Transportation Commission of Colorado
Meeting Schedule and Agenda
May 15 & 16, 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, May 14, 2013
8:30 a.m. Regional Transportation Committee (DRCOG)

Wednesday, May 15, 2013
10:00 a.m. Efficiency and Accountability Committee Meeting,

12:00 p.m. HPTE Board Lunch Meeting, Room 225
1:00 p.m. High-Performance Transportation Enterprise Meeting, Auditorium

2:00 p.m. Asset Management Committee
3:00 p.m. Statewide Plan Committee

Thursday, May 16, 2013

7:30 a.m. Breakfast Meeting
9:15 a.m. CBE Workshop: Prioritization Plan Update
9:45 a.m. RAMP Workshop
10:45 a.m. Workshop: Relocation of Region 4 Headquarter facilities
11:15 a.m. DBE Committee
11:45 a.m. Working Lunch:
Discussion with State House and Senate Transportation Committee Chairs

- **Senator Heath**
- **Representative Tyler**

12:15 p.m. TIGER V Applications Workshop
1:00 p.m. **BREAK Clear Auditorium for Room Re-Set**

TRANSPORATION COMMISSION MEETING

1:15 p.m. 1. Call to Order, Roll Call

1:15 p.m. 2. Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes

1:25 p.m. 3. Comments of Individual Commissioners

1:25 p.m. 4. Executive Director's Report

1:30 p.m. 5. Chief Engineer's Report

1:30 p.m. 6. HPTE Director's Report

1:35 p.m. 7. FHWA Division Administrator Report (John Cater)

1:35 p.m. 8. STAC Report (Vince Rogalski)

1:40 p.m. 9. Act on Consent Agenda:

a. Resolution to approve the Special & Regular Meeting Minutes of April 17 & 18, 2013 (Herman Stockinger)..... Page 1

b. Resolution to Approve the Adoption of Policy Directive 1900.0 Noise Mitigation Policy (Herman Stockinger)..... Page 18

c. Resolution to approve an addition to the FY 2013 Over $50K Project List (David Wieder)..... Page 23

d. **Resolution to approve the FY 2014 Over $50K Project List (David Wieder).** **Page 27**

e. **Resolution to Approve Policy Directive 82.0 Implementation of FTA Regulations for a Drug and Alcohol Free Workplace (Mark Imhoff)..... Page 42**

1:40 p.m. 10. Discuss and Act on Resolution for approval of the 12th Budget Supplement for FY 2013 (Ben Stein)..... Page 47

1:45 p.m. 11. Discuss and Act on the Resolution for the Approval of the TIGER V Application (Kurt Morrison)..... Page 59

1:50 p.m. 12. Discuss and Act on the Resolution to approve the Intra-Agency Agreement between HPTE and CDOT regarding US 36 Concession Agreement (Michael Cheroutes) Page 62

1:50 p.m. 13. Update: Legislative Session Wrap Up (Kurt Morrison)..... Page 81

2:00 p.m. 14. Other Matters

2:05 p.m. 15. Acknowledgements

- **Twin Tunnels team – Winners of the 2013 FHWA Environmental Excellence Award**
- **White House Award – CDOT Mobile App**

2:10 p.m. 16. Adjournment*

BRIDGE ENTERPRISE BOARD OF DIRECTORS MEETING

2:10 p.m. 1. Call to Order and Roll Call

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

2:20 p.m. 3. Act on Consent Agenda:
Resolution to Approve Regular Meeting Minutes from April 18, 2013 (Herman Stockinger).....page 1

2:20 p.m. 4. Discuss and Act on 12th Budget Supplement FY2013 (Ben Stein).....page 11

2:25 p.m. 5. Monthly Progress Report (Tim Harris).....page 49

2:30 p.m. 6. Adjournment

***The Chairman of the Transportation Commission makes every effort to follow the meeting times as published. The order and timing of the meetings and the agenda items are subject to change when necessary to accommodate the public's or the Commission's schedules. All meetings are held in the auditorium of the headquarters building unless otherwise noted.**

Transportation Commission of Colorado
Transportation Asset Management Committee
Meeting Agenda
Wednesday, May 15, 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. **Report Out from Commissioner Gruen – 5 minutes**
2. **Approve February 20, 2013 Minutes – Commissioner Gruen**
3. **Surface Treatment List and Program – Tim Harris**
4. **Asset Management Updates – Scott Richrath**
    - **Risk-Based Asset Management Plan**
    - **Multi-Asset Management System Phase III**
    - **Policy Directive 14 Asset Management Goals and Targets**
    - **Asset Management Policy and/or Procedural Directive**
    - **Drivability Life**
    - **NHI Workshops**
    - **Roadway Surface – Surface Treatment**
    - **Fleet Management**

<u>THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION</u>

ASSET MANAGEMENT COMMITTEE
DRAFT MINUTES

Date: February 20, 2013

Committee Members Attending: Commissioner Gruen, Commissioner Connell, Commissioner Barry

Others Attending: Commissioner Reiff, Commissioner Peterson, Commissioner Gilliland, Debra Perkins-Smith, Tim Harris, Scott Richrath, JoAnn Mattson, Scott McDaniel, Tony DeVito, Dave Wieder, Bill Schiebel, Ben Stein, Rich Sembrat, Roy Smith, Mark Nord, David Fox, Marcella Broussard, Ty Ortiz, Steve Rudy (DRCOG), Randy Jensen (FHWA), Vince Rogalski (STAC)

Minutes:

- Opening Discussion:

  Commissioner Gruen welcomed attendees to the Asset Management Committee meeting. He noted the memo he wrote to Scott Richrath thanking staff for their hard work, and he asked staff to take a moment and reflect on how asset management can assist with doing the job more effectively. Dave Wieder shared his appreciation for the advances in the fleet equipment management system. Tim Harris noted that asset management has helped to break down the cylinders of excellence at CDOT, and stated that asset management is becoming a way of life and not just part of the setting the FY14 budget.

  Commissioner Gruen thanked both for their comments and said that asset management is about getting the most for our dollars. The key now that we have started to use asset management is to now link it to project selection. Commissioner Connell noted that it's important to be able to show measureable change. Commissioner Gruen stated that although this is the last meeting of the committee for a while, staff must document the process and link asset management to project selection. Debra Perkins-Smith added that asset management is good business sense, and that as the work has been done a 'parking lot' of improvements to the analysis has been identified, so this work will continue to improve going forward.

  Commissioner Reiff requested a report back to the Commission on the linkages between asset management and project selection, to provide context to the decisions the Commissioners make, and a link between policy and outcomes. Commissioner Gilliland stated that the work done so far is valuable and we need to keep going. The work supports the hard decisions the Commission needs to make. Commissioner Connell noted that work should not stop because the committee is not meeting monthly, and suggested that the committee meet quarterly. Commissioner Peterson said that as chair of the Statewide Plan Committee the work done by the Asset Management committee has been invaluable.

  Scott Richrath shared that staff's work on asset management will continue for several reasons, including the MAP-21 requirement to develop a risk-based asset management plan. Staff is committed to having a strategy for developing the asset management plan in place by June 30, and will bring a draft of the strategy to the Asset Management committee at the next committee meeting, currently scheduled for May.

- Presentation:

  Scott R. presented staff's recommendation on the distribution of RAMP Asset Management dollars for FY14 among the various asset groups, coming out of a January 2nd workshop led by Executive

Director Hunt. Staff determined during the workshop which programs were eligible for RAMP funding, and then completed a few rounds of the Delphi technique to come to consensus. Scott R. reviewed the surface treatment, bridge, ITS and fleet equipment performance slides showing expected performance with and without RAMP funding. He then provided an overview of culverts, tunnels, rockfall mitigation and real estate (buildings), and Committee members were able to ask questions of the asset managers to clarify the benefits of additional funding.

Commissioner Gruen noted that when the Asset Management committee convened last fall buildings were considered and determined to be too much to take on initially, but that we need to get our arms around real estate next year. Commissioner Reiff noted that in government, buildings are not part of the mission and do not receive a lot of attention.

- Delphi Chart:

  This chart shows the staff recommendations from the January 2nd workshop:

	FY14 RAMP = $135 Million			FY14 RAMP = $160 Million		
Asset:	**FY14 Budget**	**FY14 RAMP**	**FY14 Budget + RAMP**	**FY14 Budget**	**FY14 RAMP**	**FY14 Budget + RAMP**
Surface Treatment	$150.6	$73.1	**$223.7**	$150.6	$88.2	**$238.8**
Structures						
Bridge & BE	$140.6	$29.0	**$169.6**	$140.6	$33.3	**$173.9**
Tunnels	$0.0	$6.6	**$6.6**	$0.0	$7.4	**$7.4**
Culverts	$5.6	$5.3	**$10.9**	$5.6	$5.9	**$11.5**
Walls	*$0.5 incl. in Brdg*	*$0.0*	***$0.0***	*$0.5 incl. in Brdg*	*$0.0*	***$0.0***
MLOS	$249.0	$0.0	**$249.0**	$249.0	$0.0	**$249.0**
Fleet	$14.1	$5.6	**$19.7**	$14.1	$6.8	**$20.9**
ITS (excludes new capital)	$11.2	$8.7	**$19.9**	$11.2	$10.3	**$21.5**
Rockfall	$5.2	$3.0	**$8.2**	$5.2	$3.8	**$9.0**
Buildings	$6.9	$3.8	**$10.7**	$6.9	$4.4	**$11.3**
Total	**$583.2**	**$135.0**	**$718.2**	**$583.2**	**$159.9**	**$743.1**

- Next meeting:

  Asset Management Committee is scheduled to next reconvene in May, 2013.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222

TO: Colorado Transportation Commission

FROM: Scott Richrath, Transportation Performance Branch Manager

SUBJECT: May Asset Management Committee Meeting

DATE: May 15, 2013

Purpose

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

(1) the minutes from the February Committee meeting, and
(2) Surface Treatment Program, and
(3) CDOT Risk-Based Asset Management Plan (RB AMP) Development Strategy, and
(4) Asset Management Updates.

Action Requested

During the Committee meeting, staff will ask for input on the (attached) CDOT Risk-Based Asset Management Plan (RB AMP) Development Strategy document. The Division of Transportation Development is required to develop this strategy by June 30, 2013 as an FY13 CDOT Top Priority. If Commissioners wish to provide input after the May Committee meeting please send comments to Scott Richrath at Scott.Richrath@state.co.us by May 31, 2013.

The Asset Management Committee is asked to provide input to the Statewide Planning Committee on targets for three categories: pavement, bridge and maintenance levels of service. The Statewide Planning Committee is scheduled to meet the afternoon of May 15.

Background

The Transportation Commission Asset Management Committee held its first meeting in September and over the next several months developed recommendations to the Transportation Commission for the Fiscal Year (FY) 2014 budget that starts on July 1, 2013. It also developed funding allocations for FY14's Responsible Acceleration of Maintenance and Partnerships Program 1. 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.

Surface Treatment List and Program

As requested at the April Transportation Commission meeting, the surface treatment projects for FY 14 were reviewed and revised to be consistent with Commission direction. The statewide surface treatment projects for FY14, which include both baseline and RAMP projects, is attached and presented with information on the surface treatment type. For low volume roads, information on the justification for the type of treatment is also attached.

CDOT Risk-Based Asset Management Plan Development Strategy

MAP-21 requires all state DOTs to develop a risk-based asset management plan by April 1, 2015. Given the emphasis on asset management at CDOT staff has contracted with Cambridge Systematics and Redd Engineering to develop its initial plan by December 15, 2013, and make modifications after FHWA rules are promulgated. Cambridge Systematics is also FHWA's consultant working with three DOTs (Louisiana, Minnesota, New York) to develop their initial plans and provide guidance to other state DOTs. CDOT's plan will benefit from the work with these other states.

The RB AMP Development Strategy is included in this packet for Committee review. This document describes the content and schedule for the plan that staff and the consultants are developing over the next several months, and presenting to the Committee in December. If Commissioners wish to provide input after the May Committee meeting please send comments to Scott Richrath at Scott.Richrath@state.co.us by May 31, 2013.

The Asset Management Updates attachment includes some prototypes on how to quantify risk at CDOT.

Multi-Asset Management System

Staff uses the Multi-Asset Management System (MAMS) to provide the Asset Management Committee with investment scenarios. MAMS phases I and II incorporated data from pavement, bridge, maintenance levels of service (MLOS), fleet equipment and intelligent transportation systems (ITS).

Phase III will begin to integrate buildings, tunnels, culverts and rockfall mitigation. Staff will also make several enhancements to existing asset analysis including net present value (NPV) assessment for certain asset categories. The phase III project will kickoff May 14, 2013 and conclude March, 2014.

Asset Management in CDOT Policies

Staff is working with the Transportation Commission Statewide Planning Committee to revise Policy Directive 14 (PD14). PD14 will highlight three asset management categories: bridge, pavement, and MLOS. The Asset Management Committee is asked to provide input to the Statewide Planning Committee on targets for those three categories. The Statewide Planning Committee is scheduled to meet the afternoon of May 15.

Following a National Highway Institute workshop and in conversations with Senior Management, asset management staff is working with Government Relations staff to explore the benefits of policy and procedural directives specific to asset management. An excerpt from New Jersey's policy directive is provided in the Asset Management Updates attachment.

Other Asset Management Updates

Staff continues to move forward on asset management in a number of areas, highlighted in the Asset Management Updates attachment. These areas are:

- Drivability Life for Pavement
- National Highway Institute asset management workshops
- Roadway Surface – Surface Treatment project integration
- Fleet Management

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

Statewide Surface Treatment Projects for FY2014 - All baseline and RAMP projects

Shading used to show highway segments grouped into one project

Shading used to show highways lost in the redistricting effort

5/2/2013

FY	Region	Highway	BMP	EMP	Description	Estimate	Treatment Type	Tier
2014	2	025A	50.0	59.0	25C INTERCHANGE TO JCT SH69 WALSENBURG NORTH	$12,257,499	2.5" mill and asphalt Overlay	Interstate
2014	***2***	***025A***	***109.0***	***119.3***	***Pinon North***	***$15,174,000***	***FY14 RAMP - 2.5" mill and aphalt overlay***	***Interstate***
2014	***3***	***070A***	***16.0***	***37.0***	***Loma to Clifton***	***$27,000,000***	***FY14 RAMP - 3" asphalt overlay***	***Interstate***
2014	***3***	***070A***	***86.5***	***97.0***	***I-70 Rifle Slab Replacement***	***$4,000,000***	***FY14 RAMP - concrete slab replacement***	***Interstate***
2014	3	070A	147.0	147.0	I-70 Eagle Interchange Improvements - Add to RPP project for paving only	$1,000,000	Add to RPP project for paving only	Interstate
2014	3	070A	178.7	185.0	I-70 West Vail Pass	$2,200,000	2" asphalt mill and asphalt overlay of east-bound drive lane only - 14 ft wide	Interstate
2014	***1***	***070A***	***203.9***	***213.5***	***I-70 EB Truck Lane***	***$2,000,000***	***FY 14 RAMP - 2" mill and asphalt overlay, right east-bound lane only***	***Interstate***
2014	1	070A	213.5	217.0	EJMT Resurfacing	$2,500,000	Mill and stone matrix asphalt overlay	Interstate
2014	4	076A	67.0	77.0	Slab replacements	$2,400,000	Concrete slab replacements, Advertised Accelerated project.	Interstate
2014	***4***	***076A***	***149.0***	***165.5***	***NE COLO - Next I-76 Segment***	***$25,000,000***	***RAMP FUNDING FY14 - Major rehab not reconstruction***	***Interstate***
					Interstate Baseline	***$20,357,499***		
					Interstate RAMP	***$73,174,000***		
2014	3	040A	129.9	131.7	US 40 Steamboat East and West		2" mill and and asphalt overlay (in town)	NHS - High Volume
2014	3	040A	132.6	139.1		$6,000,000	2" asphalt overlay with spot leveling east of town	NHS - High Volume
2014	6	040C	296.3	297.5	Colfax Ave., Federal to Speer	$2,000,000	2" mill and asphalt overlay	NHS - High Volume
2014	3	050A	42.2	46.3	US 50 Whitewater East	$2,600,000	1.5" asphalt overlay, paving railroad approaches on SH 141	NHS - High Volume
2014	2	050A	278.0	281.0	1ST ST TO Dozier Ave	$3,696,066	2.5" mill and modified asphalt overlay	NHS - High Volume
2014	2	050B	377.4	381.2	THROUGH LA JUNTA	$5,211,329	2.5" mill and modified asphalt overlay	NHS - High Volume
2014	6	088B	16.8	21.7	Arapahoe Rd., I-25 to Parker Rd	$9,000,000	2" mill and 2.5" stone matrix asphalt overlay	NHS - High Volume
2014	2	096A	55.4	59.0	ARKANSAS RIVER TO US 50B THROUGH PUEBLO	$5,493,784	4" mill and 2" asphalt overlay plus 2" modified asphalt top surface	NHS - High Volume
2014	4	119B	44.2	44.6	Partner w/ Boulder-East of 36(Iris)	$400,000	Local Agency project, partnership to perform resurfacing on our roadway	NHS - High Volume
2014	4	119C	59.7	63.6	Boulder/Weld CL East	$12,000,000	**Full Depth Reclamation and 9.5" Concrete** or 6" Cold-In-Place Recycle with 3" Asphalt Overlay (CE Determination)	NHS - High Volume
2014	6	121A	3.9	5.3	Wadsworth Blvd., Parkhill to Florida	$9,500,000	2" mill and 2 - 2.5" aphalt overlay	NHS - High Volume
2014	5	145A	0.0	9.3	SH 145 Cortez north to Dolores River Bridge	$8,500,000	Reconstruction south end and 1" asphalt leveling course plus 2" asphalt overlay north end	NHS - High Volume
2014	***5***	***160A***	***18.3***	***30.0***	***US 160/US 491 New Mexico to Towaoc (See 491A)***	***$16,708,000***	***RAMP FUNDING FY14 - Full depth Reclamation with asphalt overlay***	***NHS - High Volume***
2014	5	160A	71.0	81.3	US 160 Hesperus to Durango (west of Wildcat Canyon)	$9,000,000	Determined after scoping	NHS - High Volume
2014	4	287C	339.1	342.0	Harmony South	$4,200,000	3" mill and asphalt overlay	NHS - High Volume
2014	4	287C	347.7	348.3	Conifer to Willox	$1,000,000	Composite Asphalt over Concrete	NHS - High Volume
					NHS - High Volume Baseline	***$78,601,179***		
					NHS - High Volume RAMP	***$16,708,000***	***(see 491A below also under this project: $19.708M RAMP total)***	
2014	5	160A	273.5	278.6	US 160 La Veta Pass	$6,500,000	Leveling course and overlay (scoping underway)	NHS - Low Volume
2014	5	285A	5.2	6.3	US 285 in Antonito Reconstruction	$5,000,000	Concrete reconstruction	NHS - Low Volume
2014	5	285A	6.3	11.0	US 285 Antonito North	$4,500,000	Leveling course and overlay (scoping underway)	NHS - Low Volume
2014	***5***	***491A***	***0.0***	***6.4***	***US 160/US 491 New Mexico to Towaoc (See 160A)***	***$3,000,000***	***RAMP FUNDING FY14 - 1" Leveling course 2" overlay***	***NHS - Low Volume***
					NHS - Low Volume Baseline	***$16,000,000***		
					NHS - Low Volume RAMP	***$3,000,000***	***(This segment constructed on same project with 160A above)***	
2014	3	006E	163.1	170.2	US 6 Edwards E & W	$3,500,000	1.5" overlay; mill and overlay where curb & gutter exist	Other - High Volume
2014	4	014C	139.5	147.3	East of I-25 to WCR 23	$12,500,000	6" Cold-in-Place Recycle with 4.5" asphalt overlay or 2" Mill and 2.5" asphalt overlay (CE Determination)	Other - High Volume
2014	1	119A	5.7	6.3	Black Hawk	$1,000,000	asphalt overlay	Other - High Volume
2014	3	133A	66.0	68.2	SH 133 Carbondale: Added to RPP project for minor ml paving only	$750,000	added to RPP project for minor mainline paving only	Other - High Volume
2014	4	085L	279.8	301.0	Ault to Carr (Additional $4 million of FASTER funds for shoulders)	$9,500,000	Full Depth Reclamation with 3.25" asphalt overlay or 5" asphalt overlay (CE Determination)	Other - High Volume
					Other - High Volume Baseline	***$27,250,000***		
					Other - High Volume RAMP	***$0***		
2014	3	013A	79.0	88.6	SH 13 South of Craig	$7,400,000	2" mill and asphalt overlay	Other - High/Low Volume
2014	1	024A	253.6	263.0	Wilkerson Pass-East	$3,500,000	Thin asphalt overlay	Other - Low Volume
2014	1	036D	118.4	120.0	Jct SH 36 & Cabin Creek	$500,000	Overlay and patching as needed	Other - Low Volume
2014	3	064A	28.0	38.0	SH 64 East of Rangely	$4,200,000	1.5" asphalt overlay	Other - Low Volume
2014	1	103A	0.0	11.5	Jct I-70 - Jct SH 5	$5,000,000	Minimum of Mill and Asphalt Overlay	Other - High/Low Volume
2014	3	340A	1.0	7.2	SH 340 King's View Estates - Add to intersection improvements project	$1,250,000	Chip seal with machine patching.	Other - Low Volume
2014	5	SH62	0.0	10.0	SH 62 MP 0.0 to 10.0	$750,000	Preventative Maintenance - Chip Seal	Other - Low Volume
					Other - Low Volume Baseline	***$22,600,000***		
					Other - Low Volume RAMP	***$0***		
2014								Other - Very Low Volume
					Other - Low Volume Baseline	***$0***		
					Other - Low Volume RAMP	***$0***		
2014	3	70 Fr N	172.8	176.0	Vail Interstate Frontage Roads		1.5" asphalt overlay; mill and asphalt overlay at curb & gutters.	
2014	3	70 Fr S	172.2	180.0	Vail Interstate Frontage Roads	$4,600,000	1.5" asphalt overlay; mill and asphalt overlay at curb & gutters.	
					Interstate Frontage Road Baseline	***$4,600,000***		
					Interstate Frontage Road RAMP	***$0***		

FY 2014	**Statewide Baseline**	**$169,408,678**
	Statewide RAMP	**$92,882,000**
		$262,290,678

FY14 Surface Treatment Distribution (Base + RAMP) By

Statewide Classification Statistics			Treatment by Miles		
Highway Classification Subsystem	Total System CL Miles Statewide	Percent of Total System	CL Miles to be Treated in FY14	Percent of Total Miles to be Treated	Percent of Subsytem Treated with FY '14 Funds
Interstate	951	10.4%	90.2	34.1%	9.5%
NHS	2483	27.3%	86.6	32.7%	3.5%
Other	5671	62.3%	87.7	33.2%	1.5%
Statewide	**9105**	**100%**	**264.4**	**100.0%**	**2.9%**

* Interstate treatment per mile is less than NHS treatment per mile primarily due to 3 Interstate projects (rows 10, 11, 13 on attached

FY14 Surface Treatment Distribution (Base + F

Statewide Classification Statistics			Treatment by Miles		
Highway Classification	Total System CL Miles Statewide	Percent of Total System	CL Miles to be Treated in FY14	Percent of Total Miles to be Treated	Percent of Subsytem Treated with FY '14 Funds
Interstate	951	10.4%	90.2	34.1%	9.5%
High Volume	2453	26.9%	108.2	40.9%	4.4%
Low Volume	2895	31.8%	66.0	25.0%	2.3%
Very Low Volume	2806	30.8%	0.0	0.0%	0.0%
Statewide	**9105**	**100.0%**	**264.4**	**100.0%**	**2.9%**

Predicted Condition Impacts from FY14 Surface Treatment Projects and FY14 RA

	2012 (Current)		2013 Deterioration (No Projects)		2013 Predicted with Project Impacts		Commission Goals	
	Good/Fair	Poor	Good/Fair	Poor	Good/Fair	Poor	Good/Fair	Poor
Statewide	47%	53%	43%	57%	47%	53%	60%	40%
Interstate	59%	40%	53%	47%	62%	38%	85%	15%
NHS	65%	35%	60%	40%	64%	36%	70%	30%
Other	34%	66%	31%	69%	33%	67%	55%	45%

MP Projects

FY14 Surface Treatment Plan
Low Volume Project Justifications to the Chief Engineer

(Based on Commission direction in April, current plan reduced low volume work from 31.1% to 15.9%.)

Region 1

State Highway 103 (MP 0.0 to MP 11.5) – this low volume project is requested for the FY 14 plan with the following justification:

1. This project will fill in complete work on the segment between I-70 in Idaho Springs and the current ongoing SH 103 construction project between MP 13.35 to MP 22.5. Targeted milling and HMA overlay are proposed.
2. SH103 projects have been coordinated with the County and their road reconstruction beyond MP 22.5 including widening for improved bicycle use.
3. This section of SH 103 has a RSL = 0 and an age = 32
4. SH 103 is actually high volume (> 6200 AADT) at the beginning MP 0.0 in Idaho Springs for a short distance.
5. This section of SH 103 is the gateway to the Mt. Evans summit road (SH 5) from I-70. Mt. Evans is a popular tourist destination producing high peak traffic volumes in months when the Mt. Evans Road is open to the public.

U.S. Highway 36 (MP 118.4 to MP 120.0) – this low volume project is requested for the FY 14 plan with the following justification:

1. This 1.6-mile segment of U.S. 36 is east of Byers and is immediately west of High Plains Raceway where associated RV and truck volumes are anticipated to continue to grow. Targeted patching and HMA overlay are proposed.
2. The proposed work section last received a single 2-inch overlay in 1971 (age = 42 years).
3. With significant pavement fatigue cracking (cracking index of 58), this pavement is in the worst 5% of fatigued pavements in the network.
4. Current condition is Poor-0 (RSL = 0). Six miles of Good condition roadway (RSL = 14) lies adjacent to the west, and ten miles of Good condition roadway (RSL = 14) lies adjacent to the east. The requested project would make minor investment to bring this short severely deteriorated segment into safe, similar condition with adjacent highway segments.

U.S. Highway 24 (MP 253.6 to MP 263.0) – this low volume project is requested for the FY 14 plan with the following justification:

1. This project pavement is 15 years old with current RSL condition of Poor. It is surrounded by condition-Fair pavements. Thin maintenance HMA overlay (less than 1.5”) is proposed.
2. With significant pavement fatigue cracking (cracking index of 63), this pavement is in the worst 6% of fatigued pavements in the network.
3. With low-cost thin maintenance overlay, the pavement deterioration will be slowed and drivable surface condition prolonged in this cold, wet, high elevation (9,500’) location. Surface seal applications are much less successful under these climate and snow removal conditions.

Region 3

State Highway 13 (MP 79.0 to MP 88.6) – this low volume project is requested for the FY 14 plan with the following justification:

1. This pavement dates from the 1970s and 1980s (age 30+years) and is full-depth asphalt constructed on clay soils. Transverse cracks at 30' intervals have deteriorated significantly resulting large crack openings and pavement depressions. Pavement condition deterioration continues to accelerate due to water infiltration into very weak clay soils below the pavement and associated traffic damage to the surface pavement.
2. 3% of this project's length has high traffic volume above 4,000 ADT.
3. Ride quality has deteriorated to IRI values of 300 inches/mile in locations. Average ride condition puts this highway in the worst 11% for IRI in the state.
4. Region recommends 2" HMA mill and fill for 10-year pavement design under current design manual using life cycle cost analysis for final treatment selection. Proposed design manual and pavement management system changes may allow for crack sealing and thin surface sealing under revised statewide guidelines. Final scope of this project may prescribe thinner treatment options per pending guidelines.

State Highway 64 (MP 28.0 to MP 38.0) – this low volume project is requested for the FY 14 plan with the following justification:

1. This pavement was constructed in the 1950s with overlays placed in 1967 and in 1994 (age 20 years). Last treatment was a chip seal in 2000. Current pavement condition classified as Poor-0.
2. Significant heavy truck traffic and age have resulted in significant consistent rutting and fatigue cracking. Ruts between 0.5 and 1.0 inch exist throughout the project. Transverse cracking on this roadway puts it into the worst 5% of the network for this type of distress.
3. Due to the locally severe rutting, truck traffic and load associated visual distress we do not recommend a chip seal at this time. We do recommend that an overlay be placed on the entire 10 miles in both directions. The overlay shall consist of a thin 1.5" of HMA SX (75) layer, placed over the existing asphalt, with binder type PG 58-28.
4. Small portions of the project may require full depth patching for existing areas of complete structural failure. See report: PC-18887_EastOfRangely_MatRec_04-30-2013.pdf

State Highway 340 (MP 1.0 to MP 7.2) – this low volume project is requested for the FY 14 plan with the following justification:

1. This project recommends a chip seal for this low volume pavement. Scope was revised to reduce cost from $3.3M HMA overlay in prior version of FY14 plan. Revised scope now calls for targeted machine patching followed by chip seal for $1.25M.
2. This project will coordinate construction with adjacent intersection project.
3. The project has fatigue cracking throughout with minimal rutting. Minor machine patching will repair worst small sections.

Region 5

State Highway 62 (MP 0.0 to MP 10.0) – this low volume project is requested for the FY 14 plan with the following justification:

1. This project recommends a chip seal for this low volume pavement.
2. Pavement distress levels are currently low and this low cost treatment is being applied in accordance with preventive maintenance principles to ensure for long term performance of the existing pavement structure.

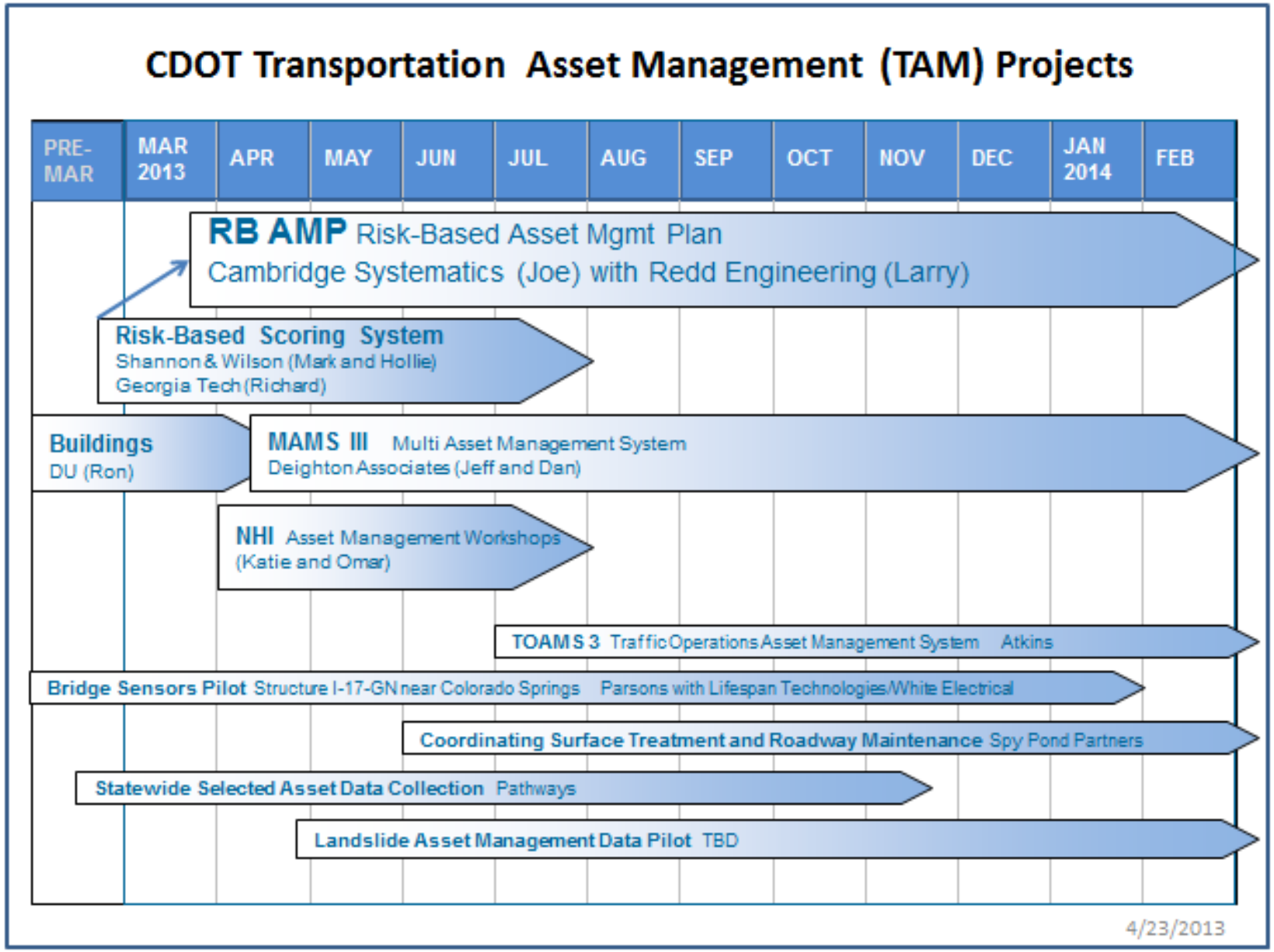
All National Highway System Projects – these low volume projects were requested for the FY 14 plan with the following justification:
CDOT has historically designed roadways on the National Highway System in accordance with the Federal-Aid Policy Guide and 23 CFR 626. A National Pavement Design Review was conducted by the FHWA and found that CDOT's established practices and procedures outlined in the Pavement Design Manual were acceptable. In 2008, research indicated that rehabilitated pavements were, on average, meeting their design life. With the growing importance of the NHS in MAP-21 programs and the increased national requirements for NHS condition reporting, CDOT intends to follow historic established design protocols until formal FHWA approval is given for the next version of CDOT's Pavement Design Manual (July 2013). At that time, full design criteria for new thin surface treatments and clear direction on the permitted use of those guidelines for NHS and Interstate pavements will be established.

Asset Management Updates

CDOT

May 15, 2013

Asset Management Overview



Risk Management: Defining Risk at CDOT

Comparative Risk Matrix

Likelihood		Consequence (Level/Descriptor)				
		1	2	3	4	5
Level	Descriptor	Negligible	Minor	Major	Critical	Catastrophic
1	Rare	1	2	3	4	5
2	Remote	2	4	6	8	10
3	Occasional	3	6	9	12	15
4	Probable	4	8	12	16	20
5	Frequent	5	10	15	20	25

Note: Draft, still in development

Risk-Based Asset Management

Risk Management: Defining Risk at CDOT

Consequence Terminology

Level	Descriptor	Consequence to				
		Public			Corridor / Region / Department	
		Safety	Conveyance	Asset	Financial Impact	Reputation Impact
1	Negligible	No safety hazard	Minimal delay	Minimal or cosmetic damage	Cost <$100K	None
2	Minor	Minimal safety hazard	Minor delay	Minor damage requiring repair	Cost $100K to $500K	None
3	Major	Potential minor Inuries	Major delay	Moderate damage requiring repair	Cost $500K to $2M	Minor
4	Critical	Potential major Injuries	Detour, moderate duration	Extensive damage requiring significant repair	Cost $1M to $10M	Moderate
5	Catastrophic	Potential fatalities and major Injuries	Detour, significant duration	Destroyed or large scale damage requiring	Cost > $10M	Severe

Likelihood Terminology

Level	Descriptor	Description	Nominal Annual Probability
1	Rare	Return period greater than 50 years (average of 50 years or more between events)	<2%
2	Remote	Return period approximately 20 to 50 years (average of 20 to 50 years between events)	2% to 5%
3	Occasional	Return period approximately 5 to 20 years (average of 5 to 20 years between events)	5% to 20%
4	Probable	Return period approximately 1 to 5 years (average of 1 to 5 years between events)	20% to 100%
5	Frequent	Return period less than or equal to 1 year (average of one to several events per year)	100%

Note: Draft, still in development

Multi Asset Management System

Schedule

Phase I: June-Sept 2010

Develop framework of budget scenario tool at CDOT, which became the Multi-Asset Management System (MAMS)

Phase II: July 2011 – Nov 2012

Incorporate Bridge, Pavement, MLOS, Fleet, ITS

Phase III: Kickoff May 14, 2013, runs until March, 2014

Incorporate Buildings, Tunnels, Culverts, Rockfall, and enhance analysis for current assets

Multi Asset Management System

Highlights

Pavement	Provide support for Drivability Life analysis
Bridge	Enhance to include individual structure analysis instead of overall deck area analysis
MLOS	Enhance to analyze to overall Average Grade analysis instead of MPA Grade Analysis
Fleet	Configure fleet NPV break-even analysis for large fleet equipment
ITS	Enhance to include provisions for system expansion
Buildings	Integrate CDOT's real property building assets
Tunnels	Integrate Colorado's 3 primary manned tunnels
Culverts	Integrate the 6,100 minor culverts and minor bridges
Rockfall	Develop a risk-based approach for modeling risk associated with rockfall

Asset Management in Draft PD14

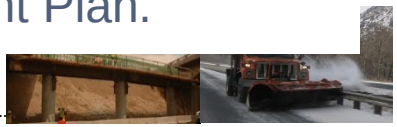
Bridge

MEASURES:

- Condition of on-system bridges.
- Condition of NHS on-system bridges.
- Condition of the total NHS bridges.
- Risk-Based Asset Management Plan Goals

OBJECTIVES:

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



Asset Management in Draft PD14

Highways

MEASURES:

- Pavement condition of the Interstate System.
- Pavement condition of the state highway NHS, excluding Interstates.
- Pavement condition on the total NHS (awaiting federal guidance).
- Pavement condition of state highway non-NHS roadways.
- Pavement condition of the state highway system.

OBJECTIVES:

- Maintain pavement condition level of ___ % Good and Fair Drivability Life for Interstates.
- Maintain pavement condition level of __% Good and Fair Drivability Life for state highway NHS, excluding Interstates.
- Maintain pavement condition level of___ % Good and Fair Drivability Life on the total NHS. (Placeholder; to be revised after federal guidance issued.)
- Maintain pavement condition level of __% Good and Fair Drivability Life for state highway non-NHS roadways.
- Maintain pavement condition level of __% Good and Fair Drivability Life for the state highway system.

Asset Management in Draft PD14

Maintenance

MEASURES:

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

OBJECTIVES:

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

Asset Management Updates

Policy and Procedural Directives

Example: New Jersey DOT Asset Management Policy, 2008

SUBJECT:	Effective Date:	Commissioner Approval:
NJDOT Asset Management Policy	01-01-08	Sponsor Approval: Executive Director, Capital Investment Strategies Contact Telephone #: 609-530-5228

I. Purpose

The purpose of this policy is to adopt Transportation Asset Management as the official, institutional approach in managing infrastructure assets and making capital investment decisions at the New Jersey Department of Transportation (NJDOT).

This approach will serve to support and complement the 10 Year Capital Investment Strategy, the 10 Year Capital Transportation Improvement Program, the Annual Transportation Capital Program, and the Annual Study and Development Program.

:\Users\mattsonj\
ormance Measures

Asset Management Updates

Drivability Life Analysis Update

Schedule:

- The mechanisms for drivability based condition assessment will be complete by May 15th.
- Tiered treatment type development will begin May 6th.
  e.g., system will direct chip seal and thin surfacing for lowest volume roadways
- Draft predictive analysis based upon DL and treatment tier priorities is scheduled for May 31st.
- Loading 2013 data and associated quality control efforts is scheduled for June and July
- Final 2013 condition maps and assessment reports in August.
- Full Drivability Life predictive analysis implemented in September.

Asset Management Updates

Drivability Life Analysis Update

- **Based upon the concept of Unacceptable Drivability**
  - Condition where vehicles must reduce speed to compensate for unsafe factors, navigate around potholes, or endure intolerably rough ride quality.
  - Not synonymous with “impassable”

- **Drivability Life is the number of years remaining before the *drivability* of a highway becomes *unacceptable*.**

- **Good/Fair/Poor definitions are as follows:**
  - **Good: >10 years Drivability Life**
  - **Fair: 6-10 years Drivability Life**
  - **Poor: <= 5 years Drivability Life**

Asset Management Updates

Drivability Life Analysis Update

- Still modifying the distress thresholds that define "Unacceptable Drivability." Currently finalizing the IRI (smoothness) thresholds.

2012 Good/Fair/Poor Distribution Based Upon Remaining Service Life

	GOOD	FAIR	POOR		RSL=0
Statewide	29%	18%	53%		34%
Interstate	36%	24%	40%		17%
NHS	41%	24%	35%		17%
Other	20%	14%	66%		49%

DRAFT 2012 Good/Fair/Poor Based Upon Drivability Life

	GOOD	FAIR	POOR		DL=0
Statewide	48%	34%	18%		4%
Interstate	46%	39%	15%		2%
NHS	53%	30%	17%		4%
Other	46%	35%	19%		4%

DRAFT

Note 1 : These condition results are preliminary based on system work to date.

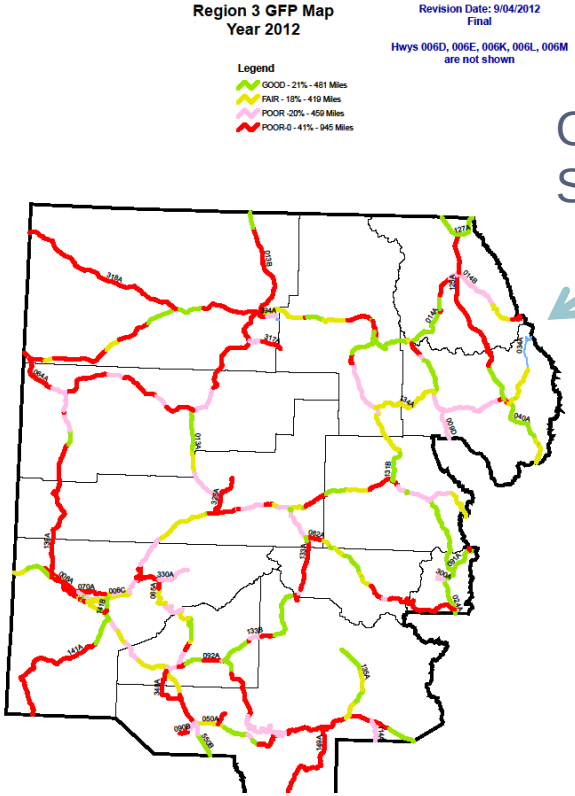
These DL=0 values identify the quantities of "Unacceptable Drivability"

Note 2 : As we refine the drivability criteria we expect the Good and Fair to decrease.

Asset Management Updates

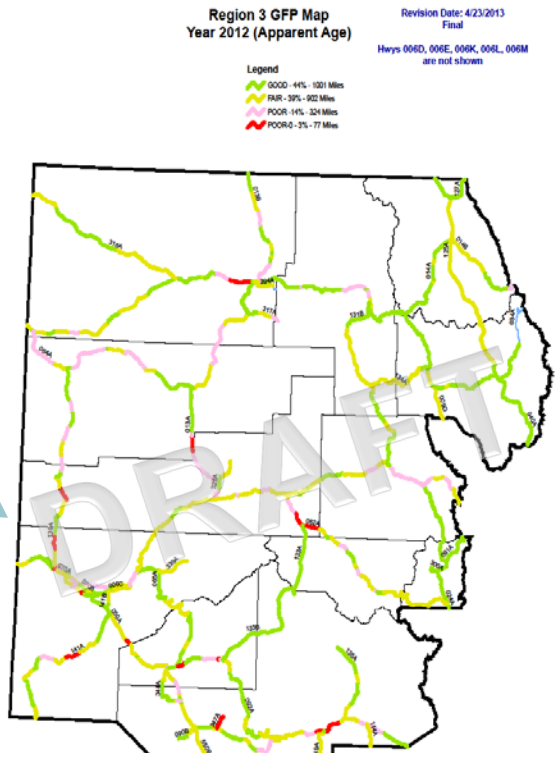
Drivability Life Analysis Update

- **Example Region 3 Good/Fair/Poor Maps**



Old Remaining Service Life Map

New Drivability Life Map



Asset Management Updates

National Highway Institute (NHI) Workshops

<u>Workshop #1</u>: April 3 & 4

Introduction to Transportation Asset Management

Attended by 26 staff from CDOT and FHWA

<u>Workshop #2</u>: July 9 & 10

Development of a Transportation Asset Management Plan

Asset Management Updates

Roadway Surface – Surface Treatment

- **Kickoff meeting May 21**
- **Goal:**
  - Document best alternatives for linking MLOS Roadway Surface maintenance activities with Surface Treatment Projects.
- **Anticipated benefits:**
  - Improved data collection,
  - Improved reporting and data storage, and
  - Improved evaluation of cost and performance for different pavement maintenance strategies.

Asset Management Updates

Fleet Management

- SAP enhancements have been implemented.
- Training work instructions are complete, and being refined for clarity.
- Maintenance staff are using new work orders, streamlined just for fleet equipment. Results: reduced computer time and improved accuracy and consistency.
- New reduced number of Preventative Maintenance Plans have been implemented.
- Maintenance Supervisors are able to pull new reports, use these reports to recommend replacements, look for trends in maintenance costs, and include projected repair cost in analysis.

Colorado DOT
Risk-Based Asset Management Plan (RB AMP) Development Strategy

Draft

April 30, 2013

Colorado DOT (CDOT) has engaged Cambridge Systematics and Larry Redd to develop its Risk-Based Asset Management Plan (RB AMP). CDOT has reviewed the requirements of the MAP-21 Federal Authorization in conjunction with the agency's current asset management efforts. The development of the CDOT asset management plan is anticipated to follow the outline set below, which incorporates federal recommendations to date and CDOT's asset management program. The initial asset management plan will be complete in December, 2013. It is expected that the plan will be updated periodically to comply with emerging MAP-21 rules and to reflect CDOT's growing maturity in asset management activities. This Strategy document provides the RB AMP outline, details regarding what information will be included in the plan, and the plan development schedule.

