

Transportation Commission  
November 20 & 21, 2013  
Meeting Schedule & Agenda  
4201 East Arkansas Avenue  
Denver, Colorado 80222

Douglas E. Aden, Chairman  
Grand Junction, District 7

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Tuesday, November 19, 2013  
DRCOG Meeting is canceled for November.

Wednesday, November 20, 2013

10:00 a.m. Efficiency and Accountability Committee Meeting (Mt. Evans A&B)  
12:00 p.m. HPTE Board Lunch Meeting (Room 225)  
1:00 p.m. High-Performance Transportation Enterprise Meeting  
2:00 p.m. RPP-FASTER Safety Workshop (Deb Perkins –Smith) ..... Tab 01  
2:15 p.m. Finance Workshop (Scott Richrath) ..... Tab 02  
    ➤ FY2015 Budget Narrative ..... Tab 03  
3:15 p.m. Statewide Planning Meeting (Deb Perkins-Smith) ..... Tab 04  
4:30 p.m. Adjournment  
4:45 p.m. TC Meeting with Executive Director  
6:00 p.m. CCA Dinner (Brio Tuscan Grille)

Thursday, November 21, 2013

8:00 a.m. Breakfast Meeting  
9:00 a.m. DBE Committee .....Tab 05  
9:30 a.m. T&I Committee .....Tab 06  
10:00 a.m. Interregional Express Bus Workshop (Mark Imhoff) .....Tab 07  
10:45 a.m. Portfolio Management Workshop (Tim Harris) .....Tab 08  
11:15 a.m. Flood Recovery Workshop (Scot Cuthbertson)  
11:45 a.m. Lunch Break

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TRANSPORATION COMMISSION MEETING.....Tab 09

12:45 p.m. 1. Call to Order, Roll Call  
  
12:45 p.m. 2. Audience Participation; Subject Limit:  
10 minutes; Time Limit: 3 minutes  
  
12:45 p.m. 3. Comments of Individual Commissioners  
  
12:50 p.m. 4. Executive Director’s Report (Don Hunt)  
  
12:55 p.m. 5. Chief Engineer’s Report (Tim Harris)  
  
1:00 p.m. 6. HPTE Director’s Report (Michael Cheroutes)  
  
1:05 p.m. 7. FHWA Division Administrator Report (John Cater)  
  
1:10 p.m. 8. STAC Report (Vince Rogalski)  
  
1:15 p.m. 9. Act on Consent Agenda .....Tab 10  
    a) Resolution to approve the Regular Meeting Minutes of  
    October 17, 2013 (Herman Stockinger)..... Consent Agenda: p1  
    b) Resolution to approve the Master Calendar for 2014  
    (Herman Stockinger) ..... Consent Agenda: p17  
    c) Resolution to declare properties described as 103-XA,  
    103-XB, 103-XC, 103-XD, 103-XE, 103-XF of Project  
    # IM 0703-273 be excess land.  
    (Scott McDaniel)..... Consent Agenda: p19  
  
1:20 p.m. 10. Discuss and Act on 6<sup>th</sup> Supplement to the FY’2014 Budget (Scott  
Richrath).....Tab 11  
  
1:25 p.m. 11. Discuss and Act on 2<sup>nd</sup> Emergency Relief Supplement (Scott  
Richrath)  
  
1:30 p.m. 12. Discuss and Act on COP for the Relocation of Region 4 Headquarters  
(Scott Richrath) .....Tab 12

- 1:35 p.m. 13. Discuss and Act on Resolution to Adopt the FY'2015 Draft budget as presented in the Finance Workshop Session on November 21, 2013 (Scott Richrath) .....Tab 13
- 1:40 p.m. 14. Discuss overview of RAMP bridge asset management .....Tab 14 program (Josh Laipply)
- 1:50 p.m. 15. Other Matters:
- 1:55 p.m. 16. Acknowledgements:
  - Procurement Professional of the Year
  - Rescuers of Richard Williams Koester
- 2:00 p.m. 17. Adjournment

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BRIDGE ENTERPRISE BOARD OF DIRECTORS .....Tab 15

- 2:05 p.m. Call to Order and Roll Call
- 2:05 p.m. Audience Participation  
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 2:10 p.m. Act on Consent Agenda ..... Bridge Enterprise: p2
  - a) Resolution to Approve Regular Minutes from October 17, 2013 (Herman Stockinger)
- 2:15 p.m. Discuss and Act on 5<sup>th</sup> Budget Supplement for ... Bridge Enterprise: p6  
FY'2014 (Scott Richrath)
- 2:20 p.m. Monthly Progress Report (Tim Harris) ..... Bridge Enterprise: p10
- 2:25 p.m. Adjournment

# STATE OF COLORADO

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



## MEMORANDUM

TO: Transportation Commission

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

DATE: November 8, 2013

RE: FASTER Safety and Regional Priority Programs

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Purpose: This memo summarizes information regarding the FASTER Safety Program and the Regional Priority Program (RPP). Two objectives are addressed: increased accountability for FASTER safety funds and safety benefits of projects; and the need for flexible funds at the Region level.

Action Requested: Transportation Commission input on the assignment of FASTER Safety funds, the level of funding for RPP, and the distribution of funds.

Background:

FASTER safety and RPP are currently allocated to the Regions for a total of \$97M (\$87M FASTER Safety and \$10M RPP). FASTER Safety funds are for construction, reconstruction or maintenance needed to enhance safety of a state highway. RPP funds are flexible and have been utilized to fund regional priority projects identified by the TPRs in the planning process, partnership efficiencies, design pool or minor unanticipated project needs.

The FASTER Safety Program is currently being reassessed to better define program goals, consistent project selection criteria, measurable metrics for evaluating projects, and an allocation that addresses the goals.

The FASTER Safety Program was recently examined by the CDOT Audit Division and their findings will be addressed as part of this program assessment and potential restructuring. The audit report found that CDOT is in compliance with requirements established by the legislature for the program, but that there were areas for improvement including: timely reports to management on funds and expenditures; better link of expenditures to safety improvement metrics; and a consistent project selection process. One recommendation from the FASTER Audit states, "The Director of the Division of Transportation Development and the Chief Engineer should present to the Transportation Commission alternatives to the current allocation method of FASTER safety funds in order to ensure the most critical safety projects are addressed." A core staff team is developing consistent safety metrics for project evaluation and examining potential use of the Benefit/Cost Analysis Tool developed by DTD. A statewide system for tracking and reporting of project results will also be developed.

The RPP was established to provide a flexible funding source that could be used to fund regional priority projects that are critical at the regional level. Over the past 15 years, RPP funding levels have ranged from a high of \$162 million in FY 2002 to \$0 in FY 2010 and 2011. Since FY 2012, RPP has been funded at \$10 million statewide annually. Discussions at the joint SWP and Asset Management Committees in October considered increasing RPP funding up to \$50 million.

RPP projects are identified through the transportation planning process where TPRs and MPOs meet with CDOT staff to identify regional transportation needs and priorities. RPP has often been the only source of funding to respond to opportunities for efficiencies such as partnering with local agencies and these projects are also developed through the regional planning process with the TPR membership. TPR membership consists of one representative from each city and county in the defined geographic area. Past practice includes multiple TPRs coming together to agree on a fiscally constrained RPP list that represents the highest priorities for the entire CDOT Region. Priorities for RPP funding are first identified in a Regional Transportation Plan, with final project identification occurring during the development of the STIP. The STIP is posted for public comment and is intended to inform stakeholders of the transportation projects that will be implemented in the time period listed.

Potential Program Structure: At last month's Statewide Plan Committee meeting, Commissioners discussed the possible use of FASTER safety funds for asset management programs that have clear safety benefits. To increase accountability and transparency, staff proposal is to direct \$40M of FASTER safety funds to asset management including bridge, tunnels, culverts, rockfall, and specific maintenance where projects can be prioritized using the Risk Based Asset Management Plan and for which safety benefits be demonstrated and reported. The remaining \$47M would remain in the FASTER Safety line item. Two potential options for administration of those funds are:

- From a statewide pool with a competitive process
- Through Region formula allocation based on safety needs determined through data analysis.

FASTER safety funds can be used to address both remedial measures at specific high accident locations and known safety needs, as well as proactive safety measures that help avoid or reduce the potential for future accident occurrence. For either a statewide program or a Region allocation, criteria will be developed for project selection and cost/benefit analysis using techniques from established programs such as the Highway Safety Improvement Program (HSIP), and Hazard Elimination (HES) program, along with additional proactive safety criteria. Project selection would involve consistent statewide criteria and evaluation processes to identify the most critical needs and most effective safety improvement investments. Tracking and reporting will be required.

Commission Input Requested:

\_ Staff requests input on a proposal to:

- Allocate \$40M of FASTER safety to safety specific asset management programs starting in FY 15
- Develop an allocation method for remaining FASTER Safety funds based on safety needs, criteria, and benefits for FY 16 (use current allocation for FY 15)
- Fund RPP at \$50M (\$10M base plus \$40M) starting in FY 15

**Illustrative TMA Allocations Based on FY 14 Budget and Proposed RPP/FASTER Safety Funding Levels  
11/8/2013**

Programs Distributed by Formula- FY 14 Budget											
Program	DRCOG \$	DRCOG %	NFR \$	NFR %	PPACG \$	PPACG %	Statewide / Other Areas \$	Statewide / Other Areas %	Total \$	Notes	
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$ 29,429,256	65.3%	\$ 4,170,361	9.3%	\$ 917,834	2.0%	\$ 10,556,946	23.4%	\$ 45,074,397	Population based formula. Assumes 20% taken off the top for SW CNG Program. DRCOG receives roughly 82% of suballocated funds.	
Metropolitan Planning (Metro-PL)	\$ 5,167,876	67.3%	\$ 742,969	9.7%	\$ 1,087,194	14.2%	\$ 680,000	8.9%	\$ 7,678,040	Population based formula.	
Surface Transportation Program-Metro (STP-M)	\$ 35,348,741	74.2%	\$ 3,937,534	8.3%	\$ 8,328,860	17.5%	\$ -	0.0%	\$ 47,615,135	Population based formula (pursuant to statute).	
Transportation Alternatives Program (TAP)	\$ 5,200,302	44.4%	\$ 748,356	6.4%	\$ 1,129,041	9.6%	\$ 4,640,283	39.6%	\$ 11,717,983	50% based on population (pursuant to statute); 50% by 45/40/15. TMA \$s include suballocation plus assumption of proportion of Region allocation.	
Congestion Relief	\$ 4,000,000	100.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 4,000,000	Total \$ from FY 14 Budget. Courtesy Patrol on I-25 and I-70.	
Hot Spots	\$ 561,855	25.9%	\$ 124,074	5.7%	\$ 200,879	9.3%	\$ 1,280,346	68.3%	\$ 2,167,154	Total \$ from FY 14 Budget. Distributed evenly to each Region. TMA proportion of Region allocation based on share of VMT.	
Traffic Signals	\$ 381,843	25.9%	\$ 84,322	5.7%	\$ 136,520	9.3%	\$ 870,138	68.3%	\$ 1,472,823	Total \$ from FY 14 Budget. Distributed evenly to each Region. TMA proportion of Region allocation based on share of VMT.	
<b>Total Programs Distributed by Formula</b>	<b>\$ 80,089,874</b>	<b>66.9%</b>	<b>\$ 9,807,616</b>	<b>8.2%</b>	<b>\$ 11,800,329</b>	<b>9.9%</b>	<b>\$ 18,027,713</b>	<b>15.1%</b>	<b>\$ 119,725,532</b>		
<b>Option A</b>	Regional Priority Program (RPP)	\$ 18,162,200	36.3%	\$ 2,385,122	4.8%	\$ 2,845,368	5.7%	\$ 26,607,310	53.2%	\$ 50,000,000	45/40/15. Assumes proportion of Region allocation.
	<b>Total Programs Distributed by Formula</b>	<b>\$ 98,252,073</b>	<b>57.9%</b>	<b>\$ 12,192,738</b>	<b>7.2%</b>	<b>\$ 14,645,696</b>	<b>8.6%</b>	<b>\$ 44,635,024</b>	<b>26.3%</b>	<b>\$ 169,725,532</b>	
	FASTER Safety	TBD	TBD	TBD	TBD	TBD	TBD	TBD	\$ 47,000,000		
<b>Option B</b>	Regional Priority Program (RPP)	\$ 19,000,000	38.0%	\$ 3,270,866	6.5%	\$ 3,919,459	7.8%	\$ 23,809,675	47.6%	\$ 50,000,000	50/50 (Pop./LM). Assumes proportion of Region allocation.
	<b>Total Programs Distributed by Formula</b>	<b>\$ 99,089,874</b>	<b>58.4%</b>	<b>\$ 13,078,482</b>	<b>7.7%</b>	<b>\$ 15,719,788</b>	<b>9.3%</b>	<b>\$ 41,837,389</b>	<b>24.7%</b>	<b>\$ 169,725,532</b>	
	FASTER Safety	TBD	TBD	TBD	TBD	TBD	TBD	TBD	\$ 47,000,000		

# **FASTER Safety and RPP**

**Debra Perkins-Smith**  
**Director, DTD**  
**November 20, 2013**

# FASTER Safety and RPP

- Total of \$97M currently to Regions (\$10M RPP and \$87M FASTER Safety)
- Two objectives:
  - Accountability – better safety needs and benefits analysis
  - Flexibility – TPR/MPO priorities, partnerships, design pool, minor project needs.

# FASTER Safety Program

- Started in FY 2010 after passage of FASTER legislation
- Construction, reconstruction or maintenance needed to enhance safety of a state highway
- Safety – address remedial or proactive
  - Remedial – based on data analysis identify appropriate measures for accident area
  - Proactive – elements of asset management (i.e Rockfall or preventative maintenance)

# FASTER Safety Program

- Recent Audit report found that:
  - CDOT is in compliance with legislative requirements
  - Need metrics to measure/report safety improvements
  - Need consistency in project selection process
  - Need timely reports on funds and expenditures

# FASTER Safety Program

- Address Audit Findings and Reassess Program
  - Program Goals and Objectives
  - Program Structure
  - Criteria-Based Selection Process
  - Reporting on Program Delivery
  - Reporting on Metrics related to Goals and Objectives

# FASTER Safety Program

- Potential Program Structure – relate to goals
  - Some FASTER safety funds (i.e. \$40M) directed to Asset Management programs (such as bridge, tunnels, culverts, rockfall and preventative maintenance) that show safety benefits
  - Remainder (\$47 M) to safety projects based on consistent criteria and metrics established for program
  - Statewide program or regional program or combination?

# Regional Priority Program

Purpose: Flexible Funds for Regionally Important Projects and Priorities

- Regional priorities identified through planning process with TPRs and MPOs
- Joint TPR meetings to prioritize projects based on fund availability
- Include priorities in TPR and MPO Plans that are incorporated into Statewide Plan

# Regional Priority Program

Comments from October Transportation Commission:

- RPP funding needs to be at a level that is meaningful
- RPP addresses TPR priority, flexibility at region level and partnering efficiencies
- Concern if the higher funding level results in more money overall going to rural areas than urban
- RPP provides an opportunity to fund partnership projects and therefore leverage CDOT's limited funds.
- Concern about accountability and how decisions are made about project selection

# Regional Priority Program

## Transparent and Accountable

- Program projects consistent with TPR/MPO Plan and Statewide Plan
- Projects move into the STIP based on fund availability
- STIP posted for public comment and approved by TC
- New Financial Controls - track and report expenditures through Project Portfolio

# Regional Priority Program

How much should RPP be Increased?

How should RPP be Allocated?

- 45/40/15 formula
  - 45% vehicle miles traveled (VMT)
  - 40% lane miles
  - 15% truck VMT
- 50/50 formula
  - 50% population
  - 50% lane miles

What is the source of the additional RPP funds?

# Discussion

- Structure of FASTER safety program
- Allocation of funds to RPP

# MEMORANDUM

DIVISION OF ACCOUNTING AND FINANCE



## Office of Financial Management and Budget

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

DATE: November 20, 2013

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: Finance Workshop

### Purpose

Last month you participated in Budget Workshop II of III, discussion of the requested Decision Items, FY2015 Draft Budget Allocation Summary scenarios, the FY2015 Budget overview letter to Governor Hickenlooper, and the FY2015 Budget Narrative.

Related to the FY2015 Budget, you directed staff to:

- Bring back Scenario #3 in November, which
  - Balances the budget
  - Funds Asset Management to the recommended levels, including previously recommended increases to Tunnels and ITS
- Approve Decision Items in the following manner:
  - Approve two Decision Items <\$1M (Steel Toe Boots and Office of Major Projects Programmatic Funding \$740K)
  - Approve Digital Trunk Radio Decision Item, \$1M
  - Approve allocation of the remaining funding, \$6.6M, to the TSM&O Decision Item

This memorandum summarizes the Finance Workshop planned for the November Transportation Commission (TC) meeting. In your packet you will find the following documents:

- Finance Workshop Presentation
- FY2015 Draft Budget Allocation Summary
- FY2015 Budget Narrative

### Decisions

The Transportation Commission is being asked to approve and adopt the Draft FY2015 Budget for submission to the Joint Budget Committee.

## Finance Workshop Presentation

The finance workshop will address the following topics:

- **Flood Financial Update**  
Per agreement with the Transportation Commission, flood financial update related documentation will be mailed one day prior to the meeting.
- **FY2015 Draft Budget Adoption**  
Each year at this time the Office of Financial Management and Budget (OFMB) conducts budget workshops for the upcoming fiscal year's budget. Asset Management programs are based on outcomes from the CDOT Delphi workshop and subsequent TC guidance to staff. For other TC-directed programs, budget amounts are initially based on the FY2014 Final Budget. Contrary to TC-directed programs, programs that receive dedicated revenues - the revenues obtained for a particular program that must be allocated to that program - are based on the current FY2015 Budget Revenue Forecasts. CDOT, Bridge Enterprise, and High Performance Transportation Enterprise budgets are developed separately.

The FY2015 Budget Narrative is aligned with the scenario you chose last month, which is described on page one.

In conjunction with FY2015 Budget development, separate workshops will be conducted about FASTER Safety, Regional Priority Program (RPP), and the Statewide Plan Program Distribution.

