%			
	541620	66	406	16.26%	\$0	0.00%	0.00%
Marketing/PR Services	541613	23	963	2.39%			
	541810	14	322	4.35%			
	541820	21	215	9.77%			
	541910	66	119	55.46%	\$10,538	0.43%	0.03%
Other Prof. Services	541611	35	1887	1.85%	\$133,651	5.42%	0.10%
Facilities Maintenance	561720	28	1257	2.23%	\$97,310	3.95%	0.09%
Vehicle Service	811118	0	66	0.00%			
	811121	0	548	0.00%			
	811192	0	254	0.00%			
	811198	0	39	0.00%	\$113,365	4.60%	0.00%
TOTAL		809	16,760	4.83%	\$2,464,284	100.00%	1.48%

Based on the above totals, the base figure for relative availability of DBEs was calculated as:

$$\text{Number of DBEs} / \text{Total number of firms} = \text{Relative Availability of DBEs (Base Figure)}$$

$$809 / 16,760 = 4.83\%$$

The U.S. DOT recommends weighting to determine the overall goal. In Table 2 above, Forecast Weight represents the percentage each anticipated contracting opportunity represents of the total estimated annual budget during FFY 2014-2016. The estimated budget is based on the most recent annual contracting amounts spent by subrecipients. As one can see, the Forecast Weight identifies NAICS codes in which there are a high number of DBEs, but for which there are no contracting opportunities.

For example, a larger number of DBE firms provide products and services in NAICS codes related to projects typically funded by the Federal Highways Administration (FHWA), such as building construction, roadway construction, engineering services and environmental consulting. However, there are few FTA-funded contracting opportunities in these areas.

In addition, there are no certified DBEs in several NAICS codes with larger annual contract spending such as Transit Service Provider (\$928,951), Non-TVM Vehicle Purchase (\$458,483) and Vehicle Service (\$113,365). Collectively, these 11 NAICS codes represent over \$1.5 million in annual contracting opportunities for which there are no certified DBE firms.

The Weighted Availability (Base Figure) of DBEs was determined by summing the following:

Weighted Availability (Base Figure) = Relative Availability of DBEs x Forecast Weight

Weighted Availability (Base Figure) = **1.48%**

STEP 2: ADJUST BASE FIGURE

After calculating the base figure, the U.S. DOT recommends that additional adjustments be made in order to arrive at the three-year DBE goal. The weighted availability base figure of 1.48% essentially assumes 100% participation of DBEs within each of the NAICS codes, thus making the weighted availability figure potentially too high. Therefore, CDOT reviewed other data to arrive at its proposed FTA DBE goal.

Past Goal Evaluation

First CDOT evaluated past DTR goals. The DTR goals over the past 10 years have ranged from 2.68% to 9.00%. The most recent CDOT goal setting report dated June 16, 2010 set the FTA DBE goal at 4.75% for FFY 2011-2013.

CDOT's proposed DBE goal signifies a significant difference in the current and past methodologies. In the June 2010 report, the data analyzed included subrecipients along the

Front Range that are considered exempt from the current analysis. Because these subrecipients now report directly to the FTA, the subrecipients, their corresponding FTA funding, and the corresponding amount of DBE opportunities, have been exempt from the current calculations.

It is important to note that using the goal setting methodology set forth herein, the availability of DBE firms presented in the previous 2010 report is reduced by 50% just by eliminating the contracting opportunities provided by subrecipients that have their own DBE program. Purging the data of the largest subrecipients and the corresponding availability of DBE firms, helps to avoid double-counting and skewing the DBE goal unrealistically upwards, leading to a more reasonable and realistic FTA DBE goal going forward.

Additionally, in 2010, a single large FTA-assisted project in Summit County, which involved roadway construction, was added to the mix and given a DBE goal of 5%. At that time, the awarded amount and established goal were included as part of the data on FTA-assisted projects. This specific project can be considered an anomaly that does not accurately reflect the typical contracting opportunities available to DBEs on FTA-assisted projects.

However, between the past goals and the current, there remains a limited distribution of DBEs throughout Colorado. As documented in the previous report, “there is very limited availability of currently certified DBE firms outside of the Denver Metropolitan and surrounding area... Although there are numerous DBE firms available for both planning and other services located in the Denver metro and out of state, it has been CDOT’s experience that these firms are not willing to travel or bid on contracts for such small amounts of money.” The analysis conducted for this report revealed a similar trend.

Nonetheless, because of the unique Summit County project and the fact that the largest subrecipients no longer report through CDOT, an analysis and evaluation of the past DBE goals has limited relevance in deriving future DBE goals.