Table 1. Annotated RB AMP Outline

Section	This Section will…	Key Development Activities Required to Address Gaps
1. Executive summary	• Summarize highlights and key recommendations from the RB AMP.	
2. Introduction	• Define the objectives of the asset management program. • Summarize the contents of the RB AMP – which assets, which programs, time horizon (10 years), etc.	
3. Value to Citizens	• Present CDOT's Mission and Vision, and describe the role of asset management in achieving them. • Describe the role of the transportation system for the State. • Describe traffic growth and demand on the system. • Summarize items from CDOT customer surveys related to asset management.	
4. Asset Inventory and Condition	• Summarize inventory and condition of CDOT assets. • (See table 2 for specifics on which assets to include.)	• Develop templates for asset mgrs. to complete
5. Asset Management Measures and Targets	• Define performance measures (see table 2 for initial list). • Describe desired levels-of-service. • Define target values for the measures. • Illustrate the difference current performance levels and target levels.	• Develop targets for fleet and ITS equipment. • Determine how levels of service will be presented.

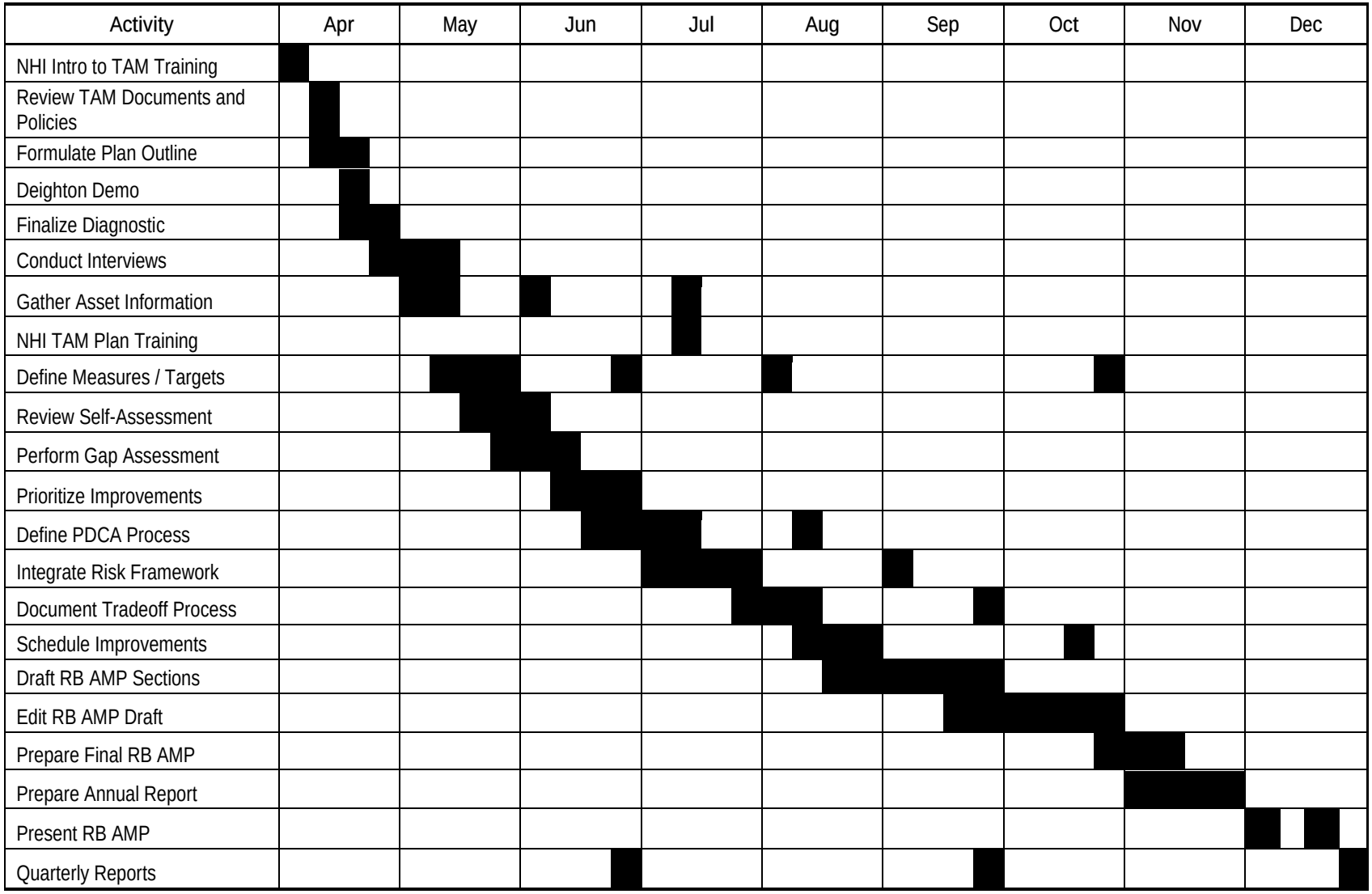
Section	This Section will…	Key Development Activities Required to Address Gaps
6. Performance Measurement and TAM Practices	• Document the asset management planning process, including – Strategic management process – "Plan, Do, Check, Act"; – Allocating funds across programs and setting targets; and – Recommending and selecting projects and asset treatments.	• Determine approach for merging CDOT's long-range planning approach and budgeting process with the asset management process ("Plan, Do, Check, Act"). • Define process for utilizing management system recommendations in the regions to inform project selection.
7. Life Cycle and Other Systems/Models	• Define "lifecycle costs" (LCC) and explain why they are important (e.g., moving away from "worst first"). • Describe the methodology used to address LCC in the RB AMP (e.g. incorporated into pavement model, and reflected in the selection of work strategies).	
8. Risk Management	• Describe CDOT's risk management efforts, and explain how they relate to the asset management process. • Provide a prioritized list of assets and risk types to include in CDOT's systematic risk evaluation (systematic risks are events that could affect the transportation system). • Provide an initial risk register that defines key programmatic risks (programmatic risks are events that could impede program delivery).	• Develop a framework for melding of risk and performance as part of the overall asset management processes. • Prioritize assets and risk types for further risk assessment. • Conduct initial programmatic risk workshop.
9. Financial Plan	• Summarize historical budget and spending levels for asset management. • Define the amount of funds expected to be available for asset management and describe where there funds will come from (funding sources such as HUTF). • Provide a summary of how future funds will be allocated among assets.	

Section	This Section will…	Key Development Activities Required to Address Gaps
10. Asset Management Strategies	• Describe key preventive maintenance activities, including typical timing and unit costs. • Define other priorities (e.g., risk mitigation activities) that influence asset management decisions.	• Determine the types of strategies to include in the RB AMP.
11. Implementation Plan for TAM Process Enhancements	• Define priorities for improving TAM beyond Initial Plan delivered in December 2013. • Present a schedule for the implementing these activities.	• Conduct gap assessment and interviews to identify and prioritize improvement activities. • Develop an implementation schedule based on CDOT priorities and logical dependencies between the activities
12. MAP-21	• Provide an annotated list of MAP-21 requirements and illustrate how the RB AMP will address them. Following is an initial mapping (chapter numbers are in parenthesis): – Summary listing of pavement and bridges on the NHS, including condition (Chapter 4) – Asset management measures and objectives (Chapters 2 and 5) – Performance gap identification (Chapter 5) – Financial plan (Chapter 9) – Life Cycle Cost management and risk management (Chapters 7 and 8) – Investment strategies (Chapter 10)	

Table 2. Information to be Included in RB AMP by Asset

Asset	Inventory	Primary Condition Metric	**Life Cycle and Other Systems/Models**	Programmatic Funding Level	10-year Performance Targets
Bridges	count and deck area	percent deck area classified as SD	Flagged as priority enhancement	from program distribution process	from PD 14 and program distribution process
Tunnels	count (could break down by manned and unmanned)	NA	NA	to be determined	to be determined
Culverts	count	percent in bad condition	NA	to be determined	to be determined
Pavements	length and lane miles	percent good/fair/poor based on remaining drivability life	Incorporated into PMS models	from program distribution process	from PD 14 and program distribution process
Maintenance features (signs, guardrail, sign lighting, signals, attenuators)	NA	LOS grades	NA	from program distribution process	from PD 14
Fleet	count	% useful life	Used to prioritize work	from program distribution process	use condition versus funding curves and funding from program distribution process
ITS	count	% useful life	Used to prioritize work	from program distribution process	use condition versus funding curves and funding from program distribution process
Buildings	count	condition rating	Flagged as priority enhancement	from program distribution process	NA
Rockfall Mitigation	count of sites	to be determined	to be determined	to be determined	to be determined

Figure 1. RB AMP Development Schedule



Transportation Commission of Colorado
Statewide Plan Committee
Meeting Agenda
Wednesday, May 15, 2013 – 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

Steve Parker
District 8, Durango

Kathy Gilliland
District 5, Livermore

Douglas Aden
District 7, Grand Junction

- **Introductions – 5 minutes – Ed Peterson, Chairman**
- **Approve March 20, 2013 Minutes – 5 minutes – Ed Peterson, Chairman**
- **PD 14 – safety, bridge and mobility – 20 minutes – Debra Perkins-Smith**
- **Plan Outreach – Summer meetings – 15 minutes – Sandi Kohrs**
- **Program Distribution Process – 15 minutes – Debra Perkins-Smith**
- **Adjourn**

THIS AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION

STATEWIDE PLAN AND TRANSIT AND INTERMODAL COMMITTEE MEETING

Date: March 20, 2013

Committee Members Attending: Commissioner Ed Peterson, Commissioner Kathy Gilliland, Commissioner Steve Parker, Commissioner Steven Hofmeister, Commissioner Steve Parker, Commissioner Doug Aden, Commissioner Kathy Connell, Commissioner Gilbert Ortiz, Sr., Commissioner Gary Reiff.

Others Attending: CDOT HQ: Don Hunt, Debra Perkins-Smith, Ben Stein, Sandi Kohrs, Mark Imhoff, Tom Mauser, Gail Hoffman, Marissa Robinson, Tom Mauser, Dave Krutsinger, and Dave Averill. Regional Transportation Directors: Kerrie Neet, Johnny Olson, and Dave Eller. Others: Vince Rogalski, STAC Chairman; Steve Cook, DRCOG; Randy Baumgartner, Parsons Brinkerhoff; Craig Secrest, Highstreet Consulting; Jeff Kullman, Adkins; and Dan Grunig, Bicycle Colorado.

- *Meeting Minutes:* Minutes were approved for the Dec. 20, 2012 meeting of the Transit and Intermodal Committee and for the Feb. 20, 2013 meeting of the Statewide Plan Committee.

- *Revenue Scenarios:* Staff presented an additional revenue scenario the Statewide Plan Committee requested last month showing the projections used in developing the "baseline" for state revenue projections and the Congressional Budget Office forecast for federal revenue. This Scenario #4 assumes a 1% increase in MAP-21 level revenues from 2016-2020 including general fund transfer, and for 2021-2040 the federal revenues are adjusted to reflect the Congressional Budget Office forecast and general fund transfers held constant. Staff requested guidance on inclusion of SB -09-228 funds. Discussion was that 228 is in current law and if not included we could not plan for the use of these funds. The Statewide Transportation Advisory Committee (STAC) recommended including SB09-228 revenues. Commissioners unanimously approved the staff recommendation to accept Scenario #4 with the addition of SB 09-228 transfers beginning in FY 2016.

- *Overall Funding Program Recommendations for FY 2015 and Beyond:* MAP-21 made changes to Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) programs, and created the Transportation Alternatives Program (TAP) that combines Safe Routes to Schools (SRTS), part of Scenic Byways, Recreational Trails, and Transportation Enhancements but with reduced funding compared to previous years. Staff recommended and the Commission concurred that for FY 2015 and beyond, allocations specific to the funding programs would be developed as part of the overall Statewide Plan and Statewide Transportation Improvement Program (STIP) process where program

distributions are identified to ensure fiscal constraint. It was clarified that the decisions for FY 14 did not set a precedent for future years. This process will be conducted in 2013 in coordination with planning partners. The schedule will allow for definition of an approach for FY 2015 as well as for the next STIP and Plan, which begins with 2016.

- *Safe Routes to Schools (SRTS):* Under MAP-21 SRTS is included within the TAP funds. Thirty-seven organizations submitted letters asking CDOT to continue bicycle education funding at $750,000 a year. One commissioner pointed to development entirely with private money of 50 miles of bike-pedestrian trails in the Durango areas as a model for bicycling and pedestrian advocate groups. There was general discussion about the merits of the SRTS program but questions about CDOT's future role in this area.

  Commissioners unanimously approved the two staff recommendations. One was to forward for Commission action the FY 2013 project list identified by the Advisory Committee to be funded with MAP-21 funds. The other was to recommend funding in FY 2014 with the remaining approximate $1.5M in SAFETEA-LU SRTS funds. The FY 2013 project list allocates $1.5M among seven infrastructure projects and eight non-infrastructure/education projects.

- *Transportation Alternatives Program* – Recreational Trails funds included in TAP are going to the Department of Natural Resources. Discussion took place about how to use the remaining $9.3M in federal TAP funds in FY 2014 to keep the program as whole as possible since many projects have already been approved using the previous Transportation Enhancement revenue allocations.

  Commissioners unanimously approved the staff recommendation to distribute the TAP funds regionally based in FY 2014 by using the resource allocation formula for the former Transportation Enhancement program, keeping all areas "whole" except DRCOG, which will receive $300,000 less in federal funds. DRCOG proposed backfilling this reduction with CMAQ funds. Commissioners thanked DRCOG for its offer and agreed with this proposal.

- *Congestion Mitigation and Air Quality Program* – Under MAP-21, CMAQ funds are largely directed to air quality non-attainment or maintenance areas with one exception: compressed natural gas (CNG) fueling stations or electric vehicle charging stations can be funded at any location in the state. Gov. John Hickenlooper is interested in using some CMAQ money as seed money for CNG fueling stations. CNG fueling station applicants must be governmental entities, although they can partner with private entities. Staff recommends holding back about $13.2 million (the amount above the resource allocation amount) of the anticipated $37.3M in federal funds for FY 2014 until the Colorado Energy

Office's statewide CNG plan can be completed. This idea is acceptable to major recipients if a decision on the funds can be made by fall of 2013. Some CMAQ recipients also said the private sector should bear a significant portion of the cost of setting up private CNG fueling stations. One commissioner said manufacturers won't build more CNG vehicles until consumers have reasonable access to CNG fuel distribution sites, and that CNG fueling stations around the state is a good first step.

Commissioners unanimously approved the staff recommendation to distribute CMAQ funds for FY 2014 to current recipients up to FY 2014 resource allocation amounts, to backfill the reduction in DRCOG TAP funds with CMAQ funds, and to hold the remainder in reserve pending further development of the statewide CNG plan, assuming a decision can be made about the use of those funds by fall 2013. A CMAQ fund distribution resolution will be prepared for Commission adoption in April.

Surface Transportation Program (STP) – MAP-21 requires flexible STP funds to be obligated 50 percent within population area categories and 50 percent to be obligated at any location in the state. The compares with the SAFETEA-LU percentage breakdown of 62.5 percent to population area categories and 37.5 percent to any other area of the state. Funds that go to the urbanized areas of 200,000 or more are called STP-Metro funds. Commissioners approved the staff recommendation to administer STP funds as MAP-21 requires for FY 2014, which includes the sub-allocation of STP-Metro funds to the three Transportation Management Areas (TMAs) based on the urbanized areas over 200,000 as a percentage of the state's population.

- *Transit Asset Management and Policy Directive (PD) 14* – Division of Transit and Rail is recommending including two objectives in PD 14 relating to transit asset management (the first time transit has been included in PD 14):
  - Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in Fair, Good, or Excellent condition, per Federal Transit Administration (FTA) definitions.
  - By 2017, ensure that all CDOT transit grantees have Asset Management Plans in place for State or Federally funded vehicles, buildings, and equipment.

  Commissioners agreed with this approach. Next steps for PD 14 is discussion of Project Delivery in May (after the April road trip) and System Performance in later months.

- *Regional Commuter Bus Plan* – Development of a regional commuter bus plan will continue over the next several months, with a final plan to go to the Transportation Commission for action this summer with a goal of implementation of regional commuter bus routes using 14 CDOT-owned by summer/fall 2014. CDOT proposes purchasing 14 buses at a cost of $7.5M

and having a contractor operate the regional commuter bus routes along I-25 and the I-70 mountain corridor. Operation of the regional commuter buses would be funded from the Statewide FASTER Transit funds at about $2.5M a year. The purpose of the discussion was to get commissioners input on these issues: purpose statement, budget and finance plan, Statewide FASTER Transit fund limitations, governance, service plan options, and type of buses.

Commissioners identified these needs: a worst-case scenario for operating costs; for staff to further examine options of rolling stock ownership; and for consistent, frequent service to encourage ridership and provide a reliable alternative to private vehicles. Questions included: why CDOT isn't pursuing capturing a portion of the recreational market along I-70; and what lessons can be learned from the discontinued FREX bus from Colorado Springs to Denver and the Greeley to Fort Collins lines that would inform the start-up of the regional commuter bus.

Commissioners agreed that Statewide Transit funds should not go for operating expenses of local transit agencies; that the Transportation Commission should be the governing body for the service; and that service should be with diesel buses. CNG buses might be phased in later along the Front Range once the service is established. They also favored Scenario #2, which provides I-25 service along the Front Range and I-70 mountain corridor service. Scenario #2 would have stops in Castle Rock and in the Carbon Valley area (around Dacono) to pick up more I-25 ridership. Commissioners directed staff to look at phasing the service.

Next Steps: An analysis of fares, fare structure, and ridership will come before the Transit and Intermodal Committee at its next quarterly meeting.

MEMORANDUM

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

DATE: May 6, 2013

TO: Statewide Plan Committee

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

SUBJECT: Policy Directive 14

Purpose

This memorandum summarizes the discussion planned for the Statewide Plan Committee meeting in May.

Action Requested

At the May meeting, staff will request input on performance measures and objectives for System Performance for Interstates and NHS Roadways, and proposed objectives for Bridges and Safety as identified in the draft Policy Directive (PD) 14.

Background

MAP-21 requires States to establish performance measures and targets (objectives in draft PD 14) and allocate funds accordingly to achieve the states targets/objectives. Over the past few months, staff has provided and is continuing to provide committee members with recommendations on specific performance measures and objectives for the following goal areas:

- Safety;
- Infrastructure Condition;
- System Performance;
- Maintenance; and
- Program Delivery

Staff has also provided recommendations to committee members on additional performance measures and objectives not identified in MAP-21 to ensure that draft PD 14 encompasses and accurately reflects current Transportation Commission and Department approach for management of resources.

Revised Draft Policy Directive 14

Attached is a copy of draft Policy Directive 14 which has incorporated committee member input and feedback to date.

Next Steps

- Objectives for Infrastructure Condition for Highways
- Measures and Objectives for System Performance related to Transit
- Measures and Objectives for Program Delivery
- Recommendation from SWP Committee to adopt PD 14

PD 14 – CDOT Statewide Transportation Planning

COLORADO DEPARTMENT OF TRANSPORTATION	■ POLICY DIRECTIVE ☐ PROCEDURAL DIRECTIVE

Subject	Number
Statewide Transportation Planning	14.0

Effective	Supersedes	Originating office
XX/XX/12	03/20/08	Transportation Commission

PURPOSE

This policy directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed that optimizes the transportation system by balancing preservation and maintenance, efficient operations and management practices, and capacity improvements. PD 14 will guide allocation of resources in support of performance objectives for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. Other CDOT documents that also lay the groundwork for transportation planning are the values, vision, and mission statements in Policy Directive (PD) 2, the Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-21), and the Risk-Based Asset Management Plan mandated by the federal transportation authorization bill. PD 14 will be reviewed and updated or reaffirmed with each Plan update cycle. This Policy Directive includes:

- Goals;
- Performance measures and objectives; and
- Planning principles.

GOALS

CDOT transportation goals guide development of the multimodal Statewide Transportation Plan and will be used for measuring and reporting on system performance objectives after plan adoption. The goals are:

- SAFETY – Reduce traffic fatalities and serious injuries and work toward zero deaths for all users.

- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.

- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational improvements and secondarily through the addition of capacity. Support opportunities for mode choice.

- MAINTENANCE – Annually maintain CDOT's roadways and facilities to minimize the need for replacement or rehabilitation.

- PROGRAM DELIVERY – Implement CDOT's construction and maintenance programs according to planned budget and schedule.

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PERFORMANCE MEASURES AND OBJECTIVES

Performance objectives help CDOT allocate funds effectively and describe how CDOT measures success in five areas: safety, infrastructure condition, system performance, maintenance, and project delivery. The budget categories that are used to fund each area are included.

1. **SAFETY:**
   Budget Categories: Maintain, Maximize, Expand

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

   OBJECTIVES:
   - Achieve a five-year annual average reduction of 12 in the number of fatalities.
   - Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT.
   - Achieve a five-year annual average reduction of 100 in the number of serious injuries.
   - Achieve a five-year annual average serious injury rate of 25 per 100 million VMT.
   - Reduce the economic impact of crashes annually by 1%.

2. **INFRASTRUCTURE CONDITION:**
   Budget Category: Maintain

   A. Bridges

   MEASURES:
   - Condition of total NHS bridges (state highways and locally owned)
   - Condition of NHS state highway bridges
   - Condition of state highway bridges
   - Risk-Based Asset Management Plan Goals for bridges

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

   B. Highways

   MEASURES:
   - Pavement condition of the Interstate System.
   - Pavement condition of the state highway NHS, excluding Interstates.
   - Pavement condition on the total NHS (awaiting federal guidance).
   - Pavement condition of state highway non-NHS roadways.

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- Pavement condition of the state highway system.

OBJECTIVES:

- ***Maintain pavement condition level of___ % Good and Fair Drivability Life for Interstates.***
- ***Maintain pavement condition level of __% Good and Fair Drivability Life for state highway NHS, excluding Interstates.***
- ***Maintain pavement condition level of___ % Good and Fair Drivability Life on the total NHS. (Placeholder; to be revised after federal guidance issued.)***
- ***Maintain pavement condition level of __% Good and Fair Drivability Life for state highway non-NHS roadways.***
- ***Maintain pavement condition level of __% Good and Fair Drivability Life for the state highway system.***

Note: Drivability standards for condition assessment vary between highway classifications, with Interstates having the highest CDOT drivability standards.

C. Other Roadway Assets

MEASURE:

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

OBJECTIVES:

- Meet Risk-Based Asset Management Plan Goals

D. Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

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

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3. SYSTEM PERFORMANCE:
Budget Categories: Maximize, Expand, Pass-Through Funds/Multi-Modal Grants

A. Interstates, NHS and State Highway system

MEASURES:

- Interstate Performance – Planning Time Index for congested sections of the Interstates
- NHS Performance – Planning Time index for congested corridors on the NHS system not including Interstates
- Traffic Congestion – Annual hours of delay in congested corridors on the State Highway system
- Incident clearance times

OBJECTIVES:

- ***Attain a Planning Time Index of _____ or less for congested sections and time periods of the Interstates.***
- ***Attain a Planning Time Index of _____ or less for congested sections and time periods of NHS roadways, not including Interstates.***
- ***Maintain travel time delay on congested state highway corridors at or below _____% of annual travel time.***
- ***Reduce incident clearance times by _____ % per year.***

B. Transit

MEASURES:

OBJECTIVES:

4. MAINTENANCE:
Budget Category: Maintain

MEASURES:

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

OBJECTIVES:

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

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5. **PROGRAM DELIVERY**
Budget Category: Deliver

MEASURES:

OBJECTIVES:

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PLANNING PRINCIPLES

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

CUSTOMER FOCUS

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

PARTNERSHIPS

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

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Use a performance-based planning and programming approach in developing a corridor-based multimodal Statewide Transportation Plan. This data-driven approach in making investment and policy decisions will help achieve targets for national performance goals. Needs assessments to identify and analyze corridor transportation capacity, reliability, and maintenance needs and strategies for both the 10-year and 20-year planning horizons are an important element.

FINANCIAL PLANNING

In cooperation and consultation with CDOT planning partners, and in recognition of declining revenues and increasing costs, develop reasonable Revenue Forecasts for the planning horizon and Resource Allocation that optimize the use of funds in addressing critical transportation needs. Undertake financial scenario planning in order to be prepared for different levels of future funding for different time periods of the Plan. Investigate alternative transportation funding to identify the potential impact upon the transportation system, as well as opportunities associated with various financing mechanisms.

ECONOMIC VITALITY

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

ENVIRONMENTAL SUSTAINABILITY

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

This PD shall be reviewed with each plan update cycle, but no later than March 2018.

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MEMORANDUM

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

DATE: April 29, 2013

TO: SW Plan Committee of the Transportation Commission

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

SUBJECT: **TPR Outreach for the SW Transportation Plan**

Purpose: This memorandum summarizes the plans for TPR outreach on the Statewide Transportation Plan to occur between mid- May and early August 2013.

Action Requested: None. Information on the proposed process and the planned schedule for presentation of recommendations to the Commission.

Background: CDOT has begun work on the new Statewide Transportation Plan. The Statewide Transportation Plan will identify a vision for Colorado's multimodal transportation system across a range of revenue scenarios, from declining to additional revenues and will include a ten-year strategic analysis of Colorado's transportation needs. The Plan will also incorporate Regional Transportation Plans for each TPR. As part of this process, CDOT will be working with our stakeholders to identify project priorities that could be funded should additional revenues become available, including through a possible ballot measure. To accomplish this, each TPR will be holding two meetings between the end of May and early August to review regional data, discuss transportation needs, regional priorities, and identify key projects. In an effort to build upon last year's Colorado Blueprint initiative, CDOT is partnering with the Office of Economic Development and International Trade (OEDIT) to invite key business community leaders to participate in TPR meetings over the summer, and to help provide perspective on the types of transportation improvements that could support economic development. DTD is coordinating this effort with the CDOT Regions, the Office of Policy & Government Relations, and the Division of Transit & Rail.

A parallel but separate effort is underway to work with the MPO's so that they may also put forward their priorities for any potential ballot initiative that may occur.

Next Steps: DTD is working with the Statewide Plan consultant team and the CDOT Regions to develop presentations and other materials for the upcoming meetings. CDOT Regions are currently in the process of scheduling meetings- all but a few dates have been identified (see attached schedule of meetings).

Statewide Transportation Plan - TPR Outreach Meetings - Summer 2013

as of May 3, 2013

Central Front Range TPR

- June 17 (El Paso County Bldg., 3725 Akers Dr., Co Spgs)
- July 29 (Location TBD)

Eastern TPR

- June 10 10 AM (Washington County Events Center, 551 West 2nd, Akron)
- July 8 10 AM (Limon)

Gunnison Valley TPR

- June 25 (Montrose)
- July 30 (Location TBD)

Intermountain TPR

- June 12 10 AM (Location TBD)
- July 26 10 AM (Eagle County Building, 500 Broadway, Eagle)

Northwest TPR

- June 7 10 AM (Centennial Hall, 124 10th St., Steamboat Springs)
- July 25 10 AM (Centennial Hall, 124 10th St., Steamboat Springs)

San Luis Valley TPR

- May 30 1:00 PM (Alamosa County Offices, 8900 Independence Way, Alamosa)
- July/early August date pending

South Central TPR

- May 30 1 PM (Trinidad)
- July 25 1 PM (Trinidad)

Southeast TPR

- May 22 1 PM (Lamar)
- July 24 1 PM (Lamar)

Southwest TPR

- May 31 9 AM (CDOT Maintenance Facility, 20581 Highway 160 West, Durango)
- July/early August date pending

Upper Front Range TPR

- June 6 1 PM (Location TBD)
- July/early August date pending

MEMORANDUM

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

DATE: April 29, 2013

TO: SW Plan Committee of the Transportation Commission

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

SUBJECT: **Program Distribution Process**

Purpose: This memorandum summarizes the discussion planned for the SW Plan Committee of the Transportation Commission on May 15, 2013 regarding the Program Distribution Process, formerly referred to as the Resource Allocation (RA) Process.

Action Requested: Provide comment on the proposed process and the planned schedule for presentation of recommendations to the Commission.

Background: In the past, and with each Plan update cycle, staff has prepared charts with total allocations of anticipated revenues by program and by Regions for the time period of the Plan and of the STIP (last version covered 2008-2035 Plan and 2008- 2017 STIP). Detailed information was also provided for each of the MPO's over 200,000 (TMA's). The charts were structured by "investment category" which included System Quality, Mobility, Safety, and Program Delivery as well as for each individual budget level program. The last resource allocation was done in June, 2010 and was an amendment to the 2035 Plan allocation done in December, 2006.

Based on the revenue forecast numbers, future allocation estimates are developed in order to support a fiscally constrained long range plan, which is required by Federal regulation for MPO's and by State law for CDOT. Given the emphasis of MAP-21 on performance measurement and a risk-based asset management plan, and the need to examine investment priorities within the context of the statewide system, staff is proposing a modified approach to developing future allocation estimates. This approach, called *Program Distribution*, would identify the level of forecast revenue to be assigned to each of the public friendly budget categories of Maintain, Maximize and Expand for the duration of the Plan as well as to the major programs such as surface treatment, maintenance, bridge, ITS, operations, transit, and others based on funding levels needed to achieve future performance or condition objectives as outlined in Policy Directive 14 and to meet Asset Management Plan goals. These are estimates for planning purposes and would be updated with each Plan/STIP cycle, which is normally every 4 years.

The Program Distribution process would also address funds that are suballocated to MPO's per Federal requirement and formulas for regional distribution of program funds such as TAP or CMAQ, For the STIP years (years 1-8) and for project planning purposes the distribution amounts would be shown for each individual program in each year. For the remaining years of the Plan time horizon (years 9-25), the distribution would be shown as a combined amount for each program for that time period.

In order to begin this process, a subcommittee of STAC has been formed and will meet starting on May 10 to work on options and recommendations for Program Distribution in support of the SW Plan development. This is similar to the structure used for development of STAC recommendations for revenue forecast recommendations. The programs to be discussed during the first couple of months include TAP and CMAQ.

Next Steps: The anticipated schedule for this process is May – September so that STAC recommendations can be presented to Commission in the fall. The Program Distribution should be completed by November, 2013 in order to meet schedules for financial information needed for Plan development by the MPO's and CDOT.

COLORADO BRIDGE ENTERPRISE
Memorandum

Colorado Bridge Enterprise
4201 East Arkansas Avenue
Denver, Colorado 80222

DATE: May 3, 2013

TO: Bridge Enterprise Board of Directors

FROM: Tim Harris, CBE Chief Engineer
Josh Laipply, CDOT Bridge Engineer

SUBJECT: Bridge Prioritization Plan Update

BRIDGE ENTERPRISE WORKSHOP

The workshop will provide the CBE Board of Directors with an update regarding the development and implementation of the Bridge Prioritization Plan.

The Prioritization Plan serves as an objective scoring system whereas both quantitative and qualitative criteria are taken into consideration to determine which FASTER eligible bridge(s) represent the best use of available funding. All current un-programmed bridges and future FASTER eligible bridges will be scored and assigned a numerical value (or ranking) that can be compared to each other to ensure that available funding is being applied to the most relevant structure.

The workshop shall address the following topics:

- Survey questionnaire and survey data results.
- Establishment of scoring worksheet and associated weighting of major-criteria and sub-criteria.
- Development of the Prioritization Plan Logic Summary and corresponding selection workflow diagram.
- Testing of the scoring worksheet using current FASTER eligible bridges to ensure that criteria weighting system is advancing structures commensurate with expected results.
- Review of sample test results.
- Reclassification of current un-programmed bridges.

In support of this workshop, the following attached documents shall be reviewed:

- Prioritization Plan Logic summary
- Survey data results
- Scoring worksheet and scoring criteria weighting breakdown
- Selection workflow diagram
- Sample test results

Colorado Bridge Enterprise

Prioritization Plan - Logic Summary

April 23, 2013

Introduction

The Prioritization Plan is a tool to aid decision-makers in establishing which projects are best suited to be programmed by meeting CDOT's and Bridge Enterprise's goals. The process is a means to help generally prioritize and rank structures in order of importance based on the quantitative and qualitative factors. The prioritization plan converts these factors for each structure to weighted numerical values. The combination of factors will determine a final score for each structure. These scores rank structures in the program in a consistent method and help the Bridge Enterprise allocate resources in a more effective, transparent manner.

Definitions

Bridge Designation:

- Structurally Deficient is used to describe a bridge that has one or more structural defects that require attention.
- Functionally Obsolete is used to describe a bridge that is no longer compliant by design to the current code. Examples of functionally obsolete include: not having enough lanes to accommodate traffic flow, inadequate shoulder width, etc.

Sufficiency Rating: Bridge sufficiency is a method of evaluating highway bridge data by calculating four separate factors to obtain a numeric value that is indicative of a bridge's ability (sufficiency) to remain in service. The four factors include: structural adequacy and safety, serviceability and functional obsolescence, essentiality for public use and special reductions. The result of this method is a percentage in which 100 percent would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge. The lower the sufficiency rating the higher the prioritization plan score.

Bridge or Structural Condition: This section examines the condition rating of different structure components. An element receives a high prioritization value if the structure is posted for reduced capacity, has insufficient vertical clearance, and/or the condition rating is considered poor or worse, or receives a score less than or equal to 4 on the Structure Inspection and Inventory Report (SIA report).

Average Daily Traffic (ADT): ADT is defined as the average number of bidirectional vehicles passing on a specific bridge in a 24-hour period. The higher the ADT is on the structure, the higher the prioritization score.

Percent Truck Traffic (%TT): The %TT definition is simply the percentage value that shows the percentage of average daily traffic that is truck traffic. The higher the %TT is on the structure, the higher the prioritization score.

Bridge Importance: This section highlights the type of traffic the structure carries, its importance locally and within the region, designation on the National Highway System (NHS) or historical standing. The structure can be more than one of the sub-criterion listed in this section.

- The NHS as defined by the Federal Highway Administration (FHWA) as the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility.
- Primary access to a local community will be determined by the length of detour needed during construction.
- Economic strategic corridor is defined as a corridor that is deemed important to movement of freight, tourism, agriculture, oil and gas, etc. and is officially designated by the CDOT Division of Transportation Development (DTD) office.
- Historical significance is determined if the structure is on the Historic Bridge List or candidate.
- Significant pedestrian or bike crossing is determined by the type of service for the on-system bridge and through discussions with the region.

Economic Factors/Impacts: This section examines the cost-benefit of completing a particular bridge by comparing rehabilitation versus replacement, the economy of scale by combining the structure with a companion bridge or roadway improvement, and/or rehabilitation or replacing a structure that has significant long-term maintenance or interim repair costs. This section will need the most discussion with the region to determine what funds the region can contribute to work outside of Bridge Enterprise and what their needs are.

Other Factors or Issues: Factors other than the current criteria and sub-criteria may have a significant impact on the decision to program a project. The sub-criteria can be both positive and negative and result in up to a 5 point modification in the total point score for the subject bridge. Examples of other factors include:

Positive Factors	Negative Factors
• Regional or local funding contributions to project • Accelerated Bridge Construction candidate • Innovative Contracting Method candidate	• Issues with an Intergovernmental Agreement • Limited funding resources for entire project • Right-of-Way constraints • Extensive environmental or railroad issues

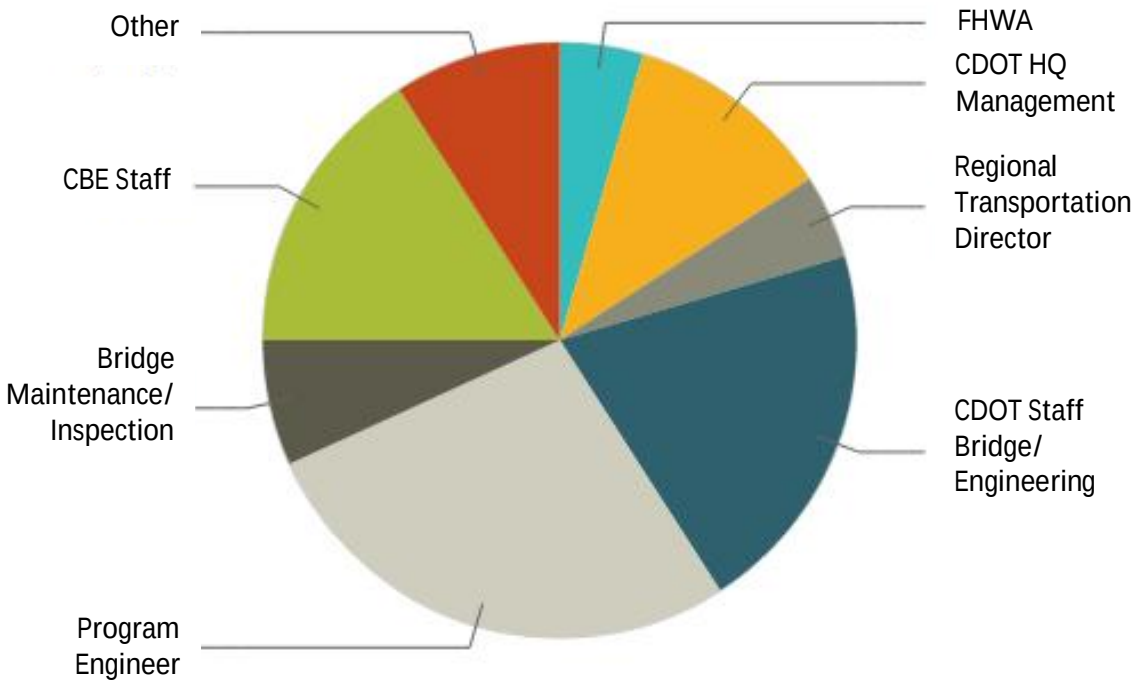
Reference Documents: Documents referenced in this summary include: the Prioritization Plan Scoring Worksheet, the Prioritization Plan Workflow Document, the Economic Strategic Corridor Map, and the Structure Inspection and Inventory Report. These documents will be used in the implementation of the Prioritization Plan.

Prioritization Plan Survey Results

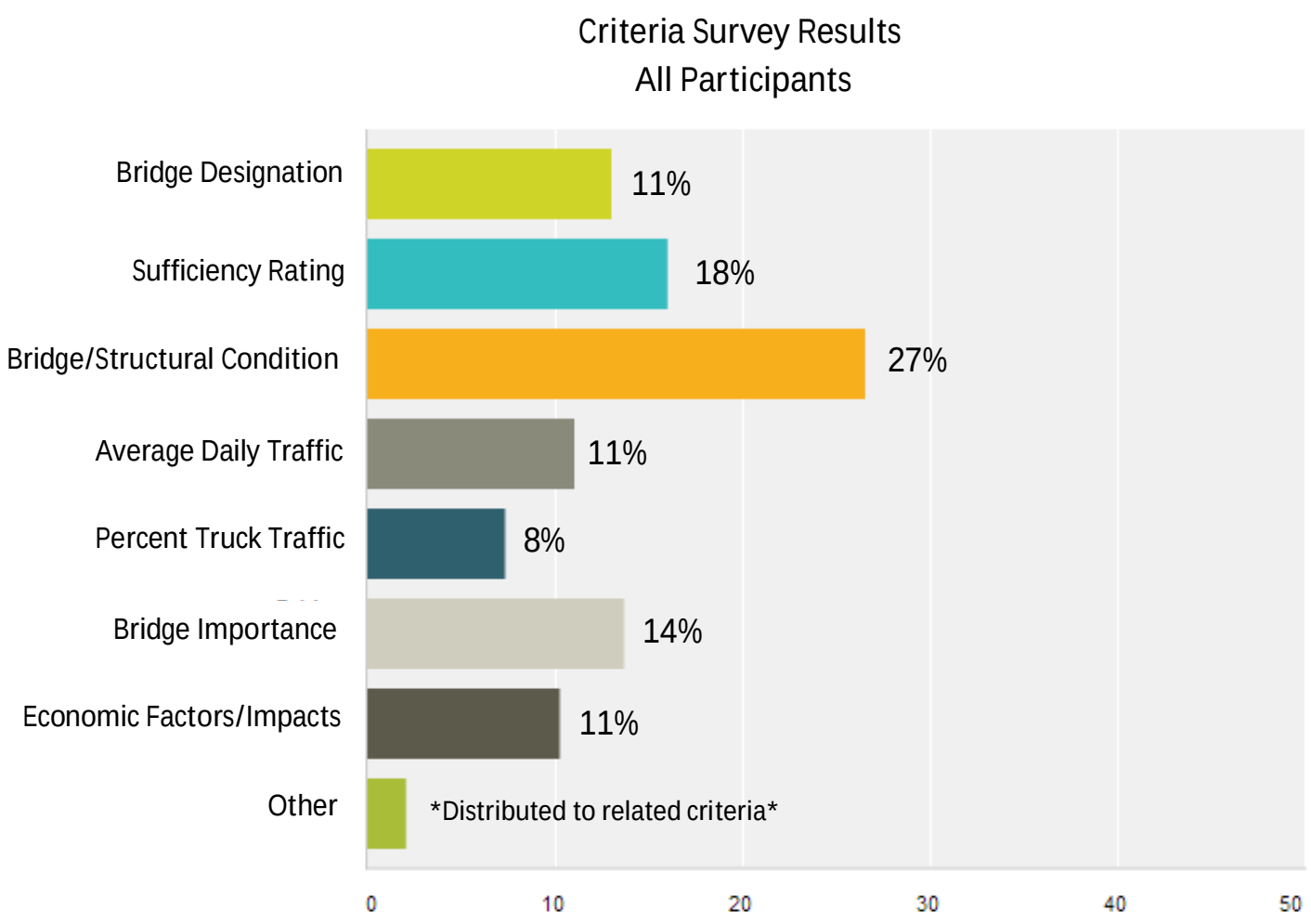
Participants – Sent to 70 people including 11 Board of Directors.