- **RAMP/Office of Cash Management**  
The discussion will center around recent and upcoming activities and of the RAMP projects and the Office of Cash Management, including:
  - RAMP Asset Management Projects / Prototypes
  - Cash Management Project Timeline
  - Funding Availability Task Force
  - Monitoring and Reporting Task Force
  - Change Management Task Force
  - Project Budgeting Process

## Next Steps

In December, we will be bringing the Transportation Commission a draft version of Policy Directive (PD) 703, currently titled Supplemental Budget Actions for Projects and Programs. Staff will seek input on the appropriate level of budget-related information and decisions that come before the TC.

In upcoming months, the following topics will be addressed:

- Discussion and Decisions on the FY2015 Final Budget. Items brought forward by OIT, OSPB, and CDOT program managers since Budget Workshop I of III in September include:
  - Increase in Appropriated Budget Common Policies, including staff salary increases
  - Increased costs for the Governor's Office of Information Technology
  - Water quality needs
  - Potential annual Certificate of Participation for Region 4 headquarters relocation
  - Potential FY2015 Revenue Forecast Update

## Finance Workshop



Transportation Commission Workshop – November 20, 2013

Scott Richrath

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Division of Accounting and Finance



For purposes of clarifying certain slides within the Transportation Commission packet, all of the following slides will include notes below the slide.

## Finance Workshop Agenda

- CDOT Finances – Overview (*information only*)
- Flood – Refer to November 20<sup>th</sup> Handout (*information only*)
  - Financial Updates
  - Financial Reimbursement Framework
  - Cash Balance Forecast Scenarios (Spend-O-Meters)
- Budget Workshop III of III (*action*)
  - FY14: Supplemental Approvals; Region 4 Relocation
  - FY15: Budget Workshop III of III; Adopt December 1 Draft
- RAMP / Office of Cash Management (*information only*)
  - RAMP Reporting / Prototypes
  - OCM Updates

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Division of Accounting and Finance



The Commission is requested to take action this month for budgets several fiscal years. A brief overview of that process is contained in the first section.

The Flood section will be provided just in advance of the meeting.

The Budget workshop will seek action for Fiscal Years 2013 and 2015. Supplementals in the afternoon session will also cover the current fiscal year (2014).

The RAMP / Office of Cash Management update is for information only and has been scheduled last should time run out on earlier topics.

## Transportation Commission Actions / Decisions

- **Budget Workshop III of III (action)**
  - FY14: Approve Supplemental and Other Resolutions
  - FY15: Adopt FY2015 Draft Budget

The image shows a complex spreadsheet titled "City of San Diego Department of Transportation" and "FY14 and FY15 Budget Allocation by Program 1 to 10". It contains multiple columns for program numbers, descriptions, and financial figures for both fiscal years. The spreadsheet is organized into sections for different programs and categories, with some rows highlighted in blue and orange.



Page 3

Division of Accounting and Finance

This slide summarizes your action items for this afternoon’s agenda.

The Budget Workshop focuses on FY 2015, and an 11X17 pullout resembling the graphic on this page has been provided in your packet.

There are smaller items to cover for FY 2014 and those are handled through the afternoon Supplement.

## CDOT Finances Overview

- CDOT Finances Overview

- Flood – Re

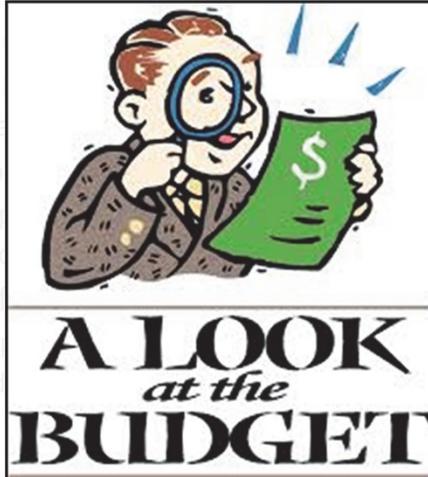
- Financial
- Financial
- Cash Bal

- Budget Wo

- FY14: Su
- FY15: Bu

- RAMP / OF

- Ramp Re
- OCM Upd



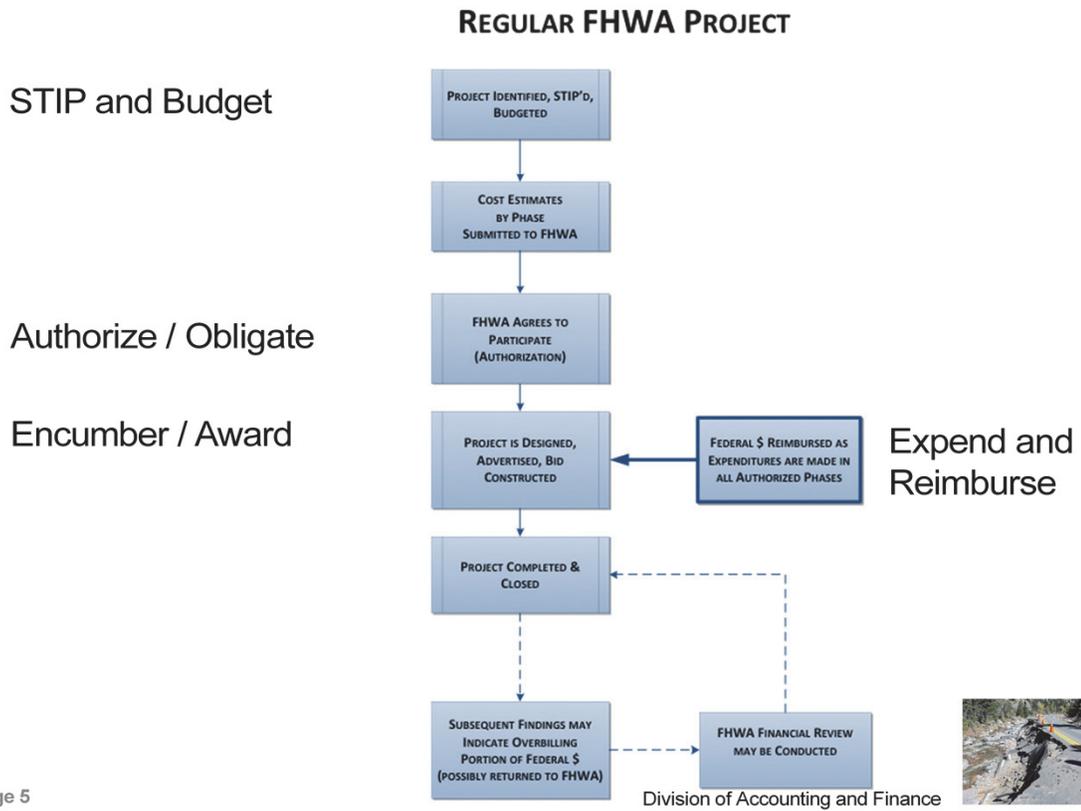
Page 4

Division of Accounting and Finance



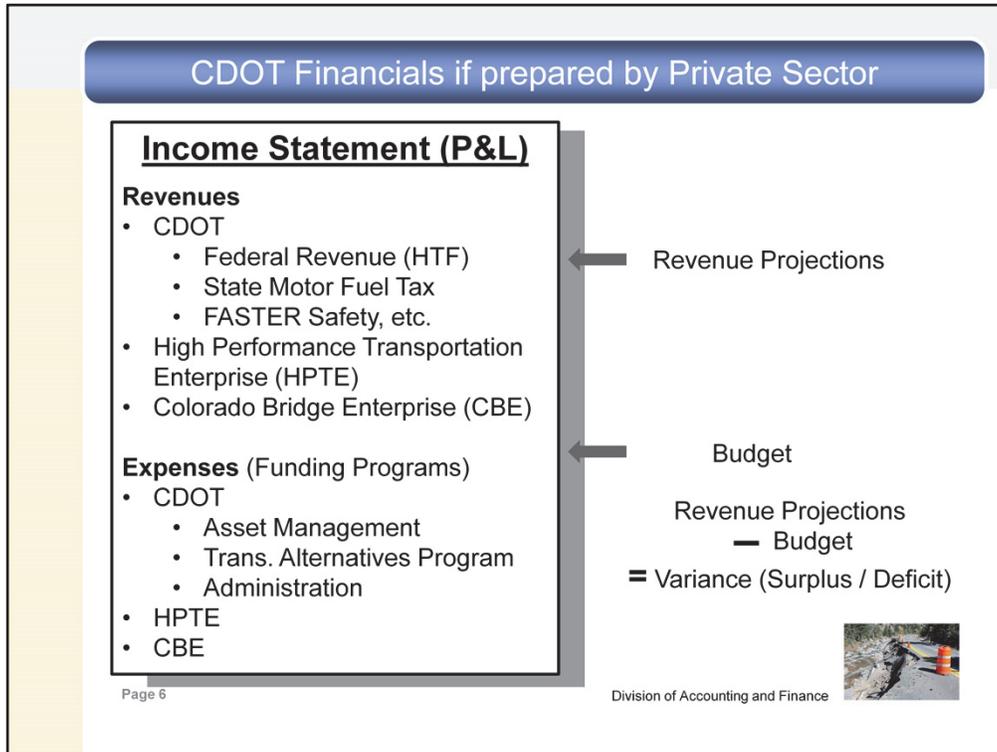
This first overview is intended to quickly clarify what actions occur in which fiscal years. At the discretion of the Chair, this section can be bypassed during presentation.

# Financial Flow of Project



Commissioner Reiff asked Scott Richrath during October’s Audit Committee to walk the Commission through the process and terminology of the typical CDOT construction project.

This graphic is in response to that question, with the broader steps in larger font.



In large part for the benefit of our new Commissioners, Scott Richrath has verbally walked Commissioners through the annual budget process.

Given the private sector experience of our Commissioners, Scott thought it appropriate to use the next several slides to equate the CDOT budget process and funding decisions to more traditional financial statements of the private sector.

Samples of revenue and expenses are listed here. This is not comprehensive.

## Multiple Ways to Group Expenses

### **Income Statement (P&L)**

#### **Revenues**

- CDOT
  - Federal Revenue (HTF)
  - State Motor Fuel Tax
  - FASTER Safety, etc.
- High Performance Transportation Enterprise
- Colorado Bridge Enterprise

#### **Expenses (Funding Programs)**

- Legislative Administration
  - <5% of total budget
- Construction, Maintenance, Operations



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Division of Accounting and Finance

It is worth noting that CDOT has several ways to categorize its expenses.

The annual legislative long bill, approved through the Joint Budget Committee by the Legislature for the entire state budget, distinguishes between the legislatively approved Administration budget and the TC-approved and continuously appropriated Construction, Maintenance, and Operations budget.

By statute, the Administration budget cannot exceed 5% of CDOT's total budget.

## Multiple Ways to Group Expenses

### Income Statement (P&L)

#### Revenues

- CDOT
  - Federal Revenue (HTF)
  - State Motor Fuel Tax
  - FASTER Safety, etc.
- High Performance Transportation Enterprise (HPTe)
- Colorado Bridge Enterprise (CBE)

#### Expenses (Funding Programs)

- Fed/State – Directed
  - E.g. FASTER, CBE
- TC – Directed
  - E.g. Regional Priority Prog

Colorado Department of Transportation						
Fiscal Year 2018 Dept Budget Allocation Summary & BUD 13						
Account Category	Program Area	Division	FY18 Budget	FY18 Actual	FY18 Over	FY18 Over
Number - Accounting						
<b>Revenues</b>						
<b>CDOT</b>						
<b>Revenues</b>						
0001	CDOT	TC	1,000,000	1,000,000	0	0
0002	Federal Revenue (HTF)	TC	1,000,000	1,000,000	0	0
0003	State Motor Fuel Tax	TC	1,000,000	1,000,000	0	0
0004	FASTER Safety, etc.	TC	1,000,000	1,000,000	0	0
0005	High Performance Transportation Enterprise (HPTe)	TC	1,000,000	1,000,000	0	0
0006	Colorado Bridge Enterprise (CBE)	TC	1,000,000	1,000,000	0	0
<b>Expenses (Funding Programs)</b>						
<b>Fed/State – Directed</b>						
<b>E.g. FASTER, CBE</b>						
<b>TC – Directed</b>						
<b>E.g. Regional Priority Prog</b>						

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Division of Accounting and Finance



Another way to categorize CDOT's budget is by those programs that are directed by Colorado legislation or federal authorization on a dollar-for-dollar basis, vs. those programs that are entirely within the purview of the Transportation Commission. This is how staff categorizes the budget for your discussion and adoption.

This graphic is merely a representation, provided in detail as an 11X17 pullout, of how staff highlights those programs within the purview of the Commission. Those without highlighting are directed by statute or authorization.

Some programs have attributes of both categories. FASTER Safety, for example, is directed toward safety improvements under FASTER legislation, but is available to the Commission to direct to the most appropriate Safety investments.

## Flood and RAMP Funding Sources

### Cash Flows

#### **Inflows:**

- Flood
  - TC contingency
  - FEMA, FHWA reimburse
- RAMP
  - Unencumbered year end \$
  - Project savings
  - Surplus contingency

#### **Outflows:**

- Flood
  - Project expenditures
  - Indirect expenses
- RAMP Project Expenditures
  - Asset Management
  - Partnerships, Operations

Here is how we will manage:

- **Flood**
- **RAMP**

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Division of Accounting and Finance



Since August staff has expressed that RAMP and the Flood are cash management issues rather than budget issues.

A private entity has a statement of cash flows that reconciles balance sheet accounts to determine cash flow. This cash flow summary is not intended to reconcile balance sheet accounts. Rather it helps answer the question of how to manage the current CDOT cash balance to pay for RAMP and Flood projects. A cash flow expenditure forecast will be provided with the Flood handout just prior to the Commission workshop.

**Entire Picture**

<u><b>CDOT Budgets</b></u>	<u><b>Cash Flows</b></u>
<p><b>Revenues</b></p> <ul style="list-style-type: none"> <li>• CDOT</li> <li>• High Performance Transportation Enterprise (HPTE)</li> <li>• Colorado Bridge Enterprise (CBE)</li> </ul> <p><b>Expenses (Funding Programs)</b></p> <ul style="list-style-type: none"> <li>• CDOT</li> <li>• HPTE</li> <li>• CBE</li> </ul>	<p><b>Inflows:</b></p> <ul style="list-style-type: none"> <li>• Flood               <ul style="list-style-type: none"> <li>• TC contingency</li> <li>• FEMA, FHWA reimburse</li> </ul> </li> <li>• RAMP               <ul style="list-style-type: none"> <li>• Unencumbered year end \$</li> <li>• Project savings</li> <li>• Surplus contingency</li> </ul> </li> </ul> <p><b>Outflows:</b></p> <ul style="list-style-type: none"> <li>• Flood               <ul style="list-style-type: none"> <li>• Project expenditures</li> <li>• Indirect expenses</li> </ul> </li> <li>• RAMP Project Expenditures               <ul style="list-style-type: none"> <li>• Asset Management</li> <li>• Partnerships, Operations</li> </ul> </li> </ul>

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This is simply a summary of how we will manage both the Budget and Cash.

Three budgets (CDOT, HPTE, CBE) live in the FY2015 Budget that you will be asked to adopt this week.

Two programs (Flood, RAMP) will be managed with cash.

## Private Sector Perspective

### CDOT Financials

	FY13	FY14	FY15
<b>Revenues</b>			
• CDOT			Forecasts
• HPTE			
• CBE	Closing		
<b>Expenses</b>	The	Supple-	Decision
• CDOT	Books	mentals	Items
• HPTE			
• CBE			
<b>Cash Flows</b>			Adopt
• Flood			Budget
• RAMP			

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Pulling everything together, with each section of today's workshop Scott R will point out which year we are discussing, and whether we are addressing revenues and expenses within the budget or only cash flow.

This concludes the Finance Overview section of today's finance workshop.

## Flood Financial Update

- CDOT Finances Overview
- **Flood – Refer to November 20<sup>th</sup> Handout**
  - Financial Updates
  - Financial Reimbursement Framework
  - Cash Balance Forecast Scenarios (Spend-O-Meters)
- Budget
  - FY14: S
  - FY15: B
- RAMP / O
  - RAMP R
  - OCM Up



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Refer to Flood Financial Update Handout

The next section of today's workshop is specific to the flood.

New/revised slides will be provided just in advance of the workshop.

## Flood Financial Update

### CDOT Financials

	FY13	FY14	FY15
<b>Revenues</b>			
• CDOT			
• HPTE			
• CBE			
<b>Expenses</b>			
• CDOT			
• HPTE			
• CBE			
<b>Cash Flows</b>			
• Flood			TC Contingency
• RAMP			

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Refer to Flood Financial Update Handout

By Commission resolution in September, staff is utilizing Commission Contingency to “finance” or cash flow Flood projects, with the anticipation that on average about 90% of the project costs will be reimbursed by FEMA (debris removal at 75%) and/or FHWA (temporary and permanent restoration at between 82.79% and 100% for eligible expenses).

This will span the current fiscal year (2014) and beyond.

Over this month and next, staff will begin to better understand and estimate the roughly 10% of project costs that will not be reimbursed and will begin working with the Commission to incorporate that portion into CDOT’s budget as an expense.

## Contingency Balance Overview

	FY09	FY10	FY11	FY12	FY13
<b>Beginning Bal</b>	\$ 15,206,010	\$ 74,588,207	\$85,597,750	\$52,474,023	\$57,884,638
<b>Annual Allocation</b>	\$ 56,217,329	\$30,505,139	\$38,458,555	\$10,000,000	\$67,348,451
<b>Roll-forward</b>	-	\$2,041,275	\$39,320,523	\$12,860,313	\$43,912,548
<b>Fed Redistribution</b>	\$ 15,514,956	\$13,571,657	\$18,000,000	\$18,953,017	\$15,000,000
<b>Rev Adjustment</b>	\$ 388,409,174	\$141,758,803	\$208,787,473	\$353,520,857	\$ 4,416,622
<b>Resource Allocation</b>	\$(403,924,130)	\$(165,757,238)	\$(303,232,298)	\$(373,488,504)	\$(87,221,313)
<b>Decision Items</b>	\$ (11,158,607)	\$ (10,247,359)	\$ (26,380,500)	\$ (12,495,000)	\$(13,156,262)
<b>Emergency Projects (Net)</b>	\$ 7,660,823	\$ (492,543)	\$ 3,002,329	\$ (10,819,513)	\$(15,215,713)
<b>Loans &amp; Misc</b>	\$ 7,096,377	\$ (370,191)	\$ (1,079,809)	\$ 6,879,445	\$(10,743,645)
<b>Snow and Ice</b>	\$ (433,725)	-	\$(10,000,000)		\$ 7,076,396
<b>Twin Tunnels</b>	-		-		\$(20,000,000)
<b>Ending Bal</b>	\$74,588,207	\$85,597,750	\$52,474,023	\$57,884,638	\$49,301,722

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Refer to Flood Financial Update Handout

In October, Commissioner Reiff asked for a brief history on the Transportation Commission contingency. You can see that in most years there are funds available from contingency to roll forward to a cumulative balance.