Past DBE Participation

Next, CDOT evaluated past participation. Currently, CDOT tracks awards and commitments on a semi-annual basis. Within the past few years, CDOT has strived to increase understanding of the FTA DBE program and is continually improving the accuracy of reporting on FTA-assisted projects. In so doing, it has become apparent that an increased number of subrecipients and expenditures are exempt.

With increased reporting accuracy, the base figure for availability of DBEs for FTA-assisted projects decreases. Therefore, DBE utilization from the past 12 months, rather than the past three-year period or even the past 10 years, is more indicative of DBE participation going forward.

Table 4: 2012 Awards Made on FTA-assisted Projects

Time Period	\$ Awarded	# Awards	\$ to DBEs	DBE Awards	Race Neutral	Race Conscious	% Total to DBEs
Jan-June 2012	\$1,069,841	207	\$46,711	2	2	0	4.37%
July-Dec 2012	\$558,565	134	\$9,793	1	1	0	1.75%
Total	\$1,628,406	341	\$56,504	3	3	0	3.47%

Table 3 shows that of all the awards made in 2012 on FTA-assisted projects, 3.47% were to DBEs. Of the DBE firms awarded, all awards were race-neutral. However, even since the last report, CDOT has determined that at least three more large subrecipients will be exempted from CDOT’s DBE oversight and reporting because they maintain their own programs.

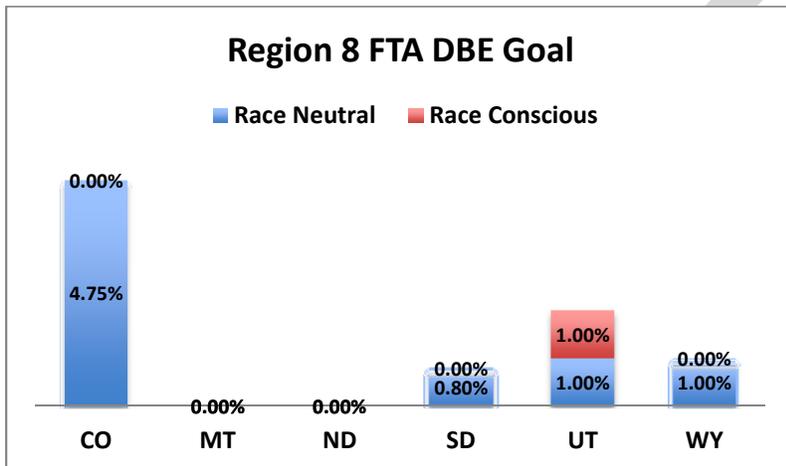
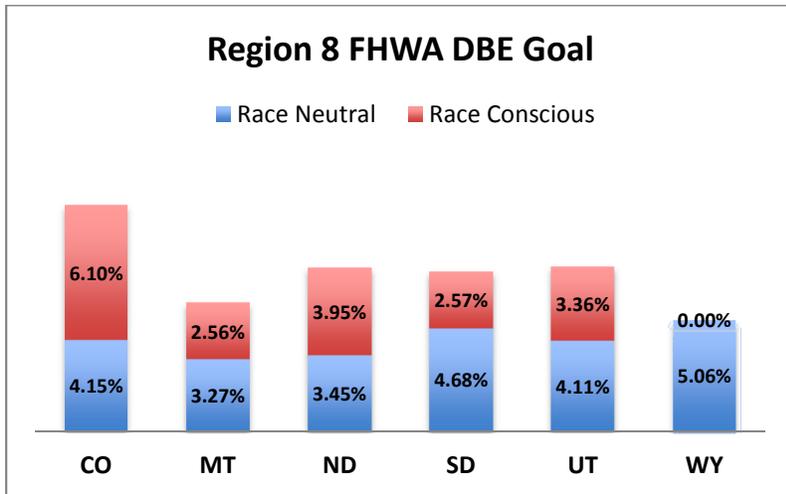
FTA Region 8 Comparison

To add context and framework for establishing a reasonable DBE goal, an initial comparison of DBE goals within FTA Region 8 was conducted. The Region 8 area includes Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming. These mid-western states share similar geographic characteristics (mountains, plateaus and plains) and rural demographics.

Funding from FHWA is considerably more than that received from FTA. However, it is interesting to note that in a comparison between CDOT’s current FHWA DBE goal versus the comparative states, CDOT’s goal is 50% to 100% higher. Meanwhile, CDOT’s previously established FTA DBE goal versus the comparative states is 150% to 400% higher. Given the larger number of DBEs and the larger dollar amounts of contracts awarded to DBE firms for highway construction and services, one could consider the relative weight of FHWA DBE goals as a more accurate benchmark for FTA DBE goals. Thus, in order for CDOT to come closer in line with comparative states, the most recent FTA DBE goal would be reduced by 66% to 75%, falling in a more realistic range of 1.19% to 1.56%.