Received – 52 responded; 44 completed surveys

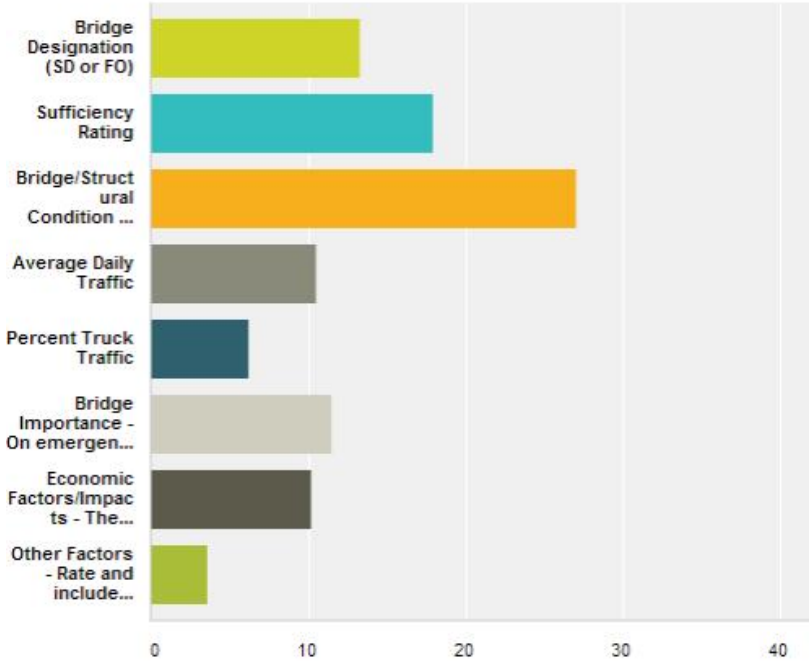
Participants by Affiliation/Involvement



Affiliation/Involvement	Completed Survey Responses	
FHWA	4.56%	2
CDOT HQ Management	11.36%	5
Regional Transportation Director	4.55%	2
CDOT Staff Bridge/Engineering	20.45%	9
Program Engineer	27.27%	12
Bridge Maintenance/Inspection	6.82%	3
CBE Staff	15.91%	7
Other	9.09%	4
Total		44


Criteria Survey Results
All Participants
Bridge Designation
11%
Sufficiency Rating
18%
Bridge/Structural Condition
27%
Average Daily Traffic
11%
Percent Truck Traffic
8%
Bridge Importance
14%
Economic Factors/Impacts
11%
Other
Distributed to related criteria
0
10
20
30
40
50

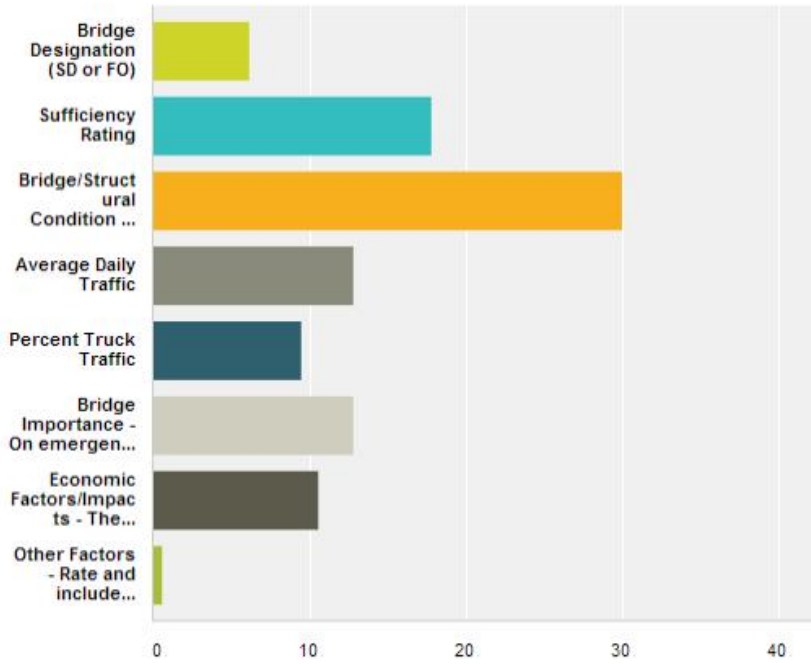
Criteria Survey Results
Technical



24 Participants

CDOT Staff Bridge/Engineering, Program Engineer, Bridge Inspection/Maintenance

Criteria Survey Results
Management



9 Participants

FHWA, CDOT HQ Management, Regional Transportation Director

Project:			
By:	Initals	Checked:	Initials
Date:	0/0/00		0/0/00
Sheet No.	1 of		2

Bridge Prioritization Plan

Scoring Worksheet

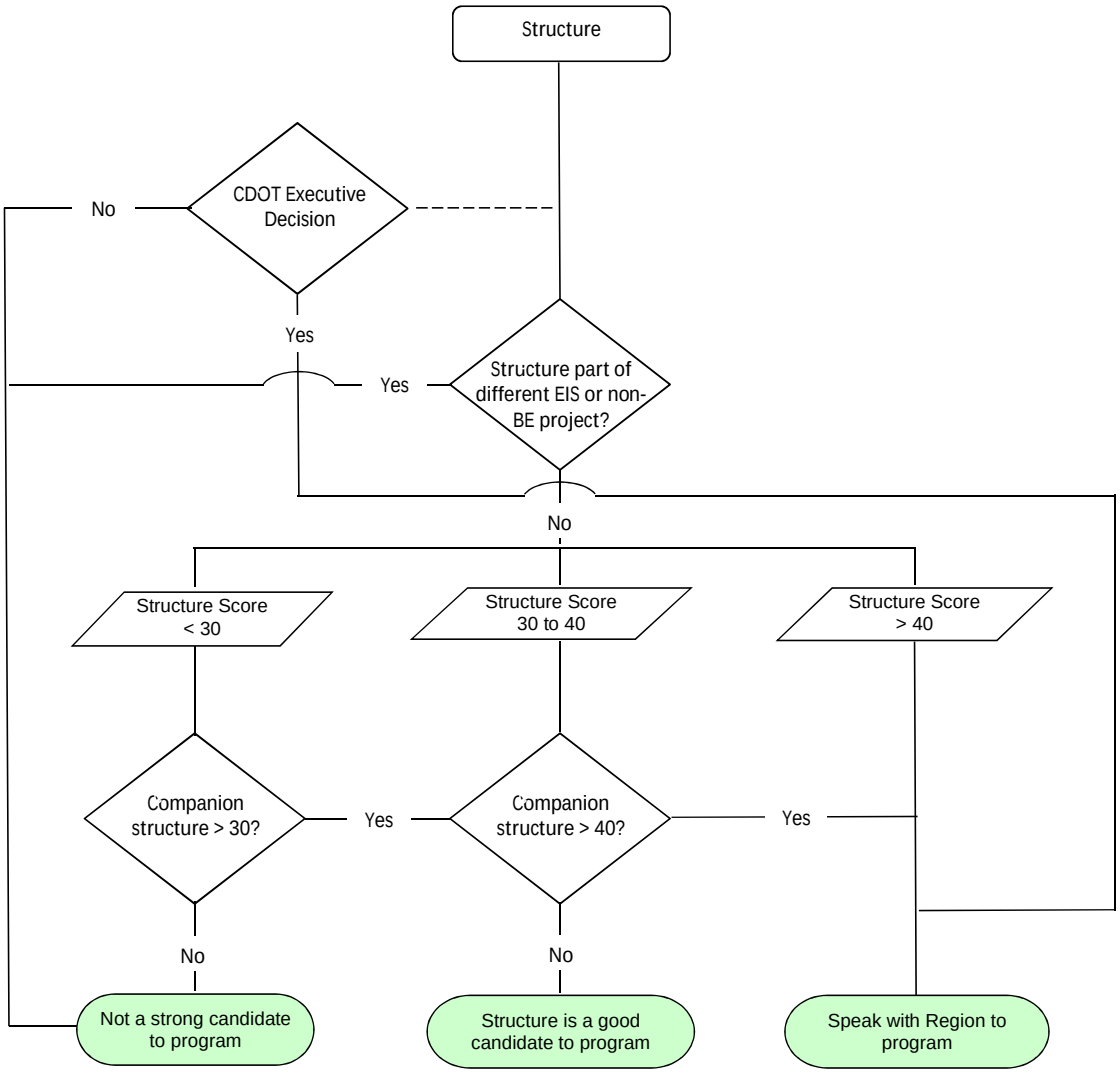
Major Criteria	Point totals	Sub-Criteria
Bridge Designation (pick one)	8	◉ Structurally Deficient ○ Functionally Obsolete
Sufficiency Rating (pick one)	3	○ < than 30.0 ○ 30.1 to 40.0 ◉ 40.1 to 49.9
Bridge Condition or Structural Condition (select if relevant)	0	☐ Load Restricted ☐ Scour Critical rating ≤ 4 ☐ Sub-structure rating ≤ 4 ☐ Superstructure rating ≤ 4 ☐ Deck structure rating ≤ 4 ☐ Insufficient vertical clearance
Average Daily Traffic (pick one)	1	◉ 0 - 400 ○ 401 - 5,000 ○ 5,001 - 15,000 ○ 15,001 - 25,000 ○ 25,001 +
% of Truck Traffic (pick one)	4	○ Low (TT < 5%) ○ Medium (6% to 10%) ◉ High (TT > 10%)
Bridge Importance (select if relevant)	0	☐ Emergency/Evacuation Route ☐ Located along National Interstate Highway System ☐ Primary Access to Local Community ☐ Located along economic strategic corridor; freight, tourism, AG, oil/gas, etc. ☐ Historic Structure ☐ Significant pedestrian/bike crossing (CSS)
Economic Factors / Impacts (select if relevant)	0	☐ 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) not listed above that positively/negatively impact rehabilitation or replacement of the structure. Use judgement to assign ± 5 points. Describe items in this text box.
Structure Score	16	

Bridge Prioritization Plan
Scoring Breakdown

MAJOR Criteria	Sub-Criteria and Scoring Weight	Criteria %	Sub %	Extended Score	
Bridge Designation					
(pick one)	Structurally Deficient	11	0.69	7.59	8
	Functionally Obsolete		0.31	3.41	3
Sufficiency Rating					
(pick one)	< than 30.0	18	0.548	9.864	10
	30.1 to 40.0		0.28	5.04	5
	40.1 to 49.9		0.172	3.096	3
Bridge Condition or Structural Condition					
(select if relevant)	Load Restricted	27	0.245	6.615	7
	Scour Critical rating equal to less than 4		0.172	4.644	4.5
	Sub-structure rating equal to less than 4		0.182	4.914	5
	Super-structure rating equal to less than 4		0.16	4.32	4.5
	Deck structure rating equal to less than 4		0.127	3.429	3
	Insufficient verical clearance		0.113	3.051	3
Average Daily Traffic		11			
(pick one)	0 - 400		0.096	1.056	1
	401 - 5,000		0.105	1.155	1
	5,001 to 15,000		0.172	1.892	2
	15,001 to 25,000		0.235	2.585	2.5
	25,001 and greater		0.392	4.312	4.5
% of Truck Traffic		8			
(pick one)	Low (TT < 5%)		0.173	1.384	1
	Medium (6% to 10%)		0.308	2.464	2.5
	High (TT > 10%)		0.519	4.152	4
Bridge Importance		14			
(select if relevant)	emergency / evacuation route		0.253	3.542	3.5
	located along National Interstate Highway System		0.201	2.814	3
	Primary access to local community		0.206	2.884	3
	Located along economic strategic corridor; freight, tourism, AG, oil/gas, e		0.204	2.856	3
	Historic Structure		0.053	0.742	0.5
	Significant pedestrain / bike crossing (CSS)		0.083	1.162	1
Economic Factors / Impacts		11			
(select if relevant)	Rehabilitation		0.226	2.486	2.5
	Replacement		0.206	2.266	2
	Combine structure repair/replacement with companion bridge		0.191	2.101	2
	Combine structure with adjacent roadway improvement project		0.176	1.936	2
	Continued significant long-term maintenance and/or interim repair costs		0.202	2.222	2
Other Factors or Issues					
(select if relevant)			5	x	5

Maximum Score 81

Project:	0		
By:	Initals	Checked:	Initials
Date:	0/0/00		0/0/00
Sheet No.	2 of		2
Bridge Prioritization Plan	Workflow		



Prioritization Plan Sample Test Results

Bridge Description	I-25 NB over Indiana		I-25 SB over Indiana		US 50 over BNSF		US 50 over Draw	
Bridge ID	L-18-M		L-18-W		L-28-C		L-27-S	
County	Pueblo				Prowers			
Bridge Designation	SD	8	FO	3	SD	8	SD	8
Sufficiency Rating	26.6	10	46.8	3	45	3	45.2	3
Bridge/ Structural Condition	• Poor Substructure • Poor Deck	8		0	• Poor Superstructure • Poor Deck	7.5	• Poor Substructure	5
Average Daily Traffic	19,300	2.5	19,300	2.5	2,200	1	2,400	1
Percent Truck Traffic	8%	2.5	8%	2.5	21%	4	18%	4
Bridge Importance	• NHS • Strategic Cooridor • Historic Structure	6.5	• NHS • Strategic Cooridor • Historic Structure	6.5	• NHS • Primary Access • Strategic Cooridor • Historic Structure	9.5	• NHS • Primary Access • Strategic Cooridor	9
Economic Factors	• Rehabilitation • Companion Structure	4.5	• Rehabilitation • Companion Structure	4.5	• Replacement • Companion Structure • Roadway Improvement	6	• Replacement • Companion Structure • Roadway Improvement	6
Other								
Total		42		22		39		36
Workflow Result	Speak with Region to program				Structure is a good candidate to program			

Prioritization Plan Sample Test Results

Bridge Description	I-25 Service Rd over Pine Creek		I-70 over US 6, Railroad, City St			
Bridge ID	I-17-O		E-17-FX		E-17-FX (2010 report)	
County	El Paso		Denver			
Bridge Designation	FO	3	FO	3	SD	8
Sufficiency Rating	45.8	3	62	0	44	3
Bridge/Structural Condition		0		0	• Poor Superstructure • Poor Substructure • Poor Deck	12.5
Average Daily Traffic	8,310	2	137,000	4.5	137,000	4.5
Percent Truck Traffic	9%	2.5	10%	4	10%	4
Bridge Importance		0	• NHS • Primary Access • Strategic Cooridor • Emergency Route	12.5	• NHS • Primary Access • Strategic Cooridor • Emergency Route	12.5
Economic Factors	• Replacement	2	• Replacement • Companion Structure • Roadway Improvement • Long-term Maintenance	8	• Replacement • Companion Structure • Roadway Improvement • Long-term Maintenance	8
Other						
Total		12.5		32		52.5
Workflow Result	Not a strong candidate to program		Structure is a good candidate to program		Speak with Region to program	

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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

Date: May 2, 2013

To: Colorado Transportation Commission

From: Timothy J. Harris, Chief Engineer

Subject: RAMP Workshop Topics

This month's workshop on the Responsible Acceleration of Maintenance and Partnership program (RAMP) will update you on RAMP implementation.

First, attached is a list of surface treatment projects planned for Fiscal Year 2014. The list has been significantly revised from last month and will be discussed with the Asset Management Committee on Wednesday. It shows projects included in the "baseline" program as well as additional projects to be funded as part of RAMP. I should point out that there is some over-programming included in the baseline as well as the RAMP allocation in order to ensure progress towards reduction of our cash balance. All future STIP and budget actions are subject to fiscal constraint in the STIP and your approval so adjustments will be made as needed.

Notable elements of the proposed RAMP Surface Treatment projects:

- All are matches with recommendations from our Pavement Management program.
- 5 of the 7 recommended projects are on the Interstate system.
- 4 of the 7 projects are greater than $10 million. Projects of this size are relatively rare in the "baseline' program as they consume so much of the traditional funding distribution.

Second, we will discuss the list of projects submitting "Initial Applications" for the Public-Public Partnership funds included in RAMP. We will review the criteria which will guide reviews of the applications and detail the review process.

Finally, we will briefly update you on the status of the advanced FY ' 14 Surface Treatment funds ($86 million) as well as the supplemental allocation of $69 million you approved earlier this fiscal year.

Statewide Surface Treatment Projects for FY2014 - All baseline and RAMP projects

Shading used to show highway segments grouped into one project

Shading used to show highways lost in the redistricting effort

5/2/2013

FY	Region	Highway	BMP	EMP	Description	Estimate	Treatment Type	Tier
2014	2	025A	50.0	59.0	25C INTERCHANGE TO JCT SH69 WALSENBURG NORTH	$12,257,499	2.5" mill and asphalt Overlay	Interstate
2014	***2***	***025A***	***109.0***	***119.3***	***Pinon North***	***$15,174,000***	***FY14 RAMP - 2.5" mill and aphalt overlay***	***Interstate***
2014	***3***	***070A***	***16.0***	***37.0***	***Loma to Clifton***	***$27,000,000***	***FY14 RAMP - 3" asphalt overlay***	***Interstate***
2014	***3***	***070A***	***86.5***	***97.0***	***I-70 Rifle Slab Replacement***	***$4,000,000***	***FY14 RAMP - concrete slab replacement***	***Interstate***
2014	3	070A	147.0	147.0	I-70 Eagle Interchange Improvements - Add to RPP project for paving only	$1,000,000	Add to RPP project for paving only	Interstate
2014	3	070A	178.7	185.0	I-70 West Vail Pass	$2,200,000	2" asphalt mill and asphalt overlay of east-bound drive lane only - 14 ft wide	Interstate
2014	***1***	***070A***	***203.9***	***213.5***	***I-70 EB Truck Lane***	***$2,000,000***	***FY 14 RAMP - 2" mill and asphalt overlay, right east-bound lane only***	***Interstate***
2014	1	070A	213.5	217.0	EJMT Resurfacing	$2,500,000	Mill and stone matrix asphalt overlay	Interstate
2014	4	076A	67.0	77.0	Slab replacements	$2,400,000	Concrete slab replacements, Advertised Accelerated project.	Interstate
2014	***4***	***076A***	***149.0***	***165.5***	***NE COLO - Next I-76 Segment***	***$25,000,000***	***RAMP FUNDING FY14 - Major rehab not reconstruction***	***Interstate***
					Interstate Baseline	***$20,357,499***		
					Interstate RAMP	***$73,174,000***		
2014	3	040A	129.9	131.7	US 40 Steamboat East and West		2" mill and and asphalt overlay (in town)	NHS - High Volume
2014	3	040A	132.6	139.1		$6,000,000	2" asphalt overlay with spot leveling east of town	NHS - High Volume
2014	6	040C	296.3	297.5	Colfax Ave., Federal to Speer	$2,000,000	2" mill and asphalt overlay	NHS - High Volume
2014	3	050A	42.2	46.3	US 50 Whitewater East	$2,600,000	1.5" asphalt overlay, paving railroad approaches on SH 141	NHS - High Volume
2014	2	050A	278.0	281.0	1ST ST TO Dozier Ave	$3,696,066	2.5" mill and modified asphalt overlay	NHS - High Volume
2014	2	050B	377.4	381.2	THROUGH LA JUNTA	$5,211,329	2.5" mill and modified asphalt overlay	NHS - High Volume
2014	6	088B	16.8	21.7	Arapahoe Rd., I-25 to Parker Rd	$9,000,000	2" mill and 2.5" stone matrix asphalt overlay	NHS - High Volume
2014	2	096A	55.4	59.0	ARKANSAS RIVER TO US 50B THROUGH PUEBLO	$5,493,784	4" mill and 2" asphalt overlay plus 2" modified asphalt top surface	NHS - High Volume
2014	4	119B	44.2	44.6	Partner w/ Boulder-East of 36(Iris)	$400,000	Local Agency project, partnership to perform resurfacing on our roadway	NHS - High Volume
2014	4	119C	59.7	63.6	Boulder/Weld CL East	$12,000,000	**Full Depth Reclamation and 9.5" Concrete** or 6" Cold-In-Place Recycle with 3" Asphalt Overlay (CE Determination)	NHS - High Volume
2014	6	121A	3.9	5.3	Wadsworth Blvd., Parkhill to Florida	$9,500,000	2" mill and 2 - 2.5" aphalt overlay	NHS - High Volume
2014	5	145A	0.0	9.3	SH 145 Cortez north to Dolores River Bridge	$8,500,000	Reconstruction south end and 1" asphalt leveling course plus 2" asphalt overlay north end	NHS - High Volume
2014	***5***	***160A***	***18.3***	***30.0***	***US 160/US 491 New Mexico to Towaoc (See 491A)***	***$16,708,000***	***RAMP FUNDING FY14 - Full depth Reclamation with asphalt overlay***	***NHS - High Volume***
2014	5	160A	71.0	81.3	US 160 Hesperus to Durango (west of Wildcat Canyon)	$9,000,000	Determined after scoping	NHS - High Volume
2014	4	287C	339.1	342.0	Harmony South	$4,200,000	3" mill and asphalt overlay	NHS - High Volume
2014	4	287C	347.7	348.3	Conifer to Willox	$1,000,000	Composite Asphalt over Concrete	NHS - High Volume
					NHS - High Volume Baseline	***$78,601,179***		
					NHS - High Volume RAMP	***$16,708,000***	***(see 491A below also under this project: $19.708M RAMP total)***	
2014	5	160A	273.5	278.6	US 160 La Veta Pass	$6,500,000	Leveling course and overlay (scoping underway)	NHS - Low Volume
2014	5	285A	5.2	6.3	US 285 in Antonito Reconstruction	$5,000,000	Concrete reconstruction	NHS - Low Volume
2014	5	285A	6.3	11.0	US 285 Antonito North	$4,500,000	Leveling course and overlay (scoping underway)	NHS - Low Volume
2014	***5***	***491A***	***0.0***	***6.4***	***US 160/US 491 New Mexico to Towaoc (See 160A)***	***$3,000,000***	***RAMP FUNDING FY14 - 1" Leveling course 2" overlay***	***NHS - Low Volume***
					NHS - Low Volume Baseline	***$16,000,000***		
					NHS - Low Volume RAMP	***$3,000,000***	***(This segment constructed on same project with 160A above)***	
2014	3	006E	163.1	170.2	US 6 Edwards E & W	$3,500,000	1.5" overlay; mill and overlay where curb & gutter exist	Other - High Volume
2014	4	014C	139.5	147.3	East of I-25 to WCR 23	$12,500,000	6" Cold-in-Place Recycle with 4.5" asphalt overlay or 2" Mill and 2.5" asphalt overlay (CE Determination)	Other - High Volume
2014	1	119A	5.7	6.3	Black Hawk	$1,000,000	asphalt overlay	Other - High Volume
2014	3	133A	66.0	68.2	SH 133 Carbondale: Added to RPP project for minor ml paving only	$750,000	added to RPP project for minor mainline paving only	Other - High Volume
2014	4	085L	279.8	301.0	Ault to Carr (Additional $4 million of FASTER funds for shoulders)	$9,500,000	Full Depth Reclamation with 3.25" asphalt overlay or 5" asphalt overlay (CE Determination)	Other - High Volume
					Other - High Volume Baseline	***$27,250,000***		
					Other - High Volume RAMP	***$0***		
2014	3	013A	79.0	88.6	SH 13 South of Craig	$7,400,000	2" mill and asphalt overlay	Other - High/Low Volume
2014	1	024A	253.6	263.0	Wilkerson Pass-East	$3,500,000	Thin asphalt overlay	Other - Low Volume
2014	1	036D	118.4	120.0	Jct SH 36 & Cabin Creek	$500,000	Overlay and patching as needed	Other - Low Volume
2014	3	064A	28.0	38.0	SH 64 East of Rangely	$4,200,000	1.5" asphalt overlay	Other - Low Volume
2014	1	103A	0.0	11.5	Jct I-70 - Jct SH 5	$5,000,000	Minimum of Mill and Asphalt Overlay	Other - High/Low Volume
2014	3	340A	1.0	7.2	SH 340 King's View Estates - Add to intersection improvements project	$1,250,000	Chip seal with machine patching.	Other - Low Volume
2014	5	SH62	0.0	10.0	SH 62 MP 0.0 to 10.0	$750,000	Preventative Maintenance - Chip Seal	Other - Low Volume
					Other - Low Volume Baseline	***$22,600,000***		
					Other - Low Volume RAMP	***$0***		
2014								Other - Very Low Volume
					Other - Low Volume Baseline	***$0***		
					Other - Low Volume RAMP	***$0***		
2014	3	70 Fr N	172.8	176.0	Vail Interstate Frontage Roads		1.5" asphalt overlay; mill and asphalt overlay at curb & gutters.	
2014	3	70 Fr S	172.2	180.0	Vail Interstate Frontage Roads	$4,600,000	1.5" asphalt overlay; mill and asphalt overlay at curb & gutters.	
					Interstate Frontage Road Baseline	***$4,600,000***		
					Interstate Frontage Road RAMP	***$0***		

FY 2014	**Statewide Baseline**	**$169,408,678**
	Statewide RAMP	**$92,882,000**
		$262,290,678

FY14 Surface Treatment Distribution (Base + RAMP) By

Statewide Classification Statistics			Treatment by Miles		
Highway Classification Subsystem	Total System CL Miles Statewide	Percent of Total System	CL Miles to be Treated in FY14	Percent of Total Miles to be Treated	Percent of Subsytem Treated with FY '14 Funds
Interstate	951	10.4%	90.2	34.1%	9.5%
NHS	2483	27.3%	86.6	32.7%	3.5%
Other	5671	62.3%	87.7	33.2%	1.5%
Statewide	**9105**	**100%**	**264.4**	**100.0%**	**2.9%**

* Interstate treatment per mile is less than NHS treatment per mile primarily due to 3 Interstate projects (rows 10, 11, 13 on attached

FY14 Surface Treatment Distribution (Base + F

Statewide Classification Statistics			Treatment by Miles		
Highway Classification	Total System CL Miles Statewide	Percent of Total System	CL Miles to be Treated in FY14	Percent of Total Miles to be Treated	Percent of Subsytem Treated with FY '14 Funds
Interstate	951	10.4%	90.2	34.1%	9.5%
High Volume	2453	26.9%	108.2	40.9%	4.4%
Low Volume	2895	31.8%	66.0	25.0%	2.3%
Very Low Volume	2806	30.8%	0.0	0.0%	0.0%
Statewide	**9105**	**100.0%**	**264.4**	**100.0%**	**2.9%**

Predicted Condition Impacts from FY14 Surface Treatment Projects and FY14 RA

	2012 (Current)		2013 Deterioration (No Projects)		2013 Predicted with Project Impacts		Commission Goals	
	Good/Fair	Poor	Good/Fair	Poor	Good/Fair	Poor	Good/Fair	Poor
Statewide	47%	53%	43%	57%	47%	53%	60%	40%
Interstate	59%	40%	53%	47%	62%	38%	85%	15%
NHS	65%	35%	60%	40%	64%	36%	70%	30%
Other	34%	66%	31%	69%	33%	67%	55%	45%

MP Projects

FY14 Surface Treatment Plan
Low Volume Project Justifications to the Chief Engineer

(Based on Commission direction in April, current plan reduced low volume work from 31.1% to 15.9%.)

Region 1

State Highway 103 (MP 0.0 to MP 11.5) – this low volume project is requested for the FY 14 plan with the following justification:

1. This project will fill in complete work on the segment between I-70 in Idaho Springs and the current ongoing SH 103 construction project between MP 13.35 to MP 22.5. Targeted milling and HMA overlay are proposed.
2. SH103 projects have been coordinated with the County and their road reconstruction beyond MP 22.5 including widening for improved bicycle use.
3. This section of SH 103 has a RSL = 0 and an age = 32
4. SH 103 is actually high volume (> 6200 AADT) at the beginning MP 0.0 in Idaho Springs for a short distance.
5. This section of SH 103 is the gateway to the Mt. Evans summit road (SH 5) from I-70. Mt. Evans is a popular tourist destination producing high peak traffic volumes in months when the Mt. Evans Road is open to the public.

U.S. Highway 36 (MP 118.4 to MP 120.0) – this low volume project is requested for the FY 14 plan with the following justification:

1. This 1.6-mile segment of U.S. 36 is east of Byers and is immediately west of High Plains Raceway where associated RV and truck volumes are anticipated to continue to grow. Targeted patching and HMA overlay are proposed.
2. The proposed work section last received a single 2-inch overlay in 1971 (age = 42 years).
3. With significant pavement fatigue cracking (cracking index of 58), this pavement is in the worst 5% of fatigued pavements in the network.
4. Current condition is Poor-0 (RSL = 0). Six miles of Good condition roadway (RSL = 14) lies adjacent to the west, and ten miles of Good condition roadway (RSL = 14) lies adjacent to the east. The requested project would make minor investment to bring this short severely deteriorated segment into safe, similar condition with adjacent highway segments.

U.S. Highway 24 (MP 253.6 to MP 263.0) – this low volume project is requested for the FY 14 plan with the following justification:

1. This project pavement is 15 years old with current RSL condition of Poor. It is surrounded by condition-Fair pavements. Thin maintenance HMA overlay (less than 1.5”) is proposed.
2. With significant pavement fatigue cracking (cracking index of 63), this pavement is in the worst 6% of fatigued pavements in the network.
3. With low-cost thin maintenance overlay, the pavement deterioration will be slowed and drivable surface condition prolonged in this cold, wet, high elevation (9,500’) location. Surface seal applications are much less successful under these climate and snow removal conditions.

Region 3

State Highway 13 (MP 79.0 to MP 88.6) – this low volume project is requested for the FY 14 plan with the following justification:

1. This pavement dates from the 1970s and 1980s (age 30+years) and is full-depth asphalt constructed on clay soils. Transverse cracks at 30' intervals have deteriorated significantly resulting large crack openings and pavement depressions. Pavement condition deterioration continues to accelerate due to water infiltration into very weak clay soils below the pavement and associated traffic damage to the surface pavement.
2. 3% of this project's length has high traffic volume above 4,000 ADT.
3. Ride quality has deteriorated to IRI values of 300 inches/mile in locations. Average ride condition puts this highway in the worst 11% for IRI in the state.
4. Region recommends 2" HMA mill and fill for 10-year pavement design under current design manual using life cycle cost analysis for final treatment selection. Proposed design manual and pavement management system changes may allow for crack sealing and thin surface sealing under revised statewide guidelines. Final scope of this project may prescribe thinner treatment options per pending guidelines.

State Highway 64 (MP 28.0 to MP 38.0) – this low volume project is requested for the FY 14 plan with the following justification:

1. This pavement was constructed in the 1950s with overlays placed in 1967 and in 1994 (age 20 years). Last treatment was a chip seal in 2000. Current pavement condition classified as Poor-0.
2. Significant heavy truck traffic and age have resulted in significant consistent rutting and fatigue cracking. Ruts between 0.5 and 1.0 inch exist throughout the project. Transverse cracking on this roadway puts it into the worst 5% of the network for this type of distress.
3. Due to the locally severe rutting, truck traffic and load associated visual distress we do not recommend a chip seal at this time. We do recommend that an overlay be placed on the entire 10 miles in both directions. The overlay shall consist of a thin 1.5" of HMA SX (75) layer, placed over the existing asphalt, with binder type PG 58-28.
4. Small portions of the project may require full depth patching for existing areas of complete structural failure. See report: PC-18887_EastOfRangely_MatRec_04-30-2013.pdf

State Highway 340 (MP 1.0 to MP 7.2) – this low volume project is requested for the FY 14 plan with the following justification:

1. This project recommends a chip seal for this low volume pavement. Scope was revised to reduce cost from $3.3M HMA overlay in prior version of FY14 plan. Revised scope now calls for targeted machine patching followed by chip seal for $1.25M.
2. This project will coordinate construction with adjacent intersection project.
3. The project has fatigue cracking throughout with minimal rutting. Minor machine patching will repair worst small sections.

Region 5

State Highway 62 (MP 0.0 to MP 10.0) – this low volume project is requested for the FY 14 plan with the following justification:

1. This project recommends a chip seal for this low volume pavement.
2. Pavement distress levels are currently low and this low cost treatment is being applied in accordance with preventive maintenance principles to ensure for long term performance of the existing pavement structure.

All National Highway System Projects – these low volume projects were requested for the FY 14 plan with the following justification:
CDOT has historically designed roadways on the National Highway System in accordance with the Federal-Aid Policy Guide and 23 CFR 626. A National Pavement Design Review was conducted by the FHWA and found that CDOT's established practices and procedures outlined in the Pavement Design Manual were acceptable. In 2008, research indicated that rehabilitated pavements were, on average, meeting their design life. With the growing importance of the NHS in MAP-21 programs and the increased national requirements for NHS condition reporting, CDOT intends to follow historic established design protocols until formal FHWA approval is given for the next version of CDOT's Pavement Design Manual (July 2013). At that time, full design criteria for new thin surface treatments and clear direction on the permitted use of those guidelines for NHS and Interstate pavements will be established.

STATE OF COLORADO

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

MEMORANDUM

TO: Transportation Commissioners

FROM: Tim Harris, Chief Engineer

DATE: May 7, 2013

RE: RAMP Pre-Application Submittals

RAMP pre-applications were due on May 1 and are currently being reviewed for eligibility. A total of 247 applications were received, with requests for RAMP funds totaling $3.4 billion.

Region	No. of Projects
1	77
2	33
3	50
4	63
5	18
HQ Operations	6
Total	**247**

Of the 247 applications, CDOT applications accounted for 65. The remaining 182 were applications from local entities. The following table outlines the number of applications by program category. As applications could request funds from multiple program categories, the number of applications by program category exceeds the application total of 247.

Program Category	Count
1 - Operational	110
2a - Public/Private	25
2b - Public/Public	131
2c - Devolution	35

Next Steps

Over the next several weeks applications will be reviewed for eligibility based on the RAMP criteria. Applicants will receive notification of eligibility by May 31. Detailed final applications for eligible projects are due on July 1, with final selection of projects anticipated in September.

RAMP Pre-application List 5/7/2013

Project Information									Applicant Entity Name
Total Project Count: 247					Prgm Category				
Region	Tracking #	Project Name	TPR/MPO	County	1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	
1	1-1	US-85 Louviers to Mile Post 191.75	DRCOG	Douglas County			x		Douglas County
1	1-2	C-470 Corridor Managed Tolled Express Lanes, Segment 1, Kipling to I-25	DRCOG	Douglas County	x	x	x		C-470 Corridor Coalition
1	1-3	SH 170 (Marshall Road)/McCaslin Intersection	DRCOG	Boulder	x		x		Town of Superior
1	1-4	US 6th/Wadsworth (full-funding)	DRCOG	Jefferson	x		x		City of Lakewood
1	1-5	US 6th/Wadsworth (partial-funding)	DRCOG	Jefferson	x		x		City of Lakewood
1	1-6	Northwest Parkway – SH 128 Extension	DRCOG	Broomfield		x			Northwest Parkway Public Highway Authority/ HPTE
1	1-7	EJMT Fixed Fire Suppression System	IMTPR	Clear Creek & Summit	x				CDOT – Region 1
1	1-8	I-225, I-25 to Yosemite Street Operational Improv	DRCOG	Denver & Arapahoe	x		x		CDOT – Region 1
1	1-9	I-70 Eastbound Peak Period Shoulder Lanes	DRCOG	Clear Creek	x				CDOT – Region 1
1	1-10	SH 177 at County Line Rd Right Turn Lane	DRCOG	Arapahoe, Douglas	x				CDOT – Region 1
1	1-11	Ramp Metering	DRCOG	Adams, Douglas, Jefferson	x				CDOT – Region 1
1	1-12	Highway 6/85 & 60th Ave. Interchange	DRCOG	Adams			x		City of Commerce City
1	1-13	Highway 44 Widening	DRCOG	Adams			x	x	City of Commerce City
1	1-14	Highway 2 Widening	DRCOG	Adams			x	x	City of Commerce City
1	1-15	US 6 and SH 93 Corridor	DRCOG	Jefferson		x	x		City of Golden
1	1-16	SH 119 Widening Project, Phase 2	DRCOG	Gilpin			x		Silver Dollar Metro District
1	1-17	I-70 over Havana and Realingment of I-70 UPRR Underpass	DRCOG	Denver	x				CDOT – Region 1
1	1-18	North Meadows Drive Extension -- Two Lane Arterial	DRCOG	Douglas			x		Town of Castle Rock
1	1-19	Colorado Boulevard Phase Two and Phase Three	DRCOG	Clear Creek				x	City of Idaho Springs
1	1-20	Arapahoe Rd. turn lane improvements (Havana to Jordan)	DRCOG	Arapahoe	x		x		City of Centennial
1	1-21	6th Avenue Northwest Frontage Rd. Relocation at Kipling	DRCOG	Jefferson			x		City of Lakewood
1	1-22	Highway 44 Widening from Grandview Ponds to Brighton Boulevard	DRCOG	Adams				x	Adams County
1	1-23	I]25 Permanent Soundwall Project	DRCOG	Adams		x	x		Adams County
1	1-24	Construction of New Interchange at U.S. 85 & 120th Avenue	DRCOG	Adams	x				Adams County
1	1-25	Clear Creek County Rd. 314	DRCOG	Clear Creek			x		Clear Creek County
1	1-26	Clear Creek Greenway Engineering	DRCOG	Clear Creek			x		Clear Creek County
1	1-27	SH-74 , South of El Rancho, Safety Shoulders	DRCOG	Jefferson	x				Jefferson County
1	1-28	I-70, Genessee to El Rancho, Multi Purpose Trail	DRCOG	Jefferson			x		Jefferson County
1	1-29	US-6/US-40, Simms St. to Johnson Rd., Sidewalk Improvements	DRCOG	Jefferson	x				Jefferson County

Project Information									Applicant Entity Name
Total Project Count: 247					Prgm Category				
Region	Tracking #	Project Name	TPR/MPO	County	1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	
1	1-30	SH-93, Jefferson Parkway to north Golden	DRCOG	Jefferson		x			Jefferson County
1	1-31	I-25 PEL, Castle Rock to Monument PEL	PPACG	Douglas & El Paso	x				CDOT – Region 1
1	1-32	Civic Center Station Rehabilitation Project	DRCOG	Denver			x		RTD
1	1-33	I-225 Rail Line LRT Operations and Storage Project	DRCOG	Adams & Araphahoe			x		RTD
1	1-34	US 36 BRT Bus Procurement Project	DRCOG	Adams, Boulder, Broomfield, Jefferson			x		RTD
1	1-35	16th Street Mall Rehabilitation Project	DRCOG	Denver			x		RTD
1	1-36	MLK Blvd. Extension	DRCOG	Denver		x	x		City of Denver
1	1-37	Fed Blvd 6th to Howard	DRCOG	Denver			x		City of Denver
1	1-38	I-25 & Broadway Interchange Improvement	DRCOG	Denver	x	x	x		City of Denver
1	1-39	Denver Devolution -- 3 projects: 40th Ave. Bridge, Quebec St. Bridge, & SH 26 / Alameda to Sheridan	DRCOG	Denver				x	City of Denver
1	1-40	Denver Future RAMP Projects	DRCOG	Denver			x		City of Denver
1	1-41	State Highway Signal Upgrades - Phase I - Colfax Signals	DRCOG	Denver	x				City of Denver
1	1-42	State Highway Signal Upgrades - Phase III - Denver Slipfit Traffic Signals	DRCOG	Denver	x				City of Denver
1	1-43	State Highway Signal Upgrades - Phase II - Denver Traffic Signals	DRCOG	Denver	x				City of Denver
1	1-44	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	DRCOG	Denver	x				City of Denver
1	1-45	Jefferson Parkway Public Highway Authority	DRCOG	Denver		x	x		Jefferson Parkway Public Highway Authority
1	1-46	I-25 and Arapahoe Road Interchange	DRCOG	Arapahoe	x		x		Arapahoe County & the I-25/Arapahoe Interchange Coalition
1	1-47	SH 30 Quincy to Yale Devolution	DRCOG	Arapahoe				x	Arapahoe County & the I-25/Arapahoe Interchange Coalition
1	1-48	SH 75 C470 to Bowles PEL for Devolution	DRCOG	Arapahoe				x	Arapahoe County & the I-25/Arapahoe Interchange Coalition
1	1-49	State Highway 30 Devolution – I-225 to Yale Avenue	DRCOG	Arapahoe				x	City of Aurora
1	1-50	Bidirectional North I-25 Express Lanes	DRCOG	Denver, Adams, Jefferson, Broomfield, Boulder		x			US 36 Mayors and Commissioners Coalition
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	x				CDOT – Region 1 Traffic
1	1-52	I-70 Accel/Decel Lane from Loveland to Herman Gulch Interchanges (MP 216.2 to 218.4)	DRCOG	Clear Creek	x				CDOT – Region 1 Traffic

Project Information

Total Project Count: 247

Region	Tracking #	Project Name	TPR/MPO	County	Prgm Category: 1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	Applicant Entity Name
1	1-53	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	DRCOG	Arapahoe, Broomfield, Denver, Jefferson	x				CDOT – Region 1 Traffic
1	1-54	I-76 at 88th Avenue Interchange Improvements (MP 10)	DRCOG	Adams	x				CDOT – Region 1 Traffic
1	1-55	US 40 and I-70 Frontage Road Safety Improvements in eastern Aurora	DRCOG	Adams & Araphahoe	x				CDOT – Region 1 Traffic
1	1-56	US 285 at Mount Evans Boulevard/Pine Valley Road (MP 229)	DRCOG	Jefferson	x				CDOT – Region 1 Traffic
1	1-57	I-70 and Bennet Off-Ramp – MP 305	DRCOG	Adams	x				CDOT – Region 1 Traffic
1	1-58	SH 86 Adaptive Signal Control System (MP 100.0 to 101.53)	DRCOG	Douglas	x				CDOT – Region 1 Traffic
1	1-59	SH 86 intersection improvement at Crowfoot Valley Road (MP 101.53)	DRCOG	Douglas	x				CDOT – Region 1 Traffic
1	1-60	SH 86 intersection Improvements at Timber Meadows Court (MP 7.9) and at Deerfield Lane (MP 11.1)	DRCOG	Douglas	x				CDOT – Region 1 Traffic
1	1-61	US 6 Safety Improvement Project (MP 257 to 260)	DRCOG	Clear Creek	x				CDOT – Region 1 Traffic
1	1-62	SH 36 intersection improvements at Headlight Road/ Arapahoe County Road 2 (MP 96.3)	DRCOG	Adams	x				CDOT – Region 1 Traffic
1	1-63	I-70 at Grapevine Road (MP 256.0)	DRCOG	Jefferson	x				CDOT – Region 1 Traffic
1	1-64	SH 74 intersection at Jefferson County Road (JCR) 73 (MP 7.5)	DRCOG	Jefferson	x				CDOT – Region 1 Traffic
1	1-65	SH 83 Safety and Mobility Project – Uphill Climbing Lane	DRCOG	Douglas	x				CDOT – Region 1 Traffic
1	1-66	North Metro Rail Corridor	DRCOG	Denver		x	x		RTD
1	1-67	I-70/Kipling EB Acceleration Lane Improvements	DRCOG	Jefferson	x				CDOT – Region 1
1	1-68	I-70 / 32nd & Youngfield WB Ramps	DRCOG	Jefferson			x		City of Wheat Ridge
1	1-69	SH 72 / Ward Road & BNSF Crossing	DRCOG	Jefferson			x		City of Wheat Ridge
1	1-70	SH 121 / Wadsworth Boulevard Widening	DRCOG	Jefferson			x		City of Wheat Ridge
1	1-71	I-70 & SH 391 / Kipling Street Interchange	DRCOG	Jefferson			x		City of Wheat Ridge
1	1-72	I-70 & SH 58 and I-70 & SH 72 / Ward Road Interchanges	DRCOG	Jefferson			x		City of Wheat Ridge
1	1-73	UPRR Grade Seperation Project at W 80th Ave	DRCOG	Jefferson	x				City of Arvada
1	1-74	UPRR Grade Separation Projects at W 72nd Ave	DRCOG	Jefferson	x				City of Arvada
1	1-75	SH-95 (Sheridan) Multimodal Improvements	DRCOG	Jefferson, Adams	x		x		City of Arvada
1	1-76	SH-72 (Indiana St) at W 72nd Ave Intersection Widening	DRCOG	Jefferson	x				City of Arvada
1	1-77	I-25 at S.H. 7 – Larkridge Bus Slip Ramps and Pedestrian Bridge	DRCOG	Adams			x		City of Thornton
2	2-1	Devolution - State Highway 67 - Victor	CFRTPR	Teller				x	City of Victor
2	2-2	I 25 exit 11	SCTPR	Las Animas				x	Las Animas County
2	2-3	Hwy 239	SCTPR	Las Animas				x	Las Animas County

Project Information

Total Project Count: 247

Region	Tracking #	Project Name	TPR/MPO	County	Prgm Category: 1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	Applicant Entity Name
2	2-4	I 25 Exit 18	SCTPR	Las Animas				x	Las Animas County
2	2-5	Highway 160 turn-outs	SCTPR	Huerfano			x		Town of La Veta/Huerfano
2	2-6	Highway 115 Reconstruction & Drainage	CFRTPR	Fremont	x		x		City of Florence
2	2-7	US 24 Business Route Devolution	PPACG	El Paso				x	El Paso County
2	2-8	US24/Judge Orr Rd Intersection Improvement	PPACG	El Paso	x				CDOT R2 Traffic
2	2-9	US 50/Dozier Ave intersection improvement	CFRTPR	Fremont	x				CDOT R2 Traffic
2	2-10	US 50/Purcell and US 50/McCullock intersection improvement	PACOG	Pueblo	x				CDOT R2 Traffic
2	2-11	Fiber Optical Line from Walsenburg to Trinidad	SCTPR	Las Animas Huerfano	x				CDOT R2 Traffic
2	2-12	SH 165 Auxiliary Lane Improvements	PACOG	Pueblo	x				CDOT R2 Traffic
2	2-13	SH 12/Nevada Ave/Animas St Roundabout	SCTPR	Las Animas	x				CDOT R2 Traffic
2	2-14	SH 109/Adams Ave/3rd St Roundabout	SETPR	Otero	x				CDOT R2 Traffic
2	2-15	US 24/Garrett Rd Intersection Improvements	PPACG	El Paso	x				CDOT R2 Traffic
2	2-16	Extend passing lane on SH287 east of Lamar	SETPR	Prowers	x				CDOT R2 Traffic
2	2-17	US 50/32nd Ln, US 50/Cottonwood Ave, US 50/	PACOG	Pueblo	x				CDOT R2 Traffic
2	2-18	New and Old Meridian Road Intersection with Falcon Park N Ride	PPACG	El Paso			x		PPACG
2	2-19	US 287 Lamar Reliever Route	SETPR	Prowers				x	City of Lamar & Prowers County
2	2-20	US50/Dozier/Steinmeier Intersection/Signal Improvements	CFRTPR	Fremont	x		x		City of Canon City
2	2-21	I-25 and Cimarron Interchange Reconstruction	PPACG	El Paso	x		x		PPACG
2	2-22	Fillmore Interchange DDI Conversion	PPACG	El Paso			x		PPACG
2	2-23	Old Ranch Road/SH 21 Interchange Completion	PPACG	El Paso			x		PPACG
2	2-24	SH 21 Widening	PPACG	El Paso			x		PPACG
2	2-25	I 25 bypass Aguilar	SCTPR	Las Animas				x	Las Animas County
2	2-26	I 25 Exit 18	SCTPR	Las Animas				x	Las Animas County
2	2-27	I 25 Exit 18 n CR 71.1	SCTPR	Las Animas				x	Las Animas County
2	2-28	I 25 exit 11	SCTPR	Las Animas				x	Las Animas County
2	2-29	I 25 Exit 11 s CR 69.1	SCTPR	Las Animas				x	Las Animas County
2	2-30	Hwy 239	SCTPR	Las Animas				x	Las Animas County
2	2-31	Pueblo I-25 Central Business District Segment	PACOG	Pueblo			x	x	PACOG
2	2-32	Pueblo I-25 North Segment	PACOG	Pueblo			x	x	PACOG
2	2-33	US 50/SH 45 Interchange Highway Safety Improvements	PACOG	Pueblo	x		x	x	PACOG
3	3-1	SH 9 & French St. Roundabout	IMTPR	Summit		x			Town of Breckenridge
3	3-2	Edwards Spur Road Phase II	IMTPR	Eagle			x		Eagle County
3	3-3	Eagle County Airport Interchange	IMTPR	Eagle	x		x		Eagle County
3	3-4	I-70 North Roundabout Exit 90	IMTPR	Garfield			x		City of Rifle
3	3-5	Park-N-Ride Relocate	IMTPR	Garfield		x			City of Rifle

Project Information

Total Project Count: 247

Region	Tracking #	Project Name	TPR/MPO	County	Prgm Category: 1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	Applicant Entity Name
3	3-6	SH 6/ SH13 Devolution in Rifle	IMTPR	Garfield				x	City of Rifle
3	3-7	SH 6 East Gateway Roundabout	IMTPR	Garfield			x		City of Rifle
3	3-8	US 6 Develoution Gypsum/Eagle	IMTPR	Eagle				x	Town of Gypsum
3	3-9	I-70 Simba Run Underpass	IMTPR	Eagle			x		Town of Vail
3	3-10	I-70 Water Quality Improvements	IMTPR	Eagle			x		Town of Vail
3	3-11	I-70 Vail Frontage Roads	IMTPR	Eagle			x		Town of Vail
3	3-12	SH 9 - Frisco to Breckenridge: Iron Springs Phase	IMTPR	Summit			x		Summit County
3	3-13	I-70 Exit 203 Roundabout Impv	IMTPR	Summit			x		Summit County
3	3-14	I-70 Eagle Interchange Upgrade	IMTPR	Eagle			x		Town of Eagle
3	3-15	I-70 East Eagle Interchange	IMTPR	Eagle		x			Town of Eagle
3	3-16	South Bridge	IMTPR	Garfield			x		City of Glenwood Spgs
3	3-17	Grade Separated Pedestrian Improvements at 27th Street and SH 82 in Glenwood Springs	IMTPR	Garfield			x		City of Glenwood Spgs
3	3-18	Pedestrian and Paving Improvements on SH 6&24	IMTPR	Garfield			x		City of Glenwood Spgs
3	3-19	12th Street Pedestrian Underpass Improvements	IMTPR	Garfield			x		City of Glenwood Spgs
3	3-20	Basalt Avenue/SH 82 Pedestrian Crossing	IMTPR	Eagle			x		Town of Basalt
3	3-21	Rubey Park Transit Center Remodel	IMTPR	Pitkin			x		Roaring Fork Transportation Authority
3	3-22	US HWY 24 MINTURN	IMTPR	Eagle			x		Town of Minturn
3	3-23	I-70 and 29 Road Interchange	GrVaMPO	Mesa			x		Mesa County
3	3-24	I-70 Exit 32 Horizon Drive	GrVaMPO	Mesa			x		City of Grand Junction
3	3-25	US 50 and Hookless Blvd. Signal	GrVaMPO	Mesa			x		Mesa County
3	3-26	Reconstruction of Routt County Rd 14	NWTPR	Routt			x		Routt County
3	3-27	Town of Winter Park	NWTPR	Grand	x		x		Town of Winter Park
3	3-28	Redstone Coke Ovens Phase II	IMTPR	Pitkin		x	x		Pitkin County
3	3-29	Devolution of Vail Pass Multi-Use Path	IMTPR	Summit				x	Summit County
3	3-30	SH82/Buttermilk BRT Station Ped Crossing	IMTPR	Pitkin			x		Roaring Fork Transportation Authority
3	3-31	US 40 Impv within Fraser	NWTPR	Grand			x		Town of Fraser
3	3-32	SH 92/ SH 65 Intersection Impv	GunVaTPR	Delta	x		x		CDOT/Delta County
3	3-33	I-70 Vail Chain Station Impv	IMTPR	Eagle	x				CDOT
3	3-34	I-70 Glenwood Canyon Variable Speed Signing	IMTPR	Garfield/Eagle	x				CDOT
3	3-35	Grand Junction Signal Upgrades	GrVaMPO	Mesa	x				CDOT
3	3-36	Delta Signal Interconnect	GunVaTPR	Delta	x				CDOT
3	3-37	Montrose Signal Upgrades	GunVaTPR	Montrose	x				CDOT
3	3-38	Rifle Signal Upgrades	IMTPR	Garfield	x				CDOT
3	3-39	Craig Signal Upgrades	NWTPR	Moffat	x				CDOT
3	3-40	SH 9 Safety Improvement Project	NWTPR	Grand			x		Grand County
3	3-41	US 550 and 12th Street Intersection impv	GunVaTPR	Montrose	x		x		City of Montrose
3	3-42	SH 64 and CR5 Intersection Impv	NWTPR	Rio Blanco			x		Rio Blanco County
3	3-43	SH 90 Chipeta Rd Intersection	GunVaTPR	Montrose	x		x		Montrose County
3	3-44	SH 348 / CR 5700 Intersection	GunVaTPR	Montrose	x		x		Montrose County