This cumulative balance in large part has helped staff manage Flood cash flow through contingency.

## November FY14 Contingency Balance Reconciliation

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Refer to Flood Financial Update Handout

Prior to the Flood, the Transportation Commission would receive a reconciliation of contingency in the packet in conjunction with the supplement. Because under Commission resolution staff is utilizing contingency for purposes of the Flood disaster, this will be reconciled to you with a handout shortly before the workshop.

Flood Expenditure Update

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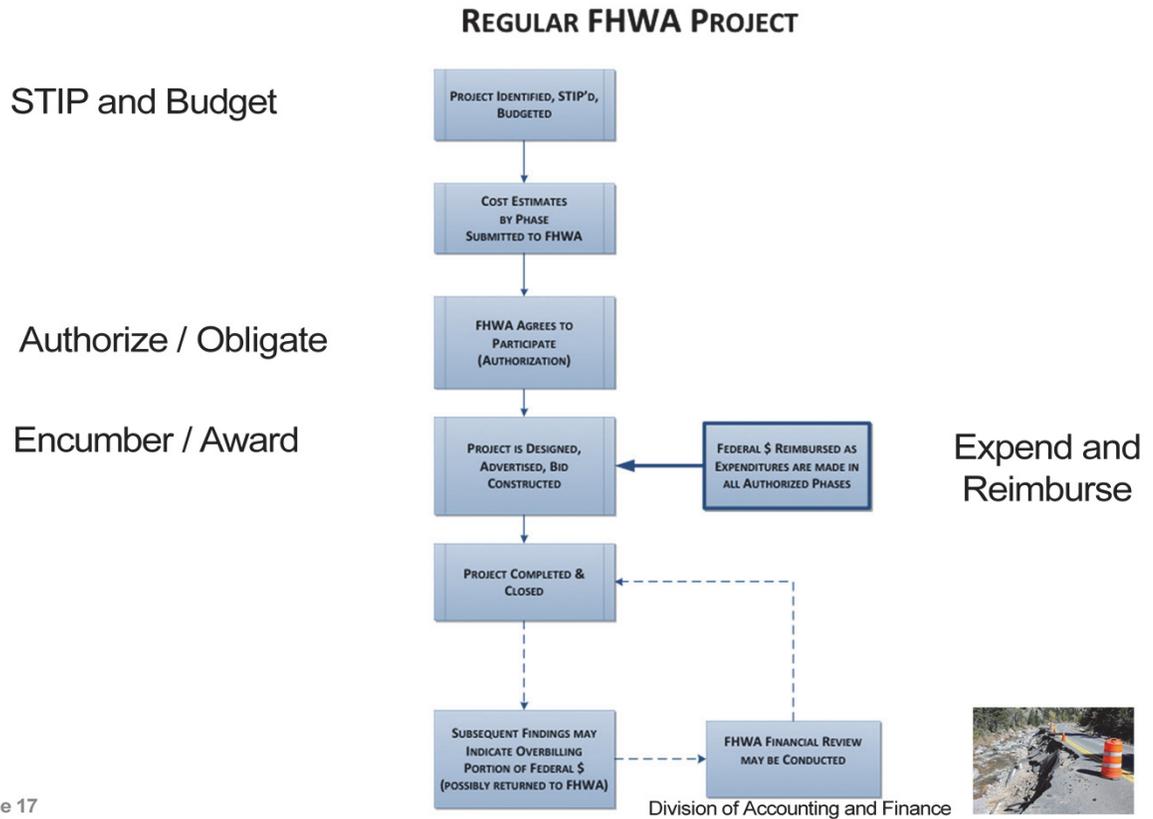
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Refer to Flood Financial Update Handout

The Incident Command Center provides daily updates of Flood expenditures. This slide will merely capture one of the latest updates.

# FHWA Reimbursement Flow: Non-Emergency Relief Projects



Refer to Flood Financial Update Handout

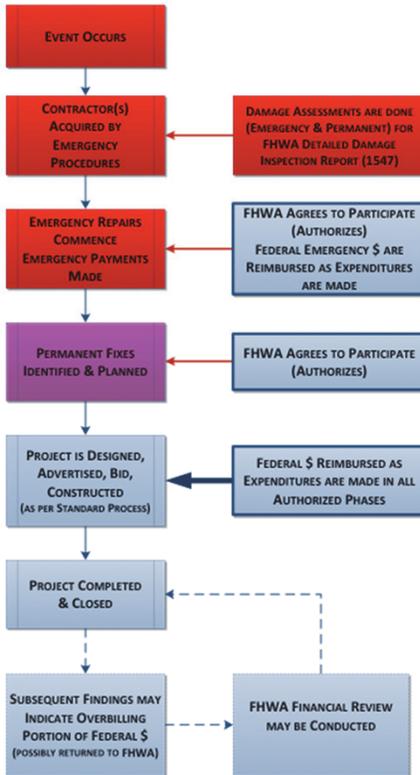
During October's Audit Committee meeting, Committee Chair Reiff asked Barb Gold and Scott Richrath to work together to ensure that CDOT has documented the reimbursement process.

This slide is repeated from earlier in the presentation to show the standard process, and will be compared with future slides to Emergency Relief processes.

# FHWA Reimbursement Flow: Emergency Relief Projects

## FHWA Emergency Project Process

Work Authorized  
before Contract  
allowed under  
Emergency  
Declaration



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Refer to Flood Financial Update Handout

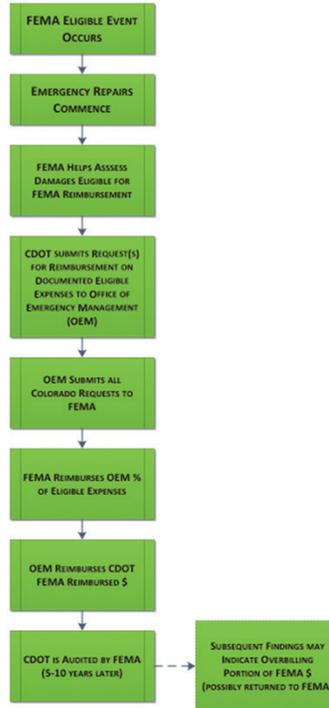
Here we have highlighted steps that are specific to Emergency Relief in **RED**.

The intent with this slide is to merely point out that under Emergency declaration, work can begin in advance of completing the standard procurement/contracting processes.

# FEMA Reimbursement Flow

## CDOT/FEMA EMERGENCY PROJECT PROCESS

Coordinate through Office of Emergency Management



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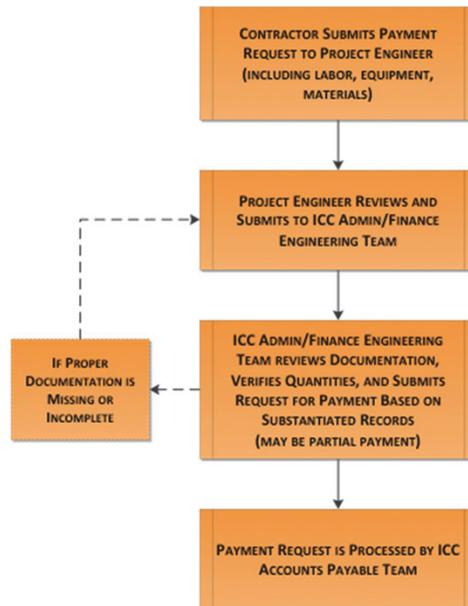
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Refer to Flood Financial Update Handout

The FEMA process is different for CDOT than the FHWA process, in part because Colorado's work is coordinated by Colorado's Office of Emergency Management rather than by CDOT.

# Contractor Payment Process

## CDOT EMERGENCY REPAIR CONTRACTOR PAYMENT PROCESS



No Change vs.  
Current Process

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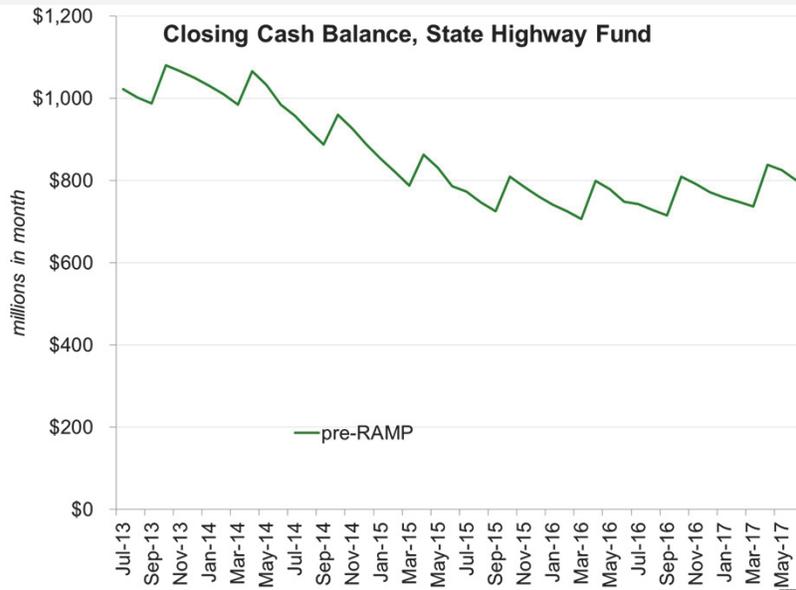
Refer to Flood Financial Update Handout

Payments to contractors follow mostly the same process as in the standard process.

CDOT staff will provide additional scrutiny on invoice submissions to ensure eligible expense are submitted for reimbursement.

CDOT will act in an oversight role for FHWA'-reimbursable local agency projects, with CDOT/FHWA signatures required on certain federal forms and with CDOT acting as a pass through for reimbursement requests and fund reimbursement.

## Forecast of Cash Balances Pre-RAMP / Pre-Flood



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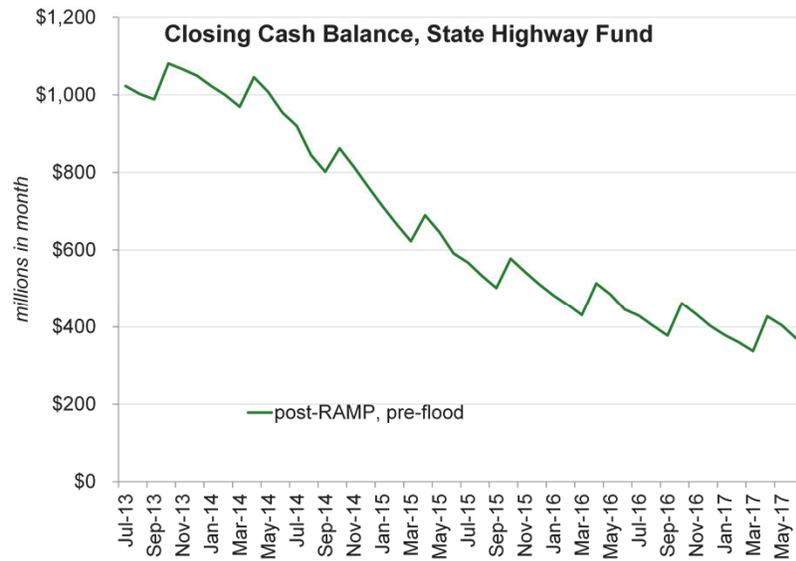
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Refer to Flood Financial Update Handout

This particular forecast shows cash balances before the flood and before RAMP.

## Forecast of Cash Balances Post-Ramp / Pre-Flood



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Refer to Flood Financial Update Handout

This particular forecast shows cash balances and obligations before the flood but includes RAMP. You can see the cash impact resulting from RAMP when compared to the prior slide.

## Forecast of Cash Balances Post-RAMP / Post-Flood

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Refer to Flood Financial Update Handout

This particular forecast will show cash balances and obligations resulting from both RAMP and the Flood. Compared to the previous slide, you can see the cash impact resulting from the Flood.

This concludes the Flood section of the finance workshop.

## Budget Workshop III of III

- CDOT Finances -
- Flood
  - Financial Updates
  - Financial Reimbu
  - Cash Balance Fo (O-Meters)
- **Budget Workshop III of III**
  - FY14: Supplemental Approvals; Region 4 Relocation
  - FY15: Budget Workshop III of III; Adopt December 1 Draft
- RAMP / Office of Cash Management
  - RAMP Reporting / Prototypes
  - OCM Update



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The next section is the third of three budget workshops that began in September. Staff will be seeking adoption of the December 1 draft FY2015 budget that is presented to the legislature.

FY15: Adopt December 1 Budget

**CDOT Financials**

	FY13	FY14	FY15
<b>Revenues</b>			
• CDOT			<b>Adopt December 1 Budget</b>
• HPTE			
• CBE			
<b>Expenses</b>			
• CDOT			
• HPTE			
• CBE			
<b>Cash Flows</b>			
• Flood			
• RAMP			

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Staff will ask you to approve the FY2015 draft budget.

This includes the core CDOT budget along with budgets for the High Performance Transportation Enterprise and Colorado Bridge Enterprise.

## FY15: Adopt December 1 Budget

- Revenues Approved by TC in September
- Asset Management Guidance from TC in September
- Scenario 3 Selected by TC in October:
  - Fund small decision items; balance to Operations (TSM&O)

CDOT Delphi Workshop for FY15 Asset Management						
(In Millions)	FY14 Baseline Budget	FY15 Baseline Amount Requested	FY15 Delphi Baseline Budget:	Sept 2013 TC Adjusted	Adjustment for updated BE Revenue Projection	Amount for FY15 Budget Recommendation to TC
Surface Treatment	\$150.6	\$152.0	\$149.5			\$149.5
Bridge, BE & Bridge Fixed Costs	\$140.6	\$151.6	\$135.0		\$4.5	\$139.5
MLOS	\$249.0	\$256.5	\$253.1			\$253.1
Road Equipment	\$14.1	\$14.6	\$14.0			\$14.0
ITS	\$11.2	\$15.7	\$11.6	\$1.4		\$13.0
Rockfall	\$5.2	\$5.2	\$5.1			\$5.1
Buildings & Buildings COPs	\$6.9	\$11.6	\$9.6			\$9.6
Tunnels	\$0.0	\$1.5	\$1.5	\$1.0		\$2.5
Culverts	\$5.6	\$3.0	\$3.6			\$3.6
Walls	\$0.0	\$0.0	\$0.0			\$0.0
<b>Total</b>	<b>\$583.2</b>	<b>\$611.7</b>	<b>\$583.0</b>	<b>\$2.4</b>	<b>\$4.5</b>	<b>\$589.9</b>

**Asset Management drives majority of TC-directed budget**



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The Commission has made most of the FY2015 decisions already.

This slide summarizes those decisions and captures for final adoption the Asset Management funding levels.



**RAMP / Office of Cash Management**

- CDOT Finance Overview
- Finance Reporting
- Budgeting
  - FY 13 Budget Workshop in Q1/11, Adopt December 1 draft
- **RAMP / Office of Cash Management**
  - RAMP Reporting / Prototypes
  - OCM Update

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The final section of today's Finance Workshop is on RAMP and Cash Management.

This is for information only.

## RAMP

### CDOT Financials

	FY13	FY14	FY15
<b>Revenues</b>			
• CDOT			
• HPTE			
• CBE			
<b>Expenses</b>			
• CDOT			
• HPTE			
• CBE			
<b>Cash Flows</b>			
• Flood			
• RAMP		Pools	Cash Mgmt

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RAMP is a cash management issue that begins in the current fiscal year and carries for five years total.

## RAMP Asset Management Report / Prototype

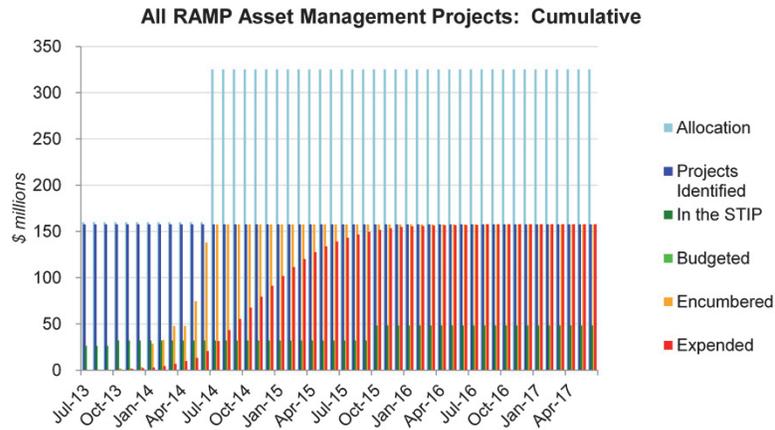
	Allocation	Projects Identified	In the STIP	Budgeted	Encumbered	Expended
		Actual YTD		(placeholder)	Cash Mgmt Forecast	
Surface Trmt	\$ 88,200,000	\$ 92,882,000	\$ 26,283,000		\$ 73,174,000	\$15,379,454
Bridge (1)	33,300,000	53,550,000			53,550,000	1,990,314
MLOS						
Roadway Equip	6,800,000					
ITS	10,300,000					
Buildings	4,400,000					
Tunnels	7,400,000	7,250,000	5,759,500		7,250,000	2,109,169
Culverts	5,900,000					
Walls						
Rock Fall	3,800,000	4,000,000			4,000,000	955,661
Risk Mitigation						
FY2014	\$160,100,000	\$157,682,000	\$32,042,500	\$ -	\$137,974,000	\$ 20,794,598
FY2015	\$165,200,000				\$ 19,708,000	\$118,285,403
FY2016			\$16,316,000			\$ 17,764,197
FY2017						\$ 900,875

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1) Includes previously funded Bridge Rehab projects in the STIP

This is an example of how financial progress may be tracked for RAMP, using many of the same project steps provided earlier in the project process slides.