Table 5: Comparison with Region 8 States

State	FHWA DBE Goal	Race Neutral	Race Conscious	FTA DBE Goal	Race Neutral	Race Conscious
Colorado	10.25%	4.15%	6.10%	4.75%	4.75%	0.00%
Montana	5.83%	3.27%	2.56%	0.00%	0.00%	0.00%
North Dakota	7.40%	3.45%	3.95%	0.00%	0.00%	0.00%
South Dakota	7.25%	4.68%	2.57%	0.80%	0.80%	0.00%
Utah	7.47%	4.11%	3.36%	2.00%	1.00%	1.00%
Wyoming	5.06%	5.06%	0.00%	1.00%	1.00%	0.00%



Note: Montana and North Dakota both have FTA DBE goals of 0.00%.

DBE Geographic Distribution

CDOT also reviewed the geographic distribution of the DBE firms within NAICS codes that offered the greatest contracting opportunities. The review and analysis shows limited availability of DBE firms within areas that present upcoming opportunities on FTA-assisted projects. Most of the DBE firms are located within the Denver metropolitan area and along the Front Range, which extends from Ft. Collins through Colorado Springs to Pueblo. In fact, the data shows that out of 315 DBE firms only 4 (1.27%) of the DBE firms are located in rural or small urbanized areas. These DBE firms are located in Aspen, Breckenridge and Telluride, two of which operate independent DBE programs.

Table 6: DBE Geographic Distribution

Contracting Opportunity	2012 NAICS Code	# DBE Firms	Front Range	Out-of-State	Rural Areas	Weighted Availability
Office-related Supplies	424120	2	2	0	0	0.06%
Fuel	424720	2	2	0	0	0.40%
Software	541512	60	38	22	0	0.59%
Urban Planning	541320	64	52	9	3	0.21%
Marketing/PR	541613, 541810 541820, 541910	124	103	20	1	0.03%
Other Professional Services	541611	35	20	15	0	0.10%
Facilities Maintenance	561720	28	26	2	0	0.09%
Total		315	243	68	4	1.48%

After careful consideration of the factors that influence DBE participation, CDOT has determined that a slight adjustment to the Step 1 Base Figure of 1.48% is necessary in order to account for the extremely limited number of DBE firms in rural areas.

Although the base weighted availability of 1.48% lowers the FTA DBE goal from the past three-year period, the data provides rationale to support such a decrease. In addition, given the limited number of DBEs in Colorado’s rural areas, it seems more realistic to strive for 85% attainment (rather than 100%) of the weighted availability. Therefore, CDOT proposes an overall FTA DBE goal of **1.26%** for FFY 2014-2016 for FTA-assisted contracts.

RACE-NEUTRAL VS. RACE-CONSCIOUS BREAKDOWN

To determine race-neutral and race-conscious split, CDOT evaluated the awards and commitments on FTA-funded projects to DBEs over the past year. By analyzing the past year’s bi-annual reporting, it was determined that all were derived through race-neutral DBE participation. In keeping with the findings, CDOT proposes a 100% race-neutral DBE program that encourages widespread participation from minority-owned and women-owned businesses.

RACE-NEUTRAL INITIATIVES

CDOT intends to meet its overall DBE goal by using race-neutral methods in facilitating DBE participation. CDOT employs the following race-neutral initiatives to increase DBE participation throughout the state:

- CDOT helps to maintain the **UCP DBE directory** as a primary source of DBE firms, certified by CDOT and the City and County of Denver, eligible to meet DBE participation requirements on FHWA, FAA and FTA-funded contracts in Colorado. The availability of the DBE directory makes it easier for subrecipients to identify and contact DBEs for potential contracting opportunities.

- CDOT developed the **Connect2DOT Program**, which is a partnership between CDOT and the Colorado Small Business Development Centers (SBDCs). The program is designed to help small businesses in the transportation industry become more competitive and successful in bidding and contracting. Connect2DOT offers business and technical support tailored to contractors and engineers, online access to bid plans, and various networking events to connect prime contractors and subcontractors.
- CDOT provides **training to subrecipients** to help them understand the DBE program and to encourage them to seek DBE participation on contracts. CDOT also encourages subrecipients to reach out to local businesses that may be eligible for certification.

PUBLIC PARTICIPATION

To encourage public participation, CDOT is providing notice of its goal setting process on the CDOT DBE Program site at <http://www.coloradodot.info/business/equal-opportunity/dbe>. A copy of the goal setting methodology will also be posted from this web page.

In addition, CDOT is publishing legal notice of the proposed annual DBE goal for FFY 2014-2016 in the following regional newspapers:

- Colorado Springs Gazette Telegraph
- Denver Post
- Durango Herald
- Grand Junction Daily Sentinel
- Greeley Tribune
- La Voz Hispana de Colorado
- Pueblo Chieftain
- Trinidad Chronicle

The notice informs the public that the proposed goal and its rationale are available for review, and that CDOT is allowing inspection of the methodology and accepting comments on the goal for 45 days from the date of the notice.