Project Information

Total Project Count: 247

Region	Tracking #	Project Name	TPR/MPO	County	Prgm Category: 1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	Applicant Entity Name
3	3-45	SH 90 Popular Rd. Intersection	GunVaTPR	Montrose	x		x		Montrose County
3	3-46	I-70 Exit 105 Pedestrian Safety Enhancements	IMTPR	Garfield	x				Town of New Castle
3	3-47	I-70 Exit 105 Traffic Safety enhancements	IMTPR	Garfield	x				Town of New Castle
3	3-48	SH 92/ SH133 Intersection Impv	GunVaTPR	Delta			x		Town of Hotchkiss
3	3-49	Eagle Valley Trail	IMTPR	Eagle			x		Town of Avon
3	3-50	US 40 intersection Impv	NWTPR	Routt		x			City of Steamboat Spgs
4	4-1	I-25: SH56 to SH392 (GAPS)	NFRMPO	Larimer & Weld			x		CDOT R4
4	4-2	I-25: SH392 to SH14	NFRMPO	Larimer		x			CDOT R4
4	4-3	I-25 at US34 Interchange	NFRMPO	Larimer		x			CDOT R4
4	4-4	I-25: SH66 to SH56	NFRMPO	Weld		x			CDOT R4
4	4-5	I-25: 120th to SH66	DRCOG	Broomfield & Weld		x			CDOT R4
4	4-6	US34 in Estes Park Devolution	UFRTPR	Larimer				x	CDOT R4
4	4-7	SH42 Gateway Project	DRCOG	Boulder			x		City of Louisville
4	4-8	Intersection Improvements at SH7 & 119th / 120th	DRCOG	Boulder			x		City of Lafayette
4	4-9	US85 Drainage Improvements	UFRTPR	Weld			x		Town of Eaton
4	4-10	Traffic Signal at US 85 and WCR 18	UFRTPR	Weld	x		x		City of Ft. Lupton
4	4-11	10th Street Access Control Plan Implementation	NFRMPO	Weld	x		x		City of Greeley
4	4-12	Adaptive Signal Control - US34 Business Continuation	NFRMPO	Weld	x				City of Greeley
4	4-13	Adaptive Signal Control - US85, Greeley	NFRMPO	Weld	x				City of Greeley
4	4-14	10th Street (US34 Business) Devolution	NFRMPO	Weld				x	City of Greeley
4	4-15	8th Street (SH263) Devolution	NFRMPO	Weld				x	City of Greeley
4	4-16	18th Street (US34D) Devolution	NFRMPO	Weld				x	City of Greeley
4	4-17	8th Ave (US85 Bus) Devolution	NFRMPO	Weld				x	City of Greeley
4	4-18	College Ave (SH287) & Horsetooth Road Intersection Improvements	NFRMPO	Larimer			x		City of Ft. Collins
4	4-19	SH287 & SH 392 Intersection	NFRMPO	Larimer		x			City of Ft. Collins
4	4-20	North College/US287 Conifer to Laporte Bypass	NFRMPO	Larimer			x		City of Ft. Collins
4	4-21	Lemay Ave. & Mulberry Ave. (SH14) Intersection Improvements	NFRMPO	Larimer			x		City of Ft. Collins
4	4-22	SH 14 / CR5 East of Fort Collins Intersection Improvements	NFRMPO	Larimer			x		Larimer County
4	4-23	SH34 / CR27 West of Loveland - Intersection Improvements	NFRMPO	Larimer			x		Larimer County
4	4-24	SH 1 / CR54 (Douglas Road) in northeast Fort Collins Intersection Improvements	NFRMPO	Larimer			x		Larimer County
4	4-25	SH 14 / Greenfields Court - Frontage Road relocation and Intersection Improvements	NFRMPO	Larimer			x		Larimer County
4	4-26	SH 402 Devolution	NFRMPO	Larimer				x	City of Loveland
4	4-27	US 34 and Clayton Street Safety Improvement Project	UFRTPR	Morgan			x		City of Brush
4	4-28	SH 392 & CR 47 Intersection	NFRMPO	Weld			x		Weld County
4	4-29	US 34 & CR 49 Intersection	UFRTPR	Weld			x		Weld County

Project Information									
Total Project Count: 247					Prgm Category				
Region	Tracking #	Project Name	TPR/MPO	County	1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	Applicant Entity Name
4	4-30	SH 392 & CR 74 Intersection	UFRTPR	Weld		x			Weld County
4	4-31	US 85 Business (Denver Avenue) Devolution	UFRTPR	Weld				x	City of Fort Lupton
4	4-32	Intersection improvements at SH 36 and Community Drive, Estes Park	UFRTPR	Larimer			x		Town of Estes Park
4	4-33	US34 / Barlow Road Intersection	UFRTPR	Morgan	x		x		City of Fort Morgan
4	4-34	Turning Lanes at Hwy. 34 and County Road H	EastTPR	Yuma			x		Yuma County
4	4-35	Loveland I-25 and Crossroads Boulevard Anti-Icing Spray System	NFRMPO	Larimer	x		x		City of Loveland
4	4-36	Loveland RWIS Update / Expansion	NFRMPO	Larimer	x		x		City of Loveland
4	4-41	Adaptive signals on US 34 Bypass in Greeley	NFRMPO	Weld	x		x		CDOT R4
4	4-42	Fiber Optics and ITS Devices on Interstate 76	UFRTPR	Weld, Morgan, Washington, Logan, Sedgwick	x				CDOT R4
4	4-43	Adaptive signals on US85 Bypass in Greeley	NFRMPO	Weld	x		x		CDOT R4
4	4-44	Adaptive signals on SH119 Airport Rd to Zlaten Dr in Longmont	DRCOG	Boulder/Weld	x		x		CDOT R4
4	4-45	Region 4 Traffic Operations Center	NFRMPO	Weld	x				CDOT R4
4	4-46	I-76 Incident Management Plan	UFRTPR	Weld, Morgan, Washington, Logan, Sedgwick	x				CDOT R4
4	4-47	Fiber Optic communication and Adaptive Signals on SH52 in Dacono-Frederick	DRCOG	Weld	x				CDOT R4
4	4-48	Adaptive signals on SH119: Jay to Airport Rd	DRCOG	Boulder	x				CDOT R4
4	4-49	Adaptive signals on SH119: I-25 to WCR 3.5	DRCOG	Weld	x				CDOT R4
4	4-50	Fiber optic communication from I-25 to CDOT West Yard	NFRMPO	Larimer, Weld	x				CDOT R4
4	4-51	Turning lanes at US385 & YCR 33.6	EastTPR	Yuma			x		Yuma County
4	4-52	Turning lanes at US34 & YCR J	EastTPR	Yuma			x		Yuma County
4	4-53	US36 & Violet Ave Intersection Safety Improvements	DRCOG	Boulder	x		x		City of Boulder
4	4-54	Diagonal (SH119): 30th to Foothills Parkway Multi-modal Improvements Project	DRCOG	Boulder			x		City of Boulder
4	4-55	SH157- Table Mesa to Colorado deficient Overpass Replacement achieveing ADA compliance	DRCOG	Boulder			x		City of Boulder
4	4-56	28th St- Valmont thru Glenwood Widening project	DRCOG	Boulder			x		City of Boulder
4	4-57	SH7 Transit stop and transit access improvement	DRCOG	Boulder			x		City of Boulder
4	4-58	Boulder Canyon Trail Extension	DRCOG	Boulder			x		Boulder County
4	4-59	SH52 & WCR5 Intersection Safety Improvements	DRCOG	Weld	x				Town of Erie
4	4-60	SH52 & WCR7 Intersection Safety Improvements	DRCOG	Weld	x				Town of Erie

Project Information

Total Project Count: 247

Region	Tracking #	Project Name	TPR/MPO	County	Prgm Category: 1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	Applicant Entity Name
4	4-61	SH7 & County Line Road Intersection Safety Improvements	DRCOG	Weld			x		Town of Erie
4	4-62	SH52 & WCR3 Intersection Safety Improvements	DRCOG	Weld	x				Town of Erie
4	4-63	New Regional Bus Service (Longmont to DIA)	DRCOG	Boulder, Broomfield, Adams	x		x		City of Longmont
4	4-64	Road Weather Information Systems (Longmont area)	DRCOG	Boulder, Weld	x		x		City of Longmont
4	4-65	SH119: Sunset to Bowen Auxillary Lanes / Queue Jump Lane Improvements	DRCOG	Boulder	x				City of Longmont
4	4-66	Adaptive Traffic Signals System along US287 (Main St) in Longmont	DRCOG	Boulder	x		x		City of Longmont
4	4-67	Adaptive Traffic Signals System along SH66 (Ute Highway) in Longmont	DRCOG	Boulder, Weld	x				City of Longmont
5	5-1	Durango-La Plata County Airport-State Highway 172-Intersection Project	SWTPR	La Plata			x		La Plata County
5	5-2	SH 140 / CR 90 Intersection	GunVaTPR	Montrose	x		x		Montrose County
5	5-3	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	SWTPR	Montezuma, La Plata, Archuleta, Rio Grande,	x				CDOT Region 5 Traffic and Safety Program
5	5-4	SH 145 Society Turn Round-a-bout Anti-icing	GunVaTPR	San Miguel	x				CDOT Region 5
5	5-5	Bayfield East Mobility Improvements	SWTPR	La Plata	x	x	x		Town of Bayfield
5	5-6	Sky Rocket Box Culvert	SWTPR	Ouray			x		City of Ouray
5	5-7	Mancos Main Street Acquisition	SWTPR	Montezuma				x	Town of Mancos
5	5-8	State Highways 172/151 Signalization	SWTPR	La Plata	x		x		Town of Ignacio
5	5-9	Town of Pagosa Springs HWY 160 Impro	SWTPR	Archuleta			x		Town of Pagosa Springs
5	5-10	U.S. Hwy 160/Wilson Gulch Road Extension	SWTPR	La Plata			x		City of Durango
5	5-11	Bodo Frontage Road - Devolution	SWTPR	La Plata				x	City of Durango
5	5-12	CR 120 trail intersection and HWY 285 realignment	SLVTPR	Chaffee	x				City of Poncha Springs
5	5-13	SH 145 at CR P Safety Improvements	SWTPR	Montezuma			x		Montezuma County
5	5-14	Antonito Storm Drain System	SLVTPR	Conejos			x		Town of Antonito
5	5-15	Ridgway Street Improvements	GunVaTPR	Ouray			x		Town of Ridgway
5	5-16	Hwy 160 Pedestrian Bridge	SWTPR	Montezuma			x		Town of Mancos
5	5-17	McCabe Creek Bed reopening and construction	SWTPR	Archuleta			x		Town of Pagosa Springs
5	5-18	Highway 24 Enhancement Project	SLVTPR	Chaffee	x		x		Town of Buena Vista
OT C	O-1	Fiber Optic Backbone - I-25(Pueblo to Walsenburg); and US 285 (C470 to Conifer)	Statewide	Huerfano, Pueblo, Jefferson	x	x			CDOT ITS
OT C	O-2	I-70 Mountain Corridor Wireless Improvement	Statewide	Clear Creek, Summit	x	x			CDOT ITS
OT C	O-3	CDOT ITS Information Kiosks- Pilot Project	Statewide	Statewide	x				CDOT ITS
OT C	O-4	Regional Satellite Solar Powered Cameras (LiveView)	Statewide	Statewide	x				CDOT ITS
OT C	O-5	NICE Situational Awareness	Statewide	Statewide	x	x	x		CDOT ITS

RAMP Pre-application List 5/7/2013

Project Information									Applicant Entity Name
Total Project Count: 247					Prgm Category				
Region	Tracking #	Project Name	TPR/MPO	County	1 - Operational	2a - Public/Private	2b - Public/Public	2c - Devolution	
OT C	O-6	Enhanced Traffic Incident Management Software	Statewide	Statewide	x				CDOT ITS

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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

Date: May 16, 2013

To: Colorado Transportation Commission

From: Timothy J. Harris, Chief Engineer

Subject: Status of the $86 Million Advanced by the Commission in August, 2012

The August 7, 2012, memorandum "Accelerated Funding for Surface Treatment Projects" to the Transportation Commission recommended that $86 million of the FY 2014 Surface Treatment program be advanced. The advanced funds were added with other funds so that the following projects can be done. The memorandum indicated that the following was anticipated:

1. The $86 million would be spent on either Interstate or National Highway System (NHS) highways.
2. All of the projects would be advertised by the end on the March, 2013.
3. Approximately one-third ($28.7 million) of the total program would be spent in FY 2013.
4. The increased program would be delivered without significantly impacting Region staff or industry.

Project	Highway Classification	Ad Date	Budget (Millions)	Expenditure (as of 5/1/2013) (Millions)
I-70 – West of Flagler	Interstate	March, 2013	$11.7	$ 9.6
I-25A – Mile Posts 0 -7.5	Interstate	April, 2013	11.9	--
US 50A – West of Royal George Entrance, East	NHS	March, 2013	6.5	--
I-70 – Eagle to Wolcott (Portion FY 2014 Funded)	Interstate	January, 2013	5.0	--
I-70 – Glenwood Canyon PCCP Phase 4	Interstate	December, 2012	9.4	$ 0.3
I-76 – Sedgwick to State Line, Phase 4	Interstate	January, 2013	18.3	$ 0.2
US 285 – North of Monte Vista	NHS	April, 2013	6.5	--
US 491 – Cahone to Utah State Line	NHS	March, 2013	6.5	--
US 6 – Simms to Sheridan	NHS	March, 2013	7.0	--
US 285 – US 88 (Federal) to Marion Street	NHS	March, 2013	4.7	$ 0.1
Total			$87.5	$10.3

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

Project	Highway Classification	Ad Date	Budget (Millions)	Expenditure (as of 5/1/2013) (Millions)
I-70 – West of Flagler	Interstate	March, 2013	$11.7	$ 9.6
I-25A – Mile Posts 0 -7.5	Interstate	April, 2013	11.9	--
US 50A – West of Royal George Entrance, East	NHS	March, 2013	6.5	--
I-70 – Eagle to Wolcott (Portion FY 2014 Funded	Interstate	January, 2013	5.0	--
I-70 – Glenwood Canyon PCCP Phase 4	Interstate	December, 2012	9.4	$ 0.3
I-76 – Sedgwick to State Line, Phase 4	Interstate	January, 2013	18.3	$ 0.2
US 285 – North of Monte Vista	NHS	April, 2013	6.5	--
US 491 – Cahone to Utah State Line	NHS	March, 2013	6.5	--
US 6 – Simms to Sheridan	NHS	March, 2013	7.0	--
US 285 – US 88 (Federal) to Marion Street	NHS	March, 2013	4.7	$ 0.1
Total			$87.5	$10.3

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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

Date: May 16, 2013

To: Colorado Transportation Commission

From: Timothy J. Harris, Chief Engineer

Subject: Status of the $69.5 Million Authorized by the Commission in September, 2012

Project	**Authorization**	**March, 2013 Status** (Last Commission Review)	**May, 2013 Status**
SH 9 Reconstruction – North of Breckenridge	$10 Million	The scheduled ad date was March, 2013.	The project was advertised in March, 2013 and the Notice to Proceed was issued in April, 2013
I-25 & Cimarron – Preconstruction for Interchange Reconstruction	$6 Million	The Design and Right of Way Phases were approved by FHWA in December, 2012. The process to select a firm for this Design Build project was underway. The scheduled shelf date is the summer of 2014.	The design consultant for the initial design work was selected. The scheduled shelf date is still the summer of 2014.
I-70 Installation of Fiber Optic – now Vail to Glenwood Springs	$10 Million	The anticipated construction ad date was April, 2013. The scope of work was increased to reflect the February Commission action.	The anticipated construction ad date is now May, 2013.
I-76 Major Surface Treatment, Phase 3 – Fort Morgan to Brush	$30.7 Million	The project was awarded in February, 2013. The construction start date was March, 2013.	The project is under construction and $1.5 million has been expended as of May 1, 2013.

Project	**Authorization**	**March, 2013 Status** **(Last Commission Review)**	**May, 2013 Status**
US 160 Passing Lane Preconstruction – Durango to Bayfield	$800 Thousand	The anticipated shelf date was November, 2014 for Design. No environmental clearances or ROW acquisitions will be completed.	No change
US 160 Passing Lane Preconstruction – South of Cortez	$500 Thousand	The anticipated shelf date was November, 2014 for Design. No environmental clearances or ROW acquisitions will be completed..	No change.
US 160 & US 550 – Construction of Continuous Flow Intersection – North Intersection in Durango	$3 Million	The construction ad date was anticipated to be May, 2013.	While the construction ad date remains May, 2013, the final historic clearance must be obtained.
I-70 East EIS – Replacement of I-70 Viaduct	$8.5 Million	The funds are budgeted and the Supplemental Draft Environmental Impact Statement was expected in 2013. The Record of Decision was expected to be completed by the fall of 2014.	No change.

STATUS OF THE $69.5 MILLION AUTHORIZED BY THE COMMISSION IN SEPTEMBER, 2012

Project	Authorization	May, 2013 Status
SH 9 Reconstruction – North of Breckenridge	$10 Million	The project was advertised in March, 2013, and the Notice to Proceed was issued in April, 2013.
I-25 & Cimarron – Preconstruction for Interchange Reconstruction	$6 Million	The design consultant for the initial design work was selected. The scheduled shelf date is still the summer of 2014.
I-70 Installation of Fiber Optic – now Vail to Glenwood Springs	$10 Million	The anticipated construction ad date is May, 2013. The scope of work was increased to reflect the February Commission action.
I-76 Major Surface Treatment, Phase 3 – Fort Morgan to Brush	$30.7 Million	The project is under construction and $1.5 million has been expended as of May 1, 2013.
US 160 Passing Lane Preconstruction – Durango to Bayfield	$800 Thousand	The anticipated shelf date is still November, 2014 for Design. No environmental clearances or ROW acquisitions will be completed.
US 160 Passing Lane Preconstruction – South of Cortez	$500 Thousand	The anticipated shelf date is still November, 2014 for Design. No environmental clearances or ROW acquisitions will be completed.
US 160 & US 550 – Construction of Continuous Flow Intersection – North Intersection in Durango	$3 Million	While the construction ad date remains May, 2013, the final historic clearance must be obtained..
I-70 East EIS – Replacement of I-70 Viaduct	$8.5 Million	The funds are budgeted and the Supplemental Draft Environmental Impact Statement is expected in 2013. The Record of Decision is still expected to be completed by the fall of 2014.

STATE OF COLORADO

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

TO: Transportation Commissioners

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

DATE: May 2, 2013

SUBJECT: **New Region 4 HQ Building May 2013, Transportation Commission Work Shop Agenda**

In June, 2010, Executive Director Don Hunt directed CDOT Property Management to complete a Facility Needs Assessment Study of the CDOT Headquarters (HQ) Building and the Region 1, 2 and 4 HQ complexes. The study was to determine the priority and extent of needs between these complexes and what expenses would be required to provide each of the locations with Class B office environments.

The Study indicated that CDOT Region 4 had the greatest facility deficiencies. The existing deficiencies include: fire/ADA safety hazards, the age and size of the existing building, the site location, and size constraints. These deficiencies are such that it is not realistic to upgrade the existing complex to a Class B level.

CDOT is attempting to upgrade its office facilities to a Class B level for two reasons. First, a large majority of CDOT's workforce will be eligible for retirement within the next five years and the economy is improving which means more jobs are being created. This means the recruiting of top level employees is more competitive. To remain a premier employment option in the Greeley market, CDOT's facilities must compete well with other governmental and private industry office environments.

To achieve the goal of Class B Office Space, CDOT Property Management and Region 4 Management contracted with CBRE, a real estate brokerage firm, to help identify viable alternative relocation sites within the City of Greeley. The search reviewed several existing buildings as the first alternatives. The Greeley commercial office market is constrained and no buildings could be identified that would accommodate the R4 program.

After exhausting all possibilities of finding an existing building, raw land sites were evaluated to meet programmatic, locational and financial criteria. Two sites located on the US 34 Business Loop have emerged as the preferred alternative locations for a new Region 4 HQ facility.

The baseline budget for purchasing the land, designing and constructing the building is $15.9M. CRS 24-30-1301 (13) requires projects of this magnitude obtain LEED Certification and strive to obtain LEED Gold Certification. The total cost of the project including LEED Certification is estimated to be $16.5M. LEED Gold Certification is estimated to require a total budget of $17.1M.

This project will also improve operational efficiencies since it will consolidate three facilities in Region 4; the main HQ Complex, the Evans Engineering Residency and the Loveland Engineering Residency. The consolidation of the three facilities will result in increased business practice efficiencies and decreased annual operational expenses. It is estimated that upon completion of the new complex, the three vacated properties can be sold for combined value of $2.7M.

Lastly, the Colorado State Patrol troop office that is currently co-located with the CDOT Evans Engineering Residency has expressed an interest in moving to the new Region 4 HQ. At this time it is unclear if CSP will have the budget to pay their share (estimated at $1.1M) of the additional building square footage required to accommodate them. CDOT intends to continue to discuss the possibility of co-locating with CSP at the new HQ facility.

The attached presentation provides additional details regarding this agenda item.

Sharon Barrett
Senior Vice President
Global Corporate Services

8390 E. Crescent Parkway
Suite 300
Greenwood Village, CO 80111

720-528-6491 Tel
720-528-6333 Fax
Sharon.Barrett@cbre.com
www.cbre.com

May 7, 2013

Mr. Timothy J. Harris, P.E.
CDOT- Chief Engineer
4201 E. Arkansas Ave.
Denver, CO 80401

RE: CDOT Region 4 HQ Relocation Property Search

Mr. Harris

CDOT engaged CBRE to represent its interest in acquiring a new facility/property for its Region 4 headquarters in Greeley. The scope of the real estate search was as follows:

1. Identify an existing building that could accommodate the existing R4 administrative staff that was either already Class B office space or cold be renovated to become Class B office space.

2. If an existing building was not available to accommodate CDOT's R4 administrative staff, the search could be expanded to vacant land that could be used to construct a build to suit Class B office building.

CBRE completed an exhaustive search of Greeley and the surrounding market for existing buildings that could accommodate the R4 administrative program. The search identified several vacant buildings, but none that could accommodate both the program size, and the Class B office space requirement. At this time CBRE has been unable to identify a suitable existing building for CDOT's R4 Headquarters office facility. As a result of the constrained existing building market, CBRE has identified two vacant land properties that would accommodate Class B, build to suit buildings that fit CDOT's R4 program.

Sincerely,

Sharon Barrett
CBRE, Inc.
SVP Global Corporate Services

High Performance Certification Program Summary

This summary of the OSA HPCP policy is specific to:
State of Colorado Owned Facilities

INTENTION

Advance best practices and good faith efforts for the design and construction of State owned facilities to comply with the state High Performance Certification Program policy based on SB07-051 and SB08-147. Furthermore, advance and update the processes and procedures utilized in the operation and maintenance of State owned facilities to comply with appropriate Governor Executive Orders.

REQUIREMENTS for State of Colorado Owned Facilities

All new facility, addition, and renovation projects that are funded with 25% or more of state funds are required to comply with the High Performance Certification Program (HPCP) policy adopted by the Office of the State Architect (OSA) if the following applies:

- ☑ The new facility, addition, or renovation project contains 5,000 or more of building square feet, *and*,
- ☑ The project includes a HVAC system, *and,*
- ☑ In the case of a renovation project, the cost of the renovation exceeds 25% of the current value of the building.

Projects meeting the above requirements shall achieve LEED™ certification. The State of Colorado's goal is LEED Gold.

ADDITIONALLY, projects shall meet the following OSA Sustainable Priorities:

Meet all eight LEED prerequisites and the following credits and requirements in the appropriate LEED Rating System. The following apply to LEED v3.

a. Energy and Water Efficiency resulting in Operational Savings
   i. 24% reduction in energy by cost method based on ASHRAE 90.1 – 2007 for new construction; 20% reduction for renovations (EAc1)
   ii. Enhanced Commissioning of energy systems (EAc3) for projects greater than 20,000 square feet
   iii. Measurement and Verification of energy and water systems (EAc5) for projects greater than 50,000 square feet
   iv. 50% reduction of landscape water (potable) based on LEED calculators (WEc1)
   v. 30% reduction of indoor water use (potable) based on LEED calculators (WEc3)

b. Healthy Indoor Environmental Quality for an enhanced work and/or learning environment
   i. Low toxicity materials-Achieve two of the following: IEQc4.1, 4.2, 4.3, 4.4
   ii. Daylighting (IEQc8.1)

c. Construction Waste Management & Local Materials
   i. 50% diversion rate of construction waste from landfill (MRc2)
   ii. Achieve Regional Materials Credit (MRc5) while sourcing as many materials from Colorado as practical

Complete the Governor's Energy Office (GEO) FLEX Energy Tool Workbook.

DOCUMENTATION

High Performance Certification Program Summary

Agencies are required to participate in the Office of the State Architect's (OSA) HPCP tracking process. Forms and information can be found at: OSA Energy Management Programs. Agencies are to provide the following documents to the Office of the State Architect:

- Submit the **OSA HPCP Registration form and LEED Checklist** (excel spreadsheet). Complete the **Waiver or Modification section** of the Registration form if applicable The OSA LEED checklist is a template and is not required if a comparable agency or design firm developed LEED checklist is presented.
- A one-on-one meeting with the OSA may be required to discuss the information provided on the HPCP forms. This discussion is centered on the HPCP goal as indicted and may include the design team, the LEED champion, and the agency project manager.
- After the Design Development (DD) Phase is completed, submit updated OSA HPCP forms, as applicable. Additional items may be required during the review of the project's HPCP goal, in particular for a modification or waiver request, but is not required as part of the updated documents.
- Submit a copy of a Green Building Certification Institute (GBCI) **Design Application Review Report** upon receipt (this report is generated by GBCI).
- Submit a copy of the final **GBCI-approved LEED Credit Scorecard** and final GBCI **Construction Application Review Report** (this report is generated by GBCI).
- Complete and **submit final HPCP checklist with incremental/premium cost** with final scorecard.

Projects are strongly encouraged to take advantage of free support and technical assistance offered by the Governor's Energy Office High Performance Building Program.

WAIVER from the Policy or MODIFICATION of the Policy

There may be projects where the achievement of LEED certification at the Gold level is not practicable. An agency may request a modification of the HPCP policy or a waiver from the HPCP policy if:

WAIVER: The project does not meet the minimum requirements for State of Colorado owned facilities (as indicated above and in the HPCP policy, Section I, Intent) and therefore, the project is not intending to register with GBCI.

MODIFICATION: Project is not expected to meet the Gold Target, but can be verified at the Certified or Silver level. Thus, registration and certification through the USGBC and GBCI process is required.

In all circumstances, project teams should attempt to achieve the highest certification level possible and to apply all applicable and cost effective HPCP strategies.

COLORADO DEPARTMENT OF TRANSPORTATION

Region 4 Headquarter Recommendation

David Fox, CDOT
Project Lead

Sharon Barrett, CBRE
SVP – Global Corporate Services\Strategy

Peter Kelly, Realtec
Brokerage, Greeley

Chris Squadra, CBRE
Program Management, Director

Krista Trofka , CBRE
Project Management

Olan Young, CBRE
Senior Financial Analyst

Dave Anderson, Anderson Hallas Architects
Architectural Programming

Kyle Hoiland, CBRE
Project Management, Cost Estimator

CBRE

May 2013

CDOT

Key Project Objectives, as identified by CDOT Senior Management, were developed to anchor the Project Approach

PRELIMINARY DRAFT FOR REVIEW

PROJECT OBJECTIVES

- Position CDOT as a premier employer in the Greeley market
- Retain and recruit top level future and existing employees
- Provide a collaborative, safe, and productive work environment
- Minimize initial capital expense
- Reduce operating expenses utilizing sustainable design and construction

CDOT Current Region 4 Headquarter Buildings are Functionally Obsolete

PRELIMINARY DRAFT FOR REVIEW

- PROJECT IDENTIFICATION
- STRATEGIC PLANNING
- SITE SELECTION PROCESS
- INITIAL CAPITAL EXPENSE
- TOTAL COST OF OWNERSHIP
- REVIEW AND APPROVALS
- DUE DILIGENCE AND CLOSING

FACILITY DEFICIENCIES

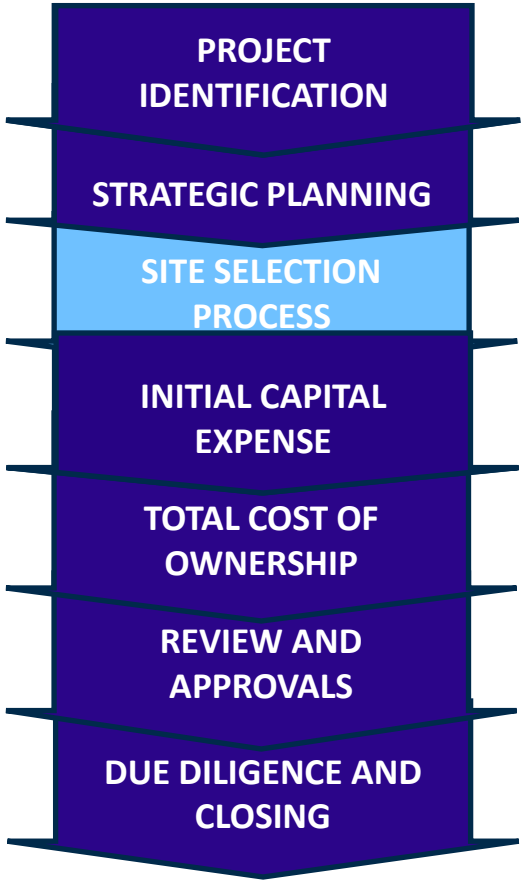
- Lack of local and regional accessibility
- Deficiency of space allocations
  - Dispersed personnel in the same department
  - Lack of number and sizes of meeting rooms
  - No consistent office sizes
  - Lack of restrooms
  - Limited connectivity between buildings
- Limited space for renovation or expansion
- Outdated mechanical, electrical and plumbing systems
- Deficiencies in code compliance including lack of sprinklers and alarms
- Maintenance bays are too small
- Deficient on-site drainage

1420 2nd Street | Greeley, CO
66,354 SF including Greeley Main, Evans and Loveland (administrative and maintenance)

CDOT

Required Site Criteria were identified by Region Management

PRELIMINARY DRAFT FOR REVIEW



SITE SELECTION CRITERIA

- Located within the city of Greeley
- Size is to be +/- 5.0 AC
- Access to required utilities: electric, water, sewer and fiberoptics
- Located near compatible neighbors
- Access to employee amenities
- Proximity to an access controlled highway
- Potential for building recognition and visibility
- Ease of access for the public

PRELIMINARY DRAFT FOR REVIEW

CDOT

The Greeley Market was Analyzed and Filtered through the selection criteria to identify the Viable and Preferred Options

PROJECT IDENTIFICATION

STRATEGIC PLANNING

SITE SELECTION PROCESS

INITIAL CAPITAL EXPENSE

TOTAL COST OF OWNERSHIP

REVIEW AND APPROVALS

DUE DILIGENCE AND CLOSING

RESULTS FROM SITE SELECTION PROCESS

- Existing building was determined not financially viable for renovation
- Constrained Market: No existing buildings met the established criteria
- 20+ Raw land sites evaluated
- 3 Sites met established programmatic and locational criteria
- Only 2 of the 3 sites were financially viable

PRELIMINARY DRAFT FOR REVIEW

CDOT

A Site-Specific Program and Initial Project Budget were developed for Project Approval

- PROJECT IDENTIFICATION
- STRATEGIC PLANNING
- SITE SELECTION PROCESS
- **INITIAL CAPITAL EXPENSE**
- TOTAL COST OF OWNERSHIP
- REVIEW AND APPROVALS
- DUE DILIGENCE AND CLOSING

Program	
Administrative	37,118 GSF (139 FTE)
Maintenance	21,410 GSF (13 FTE)

Projected Budget*	
Purchase Price	1.4 M
Site Work ; Permit & Tap Fees	3.2 M
BTS Administrative Building	7.3 M
BTS Maintenance Building (at Gilcrest)	2.7 M
FF&E, IT, & Relocation	0.9 M
Light Duty Equipment Building	0.4 M
Relocation of Existing Buildings	NA
Initial Capital Expense	15.9 M
With LEED Certification	16.5 M
With LEED Gold Certification	17.1 M

**CSP is interested in co-locating with CDOT at the new facility; their total project cost would be an additional $1.1M*

CDOT

Ownership & Lease Financial Structures were considered; CDOT Ownership was the Preferred Structure by CDOT Executive Management

PRELIMINARY DRAFT FOR REVIEW

- PROJECT IDENTIFICATION
- STRATEGIC PLANNING
- SITE SELECTION PROCESS
- INITIAL CAPITAL EXPENSE
- TOTAL COST OF OWNERSHIP
- REVIEW AND APPROVALS
- DUE DILIGENCE AND CLOSING

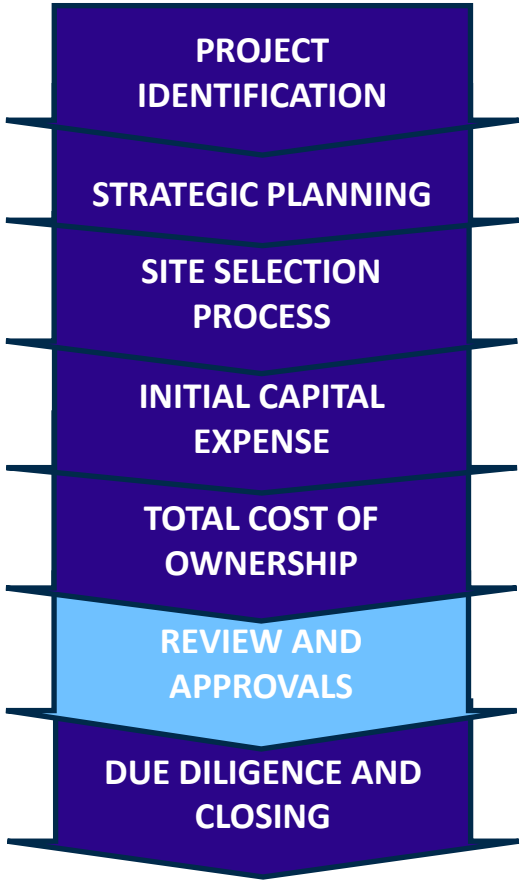
Sites near the West Yard	Net Present Value Scenario Cash Cost *20 YR Analysis Period*	Annual Cash Expense *Stabilized YR 2015*	Capital & 1-Time Investment Required *Day 1*	Net Proceeds from Sale of Current HQ *Mid 2014*	Net Capital Required *Capital less sales proceeds*
West Greeley Sites OWN BASE DESIGN	**$16.97 M**	**$0.22 M***	**$15.90 M**	**$2.73 M**	**$13.17 M**
West Greeley Sites OWN LEED CERTIFICATION	**$17.57 M**	**$0.22 M***	**$16.50 M**	**$2.73 M**	**$13.77 M**
West Greeley Sites OWN LEED GOLD CERTIFICATION	**$18.17 M**	**$0.22 M***	**$17.10 M**	**$2.73 M**	**$14.37 M**

*Industry data is inconclusive on OpEx savings achieved in LEED Buildings

CDOT

CDOT Staff and Management has been Engaged throughout the Process

PRELIMINARY DRAFT FOR REVIEW



PROJECT APPROVALS

- Senior Management Approval – May 01, 2013
- Transportation Commission
  Preliminary Review Workshop – May 2013
- Transportation Commission
  Submission of Final Resolution – June 2013

CDOT

Upon CDOT Approval, Project Team to continue with Next Steps

PRELIMINARY DRAFT FOR REVIEW

- PROJECT IDENTIFICATION
- STRATEGIC PLANNING
- SITE SELECTION PROCESS
- INITIAL CAPITAL EXPENSE
- TOTAL COST OF OWNERSHIP
- REVIEW AND APPROVALS
- DUE DILIGENCE AND CLOSING

NEXT STEPS

- Contracts are Subject to Transportation Commission Approval and Financing
- Required Due Diligence prior to Closing
- Initiate Procurement Process for Project Team

Memorandum

Civil Rights and Business Resource Center
4201 E. Arkansas Ave., Room 150
Denver, Colorado 80222

TO: **Transportation Commission DBE Committee**

FROM: **Heidi Bimmerle, Director of Human Resources and Administration**

RE: **DBE Committee May 2013**

DATE: **May 3, 2013**

Center Highlights/Program Update:

The Civil Rights and Business Resource Center (CRBRC) has hired a new manager to oversee the Americans with Disabilities Act Title II Program, On the Job Training and Contract Compliance. Michael Nusen joined the office on April 29, 2013.

The CRBRC is about to launch its new Connect2DOT website. The website will launch in early May and will serve as a portal for the many resources offered by CDOT and the SBDCs for Colorado transportation-oriented small businesses.

DBE Participation Reports:

As the Committee is aware, the CRBRC has been working on developing a report to track DBE participation on consultant contracts. The report for December 2012 – March 2013 shows 220 contracts to DBEs, equating to 26.48% DBE participation on highway consulting contracts.

Additionally, attached please find the December 2012- March 2013 DBE Participation Report for Highway Construction. The report shows 195 contracts to DBEs, equating to 12.2% participation on highway construction contracts.

DBE Transit Goal

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 will now be 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.

ESB Restricted Projects

In the past three months, CDOT Region 5 advertised two restricted projects.

Transportation Commission of Colorado
Disadvantaged Business Enterprises (DBE) Committee
Agenda
Thursday, May 16, 2013
4201 East Arkansas Avenue; Auditorium
Denver, Colorado

HEATHER BARRY, Chairwoman
District 4

GILBERT ORTIZ, SR.
District 10

KATHY CONNELL
District 6

LES GRUEN
District 9

ED PETERSON
District 2

HERMAN STOCKINGER
Policy and Government
Relations Director/Secretary

<u>The Chairwoman may change the item sequence or timing</u>

1. **Call to order**
2. **Approval of Minutes from November 2012 and February 2013**
3. **Connect2DOT Program Update – Greg Diehl**
4. **DBE Participation Report – Greg Diehl**
5. **DBE Transit Goal – Greg Diehl/Katherine Williams**
6. **Public Input/Comments**
7. **Adjournment**

DBE Committee Meeting Minutes, November 15, 2012

The meeting was called to order at 10:15am.

The following individuals attended the meeting:

Commissioner Barry, District 4
Commissioner Rogers, District 1
Commissioner Peterson, District 2
Commissioner Gilliland, District 5
Commissioner Connell, District 6
Commissioner Gruen, District 9
Commissioner Hofmeister, District 11
Commission Secretary Herman Stockinger
Tony Davito, RTD R1
Dave Eller, RTD R3
Kerrie Neet, RTD R5
Paul Jesitas, Representing R6
Heidi Bimmerle, DOHRA Division Director
Tim Harris, Chief Engineer
Scott McDaniel, Staff Branches
Cathy Kramer, Connect2DOT
Jim Moody, CCA
Steve Rudy, DRCOG
Harry Marrow, Attorney General
Katherine Williams, CDOT EO
Roxane Olvera, CDOT EO
Dee Barajas, CDOT EO

The committee approved the minutes from the July DBE Committee Meeting.

CDOT staff provided an update on the following:

US 6 Outreach Event: CDOT Center for Equal Opportunity and Denver SBDC partnered to a host a small business reverse trade fair for the approximately $100 million design-build project.

Restricted Projects: CDOT has let five restricted projects for Emerging Small Businesses and awarded three. Region 3 is expecting to advertise a restricted project in the near future.

Aeronautics Goal: The Division of Aeronautics has exceeded the threshold of 49 CFR Part 26 and must now develop an overall DBE participation goal for Aeronautics contracts. The Center for Equal Opportunity is preparing the goal to present to the Aeronautics board in December.

Consultant Report: As promised, the Center for Equal Opportunity expects to have a report documenting DBE commitments on consultant contracts by December 1.

DBE Goal Exceeded: CDOT exceeded its DBE goal of 13.29% with 14.2% commitments to DBEs in FFY 2013.

DBE Program Changes: The Center for Equal Opportunity is in the process of developing an online application for the DBE Program. The Center has also developed and is in the approval process for a new DBE Standard Special Provision for CDOT construction contracts. The new Standard Special Provision includes revisions to become compliant with changes to 49 CFR Part 26 and to improve reporting and enforcement of DBE participation on contracts.

ESB Program Changes: The Center for Equal Opportunity has posted changes to the ESB Program Guidelines. The changes include modifications to the existing work code structure and

certification process. Per the ESB Program Rules, these changes will be presented for final approval by the DBE Committee in February.

Connect2DOT Program Update: CDOT and the SBDCs began their partnership to provide supportive services to CDOT-related small businesses in July. A new program manager, Cathy Kramer from Caddis LLC, was hired October 1, 2012. Cathy will be responsible for establishing the training curriculum, website, and overall rollout of the Connect2DOT program. As part of Connect2DOT, seven consultants, three of which are bilingual, have been hired to provide assistance to small businesses.

Heidi Bimmerle announced the promotion of Greg Diehl to Manager of the Center for Equal Opportunity.

The meeting was closed at 10:33am.

DBE Committee Meeting Minutes, February 21, 2013

The meeting was called to order at 9:20am.

The following individuals attended the meeting:

Commissioner Barry, District 4
Commissioner Gilliland, District 5
Commissioner Connell, District 6
Commissioner Gruen, District 9
Commissioner Hofmeister, District 11
Commission Secretary Herman Stockinger
Heidi Bimmerle, DOHRA Division Director
Tim Harris, Chief Engineer
Greg Diehl, CRBRC
Katherine Williams, CRBRC
Roxane Olvera, CRBRC
Dee Barajas, CRBRC
Bob Jackson

CDOT staff provided an update on the following:

ESB Program Guideline Approval: Greg Diehl provided a summary of the changes to the ESB program, which included (1) certifying firms according to primary NAICS code and (2) modifying deadlines to be consistent with the DBE program schedule. There was a question about how much time there is to appeal a decision; the answer was sixty days. There was a question about being decertified on a fiscal year basis; this is not in the guidelines. A firm will be certified for one year unless CDOT syncs the firm's ESB certification with its DBE certification.

Approval for the guidelines was moved by Commissioner Connell and seconded by Commissioner Gruen. Commissioner Gruen commended the staff for making modifications to the program. All voted in favor; motion carried.

DBE Reports: CDOT reported 12.5% DBE commitments on construction contracts and 23.96% on consultant contracts. Both exceed CDOT's overall goal of 10.25%. Staff also presented a breakdown of the construction participation by work area.

Motion to adjourn by Commissioner Connell. Seconded by Commissioner Gruen.

The meeting was closed at 9:47am.

COLORADO DEPARTMENT OF TRANSPORTATION 4/24/2013

DBE MONTHLY REPORT FOR CONSTRUCTION CONTRACTS

Federal Fiscal Year 2013 to Date (10/1/2012 - 3/31/2013)

Federal Dollars Only

	A	B	C	D	E	F	G	H	I
AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD (total contracts and subcontracts awarded or committed during this reporting period)	Total Dollars	Total Number	Total to DBEs (dollars)	Total to DBEs* (number)	Total to DBEs /Race Conscious (dollars)	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs
1. Prime contracts awarded this period	$198,658,230	48	$2,068,103	2	$0	0	$2,068,103	2	1.0%
2. Subcontracts awarded/committed this period	$54,875,150	460	$22,072,818	193	$17,771,463	158	$4,301,355	35	40.2%
3. **TOTAL**			$24,140,921	195	$17,771,463	158	$6,369,458	37	12.2%

	A	B	C	D	E	F	G
DBE AWARDS/COMMITMENTS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY & GENDER	**Black American**	**Hispanic American**	**Native American**	**Asian American**	**Non-Minority Women**	**Other (i.e. not of any other group listed here)**	**TOTALS (for this reporting period only)**
4. Total Number of Contracts (Prime and Sub)	14	77	4	3	97	0	195
5. Total Dollar Value	$234,172	$12,602,511	$944,189	$263,236	$10,096,813	$0	$24,140,921

	A	B	C	D	E
ACTUAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD	Number of Prime Contracts Completed	Total Dollar Value of Prime Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Percentage of Total DBE Participation
6. Race Conscious	47	$104,213,163	$7,638,187	$9,564,471	9.2%
7. Race Neutral	10	$4,504,669		$1,495,618	33.2%
8. Totals	57	$108,717,832		$11,060,088	10.2%

* The 195 prime and subcontracts shown in this column went to 79 individual DBE firms.