## RAMP Asset Management Projects / Prototype



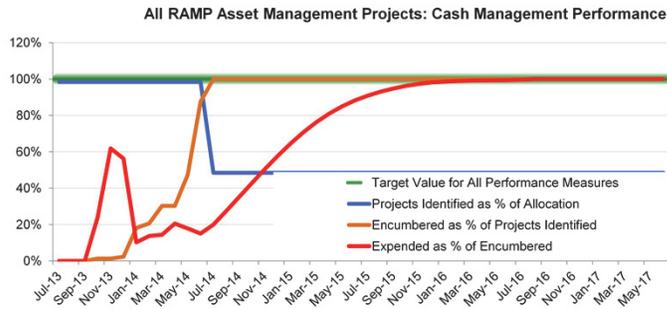
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This report is the cash management component of a program performance report. As such, it defines the performance metrics for cash that would be applied to a program or a portfolio of projects. This report is designed to show how well, i.e. how quickly, a new program is being delivered. It differs from the spend-o-meter format in that it is not trying to forecast cash balances or financial position; it is just about "how quickly and effectively is this program being started up and delivered?"

## RAMP Asset Management – Cash Management / Prototype



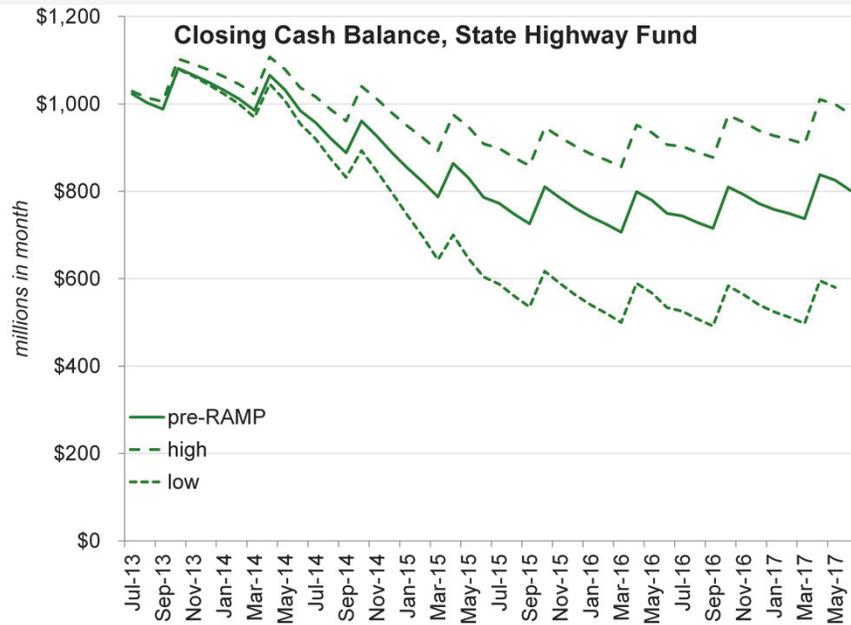
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This report compares the actual progress from the prior slide against targets.

## Forecast of Cash Balances Pre-RAMP / Pre-Flood



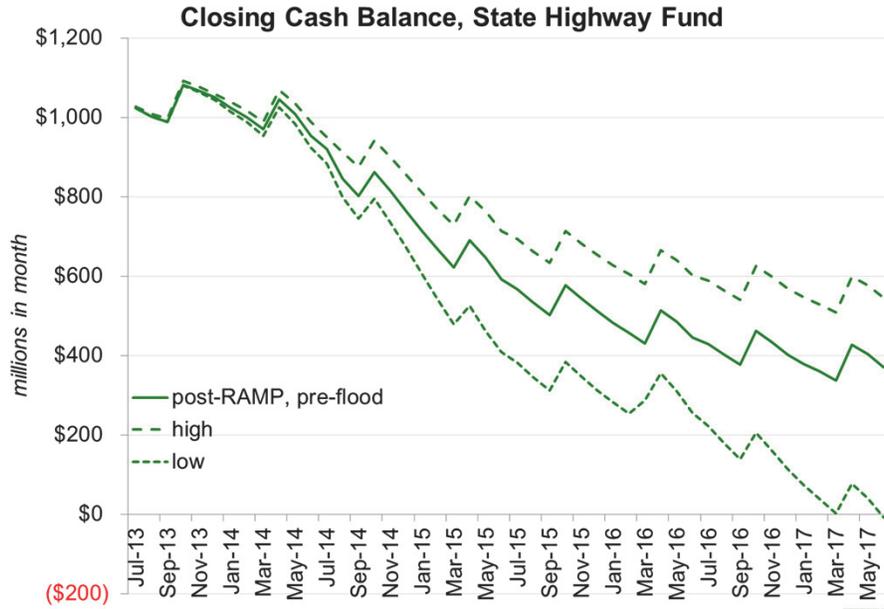
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This particular forecast shows cash balances and obligations “before the flood” and excludes RAMP.

## Forecast of Cash Balances Post-Ramp / Pre-Flood



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This particular forecast shows cash balances and obligations “before the flood” but includes RAMP.

## Forecast of Cash Balances Post-RAMP / Post-Flood

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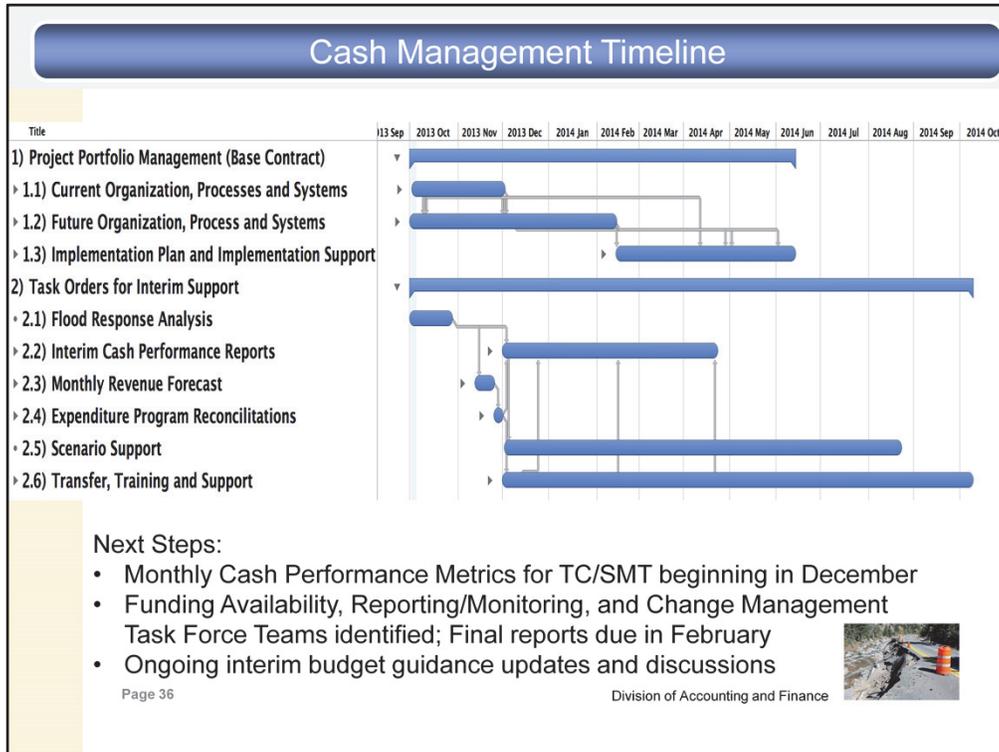
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Refer to Flood Financial Update Handout

This slide projects available cash after both RAMP and the Flood have been accounted for. Several assumptions have been made in projecting this balance, including reimbursement rates, RAMP project progress, etc.

This slide will be provided just before the Commission workshop.



This provides an overview of progress of the Office of Cash Management.

## Next Steps

- December Transportation Committee Meeting Topics:
  - Policy Directive (PD) 703
  - Supplemental Budget Actions for Projects and Programs
- Upcoming Months' Topics to be Addressed:
  - Increase in Appropriated Budget Common Policies, Including Salaries
  - Increased Costs for the Governor's Office of Information Technology
  - Water Quality Needs
  - Potential Certificate of Participation for R4 Relocation
  - Potential FY2015 Revenue Forecast Update

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Next month staff will bring a proposed Policy Directive regarding the level of detail the Commission seeks in future staff budget workshops and decisions.

Several issues will be decided in the coming months that will impact the draft FY2015 Budget before it is submitted in its final form for inclusion in the long bill and for signature by the Governor.

## Questions?

- CDOT Finances - Overview
- Flood – Refer to November 20<sup>th</sup> Handout
  - Financial Updates
  - Financial Reimbursement Framework
  - Cash Balance Forecast Scenarios (Spend-O-Meters)
- Budget Workshop III of III
  - FY14: Supplemental Approvals; Region 4 Relocation
  - FY15: Budget Workshop III of III; Adopt December 1 Draft
- RAMP / Office of Cash Management
  - RAMP Reporting / Prototypes
  - OCM Update
- Next Steps



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Closing slide.

**Colorado Department of Transportation  
Fiscal Year 2015 Draft Budget 11-21-13**

Budget Category	Program Area	Directed by	FY15 Allocations	FY15 Budget	Funding Source
<b>Maintain - Maintaining What We Have</b>					
	<b>CDOT Performed Work</b>				
	Roadway Surface	TC	49,404,619	49,404,619	SH
	Roadside Facilities	TC	20,115,545	20,115,545	SH
	Roadside Appearance	TC	7,148,508	7,148,508	SH
	Structure Maintenance	TC	11,084,605	11,084,605	SH
	Tunnel Activities	TC	7,621,175	7,621,175	SH
	Snow and Ice Control	TC	64,339,139	64,339,139	SH
	Traffic Services	TC	60,156,108	60,156,108	SH
	Planning and Scheduling	TC	13,805,622	13,805,622	SH
	Material, Equipment and Buildings	TC	17,624,679	17,624,679	SH
			<b>251,300,000</b>	<b>251,300,000</b>	
	<b>Contracted Out Work</b>				
	Surface Treatment*	TC	149,500,000	111,004,661	FHWA / SH
	Structures On-System Construction	TC	19,100,000	14,181,866	FHWA / SH
	Structures Inspection and Management	TC	11,600,000	8,613,071	FHWA / SH
	Rockfall Mitigation	TC	5,100,000	3,786,781	SH
	Highway Safety Investment Program	FR	29,812,448	22,135,924	FHWA / SH
	Railway-Highway Crossings Program	FR	3,194,739	2,372,113	FHWA / SH
	Hot Spots	TC	2,167,154	1,609,125	FHWA / SH
	Traffic Signals	TC	1,472,823	1,093,580	09-108
	FASTER - Safety Projects	TC	87,900,000	65,266,286	SH
	Maintain-Related Indirects/Overhead		-	27,018,022	
	Maintain-Related CDOT Construction Engineering		-	52,765,735	
			<b>309,847,164</b>	<b>309,847,164</b>	
	<b>Capital Expenditure</b>				
	Road Equipment	TC	14,000,000	14,000,000	SH
	Capitalized Operating Equipment	TC	3,760,247	3,760,247	SH
	Property	TC	7,236,096	7,236,096	SH
			<b>24,996,343</b>	<b>24,996,343</b>	
			<b>Total:</b>	<b>586,143,507</b>	
<b>Maximize - Safely Making the Most of What We Have</b>					
	<b>CDOT Performed Work</b>				
	TSM&O: Performance Programs and Services		7,236,795	7,236,795	
			<b>7,236,795</b>	<b>7,236,795</b>	
	<b>Contracted Out Work</b>				
	Safety Education	Comb	9,829,982	7,298,822	FHWA/SH
	TSM&O: ITS Maintenance	TC	14,800,000	10,989,090	FHWA/SH
	TSM&O: Congestion Relief	TC	4,000,000	2,970,024	FHWA/SH
	Regional Priority Program	TC	10,000,000	7,425,061	FHWA/SH
	Maximize-Related Indirect/Overhead		-	3,368,453	
	Maximize-Related CDOT Construction Engineering		-	6,578,532	
			<b>38,629,982</b>	<b>38,629,982</b>	
	<b>Capital Expenditure</b>				
	TSM&O: ITS Investments	TC	10,000,000	10,000,000	SH
			<b>10,000,000</b>	<b>10,000,000</b>	
			<b>Total:</b>	<b>55,866,777</b>	
<b>Expand - Increasing Capacity</b>					
	<b>CDOT Performed Work</b>				
			-	-	
	<b>Contracted Out Work</b>				
	Strategic Projects	SL	-	-	09-228
	Expand-Related Indirect		-	-	
	Expand-Related CDOT CE		-	-	
			<b>-</b>	<b>-</b>	
			<b>Total:</b>	<b>-</b>	
<b>Deliver - Program Delivery/Administration</b>					
	Operations [including maintenance support]	TC	23,066,520	23,066,520	SHF
	DTD Planning and Research - SPR	FR	12,983,004	12,983,004	FHWA/SHF
	Administration (Appropriated)	SL	30,005,135	30,005,135	SHF
			<b>66,054,659</b>	<b>66,054,659</b>	
<b>Pass-Through Funds/Multi-modal Grants</b>					
	<b>Aeronautics</b>				
	Division of Aeronautics to Airports	AB	42,200,000	42,200,000	FAA / SA
	Division of Aeronautics Administration	AB	900,000	900,000	SA
			<b>43,100,000</b>	<b>43,100,000</b>	
	<b>Highway</b>				
	Recreational Trails	FR	1,591,652	1,591,652	FHWA
	Transportation Alternatives Program	FR	11,855,057	11,855,057	FHWA / Local
	STP-Metro	FR	48,106,560	48,106,560	FHWA / Local
	Congestion Mitigation/Air Quality	FR	45,539,598	45,539,598	FHWA / Local
	Metropolitan Planning	FR	7,736,826	7,736,826	FHWA / SH / Local
	Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / Local
	Bridge Off-System - Federal Program	FR	6,285,228	6,285,228	FHWA / SH / Local
			<b>124,279,060</b>	<b>124,279,060</b>	
	<b>Transit</b>				
	Federal Transit	FR	23,050,856	23,050,856	FTA / Local
	Strategic Projects -Transit	SL	-	-	09-228
	Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
	Transit and Rail Statewide Grants	SL	8,800,000	8,800,000	09-108
	Transit Administration and Operations	SL	1,200,000	1,200,000	09-108
			<b>38,050,856</b>	<b>38,050,856</b>	
	<b>Infrastructure Bank</b>				
	Infrastructure Bank	TC	700,000	700,000	SIB
			<b>700,000</b>	<b>700,000</b>	
			<b>Total:</b>	<b>206,129,916</b>	
<b>Transportation Commission Contingency / Debt Service</b>					
	<b>Contingency</b>				
	TC Contingency	TC	20,808,485	20,808,485	FHWA / SH
	Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
			<b>30,808,485</b>	<b>30,808,485</b>	
	<b>Debt Service</b>				
	Strategic Projects - Debt Service	DS	167,841,700	167,841,700	FHWA / SH
	Certificates of Participation-Property		2,363,904	2,363,904	SH
	Certificates of Participation-Energy	DS	1,051,000	1,051,000	SH
			<b>171,256,604</b>	<b>171,256,604</b>	
			<b>Total:</b>	<b>202,065,089</b>	
			<b>1,116,259,948</b>	<b>1,116,259,948</b>	

Revenue **1,116,259,948** **1,116,259,948**

**Key to acronyms:**

IDC=Indirect Costs  
CE=Construction Engineering  
TC=Transportation Commission  
FHWA=Federal Highway

SH=State Highway funding  
09-228=Funds from House Bill  
09-108=Funds from House Bill  
FTA=Federal Transit

TC=Transportation Commission  
BEB= Bridge Enterprise Board  
DS= Debt Service Covenants  
AB=Aeronautics Board

FR=Federal Requirements  
SL=State Legislation  
HPTEB=High Performance Transportation Enterprise Board  
Comb=Combination  
02 Finance Workshop: Page 41

**State Bridge Enterprise  
Fiscal Year 2015 Draft Budget 11-21-13**

Budget Category		Program Area	Directed by	FY15 Allocations	FY15 Budget	Funding Source
Maintain - Maintaining What We Have						
		CDOT Performed Work				
		Maintenance	BEB	250,000	250,000	09-108
		Scoping Pools	BEB	750,000	750,000	09-108
				<b>1,000,000</b>	<b>1,000,000</b>	
		Contracted Out Work				
		Bridge Enterprise Projects	BEB	93,735,996	69,599,548	09-108
		Maintain-Related Indirects/Overhead		-	8,173,582	
		Maintain-Related CDOT Construction Engineering		-	15,962,866	
				<b>93,735,996</b>	<b>93,735,996</b>	
			<b>Total</b>	<b>94,735,996</b>		
Maximize - Safely Making the Most of What We Have						
		CDOT Performed Work				
		Contracted Out Work				
			<b>Total</b>	<b>-</b>	<b>-</b>	
Expand - Increasing Capacity						
		CDOT Performed Work				
		Contracted Out Work				
			<b>Total</b>	<b>-</b>	<b>-</b>	
Deliver - Program Delivery/Administration						
		Administration		1,911,904	1,911,904	09-108
			<b>Total:</b>	<b>1,911,904</b>	<b>1,911,904</b>	
Pass-Through Funds/Multi-modal Grants						
		Highway				
			<b>Total:</b>	<b>-</b>	<b>-</b>	
Transportation Commission Contingency / Debt Service						
		Contingency				
		Bridge Enterprise - Contingency	BEB	-	-	09-108
		Debt Service				
		Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	FHWA / SH
				18,234,000	18,234,000	
			<b>Total:</b>	<b>18,234,000</b>	<b>18,234,000</b>	
				<b>114,881,900</b>	<b>114,881,900</b>	
			Revenue	<b>114,881,900</b>	<b>114,881,900</b>	