The following schedule outlines key milestones for obtaining public comment regarding the FTA DBE goal setting process:

Table 7: Public Participation Schedule

Date	Milestone
June 3	DBE Goal and Methodology Published
June 3 - July 18	Public Comment Period
July 18	Resolution Presented to CDOT Transportation Commission

APPENDIX: GRANTEE SURVEY



Division of Transit and Rail Grantee Use of FTA Funds

*** 1. Agency Name:**

*** 2. Individual Completing Survey:**

*** 3. Phone Number:**

*** 4. Email:**

*** 5. Do you have a DOT-approved DBE Program?**

Yes

No

*** 6. FTA Grant Subtotals:** For each FTA grant listed below, state the amount you received or will receive from CDOT during the federal fiscal year beginning October 2012 and ending September 2013. If none, enter "0".

5304	<input type="text"/>
5310	<input type="text"/>
5311	<input type="text"/>
5316	<input type="text"/>
5317	<input type="text"/>
5309/5339	<input type="text"/>
ARRA	<input type="text"/>

*** 7. Provide the total amount of the FTA grants listed in #6.**

Total CDOT FTA Grants:

8. Exempt expenses: From the total amount of FTA grants (#7), how much did you use for the following? For the list of TVM manufacturers, please cut and paste the following in your browser: http://www.fta.dot.gov/12326_5626.html

Rent and utilities:	<input type="text"/>
Payroll, employment taxes, and fringe benefits:	<input type="text"/>
License fees and other taxes:	<input type="text"/>
Conferences and travel:	<input type="text"/>
Insurance:	<input type="text"/>
TVM bus purchases:	<input type="text"/>

*** 9. Subtract the amount of the exempt expenses from the total amount of FTA grants (i.e. subtract the amount in #9 from the amount in #8). This is your remaining amount.**

Remaining Amount:

10. Use of remaining amount: Of the remaining amount (#9), provide the approximate amount that went or will go to each of the following (Round to the nearest \$100; if none, enter "0"). The total of the amounts listed below should equal the amount provided in your answer to #9.

Transit service providers (non-government):	<input type="text"/>
Transit service providers (government):	<input type="text"/>
Non-TVM vehicle purchase:	<input type="text"/>
Vehicle service and maintenance (non-government):	<input type="text"/>
Vehicle service and maintenance (government):	<input type="text"/>
Sign production (non-government):	<input type="text"/>
Transportation materials and supplies, i.e. fabricated bus shelters, bus supplies, etc. (non-government):	<input type="text"/>
Fuel (non-government):	<input type="text"/>
Sign production, transportation materials and supplies, and fuel (government):	<input type="text"/>
Building construction:	<input type="text"/>
Road construction and signage:	<input type="text"/>
Building/facility maintenance:	<input type="text"/>
Engineering Services:	<input type="text"/>
Urban planning:	<input type="text"/>
Environmental consulting services:	<input type="text"/>
Marketing and Public Relations Services:	<input type="text"/>
Accountants:	<input type="text"/>
Lawyers:	<input type="text"/>
Other professional services/consulting:	<input type="text"/>
Office related materials and supplies:	<input type="text"/>
Office equipment:	<input type="text"/>
Other - Please list and provide amount:	<input type="text"/>

11. Special Situations: If this fiscal year does not reflect your average spending or if you have a special situation (i.e., large FTA funding project) coming up in the next few years, please explain these anomalies:



Resolution Number TC-

WHEREAS, in accordance with 49 CFR Part 26, CDOT must establish an overall goal for Disadvantaged Business Enterprise (DBE) participation on all FTA-funded contracts for Federal Fiscal Years 2014, 2015 and 2016; and

WHEREAS, CDOT must follow the methodology established by 49 CFR Part 26 to establish the overall goal; and

WHEREAS, CDOT published its methodology and began the public comment process on June 3, 2013; and

WHEREAS, CDOT solicited public comments via newspaper advertisements and electronic mail; and

WHEREAS, after reviewing all feedback and comments received, no adjustments have been made to the goal recommendation; and

WHEREAS, 49 CFR Part 26 requires that the maximum feasible portion of the goal be met with race and gender neutral means.

NOW THEREFORE BE IT RESOLVED:

- **On August 1, 2013, CDOT shall submit to FTA an overall goal of 1.26% DBE participation on all FTA-funded contracts, with the entire 1.26% to be met with race and gender neutral means.**
- **Following approval from FTA, the overall goal for DBE participation on FTA-funded contracts during Federal Fiscal Years 2014, 2015 and 2016 shall be 1.26%.**