UNIFORM REPORT OF DBE COMMITMENTS/AWARDS AND PAYMENTS - CONSULTANT ("Pilot")

5. Reporting Period: FFY 2013 to Date (10/1/2012 - 3/31/2013)

	A	B	C	D	E	F	G	H
COMMITMENTS/AWARDS MADE DURING THIS REPORTING PERIOD (total contracts and subcontracts committed during this reporting period)	Total Dollars	Total Number	Total to DBEs (dollars) [E+G]	Total to DBEs (number) [F+H]	Total to DBEs /Race Conscious (dollars)	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)
8. Prime contracts awarded this period	$73,620,000	40	$10,832,000	6	$0	0	$10,832,000	6
9. Subcontracts awarded/committed this period		383	$8,662,950	214	$8,662,950	214	$0	0
9.5 Totals			$19,494,950	220	$8,662,950	214	$10,832,000	6

	A	B	C	D	E	F	G	H
DBE COMMITMENTS/AWARDS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY & GENDER	**Black American**	**Hispanic American**	**Native American**	**Asian American**	**Asian-Pacific American**	**Non-Minority Women**	**Other (i.e. not of any other group listed here)**	**TOTALS [A+B+C+D+E+F+G]**
10. Total Number of Contracts (Prime and Sub)	0	46	0	50	1	107	16	220
11. Total Dollar Value	$0	$3,579,250	$0	$5,069,470	$15,000	$6,319,230	$4,512,000	$19,494,950

	I
Percentage of total dollars to DBEs [C/A]	14.71%
	26.48%

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: May 8, 2013
TO: Transportation Commission
FROM: Office of Policy & Government Relations
RE: TIGER V Grant Round

Commission Action Requested

The Department has vetted potential projects for the TIGER V program and seeks Commission approval to move forward in submitting the following projects to the U.S. Department of Transportation (USDOT). These three projects represent both urban and rural areas and are located in different regions of the state. The following table summarizes each project and grant request.

Project	Total Project Cost	Request Amount for TIGER V
I-25/Fillmore Street Diverging Diamond Interchange	$24.2 million	$11 million
Eisenhower/Johnson Memorial Tunnels Fire Suppression System	$25 million	$10 million
I-25 Ilex to 1st Street	$45 million	$15 million

On receiving approval from the Commission, the Department will draft and submit applications for each project to the USDOT.

Background

On April 22, 2013, the USDOT announced the application process for the TIGER V discretionary grant program. TIGER V is largely similar to previous TIGER grant rounds, with several key differences. Most notably, there is an abbreviated timeline from the grant announcement through the application deadline. This turnaround – approximately six weeks – is the shortest of all TIGER grant rounds to date. The Department may submit up to three applications.

Internal Vetting Process. The CDOT Office of Policy & Government Relations (OPGR) has solicited projects from the CDOT Regions, HPTE, and DTR, and has established the following timeline to expeditiously review and recommend project applications.

- May 3, 2013 – Deadline to submit potential project applications/form to OPGR
- May 6, 2013 – Presentation to and review of projects by the SMT
- May 10, 2013 – Presentation of projects to the STAC
- May 16, 2013 – Presentation and approval of projects by the Transportation Commission
- June 3, 2013 – Deadline for projects to be submitted

After analyzing the TIGER V selection criteria, the Department weighed the following factors in considering which projects to recommend to the Commission for submitted to USDOT:

- ***Size of the Request.*** The largest grant received over the last two TIGER grant rounds was $21.6 million, and of the 93 selected projects in TIGER III and IV, only 13 were over $15 million. This indicates that projects with larger request amounts are less likely to be funded.
- ***Percent of Project to be Completed with TIGER Funds.*** While the match requirement is only 20 percent for urban projects, and no match is required for rural projects, the TIGER funds are intended to complete funding plans. On average, successful TIGER applications requested approximately $1 in TIGER funds for every $1 from local or state match sources. Projects with greater than half of the funding coming from TIGER are less likely to be funded.
- ***Non-State DOT Financial Commitment.*** We learned from previous unsuccessful applications that USDOT is looking for commitments beyond the state department of transportation (DOT), but rather whether private sector or local government partners are committing funds as well. After a failed North I-25 Managed Lane application under TIGER III with little financial support outside CDOT, local governments came together and committed over $4 million to the project under TIGER IV, and the application was successful. Projects lacking financial commitment outside the state DOT are less likely to be funded.
- ***Project Prioritization.*** According to USDOT, one reason for the state's lack of success in previous TIGER rounds was the state's failure to prioritize our project requests. Under TIGER IV, we applied for three projects, ranked them, and our top priority was funded. Failing to hone in on one or two projects decreases the probability that Colorado will receive a TIGER V grant.
- ***Grant Timing.*** USDOT's application process is very detailed (see sections below). With applications due in under a month, it is unlikely that a brand new highway project without a previous TIGER IV application could be thoroughly drafted, vetted, and finalized in just a few weeks so as to be as competitive as possible.

Other Project Submissions. In addition to the three projects submitted for the Commission's consideration and approval, the CDOT Regions submitted two other projects there were received and vetted:

Project	Total Project Cost	Request Amount for TIGER V
I-25/Dillon Interchange	$21 million	$5 million
U.S. 6 and Wadsworth	$122 million	$60 million

TIGER V allows an applicant to submit up to three project applications. Although other worthy project submissions were received, the limit of three applications resulted in the three recommendations discussed above.

TIGER V Grant Summary

The following subsections describe details regarding the TIGER V grant round, including selection criteria, application deadlines, and eligible projects.

Funding/Project Awards/Timeline. Under TIGER V, $474 million will be available, with $20 million retained by the USDOT for administrative costs. Awards will range from $10 million to $200 million; although, it is highly unlikely that any project will receive an amount at or near this cap. No more than 25 percent of total funds may be awarded to projects in a single state. The USDOT will accept TIGER V applications up until June 3, 2013, at 3:00 PM (MDST).

Eligible Applicants. The following entities are eligible to apply for a TIGER V grant: state governments, local governments, tribal governments, U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), state or local government political subdivisions, and multi-state or multi-jurisdictional groups applying through a single lead applicant. An applicant is limited to no more than three applications.

Eligible Projects. Eligible projects are identical to that of all earlier TIGER grant rounds. Specific to Colorado's transportation network, eligible projects are: highway or bridge projects[1]; public transportation projects[2]; and passenger and freight rail transportation projects. Research, demonstration, or pilot projects that do not result in "publically accessible surface transportation infrastructure" are not eligible.

Match Requirements. A 20 percent match from non-federal sources is required. The USDOT emphasized in the grant notice that in previous TIGER rounds, awarded projects attracted more than $4 for every $1 received in TIGER awards. However, this match requirement does not apply for projects from rural areas.

Rural Exemptions and Set-asides. TIGER V reserves $120 million exclusively for projects in rural areas. These projects are exempt from the 20 percent match requirement. Rural awards will range from $1 million to $10 million.

Evaluation Criteria. The USDOT has two levels of selection criteria: (1) primary selection criteria (which will receive more weight during evaluations); and (2) secondary selection criteria. Due to the abbreviated timeline, project readiness and risk of delays are treated as primary selection criteria.

- ***Primary Selection Criteria.*** The USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the U.S., a metropolitan area, or a region. Applications that do not demonstrate a likelihood of significant long-term benefits will not proceed in the evaluation process. The following types of long-term outcomes are given priority:
    - ***State of Good Repair*** – improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs and improve resiliency.
    - ***Economic Competitiveness*** – contributing to the economic competitiveness of the U.S. over the medium- to long-term.
    - ***Livability*** – fostering livable communities through policies and investments that increase transportation choices and access to transportation services for persons in across the U.S.
    - ***Environmental Sustainability*** – improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions, and benefiting the environment.
    - ***Safety*** – improving the safety of U.S. transportation facilities and systems.
    - ***Project Readiness*** – awarded projects must be able to have funds obligated by the end of the federal fiscal year: September 30, 2014. This is demonstrated by: (1) technical feasibility; (2) financial feasibility; (3) project schedule; and (4) assessment of project risks and mitigation strategies. This includes detailed statements of work focusing on project technical and engineering aspects, detailed project budgets, and evidence that the project construction can begin quickly upon receipt of a TIGER award.
- ***Secondary Selection Criteria.*** Secondary consideration will be given for: (1) innovation; and (2) partnership. For innovation, USDOT will give priority to projects using innovative strategies to pursue the long-term outcomes outlined above. This includes innovative technology, such as intelligent transportation systems, value pricing, or smart cards. For partnerships, USDOT will give priority to projects demonstrating strong collaboration among a broad range of participants.

[1] Only projects eligible under title 23 of the U.S. Code.
[2] Only projects eligible under chapter 53 of title 49 of the U.S. Code.

Resolution Number TC-_____
Instructing the Department to submit applications for projects under the USDOT TIGER V Discretionary Grant program

Approved by the Transportation Commission on:

WHEREAS, on April 22, 2013 the U.S. Department of Transportation (USDOT) published notices in the Federal Register for funding availability for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER V); and

WHEREAS, applications for the TIGER V discretionary grant program must be submitted to the U.S. Secretary of Transportation by June 3, 2013; and

WHEREAS, the USDOT's consideration of TIGER V discretionary grant applications will be based on job creation, near-term economic activity, project readiness, and long-term outcomes as primary selection criteria; and

WHEREAS, the Colorado Department of Transportation prepared a list of potential projects for CDOT to submit under the TIGER V discretionary grant program; and

WHEREAS, the USDOT limited at three the number of grant applications that CDOT could submit for consideration; and

WHEREAS, the Transportation Commission recognizes the TIGER V program has separate urban and rural funding pots; and

WHEREAS, confirms its support for one high priority urban project and one high priority rural project.

NOW THEREFORE BE IT RESOLVED, the Department is instructed to submit applications for the following projects under the USDOT TIGER V Discretionary Grant program:

- Urban Project: I-25/Fillmore Street Diverging Diamond Interchange
- Rural Project: EJMT Fire Suppression System
- Urban Project: I-25 Improvements from Ilex to 1st Street

NOW THEREFORE BE IT FURTHER RESOLVED, should any of the above listed projects not be able to meet the financial, technical or other requirements for a competitive TIGER V application, said project will not be submitted by CDOT.

_____
Herman Stockinger, Secretary
Transportation Commission of Colorado

Transportation Commission of Colorado
Regular Meeting Minutes
April 18, 2013

Chairman Gary Reiff convened the meeting at 9:30 a.m. in the auditorium of the headquarters building in Denver, Colorado.

PRESENT WERE: Gary Reiff, Chairman, District 3
Ed Peterson, District 2
Heather Barry, District 4
Kathy Gilliland, District 5
Doug Aden, District 7
Steve Parker, District 8
Les Gruen, District 9
Gilbert Ortiz, Sr., District 10
Steve Hofmeister, District 11

EXCUSED: Trey Rogers, District 1
Kathy Connell, District 6

ALSO PRESENT: Don Hunt, Executive Director
Gary Vansuch, Director of Process Improvement
Ben Stein, CFO
Tim Harris, Chief Engineer
Heidi Bimmerle, Director of Admin & Human Resources
Debra Perkins-Smith, Director of Division of Transportation Development
Herman Stockinger, Director of Policy and Government Relations
Mike Cheroutes, Director of HPTE
Darrell Lingk, Director of Transportation Safety
Ryan Rice, Director of Operations Division
Amy Ford, Director of Public Relations
David Gordon, Director of Aeronautics
Scott McDaniel, Director of Staff Services
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 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 stated that there were no members of the audience who signed up to address the Commission.

Individual Commissioner Comments

Commissioner Parker mentioned that he attended the San Luis TPR meeting and appreciated the opportunity to ride with RTD, Kerrie Neet and members of the Region 5 management team.

Commissioner Barry reported that the recent Bagels with Barry meeting was held in Bennett, Colorado where there was good discussion regarding devolution of some of the highways in the area. She confirmed that she had been invited to speak at the Adams County Democrats monthly meeting where they had a lot of interest in what is happening in Transportation in the Region. She declared that the conversation was interesting engaging. She mentioned the value of the Metro Area Road Trip taken on Wednesday, April 17th and thanked the tour organizers.

Commissioner Aden stated that he recently had lunch with RTD, Dave Eller and then attended a Region 3 Management Team meeting where he extended congratulations to them on the receipt of the Executive Directors Cup on behalf of the Commission. He declared that he and RTD Eller had been invited to a luncheon hosted by CAPA and thanked Tom Peterson for providing them the opportunity to visit with 3 of the major contractors in the area by organizing the lunch.

Commissioners Gruen and Peterson mentioned thanks to the Road Trip organizers.

Commissioner Ortiz reported that he had attended the Remembrance Day Ceremonies in Pueblo and mentioned that it touched him to see the family members of the CDOT workers who have lost their lives. He declared that the event had inspired him to be more involved in the safety of CDOT workers. He stated that he had attended a lunch with Tom Peterson and southern Colorado contractors.

Commissioner Gilliland stated that she had also recently met with Tom Peterson and contractors. She declared that she had also met with Jerry Mug of HNTB where they discussed the northwest corridor study.

Commissioner Reiff confirmed that the Commission wanted to expand a few reports and information in the next month, specifically:

- Hold an interim meeting, as a follow up to RAMP workshop between May 1st and 10th including the Chair, Vice Chair, Tim Harris, Don Hunt for the purpose of discussing what the baseline projects look like

- At the next Commission meeting, provide a report on surface treatment projects which were accelerated on surface treatment to include how many are contracted to date of the projects and give a break-down of the projects by type of road, location of roads and traffic volumes

- Update on the $67M list of projects

Executive Director's Report:

Director Hunt mentioned that on April 3rd the Colorado Contractors Association-CDOT Project Management Awards were renewed and he congratulated winners of the many of Awards that were presented.

He stated that CDOT and HPTE had selected Plenary Roads Denver as the preferred proposer for Phase II of the US 36 Project which HPTE Director, Mike Cheroutes would be detailing later in the meeting.

Mr. Hunt declared that great progress had been made on I-70 east viaduct project plan and that they had received favorable feedback at recent community meetings for the option of lowered and covered through the Swansea Elementary school neighborhood. He stated that there were 18 months left on the Environmental process and that a financial advisor has been hired to help with the funding of the project.

He highlighted the following events:

- Remembrance Day Ceremony was held and he mentioned that it was a sobering event that reminds us of the danger that our employees and contractors face on active roadways each day

- Re-scheduled Ground breaking on the Twin Tunnels project will be Friday, May 3, 2013

He confirmed that CDOT will be working with the TPRs in the next few months to look at the long range project list for CDOT. He stated that the financial forecasts were available to help in the process and that also meetings are being held to partner with the Office of Economic Development and determine where the most important investments are needed in each area of the state.

He introduced new Director of the Public Relations Department, Amy Ford and concluded by thanking the Road Trip team.

Chief Engineer Report

Chief Engineer Tim Harris began by stating that he had recently attended the Region 4 Annual Retirement Luncheon honoring all who retired this year and also presented service awards to employees. He reported that he and Heidi Bimmerle had gone to

Region 2, HQ in Pueblo for the SMT Road Show and attended the Region's employee appreciation event. He confirmed that it was good to go to the events and see the employees who are doing the front line work here at CDOT.

High Performance Transportation Enterprise (HPTE) Director's Report

Mike Cheroutes reported that he would give a detailed report on the US 36 Phase I and II projects and mentioned that the HPTE Board had met twice since the last Transportation Commission meeting to include:

- 4/5/2013 Special Session for the Concessionaire Procurement
- 4/16/2013 Workshop Session on Budget

FHWA Division Administrator Report

John Cater highlighted the following topics:

- Safety
  - Highlights of meetings with Don Hunt and CDOT Staff about reducing accidents, fatalities through training and project programming
  - Lifesavers Conference was held in Denver

- Everyday Counts Initiative
  - Round 2 Webinars Nationally
  - Focus is on Operations, Safety and Environment
  - Good discussions have been held in Colorado

- ARRA Program
  - Began 4 years ago
  - 100% of $300M was expended and everything went smoothly

STAC Report

Vince Rogalski declared that the STAC had met on Friday, April 12, 2013 and had discussed the following topics:

- Legislative Update
- Statewide Plan Update
- Resource Allocation
  - Sub-Committee formed regarding MAP-21requirements
- RAMP Update
- Impact 64
  - 2014 Ballot Transportation Question
- Advanced Guideway System

Act on Consent Agenda

Chairman Reiff stated that a motion would be entertained on the Consent Agenda and Commissioner Aden 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 March 21, 2013

Resolution #TC-3064

BE IT HEREBY RESOLVED, that the Transportation Commission's Special and Regular Meeting Minutes of March 21, 2013 are hereby approved as published in the official agenda of the April 17 & 18, 2013 meeting Agenda.

Resolution #TC-3065
Adoption of 2 CCR 601-22, Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions ("Statewide Transportation Planning Rules").

Approved by the Transportation Commission on: April 18, 2013

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, the Commission adopted the Statewide Transportation Planning Rules on October 22, 2012 by Resolution # TC-3022; and

WHEREAS, in the required review process under the State Administrative Procedure Act, the Office of Legislative Legal Services has requested that the Department include certain language in the Statement of Basis and Purpose section of the rules; and

WHEREAS, the language incorporates by reference relevant federal authority and provides that a copy of the referenced federal authority may be acquired at the Colorado Department of Transportation; and

WHEREAS, an Administrative Hearing Officer presided over a hearing on March 8, 2013 under a delegation of authority from the Transportation Commission; and

WHEREAS, having reviewed the record of the proceedings and the Administrative Hearing Officer's recommendations to the Commission;

NOW THEREFORE BE IT RESOLVED, the Commission herein adopts the Statewide Planning Rules, 2 CCR 601-22.

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

4-23-13
Date

Resolution #TC-3066
Approve FY13 Candidate Bridge Enterprise Projects for Inclusion in the FY12-17 STIP

Approved by the Transportation Commission on: April 18, 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 March 8, 2013 through April 17, 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 F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

4-23-13

Date

Discuss and Act on the 11th Budget Supplement

Ben Stein mentioned that the Budget Supplement was found in the packet and mentioned that there was a walk on item from Region 3 requesting $400,000 for State Highway 131 culvert projects. After some discussion, Chairman Reiff mentioned that he would entertain a motion for the approval of the Budget Supplement to include the walk on item.

Commissioner Ortiz made a motion for approval of the Budget Supplement. Commissioner Hofmeister seconded the motion. On a vote of the Commission, the Budget Supplement was unanimously approved.

Resolution #TC-3067
Approval of the 11th Budget Supplement

BE IT RESOLVED THAT, the 11th Supplement to the Fiscal Year 2012-2013 Budget be approved.

Discuss and Act on the Resolution to Approve the FY'14 Budget

Ben Stein mentioned that the Budget and an explanation Memo was in the packet and that it had been discussed at length in previous meetings. Chairman Reiff mentioned that he would entertain a motion for the approval of the Budget.

Commissioner Aden made a motion for approval of the FY'14 Budget. Commissioner Ortiz seconded the motion. On a vote of the Commission, the FY'14 Budget was unanimously approved.

RESOLUTION #TC-3068
RESOLUTION FOR THE FY 2013-2014 BUDGET

Approved by the Transportation Commission on: April 18, 2013

WHEREAS, in accordance with C.R.S. 43-1-113(2) the Transportation Commission formally approved and submitted a draft budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2013 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor for their review and comment; and

WHEREAS, C.R.S. 43-1-113(9)(c) requires that the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2013-14; and

WHEREAS, the annual Long Appropriations bill will not yet be approved by the General Assembly prior to the adoption of this budget by the Transportation Commission and therefore minor adjustments may need to be made by staff after adoption of the FY 2013-14 budget by the Transportation Commission; and

WHEREAS, the Transportation Commission intends to facilitate advancement of joint ventures between the department and its Enterprise entities, the Transportation Commission herein provides for the transfer of $15,000,000 of Federal Funds to utilize as re-appropriated* spending authority to the Bridge Enterprise; and $1,000,000 of State Highway Funds as a loan to utilize as re-appropriated spending authority for utilization by the High Performance transportation Enterprise; and

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's Budget for the period of July 1, 2013 through June 30, 2014 is approved by the Transportation Commission and forwarded to the Governor for action. Staff is authorized to make minor adjustments to the budget based on changes to the long bill. Those changes will be reported to the Transportation Commission at their next meeting following the date at which changes are made.

*Definition: In the Long Appropriations Bill, *re-appropriated funds* spending authority allows for Cash, General Fund, or Federal Fund revenue received by one State organization to be transferred, loaned, or paid to another State organization by providing budget spending authority to the receiving organization, without the State counting the receipt of funds as revenue a second time.

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

4-19-13
Date

Discuss and Act on the Resolution to approve sub-allocations of the Approved FY'14 Budget to the CMAQ and TAP Programs

Ben Stein mentioned that the sub-allocations requested in the Resolution had been presented in March and that an explanation Memo was in the packet. He stated that the requested sub-allocations had not changed since March and requested approval of the Resolution. Chairman Reiff mentioned that he would entertain a motion for the approval of the Resolution.

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

Resolution #TC-3069
FY 14 CMAQ Funding Distribution

Approved by the Transportation Commission on: April 18, 2013

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED, that based on discussions between CDOTand CMAQ eligible recipients, the Transportation Commission has determined that CMAQ funds will be allocated in the following manner:

- For FY 14:
  - Funds will be distributed to recipients in the same amount and proportion as in FY 14 Resource Allocation for CMAQ;
  - Approximately $225,000 (federal) additional CMAQ funds will be allocated to DRCOG in the first FY 14 budget supplement in order to backfill their voluntary reduction in TAP funds. This allows CDOT to allocate TAP funds to the same levels as the FY 14 Resource Allocation amounts for the former TE program to all other recipients.
  - CMAQ funds remaining after the above described allocations will be held in reserve pending further discussion between CDOT and the CMAQ recipients on the use and distribution of the funds.

- For FY 15 and subsequent years:

- A new distribution formula for CMAQ will be developed as part of the Statewide Plan and STIP process where program distributions are identified to ensure fiscal constraint. This process will be conducted in coordination with our planning partners as required under MAP-21.

FURTHER BE IT RESOLVED that this resolution supersedes Resolution TC-1832, approved on February 18, 2010.

Herman F Stockinger III

Herman Stockinger, Secretary
Transportation Commission of Colorado

4-23-13

Date

Discuss and Act on the Resolution for the Approval of the Baseline Revenue Forecast adoption for the 2040 Statewide Plan

Ben Stein mentioned that the Revenue Forecasts and detailed charts were included along with a memo and the Resolution in the packet. Chairman Reiff confirmed that the information had been presented in previously on more than one occasion. Ben Stein requested approval of the Resolution.

Chairman Reiff asked if there was anyone who had questions or needed further discussion on the item and hearing none, Commissioner Gruen made a motion for approval of the proposed Resolution. Commissioner Ortiz seconded the motion. On a vote of the Commission, the following Resolution was unanimously approved.

Resolution #TC-3070
Adoption of FY 2016 to 2040 revenue estimate to be used in development of the 2040 statewide plan

Approved by the Transportation Commission on: April 18, 2013

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

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

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

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

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

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

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

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

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

Herman F. Stockinger III — 4-23-13

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

Discuss and Act on the Resolution to approve the Opening of the Rule Making Process for 2 CCR 601 – 1A – Rules Governing the State Highway Access Category Assignment Schedule

Scott McDaniel, stated that the Department of Transportation was requesting that the Transportation Commission open the Rule Making process and delegate authority to an Administrative Hearing Officer to conduct a public hearing regarding 2 CCR 601-1A, the Rules Governing the State Highway Access Category Assignment Schedule. He confirmed that the proposed amendments to the rules were requested by local jurisdictions (the Town of Berthoud and the City of Durango) and at the request of the Department. He mentioned that he could answer any questions the Commission had and that if there were no questions he wanted to request approval of the Resolution.

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

Resolution # TC-3071
Open Rule Making and Authorize an Administrative Hearing Officer to Conduct a Rule Making Hearing Concerning 2 CCR 601-1A, Rules Governing the State Highway Access Category Assignment Schedule ("Access Category Rules").

Approved by the Transportation Commission on: April 18, 2013

WHEREAS, § 43-1-106 (8)(k) C.R.S. (2011) 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. (2011); and

WHEREAS, § 43-2-147(4), C.R.S. authorizes the Transportation Commission to promulgate the Access Category Rules which concern the management of vehicular access to and from state highways from or to property adjoining the state highway with such management to be based in part on a functional classification of highways; and

WHEREAS, the Access Category Rules were last adopted in April 30, 2011; 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 requested modifications are consistent with the intent of § 43-2-147(4), C.R.S.; and

WHEREAS, pursuant to § 43-1-106(9), C.R.S., the Commission is requested to delegate its authority to an Administrative Hearing Officer for the purposes of conducting a rule making hearing, making a complete procedural record of the hearing, and submitting that record and any recommendations to the Commission for its review and action concerning the Rules.

NOW THEREFORE BE IT RESOLVED, the Commission directs staff to take all necessary actions in accordance with § 24-4-103, C.R.S. to initiate the rule making process; and

Update on the US 36 Project

Mike Cheroutes, Director of the HPTE briefed the Commission on the following:

- Phase I Status
  - Bridge work has been done in several areas
  - Construction of retaining walls
  - This phase complete by the end of 2014

- Phase II Description
  - Has been the focus of the HPTE for 18 months
  - Obtaining financing
  - HPTE Board evaluated 2 solid proposals
  - Recommending Plenary Roads as the Concessionaire

- Details on the Concessionaire Agreement
  - Complete construction of the road
  - Finance completion of the road
  - Operate and maintain managed lane
  - Perform routine maintenance and plowing on general purpose lanes
  - Contracted for 50 years
  - Return to CDOT in Reconstructed condition after 50 years

Commissioner Aden congratulated the HPTE and CDOT staff members involved in the US 36 project and mentioned that it was a ground breaking transaction. Commissioner Gilliland echoed his comments. Chairman Reiff thank

Acknowledgements

Chairman Reiff declared that there were no listed acknowledgements.

Other Matters

Chairman Reiff asked Commissioner Gruen, chair of the Asset Management Committee to convene a meeting of the Committee in May and clarified that he and Commissioner Peterson, Chair of the Statewide Plan Committee coordinate the times of the meetings of the two committees in May.

Adjournment

Chairman Reiff announced that the meeting was adjourned at 1:05 p.m.

_____

Herman Stockinger, Secretary
Transportation Commission of Colorado

STATE OF COLORADO

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

To: Transportation Commission

From: Herman Stockinger / Debra Perkins-Smith

Re: Summary of Updated Policy Directive 1900.0 Noise Mitigation Policy

Date: April 17, 2013

Executive Summary: The Department requests the Transportation Commission approve the resolution adopting updated Policy Directive 1900.0 "Noise Mitigation Policy" previously named "Soundwall Policy." The updated Policy has been broadened to state that the CDOT Noise Analysis and Abatement Guidelines (the "Guidance") which has been reviewed and approved by the FHWA is the definitive authority to provide direction on noise abatement and mitigation measures. The Department is repealing Procedural Directive 1900.1 "Implementation of Sound Wall Policy" under the authority of the Executive Director, as no longer necessary since the relevant noise mitigation procedures have been included in the Guidance.

1. Action Requested: Approval of Policy Directive 1900.0.

2. Documents Included in this Agenda Submission
   - A. Memorandum from Herman Stockinger / Perkins-Smith to the Transportation Commission "Summary of Policy Directive 1900.0.
   - B. Proposed Policy Directive 1900.0
   - C. Proposed Resolution

3. Name of Policy Directive: 1900.0 "Noise Mitigation Policy"

4. Date of Document this Policy Directive Supersedes, if Any: December 18, 2003

5. Rationale for this Policy Directive: Prior Policy Directive 1900.0 set forth the requirements for locally-funded noise barriers on state highway rights-of-way. The Department has now included these processes and procedures in the Guidance, which has been reviewed and approved by the FHWA on February 8, 2013. Additional authority is set forth in § 43-2-400, *et seq.*, C.R.S. and the Department's recently amended rules, 2 CCR 601-17, Rules Regarding the Use of Waste Tires for Noise Mitigation Purposes Along Colorado State Highways Pursuant to § 43-2-401, C.R.S.

The Policy Directive has been broadened to state that the Guidance is the definitive authority to provide technical procedural direction on noise abatement and mitigation measures on all projects involving federal, state or local requirements. After internal review, the Department obtained the FHWA's approval of the Guidance on February 8, 2013. Under 23 CFR 772, CDOT is required to have the Guidance maintained and updated when federal regulations are modified. As a matter of practice, CDOT reviews the Guidance in order to amend it for outstanding technical concerns and practical applications every three to five years.

6. Individuals/Entities Impacted by Policy Directive: This Policy Directive applies to all divisions, regions, offices and branches of CDOT. It also applies to consulting firms performing contracting work for CDOT as well as Local Agencies performing work under CDOT's authority.

7. Policy Directive will be Implemented by: DTD, Environmental Programs Branch.

8. Fiscal Impact to Implementation: This Policy Directive will reaffirm existing practices and is not anticipated to have a fiscal impact.

9. Reviewed by: The Guidance referred to in the proposed Policy Directive has been reviewed and approved by the FHWA.

COLORADO DEPARTMENT OF TRANSPORTATION			■ POLICY DIRECTIVE □ PROCEDURAL DIRECTIVE
Subject NOISE MITIGATION POLICY			Number 1900.0
Effective	Supersedes 12/18/2003	Originating Office Division of Transportation Development: Environmental Programs Branch	

I. PURPOSE

This Policy Directive provides for the establishment and maintenance of the CDOT Noise Analysis and Abatement Guidelines ("Guidance"), which shall set forth uniform criteria and procedures for determining the applicability of federal and state noise requirements to specific projects, and if applicable, set forth the procedural requirements for assuring compliance.

II. AUTHORITY

Transportation Commission pursuant to § 43-1-106, C.R.S.

23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise"

23 U.S.C.A. 109(h) and (i)

23 CFR 1.23 "Rights-of –Way"

23 CFR 771 "Environmental Impact and Related Procedures"

§ 43-2-400, *et seq.*, C.R.S. "Noise Mitigation"

III. APPLICABILITY

This Policy Directive applies to all divisions, regions, offices and branches of CDOT. It also applies to consulting firms performing contracting work for CDOT as well as Local and Quasi-governmental Agencies performing work under CDOT's Authority.

This Policy Directive applies to any highway project or multimodal project that:
(a) Requires FHWA approval regardless of funding sources pursuant to 23 CFR 772.7; or
(b) Is funded with federal-aid highway funds 23 CFR 772.7; or
(c) Is a noise mitigation measure pursuant to § 43-2-400, *et seq.*, C.R.S.

IV. DEFINITIONS

"EPB": Colorado Department of Transportation, Division of Transportation Development, Environmental Programs Branch.

"FHWA": The Federal Highway Administration

V. POLICY

A. The EPB shall establish, maintain, and make available the CDOT Noise Analysis and Abatement

Guidelines (the "Guidance") as a procedural authority to all internal and external stakeholders involved with the development or management of federal, state, or locally funded projects involving noise analytical processes, mitigation and planning activities. The Guidance shall include detailed procedures, references, forms, and informational material as necessary to ensure uniform and consistent application of state and federal law.

B. EPB shall continually improve the Guidance on a regular basis as necessary and appropriate. Specifically, EPB will review the Guidance every three to five years and is required to make modifications to the Guidance to conform to any changes in federal regulations. EPB is also required to submit the Guidance and subsequent substantive modifications for review to the FHWA.

C. This Policy Directive does not alter any applicable state or federal laws, orders, or regulations, or any applicable industry codes which govern environmental compliance or construction practices.

VI. ATTACHMENTS AND REFERENCED MATERIALS

CDOT Noise Analysis and Abatement Guidelines publication is available at: http://www.coloradodot.info/programs/environmental/noise. The Guidelines can also be obtained by contacting the EPB office at CDOT.

VII. IMPLEMENTATION PLAN

1. EPB shall identify intended frequent users of the Guidance and provide an electronic notification of the new Policy Directive within one month of adoption.

2. The CDOT website will be maintained to include the most up-to-date Guidelines. This website is publicly available and is accessible by all intended users and other interested parties.

3. The EPB will work with the Office of Policy and Government Relations to post this Policy Directive on the CDOT website, and post on Public Announcements within one week of adoption.

VIII. REVIEW DATE

This Policy Directive will be reviewed on or before April, 2018.

_____ _____

Secretary, Transportation Commission Date of Approval

Resolution # TC-

Adoption of Policy Directive No. 1900.0 "Noise Mitigation Policy"

WHEREAS, § 43-1-106 (8)(a) C.R.S. provides authority to the Transportation Commission of Colorado ("Commission") to formulate the general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

WHEREAS, Policy Directive 1900.0 "Sound Wall Policy" was adopted by the Transportation Commission on December 18, 2003; and

WHEREAS, Current Policy Directive 1900.0 sets forth the requirements for locally-funded noise barriers on state highway rights-of-way; and

WHEREAS, this Policy Directive has been broadened to state that the CDOT Noise Analysis and Abatement Guidelines ("Guidance") is the definitive authority to provide technical procedural direction on noise abatement and mitigation measures on all projects involving federal, state or local requirements; and

WHEREAS, the Department obtained the FHWA's approval of the Guidance on February 8, 2013; and

WHEREAS, pursuant to 23 CFR 772, CDOT is required to have the Guidance maintained and updated when federal regulations are modified; and

WHEREAS, placing state and federal requirements in the FHWA-required and approved Guidance will allow the Department to continually amend it for outstanding technical concerns and practical applications every three to five years.

NOW THEREFORE BE IT RESOLVED, the Commission herein approves Policy Directive 1900.0, "Noise Mitigation Policy."

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Maintenance and Operations Branch
15285 South Golden Road, Building 45
Golden, Colorado 80401
(303) 512-5500
(303) 512-5555 FAX

Date: April 23, 2013

To: Scott McDaniel, Director of Staff Branches

From: David C. Wieder, Maintenance and Operations Branch Manager

Subject: Additions to the FY 13 approved over $50,000.00 project list

The projects listed below are in addition to the projects approved by the Transportation Commission in June of 2012. According to state law and PD 1000.0, these projects must be approved by the Transportation Commission before the work can be undertaken. I request that this addendum be presented for approval at the May 2013 Transportation Commission meeting so that the work can commence as soon as possible. Overlays are required in several locations in Regions 1 and 5 to maintain ride-ability of the roadways.

Region 1 – Aurora				
Highway	Begin MP	End MP	Treatment	Estimated Cost
67	123.95	124.45	overlay	$67,881.00
30A	11.5	11.7	overlay	$84,748.00
36D	131.66	132	overlay	$67,140.00
36D	134	134.58	Overlay	$100,217.00
385C	153	154.6	Overlay	$135,000.00
40A	223	234.2	Overlay	$147,136.00
40A	238.2	239.4	Overlay	$147,136.00
40E	347.1	347.7	overlay	$67,178.00
40E	350	351	overlay	$125,840.00
59B	42	43.3	Overlay	$120,000.00
6F	226.4	227.4	Overlay	$135,520.00
70F	290.3	290.79	overlay	$78,619.00
74A	6.75	7.45	Overlay	$91,280.00
74A	1.5	2	Mill & Fill	$93,170.00
74A	1.5	2	Overlay	$56,000.00
86A	13.5	13.8	overlay	$81,457.00
86A	50.8	51.5	overlay	$74,875.00
86A	37	38	overlay	$106,964.00

86A	58	58.99	overlay	$114,040.00
I70A	427.5	428.2	Overlay	$65,000.00
			Total	**$360,879.00**
Region 5 - Alamosa				
Highway	Begin MP	End MP	Type	Estimated Cost
285B	77	81	Chip Seal	$147,500
285B	84	87.5	Chip Seal	$148,500
009B	47.5	51.5	Chip Seal	$148,500
009B	59	63.5	Chip Seal	$148,500
			Total	**$593,000**
Region 5 - Durango				
Highway	Begin MP	End MP	Type	Estimated Cost
550	6.8	7.8	Machine Patch	$126,537.63
172A	21	22.5	Chip Seal	$129,134.57
145A	9.219	10.4	Mill & Fill	$148,500.00
145A	55.5	59.5	Chip Seal	$148,500.00
160A	8	11.25	Chip Seal	$148,500.00
160A	53.2	53.8	Chip Seal	$54,000.00
550	93.8	96.1	Chip Seal	$108,126.88
			Total	**$863,299.08**
			State Total	**$1,817,178.08**

Sufficient funds exist within the appropriate MPA's to pursue these additional projects. The projects are in accordance with the directive and all other requirements.

Resolution #TC-
Addendum to Fiscal Year 2013 over $50,000 project list approval

Approved by the Transportation Commission on: May 16, 2013

WHEREAS, under Senate Bill 98-148, public projects supervised by the Colorado Department of Transportation (CDOT) are exempt from the requirements of the "Construction Bidding for Public Projects Act;" and

WHEREAS, Section 24-92-109, Colorado Revised Statutes, as amended, requires CDOT to prepare cost estimates for projects to be undertaken by CDOT maintenance crews that exceed $50 thousand, but are less than or equal to $150 thousand for submission to the Transportation Commission for review and approval; and

WHEREAS, CDOT staff have prepared cost estimates for these additional projects to be done in Fiscal Year 2013 as detailed in the memorandum entitled; Additions to the FY 13 approved over $50,000.00 project list dated July 31, 2012; and

WHEREAS, the funding for these projects is contained in the Fiscal Year 2013 Budget.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission has reviewed the cost estimate, as contained in the official agenda, and approves CDOT Maintenance Forces undertaking the project therein.

Region 1 – Aurora				
Highway	Begin MP	End MP	Treatment	Estimated Cost
67	123.95	124.45	overlay	$67,881.00
30A	11.5	11.7	overlay	$84,748.00
36D	131.66	132	overlay	$67,140.00
36D	134	134.58	Overlay	$100,217.00
385C	153	154.6	Overlay	$135,000.00
40A	223	234.2	Overlay	$147,136.00
40A	238.2	239.4	Overlay	$147,136.00
40E	347.1	347.7	overlay	$67,178.00
40E	350	351	overlay	$125,840.00
59B	42	43.3	Overlay	$120,000.00
6F	226.4	227.4	Overlay	$135,520.00
70F	290.3	290.79	overlay	$78,619.00
74A	6.75	7.45	Overlay	$91,280.00

74A	1.5	2	Mill & Fill	$93,170.00
74A	1.5	2	Overlay	$56,000.00
86A	13.5	13.8	overlay	$81,457.00
86A	50.8	51.5	overlay	$74,875.00
86A	37	38	overlay	$106,964.00
86A	58	58.99	overlay	$114,040.00
I70A	427.5	428.2	Overlay	$65,000.00
			Total	**$360,879.00**
Region 5 - Alamosa				
Highway	Begin MP	End MP	Type	Estimated Cost
285B	77	81	Chip Seal	$147,500
285B	84	87.5	Chip Seal	$148,500
009B	47.5	51.5	Chip Seal	$148,500
009B	59	63.5	Chip Seal	$148,500
			Total	**$593,000**
Region 5 - Durango				
Highway	Begin MP	End MP	Type	Estimated Cost
550	6.8	7.8	Machine Patch	$126,537.63
172A	21	22.5	Chip Seal	$129,134.57
145A	9.219	10.4	Mill & Fill	$148,500.00
145A	55.5	59.5	Chip Seal	$148,500.00
160A	8	11.25	Chip Seal	$148,500.00
160A	53.2	53.8	Chip Seal	$54,000.00
550	93.8	96.1	Chip Seal	$108,126.88
			Total	**$863,299.08**
			State Total	**$1,817,178.08**

Sufficient funds exist within the appropriate MPA's to pursue these projects. The projects are in accordance with the directive and all other requirements.

_____

Herman Stockinger, Secretary
Transportation Commission of Colorado

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
Maintenance and Operations Branch
15285 South Golden Road, Building 45
Golden, Colorado 80401
(303) 512-5500
(303) 512-5555 FAX

Date: April 29, 2013
To: Timothy J. Harris, P.E. Chief Engineer
From: David C. Wieder, P.E. Maintenance and Operations Branch Manager
Subject: Fiscal Year 2014 Projects by Maintenance Forces Requiring Transportation Commission Approval

The listing below represents the projects to be performed by maintenance forces for Fiscal Year 2014 that will cost over $50,000. According to state law, and PD 1000.0, these projects must be approved by the Transportation Commission before the work can be undertaken. I request this list be presented for approval at the May Transportation Commission meeting so that work may commence by July 1, 2013 and be completed by June 30, 2014.

Region 1 – Aurora

Highway	Begin MP	End MP	Treatment	Estimated Cost	Notes
040A	240.4	241.15	Overlay	$144,837.00	
040A	235	235.75	Overlay	$144,837.00	
06F	225	226	Overlay	$142,296.00	
06F	223.6	224.6	Overlay	$142,296.00	
070A EB	208.4	209.2	Overlay	$146,362.00	
070A EB	192.5	193.25	Overlay	$106,722.00	
009C NB	84	85	Overlay	$121,968.00	
009C NB	95.1	95.6	Overlay	$91,475.00	
009C	96	97	Overlay	$121,968.00	
070A	233.5	234.39	Overlay	$108,758.00	Frontage road
070A	234		Overlay	$75,935.00	Ramps
070A	226		Overlay	$71,708.00	Ramps
74A	0	1	Overlay	$93,170.00	

74A	0	1	Milling	$56,000.00	
40C	282	283	Overlay	$108,416.00	
			Total	**$1,676,748.00**	

Region 1 – Denver

Highway	Begin MP	End MP	Treatment	Estimated Cost	Notes
6H	294.91	295.24	Mill & Fill	$90,000	Frontage Rd
I-76	11.8	12.4	Overlay	$135,000	EB
I-70	281.6	282.3	Overlay	$148,242	WB
6G	277.5	278.25	Mill & Fill	$146,325	N Frontage Rd
8A	6.6	7.1	Mill & Fill	$149,577	Both Dir
95A	1	1.45	Mill & Fill	$111,404	Both Dir
121A	6.15	7	Mill & Fill	$148,985	Both Dir
83	70.74		Mill & Fill	$68,346	Intersection
85	209	210	Mill & Fill	$54,300	Intersection
			Total	**$1,052,179.00**	

Region 2 - Pueblo

Highway	Begin MP	End MP	Treatment	Estimated Cost	Notes
24A	256.4	257.1	Overlay	$83,416.00	
85A	136.2	136.7	Overlay	$95,000.00	
24G	321	321.5	Overlay	$95,400.00	
24G	328.3	328.8	Overlay	$95,400.00	
24A	253.7	257.7	Chip Seal	$140,513.00	
83A	21.6	23.2	Chip Seal	$138,978.00	
24G	330	333.2	Chip Seal	$149,159.00	
9A	13.5	14.75	Overlay	$149,548.00	
115A	2	3.5	Overlay	$149,852.00	
227A	0	1.41	Overlay	$14,600.00	

25F	60	71	Overlay	$149,200.00	
25F	91	94	Overlay	$149,600.00	
96B	74.5	76	Overlay	$148,800.00	
96A	57.49	58.49	Overlay	$147,400.00	
25F	110	120	Overlay	$149,800.00	Various locatic
50C	7.51	9.57	Chip Seal	$149,026.00	
9A	22	27	Chip Seal	$149,320.00	
50C	331	337	Chip Seal	$149,742.00	
389A	6	7.4	Overlay	$144,633.00	
12A	68	69	Overlay	$103,271.00	
160A	300	300.91	Overlay	$147,378.00	
69A	38.2	39.7	Overlay	$142,234.00	
160C	376	377.1	Overlay	$113,589.00	
10A	28	29.15	Overlay	$132,919.00	
12A	64	67	Chip Seal	$144,456.00	
10A	39	43.04	Chip Seal	$115,456.00	
69A	30.4	34	Chip Seal	$103,910.00	
71C	43	48.7	Chip Seal	$149,900.00	
50B	408.75	413.25	Chip Seal	$149,500.00	
50B	416	419	Chip Seal	$103,706.00	
96C	108	109.5	Overlay	$149,400.00	
50B	400	401	Chip Seal	$68,475.00	Frontage
101A	0	1	Overlay	$149,300.00	
350A	42	43	Overlay	$149,700.00	
207A	0	5.97	Chip Seal	$104,883.00	
202A	0	3.23	Chip Seal	$67,679.00	
89A	25.3	29.8	Chip Seal	$149,125.00	
96C	155.98	157	Overlay	$149,323.00	

96C	162.2	166.1	Chip Seal	$148,250.00	
96D	168.8	172.85	Chip Seal	$149,500.00	
96D	193.67	200	Chip Seal	$149,900.00	
96D	172.7	174	Overlay	$148,558.00	
116A	0	2.5	Chip Seal	$149,125.00	
116A	14.7	15.9	Overlay	$149,970.00	
160C	475	476	Overlay	$149,354.00	
			Total	**$5,888,248.00**	

Region 3 - Grand Junction

Highway	Begin MP	End MP	Type	Estimated Cost	Notes
139A	16	30	Various Machine Patch	$143,000	
6M	60	87	Various Machine Patch	$149,000	
141A	103	140	Various Machine Patch	125000	
6C	41	42.8	Chip Seal	$75,000	
141A	135	140	Chip Seal	$149,800	
US6	131	133	Chip Seal	$51,251	
133A	36	39	Chip Seal	$95,800	
133A	47	66	Various Machine Patch	$142,987	
82A	59.5	60.5	Machine patch	$145,846	
82A	8	45	Various Machine Patch	$98,750	
70 Fr	136	137	Various Machine Patch	$80,000	
US 6E	149	150	Various Machine Patch $80,000	$80,000	
50	88	90	Chip Seal	$70,000	Frontage
82A	64.5	85.5	Various Machine Patch	110000	
US 24	149	169	Various Machine Patch	$87,000	
US 24	180	184	Chip Seal	$130,000	
114A	1	6	Chip Seal	$149,500	
149A	61.5	61.9	Machine Patch	$149,500	

347A	3.5	5.2	Various Machine Patch	$130,000
92A	23.9	24.7	Various Machine Patch	$136,080
133A	22.2	22.8	Machine Patch	$140,090
347A	1.7	2.7	Various Machine Patch	$149,500
550B	126	127.5	Various Machine Patch	$120,000
348A	11	12	Various Machine Patch	$105,000
			Total	**$2,813,104**

Region 3 - Craig

Highway	Begin MP	End MP	Treatment	Estimated Cost	Notes
325A	8.6	9.6	Overlay	$96,800.00	
40A	123.35	124	Overlay	$141,570.00	
13B	113.5	115	Overlay	$145,200.00	
40A	107.6	108.25	Overlay	$136,326.67	
325	6.85	7.6	Overlay	$69,575.00	
40A	73	73.8	Overlay	$77,440.00	
14A	23.4	23.75	Overlay	$59,290.00	
40A	148	148.49	Overlay	$148,225.00	
40A	209.3	209.678	Overlay	$102,910.50	
40A	203.1	203.7	Overlay	$145,200.00	
14A	24.05	24.9	Overlay	$143,990.00	
40A	180.9	181.7	Overlay	$116,160.00	
40A	158.2	159.2	Overlay	$145,200.00	
125A	16.2	17.21	Overlay	$146,652.00	
125A	40.5	41	Overlay	$66,550.00	
14B	52.2	52.7	Overlay	$72,600.00	
125A	44.1	44.6	Overlay	$66,550.00	
14A	12.5	13.2	Overlay	$118,580.00	
			Total	**$1,998,819.17**	

Region 4 - Greeley

Highway	Begin MP	End MP	Type	Estimated Cost	Notes
60	11.8	12.7	Mill & fill	$149,000.00	
52	56	61	Armor Coat	$102,000.00	
138	13.5	18.89	Armor Coat	$148,470.00	
138	32.9	38.4	Armor Coat	$148,470.00	
59B	108	113.1	Chip Seal	$149,500.00	
71E	171.5	174.3	Chip Seal	$100,000.00	
34B	216.3	217	Overlay	$75,000.00	
34B	219.5	220.2	Overlay	$75,000.00	
63A	4.3	5	Overlay	$75,000.00	
52B	104	104.7	Overlay	$75,000.00	
25A	235	239	Chip Seal	$149,500.00	Frontage
287C	308.4	309.3	Overlay	$149,500.00	
7A	5.3	7	Overlay	$149,500.00	
119A	29	39	Overlay	$75,000.00	
SH 1	0	2	Chipseal	$130,000.00	
US 287	365.4	368.4	Chipseal	$149,000.00	
385C	151.5	153	overlay	$127,000	
385C	154.6	156.1	overlay	$127,000	
F70A	445.7	447.1	overlay	$119,000	
			Total	**$2,272,940.00**	

Region 5 - Alamosa

Highway	Begin MP	End MP	Type	Estimated Cost	Notes
285A	13	16.5	Chip Seal	$148,500	
285A	20.5	24	Chip Seal	$148,500	
285B	81	84	Chip Seal	$136,000	
285B	114.5	119	Chip Seal	$148,500	

160A	255	258	Chip Seal	$148,500
160A	249	252.7	Chip Seal	$148,500
160A	186.1	189.1	Chip Seal	$145,000
160A	192.1	195.1	Chip Seal	$145,000
160A	170.5	171	Machine Patch	$126,000
160A	157.5	158	Machine Patch	$147,500
370A	0	1	Machine Patch	$148,500
291	1.75	4.5	Chip Seal	$148,500
142A	15.9	16.9	Machine Patch	$148,500
150A	0	5	Chip Seal	$148,500
159A	21	24	Chip Seal	$148,500
142A	32.5	33.8	Machine patch	$148,500
114A	42	47	Chip Seal	$147,500
114A	51	56	Chip Seal	$147,500
50A	205	207	Machine Patch	$145,500
50A	186.5	188	Machine Patch	$145,500
15A	10.85	12.36	Machine Patch	$148,500
24A	206.5	209.8	Chip Seal	$125,500
17B	88.2	93	Chip Seal	$143,500
17B	97	101.5	Chip Seal	$143,500
			Total	**$3,480,000**

Region 5 - Durango

Highway	Begin MP	End MP	Type	Estimated Cost	Notes
184	0.3	1.1	Machine Overlay	$80,336.00	
491	35.4	36.1	Mill & Fill	$70,294.00	
145	51.5	55.5	Chip Seal	$129,019.00	
145	24	28	Chip Seal	$129,019.00	
160	11.25	14.5	Chip Seal	$149,680.00	

41	0.001	5	Chip Seal	$132,970.00
141 A	68.6	72.6	Chip seal	$149,690.11
90 A	0	4	Chip seal	$128,722.88
90 A	7	11	Chip seal	$128,722.88
550 A	0	3	Chip Seal	$144,632.57
160 A	138	140.5	Chip Seal	$139,134.57
3	0	2.44	Chip Seal	$136,134.57
172 A	9.2	10.8	Chip Seal	$142,000.00
550 A	0	3	Chip Seal	$144,561.00
172 A	20	21	Machine Patch	$141,000.00
172 A	15.7	16.9	Machine Patch	$146,000.00
550 B	53.6	54.1	Machine Patch	$68,491.81
			Total	**$2,160,408.39**
			State Total	**$21,342,446.56**

Resolution #TC-
Fiscal Year 2014 over $50,000 project list approval

Approved by the Transportation Commission on:

WHEREAS, under Senate Bill 98-148, public projects supervised by the Colorado Department of Transportation (CDOT) are exempt from the requirements of the "Construction Bidding for Public Projects Act;" and

WHEREAS, Section 24-92-109, Colorado Revised Statutes, as amended, requires CDOT to prepare cost estimates for projects to be undertaken by CDOT maintenance crews that exceed $50 thousand, but are less than or equal to $150 thousand for submission to the Transportation Commission for review and approval; and

WHEREAS, CDOT staff have prepared cost estimates for these projects to be done in Fiscal Year 2014 as detailed in the memorandum entitled; Fiscal Year 2014 Projects by Maintenance Forces Requiring Transportation Commission Approval dated April 29, 2013; and

WHEREAS, the funding for this project is contained in the Fiscal Year 2014 Budget.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission has reviewed the cost estimates, as contained in the official agenda, and approves CDOT Maintenance Forces undertaking the projects therein.