High Performance Transportation Enterprise Fiscal Year 2015 Draft Budget 11-21-13						
Budget Category		Program Area	Directed by	FY15 Allocations	FY15 Budget	Funding Source
Maintain - Maintaining What We Have						
		CDOT Performed Work				
		Contracted Out Work				
			<b>Total</b>	<b>-</b>	<b>-</b>	
Maximize - Safely Making the Most of What We Have						
		CDOT Performed Work				
		Contracted Out Work				
			<b>Total</b>	<b>-</b>	<b>-</b>	
Expand - Increasing Capacity						
		CDOT Performed Work				
		High Performance Transportation Enterprise-Maintenance	HPTEB	-	-	Tolls
		Contracted Out Work				
		High Performance Transportation Enterprise-Projects	HPTEB	30,200,000	22,423,684	Tolls
		Expand-Related Indirect		-	2,633,377	
		Expand-Related CDOT CE		-	5,142,939	
				<b>30,200,000</b>	<b>30,200,000</b>	Tolls
			<b>Total</b>	<b>30,200,000</b>	<b>30,200,000</b>	
Deliver - Program Delivery/Administration						
		High Performance Transportation Enterprise-Administration		1,375,000	1,375,000	Tolls
			<b>Total:</b>	<b>1,375,000</b>	<b>1,375,000</b>	
Pass-Through Funds/Multi-modal Grants						
		Highway				
			<b>Total:</b>	<b>-</b>	<b>-</b>	
Transportation Commission Contingency / Debt Service						
		Contingency				
		Debt Service				
			<b>Total:</b>	<b>-</b>	<b>-</b>	
				<b>31,575,000</b>	<b>31,575,000</b>	
			Revenue	<b>31,575,000</b>	<b>31,575,000</b>	

**Total Consolidated Allocations 1,262,716,848 1,262,716,848**

**Total Consolidated Revenue 1,262,716,848 1,262,716,848**



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# Colorado Department of Transportation

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Twin Tunnels under Construction

## Draft Budget Allocation Plan *for* Fiscal Year 2014-15

Governor John Hickenlooper

November 21, 2013

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## **RESOLUTION FOR THE FY 2014-2015 DRAFT BUDGET**

### **Resolution # TC-**

#### **RESOLUTION FOR THE FY 2014-2015 BUDGET**

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

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

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

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

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



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(In Millions)	FY15 Delphi Baseline Budget:	Adjustments	Amount for FY15 Budget Recommendation to TC	Delphi RAMP \$165M Average:	FY15 Total With RAMP
Surface Treatment	\$149.5		\$149.5	\$85.7	\$235.2
Bridge, BE & Bridge Fixed Costs	\$135.0	\$4.5	\$139.5	\$28.7	\$168.2
MLOS	\$253.1	-\$1.8	\$251.3	\$0.0	\$251.3
Road Equipment	\$14.0		\$14.0	\$6.9	\$20.9
ITS	\$11.6	\$3.2	\$14.8	\$12.8	\$27.6
Rockfall	\$5.1		\$5.1	\$4.0	\$9.1
Buildings & Buildings COPs	\$9.6		\$9.6	\$11.2	\$20.8
Tunnels	\$1.5	\$1.0	\$2.5	\$9.9	\$12.4
Culverts	\$3.6		\$3.6	\$6.0	\$9.6
Walls	\$0.0		\$0.0	\$0.0	\$0.0
<b>Total</b>	<b>\$583.0</b>	<b>\$2.4</b>	<b>\$589.9</b>	<b>\$165.2</b>	<b>\$755.1</b>

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

\$9.6M Baseline Budget, including COPs:

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

\$11.2M RAMP:

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



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

\$2.5M Baseline Budget:

- \$1.2 Million for Hanging Lake Tunnel Lighting
- \$0.3 Million for Hanging Lake Tunnel Emergency Power Units
- \$1.0 Million for Tunnels Inspections

\$9.9M RAMP:

- \$5.0 Million for Eisenhower – Johnson Memorial Tunnel Switchgear
- \$3.0 Million for Hanging Lake Tunnel VMS/CMS/LUS Replacement
- \$1.25 Million for Eisenhower – Johnson Memorial Tunnel Roof Replacement
- \$0.6 Million for Hanging Lake Tunnel CP6 Vertical Lift Doors
- \$0.04 Million for Hanging Lake Tunnel Fire Suppression Upgrade; and

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

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

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Transportation Commission Secretary

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Date



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## **COLORADO DEPARTMENT OF TRANSPORTATION**

### **Draft Budget for Fiscal Year 2014-2015**

John Hickenlooper, Governor

Donald E. Hunt, Executive Director

#### **Transportation Commission**

Doug Aden, Chairman, Grand Junction, District 7

Ed Peterson, Vice Chairman, Evergreen, District 2

Shannon Gifford, Denver, District 1

Gary Reiff, Vice Chairman, Greenwood Village, District 3

Heather Barry, Westminster, District 4

Kathy Gilliland, Loveland, District 5

Kathy Connell, Steamboat Springs, District 6

Sidny Zink, Durango, District 8

Les Gruen, Colorado Springs, District 9

Bill Thiebaut, Pueblo, District 10

Steven Hofmeister, Holyoke, District 11

Herman Stockinger, Secretary

Per the attached Resolution TC - xxxx the Transportation Commission presents the Budget for the period July 1, 2014 through June 30, 2015 for approval by the Governor.

Approved: \_\_\_\_\_

Date: \_\_\_\_\_

Made pursuant to the provisions of Sections 43-1-106 and 43-1-113, C.R.S. (2013)



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## **Introduction**

### **About the Department**

The Colorado Department of Transportation (CDOT) is a billion-dollar per year, 3,318 employee organization dedicated to providing the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

The Department operates under the authority of the Colorado Transportation Commission, which has been in continuous operation since 1909. The Department enhances the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

The Department is responsible for a 9,106 mile highway system, including 3,447 bridges. Each year, this system handles over 28 billion vehicle miles of travel. Although the Interstate system accounts for only about 10 percent (914 miles) of the total mileage on the state system, 43 percent of all travel takes place on our Interstate highways.

CDOT's highway construction program attracts private contractors and the low bidder is awarded the project and in turn is responsible for construction of that project. This partnership between government and business works well to maintain and improve our transportation system.

CDOT maintenance forces take care of the highway system, plowing snow and repairing pavement. Last winter, these men and women plowed 6.2 million miles of highway. They also repaired road damage and potholes, using more than 234,045 tons of asphalt and 1.2 million gallons of liquid asphalt in preservation activities.

CDOT is more than roads and bridges. The Division of Aeronautics supports aviation interests statewide, including grants to help improve local airports. CDOT's Division of Transit and Rail provides assistance to numerous transit systems in the state, and the Division of Transportation Systems, Maintenance and Operations addresses the state's traffic and congestion issues through the development of intelligent transportation systems.

### **Budget Layout**

This document is divided into three budgets, each with its own section: the first section contains the main CDOT budget, the second is the State Bridge Enterprise and the third is High Performance Transportation Enterprise. Each of these sections is in turn divided into a revenue section with fact sheets for each revenue source and a program allocation section with fact sheets for each program. Information on statutory authorization, governance and program website links are provided at the top of each program fact sheet.

Upon adoption by the Transportation Commission, this budget allocation plan is available for viewing at <http://www.coloradodot.info/business/budget/cdot-budget>.



## **Introduction (continued)**

### **Responsible Acceleration of Maintenance and Partnerships (RAMP)**

The Colorado Department of Transportation (CDOT) is changing how it budgets and expends funds for transportation projects. Using sound business practices this new effort, known as Responsible Acceleration of Maintenance and Partnerships (RAMP), will better coordinate project expenditures and available funding.

- **Current Practice.** Currently, CDOT does not advertise a project until all of the money is “in the bank,” which means the department is saving money for projects over multiple years before construction begins. In addition, some projects take several years to construct - so money often sits unspent when it could be utilized much sooner.
- **New Practice.** Under the RAMP program, CDOT will fund multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins

### **Asset Management**

Recent Federal legislation requires that each State DOT develop a risk based asset management plan, and the penalty for failing to do so is the potential loss of 35% of Federal dollars. CDOT is ahead of schedule in developing its plan, and is in the process of formalizing how its asset management practices inform both budget setting and ultimately project selection. Asset managers use Transportation Commission established performance goals and state-of-the-art technologies to determine long term performance forecasts and present their analysis to senior management and the Transportation Commission for budgetary decisions. Once these program allocations are determined staff works with regions and other assets to select optimal, cost-effective projects.

### **Office of Cash Management**

The Office of Cash Management has been formed within CDOT's Division of Accounting and Finance to effectively and efficiently manage the Department's cash resources. The Office launched a Cash Management Project on September 13, 2013. Project team efforts will lead to the development of the most effective technical and business processes to manage CDOT's cash balance and maximize available funding to advance more dollars to construction.



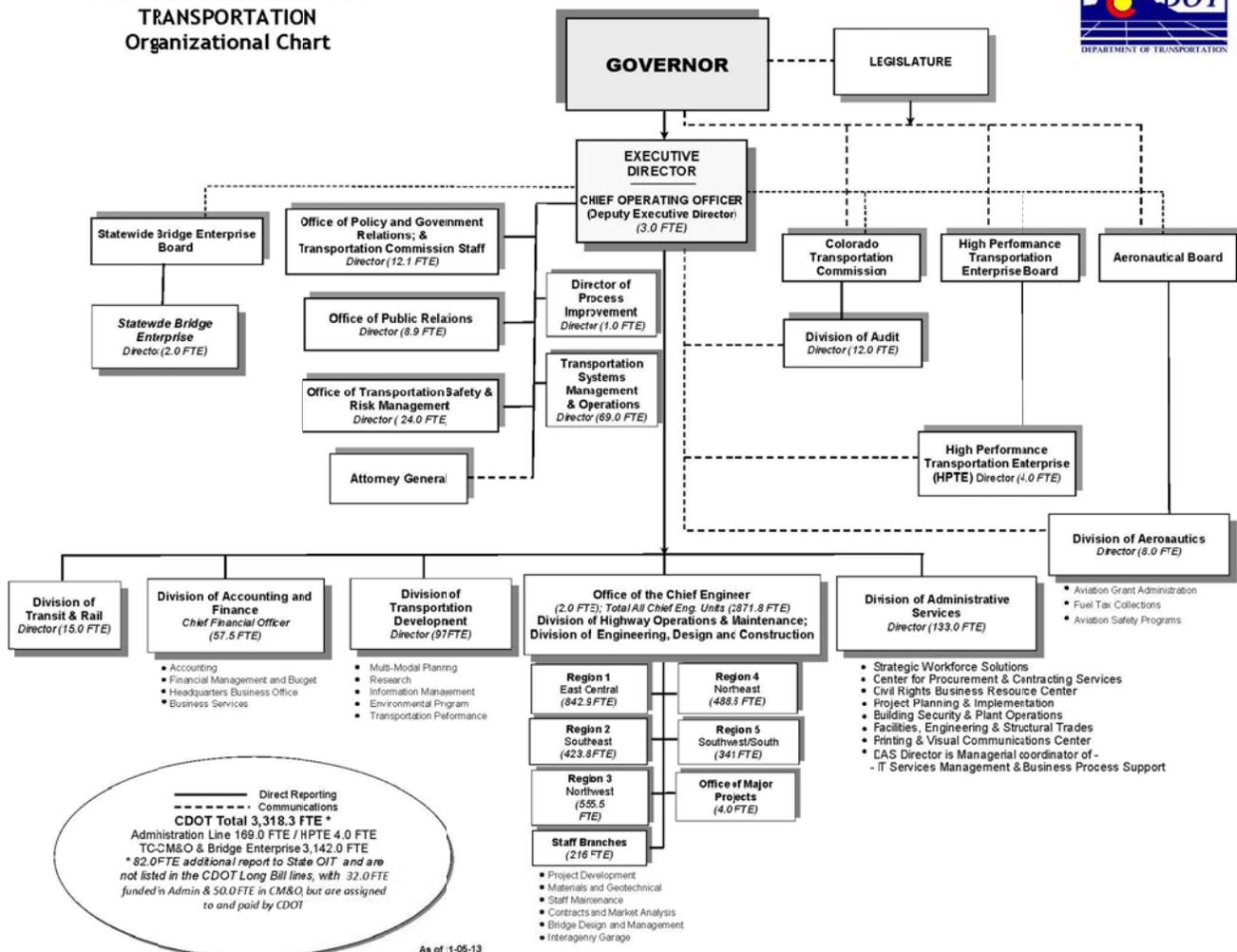
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## Introduction (continued)

### Organizational Chart

The Department of Transportation is organized according to state statutes and the policy directives of the Colorado Transportation Commission.

COLORADO DEPARTMENT OF TRANSPORTATION  
Organizational Chart





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# **Colorado Department of Transportation**

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## CDOT Boards & Commissions

### The Colorado Transportation Commission

The Colorado Transportation Commission provides oversight, policy direction, and resource allocation decisions to the Department of Transportation. The powers and duties of the Commission are set forth in Section 43-1-106, C.R.S. (2013). The Commission consists of eleven appointees of the Governor, each representing a specific geographic portion of the state and each appointed to a four-year term on a staggered schedule. The appointees are subject to confirmation by the Colorado Senate.

The members of the Transportation Commission are:

- District One: Ms. Shannon Gifford;** [Commissioner.Gifford@.state.co.us](mailto:Commissioner.Gifford@.state.co.us);  
*(Denver County; appointed July, 2013, term expiring July 2017).*
- District Two: Mr. Ed Peterson;** [Commissioner.Peterson@.state.co.us](mailto:Commissioner.Peterson@.state.co.us);  
*(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015).*
- District Three: Mr. Gary Reiff;** [Commissioner.Reiff@.state.co.us](mailto:Commissioner.Reiff@.state.co.us);  
*(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2017).*
- District Four: Ms. Heather Barry;** [Commissioner.Barry@.state.co.us](mailto:Commissioner.Barry@.state.co.us);  
*(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015).*
- District Five: Ms. Kathy Gilliland;** [Commissioner.Gilliland@.state.co.us](mailto:Commissioner.Gilliland@.state.co.us);  
*(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015).*
- District Six: Ms. Kathy Connell;** [Commissioner.Connell@.state.co.us](mailto:Commissioner.Connell@.state.co.us);  
*(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015).*
- District Seven: Mr. Doug Aden;** [Commissioner.Aden@.state.co.us](mailto:Commissioner.Aden@.state.co.us);  
*(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2015).*
- District Eight: Ms. Sidny Zink;** [Commissioner.Zink@.state.co.us](mailto:Commissioner.Zink@.state.co.us);  
*(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July, 2013 term expiring July 2017).*
- District Nine: Mr. Les Gruen;** [Commissioner.Gruen@.state.co.us](mailto:Commissioner.Gruen@.state.co.us);  
*(El Paso, Fremont, Park, and Teller counties; appointed November 2007, term expiring July 2015).*
- District Ten: Mr. Bill Thiebaut;** [Commissioner.Thiebaut@.state.co.us](mailto:Commissioner.Thiebaut@.state.co.us);  
*(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017).*
- District Eleven: Mr. Steven Hofmeister** [Commissioner.Hofmeister@.state.co.us](mailto:Commissioner.Hofmeister@.state.co.us)  
*(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May, 2012, term expiring July, 2015).*

Mr. Doug Aden is the chairman of the Transportation Commission and Mr. Edward J. Peterson is the vice chairman. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations serves as the Secretary of the Transportation Commission.

Please see the following page for a map of the Transportation Commission Districts.



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## CDOT Boards & Commissions (continued)

Transportation Commission District Map





## Boards & Commissions (continued)

### The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2013), the seven-member Colorado Aeronautical Board provides oversight, policy direction, and resource allocation decisions for the CDOT Division of Aeronautics. The members of the board are Governor appointees and are chosen as follows:

- Four members, two from the eastern slope and two from the western slope of the state, representing local governments which operate airports, which members shall be selected by the governor from a list of nominees supplied by local governments;
- One member representing a statewide association of airport managers; one member representing a statewide association of pilots; and
- One member familiar with and supportive of the state's aviation issues, interests, and concerns.

Appointments shall be made so as to insure a balance broadly representative of the activity level of airports throughout the state. The members serve three year terms and are subject to confirmation by the Colorado Senate.

The members of the Colorado Aeronautical Board are:

- **Mr. William "T" Thompson** [William.T.Thompson@state.co.us](mailto:William.T.Thompson@state.co.us)  
(Eastern Slope Governments; appointed March 2002, term expiring December 2014)
- **Mr. Dale Hancock** [Dale.Hancock@state.co.us](mailto:Dale.Hancock@state.co.us)  
(Western Slope Governments; appointed December 2004, term expiring December 2013)
- **Mr. Joseph Thibodeau** [Joseph.Thibodeau@state.co.us](mailto:Joseph.Thibodeau@state.co.us)  
(Pilot Organizations; appointed March 2008, term expiring December 2014)
- **Mr. John Reams** [John.Reams@state.co.us](mailto:John.Reams@state.co.us)  
(Western Slope Representative; appointed December 2006 for a term expiring December 2014)
- **Ms. Debra Wilcox** [Debra.Wilcox@state.co.us](mailto:Debra.Wilcox@state.co.us)  
(Aviation Interests-at-Large; appointed March 2008, term expiring December 2013)
- **Mr. Jeffery Forrest** [Jeff.Forrest@state.co.us](mailto:Jeff.Forrest@state.co.us)  
(Eastern Plains Governments; appointed March 2008, term expiring December 2014)
- **Mr. Kenny Maenpa** [Kenny.Maenpa@state.co.us](mailto:Kenny.Maenpa@state.co.us)  
(Airport Management Representative; appointed December 2011, term expiring December 2014)

Mr. Joseph Thibodeau is the Chairman of the Aeronautical Board, Mr. Dale Hancock is the Vice Chairman and Mr. David Gordon, A.A.E. is the Director of the Division of Aeronautics.



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## **CDOT Revenue Fact Sheets**

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## **CDOT Revenue Overview**

### ***Background***

The Colorado Department of Transportation is financed by a variety of fees and taxes paid by the users of the state and national transportation systems.

### ***Motor Fuel Taxes***

- The State of Colorado levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles and aircraft making use of public highways and airport facilities.
- The federal government levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles on public highways.

### ***Registration Fees***

- The State of Colorado levies a variety of fees and surcharges on motor vehicles registered to use public highways; however, one tax, the specific ownership tax, is credited to local property taxing subdivisions of state government rather than to a directly transportation-related use.
- The federal government charges annual weight-based taxes on heavy vehicles registered for interstate commerce.

### ***Other Taxes***

- The State of Colorado levies a sales tax on the value of aviation fuel sold in Colorado.
- The federal government levies a tax on the value of heavy commercial vehicle sales.
- The federal government levies a weight-based excise tax on tires exceeding forty pounds.

### ***Other User Fees***

- The Department of Transportation generates revenue by selling oversize/overweight permits, access permits, bid plans, property, and excess right-of-way.

### ***General Purpose Revenue***

- Current law allows for a series of five years of conditional transfers of up to 2.0 percent of gross General Fund revenues to the Department; those transfers are dependent upon a number of triggers being met, and are not projected to occur in FY 2014-2015.

### ***Reappropriated Funding from CDOT to the Enterprises***

- Each year \$15 million in federal funds are reappropriated from CDOT to the State Bridge Enterprise and \$1 million in HUTF funds are reappropriated as a loan from CDOT to The High Performance Transportation Enterprise.
- CDOT revenue is thus reduced by \$15 million of federal funds (BE) and \$1million of HUTF funds (HPTE).
- These amounts are shown as revenue for the Enterprises.



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## CDOT - Revenue Source Fact Sheet

### CDOT Revenue Overview (continued)

<b>Summary of CDOT Revenue Estimate</b>	
<b>Funding Category</b>	<b>FY 2014-15</b>
Highway User Tax Fund (HUTF) Revenue	506,600,000
Miscellaneous State Highway Fund	29,500,000
Safety Education Funding	9,484,778
Capital Construction Fund Appropriations	0
Senate Bill 09-228 - General Fund transfer	0
Transit Revenue	30,345,370
Aeronautics Revenue	43,100,000
State Infrastructure Bank Interest Income	700,000
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	496,529,800
<b>Colorado Department of Transportation - Total Revenue</b>	<b>1,116,259,948</b>



**CDOT - Revenue Source Fact Sheet**

**Highway Users Tax Fund (HUTF) Revenue**

Statutory Authorization: Section 43-4-201, C.R.S. (2013)

Funding Type(s): Fuel taxes, registration fees, judicial fines

**Background**

The Highway Users Tax Fund is the principal fund in which state-levied fees and taxes associated with the operation of motor vehicles are deposited. The General Assembly annually appropriates HUTF moneys to the Departments of Revenue and Public Safety for motor vehicle-related programs, and the State Treasurer distributes the remaining HUTF proceeds among the Department of Transportation and county and municipal governments in Colorado according to statutory formulas.

**Specific Funding Sources**

<b>Total HUTF Revenue Estimate (in \$millions)</b>	
<b>Funding Source</b>	<b>FY 2014-15</b>
Motor Fuel Tax	554.1
Motor Vehicle Registration	194.1
Other Miscellaneous HUTF	36.5
SB 09-108 Road Safety Surcharges	115.1
SB 09-108 Late Registration Fees	22.1
SB 09-108 Daily Vehicle Rental Fees	24.6
SB 09-108 Oversize/Overweight Vehicle Surcharges	1.4
<b>TOTAL</b>	<b>947.9</b>

**Appropriation/Distribution Methodology**

The General Assembly funds the Colorado State Patrol and portions of the Department of Revenue’s Motor Vehicles Division through annual appropriations from the HUTF. Section 43-4-201 (3)(a)(I), C.R.S. (2013) restricts annual HUTF appropriations to grow by no more than 6.0 percent per year and may grow to the level of 23.0 percent of the fund’s total income from the previous fiscal year.

<b>Total HUTF Revenue Distribution (in \$millions)</b>	
<b>Entity Type</b>	<b>FY 2014-15</b>
Off the Top Deductions	111.6
CDOT	506.6
Counties	188.2
Municipalities	127.2
Distributed for Other Purposes	14.2
<b>TOTAL</b>	<b>947.8</b>



## CDOT - Revenue Source Fact Sheet

### Highway Users Tax Fund (HUTF) Revenue (continued)

Remaining HUTF revenues are statutorily divided into three separate funding streams. Principal first stream revenues are distributed 65% to CDOT, 26% to counties, 9% to municipalities and include:

- Proceeds of the first seven cents of the gasoline, diesel, and special fuel taxes.
- Vehicle license plate, identification plate, and placard fees.
- Driver's license, motor vehicle title and registration, and motorist insurance identification fees.
- Proceeds of the passenger-mile tax levied on operators of commercial bus services.
- Interest earnings.

Second stream revenues include motor fuel taxes in excess of the first seven cents per gallon of gasoline, diesel, and special fuels and are distributed 60% to CDOT, 22% to counties, and 18% to municipalities.

Third stream revenues include all fees, surcharges, and fine revenues authorized by S.B. 09-108. Apart from a provision in S.B. 09-108 that redirects \$5.0 million from the county and municipal shares to the State Transit and Rail Fund, the third stream revenues are distributed in the same proportions as the second stream revenues. This \$5.0 million is then granted by CDOT to local government transit and rail projects.

#### *Revenue History and Projection*

<b>HUTF Revenue to CDOT (in \$millions)</b>				
<i>Funding Source</i>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Estimate FY 2013-14</b>	<b>Estimate FY 2014-15</b>
Motor Fuel Tax	285.6	280.1	284.2	286.1
Motor Vehicle Registrations	102.0	100.1	101.5	102.2
Other HUTF Revenue	20.4	20.0	20.3	20.4
SB 09-108 Revenue Collections	96.0	97.7	96.9	97.9
<b>TOTAL</b>	<b>504.0</b>	<b>497.9</b>	<b>502.9</b>	<b>506.6</b>



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## CDOT - Revenue Source Fact Sheet

### Miscellaneous State Highway Fund Revenue

Funding Types: Sales, Fees, Interest Earnings

#### *Background*

The main source of revenue to the State Highway Fund is distributions from the Highway Users Tax Fund. However, there are several other sources of revenue to the State Highway Fund including:

- Interest on the fund's cash balance.
- Sales of overweight and oversize permits.
- Sales of bid plans and specifications.
- Sales of excess right-of-way and other property.
- Reimbursements for damage caused to CDOT property by motorists.

#### *Revenue History and Projection*

<b>Miscellaneous State Highway Fund Revenue (in \$millions)</b>				
<b><i>Funding Source</i></b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Estimate FY 2013-14</b>	<b>Estimate FY 2014-15</b>
Permits	7.1	7.7	4.6	4.7
Service Charges	0.0	2.4	0.0	0.0
Sales (bid plans & specs.)	0.5	1.9	0.1	0.1
Damage Awards	4.6	1.5	0.2	0.2
Interest Earned	15.9	15.9	23.9	24.5
Property (sales & rentals)	0.0	1.1	0.0	0.0
<b>TOTAL</b>	<b>28.1</b>	<b>30.5</b>	<b>28.8</b>	<b>29.5</b>



**CDOT - Revenue Source Fact Sheet**

**Safety Education Funding**

Statutory Authorization: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2013)  
 First Time Drunk Driving Offenders Account:Section 42-2-132, C.R.S. (2013)  
 Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2013)  
 National Highway Transportation Safety Administration: 49 U.S.C. § 105  
 Funding Type(s): Fees, fines

**Background**

Although there is a safety component in all field work performed by CDOT and its private sector partners, certain revenue sources are dedicated in statute for specific safety education programs.

**Law Enforcement Assistance Fund for the Prevention of Drunken Driving (LEAF)**

Every person who is convicted of, or pleads guilty to, driving under the influence (DUI) pays a fine of \$75, of which \$60 is credited to the LEAF. Money is appropriated from this fund to other Departments for administration and other designated activities. The remainder is appropriated to CDOT to fund increased law enforcement presence on public highways during periods of the year known to have higher incidences of impaired driving.

**First Time Drunk Driving Offenders Account**

Any person whose license or other privilege to operate a motor vehicle in this state has been suspended, cancelled, or revoked must pay a restoration fee of \$95 prior to the issuance of a new or restored license to operate a motor vehicle. \$35 of this fee is credited to the First Time Drunk Driving Offenders Account, which supports a legislative mandate of twelve enhanced drunk driving enforcement periods per year.

**Motorcycle Operator Safety Training (MOST) Fund**

Every driver’s license or provisional driver’s license that is issued with a motorcycle endorsement incurs a \$2 surcharge credited to the MOST fund to subsidize motorcycle operator safety training courses.

**National Highway Transportation Safety Administration (NHTSA) Funding**

Federal highway funds support programs for state and community highway safety, traffic safety information systems, alcohol-impaired driving countermeasures, and motorcyclist safety.

**Revenue History and Projection**

Safety Education Funding (in \$millions)				
Funding Source	Actual FY 2011-12	Actual FY 2012-13	Estimate FY 2013-14	Estimate FY 2014-15
NHTSA	7.1	7.9	1.7	6.5
Motorcycle Operator Safety Training Fund	0.8	0.8	0.8	0.8
First Time Drunk Driving Fund	1.0	1.5	1.5	1.5
Law Enforcement Assistance Fund	0.7	0.7	0.3	0.7
Transfer from Dept. of Public Safety	1.1	0.0	0.0	0.0
<b>TOTAL</b>	<b>10.7</b>	<b>10.9</b>	<b>4.3</b>	<b>9.5</b>



## CDOT - Revenue Source Fact Sheet

### Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2013)

Funding Type(s): State General Funds

#### **Background**

In 1995 the General Assembly enacted House Bill 95-1174, which:

- Amended the statutory definition of “capital construction” to include the construction and maintenance of state highways.
- Requires the Transportation Commission to present a prioritized budget request to the Capital Development Committee for spending authority from the Capital Construction Fund for state highway reconstruction, repair, and maintenance on or before October 1, annually.
- Requires the Capital Development Committee to study the funding request and associated prioritized list of projects and make a recommendation to the Joint Budget Committee as to the amount of funds transferred into the Capital Construction Fund for state highway purposes.
- For FY 2014-2015, CDOT has requested \$1,615,000.

#### **Specific Funding Sources**

The Capital Construction Fund derives its revenue from statutory transfers of General Fund revenue. The General Fund is comprised mainly of the proceeds of general purpose taxation such as:

- Income taxes.
- Sales and Use taxes.
- Insurance premium taxes.
- Cigarette taxes.
- Liquor taxes.
- Gaming taxes.

#### **Revenue History and Projection**

<b>Capital Construction Fund Appropriations (in \$millions)</b>				
<b>Funding Source</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Estimate FY 2013-14</b>	<b>Estimate FY 2014-15</b>
Transfers/Appropriations	0.5	0.5	0.0	0.0
<b>TOTAL</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>



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## CDOT - Revenue Source Fact Sheet

### Senate Bill 09-228 (Strategic Projects)

Web Page: <http://bit.ly/ColoradoSenateBill09-228>  
 Statutory Authorization: Section 24-75-219, et seq., C.R.S. (2013)  
 Funding Type(s): General Purpose Revenue

#### **Background**

In 2009 the General Assembly enacted Senate Bill 09-228, which:

- Repealed a statutory limit on the annual growth of certain appropriations from the General Fund.
- Repealed S.B. 97-001, a conditional transfer of General Fund revenue of up to 10.355% of state sales and use tax receipts to the State Highway Fund.
- Repealed H.B. 02-1310, a conditional transfer of excess general revenue above the General Fund appropriations limit to the State Highway Fund and the Capital Construction Fund.
- Increased the statutory General Fund reserve contingent upon economic and fiscal conditions.
- Authorized a five-year sequence of General Fund transfers to the State Highway Fund and the Capital Construction Fund contingent upon economic and fiscal conditions.

#### **Contingent General Fund Transfers to Transportation**

The bill authorized a five-year sequence of General Fund transfers to the State Highway Fund of up to 2.0% of gross General Fund revenues, with the following conditions:

- Transfers do not begin until the first fiscal year after the first calendar year in which statewide personal income grows by at least 5.0%, as measured by the U.S. Bureau of Labor Statistics.
- In the event of a tax refund pursuant to Article X, Section 20 of the Colorado Constitution.

#### **Revenue History and Projection**

The Governor’s Office of State Planning & Budgeting presently projects that the first year of S.B. 09-228 transfers will be FY 2015-2016.

<b>Senate Bill 09-228 - General Fund transfer (in \$millions)</b>				
<b>Funding Source</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Estimate FY 2013-14</b>	<b>Estimate FY 2014-15</b>
Projected Transfer	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>



## CDOT - Revenue Source Fact Sheet

### Transit Revenue

Web Page: <http://www.coloradodot.info/programs/transitandrail/transit>  
 Statutory Authorization: 26 U.S.C. § 9503 (e) – The Mass Transit Account of the Highway Trust Fund Section 43-4-811, C.R.S. (2013) – State Funding for Local Transit Grants  
 Funding Type(s): Taxes, Fees

#### Background

The 1982 Surface Transportation Assistance Act increased federal motor fuel taxes from eight to nine cents per gallon and dedicated the revenue from the incremental tax to a new Mass Transit Account in the Highway Trust Fund. The current rates for taxes supporting the Mass Transit Account are noted in the tax table below. Funds in the Mass Transit Account are apportioned to states and transit providers by formula.

#### User Taxes

The table below provides revenue sources for the Mass Transit Account. State-levied sources of revenue for transit include local funds to match Federal Transit Administration (FTA) apportionments as well as a statutory set-aside of \$5.0 million of Senate Bill 09-108 revenues from what would otherwise be distributed to local governments through the regular HUTF distribution.

#### Excise Taxes Supporting the Mass Transit Account

Tax Type	Tax Rate
Gasoline	2.86 cents per gallon
Diesel	2.86 cents per gallon
Gasohol (10% ethanol)	2.86 cents per gallon
Special Fuels:	
General rate	2.86 cents per gallon
Liquefied petroleum gas	2.13 cents per gallon
Liquefied natural gas	1.86 cents per gallon
M85 (from natural gas)	1.43 cents per gallon
Compressed natural gas	9.71 cents per thousand cubic feet

Source: The Federal Transit Administration

#### Revenue History and Projection

Under the current authorization, the Moving Ahead for Progress in the 21st Century (MAP-21), Colorado receives less than 5.0 percent of all transit apportionments to the states. Of Colorado's roughly \$93.0 million apportionment, CDOT administers roughly \$14.6 million or 15.0 percent; the majority is distributed directly to transit providers in Colorado.

Transit Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Federal Transit Administration Funding	12.8	15.7	16.0	16.0
Federal Transit Administration Local Match	7.5	8.9	9.0	9.3
Rail and Transit - State Highways	5.0	5.0	5.0	5.0
<b>TOTAL</b>	<b>25.3</b>	<b>29.6</b>	<b>30.0</b>	<b>30.3</b>



## CDOT - Revenue Source Fact Sheet

### Aeronautics Revenue

Web Page: <http://www.coloradodot.info/programs/aeronautics>  
 Statutory Authorization: Aviation Fuel Excise Taxes: Section 39-27-102 (1) (a) (IV) (A), C.R.S (2013)  
 Aviation Fuel Sales Tax: Section 39-26-106, C.R.S. (2013)  
 Funding Type: Taxes

#### **Background**

The maintenance and operation of aeronautical facilities in Colorado is supported by several fuel taxes which act as user fees.

#### **Gasoline Excise Taxes**

Pursuant to Section 39-27-102 (1) (a) (IV) (A), C.R.S (2013), the state collects a tax of \$0.06 per gallon of gasoline used to propel non-turbo-propeller and non-jet aircraft and a tax of \$0.04 per gallon of gasoline used to propel turbo-propeller and jet aircraft.

#### **Aviation Fuel Sales Tax**

Pursuant to Section 39-26-106, C.R.S. (2013), the state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

#### **Federal Aviation Administration (FAA) Grant**

The Division receives a \$250,000 grant annually from the Federal Aviation Administration (FAA). The FAA funds are used to assist in the statewide planning process for federally eligible airports. The Division's efforts are focused on updating capital improvement plans, Pavement Condition Indexing, assisting with individual airport planning efforts and other special projects including the State Aviation System Plan and Economic Impact Study.

#### **Revenue History and Projection**

Pursuant to Section 43-10-110, C.R.S. (2013), airports are disbursed an amount equal to 4.0 cents for each taxable gallon of gasoline sold at each airport and an amount equal to 65.0 percent of the sales and use taxes generated at each airport by sales of aviation fuel used by turbo-propeller or jet-engine aircraft. These formula allocations are made monthly by the CDOT Division of Aeronautics; remaining funds support a discretionary grant program for airport improvements.

<b>Aeronautics Revenue (in \$millions)</b>				
<b>Funding Source</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Estimate FY 2013-14</b>	<b>Estimate FY 2014-15</b>
State Aviation Funding	41.0	44.9	42.8	42.8
Federal Aviation Administration Funding	0.2	0.3	0.3	0.3
<b>TOTAL</b>	<b>41.2</b>	<b>45.2</b>	<b>43.1</b>	<b>43.1</b>



## CDOT - Revenue Source Fact Sheet

### State Infrastructure Bank Interest Income

Statutory Authorization: Transportation Infrastructure Revolving Fund Section 43-1-113.5, C.R.S. (2013)  
 Funding Type: Interest Income

#### **Background**

The Colorado State Infrastructure Bank (SIB) is a revolving fund created by the State Legislature that is authorized to make loans to public and private entities to facilitate the financing of public transportation projects within the state. The fund contains the following four accounts specified in the enabling legislation:

- A highway account.
- A transit account (currently inactive).
- An aviation account.
- A rail account (currently inactive).

The highway account is capitalized through the Transportation Commission’s transfer of funds derived from highway user fees and taxes in the State Highway Fund. The aviation account is capitalized through the Transportation Commission’s transfer of funds derived from aviation fuel and sales taxes in the State Aviation Fund.

#### **Funding Sources**

The fund’s principal sources of income are:

- Interest income from the fund’s loan portfolio.
- Interest income from the fund’s cash balance.