Region 1 – Aurora					
Highway	Begin MP	End MP	Treatment	Estimated Cost	Notes
040A	240.4	241.15	Overlay	$144,837.00	
040A	235	235.75	Overlay	$144,837.00	
06F	225	226	Overlay	$142,296.00	
06F	223.6	224.6	Overlay	$142,296.00	
070A EB	208.4	209.2	Overlay	$146,362.00	
070A EB	192.5	193.25	Overlay	$106,722.00	
009C NB	84	85	Overlay	$121,968.00	
009C NB	95.1	95.6	Overlay	$91,475.00	

009C	96	97	Overlay	$121,968.00	
070A	233.5	234.39	Overlay	$108,758.00	Frontage road
070A	234		Overlay	$75,935.00	Ramps
070A	226		Overlay	$71,708.00	Ramps
74A	0	1	Overlay	$93,170.00	
74A	0	1	Milling	$56,000.00	
40C	282	283	Overlay	$108,416.00	
			Total	**$1,676,748.00**	
Region 1 – Denver					
Highway	Begin MP	End MP	Treatment	Estimated Cost	Notes
6H	294.91	295.24	Mill & Fill	$90,000	Frontage Rd
I-76	11.8	12.4	Overlay	$135,000	EB
I-70	281.6	282.3	Overlay	$148,242	WB
6G	277.5	278.25	Mill & Fill	$146,325	N Frontage Rd
8A	6.6	7.1	Mill & Fill	$149,577	Both Dir
95A	1	1.45	Mill & Fill	$111,404	Both Dir
121A	6.15	7	Mill & Fill	$148,985	Both Dir
83	70.74		Mill & Fill	$68,346	Intersection
85	209	210	Mill & Fill	$54,300	Intersection
			Total	**$1,052,179.00**	
Region 2 - Pueblo					
Highway	Begin MP	End MP	Treatment	Estimated Cost	Notes
24A	256.4	257.1	Overlay	$83,416.00	
85A	136.2	136.7	Overlay	$95,000.00	
24G	321	321.5	Overlay	$95,400.00	
24G	328.3	328.8	Overlay	$95,400.00	
24A	253.7	257.7	Chip Seal	$140,513.00	
83A	21.6	23.2	Chip Seal	$138,978.00	
24G	330	333.2	Chip Seal	$149,159.00	
9A	13.5	14.7	Overlay	$149,548.00	

		5			
115A	2	3.5	Overlay	$149,852.00	
227A	0	1.41	Overlay	$14,600.00	
25F	60	71	Overlay	$149,200.00	
25F	91	94	Overlay	$149,600.00	
96B	74.5	76	Overlay	$148,800.00	
96A	57.49	58.49	Overlay	$147,400.00	
25F	110	120	Overlay	$149,800.00	Various locations
50C	7.51	9.57	Chip Seal	$149,026.00	
9A	22	27	Chip Seal	$149,320.00	
50C	331	337	Chip Seal	$149,742.00	
389A	6	7.4	Overlay	$144,633.00	
12A	68	69	Overlay	$103,271.00	
160A	300	300.91	Overlay	$147,378.00	
69A	38.2	39.7	Overlay	$142,234.00	
160C	376	377.1	Overlay	$113,589.00	
10A	28	29.15	Overlay	$132,919.00	
12A	64	67	Chip Seal	$144,456.00	
10A	39	43.04	Chip Seal	$115,456.00	
69A	30.4	34	Chip Seal	$103,910.00	
71C	43	48.7	Chip Seal	$149,900.00	
50B	408.75	413.25	Chip Seal	$149,500.00	
50B	416	419	Chip Seal	$103,706.00	
96C	108	109.5	Overlay	$149,400.00	
50B	400	401	Chip Seal	$68,475.00	Frontage
101A	0	1	Overlay	$149,300.00	
350A	42	43	Overlay	$149,700.00	
207A	0	5.97	Chip Seal	$104,883.00	
202A	0	3.23	Chip Seal	$67,679.00	
89A	25.3	29.8	Chip Seal	$149,125.00	
96C	155.98	157	Overlay	$149,323.00	
96C	162.2	166.1	Chip Seal	$148,250.00	
96D	168.8	172.85	Chip Seal	$149,500.00	
96D	193.6	200	Chip Seal	$149,900.00	

	7				
96D	172.7	174	Overlay	$148,558.00	
116A	0	2.5	Chip Seal	$149,125.00	
116A	14.7	15.9	Overlay	$149,970.00	
160C	475	476	Overlay	$149,354.00	
			Total	**$5,888,248.00**	
Region 3 - Grand Junction					
Highway	Begin MP	End MP	Type	Estimated Cost	Notes
139A	16	30	Various Machine Patch	$143,000	
6M	60	87	Various Machine Patch	$149,000	
141A	103	140	Various Machine Patch	125000	
6C	41	42.8	Chip Seal	$75,000	
141A	135	140	Chip Seal	$149,800	
US6	131	133	Chip Seal	$51,251	
133A	36	39	Chip Seal	$95,800	
133A	47	66	Various Machine Patch	$142,987	
82A	59.5	60.5	Machine patch	$145,846	
82A	8	45	Various Machine Patch	$98,750	
70 Fr	136	137	Various Machine Patch	$80,000	
US 6E	149	150	Various Machine Patch $80,000	$80,000	
50	88	90	Chip Seal	$70,000	Frontage
82A	64.5	85.5	Various Machine Patch	110000	
US 24	149	169	Various Machine Patch	$87,000	
US 24	180	184	Chip Seal	$130,000	
114A	1	6	Chip Seal	$149,500	
149A	61.5	61.9	Machine Patch	$149,500	
347A	3.5	5.2	Various Machine Patch	$130,000	
92A	23.9	24.7	Various Machine Patch	$136,080	
133A	22.2	22.8	Machine Patch	$140,090	
347A	1.7	2.7	Various Machine Patch	$149,500	
550B	126	127.5	Various Machine Patch	$120,000	
348A	11	12	Various Machine Patch	$105,000	
			Total	**$2,813,104**	
Region 3 - Craig					
Highway	Begin MP	End MP	Treatment	Estimated Cost	Notes
325A	8.6	9.6	Overlay	$96,800.00	

40A	123.35	124	Overlay	$141,570.00	
13B	113.5	115	Overlay	$145,200.00	
40A	107.6	108.25	Overlay	$136,326.67	
325	6.85	7.6	Overlay	$69,575.00	
40A	73	73.8	Overlay	$77,440.00	
14A	23.4	23.75	Overlay	$59,290.00	
40A	148	148.49	Overlay	$148,225.00	
40A	209.3	209.678	Overlay	$102,910.50	
40A	203.1	203.7	Overlay	$145,200.00	
14A	24.05	24.9	Overlay	$143,990.00	
40A	180.9	181.7	Overlay	$116,160.00	
40A	158.2	159.2	Overlay	$145,200.00	
125A	16.2	17.21	Overlay	$146,652.00	
125A	40.5	41	Overlay	$66,550.00	
14B	52.2	52.7	Overlay	$72,600.00	
125A	44.1	44.6	Overlay	$66,550.00	
14A	12.5	13.2	Overlay	$118,580.00	
			Total	**$1,998,819.17**	
Region 4 - Greeley					
Highway	Begin MP	End MP	Type	Estimated Cost	Notes
60	11.8	12.7	Mill & fill	$149,000.00	
52	56	61	Armor Coat	$102,000.00	
138	13.5	18.89	Armor Coat	$148,470.00	
138	32.9	38.4	Armor Coat	$148,470.00	
59B	108	113.1	Chip Seal	$149,500.00	
71E	171.5	174.3	Chip Seal	$100,000.00	
34B	216.3	217	Overlay	$75,000.00	
34B	219.5	220.2	Overlay	$75,000.00	
63A	4.3	5	Overlay	$75,000.00	
52B	104	104.	Overlay	$75,000.00	

		7			
25A	235	239	Chip Seal	$149,500.00	Frontage
287C	308.4	309.3	Overlay	$149,500.00	
7A	5.3	7	Overlay	$149,500.00	
119A	29	39	Overlay	$75,000.00	
SH 1	0	2	Chipseal	$130,000.00	
US 287	365.4	368.4	Chipseal	$149,000.00	
385C	151.5	153	overlay	$127,000	
385C	154.6	156.1	overlay	$127,000	
F70A	445.7	447.1	overlay	$119,000	
			Total	**$2,272,940.00**	
Region 5 - Alamosa					
Highway	Begin MP	End MP	Type	Estimated Cost	Notes
285A	13	16.5	Chip Seal	$148,500	
285A	20.5	24	Chip Seal	$148,500	
285B	81	84	Chip Seal	$136,000	
285B	114.5	119	Chip Seal	$148,500	
160A	255	258	Chip Seal	$148,500	
160A	249	252.7	Chip Seal	$148,500	
160A	186.1	189.1	Chip Seal	$145,000	
160A	192.1	195.1	Chip Seal	$145,000	
160A	170.5	171	Machine Patch	$126,000	
160A	157.5	158	Machine Patch	$147,500	
370A	0	1	Machine Patch	$148,500	
291	1.75	4.5	Chip Seal	$148,500	
142A	15.9	16.9	Machine Patch	$148,500	
150A	0	5	Chip Seal	$148,500	
159A	21	24	Chip Seal	$148,500	
142A	32.5	33.8	Machine patch	$148,500	
114A	42	47	Chip Seal	$147,500	
114A	51	56	Chip Seal	$147,500	
50A	205	207	Machine Patch	$145,500	
50A	186.5	188	Machine Patch	$145,500	
15A	10.85	12.36	Machine Patch	$148,500	

24A	206.5	209.8	Chip Seal	$125,500	
17B	88.2	93	Chip Seal	$143,500	
17B	97	101.5	Chip Seal	$143,500	
			Total	**$3,480,000**	
Region 5 - Durango					
Highway	Begin MP	End MP	Type	Estimated Cost	Notes
184	0.3	1.1	Machine Overlay	$80,336.00	
491	35.4	36.1	Mill & Fill	$70,294.00	
145	51.5	55.5	Chip Seal	$129,019.00	
145	24	28	Chip Seal	$129,019.00	
160	11.25	14.5	Chip Seal	$149,680.00	
41	0.001	5	Chip Seal	$132,970.00	
141 A	68.6	72.6	Chip seal	$149,690.11	
90 A	0	4	Chip seal	$128,722.88	
90 A	7	11	Chip seal	$128,722.88	
550 A	0	3	Chip Seal	$144,632.57	
160 A	138	140.5	Chip Seal	$139,134.57	
3	0	2.44	Chip Seal	$136,134.57	
172 A	9.2	10.8	Chip Seal	$142,000.00	
550 A	0	3	Chip Seal	$144,561.00	
172 A	20	21	Machine Patch	$141,000.00	
172 A	15.7	16.9	Machine Patch	$146,000.00	
550 B	53.6	54.1	Machine Patch	$68,491.81	
			Total	**$2,160,408.39**	
			State Total	**$21,342,446.56**	

Sufficient funds exist within the appropriate MPA to pursue these projects. The projects are in accordance with the directive and all other requirements.

_____

Herman Stockinger, Secretary
Transportation Commission of Colorado

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 / Mark Imhoff

Re: Policy Directive 82.0 "Implementation of FTA Regulations for a Drug and Alcohol Free Workplace."

Date: May 16, 2013

Executive Summary: The Department requests that the Transportation Commission approve 82.0 "Implementation of FTA Regulations for a Drug and Alcohol Free Workplace" in order to meet a deadline established by the Federal Transit Authority to include certain language in the Department's policy regarding a drug and alcohol free workplace.

1. Action Requested: Approval of Procedural Directive 82.0 "Implementation of FTA Regulations for a Drug and Alcohol Free Workplace"

2. Documents Included in this Agenda Submission
   A. Memorandum from Herman Stockinger and Mark Imhoff to the Transportation Commission
   B. Proposed Policy Directive 82.0
   C. Proposed Resolution

3. Date of Document this Policy Directive Supersedes, if Any: none

4. Rationale for this Policy Directive: This Policy Directive was created to address a Federal Transit Authority finding in the State Management Review dated September 4, 2012 that CDOT's Drug and Alcohol Policy was missing certain language required by the federal regulations. This Policy Directive includes all requirements of the FTA regulations. The Department will consolidate and complete a general drug and alcohol policy and procedural directive early in the next fiscal year which will meet with FHWA requirements and include these directives as a section on FTA compliance. Finally, the related directives currently in place do not conflict with these FTA directives.

5. Individuals/Entities Impacted by Policy Directive: All Division of Transit and Rail employees of CDOT, and all Contractors or Grantees funded by the Federal Transit Administration.

6. Fiscal Impact to Implementation: This Policy Directive is not anticipated to have a fiscal impact.

COLORADO DEPARTMENT OF TRANSPORTATION	■ POLICY DIRECTIVE ☐ PROCEDURAL DIRECTIVE

Subject	Number
Implementation of FTA Regulations for a Drug and Alcohol Free Workplace	**82.0**

Effective	Supersedes	Originating office
	N/A	**Division of Transit and Rail / Transit Programs Section**

I. PURPOSE

The Colorado Department of Transportation ("CDOT") is committed to:

- Maintaining a working environment free of drugs, alcohol and other controlled substances; and
- Complying with federal regulations regarding drug and alcohol testing, education and compliance regarding a drug and alcohol free workplace for contractors and grantees who receive Federal Transit Administration funding from CDOT.

II. AUTHORITY

41 U.S.C. § 8101, § 8102, § 8103 to § 8106, Drug Free Workplace Act of 1988

42 U.S.C. § 12114, Illegal Use of Drugs and Alcohol

49 U.S.C. § 5331, Alcohol and Controlled Substances Testing

49 C.F.R. Part 40, Procedures for Transportation Workplace Drug and Alcohol Testing Programs

49 C.F.R. Part 655, Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations

49 CFR Part 32 Government Wide Requirements for a Drug-Free Workplace (Grants)

III. APPLICABILITY

This Policy Directive shall apply to all Division of Transit and Rail employees of CDOT, and all Contractors or Grantees funded by the Federal Transit Administration.

IV. DEFINITIONS

The definitions set forth in Procedural Directive 82.1 "Procedures for Implementation of FTA Regulations for a Drug- and Alcohol-Free Workplace" are incorporated herein by this reference.

V. POLICY

A. The unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace.

B. If convicted of a drug statute violation occurring in the workplace, employees are required to report such to the employer in writing no later than five days after such conviction.

C. All Division of Transit and Rail CDOT employees and all Contractors and Grantees must abide by the terms of this Policy as a condition of employment and funding.

D. All Division of Transit and Rail CDOT employees, Contractors and Grantees shall follow applicable federal regulations with regard to drug and alcohol testing. Contractors or Grantees may obtain a copy of the federal regulations from the Manager of the Transit Grants Unit, Division of Transit and Rail, or his designee, or the Director of the Office of Transportation Safety, or his designee, at CDOT Headquarters.

E. In the event this Policy Directive conflicts with any state or federal law or regulation, the state or federal law shall control. For purposes of construction, all relevant federal laws and regulations are herein incorporated by this reference.

F. The Manager of the Transit Grants Unit, Division of Transit and Rail, or his designee, shall be the designated person to answer questions from Contractors or Grantees about the requirements under this Policy Directive. For CDOT employees, the Director of the Office of Transportation Safety or his designee shall be the designated person to answer questions.

VI. IMPLEMENTATION PLAN

A. The Office of Policy and Government Relations shall post this Policy Directive on the intranet webpage within one week of adoption.

B. The Manager of the Transit Grants Unit shall distribute this Policy Directive to all Division of Transit and Rail employees, contractors and grantees within thirty (30) days of adoption.

C. The Manager of the Transit Grants Unit and the Office of Procurement and Contract Services will ensure that appropriate language in conformance with federal regulations is contained in all contracts and agreements.

D. The Manager of the Transit Grants Unit will reference this Policy Directive in its State Management Plan and in any applicable manuals and other guidance.

E. The Manager of the Transit Grants Unit shall monitor all contractors and grantees for ongoing compliance with this Policy Directive.

VII. REVIEW DATE

This Policy Directive shall be reviewed on or before May 2014.

_____ _____

Secretary, Transportation Commission **Date of Approval**

<u>Resolution # TC-</u>

Adoption of Policy Directive 82.0 "Implementation of FTA Regulations for a Drug and Alcohol Free Workplace"

WHEREAS, pursuant to § 43-1-106(8)(a), C.R.S., the Colorado Transportation Commission is charged with formulating general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

WHEREAS, the Colorado Department of Transportation ("CDOT") is committed to maintaining a working environment for CDOT Division of Transit and Rail employees, free of drugs, alcohol and other controlled substances; and

WHEREAS, CDOT is also committed to complying with the federal regulations stated in the policy as they pertain to contractors and grantees who receive Federal Transit Administration ("FTA") funding from CDOT; and

WHEREAS, in response to a finding by the FTA in its State Management Review dated September 12, 2012, CDOT has developed a policy which complies with federal requirements prohibiting unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance in the workplace; and

WHEREAS, CDOT is developing a comprehensive drug and alcohol policy to be completed prior to May 2014 which will incorporate this Policy Directive 82.0 as well as outline requirements of the Federal Highway Administration; and

WHEREAS, in the interest of meeting the FTA deadline of July 1, 2013, as an interim step towards a comprehensive policy, this Policy Directive 82.0 requires compliance as of the effective date by the Division of Transit and Rail employees as well as contractors and grantees funded by the FTA through CDOT.

NOW THEREFORE BE IT RESOLVED, the Commission herein approves 82.0 "Implementation of FTA Regulations for a Drug and Alcohol Free Workplace."

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Accounting and Finance
4201 East Arkansas Avenue
Denver CO 80222
(303) 757-9262

DATE: May 3, 2013

TO: Transportation Commission

FROM: Ben Stein, CFO

SUBJECT: Twelfth Supplement – FY 2013

This supplement budgets projects for FY '13 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 $49,301,722.

Budget actions requested:

Region 1

- $20,000 – Local Entity – *SH 83 (Parker Road): Crown Crest Boulevard Intersection* – Northbound Auxiliary/Deceleration Lane – This action augments the construction phase of work to include a contribution from the town of Parker. Construction advertisement is scheduled for May 2013. (19326/1000176054)

SH 83 (Parker Road): Northbound Auxiliary/Deceleration Lane at Crown Crest Intersection

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
ROW	*Federal-aid*		$4,500	$0	$4,500	$0	$4,500	
	State HUTF		$500	$0	$500	$0	$500	
	Total ROW	**$0**	**$5,000**	**$0**	**$5,000**	**$0**	**$5,000**	**$0**
Design	*Federal-aid*		$58,500	$0	$58,500	$0	$58,500	$13,031
	State HUTF		$6,500	$0	$6,500	$0	$6,500	$5,042
	Total Design	**$0**	**$65,000**	**$0**	**$65,000**	**$0**	**$65,000**	**$18,073**
Construction	*Federal-aid*		$252,000	$0	$252,000	$0	$252,000	
	State HUTF		$28,000	$0	$28,000	$0	$28,000	
	Town of Parker		$0	$0	$0	$20,000	$20,000	
	Total Construction	**$0**	**$280,000**	**$0**	**$280,000**	**$20,000**	**$300,000**	**$0**
Total Project Budget		**$0**	**$350,000**	**$0**	**$350,000**	**$20,000**	**$370,000**	**$18,073**

- $500,000 – Regional Priority Program – *I-70: Glenwood Springs to C-470* – Corridor Study –This action supplements the design phase of work to provide engineering support of the I-70 Mountain Corridor Traffic and Revenue Study. (19455/10001…)

I-70: Glenwood Springs to C-470 - Traffic and Revenue Corridor Study

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Design	*Senate Bill 1*		$1,072,695	$0	$1,072,695	$0	$1,072,695	
	State HUTF		$2,127,305	$0	$2,127,305	$500,000	$2,627,305	
	Total Design	**$0**	**$3,200,000**	**$0**	**$3,200,000**	**$500,000**	**$3,700,000**	**$0**
Total Project Budget		**$0**	**$3,200,000**	**$0**	**$3,200,000**	**$500,000**	**$3,700,000**	**$0**

- $755,000 – Regional Bridge Program – *SH 40: Byers to Deer Trail* – Resurfacing — This action supplements the construction phase of work to include bridge deck rehabilitation on six structures (F-20-C, F-20-F/G, F-20-J/K/L), all within project limits. Construction advertisement is scheduled for May 2013. (19336/1000174823)

SH 40: Byers to Deer Trail (Structures F-20-C,F,G,J,K,L)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Construction	*Federal-aid*	$0	$2,097,071	$0	$2,097,071	$604,000	$2,701,071	$0
	State HUTF	$0	$435,929	$0	$435,929	$151,000	$586,929	$0
	Total Construction	**$0**	**$2,533,000**	**$0**	**$2,533,000**	**$755,000**	**$3,288,000**	**$0**
Total Project Budget		**$0**	**$2,533,000**	**$0**	**$2,533,000**	**$755,000**	**$3,288,000**	**$0**

- $1,000,000 – Regional Bridge Program – *I-25: Ridge Gate Interchange to Surrey Ridge* – Roadway Repairs and Bridge Rehabilitation — This action supplements the construction phase of work to include bridge deck rehabilitation on structures F-17-PT, G-17-T, F-17-CR, all within project limits. Construction advertisement is scheduled for May 2013. (19051/10001…)

I-25: Ridge Gate Interchange to Surrey Ridge

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Construction	*Federal-aid*	$0	$0	$0	$0	$800,000	$800,000	$0
	State HUTF	$0	$0	$0	$0	$200,000	$200,000	$0
	FASTER Safety	$0	$1,200,000	$0	$1,200,000	$0	$1,200,000	$0
	Total Construction	**$0**	**$1,200,000**	**$0**	**$1,200,000**	**$1,000,000**	**$2,200,000**	**$0**
Total Project Budget		**$0**	**$1,200,000**	**$0**	**$1,200,000**	**$1,000,000**	**$2,200,000**	**$0**

- $3,500,000 – Regional Bridge Program – *I-70: East Frontage Road - Middle Bijou Creek* – Bridge Rehabilitation (Structure F-20-G) – This action establishes the construction phase of work for deck, pier, and guardrail repairs. Construction advertisement is scheduled for June 2013. (19497/10001…)

I-70: East Frontage Road over Middle Bijou Creek

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Construction	*Federal-aid*		$0	$0	$0	$2,800,000	$2,800,000	
	State HUTF		$0	$0	$0	$700,000	$700,000	
	Total Construction	**$0**	**$0**	**$0**	**$0**	**$3,500,000**	**$3,500,000**	**$0**
Total Project Budget		**$0**	**$0**	**$0**	**$0**	**$3,500,000**	**$3,500,000**	**$0**

Region 2

- $200,000 FASTER Safety FY 2013 and $550,000 FASTER Safety FY 2015 – *I-25C: Walsenburg* – Bridge Replacement – This action budgets the construction phase of work to complete roadway work not covered by Bridge Enterprise funds (Structure N-17-C). Construction advertisement is scheduled for June 2013. (19610/10001…)

I-25C: Walsenburg - Roadway Work Associated with Bridge Enterprise Structure N-17-C

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Construction	*FASTER Safety*		$0	$0	$0	$750,000	$750,000	
	Total Construction	**$0**	**$0**	**$0**	**$0**	**$750,000**	**$750,000**	**$0**
Total Project Budget		**$0**	**$0**	**$0**	**$0**	**$750,000**	**$750,000**	**$0**

Region 3

- $380,000 – Regional Bridge Program – *US 6: Brush Creek Bridge* – Bridge Replacement (Structures F-09-O, F-09-P) – This action supplements the design phase of work. (19007/1000175397)

US 6 Brush Creek Bridge (F-09-O)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Design	*Federal-aid*	$580,000	$0	$0	$580,000	$314,602	$894,602	$252,585
	State HUTF	$145,000	$0	$0	$145,000	$65,398	$210,398	$58,323
	Total Design	**$725,000**	**$0**	**$0**	**$725,000**	**$380,000**	**$1,105,000**	**$310,908**
Total Project Budget		**$725,000**	**$0**	**$0**	**$725,000**	**$380,000**	**$1,105,000**	**$310,908**

- $1,500,000 – 7th Pot Program – *I-70 Eagle Interchange Improvements and I-70 Eagle Interchange Phase 2*– Reconstruction and Bridge Rehabilitation (Structures F-09-B, F-09-Z) – This action supplements the construction phases of work and reprograms previously approved budget between the two projects to reflect Town of Eagle's participation in Phase 2. Advertisements are scheduled for May 2013 and October 2013, respectively. (19351/19459/1000175397)

  The above actions required reclassification of funds to the 7th Pot Program from the following:

  - Bridge On System (12th Supplement) $1,000,000
  - Surface Treatment (12th Supplement) $500,000
  - FASTER Safety FY2014 (Previously Approved) $5,800,000
  - STP- Enhancement (Previously Approved) $186,823
  - Town of Eagle (Previously Approved) $3,000,000

I-70 Eagle Interchange Improvements

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Design	*Federal-aid*	$0	$115,906	$0	$115,906	$0	$115,906	$1,054
	State HUTF	$0	$24,094	$0	$24,094	$0	$24,094	$219
	Total Design	**$0**	**$140,000**	**$0**	**$140,000**	**$0**	**$140,000**	**$1,273**
Construction	*Federal-aid*	$0	$149,458	$1,202,801	$1,352,259	$2,079,968	$3,432,227	$0
	Town of Eagle	$0	$3,239,365		$3,239,365	($3,037,365)	$202,000	$0
	FASTER Safety	$0	$0	$3,797,199	$3,797,199	$2,002,801	$5,800,000	$0
	Total Construction	**$0**	**$3,388,823**	**$5,000,000**	**$8,388,823**	**$1,045,404**	**$9,434,227**	**$0**
Total Project Budget		**$0**	**$3,528,823**	**$5,000,000**	**$8,528,823**	**$1,045,404**	**$9,574,227**	**$1,273**

I-70 Eagle Interchange Impr Phase 2

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Construction	*Federal-aid*	$0	$0	$3,797,199	$3,797,199	($579,968)	$3,217,231	$0
	Town of Eagle	$0	$0	$0	$0	$3,037,365	$3,037,365	$0
	FASTER Safety	$0	$0	$2,002,801	$2,002,801	($2,002,801)	$0	$0
	Total Construction	**$0**	**$0**	**$5,800,000**	**$5,800,000**	**$454,596**	**$6,254,596**	**$0**
Total Project Budget		**$0**	**$0**	**$5,800,000**	**$5,800,000**	**$454,596**	**$6,254,596**	**$0**

Region 4

- $150,000 – 7th Pot Program – *North I-25 Front Range EIS*– Bridge Rehabilitation – This action supplements the environmental phase of work. Funding has been reclassified from the RPP program. (14276/1000….)

North I-25 Front Range EIS

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Twelfth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2013	Advanced (FY ')	Total			
Design	*Federal-aid*	$54,393	$0	$0	$54,393	$0	$54,393	$54,393
	State HUTF	$7,173	$0	$0	$7,173	$0	$7,173	$7,173
	Design	**$61,566**	**$0**	**$0**	**$61,566**	**$0**	**$61,566**	**$61,566**
Environmental	*State HUTF*	$1,824,136	$0	$0	$1,824,136	$150,000	$1,974,136	$1,737,393
	Bonds	$7,088,938	$0	$0	$7,088,938	$0	$7,088,938	$7,088,938
	House Bill 1310	$3,114,298	$0	$0	$3,114,298	$0	$3,114,298	$3,114,298
	Senate Bill 1	$10,621,062	$0	$0	$10,621,062	$0	$10,621,062	$10,621,062
	Total Environmental	**$22,648,434**	**$0**	**$0**	**$22,648,434**	**$150,000**	**$22,798,434**	**$22,561,691**
Total Project Budget		**$22,710,000**	**$0**	**$0**	**$22,710,000**	**$150,000**	**$22,860,000**	**$22,623,257**

Region 6

- $27,858 – Regional Bridge Program – *I-25 over I-70 Ramps and I-25 over 48th Avenue and BNSF Railroad Spur* – Bridge Rehabilitation (Structures E-16-GC, E-16-NW) – This action budgets the design phase of work for critical bridge repairs. (19590/1000175542)

I-25 over I-70 Ramps and I-25 over 48th Avenue and BNSF Railroad Spur

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Twelfth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2013	Advanced (FY ')	Total			
Design	*Federal-aid*	$0	$0	$0	$0	$25,409	$25,409	$0
	State HUTF	$0	$0	$0	$0	$2,449	$2,449	$0
	Total Design	**$0**	**$0**	**$0**	**$0**	**$27,858**	**$27,858**	**$0**
Total Project Budget		**$0**	**$0**	**$0**	**$0**	**$27,858**	**$27,858**	**$0**

- $205,350 – Regional Bridge Program – *Speer Boulevard and 23rd Avenue Over I-25* – Bridge Rehabilitation (Structures E-16-EO, E-16-EW, F-16-DA) – This action budgets the design phase of work for repair of bridge damage caused by multiple truck vehicle impacts. (19553/1000175465)

Speer Boulevard and 23rd Avenue Over I-25 - Bridge Repairs

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Design	*Federal-aid*	$0	$0	$0	$0	$164,280	$164,280	$0
	State HUTF	$0	$0	$0	$0	$41,070	$41,070	$0
	Total Design	**$0**	**$0**	**$0**	**$0**	**$205,350**	**$205,350**	**$0**
Total Project Budget		**$0**	**$0**	**$0**	**$0**	**$205,350**	**$205,350**	**$0**

- $706,234 – Regional Bridge Program – *C-470 & I-25 and C-470 & South Platte River* – Bridge Rehabilitation (Structures F-17-IQ, F-17-IT, F-16-HV, F-16-HW) – This action budgets the construction phase of work. Advertisement is scheduled for August 2013. (19589/1000175541)

C-470 & I-25 and C-470 & South Platte River - Bridge Repairs

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Construction	*Federal-aid*	$0	$0	$0	$0	$584,691	$584,691	$0
	State HUTF	$0	$0	$0	$0	$121,543	$121,543	$0
	Total Construction	**$0**	**$0**	**$0**	**$0**	**$706,234**	**$706,234**	**$0**
Total Project Budget		**$0**	**$0**	**$0**	**$0**	**$706,234**	**$706,234**	**$0**

- $1,600,000 – Colorado State Parks – *Chatfield State Park - Phase 7*– Widening and Resurfacing – This action budgets the design and construction phase of work. Work will include providing a 6' bike lane in each direction. Construction advertisement is scheduled for January 2014. (19585/1000…)

Chatfield State Park Roadway Improvements - Phase 7

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget: Prior Years	Current Budget: FY 2013	Current Budget: Advanced (FY ')	Current Budget: Total	Twelfth Supplement Action	Revised Budget	Expended To-Date
Design	*Colorado State Parks*	$0	$0	$0	$0	$115,000	$115,000	$0
	Total Design	**$0**	**$0**	**$0**	**$0**	**$115,000**	**$115,000**	**$0**
Construction	*Colorado State Parks*	$0	$0	$0	$0	$1,485,000	$1,485,000	$0
	Total Construction	**$0**	**$0**	**$0**	**$0**	**$1,485,000**	**$1,485,000**	**$0**
Total Project Budget		**$0**	**$0**	**$0**	**$0**	**$1,600,000**	**$1,600,000**	**$0**

- 13,500,000 – Transfer from Regional Priority Program and Regional Bridge Program to 7th Pot Strategic Corridor – *US 6: Wadsworth Interchange and 4-14th Avenue* – Reconstruction – This action supplements the design and Right of Way phases of work per current engineer's estimate. (17858/1000175745)

US 6: Wadsworth Interchange and 4-14th Avenue - Reconstruction

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Twelfth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2013	Advanced (FY ')	Total			
ROW	*Federal-aid*	$1,887,593	$0	$0	$1,887,593	$9,727,825	$11,615,418	$60,413
	Senate Bill 1	$1,933,927	$0	$0	$1,933,927	$0	$1,933,927	$377,291
	ARRA	$4,946,658	$0	$0	$4,946,658	$0	$4,946,658	$4,946,658
	State HUTF	$658,860	$0	$0	$658,860	$2,022,175	$2,681,035	$0
	Total ROW	**$9,427,038**	**$0**	**$0**	**$9,427,038**	**$11,750,000**	**$21,177,038**	**$5,384,362**
Design	*Federal-aid*	$6,871,570	$0	$0	$6,871,570	$1,448,825	$8,320,395	$4,486,425
	State HUTF	$1,428,430	$0	$0	$1,428,430	$301,175	$1,729,605	$1,262,920
	Total Design	**$8,300,000**	**$0**	**$0**	**$8,300,000**	**$1,750,000**	**$10,050,000**	**$5,749,345**
Total Project Budget		**$17,727,038**	**$0**	**$0**	**$17,727,038**	**$13,500,000**	**$31,227,038**	**$11,133,707**

Staff Maintenance

- $1,638,487 – Transfer of funds from the Transportation Commission Contingency $10 million Set-Aside for Snow and Ice to various Maintenance cost centers – The remaining set-aside balance after this action is $4,894,857. (PST-TCS-13/1000…)

Aurora Maintenance	$ 109,102
Denver Maintenance	$ 667,295
Durango Traffic	$ 4,111
Greeley Maintenance	$ 638,713
Greeley Traffic	$ 8,452
Pueblo Maintenance	$ 211,814
Total	$1,639,487

Transportation Commission Contingency Reserve Fund
Twelfth Supplement FY 2013 Budget

Transaction Date	Transaction Description	Amount	Balance	Reference Document
May-12	*Final Balance 12S12*		**$57,884,638**	
	ITS personal Services for Crown Castle PPP inspections	-$100,000		1000159337
June-12	*Balance 1S13*		**$57,784,638**	
	2013 TCCRF Allocation	$67,348,451		
	Return Snow and Ice Contingency Savings to TCCRF	$7,076,396		1000159341
	Return Tunnels Contingency Savings to TCCRF	$780,000		1000159341
	Region 4 HPTE US36 Phase II consultants	-$4,000,000		1000160586
	HPTE US36 Phase II Stipends	-$1,500,000		1000160608
	Region 3 US 40 Muddy Pass Landslide Repair	-$4,000,000		1000160585
	Decision Items	-$13,156,262		1000160673
	Highways for Life Grant (Pecos) from FHWA	$4,680,000		1000160445
	Transfer Highways for Life Grant (Pecos) to Bridge Enterprise	-$4,680,000		1000160446
	Region 3 Emergency Sinkhole US 24	-$1,800,000		1000160391
July-12	*Balance 2S13*		**$108,533,223**	
	Culvert Replacement I-70 Frontage Road at Mamm Creek (19241)	-$700,000		1000160724
	SH 67: Sinkhole North of Cripple Creek (19280)	-$300,000		1000161870
	SH 67: Emergency Bridge Replacement (19261)	-$3,000,000		1000161151
August-12	*Balance 3S13*		**$104,533,223**	
	Roll Forward FY 2012 SHF Year-End Balance	$43,912,548		1000160908/161608
	less Roll Forward authorized by TC Policies	-$12,023,909		1000163117
	less Additional Roll Forward requests	-$5,697,404		1000163117
	DTD repayment of Rural Transit loan made September 2011	$4,800,000		1000162327
	US 24 and SH 14 Wildfires June-July 2012, Regions 2 & 4	-$9,000,000		1000163133
	additional resource allocation for 8 specific projects among the Regions	-$69,500,000		1000163263
September-12	*Balance 4S13*		**$57,024,458**	
	Hazmat Reimbursement	-$21,538		1000164551
	loan to Division of Transit and Rail for operating and capital projects	-$13,442,000		1000164551
October-12	*Balance 5S13*		**$43,560,920**	
	Twin Tunnels	-$20,000,000		1000165966
	US 36 Environmental Mitigation (Region 4)	-$1,500,000		1000165970
November-12	*Balance 6S13*		**$22,060,920**	
	Condemnation litigation for ROW acquisition from UPRR (17893)	-$400,000		1000170673
December-12	*Balance 7S13*		**$21,660,920**	
	Additional FY 2012 revenues	$19,416,622		1000169424
January-13	*Balance 8S13*		**$41,077,542**	
	Risk Management for shared liability pool (AM661-001)	-$586,795		*1000170567/172290/172577*
February-13	*Balance 9S13*		**$40,490,747**	
	project closure surpluses returned to the TCCRF	$2,547,602		*1000171348-349-350-353-457*
	reimbursement of Emergency Relief funding for 19222, 19252, 19261	$2,804,287		1000172792
March-13	*Balance 10S13*		**$45,842,636**	
	allocation for Vail Pass Rest Area	-$220,000		1000175479
	allocation for Burlington Rest Area	-$267,000		1000175479
	allocation for Deer Trail Rest Area	-$1,610,000		1000175479
April-13	*Balance 11S13*		**$43,745,636**	
	50% repayment of loan to DTR	$5,556,086		1000176053
May-13	*Balance 12S13*		**$49,301,722**	

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

Twelfth
Supplement

Fiscal year 2012-2013

Dated: 05-2013

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

"BE IT RESOLVED, That the Twelfth Supplement to the Fiscal Year 2012-2013 Budget be approved by the Commission"

PROGRAM DETAILS

STIP	*ROUTE*	*PROJECT DESCRIPTION*	*COUNTY(S)*		*PHASE(S)*	*CURRENT BUDGET*		*SUPPLEMENT*
					Bridge Rehabilitation			
Region 1								
SR16712/SR15215	040D/040E	SH 40: Byers to Deer Trail (F-20-C,F,G,J,K,L)	19336		Arapahoe	C	$ 2,533,000	$ 755,000
SR17002	025A	I-25: Ridge Gate to Surrey Road	19051		Douglas	C	$ 1,200,000	$ 1,000,000
SR16712	070A	I-70: Frontage Road - Middle Bijou Creek	19497		Arapahoe	C		$ 3,500,000
Region 6								
SDR6739	025A	Speer Blvd/23rd Avenue over I-25	19553		Denver	D		$ 205,350
SDR6739	470A	C-470 & I-25 and C470 & South Platte River	19589		Arapahoe, Douglas	C		$ 706,234
SDR6739	025A	I-25 over I-70 Ramps and I-25 over 48th Avenue and BN	19590		Denver	D		$ 27,858
								$ 4,439,442
					Bridge Replacement			
Region 3								
SR36608	006E	US 6 Brush Creek Bridge (F-09-O)	19007		Eagle	D	$ 725,000	$ 380,000
								$ 380,000
					Reconstruction			
Region 3								
SSP4326	006E/070F/070A	I-70 Eagle Interchange Improvements	19351		Eagle	C	$ 8,388,823	$ 1,045,404
SSP4326	006E/070F/070A	I-70 Eagle Interchange Impr Phase 2	19459		Eagle	C	$ 5,800,000	$ 454,596
Region 6								
SSP4025	006G/121A	US 6: Wadsworth Interchange and 4-14th Avenue	17858		Jefferson	R,D	$ 19,008,937	$ 13,500,000
								$ 15,000,000
					Resurfacing			
Region 6								
SDR7098	Local	Chatfield State Park Road Improvements - Phase 7	19585		Douglas	D,C	$ -	$ 1,600,000
								$ 1,600,000
					Safety			
Region 1								
SR16682	083A	SH 83 (Parker Road): NB Auxiliary/Deceleration Lane	19326		Douglas	R,D,C	$ 350,000	$ 20,000
Region 2								
SR27002	025C	I-25C: Walsenburg	19610		Huerfano	C	$ -	$ 750,000
								$ 770,000
					Study			
Region 1								
SSP4126	070A	I-70: Glenwood Springs to C-470 - Traffic/Revenue Stud	19455		Clear Creek,Eagle,Garfield,Jefferson,Summit	D	$ 3,200,000	$ 500,000
								$ 500,000
					Environmental			
Region 4								
SSP4028	025A	North I-25 Front Range EIS	14276		Adams/Larimer/Weld	M	$ 22,710,000	$ 150,000
								$ 150,000
						Total		**$ 22,839,442**

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222

TO: Colorado Transportation Commission

FROM: Mike Cheroutes, Director, High Performance Transportation Enterprise
Kathy Young, First Assistant Attorney General, Transportation Unit

SUBJECT: May Transportation Commission Meeting

DATE: May 16, 2013

Purpose

This memorandum summarizes the discussion planned for the regular May Transportation Commission meeting regarding the HPTE U.S. 36 Concession Project Intra-Agency Agreement (IAA) between HPTE and CDOT. Attached is the final draft of the IAA. The U.S. 36 Concession Agreement, which will be attached as Exhibit A to the IAA, will be sent to the Commissioners individually by counsel because it will not have been executed as of May 16, 2013 and contains proprietary and confidential information.