#### **Revenue History and Projection**

State Infrastructure Bank Interest Income (in \$millions)				
<i>Funding Source</i>	Actual FY 2011-12	Actual FY 2012-13	Estimate FY 2013-14	Estimate FY 2014-15
Interest on Loans	0.5	0.2	0.4	0.5
Interest on Deposits	0.2	0.2	0.1	0.2
<b>TOTAL</b>	<b>0.7</b>	<b>0.4</b>	<b>0.5</b>	<b>0.7</b>



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## CDOT - Revenue Source Fact Sheet

### Federal Highway Revenue – The Highway Trust Fund (Highway Account)

Web Page: <http://www.fhwa.dot.gov/map21/htf.cfm>

Statutory Authorization: 26 U.S.C. § 9503

Funding Type(s): Taxes, Fees

#### Background

The Highway Trust Fund (HTF) was established in 1956 at the time that congressional authorizations for interstate highway construction began to increase in magnitude. The Federal-Aid Highway Act of 1956, coupled with the Highway Revenue Act of that same year, increased authorizations for the Federal-aid Primary and Secondary Systems, authorized significant funding of the Interstate System, and established the HTF as a mechanism for financing the accelerated highway program. To finance the increased authorizations, the Revenue Act increased some of the existing highway-related taxes, established new ones, and provided that most of the revenues from these taxes should be credited to the HTF. Revenues accruing to the HTF were dedicated to the financing of Federal-aid highways.

The following user taxes fund the Highway Account of the Highway Trust Fund:

#### Excise and Sales Taxes Supporting the Federal Aid Highway Program

Tax Type	Gross Tax Rate	Net to the Highway Account
<i>Fuel Taxes (Proceeds to Highway and Mass Transit Accounts)</i>		
Gasoline	18.4 cents per gallon	15.44 cents per gallon
Diesel	24.4 cents per gallon	21.44 cents per gallon
Gasohol (10% ethanol)	18.4 cents per gallon	10.14 cents per gallon
Special Fuels:		
General rate	18.4 cents per gallon	15.44 cents per gallon
Liquefied petroleum gas	18.3 cents per gallon	16.2 cents per gallon
Liquefied natural gas	24.3 cents per gallon	22.44 cents per gallon
M85 (from natural gas)	9.25 cents per gallon	7.72 cents per gallon
Compressed natural gas	48.54 cents per thousand cubic feet	38.83 cents per thousand cubic feet
<i>Non-fuel Taxes (All proceeds to the Highway Account)</i>		
Tires:		
0-40 pounds	No Tax	
Over 40 pounds to 70 pounds	15¢ per pound in excess of 40 pounds	
Over 70 pounds to 90 pounds	\$4.50 plus 30¢ per pound in excess of 70 pounds	
Over 90 pounds	\$10.50 plus 50¢ per pound in excess of 90 pounds	
Truck and Trailer Sales	12.0 percent of retailer's sales price for tractors and trucks over 33,000 lbs. gross vehicle weight (GVW) and trailers over 26,000 lbs. GVW	
Heavy Vehicle Use	Annual tax: Trucks 55,000 lbs. and over GVW, \$100 plus \$22 for each 1,000 lbs. (or fraction thereof) in excess of 55,000 lbs. (maximum tax of \$550)	

Source: The Federal Highway Administration



## CDOT - Revenue Source Fact Sheet

### Federal Highway Revenue – The Highway Trust Fund (continued)

#### *Revenue History and Projection\**

On July 6, 2012 the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed by President Obama. This is the first long-term highway authorization enacted since 2005. MAP-21 provides funding for fiscal years 2013 and 2014 and guarantees that 95% of contributions to the Highway Trust Fund are returned to the States. In addition to the two years of federal authorization, MAP-21 extends the HTF and tax collections through FY2016. This will provide CDOT with additional stability that has been absent for the past several years.

<b>Federal Highway Administration Revenue (in \$millions)</b>				
<b><i>Funding Source</i></b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Estimate FY 2013-14</b>	<b>Estimate FY 2014-15</b>
Federal Highway Administration Funding	472.0	514.3	471.4	476.5
Federal Highway Administration Local Match	21.6	20.4	19.9	20.1
<b>TOTAL</b>	<b>493.6</b>	<b>534.7</b>	<b>491.3</b>	<b>496.6</b>

\*Recent budget actions by the U.S. Congress has led to additional uncertainty in federal apportionments by state departments of transportation. The Highway Trust Fund apportionments to states remain exempt; however, federal general fund revenues that backfills to the HTF may result in future reductions in CDOT's federal funding. CDOT continually monitors sequestration policy and congressional actions for potential budget implications.



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## **CDOT Draft Program Allocation Fact Sheets**

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## CDOT- Program Fact Sheet

# CDOT Program Summary

### *Background*

The Department of Transportation administers a variety of highway, aviation, transit, and rail programs pursuant to state laws, federal laws, and the policies of the Colorado Transportation Commission. To increase accountability and explain to transportation stakeholders and the public how the Department is organized and funded, the Department uses the following six logical categorical groupings:

- 1. Maintain – Maintaining What We Have:** Includes projects that take care of our existing system such as resurfacing and reconstruction of existing pavement and bridges, and maintenance activities such as roadway and structure maintenance and snow removal.
- 2. Maximize – Making the Most of What We Have:** Includes operational upgrades and improvements like traveler information, electronic signs, projects that add safety upgrades like turn lanes and traffic safety education programs to increase seatbelt use or reduce impaired driving.
- 3. Expand – Increasing Capacity:** Includes projects that add to our existing system such as adding new lanes to highways. Currently, limited funding is available for this category of construction. However, the High Performance Transportation Enterprise, which is dedicated to increasing highway capacity through innovative finance, is expected to play a role in filling the gap in this category in the future.
- 4. Deliver – Program Delivery / Administration:** Includes costs to manage and deliver projects such as research, planning and contracting.
- 5. Pass-through Funds / Multimodal Grants:** Includes grant funding and funds mandated to go to specific programs or projects. CDOT may administer these funds for compliance of federal rules or requirements but the actual work is performed by an entity outside of CDOT such as a nonprofit group, transit agency or local government.
- 6. Contingency / Debt Service & Certificates of Participation:** Includes funds the Transportation Commission (TC) utilizes for various emergencies and pays debt service on outstanding bonds or similar debt programs.



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**CDOT- Program Fact Sheet**

**CDOT Program Summary (continued)**

<b>Summary of CDOT Program Allocations</b>	
<b>Colorado Department of Transportation</b>	
<b>Fiscal Year 2014 - 2015 Draft Allocations</b>	
<b><i>Maintain - Maintaining What We Have</i></b>	
<b>CDOT Performed Work</b>	
Roadway Surface	49,404,619
Roadside Facilities	20,115,545
Roadside Appearance	7,148,508
Structure Maintenance	11,084,605
Tunnel Activities	7,621,175
Snow and Ice Control	64,339,139
Traffic Services	60,156,108
Planning and Scheduling	13,805,622
Material, Equipment and Buildings	17,624,679
<b>Total CDOT Performed Work</b>	<b>251,300,000</b>
<b>Contracted Out Work</b>	
Surface Treatment	149,500,000
Structures On-System Construction	19,100,000
Structures Inspection and Management	11,600,000
Rockfall Mitigation	5,100,000
Highway Safety Improvement Program (HSIP)	29,812,448
Railway-Highway Crossings Program	3,194,739
Hot Spots	2,167,154
Traffic Signals	1,472,823
FASTER - Safety Projects	87,900,000
<b>Total Contracted Out Work</b>	<b>309,847,164</b>
<b>Capital Expenditure</b>	
Road Equipment	14,000,000
Capitalized Operating Equipment	3,760,247
Property	7,236,096
<b>Total Capital Expenditure</b>	<b>24,996,343</b>
<b>Total Maintain - Maintaining What We Have</b>	<b>586,143,507</b>



CDOT- Program Fact Sheet

**CDOT Program Summary (continued)**

<b>Summary of CDOT Program Allocations (continued)</b>	
<b><i>Maximize - Making the Most of What We Have</i></b>	
<b>CDOT Performed Work</b>	
TSM&O: Performance Programs and Services	7,236,795
<b>Total TSM&amp;O: Performance Programs and Services</b>	<b>7,236,795</b>
<b>Contracted Out Work</b>	
Safety Education	9,829,982
ITS Maintenance	14,800,000
Congestion Relief	4,000,000
Regional Priority Program	10,000,000
<b>Total Contracted Out Work</b>	<b>38,629,982</b>
<b>Capital Expenditure</b>	
ITS Investments	10,000,000
<b>Total Capital Expenditure</b>	<b>10,000,000</b>
<b>Total Maximize - Making the Most of What We Have</b>	<b>55,866,777</b>
<b><i>Expand - Increasing Capacity</i></b>	
<b>Contracted Out Work</b>	
Strategic Projects	0
<b>Total Contracted Out Work</b>	<b>0</b>
<b>Total Expand - Increasing Capacity</b>	<b>0</b>
<b><i>Deliver - Program Delivery/Administration</i></b>	
Operations	23,066,520
State Planning and Research	12,983,004
Administration (Appropriated)	30,005,135
<b>Total Deliver - Program Delivery/Administration</b>	<b>66,054,659</b>
<b><i>Pass-Through Funds/Multi-modal Grants</i></b>	
<b>Aeronautics</b>	
Division of Aeronautics to Airports	42,200,000
Division of Aeronautics Administration	900,000
<b>Total Aeronautics</b>	<b>43,100,000</b>



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**CDOT- Program Fact Sheet**

**CDOT Program Summary (continued)**

<b>Summary of CDOT Program Allocations (continued)</b>	
<b>Highway</b>	
Recreational Trails	1,591,652
Transportation Alternatives	11,855,057
STP-Metro	48,106,560
Congestion Mitigation/Air Quality	45,539,598
Metropolitan Planning	7,736,826
Bridge Off-System - TC Directed	3,164,139
Bridge Off-System - Federal Program	6,285,228
<b>Total Highway</b>	<b>124,279,060</b>
<b>Transit</b>	
Federal Transit	23,050,856
Strategic Projects -Transit	0
Transit and Rail Local Grants (FASTER)	5,000,000
Transit and Rail Statewide Grants (FASTER)	8,800,000
Transit Administration and Operations (FASTER)	1,200,000
<b>Total Transit</b>	<b>38,050,856</b>
<b>Infrastructure Bank</b>	
Infrastructure Bank	700,000
<b>Total Infrastructure Bank</b>	<b>700,000</b>
<b>Total Pass-Through Funds/Multi-modal Grants</b>	<b>206,129,916</b>
<b>Transportation Commission Contingency / Debt Service</b>	
<b>Contingency</b>	
TC Contingency	20,808,485
Snow & Ice Reserve	10,000,000
Transfers to Enterprises	
<b>Total Contingency</b>	<b>30,808,485</b>
<b>Debt Service</b>	
Strategic Projects - Debt Service	167,841,700
Certificates of Participation-Property	2,363,904
Certificates of Participation-Energy	1,051,000
<b>Total Debt Service</b>	<b>171,256,604</b>
<b>Total Transportation Commission Contingency / Debt Service</b>	<b>202,065,089</b>
<b>Total CDOT Program Allocations</b>	<b>1,116,259,948</b>



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## CDOT- Program Fact Sheet

### Maintenance

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
Budget Category: Maintain – Maintaining What We Have

#### **Background**

The Maintenance Program is designed to keep the 9,106 centerline-mile (27,110 lane mile) State highway system open and safe for the traveling public. This involves all activities from the centerline of the highway to the right-of-way fence on both sides of the highway, including:

- Patching by hand or machine, sealing of pavement cracks and joints, and seal coating.
- Blading unpaved surfaces and shoulders.
- Cleaning drainage structures.
- Maintenance and repair of ditches, slopes, and stream beds.
- Sweeping the road surface, litter removal, and vegetation control.
- Maintaining guardrail, roadway signs and lighting.
- Bridge repair and painting bridges.
- Tunnel maintenance.
- Rest area maintenance.
- Snow plowing and ice control, removing of snow and sanding, and controlling avalanches.

In an effort to provide statewide consistency in service, CDOT uses a performance budgeting system for the maintenance program. The Maintenance Levels of Service (MLOS) system includes an annual physical rating and/or survey to observe results or conditions for approximately 101 activity or system items. The measured items are then categorized into nine Maintenance Program Areas (MPAs), which are:

- Planning and Scheduling.
- Roadway Surface.
- Roadside Facilities.
- Roadside Appearance.
- Traffic Services.
- Structure Maintenance.
- Snow and Ice Control.
- Material, Equipment & Buildings.
- Tunnel Activities.

There are fifteen service levels established for each MPA, with calculations translated to a scale of A+ through F-, with A+ being the highest service level and F- being the lowest.



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**CDOT- Program Fact Sheet**

**Maintenance (continued)**

*Funding*

The main source of funding to the CDOT Maintenance program is the State Highway Fund.

<b>Maintenance Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Maintenance Level of Service	242.4	249.0	249.0	251.3
<b>TOTAL</b>	<b>242.4</b>	<b>249.0</b>	<b>249.0</b>	<b>251.3</b>

Source: CDOT Office of Financial Management & Budget

*Related Performance Measures / Workload Indicators*

<b>Maintenance Level of Service by Program Area</b>					
<i>Description</i>	<b>FY 2012 Actual</b>	<b>FY 2013 Estimate</b>	<b>FY 2014 Forecast</b>	<b>FY 2015 Forecast</b>	<b>FY 2016 Forecast</b>
Planning, Training and Scheduling	C	C	C-	C	NA
Roadway Surface	B	B+	B-	B	NA
Roadside Facilities	B+	A-	B-	B-	NA
Roadside Appearance	B	B+	B-	B-	NA
Traffic Services	C+	B-	C+	C	NA
Bridges & Structures	C+	C+	C	B-	NA
Snow & Ice	B	B	B	B	NA
Service Equipment, Buildings & Grounds	B-	C+	C	C+	NA
Tunnels	C+	C+	C+	B-	NA
Overall MLOS	B-	B	B-	B-	NA

Sources: CDOT Division of Transportation Development



**CDOT- Program Fact Sheet**

**Surface Treatment**

Web Page: <http://www.fhwa.dot.gov/map21/stp.cfm>  
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
 The Highway Trust Fund, 26 U.S.C. § 9503  
 Budget Category: Maintain – Maintaining What We Have

**Background**

The objective of the Department's surface treatment program is to maintain the quality of the pavement on state highways at the highest level possible by allocating limited resources in a scientifically rigorous manner. Also, funds are allocated to mitigate safety issues discovered during the project process. It is financially efficient for these safety issues to be addressed as part of a current resurfacing project rather than to create a standalone project for the safety issue.

Department staff utilizes pavement management software and exhaustive data collection to make recommendations as to which segments of the state highway system should be prioritized for rehabilitation.

**Funding**

The main sources of revenue to the surface treatment program are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

<b>Surface Treatment Program Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Surface Treatment Allocation	112.1	116.9	111.2	111.0
Indirect Cost Allocation	26.5	22.3	26.1	25.5
Construction Engineering Allocation	13.6	11.4	13.4	13.0
<b>TOTAL</b>	<b>152.2</b>	<b>150.6</b>	<b>150.7</b>	<b>149.5</b>

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 78-79.

**Related Performance Measures / Workload Indicators**

<b>Percent of Pavement High/Moderate Drivability</b>					
<b>Description</b>	<b>FY 2012 Actual</b>	<b>FY 2013 Estimate</b>	<b>FY 2014 Forecast</b>	<b>FY 2015 Forecast</b>	<b>FY 2016 Forecast</b>
High/Moderate Drivability Life for Interstate pavement	n/a	86.0%	n/a	n/a	n/a
High/ Moderate Drivability Life for National Highway (non-Interstate) System pavement	n/a	83.0%	n/a	n/a	n/a
High/Moderate Drivability Life for pavement on the state highway system	n/a	82.0%	74.0%	66.0%	60.0%

Sources: CDOT Division of Transportation Development



**CDOT- Program Fact Sheet**

**Structures On-System**

Web Page: <http://www.coloradodot.info/library/bridge>  
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2013);  
 The Highway Trust Fund, 26 U.S.C. § 9503  
 Budget Category: Maintain – Maintaining What We Have

**Background**

The Structures Program provides:

- Bridge preventative maintenance.
- Essential bridge repairs.
- Essential culvert repairs.
- Overhead sign, signal, and high-mast-light inspection and inventory.
- Culvert and minor bridge inspection and inventory.
- Bridge inspection, inventory, and asset management.
- Local agency bridge inspection and inventory.

**Funding**

CDOT conducts inspections of all state, city, and county bridges in accordance with the National Bridge Inspection Standards (NBIS) and reports the conditions of the bridges annually to the Federal Highway Administration (FHWA). MAP-21 legislation requires reporting percent structurally deficient and will set specific targets. As a result CDOT is modifying Policy Directive 14 to move from the old practice of reporting good/fair/poor and structurally deficient or functional obsolescence to only structural deficiency with metrics included in CDOT’s asset management plan.

The main sources of funding for the Structures program are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

<b>Structures On-System Program Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Structures On-System Construction Allocation	19.8	15.7	14.9	14.2
Structures Inspection and Management Allocation	10.3	8.2	7.8	8.6
Indirect Cost Allocation	7.1	4.6	5.3	5.2
Construction Engineering Allocation	3.6	2.3	2.7	2.7
<b>TOTAL</b>	<b>40.8</b>	<b>30.8</b>	<b>30.7</b>	<b>30.7</b>

Source: CDOT Office of Financial Management & Budget

Note: The Bridge Inspection and Management Program includes inspection and management of bridges, culverts, tunnels, and walls.



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**CDOT- Program Fact Sheet**

**Structures On-System (continued)**

*Related Performance Measures / Workload Indicators*

<b>Percent of Deck Area not Structurally Deficient</b>					
<b>Description</b>	<b>FY 2012 Actual</b>	<b>FY 2013 Estimate</b>	<b>FY 2014 Forecast</b>	<b>FY 2015 Forecast</b>	<b>FY 2016 Forecast</b>
State highway total bridge-deck area that is not structurally deficient	93.0%	94.0%	94.0%	94.0%	94.0%
National Highway System bridge total deck area that is not structurally deficient.	94.0%	95.0%	96.0%	96.0%	96.0%

**Source:** CDOT Division of Transportation Development

**Note:** Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 78-79



**CDOT- Program Fact Sheet**

**Rockfall Mitigation**

Web Page: <http://www.coloradodot.info/programs/geotech/rockfall>  
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
 Budget Category: Maintain – Maintaining What We Have

**Background**

Rockfall is a significant natural hazard that affects the highway system. To increase the efficiency in which CDOT responds to this hazard, the Department is incorporating asset management principles into its rockfall management practices. Incorporating an asset management approach to rockfall mitigation allows risk reduction of entire corridors rather than individual sites within a corridor. The idea behind this process is that greater risk reduction will be achieved with a corridor approach rather than a top down approach according to rank in the Colorado Rockfall Hazard Rating System (CRHRS). The Rockfall Management Plan recognizes that not all sites with a significant rockfall risk fit into a corridor approach. Sites that pose a significant risk but do not fit into a prioritized corridor are considered for mitigation funding separately.