Action Requested

During the Commission meeting, staff will discuss the purpose and content of the IAA and ask that the Commission approve and direct CDOT Executive Director Hunt to sign on behalf of CDOT.

Background

In April 2013, HPTE selected Plenary Roads Denver as its preferred proposer for the design, construction, financing, operation and maintenance of the U.S. 36 Corridor and the I-25 Express Lanes. The attached IAA was negotiated during the concession request for proposal process with the three shortlisted US 36 concession teams. The purpose of the IAA is three-fold. First, it outlines and memorializes CDOT's direct obligations to budget and pay Plenary Roads Denver for snow and ice removal and routine maintenance of the U.S. 36 general purpose lanes. Second, its creates a backup loan obligation from CDOT to HPTE in the event that HPTE needs to borrow money from CDOT to pay for an HPTE Payment Obligation Event that is contained in the anticipated concession agreement between HPTE and Plenary Roads Denver. A sample loan agreement is attached to the IAA as Exhibit B. Last, through this IAA, CDOT will grant HPTE a non-exclusive license over, under, upon and in the U.S. 36 and I-25 site and managed lanes.

Resolution #TC-
Approving the Interagency Agreement between CDOT and HPTE for the U.S. 36 Concession Project.

Approved by the Transportation Commission on: _____

WHEREAS the Transportation Commission is responsible, pursuant to C.R.S. 43-1-106(8), for formulating the general policy of the Colorado Department of Transportation (CDOT); and

WHEREAS the Transportation Commission's approval is required for CDOT intergovernmental agreements that may involve more than $750,000; and

WHEREAS the Colorado High Performance Transportation Enterprise (HPTE), in partnership with CDOT, is in final negotiations with its preferred proposer, Plenary Roads Denver, for the design, construction, financing, operation and maintenance of the U.S. 36 Corridor between Denver and Boulder and the I-25 Express Lanes (collectively US 36 project); and

WHEREAS when constructed, the US 36 project will contain two general purpose lanes and one managed lane in each direction between Denver and Boulder; and

WHEREAS the Transportation Commission supports the US 36 project and recognizes the benefits of this project, which include, but are not limited to, encouraging carpooling and transit use, reducing vehicle emissions, reducing congestion, and improving the safety, capacity, and accessibility of the surface transportation system; and

WHEREAS in order to finalize the concession agreement between HPTE and Plenary Roads Denver, and reach financial close, an interagency agreement between CDOT and HPTE is necessary to accomplish three purposes. First, the agreement outlines and memorializes CDOT's Executive Director's obligation to make an annual budget request for funds to pay Plenary Roads Denver for snow and ice removal and routine maintenance of the U.S. 36 general purpose lanes. Second, the interagency agreement creates a backup loan process between CDOT and HPTE in the event that HPTE needs to borrow money from CDOT to pay for an HPTE Payment Obligation Event that is contained in the anticipated concession agreement between HPTE and Plenary Roads Denver. Third, through the interagency agreement, CDOT will grant HPTE a non-exclusive license over, under, upon and in the U.S. 36 and I-25 site and managed lanes.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves the Interagency Agreement between CDOT and HPTE for the U.S. 36 Concession Project and authorizes CDOT's Executive Director to sign the interagency agreement on behalf of CDOT.

_____ _____

Herman Stockinger, Secretary Date
Transportation Commission of Colorado

HPTE US36 CONCESSION PROJECT
INTRA-AGENCY AGREEMENT

THIS AGREEMENT, made this _____ day of _____, 2013 by and between the STATE OF COLORADO for the use and benefit of THE COLORADO DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "CDOT", and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE, a government-owned business and a division of CDOT, hereinafter referred to as the "Enterprise or HPTE."

FACTUAL RECITALS:

1. CDOT is an agency of the State of Colorado; and
2. The Transportation Commission of Colorado is the budgetary and policy making body for CDOT with all powers and duties granted by the General Assembly pursuant to C.R.S. 43-1-106; and
3. The Enterprise was authorized and created pursuant to C.R.S. 43-4-806(1) and (2); and
4. The Enterprise has entered into an agreement, dated _____, 2013 ("Concession Agreement") with Plenary Roads Denver ("Concessionaire") to: (1) finance, design and construct (and reconstruct where appropriate) the general purpose lanes and a new managed lane in each direction ("US36 Phase 2 Managed Lanes") on U.S. 36 between 88th Street and Table Mesa Drive ("US 36 Phase 2 Corridor"), together with associated roadways, bridges, access ramps, pavement replacement , sound and retaining walls, bikeways, and ITS improvements; (2) design and construct a diverging diamond interchange at McCaslin Boulevard and US36 ("McCaslin Interchange"); (3) operate and maintain (a) the US36 Phase 2 Managed Lanes, (b) the CDOT/HPTE constructed managed lane in each direction ("US 36 Phase 1 Managed Lanes") now being designed and constructed on that portion of US 36 from Pecos Boulevard to 88th Street (the "US 36 Phase 1 Corridor"), and (c) the existing I-25 Express Lanes ("I 25 Managed Lanes") on that portion of I-25 from the 20th Street exit to Pecos Boulevard, to the extent and all as more specifically described in the Concession Agreement; and (4) permit the Concessionaire access to the lands owned by the State of Colorado to complete the work described in the preceding sections.
5. The work described above in Recital No. 4 is collectively referred to in this Agreement as the "Project" and all other defined terms used in this Agreement have the meanings provided in this Agreement or in the Concession Agreement; and
6. Under the terms of the Concession Agreement, the Concessionaire is also required to perform snow and ice removal services for the McCaslin Interchange, and snow and ice removal services and

routine maintenance services for the general purpose lanes in the US 36 Phase 1 Corridor and the US 36 Phase 2 Corridor (collectively the "US 36 Corridor"), for which the Concessionaire is to be compensated by the HPTE which will in turn be reimbursed for those expenses related to the general purpose lanes by CDOT; and

7. CDOT and HPTE have agreed to enter into this Agreement to provide certain additional assurances and agreements, as further described below; and

8. By a resolution passed on February 21, 2013, for the purposes of 42-4-1012(1)(a), C.R.S., the Transportation Commission designated the Managed Lanes as preferential lanes for vehicles that carry a number of persons to be specified in the agreement to be made between HPTE and the Concessionaire; and

9. This Agreement is executed under the authority of Sections 29-1-203, 43-1-110, and 43-4-806(4) C.R.S., as amended and no other filings, consents or approvals are required.

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING FACTUAL RECITALS, IT IS HEREBY AGREED AS FOLLOWS:

I. CDOT GENERAL PURPOSE LANES PAYMENT OBLIGATIONS

A. CDOT agrees, subject to annual allocation by the Transportation Commission, to pay (i) for Snow and Ice Control Services for the General Purposes Lanes in the US 36 Corridor and (ii) for Routine Maintenance services for the General Purpose Lanes in the US 36 Corridor and (iii) for its obligations in relation to those Non-Separable Tasks that may occur from time to time, in each case in the amounts and at the times necessary for HPTE to meet its payment obligations in accordance with the Concession Agreement ("CDOT Service Funding Obligations"). Such payments will be made to HPTE for remittance in a timely manner to the Concessionaire or, at the direction of HPTE, such payments will be made directly to the Concessionaire in in accordance with the Concession Agreement.

B. In order for CDOT to timely budget for the CDOT Service Funding Obligations, on or before September 15 of the immediately preceding fiscal year, the Enterprise shall determine, in consultation with Concessionaire, the amounts and schedule of CDOT Service Funding Obligations for any fiscal year and shall notify the Executive Director of CDOT ("Executive Director") in writing of such requirements. Amounts sufficient to pay such CDOT Service Funding Obligations for the succeeding fiscal year shall be included by the Executive Director in the annual operation and maintenance budget request submitted to the Transportation Commission for an allocation of moneys in the state highway fund for such purpose.

C. Moneys allocated by the Transportation Commission for the payment of CDOT Service Funding

Obligations shall be transferred timely to the appropriate subaccount in the Enterprise's special revenue fund, established pursuant to Section 43-4-806(3)(a), C.R.S., and shall be used by the Enterprise to satisfy the CDOT Service Funding Obligations, as they become due.

II. CDOT BACKUP LOAN OBLIGATIONS

A. The Concession Agreement, attached hereto as Exhibit A, contains obligations of HPTE to pay the Concessionaire various amounts and sums upon the occurrence (and following the occurrence of) certain events and in respect of several other matters, as more fully described therein (the "HPTE Payment Obligations").

B. The Transportation Commission has reviewed the Concession Agreement and is aware of the HPTE Payment Obligation Events. On or before September 15 of the immediately preceding fiscal year, the Enterprise shall estimate whether and in what maximum amount it may be necessary for the Enterprise to request that CDOT provide financial support to fulfill an HPTE Payment Obligation Event in any fiscal year, it being understood that any such financial support shall be in the form of a loan from CDOT to the Enterprise ("CDOT Backup Loan" or simply "Loan"). The Enterprise shall notify the Executive Director in writing as to the estimated maximum amount, if any, that is expected to be payable in the succeeding fiscal year, and such maximum amount ("CDOT Backup Loan Set Aside") shall be included in the budget request to the Transportation Commission for an allocation of moneys in the state highway fund for such purpose.

C. The Enterprise may also, at any time during any fiscal year, notify the Executive Director in writing that the Enterprise desires that CDOT make Loans for projected HPTE Payment Obligation Events in an amount that exceeds any CDOT Backup Loan Set Aside that the Transportation Commission has previously allocated for such fiscal year. In such event, the Executive Director shall submit a supplemental budget request to the Transportation Commission at its next regularly scheduled meeting for an allocation or supplemental allocation of moneys in the state highway fund for the purpose of making Loans to the Enterprise in such fiscal year in an amount equal to the amount set forth in the notice delivered by the Enterprise to the Executive Director pursuant to Section II.B.

D. Moneys allocated by the Transportation Commission to make Loans shall be transferred to the Enterprise's separate account established for the Project in the Enterprise's operating fund, pursuant to 43-4-806(4), C.R.S., and shall be used by the Enterprise to satisfy the HPTE Payment Obligation Events, as they become due.

E. Notwithstanding any other provision hereof: (a) CDOT and HPTE agree and acknowledge that

the Transportation Commission has no obligation to allocate funds to make Loans in any fiscal year and the decision whether or not to allocate funds, and the amount, if any, of funds allocated, to make Loans in any fiscal year shall be made annually at the sole and absolute discretion of the Transportation Commission; (b) prior to allocating any funds to make Loans in any fiscal year, CDOT shall determine that such authority exists in the law and that a sufficient unencumbered balance remains available in Fund 400 for Loans in an amount equal to the amount of funds so allocated; and (c) once an allocation by the Transportation Commission has been made, Loans shall be made up to the amounts requested by the Enterprise as set forth above.

F. All Loans shall be authorized by and subject to a separate Transportation Commission Resolution and shall be evidenced by separate Loan agreements in substantially the form attached hereto as Exhibit B ("Loan Agreement"), with terms consistent with the terms contained herein. In particular, having regard to the intent of the parties that the Loans shall be repaid from the revenues generated by the Project after the Concession Agreement has terminated (unless HPTE should have funds from any source to enable it to prepay the Loans in accordance with terms permitting such prepayment) CDOT shall determine a reasonable repayment schedule for each Loan after consultation with HPTE, provided that no repayment of any interest or principal on any Loan shall fall due before the later of (a) the date when Services Period ends and (b) the date on which HPTE has fully paid all amounts under or in connection with the Concession Agreement which arise out of HPTE Payment Obligation Events.

III. CDOT PERFORMANCE OBLIGATIONS

CDOT and the Transportation Commission have reviewed the Concession Agreement and are aware that the Enterprise has undertaken certain obligations thereunder to cause or ensure that CDOT (a) will perform certain acts, take certain action, and provide certain services and (b) will refrain from performing certain other acts ("CDOT Performance Obligations"). CDOT enters into this Agreement in consideration of the benefits it is receiving including, but not limited to, the reconstruction of the General Purpose lanes of the US 36 Phase 2 Corridor and other transportation improvements, and hereby agrees to take any and all action, and to refrain from taking any action (as the case may be) necessary to satisfy the CDOT Performance Obligations in the manner and as otherwise required by the Concession Agreement.

IV. HPTE LICENSE

CDOT agrees and acknowledges that for the Concessionaire to complete its obligations under the

Concession Agreement, the Concessionaire will require a formal right of access for appropriate use to the relevant land owned by the State of Colorado. CDOT is receiving significant value (consideration) from the agreement between HPTE and the Concessionaire, inasmuch as it will receive the benefit of the reconstruction of the US 36 general purpose lanes. Accordingly, it is in CDOT's interest that CDOT should provide, and CDOT hereby Provides, to the HPTE, for the Contract Period a non-exclusive license over, under, upon and in the Site and the Managed Lanes (as those terms are defined in the Concession Agreement). The period for which this license is provided for the different parts of the Site and the Managed Lanes shall be for the same duration as the period of the license provided by HPTE for those parts of the Site and the Managed Lanes under the Concession Agreement. CDOT acknowledges and agrees that HPTE may sublicense the license provided in this Article IV to the Concessionaire (with the right for the Concessionaire to give sub-sublicenses), and to any other party as may be permitted by and in accordance with the Concession Agreement.

Subject to the terms of the Concession Agreement, CDOT reserves the right of use, occupancy and ownership over, under, upon and in the lands described in the preceding paragraph.

CDOT agrees that it shall not transfer or purport to assign, convey, transfer, dispose of, alienate or create any Encumbrance in, or purport to transfer or dispose of, alienate or create any Encumbrance in the land comprising the Site or the Managed Lanes while the Concessionaire is permitted to use the same under the terms of the Concession Agreement. Further, CDOT agrees to defend its title or real property interest to the Site and the Managed Lanes, subject to rights held by third parties as disclosed in the Disclosed Data and Permitted Encumbrances, as well as the license provided to HPTE under this Agreement against any person claiming any interest adverse to CDOT apart from the owners of rights held by third parties as disclosed in the Disclosed Data and Permitted Encumbrances in relation to those rights and Permitted Encumbrances only.

V. DEFAULTS, TERMINATION AND REMEDIES

A. If the Enterprise fails to repay any Loan in accordance with the applicable Loan Agreement and upon notice to the Enterprise and failure by the Enterprise to cure within thirty (30) days thereof, CDOT may, at its option: (a) terminate its commitment to make future Loans hereunder; (b) declare the entire principal amount of all Loans then outstanding immediately due and payable; (c) take any other appropriate legal action.

B. Notwithstanding the exercise of any of the remedies above, the Enterprise shall not be relieved of liability to CDOT for any damages sustained by CDOT by virtue of any breach of this Agreement by the Enterprise.

VI. GENERAL PROVISIONS

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

B. The terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof. The waiver of any breach of a term hereof shall not be construed as a waiver of any other term, or the same term upon subsequent breach.

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

D. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the parties hereto, and nothing contained in this Agreement shall give or allow any such claim or right of action by the Concessionaire or any other or third person on such Agreement.

E. The Enterprise shall maintain all books, documents, papers, accounting records and other evidence pertaining to project or any cost incurred for the term of the Concession Agreement, and if requested by CDOT, make such materials available to CDOT for three years after the termination of the Concession Agreement.

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

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

including, but not limited to state and federal laws respecting discrimination and unfair employment practices.

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

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

J. This Agreement shall be effective as of the date of the Contract Date.

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

STATE OF COLORADO
JOHN HICKENLOOPER, Governor

By _____
DONALD HUNT
Executive Director
DEPARTMENT OF TRANSPORTATION

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By _____
MICHAEL CHEROUTES
HPTE Director

APPROVED:
JOHN SUTHERS
Attorney General

By _____
First Assistant Attorney General

EXHIBIT A

CONCESSION AGREEMENT

[TO BE ADDED]

EXHIBIT B

CDOT- HPTE SEPARATE LOAN AGREEMENT

THIS LOAN AGREEMENT, made this __ day of _____, 20___ by and between the State of Colorado for the use and benefit of THE COLORADO DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the "Lender", and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE, hereinafter referred to as the "Borrower", entered into pursuant to the Master Intra-Agency Agreement dated as of _____, 2013 between Lender and Borrower (the "Master Loan Agreement").

FACTUAL RECITALS:

1. The Colorado Department of Transportation, the Lender, is an agency of the State of Colorado;

2. The Colorado High Performance Transportation Enterprise, the Borrower, was authorized and created pursuant to C.R.S. 43-4-806(1) and (2) as a government-owned business, a TABOR-exempt enterprise and a division of CDOT charged with aggressively pursuing innovative means of financing surface transportation projects;

3. The Transportation Commission of Colorado is the budgetary and policy-making body of the Lender and may, pursuant to C.R.S. 43-4-806(4), authorize the transfer of money from the state highway fund to the Borrower to defray expenses of the Borrower and, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer by the Lender to the Borrower shall constitute a loan and shall not be considered a grant for purposes of section 20(2)(d) of article X of the state constitution;

4. The Borrower entered into an agreement dated _____, 2013 ("Concession Agreement") with Plenary Roads Denver ("Concessionaire") to: (1) finance, design and construct (and reconstruct where appropriate) the general purpose lanes and a new managed lane in each direction ("US36 Phase 2 Managed Lanes") on U.S. 36 between 88th Street and Table Mesa Drive ("US 36 Phase 2 Corridor"), together with associated roadways, bridges, access ramps, pavement replacement , sound and retaining walls, bikeways, and ITS improvements; (2) design and construct a diverging diamond interchange at McCaslin Boulevard and US36 ("McCaslin Interchange"); (3) operate and maintain (a) the US36 Phase 2 Managed Lanes, (b) the CDOT/HPTE constructed managed lane in each direction ("US 36 Phase 1 Managed Lanes") now being designed and constructed on that portion of US 36 from Pecos Boulevard to

88th Street (the "US 36 Phase 1 Corridor"), and (c) the existing I-25 Express Lanes ("I 25 Managed Lanes") on that portion of I-25 from the 20th Street exit to Pecos Boulevard, to the extent and all as more specifically described in the Concession Agreement; and (4) permit the Concessionaire access to the lands owned by the State of Colorado to complete the work described in the preceding sections.

5. The Concession Agreement contains obligations to HPTE to pay the Concessionaire various amounts and sums upon the occurrence (and following the occurrence of) certain events and in respect of several other matters ("Borrower Payment Obligation Events").

6. The Borrower has requested a loan from the Lender in the amount of $[Requested Amount] for Borrower Payment Obligation Events because [description of why Payment Obligation Event arose].

7. The Transportation Commission has approved this loan request and authorized the Lender to make a loan to the Borrower in the amount of $[Principal Amount];

8. Authority exists in the law and a sufficient unencumbered balance thereof remains available in Fund 400 to lend to the Borrower;

9. By Resolution # TC-____, on _____, 2013, the Transportation Commission approved the HPTE-CDOT Intra-Agency agreement approved by the Transportation Commission and the HPTE Board of Directors ("HPTE-CDOT Agreement"); and

10. This Agreement is executed under the authority of Section 43-4-806(4), as amended, and by resolution of the HPTE Board.

NOW, THEREFORE, IT IS HEREBY AGREED THAT:

ARTICLE I
LOAN AND CLOSING

Section 1.01. Loan and Promissory Note. Pursuant to the terms of the HPTE-CDOT Agreement and this Agreement, the Lender hereby agrees to loan $[Principal Amount] (the "principal amount of the Loan") to the Borrower and the Borrower agrees to pay the Lender the principal amount of the Loan plus interest on the terms described herein (collectively, the "Loan"). The Borrower's obligation to pay the Lender the principal of and interest on the Loan is evidenced by a promissory note (the "Note") in the form attached as Attachment 1.

Section 1.02. Closing. The Lender shall deliver the principal amount of the Loan to the Borrower, by means of a transfer immediately available funds into the HPTE Operating Fund on a date mutually agreed to by the Borrower and the Lender (such date is referred to as the "Closing Date").

ARTICLE II

LOAN OBLIGATIONS

Section 2.01. Principal and Interest Payments. The Borrower shall pay to the Lender the principal amount of the Loan plus accrued interest in accordance with Section 2.07 or the Borrower may make prepayments in accordance with Section 2.05 hereof (a "Prepayment Date").

Section 2.02. Lender Invoice and Reports. The Lender shall forward an invoice, that includes the amount of principal and interest that shall be due, to the Borrower at least thirty days before the next scheduled payment is due.

Section 2.03. Interest. Interest shall accrue on the principal amount of the Loan from the Closing Date through the day preceding the Maturity Date or Prepayment Date at the Interest Rate (defined below), computed on the basis of a 360-day year of twelve 30-day months.

Section 2.04. Interest Rate. "Interest Rate" means the rate of interest established and adopted by resolution by the Colorado Transportation Commission pursuant to 2 CCR 605-1, Rule V (2).

Section 2.05. Optional Prepayment. The Borrower, at its option, may prepay the Loan in whole by paying the Lender the outstanding principal amount or a portion of the Loan, plus accrued interest to the Prepayment Date as selected by the Borrower.

Section 2.06. Resource Pledge for Repayment. The Borrower's obligation to pay the principal and interest on the Loan and any other amounts payable by the Borrower hereunder (the "Loan Obligations") are extraordinary limited obligations of the Borrower payable with the [Repayment Source(s)] (Repayment Source(s)).

Section 2.07. Repayment Schedule. The Borrower shall make equal installments of $[Payment Amount] to the Lender each [Payment Period] beginning [First Payment Due Date], and each [Payment Period] thereafter for [Number of Payments] consecutive [Payment Periods], provided that no payment shall fall due until a date (the "Concession Agreement Obligation End Date") which is the later of the last day of the Services Period (as defined in the Concession Agreement) and the date that the Borrower has discharged or performed all of its payment obligations to the Concessionaire under the Concession Agreement. If any payment under this Loan Agreement would have fallen due prior to the Concession Agreement Obligation End Date it shall continue to accrue interest, and will become due 14 days after the Concession Agreement Obligation End Date.

Section 2.08. Remittance. All loan payments shall be made payable to the Colorado Department of Transportation, and sent to the Lender's accounting branch at 4201 East Arkansas Avenue, Rm. 212, Denver, CO 80222, or to such other place or person as may be designated by the Lender in writing.

ARTICLE III

DEFAULT AND TERMINATION

Section 3.01. Event of Default. Borrow default ("Event of Default") is governed by Section IV of the Master Loan Agreement.

Section 3.02. Remedies. Lender's remedies against a Borrower Event of Default are governed by Section IV of the Master Loan Agreement.

Section 3.03. Remedies Neither Exclusive Nor Waved. No remedy under Section 3.02 hereof is intended to be exclusive, and each such remedy shall be cumulative and in addition to the other remedies. No delay or failure to exercise any remedy shall be construed to be a waiver of an Event of Default.

Section 3.04. Waivers. The Lender may waive any Event of Default and its consequences. No wavier of any Event of Default shall extend to or affect any subsequent or any other then existing Event of Default.

ARTICLE IV

TERMINATION

Section 4.01. Subject to the terms of the Master Loan Agreement, this Agreement may be terminated as follows:

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

(b) Termination Due to Loss of Funding. The parties hereto expressly recognize that the Loan is made to the Borrower with State funds which are available to the Lender for the purposes of making a loan for the purposes described herein, and therefore, the Borrower expressly understands and agrees that all its rights, demands and claims to a loan arising under this Agreement are contingent upon availability of such funds to the Lender. In the event that such funds or any part thereof are not available to the Lender, the Lender may immediately terminate or amend this Agreement.

[Signature page to follow]

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

APPROVED:
JOHN W. SUTHERS
Attorney General

By: _____
Assistant Attorney General

STATE OF COLORADO
JOHN HICKENLOOPER, Governor

By: _____
Executive Director
DEPARTMENT OF TRANSPORTATION

ATTEST: (SEAL)

By: _____

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By: _____

Federal Employer Identification Number:
[FEIN]

ALL AGREEMENTS MUST BE APPROVED BY THE STATE CONTROLLER

CRS24-30-202 requires that the State Controller approve all agreements. This Agreement is not valid until the State Controller, or such assistant as he may delegate, has signed it. The contractor is not authorized to begin performance until this Agreement is signed and dated below. If performance begins prior to the date below, the State of Colorado may not be obligated to pay for the goods and/or services provided.

DAVID J. MC DERMOTT, CPA
State Controller

By: _____
LILIYA GERSHMAN
Department Controller

Date: _____

Attachment 1

NOTE

$_____

_____

For VALUE RECEIVED, THE COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE_____ (the "Maker") subject to and in accordance with a Loan Agreement dated the [ ] day of [ ] [20__] promises to pay to Colorado Department of Transportation (the "Holder") the principal sum of $_____ with interest from date at the rate of _____% per annum on the balance from time to time remaining unpaid. The said principal and interest shall be payable in lawful money of the United States of America at 4201 East Arkansas Avenue, Rm. 212, Denver, CO 80222 or at such place as may hereafter be designated by written notice from the Holder to the Maker hereof, on the date and in the manner following:

The Maker shall make equal installments of $_____to the Lender each _____ beginning _____, and each _____ thereafter for _____ consecutive _____ [*or replace by reference to the agreed repayment schedule*].

By:_____

Attest:_____

DATE: May 8, 2013
TO: Transportation Commissioners, Executive Director, Senior Management Team, Branch Managers, and Office Directors
FROM: Kurtis Morrison, Office of Policy & Government Relations
RE: 2013 Regular Session of the General Assembly: Summary Report

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Summary

On May 8, 2013, the General Assembly will adjourn on the 120th day of the legislative session, as required by the state constitution. Throughout the session, 710 bills and resolutions were introduced. Of this amount, CDOT monitored 96 measures impacting the department and transportation public policy. Of all bills and resolutions monitored by CDOT, approximately 70 bills have been signed into law or postponed indefinitely. The remaining bills are (at the time of this printing) either still under consideration or awaiting the Governor's approval. This memorandum summarizes the CDOT legislative agenda bills approved during the 2013 session, and provides a summary table of the most notable transportation measures considered by the legislature.

CDOT Legislative Agenda Bills

This year, CDOT submitted two bills to the General Assembly and partnered with another department to develop a third agenda bill. The following subsections discuss each measure.

House Bill 13-1083 (Motorcycle Operator Safety Training Program). House Bill 13-1083 codifies new improvements to the CDOT Motorcycle Operator Safety Training (MOST) program, recommended in a performance audit by the State Auditor and developed through a CDOT stakeholder outreach effort. Specifically, the bill:

- establishes a statutory prohibition on the use of MOST reimbursements by vendors for capital business expenses (i.e. motorcycles, helmets, books, etc.);[1]
- creates a statutory advisory committee to recommend program improvements;[2]
- requires CDOT to report annually on the MOST program to the General Assembly House Transportation and Energy Committee, Senate Transportation Committee, and Legislative Audit Committee;[3] and
- creates an affirmative repeal of the project in 2017, which requires the General Assembly to reevaluate CDOT's progress in improving the program over the next several years and determine whether the MOST program should be continued.[4]

The bill was **signed into law by the Governor.**

[1] COLO. REV. STAT. § 43-5-504(2).
[2] COLO. REV. STAT. § 43-5-505.
[3] COLO. REV. STAT. § 43-5-506.
[4] COLO. REV. STAT. § 43-5-507.

House Bill 13-1132 (Highway Vehicle Weight Limits). Federal law dictates weight limits for vehicles traveling on federal-aid highways. All states, including Colorado, establish weight limits in state law that mirror the federal statutes. Any state weight laws that conflict with federal weight laws place CDOT at risk of losing federal transportation dollars. Last summer, CDOT determined that Colorado's vehicle weight law was inconsistent with federal weight laws. The specific federal law at issue requires that the gross weight limit of a vehicle be determined by a federal formula accounting for number of axles and length, not to exceed 80,000 pounds. Whereas, Colorado weight limit laws requires that the gross weight limit of a single vehicle be limited to no more than 36,000 pounds for a single vehicle of two axles, or no more than 54,000 for a single vehicle with three or more axles. House Bill 13-1132 reconciled this inconsistency by striking the 36,000 and 54,000 weight limits for two axle and three or more axle vehicles, leaving the federal formula limit and 80,000 pound cap in place.[5] The bill was **signed into law by the Governor.**

House Bill 13-1252 (Petroleum Cleanup and Redevelopment Fund). House Bill 13-1252 is a dual department bill crafted by the private sector, the Department of Labor and Employment (DLE), and CDOT. The bill creates a new cash fund to collect penalties from petroleum storage tank violations.[6] Specific to CDOT, the bill provides for a one time transfer of $5 million from the new fund to the State Highway Fund. The bill language specifies that the $5 million may only be used for construction of the Eisenhower-Johnson Memorial Tunnels fire suppression system. The transfer is set to take place on July 1, 2013, or once enough revenue is collected to complete the transfer.[7] The bill was **sent to the Governor for his signature.**

Table 1 summarizes all CDOT supported and opposed bills, as well as other key legislation related to CDOT and/or transportation public policy. At the conclusion of the session, the Office of Policy & Government Relations will provide a detailed final report on all bills signed into law. If you have any questions regarding this memorandum or legislation, please contact Kurt Morrison at (303) 757-9703 or kurtis.morrison@dot.state.co.us.

[5] COLO. REV. STAT. § 42-4-508.
[6] COLO. REV. STAT. § 8-20.5-103(9)(a).
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Table 1.
Key Legislation Impacting CDOT
2013 Regular Session

Bill Number	Short Title	Final Legislative Action	CDOT Position/ Action
Supported Bills			
HB 13-1057	Retain Avalanche Information Center in DNR	Signed Into Law	Supported
HB 13-1083*	**Motorcycle Operator Safety Training Program**	**Signed Into Law**	**Supported/Amended**
HB 13-1110	Special Fuel Tax & Electric Vehicle Fee	Sent to the Governor	Supported/Amended
HB 13-1132*	**Highway Vehicle Weight Limits**	**Signed Into Law**	**Supported**
HB 13-1252*	**Petroleum Storage Tank Redevelopment Fund**	**Sent to the Governor**	**Supported**
HB 13-1325	Inferences for Marijuana and Driving Offenses	Sent to the Governor	Supported
SB 13-027	RTD Mass Transit Station Parking Facilities	Signed Into Law	Supported
Opposed Bills			
SB 13-035	Prohibit Red Light Camera Vehicle Identification	Postponed Indefinitely	Opposed
SB 13-068	Modify Late Vehicle Registration Fee	Postponed Indefinitely	Opposed
SB 13-128	Firefighter Motor Vehicle License Plate Fees	Postponed Indefinitely	Opposed
SB 13-203	Limit Use of Govt. Land for Auto. Service Stations	Postponed Indefinitely	Opposed
Key Neutral/Amended Bills			
HB 13-1030	Transportation Commission Members	Postponed Indefinitely	Neutral**
HB 13-1116	Allocation of Sales & Use Tax Revenues to HUTF	Postponed Indefinitely	Neutral
HB 13-1161	Daily Vehicle Rental Fee Exemption	Postponed Indefinitely	Neutral
HB 13-1214	Felony for Repeat DUI Offenders	Postponed Indefinitely	Neutral
HB 13-1240	Penalties for Persistent Drunk Drivers	Sent to the Governor	Neutral
HB 13-1292	Keep Jobs in Colorado Act	Sent to the Governor	Neutral/Amended**
HB 13-1299	Changes to the SMART Government Act of 2010	***	Neutral
SB 13-016	Self-driving Motor Vehicle Guidance	Postponed Indefinitely	Neutral
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*CDOT legislative agenda bill.
**Testimony or concerns expressed in committee.
***Bill is still under consideration at the time of printing.

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: May 8, 2013
TO: Transportation Commissioners, Executive Director, Senior Management Team, Branch Managers, and Office Directors
FROM: Kurtis Morrison, Office of Policy & Government Relations
RE: 2013 Regular Session of the General Assembly: Summary Report

Summary

On May 8, 2013, the General Assembly will adjourn on the 120th day of the legislative session, as required by the state constitution. Throughout the session, 710 bills and resolutions were introduced. Of this amount, CDOT monitored 96 measures impacting the department and transportation public policy. Of all bills and resolutions monitored by CDOT, approximately 70 bills have been signed into law or postponed indefinitely. The remaining bills are (at the time of this printing) either still under consideration or awaiting the Governor's approval. This memorandum summarizes the CDOT legislative agenda bills approved during the 2013 session, and provides a summary table of the most notable transportation measures considered by the legislature.

CDOT Legislative Agenda Bills

This year, CDOT submitted two bills to the General Assembly and partnered with another department to develop a third agenda bill. The following subsections discuss each measure.

House Bill 13-1083 (Motorcycle Operator Safety Training Program). House Bill 13-1083 codifies new improvements to the CDOT Motorcycle Operator Safety Training (MOST) program, recommended in a performance audit by the State Auditor and developed through a CDOT stakeholder outreach effort. Specifically, the bill:

- establishes a statutory prohibition on the use of MOST reimbursements by vendors for capital business expenses (i.e. motorcycles, helmets, books, etc.);[1]
- creates a statutory advisory committee to recommend program improvements;[2]
- requires CDOT to report annually on the MOST program to the General Assembly House Transportation and Energy Committee, Senate Transportation Committee, and Legislative Audit Committee;[3] and
- creates an affirmative repeal of the project in 2017, which requires the General Assembly to reevaluate CDOT's progress in improving the program over the next several years and determine whether the MOST program should be continued.[4]

[1] COLO. REV. STAT. § 43-5-504(2).
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The bill was **signed into law by the Governor.**

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Bridge Enterprise Board
Regular Meeting Agenda
Thursday, May 16, 2013
4201 East Arkansas Avenue
Denver, Colorado 80222

Gary M. Reiff, Chairman
Englewood, District 3

Trey Rogers
Denver, District 1
Ed Peterson
Lakewood, District 2
Heather Barry
Westminster, District 4
Kathy Gilliland
Livermore, District 5
Kathy Connell
Steamboat Springs, District 6

Douglas E. Aden - Vice Chairman
Grand Junction, District 7
Steve Parker
Durango, District 8
Leslie 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 Board agenda for each agenda item are approximate and subject to change. Generally, upon the completion of each agenda item, the Board 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 Board's schedules, the order of the agenda items is also subject to change.

Documents are posted at www.dot.state.co.us/commission nine days prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Board.

2:10 p.m.	1.	Call to Order and Roll Call
2:10 p.m.	2.	Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes
2:20 p.m.	3.	Act on Consent Agenda: Resolution to Approve Regular Meeting Minutes from April 18, 2013 (Herman Stockinger)……page 1
2:20 p.m.	4	Discuss and Act on 12th Budget Supplement FY2013 (Ben Stein)……page 11
2:25 p.m.	5.	Monthly Progress Report (Tim Harris)……page 49
2:30 p.m.	6.	Adjournment

Bridge Enterprise Board
Regular Meeting Minutes
Thursday, April 18, 2013

PRESENT WERE: Gary Reiff, Chairman, District 3
Ed Peterson, District 2
Heather Barry, District 4
Kathleen Gilliland, District 5
Douglas E. Aden, District 7
Leslie Gruen, District 9
Gilbert Ortiz, Sr., District 10
Steven Hofmeister, District 11

EXCUSED: Trey Rogers, District 1
Kathy Connell, District 6
Steve Parker, District 8

ALSO PRESENT: Don Hunt, Executive Director
Gary Vansuch, Director of Process Improvement
Ben Stein, CFO
Heidi Bimmerle, Director of Admin & Human Resources
Debra Perkins-Smith
Tim Harris, Chief Engineer
Mike Cheroutes, Director of HPTE
Scott McDaniel, Director, Staff Services
Herman Stockinger, Director of Policy and Government Relations
Amy Ford, Director, Public Relations
David Gordon, Director, Aviation
Ryan Rice, Director, Operations Division
Darrell Lingk, Director, Office of Transportation Safety
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 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

Chairman Reiff convened the meeting at 1:05 p.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

The Chair noted that no members of the Audience had signed up to address the Board of Directors.

Act on Consent Agenda

Chairman Reiff stated that the next thing on the Agenda was action on the Consent Agenda. Director Aden moved for approval of the Consent Agenda. The motion was seconded by Director Gruen. Chairman Reiff asked if there was any discussion of the motion and hearing none he asked for those in favor to signify by stating Aye and asked for those opposed to state no. He stated that the motion had passed unanimously.

Approval of the Regular Meeting Minutes for March 21, 2013

Resolution #BE-125
Approval of Regular Meeting Minutes for March 21, 2013

BE IT RESOLVED THAT, the Minutes for the March 21, 2013 meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the April 18, 2013 meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on Resolution to Approve the 11th Budget Supplement

Ben Stein mentioned that the Budget Supplement was included in the packet and he stated that he could answer any questions. He then requested approval of the Budget Supplement.

Chairman Reiff asked if anyone had any questions and if there was any discussion on the item and hearing none, Director Peterson motioned for the approval of the Budget Supplement and Director Hofmeister seconded the motion. He asked for those in favor to signify by stating Aye and asked for those opposed to state no. He stated that the motion had passed unanimously.

Resolution #BE-126

BE IT RESOLVED THAT, the 11th Supplement to the FY 2013 Budget is hereby approved by the Bridge Enterprise Board.

Discuss and Act on the CBE FY2014 Annual Program Budget

Ben Stein mentioned that the information provided in the April packet was one detail that was the portrayal of the budget which is highly summarized from the Department Budget that had been approved earlier during the Transportation Commission meeting and that a more detailed version was also included in the packet and that it was the administrative budget for day to day operation of the Bridge Enterprise program management, not for projects. He declared that there had been a presentation on the budget at the March 2013

meeting. He asked if anyone had any questions and stated that if there were no questions he was requesting approval of the 2014 Budget.

Chairman Reiff asked if anyone had any questions and if there was any discussion on the item and hearing none, Director Ortiz motioned for the approval of the Program Budget and Director Gruen seconded the motion. He asked for those in favor to signify by stating Aye and asked for those opposed to state no. He stated that the motion had passed unanimously.

Resolution #BE-127
RESOLUTION FOR THE FY 2013-2014 Program Budget

BE IT RESOLVED THAT, the Fiscal Year 2013-2014 Budget is hereby approved by the Bridge Enterprise Board.

Present the Q2 FY2013 Bond Program Allocation Plan Update
Ben Stein reported on the current bond program and declared that he was sorry to report that the current allocation plan update indicates that the program is projected to expend $249.1M by year-end; a forecasted $5.9M deficit. Ben stated that much of it is attributable to the fact that projects are being completed and closing for less than anticipated giving the department more money to do other projects with. He stated that additionally, projects had been delayed to be more efficient as in one recent case, on the US 6 bridge. He explained that the project was delayed so that it could be consolidated and completed as part of a 5 bridge project. He reported that they are analyzing the way things are being budgeted but that currently, project close out numbers are higher than 5% and that projects are currently being over budgeted at 10%.

Chairman Reiff declared that as part of a broader discussion about over budgeting on projects, that the Commission has a strong concern about over-budgeting on a regular basis and that they have requested that the practice be reviewed during this fiscal year and that methods be brought forth to limit the practice substantially. Ben confirmed that there had been conversations with Bridge Enterprise staff, AECOM, regarding the issue and that they will be putting measures in place to help with the problem. Chairman Reiff confirmed that the issue was broader than the Bridge Enterprise Program and included the whole department and its processes. Director Gruen stated that he concurred with the Chair's comments regarding the practice of over-budgeting.

Discuss and Act on the Resolution to Adopt the CDOT/CBE Preservation Plan Memorandum of Understanding

Ben stated that there had been a discussion on the program in March and that the preservation program to accomplish bridge life extension was very important as explained by Josh Laipply.

Chairman Reiff asked if anyone had any questions and if there was any discussion on the item and hearing none, Director Peterson motioned for the

approval of the item. Director Barry seconded the motion. He asked for those in favor to signify by stating Aye and asked for those opposed to state no. He stated that the motion had passed unanimously.

RESOLUTION #BE-128
Pilot Preservation Program Agreement

Approved by the Bridge Enterprise Board of Directors on: April 18, 2013

WHEREAS, pursuant to SB09-108 and C.R.S. 43-4-805(2)(a)(I), the Colorado Bridge Enterprise was created as a government-owned business within the Colorado Department of Transportation ("CDOT"); and

WHEREAS, the Colorado Bridge Enterprise and CDOT previously executed a Master Agreement effective January 21, 2010 (the "Master Agreement") which sets forth terms and conditions for interaction between the Colorado Bridge Enterprise and CDOT in furtherance of the Colorado Bridge Enterprise's business purpose and to preserve the status of the Colorado Bridge Enterprise as an "enterprise" under Section 20 of Article X of the Colorado Constitution; and

WHEREAS, the business purpose of the Colorado Bridge Enterprise is to finance, repair, reconstruct, and replace any Designated Bridge (as defined by Section 43-4-803(10)), in the State, and as agreed to in the Master Agreement, maintain the Designated Bridges it finances, repairs, reconstructs, and replaces; and

WHEREAS, as part of its maintenance responsibilities for Designated Bridges, the Colorado Bridge Enterprise has proposed a Pilot Preservation Program, more fully described in the "Agreement for Administration and Management of Bridge Enterprise's Pilot Preservation Program" (Pilot Preservation Agreement), attached; and

WHEREAS, CDOT and the Bridge Enterprise have determined it necessary and convenient to enter into the Pilot Preservation Agreement to define the roles and responsibilities for the Pilot Preservation Program and to outline the Bridge Enterprise's reimbursement to CDOT of the costs of the Pilot Preservation Program; and

NOW THEREFORE BE IT RESOLVED, the Colorado Bridge Enterprise Board approves of the Colorado Bridge Enterprise's and CDOT's initiation of the Pilot Preservation Program and approves execution of the Pilot Preservation Agreement.

Herman F. Stockinger III

Herman Stockinger, Secretary
Bridge Enterprise Board of Directors

5-3-13
Date

AGREEMENT FOR ADMINISTRATION AND MANAGEMENT OF BRIDGE ENTERPRISE'S PILOT PRESERVATION PROGRAM

By and between the

COLORADO DEPARTMENT OF TRANSPORTATION

AND

COLORADO BRIDGE ENTERPRISE

THIS AGREEMENT, entered into as of the 29th day of April, 2013 by and between the Colorado Department of Transportation ("CDOT"), an agency of the State of Colorado (the "State"), and the Colorado Bridge Enterprise (the "Bridge Enterprise"), a government-owned business created within CDOT by the "Funding Advancements for Surface Transportation and Economic Recovery Act of 2009" ("FASTER"), cited as Chapter 5, Session Laws of Colorado 2009, First Regular Session, 67th General Assembly ("FASTER"). CDOT and the Bridge Enterprise are referred to in this Agreement individually as a "Party" and jointly as the "Parties".

RECITALS

WHEREAS, CDOT has the responsibility to plan, develop, construct, coordinate, and promote an integrated transportation system within the State and is also charged with maintaining the State highway system pursuant to Section 43-2-102, C.R.S.; and

WHEREAS, FASTER (Section 43-4-805(2), C.R.S.) created the Bridge Enterprise to be a government-owned business within CDOT for the business purpose of financing, repairing, reconstructing, and replacing any Designated Bridge as defined by Section 43-4-803(10) and Article One, Section 1.1(8) of the Master Agreement discussed below.

WHEREAS, the Bridge Enterprise and CDOT previously executed a Master Agreement effective January 21, 2010 (the "Master Agreement") which sets forth terms and conditions for interaction between the Bridge Enterprise and CDOT in furtherance of the Bridge Enterprise's business purposes and to preserve the status of the Bridge Enterprise as an "enterprise" under Section 20 of Article X of the Colorado Constitution; and

WHEREAS, Article Two of the Master Agreement provides for the transfer of ownership of Designated Bridges by CDOT to the Bridge Enterprise to enable the Bridge Enterprise to undertake financing, repair, reconstruction and replacement of Designated Bridges; and

WHEREAS, Article Three of the Master Agreement conveys full authority to the Bridge Enterprise to design, develop, finance, construct, reconstruct, repair, replace, operate, and maintain a Designated Bridge; and

WHEREAS, as part of its maintenance responsibilities for Designated Bridges, the Bridge Enterprise has proposed a Pilot Preservation Program more fully described in **Exhibit A** attached. CDOT and the Bridge Enterprise have determined it necessary and convenient to enter into this Agreement to define the roles and responsibilities of the Pilot Preservation Program and to outline the Bridge Enterprise's reimbursement to CDOT of the costs of the preservation program; and

NOW, THEREFORE, the Recitals set forth above are incorporated into this Agreement by reference and in consideration of the mutual covenants, obligations, and conditions expressed below, the Parties agree as follows:

Article One

Obligations of CDOT and Bridge Enterprise

1.1 Preservation Activities

The Preservation Activities included in this pilot program shall include, but not be limited to the following: power washing, deck joint sealing, sealing concrete, painting, removing debris, protection from scour, lubricating bearings (where applicable), and maintaining records and reporting for the program.

1.2 CDOT's and the Bridge Enterprise's Obligations

As described in **Exhibit A**, representatives of CDOT and the Bridge Enterprise shall meet to select approximately twelve (12) candidate structures that will be the subject of the Pilot Preservation Program, to determine the Preservation Activities that will be deployed and to develop a preliminary cost estimate. After this has been accomplished, CDOT shall procure a contractor to perform the determined Preservation Activities on the Bridge Enterprise's Designated Bridges. CDOT shall consult with the Bridge Enterprise before procuring the Preservation Activities contractor(s) to confirm the scope of work for the procurement and the time frames of the contract.

Article Two

Reimbursement Rates and General Provisions

2.1 Rates for Bridge Preservation

CDOT has estimated, using historical cost data, its bridge preservation costs, including overhead, benefits and all other burdens, for Colorado Bridge Enterprise owned structures. The Parties agree to periodically review CDOT's cost data and make any necessary adjustments, by written amendment, to the bridge preservation rate set forth herein so the rate accurately reflects the costs of Preservation Activities provided by CDOT to the Bridge Enterprise.

2.2 Monthly Reimbursement for Preservation Activities.

CDOT agrees to invoice the Bridge Enterprise on a monthly basis for Preservation Activities actually performed on Designated Bridges by a contractor at the rates set forth by the executed contract and hours worked by CDOT staff relating to management of the contractor or as hereafter amended. The Bridge Enterprise shall reimburse CDOT for the costs of Preservation Activities provided by CDOT from moneys available in the Bridge Special Fund as further described in section 2.7 and 2.8 of this Agreement.

2.3 Effective Date and Term

This Agreement shall be effective immediately upon its execution and shall continue in effect until terminated in accordance with its terms.

2.4 Termination - By Parties

This Agreement may be terminated at any time by mutual agreement of the Parties.

2.5 Termination - By General Assembly

The Parties acknowledge that the General Assembly has the power to terminate this Agreement and/or dissolve one or both Parties, except as any such action impair the obligation of contracts entered into by either Party under this Agreement.

2.6 Amendment

Amendments to this Agreement must be in writing and must be duly authorized and approved by CDOT and the Bridge Enterprise Board.

2.7 Non-Funding Agreement

The Parties agree and acknowledge that this Agreement sets forth the rates and basis for reimbursement by the Bridge Enterprise for Preservation Activity costs performed by the CDOT contractor(s) for the Bridge Enterprise, but that this Agreement does not presently encumber funds for those purposes. All expenditures by the Bridge Enterprise for bridge preservation services provided by CDOT shall be subject to the authority of the Bridge Enterprise Board to budget and approve expenditures from the Bridge Special Fund.

2.8 Payments Subordinate to Trust Estate

The Parties agree that the obligations of the Bridge Enterprise to reimburse CDOT for Preservation Activities are subordinate to the lien on the Trust Estate established in the Master Trust Indenture dated December 15, 2010 by and between the Bridge Enterprise and Wells Fargo Bank, N.A., as it may be amended from time-to-time in accordance with its terms.

SIGNATURE PAGE

COLORADO BRIDGE ENTERPRISE	COLORADO DEPARTMENT OF TRANSPORTATION
DON HUNT, EXECUTIVE DIRECTOR	TIM HARRIS, CHIEF ENGINEER

Monthly Progress Report

Chief Engineer Tim Harris presented the April update as follows:

Program Schedule

Program schedule updated for work complete through March 2013

- March Schedule Performance Index (SPI) = 0.88
  - Reflects a 0.01 DECREASE from previous month
  - February SPI = 0.89
- Over-performing projects
  - 6 projects with $8.8M in combined Earned Value (EV) greater than planned
  - Increases overall program SPI by +/- 0.03; same as prior month
- Under-performing projects
  - Non-Railroad projects
    - 5 worst projects with $22.3M in combined lost Earned Value
    - Reduces overall program SPI calculation by +/- 0.08; same as prior month
  - Railroad projects
    - 11 Railroad projects with $7.2M in combined lost Earned Value
    - Reduces overall program SPI calculation by +/- 0.03; 0.01 increase from prior month

Major Achievements (March workshop – April workshop)

- Program Delivery
  - Non-Project Specific FASTER design contracts
  - Selection committee to select 2 awards
  - $3M contract value per award
- Pilot Preservation Plan
  - Submitting Agreement, Resolution and $100K Budget Supplement
  - for Board approval
  - CDOT Staff Bridge selecting bridges for testing
- Prioritization Plan
  - Survey results received
  - Scoring worksheet weighting being developed and tested
  - Results to be presented at May Board meeting

Design Build Procurements

- Region 6: Issued RFQ for I-70 ML over Havana Street
  - Two Bridges went to AD
- Region 2
  - K-16-S: SH 120 ML over Draw, UPRR (Florence, CO)
- Region 6
  - E-16-HA: SH 58 ML over Ford Street, Wash (Golden, CO)
  - Two Bridges were Completed*
- Region 3
  - H-11-D: US 24 ML over California Gulch (Lake County)
  - H-11-F: US 24 ML over California Gulch (Lake County)

*FASTER eligible bridges completed with other funding

Tim Harris presented information from slides on the Total Program Financial Performance, Status on Bridges, and facts about the Rocky Ford Bridge Move. He finished his presentation by showing an excellent video of the Rocky Ford Bridge move which included interviews with the engineers and contractors involved in the project and time lapse video of the move.

Adjournment

Chairman Reiff asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, he announced the adjournment of the meeting at 1:30 p.m.

_____ _____

Herman Stockinger, Secretary Date
Colorado Bridge Enterprise Board

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Accounting and Finance
4201 East Arkansas Avenue
Denver CO 80222
(303) 757-9262

DATE: May 1, 2013

TO: Bridge Enterprise Board of Directors

FROM: Ben Stein, CFO

SUBJECT: Proposed 12th Supplement to the FY 2013 Bridge Enterprise Budget

Enclosed is the proposed Twelfth Supplement to the FY 2013 Bridge Enterprise Budget.

REGION 1

- $39,500,000 – 2014 Advancement of Funding for the ROW, Design, Environmental and Miscellaneous of the I-70 Viaduct in Denver County. To establish preconstruction phases for preliminary ROW activities and acquisition, UPRR bridge design and offsite drainage, environmental activities and a Miscellaneous phase that will fund the Bridge Enterprise portion of the financial advisory services being obtained for larger I-70 project. *(19631/10001….)*

I-70 Viaduct in Denver County
Structure (number to be determined) replacing structure E-17-FX
Current Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Budget from Prior Years	Budget FY 2013	Total Budget To-Date	12th BE Supplement	Revised Budget	Expended To-Date
ROW	*FASTER Funds*	$0	$0	$0	$30,950,000	$30,950,000	$0
	Total ROW	**$0**	**$0**	**$0**	**$30,950,000**	**$30,950,000**	**$0**
Design	*Bond Proceeds*	$0	$0	$0	$2,275,000	$2,275,000	$0
	FASTER Funds	$0	$0	$0	$2,275,000	$2,275,000	$0
	Total Design	**$0**	**$0**	**$0**	**$4,550,000**	**$4,550,000**	**$0**
Environmental	*Bond Proceeds*	$0	$0	$0	$1,000,000	$1,000,000	$0
	FASTER Funds	$0	$0	$0	$1,000,000	$1,000,000	$0
	Total Environmental	**$0**	**$0**	**$0**	**$2,000,000**	**$2,000,000**	**$0**
Miscellaneous	*Bond Proceeds*	$0	$0	$0	$1,000,000	$1,000,000	$0
	FASTER Funds	$0	$0	$0	$1,000,000	$1,000,000	$0
	Total Miscellaneous	**$0**	**$0**	**$0**	**$2,000,000**	**$2,000,000**	**$0**
Total Project Budget		**$0**	**$0**	**$0**	**$39,500,000**	**$39,500,000**	**$0**

REGION 2

- $2,412,000 Construction – I-25 Business Route over the Sull Creek in Huerfano County. Establish construction budget for project. Advertisement June 2013 *(19054/10001….)*

I-25 Business Route over the Sull Creek in Huerfano County
Structure N-17-BV to replace structure N-17-C
Current Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Budget from Prior Years	Budget FY 2013	Total Budget To-Date	12th BE Supplement	Revised Budget	Expended To-Date
ROW	*FASTER Funds*	$0	$10,000	$10,000	$0	$10,000	$900
	Total ROW	**$0**	**$10,000**	**$10,000**	**$0**	**$10,000**	**$900**
Utilities	*Bond Proceeds*	$0	$10,000	$10,000	$0	$10,000	$0
	Total Utilities	**$0**	**$10,000**	**$10,000**	**$0**	**$10,000**	**$0**
Design	*Bond Proceeds*	$0	$707,000	$707,000	$0	$707,000	$169,164
	Total Design	**$0**	**$707,000**	**$707,000**	**$0**	**$707,000**	**$169,164**
Construction	*Bond Proceeds*	$0	$0	$0	$2,412,000	$2,412,000	$0
	Total Construction	**$0**	**$0**	**$0**	**$2,412,000**	**$2,412,000**	**$0**
Total Project Budget		**$0**	**$727,000**	**$727,000**	**$2,412,000**	**$3,139,000**	**$170,064**

- $3,156,000 Construction – SH69 ML over Milliken Arroyo in Huerfano County. Establish construction budget for project. Advertisement June 2013 *(19055/10001….)*

SH69 ML over Milliken Arroyo in Huerfano County
Structure M-16-R to replace structure M-16-P
Current Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Budget from Prior Years	Budget FY 2013	Total Budget To-Date	12th BE Supplement	Revised Budget	Expended To-Date
ROW	*FASTER Funds*	$0	$5,000	$5,000	$0	$5,000	$300
	Total ROW	**$0**	**$5,000**	**$5,000**	**$0**	**$5,000**	**$300**
Design	*Bond Proceeds*	$0	$722,000	$722,000	$0	$722,000	$131,731
	Total Design	**$0**	**$722,000**	**$722,000**	**$0**	**$722,000**	**$131,731**
Construction	*Bond Proceeds*	$0	$0	$0	$3,156,000	$3,156,000	$0
	Total Construction	**$0**	**$0**	**$0**	**$3,156,000**	**$3,156,000**	**$0**
Total Project Budget		**$0**	**$727,000**	**$727,000**	**$3,156,000**	**$3,883,000**	**$132,031**

REGION 3

$441,000 ROW – SH82 ML over I-70 ML, Colorado River and Rail Road in Garfield County. Establish initial ROW budget for in-house personnel and consultant services as well as on-site property investigations. Additional funds will be requested at a later date for parcel acquisitions and relocation benefits. *(18158/10001….)*

SH 82 ML (Grand Ave) over I-70 ML, Colorado River and Rail Road in Garfield County
Structure F-07-V replacing structure F-07-A
Current Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Budget from Prior Years	Budget FY 2013	Total Budget To-Date	12th BE Supplement	Revised Budget	Expended To-Date
ROW	*Bond Proceeds*	$0	$0	$0	$441,000	$441,000	$0
	Total ROW	**$0**	**$0**	**$0**	**$441,000**	**$441,000**	**$0**
Environmental	*Bond Proceeds*	$5,015,357	$2,640,000	$7,655,357	$0	$7,655,357	$3,210,840
	FASTER Funds	$0	$1,270,100	$1,270,100	$0	$1,270,100	$0
	Total Utilities	**$5,015,357**	**$3,910,100**	**$8,925,457**	**$0**	**$8,925,457**	**$3,210,840**
Design	*Bond Proceeds*	$782,000	$100,000	$882,000	$0	$882,000	$334,512
	FASTER Funds	$0	$848,300	$848,300	$0	$848,300	$0
	Total Design	**$782,000**	**$948,300**	**$1,730,300**	**$0**	**$1,730,300**	**$334,512**
Total Project Budget		**$5,797,357**	**$4,858,400**	**$10,655,757**	**$441,000**	**$11,096,757**	**$3,545,351**

Resolution No. BE –

"BE IT RESOLVED, That the Twelfth Supplement to the Fiscal Year 2012-2013 Budget is approved by the Bridge Enterprise Board."

BRIDGE ENTERPRISE BOARD OF DIRECTORS
Contingency Reserve Fund

Transaction Date	Transaction Description	Amount	Balance
Jul-12	Contingency budget 2013	$9,302,648	$18,302,648
Jul-11	Contingency budget 2012	$9,000,000	

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Office of Financial Management and Budget

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

Date: May 3, 2013

To: Bridge Enterprise Board

From: Ben Stein

Subject: Bridge Enterprise FY14 Request for Funds for I-70 East Project

This month's meeting will include a workshop on additional funds needed in FY14 to support continued work on the viaduct-portion of the I-70 East project.

The attached PowerPoint explains the areas where additional funds are needed in FY14 along with FY15 and FY16. In order to explain the full scope of needs, the PowerPoint also includes funding needs beyond the area of the viaduct.

I-70 East

Early Action Funding Needs

-DRAFT-

May 2013

Project Update and Status

- Draft EIS – November 2008
- Recommendation of Preferred Alternative – April 2013
- Supplemental Draft EIS – September 2013
- Final EIS – July 2014
- Record of Decision – July 2015
- Project construction begins – 2016

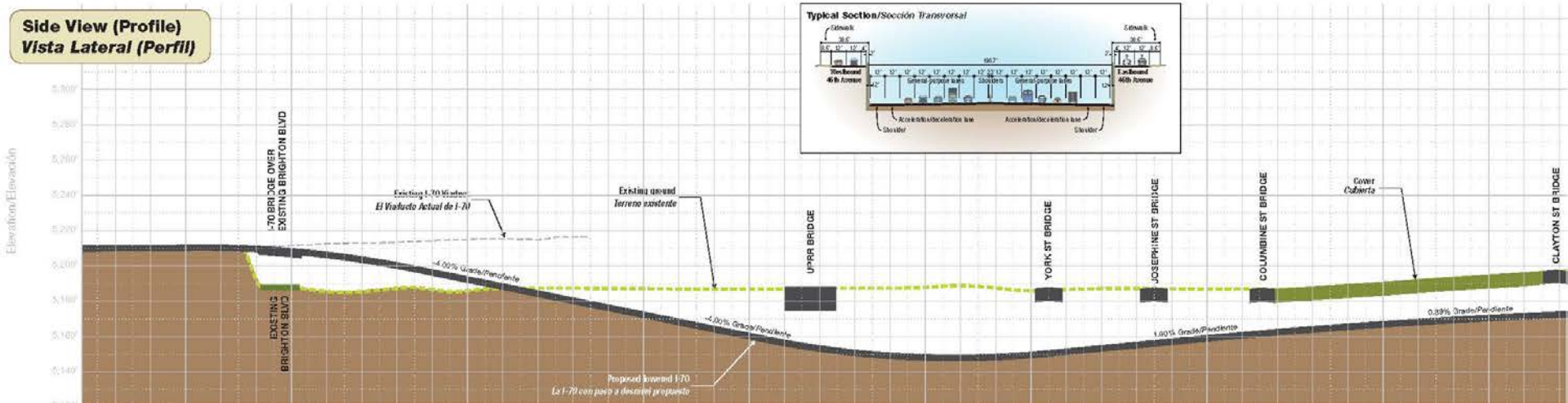
Preferred Alternative

Partial Cover Lowered Option

Current Alignment Alternative

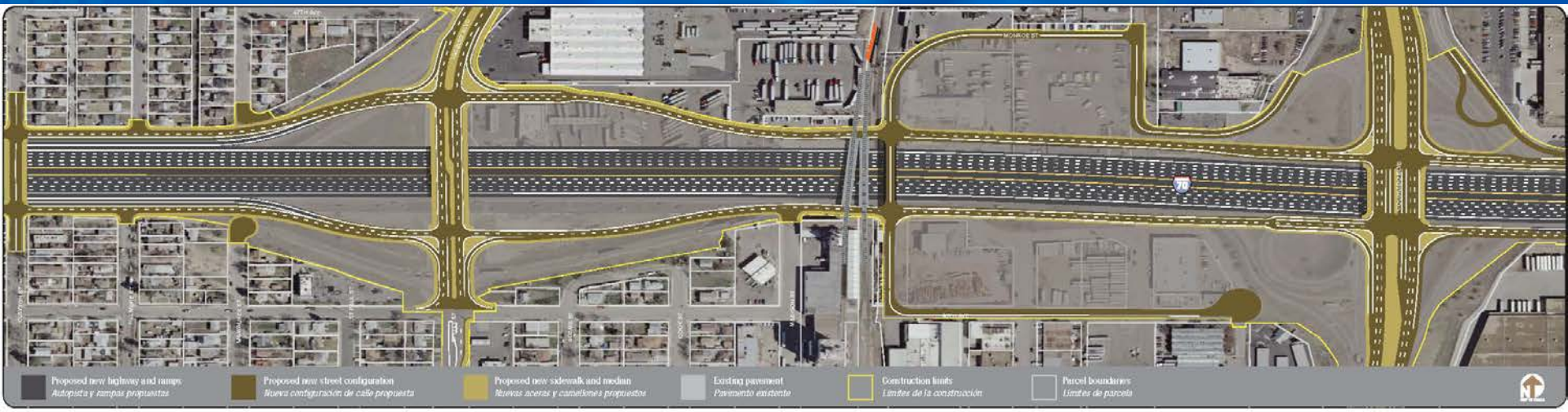
Partial Cover Lowered Option

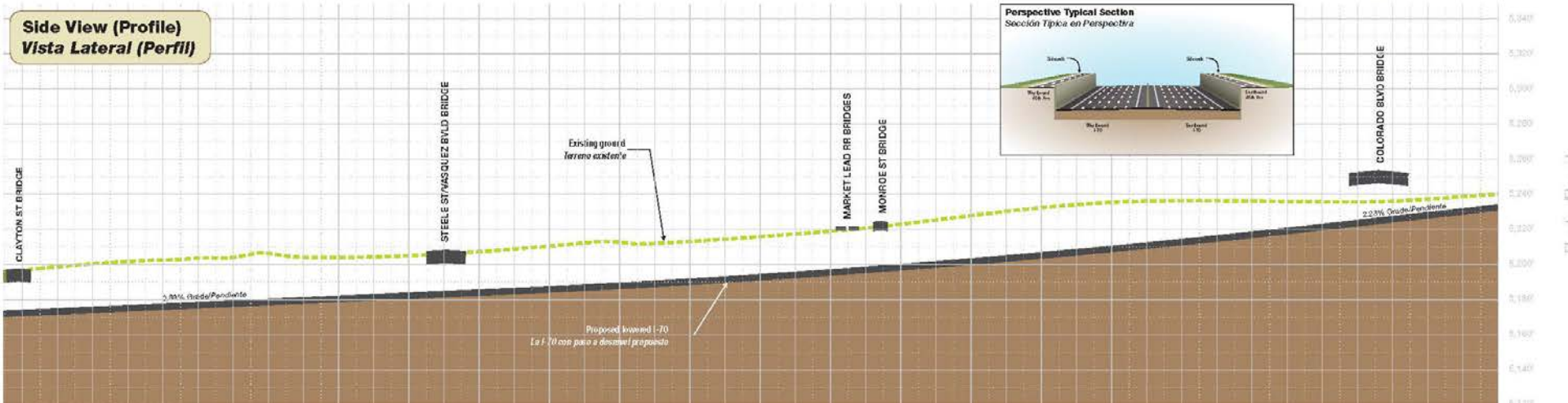
Brighton Boulevard – Clayton Street



Partial Cover Lowered Option

Clayton Street – Colorado Boulevard





Preferred Alternative

- Estimated construction cost
  - I-25 to Colorado Boulevard

    Construction items: $1,020 M

    ROW: $50 M

    Total: $1,070 M
  - Colorado Boulevard to Tower Road

    Construction items: $810 M

    ROW: $20 M

    Total: $860 M
  - Grand Total: $1,930 M

Financial Feasibility Study

- Preliminary results from Phase I
- Final results of Phase I complete July 2013

Early Action Items

- I-270
- Survey and ROW
- Advanced Design
- Procurement Activities

I-270

- Improvements may provide up to 1 year time savings while I-70 is being constructed
- Opportunity for managed lanes connection
- Environmental clearance required and can be completed by I-70 East ROD (July 2015)

I-270

- Cost: $2.2 M
- Anticipated date of need: 2013-2014
  - Decision document in 2015
- Potential funding sources
  - Federal and state, non-BE $$

Survey and Right-of-Way

- Topographic survey (aerial and ground)
- Ownership map
- ROWPR
- Early ROW acquisitions
- Hazardous materials clearance

Survey and Right-of-Way

Topographic survey (aerial and ground)

- Cost: Brighton to Colorado $0.5 M
  Colorado to Tower $1.0 M
- Anticipated date of need: 2013-2014
- Potential funding sources
  - FASTER funds for $$

Survey and Right-of-Way

Ownership map

- Cost: $1.5 M
- Anticipated date of need: 2014
- Potential funding sources
  - FASTER funds for $$

Survey and Right-of-Way

ROWPR

- Cost: $1.5 M
- Anticipated date of need: 2015
- Potential funding sources
  - FASTER funds for $$

Survey and Right-of-Way

Early ROW acquisitions

- Cost: Brighton to Colorado $50.5 M
  Colorado to Tower $20.4 M
- Anticipated date of need
  - $25 M in 2014, $25 M in 2015, $20.9 M in 2016
- Potential funding sources
  - FASTER funds for $$

Survey and Right-of-Way

Hazardous materials clearance

- Cost: $0.95 M
- Anticipated date of need
  - $0.45 M in 2015 and $0.5 M in 2016
- Potential funding sources
  - FASTER funds for $$

Advanced Design

- Advanced mitigation
- UPRR bridge design
- Offsite drainage outfall design

Advanced Design

Advanced mitigation, design, construction and payments to providers (school, etc)

- Cost: $10 M
- Anticipated date of need: 2015
- Potential funding sources
  - FASTER and bond proceeds for $$

Advanced Design

UPRR bridge design

- Cost: $4 M
- Anticipated date of need
  - $2 M in 2014 and $2 M in 2015
- Potential funding sources
  - FASTER and Bond proceeds for $$

Advanced Design

Offsite drainage outfall design

- Cost: $0.5 M
- Anticipated date of need
  - $0.25 M in 2014 and $0.25 M in 2015
- Potential funding sources
  - FASTER and Bond proceeds for $$

Procurement Activities

- Financial resources and toll & revenue
- Procurement engineering activities
- Legal fees for procurement
- Contractor stipends

Procurement Activities

Financial resources and toll & revenue

- Cost: $4 M
- Anticipated date of need
  - $2 M in 2014 and $2 M in 2015
- Potential funding sources
  - FASTER and Bond proceeds for $$

Procurement Activities

Procurement engineering activities

- Cost: $6.5 M
- Anticipated date of need
  - $3.25 M in 2014 and $3.25 M in 2015
- Potential funding sources
  - FASTER and Bond proceeds for $$

Procurement Activities

Legal fees for procurement

- Cost: $4 M
- Anticipated date of need
  - $2 M in 2014 and $2 M in 2015
- Potential funding sources
  - FASTER and Bond proceeds for $$

Procurement Activities

Contractor stipends

- Cost: $5 M
- Anticipated date of need: 2016
- Potential funding sources
  - FASTER and Bond proceeds for $$

Other

Contingency (10 %)

- Cost: $11 M
- Anticipated date of need
  - $5.5 M in 2015 and $5.5 M in 2016
- Potential funding sources
  - FASTER and Bond proceeds for $$

Other

CDOT staff (10 % of total)

- Cost: $12.14 M
- Anticipated date of need
  - $4.05 M in 2014, $4.05 M in 2015, and $4.05 M in 2016
- Potential funding sources
  - FASTER and Bond proceeds for $$

Early Action Items

I-270	$2.2 M
Survey and ROW	$76.35 M
Advanced Design	$14.5 M
Procurement Activities	$19.5 M
Staff and Contingency (10%)	$23.17 M
Total	$135.72 M

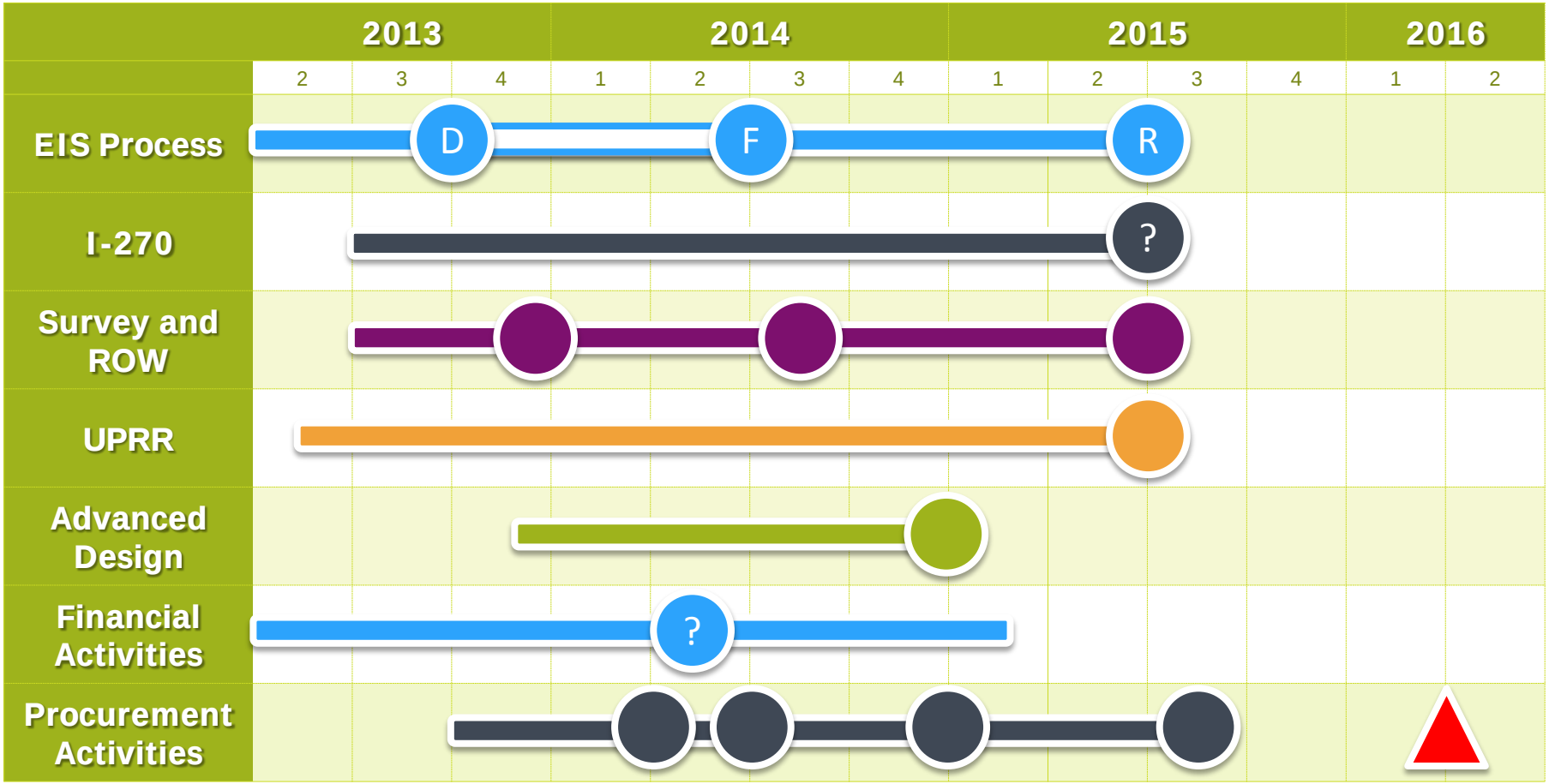
Early Action Items

- 2014 $44 M
  - $$ of XX source
  - $$ of XX
- 2015 $56 M
  - $$ of XX source
  - $$ of XX
- 2016 $36 M
  - $$ of XX source
  - $$ of XX

Next Steps

- Ongoing public and agency coordination
- Coordination and results from financial analysis
- Refine ROW and advanced design
- Begin procurement activities

Schedule



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BRIDGE ENTERPRISE
BOARD OF DIRECTORS MEETING

MAY 2013
MONTHLY PROGRESS REPORT

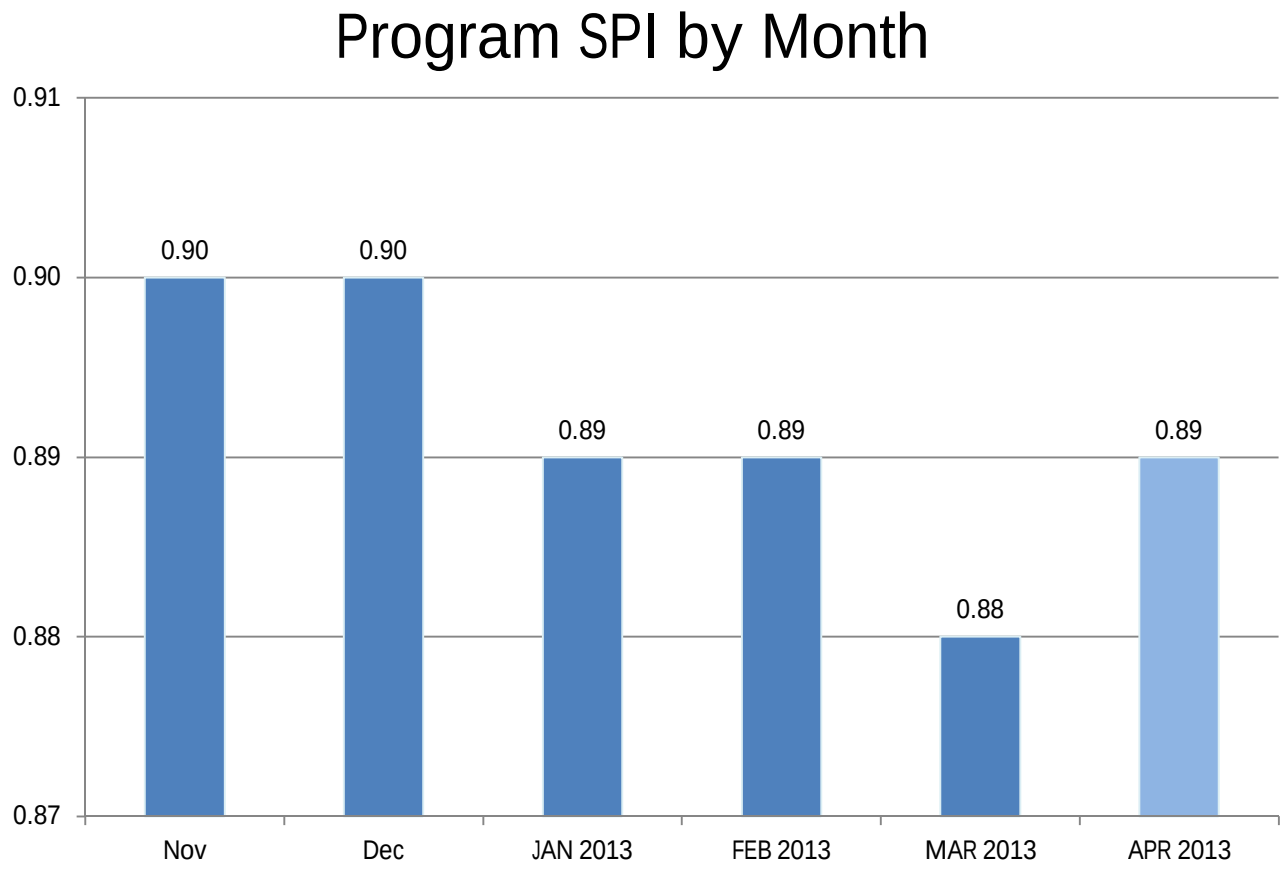
Colorado Bridge Enterprise

5/16/2013

Program Schedule

- Program schedule updated for work complete through April 2013
- April Schedule Performance Index (SPI) = 0.89
  - Reflects a 0.01 INCREASE in SPI from previous month
  - March SPI = 0.88
- Over-performing projects
  - 9 projects with $9.4M in combined Earned Value (EV) greater than planned
  - Increases overall program SPI by +/- 0.03; same as prior month
- Under-performing projects
  - Non-Railroad projects
    - 4 worst projects with $18.0M in combined lost Earned Value
    - Reduces program SPI calculation by +/- 0.06; a 0.03 improvement from prior month
  - Railroad projects
    - 11 Railroad projects with $8.2M in combined lost Earned Value
    - Reduces overall program SPI calculation by +/- 0.03; same as prior month

Program Schedule



Program Goal SPI ≥ 0.90

Major Achievements (April workshop – May workshop)

- Program Delivery
  - Awarded 3 NPS FASTER design contracts; $3M per award
    - David Evans & Associates
    - CH2M Hill
    - TSIOUVARAS SIMMONS HOLDERNESS (TSH)
- Pilot Preservation Plan
  - Staff Bridge selecting candidate structures
  - Projecting Contractor RFP early summer 2013
- Identified XX* newly FASTER eligible "poor" bridges
  - Per Q1 CY2013 update from Staff Bridge

*Number to be finalized by Staff Bridge prior to meeting

Major Achievements (April workshop – May workshop)

- Prioritization Plan
  - Finalized weighting-criteria and scoring worksheet
  - Used to move 7 un-programmed bridges to No Action Proposed
    - Region 1
      - F-14-Y: I 70 (Business Route) over I 70 ML
      - F-15-BL: I 70 ML Westbound over US 6, Clear Creek
      - F-15-D: I 70 Frontage Road over Clear Creek
    - Region 2
      - N-17-AD: I 25 ML Southbound over US 160 ML, RR Spur
    - Region 4
      - C-18-BK: US 85 Bypass Southbound over US 85 Business Route
      - D-19-A: I76 Service Road over Lost Creek
    - Region 5
      - O-12-AD: SH 371 ML over Alamosa River

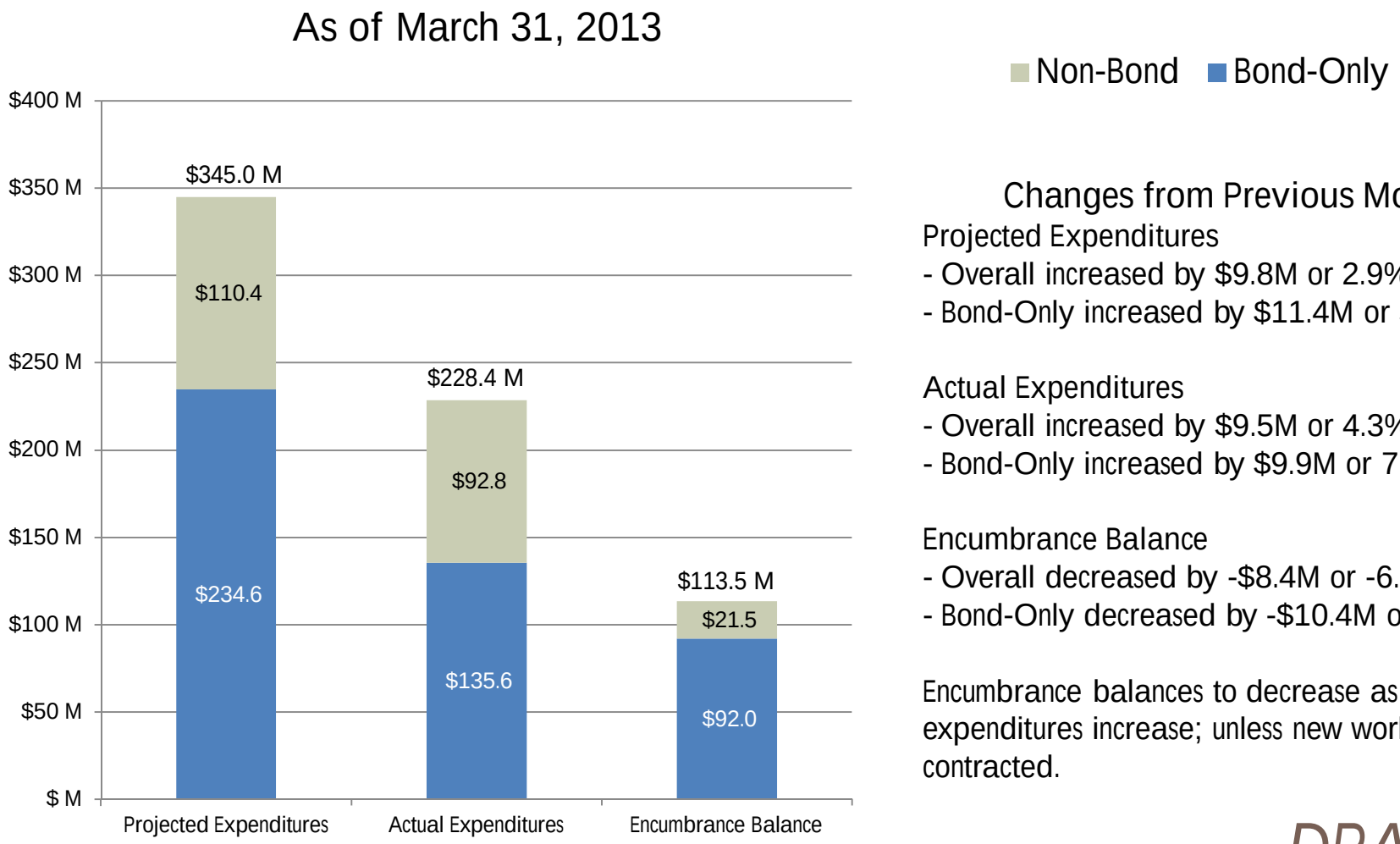
Major Achievements (April workshop – May workshop)

- Design Build Procurements
  - Region 2: Reissued Ilex Design / Build RFQ (Pueblo, CO)
    - Total of 8 bridges to be addressed
      - 2 bridge replacements
      - 6 bridges to be rehabilitated
  - Region 3: Selected SH82 Grand Ave Bridge CM/GC
    - Granite/RL Wadsworth
  - Region 6: Selected US 6 Design-Build Contractor Team
    - Kraemer/Felsburg Holt & Ullevig (FHU)
    - Includes three CBE structures
      - 6TH Ave over BNSF, So. Platte River and Bryant Street

Major Achievements (April workshop – May workshop)

- Five Bridges went to AD
  - Region 2
    - L-27-S: US 50 over Draw (Lamar, CO)
    - L-28-C: US 50 over BNSF RR (Granada, CO)
  - Region 6
    - E-17-EX: Peoria Street over I 76 ML (Adams County, CO)
    - F-17-F: US 40 Eastbound over Sand Creek (Aurora, CO)
    - F-17-BS: US 40 Westbound over Sand Creek (Aurora, CO)
- No Completed Bridges during the Period

Total Program Financial Performance



Changes from Previous Month

Projected Expenditures
- Overall increased by $9.8M or 2.9%
- Bond-Only increased by $11.4M or 5.1%

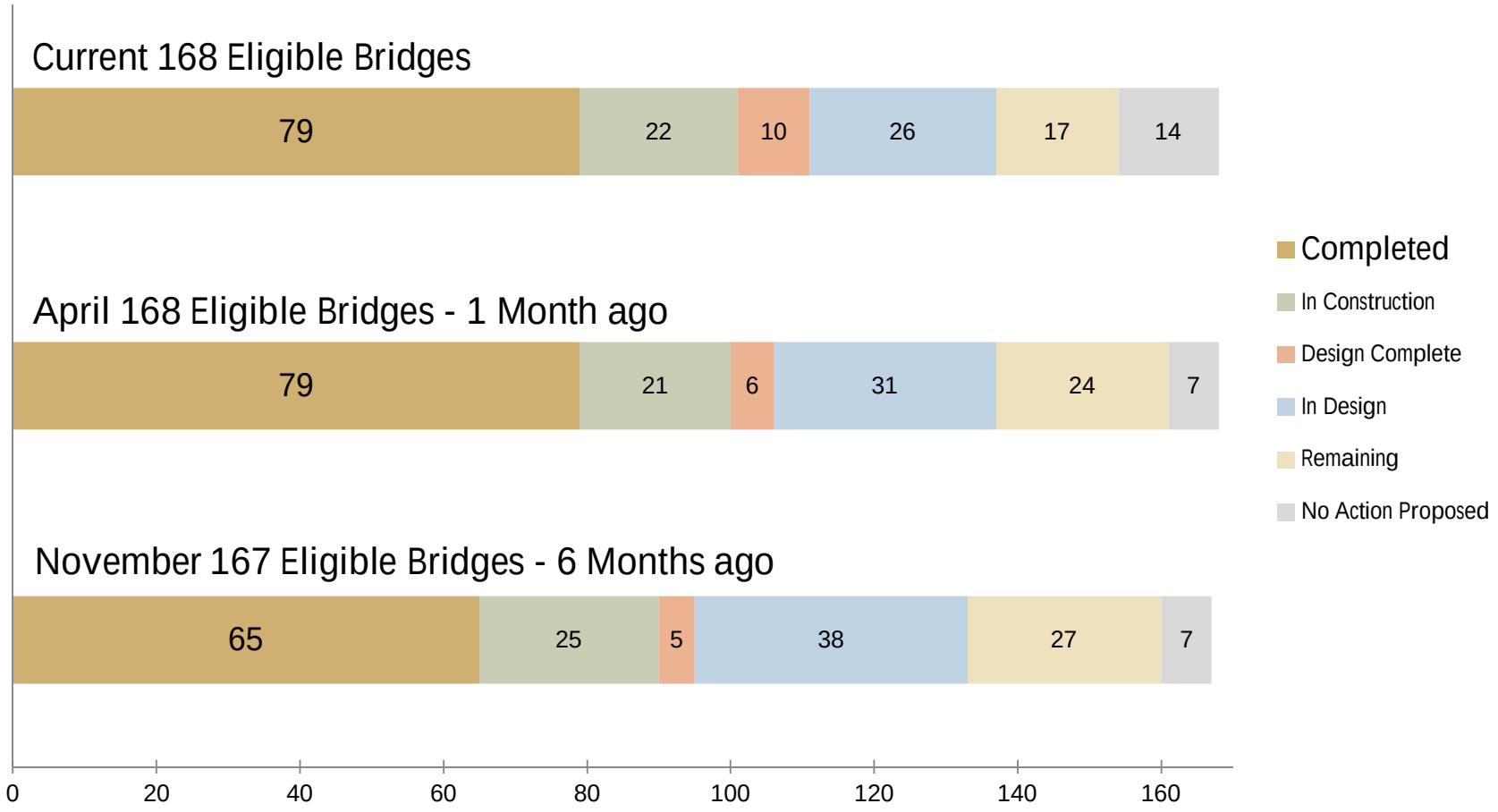
Actual Expenditures
- Overall increased by $9.5M or 4.3%
- Bond-Only increased by $9.9M or 7.9%

Encumbrance Balance
- Overall decreased by -$8.4M or -6.9%
- Bond-Only decreased by -$10.4M or -10.2%

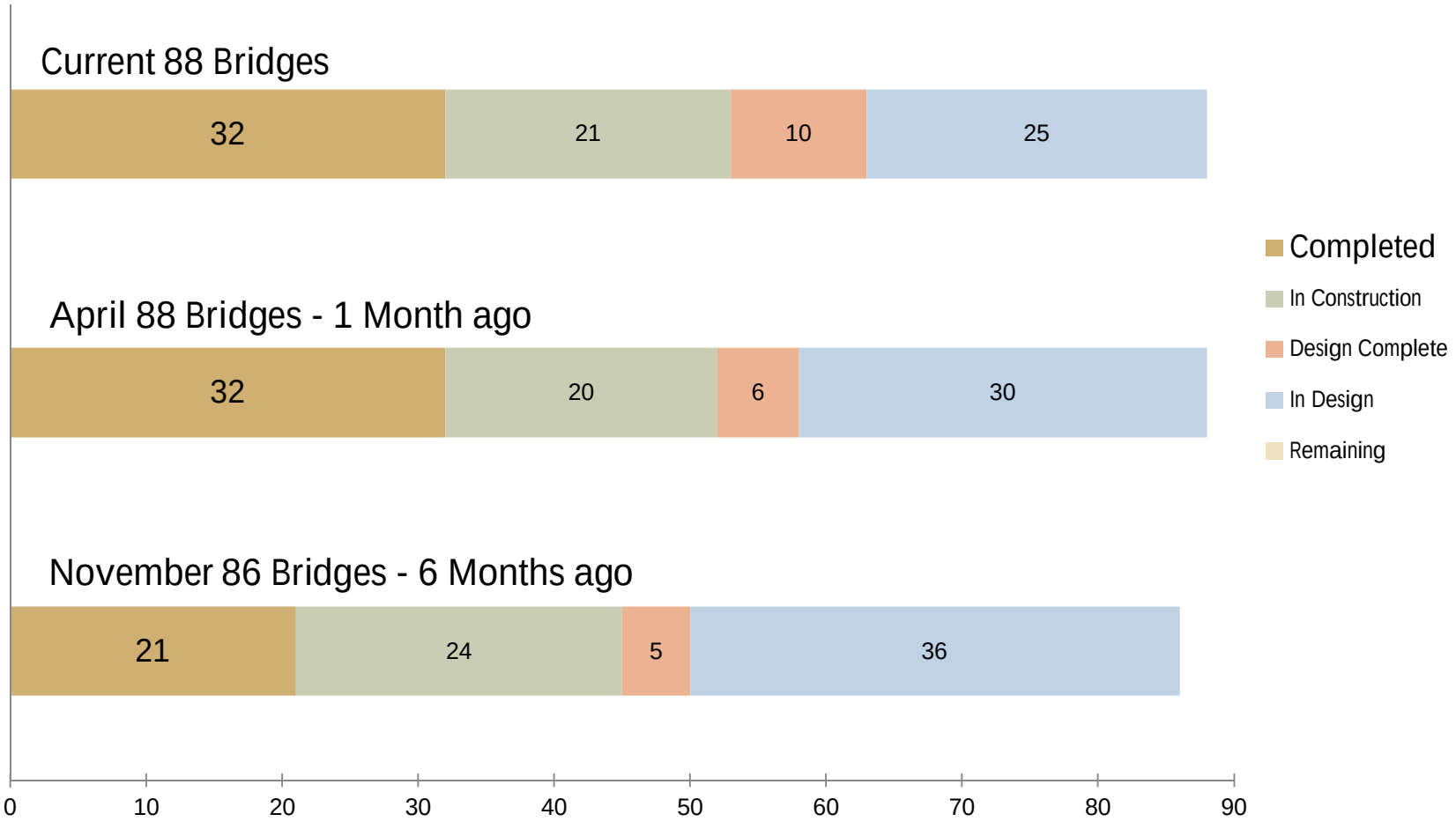
Encumbrance balances to decrease as expenditures increase; unless new work scope is contracted.

DRAFT

Status FASTER Eligible Bridges



Status $300M Bond Bridges



Status of 30 Most Deficient Bridges

	2012 Poor List Bridges			Original 128 Bridges	2010/2011 Poor List
	Worst 10	Worst 20	Worst 30	Worst 30	Worst 30
Complete	7	11	14	22	15
In Construction	3	8	10	6	10
Design Complete	0	0	1**	0	1**
In Design	0	1	5	1	4
Remaining	0	0	0	1*	0
Total Addressed	10	20	30	30	30

**F-17-BS: US40 ML WBND over Sand Creek completed design phase.

*	Region	Location	Current Status
E-17-FX	R6	I-70 Viaduct	Pending I-70 East FEIS

DBE Participation; Quarterly Update

- From 3/1/2010 – 3/31/2013, State & FHWA-funded BE construction contracts* continue to help CDOT exceed its overall DBE goal through the following achievements:
  - 3 DBE Prime Contracts Awarded = $ 7,014,350
  - 261 DBE Subcontracts Awarded = $27,595,175
  - 264** Total DBE Contracts Awarded = $34,609,525
  - Overall DBE Participation on BE Contracts = 16.9%

* Design-Bid-Build

** The 264 total contracts went to 97 individual DBE firms

FASTER Q&A

Questions & Answers