The Rockfall Program provides internal mitigation design and design review for projects funded with the annual rockfall mitigation budget and performs site inspections during the construction of these projects. In addition to overseeing these planned projects, Rockfall Program personnel are designated as first responders during rockfall related emergencies.

Other rockfall response and evaluation needs relate to CDOT’s Maintenance sections. Maintenance crews regularly patrol highways known to have rockfall hazards. In cases where additional investigation is warranted, assistance is provided through engineering personnel and eventually by the Rockfall Program. When the hazard in question is considered imminent, an immediate response is made through CDOT’s Maintenance section and, if needed, by a contractor specializing in rockfall mitigation.

For more information about rockfall throughout Colorado, see the Colorado Geological Survey’s Rock Talk newsletter: <http://geosurvey.state.co.us/pubs/Documents/rtv11n2.pdf>

**Funding**

The main source of revenue to the Rockfall Mitigation program is the State Highway Fund.

<b>Rockfall Mitigation Program Budget Allocations (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>
Rockfall Mitigation Allocation	3.8	4.0	3.8	3.8
Indirect Cost Allocation	0.9	0.8	0.9	0.9
Construction Engineering Allocation	0.5	0.4	0.5	0.4
<b>TOTAL</b>	<b>5.2</b>	<b>5.2</b>	<b>5.2</b>	<b>5.1</b>

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 78-79



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**CDOT- Program Fact Sheet**

**Highway Safety Improvement Program**

Web Page: <http://www.safety.fhwa.dot.gov/hsip>  
 Statutory Authorization: 23 U.S.C. Section 148  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503  
 Budget Category: Maintain – Maintaining What We Have

**Background**

This is a new program under Section 1112 of MAP-21, replacing a similar program called Hazard Elimination. The primary goal of HSIP is to achieve a significant reduction in fatalities and injuries on all publicly maintained roads. This includes public roads not owned by the State and roads on tribal lands. To comply with this program, CDOT is required to:

- Develop a strategic highway safety plan (SHSP) that identifies and analyzes highway safety problems and opportunities.
- Create projects to reduce the identified safety problems.
- Evaluate and update the SHSP on a regular basis.

**Funding**

The main sources of revenue to the Highway Safety Improvement Program are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

<b>Highway Safety Improvement Program (HSIP) Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Highway Safety Improvement Program Allocation	15.5	23.3	21.8	22.1
Indirect Cost Allocation	3.7	4.5	5.1	5.1
Construction Engineering Allocation	1.9	2.3	2.6	2.6
<b>TOTAL</b>	<b>21.1</b>	<b>30.1</b>	<b>29.5</b>	<b>29.8</b>

Source: CDOT Office of Financial Management & Budget

**Related Performance Measures / Workload Indicators**

<b>Highway Safety Improvement Performance Measures</b>					
<b>Description</b>	<b>CY 2011 Actual</b>	<b>CY 2012 Actual</b>	<b>CY 2013 Estimate</b>	<b>CY 2014 Forecast</b>	<b>CY 2015 Forecast</b>
Number of Fatalities per 100 Million Vehicle Miles Traveled	0.96	1.01	NA	NA	NA
Number of Fatalities Caused By Alcohol-Related Accidents	180	169	<150	<150	<150
Number of Motorcyclist Fatalities	87	77	n/a	n/a	n/a



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Source: CDOT Division of Transportation Development

**CDOT- Program Fact Sheet**

**Railway-Highway Crossings Program**

Web Page: <http://www.fhwa.dot.gov/map21/rhc.cfm>  
 Statutory Authorization: 23 U.S.C. Section 130  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. § 9503  
 Budget Category: Maintain - Maintaining What We Have

**Background**

The Railway-Highway Crossings Program is a federally mandated program whose objective is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

**Funding**

The main sources of revenue to the Railway-Highway Crossings Program are:

- Federal highway funds (percentage based on particular activity).
- Local match (percentage based on particular activity).

<b>Railway-Highway Crossings Program Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Railway-Highway Crossings Allocation	2.1	2.5	2.3	2.4
Indirect Cost Allocation	0.5	0.5	0.5	0.5
Construction Engineering Allocation	0.3	0.2	0.3	0.3
<b>TOTAL</b>	<b>2.9</b>	<b>3.2</b>	<b>3.1</b>	<b>3.2</b>

Source: CDOT Office of Financial Management & Budget



**CDOT- Program Fact Sheet**

**Hot Spots**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
 Budget Category: Maintain - Maintaining What We Have

**Background**

Hot Spots is a CDOT Safety program that is funded in each CDOT Engineering Region. The purpose of the Hot Spots program is:

- To mitigate small unforeseen safety issues that need immediate attention.
- To add money to an ongoing project to mitigate unforeseen safety issues discovered during the project process.

**Funding**

The main sources of revenue for the Hot Spots program are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

<b>Hot Spots Program Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Hot Spots Allocation	1.6	1.7	1.6	1.6
Indirect Cost Allocation	0.4	0.3	0.4	0.4
Construction Engineering Allocation	0.2	0.2	0.2	0.2
<b>TOTAL</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.



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**CDOT- Program Fact Sheet**

**Traffic Signals**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
 Budget Category: Maintain – Maintaining What We Have

**Background**

The purpose of the CDOT Traffic Signals program is to install and upgrade traffic signals on state highways. When a new traffic signal is requested, a traffic study is conducted and specific criteria must be met to warrant installation of a traffic signal.

**Funding**

The main source of revenue for the Traffic Signals program is the State Highway Fund.

<b>Traffic Signals Program Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Traffic Signals Allocation	1.1	1.1	1.1	1.1
Indirect Cost Allocation	0.3	0.2	0.3	0.3
Construction Engineering Allocation	0.1	0.1	0.1	0.1
<b>TOTAL</b>	<b>1.5</b>	<b>1.4</b>	<b>1.5</b>	<b>1.5</b>

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.



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**CDOT- Program Fact Sheet**

**FASTER Safety**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
 Budget Category: Maintain – Maintaining What We Have

**Background**

In 2009 the General Assembly created new funding sources to aid the Department and local governments in funding road safety projects. Per Section 43-4-803 (21), C.R.S. (2013), a "Road Safety Project" means a construction, reconstruction, or maintenance project that:

- The Transportation Commission determines is needed to enhance the safety of a state highway.
- A county determines is needed to enhance the safety of a county road.
- A municipality determines is needed to enhance the safety of a city street.

The Transportation Commission allocates road safety funding to the five CDOT Engineering Regions for allocations to projects incorporating safety improvements to state highways.

**Funding**

FASTER Safety Projects are funded through distributions of revenue generated by S.B. 09-108 and credited to the Highway Users Tax Fund.

<b>FASTER Safety Program Budget Allocations (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>
FASTER Safety Allocation	63.4	68.1	64.1	65.3
Indirect Cost Allocation	15.0	13.0	15.1	15.0
Construction Engineering Allocation	7.7	6.7	7.7	7.7
<b>TOTAL</b>	<b>86.1</b>	<b>87.8</b>	<b>86.9</b>	<b>88.0</b>

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.



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**CDOT- Program Fact Sheet**

**Capital Expenditures**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
 Budget Category: Maintain – Maintaining What We Have

**Background**

To maintain the state’s single largest capital asset (the state highway system), the Department invests money in mobile and fixed capital equipment such as:

- Road equipment.
- Capitalized Operating Equipment.
- Property.

**Funding**

The main sources of revenue for the Department’s capital expenditures are:

- The State Highway Fund.
- Federal reimbursement for qualifying expenditures.

<b>Capital Expenditure Programs Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Road Equipment Program	14.2	14.2	14.2	14.0
Capitalized Operating Equipment Program	5.5	5.5	5.5	3.8
Property Allocation Program	6.9	6.9	6.9	7.2
<b>TOTAL</b>	<b>26.6</b>	<b>26.6</b>	<b>26.6</b>	<b>25.0</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Transportation Systems Maintenance & Operations: Performance Programs & Services**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
 Budget Category: Maximize – Making the Most of What We Have

**Background**

The Transportation Safety Management & Operations Division Performance Management Programs and Services is an integrated approach to optimize the performance of a surface transportation system through programs and services aimed at improving mobility and safety through sustainable high benefit, low cost solutions. Programs and services associated with real-time traffic management are:

- Traffic Incident Command
- Traffic Management Centers
- System Performance Programs and Services
- Traffic Signal Operations

**Funding**

The main sources of funding for the program are:

- The State Highway Fund.
- Federal reimbursement for qualifying expenditures.

<b>TSM&amp;O: Performance Programs and Services (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>
TSM&O: Performance Programs and Services	0.0	0.0	0.0	7.2
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>

Source: CDOT Office of Financial Management & Budget



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## CDOT- Program Fact Sheet

### Highway Safety Education

Web Page: <http://www.coloradodot.info/programs/overview.html/2/2/alcohol-impaired-driving.html>

Web Page: <http://www.coloradodot.info/programs/live-to-ride>

Statutory Authorization: CDOT Office of Transportation Safety: Section 24-42-101, C.R.S. (2013)

Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2013)

First Time Drunk Driving Offenders Account:Section 42-2-132, C.R.S. (2013)

Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2013)

National Highway Transportation Safety Administration: 49 U.S.C. § 105

Budget Category: Maximize – Making the Most of What We Have

#### ***Background***

The Highway Safety Office (HSO) oversees several state and federally funded programs to reduce the incidence and severity of motor vehicle crashes and associated economic losses.

#### ***Enhanced Drunk Driving Enforcement***

The HSO's "The Heat is On!" campaign is a collaboration with local law enforcement agencies to increase efforts to enforce impaired driving laws during times of the year and in areas of the state that have been identified, through problem identification, as having high incidences of impaired driving related crashes and fatalities. The HSO reimburses law enforcement agencies for qualifying expenses from the following sources:

- The Law Enforcement Assistance Fund.
- The First Time Drunk Driving Offenders Account.

Since its inception, law enforcement agencies in Colorado have made 95,000 impaired driving arrests while participating in The Heat is On enforcement periods.

#### ***Motorcycle Operator Safety Training (MOST)***

To promote the safe operation of motorcycles in Colorado, the MOST program provides a \$70 per student tuition benefit to the training provider. The training provider passes the tuition benefit back to the student in the form of reduced training costs. In state fiscal year 2013 12,554 people were trained by MOST.

#### ***State and Community Highway Safety Programs (23 U.S.C § 402)***

Federal Section 402 funds are used to support State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries and property damage. Fifty States, the District of Columbia (DC), Puerto Rico, four territories and the Bureau of Indian Affairs (on behalf of the Indian tribes) are eligible for this grant. To receive Section 402 grant funds, the State must have an approved Highway Safety Plan (HSP). Beginning fiscal year 2014 and each fiscal year thereafter, a State must submit, not later than July 1 of the preceding fiscal year, a HSP that meets statutory and regulatory requirements.

#### ***Occupant Protection Incentive Grants (23 CFR. § 1200.23)***

The purpose of Federal Section 405 (B) is to encourage States to adopt and implement effective occupant protection programs to reduce highway deaths and injuries resulting from unrestrained or improperly restrained vehicle occupants.



**CDOT- Program Fact Sheet**

**Highway Safety Education (continued)**

***State Traffic Safety Information System Improvements (23 CFR. § 1200.23)***

The purpose of Federal Section 405 (C), is to support State efforts to improve the data systems needed to help identify priorities for Federal, State and local highway and traffic safety programs, to link intra-State data systems, and to improve the compatibility and interoperability of these data systems with national data systems and the data systems of other States for highway safety purposes, such as enhancing the ability to analyze national trends in crash occurrences, rates, outcomes and circumstances.

***Impaired Driving Countermeasures (23 U.S.C. § 410)***

Federal Section 405 (D) Mid-Range fatality States are required to submit a statewide impaired driving plan that addresses the problem of impaired driving. The purpose of a statewide impaired driving plan is to provide a comprehensive strategy for preventing and reducing impaired driving behavior.

***Motorcyclist Safety Grants (23 CFR § 1200.25)***

Federal Section 405 (F) encourages States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorist awareness of motorcyclist programs.

***Funding***

The main sources of revenue to the Department’s Highway Safety Education programs are:

- Federal funding from the National Highway Transportation Safety Administration (NHTSA).
- Penalties for DUI convictions and guilty pleas.
- Fees for drivers’ license reinstatements.
- Surcharges on driver’s license fees for licenses with motorcycle qualifications.

<b>Highway Safety Education Program Budget Allocations (in \$millions)</b>				
<b><i>Allocations</i></b>	<b><i>Actual FY 2011-12</i></b>	<b><i>Actual FY 2012-13</i></b>	<b><i>Budget FY 2013-14</i></b>	<b><i>Proposed FY 2014-15</i></b>
Nat Hwy Traffic Safety Admin (NHTSA)	5.5	6.5	1.4	5.1
Motorcycle Operator Safety Training (MOST)	0.6	0.7	0.6	0.6
Law Enforcement Assistance Fund (LEAF)	0.5	0.5	0.2	0.5
First Time Drunk Driver Fund	0.7	1.2	1.1	1.1
Indirect Cost Allocation	1.7	1.7	0.8	1.7
Construction Engineering Allocation	0.9	0.9	0.4	0.9
<b>TOTAL</b>	<b>9.9</b>	<b>11.5</b>	<b>4.5</b>	<b>9.9</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Highway Safety Education (continued)**

*Related Performance Measures/ Workload Indicators*

<b>Highway Safety Education Performance Measures</b>					
<b>Description</b>	<b>FY 2010 Actual</b>	<b>FY 2011 Actual</b>	<b>FY 2012 Estimate</b>	<b>FY 2013 Target</b>	<b>FY 2014 Target</b>
Motorcycle Fatal & Injury Crashes*	904	773	758	743	728
Alcohol-Related Fatalities	158	150	<150	<150	<150

\*Investigated by Co State Patrol during grant period

Source: CDOT Division of Transportation Development



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## CDOT- Program Fact Sheet

# Transportation Systems Maintenance & Operations: Intelligent Transportation Systems

Web Page: <http://www.cotrip.org/its/>  
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
Budget Category: Maximize – Making the Most of What We Have

### **Background**

The Colorado Department of Transportation leverages information technology systems to maintain safe and free-flowing state highways and to inform motorists in Colorado about traffic conditions. Travel information is provided to the public by a variety of methods including:

- Closed Circuit Televisions (CCTV) using statewide and local media outlets.
- Variable Message Signs (VMS) providing travel messages including; closures, alternative routes, road condition information, special events and real-time trip travel time information.
- 511 Interactive Voice Response (IVR) system providing up-to-date road and weather conditions, construction, special events, travel times and transfers to bordering states and other transportation providers.
- The COTrip website displaying CCTV camera images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts) and more.
- Automated email and text messages using GovDelivery as third party provider.

Information and video is shared with CDOT Regions and partners across the state, including:

- The City and County of Denver.
- Various Metro Denver Cities and Counties.
- Hanging Lake Tunnels Management Center, Eisenhower Johnson Tunnels Management Center and Colorado Springs Traffic Management Center.
- Colorado State Patrol and other law enforcement agencies.
- Various statewide emergency responders (fire, police, military).
- Local media partners.

Information is gathered using a variety of sources deployed across the state, including:

- Close-circuit television (CCTV).
- Road Weather Information Systems (RWIS).
- Ramp meters.
- Travel time readers (using toll-tag transponders).
- Radar devices.
- Fog detection devices.
- Wild animal detection devices.
- CDOT Maintenance forces, the Colorado State Patrol, and the Ports of Entry.
- Media Sources.
- Automated Traffic Recorders.



**CDOT- Program Fact Sheet**

**TSM&O Intelligent Transportation Systems (continued)**

In calendar year 2010, 16 million persons visited the COTrip web site requesting 258 million pages of information and the web site transmitted 18 terabytes of information. Additionally, the 511 IVR System took 2.3 million calls. These numbers represent significant increases over the past year, and attest to both the demand for information and the value that travelers place on it. The ITS Branch is committed to providing the most up-to-date, accurate and timely traveler information to improve and enhance traveler’s ability to make informed decisions regarding their travel choices and to improve the overall mobility and safety of Colorado’s transportation system. For allocation purposes, Intelligent Transportation Systems (ITS) is split into two programs: ITS Investments, which is for the purchase of new ITS equipment, and ITS Maintenance, which is for the upkeep or replacement of currently owned ITS equipment.

**Funding**

The main sources of funding for Intelligent Transportation Systems are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

<b>Intelligent Transportation Systems (ITS) Maintenance Program Budget Allocations (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>
ITS Maintenance Allocation	7.1	7.3	8.3	11.0
Indirect Cost Allocation	1.7	1.4	1.9	2.5
Construction Engineering Allocation	0.9	0.7	1.0	1.3
<b>TOTAL</b>	<b>9.7</b>	<b>9.4</b>	<b>11.2</b>	<b>14.8</b>

Source: CDOT Office of Financial Management & Budget

<b>Intelligent Transportation Systems (ITS) Investments Program Budget Allocations (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>
ITS Investments Program	5.0	5.0	10.0	10.0
<b>TOTAL</b>	<b>5.0</b>	<b>5.0</b>	<b>10.0</b>	<b>10.0</b>

Source: CDOT Office of Financial Management & Budget

**Related Performance Measures/ Workload Indicators**

<b>ITS Performance Measures</b>					
<b>Description</b>	<b>CY 2011 Actual</b>	<b>CY 2012 Actual</b>	<b>CY 2013 Estimate</b>	<b>CY 2014 Forecast</b>	<b>CY 2015 Forecast</b>
Number of Visits to COTRIP.org Website	17.8 million	15.1 million	n/a	n/a	n/a
Percent of Congested Corridors Where ITS Is Implemented	50	50	n/a	n/a	n/a

Source: CDOT Division of Transportation Development



**CDOT- Program Fact Sheet**

**Transportation Systems Maintenance & Operations: Congestion Relief**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
 Budget Category: Maximize – Making the Most of What We Have

**Background**

Beginning as a pilot project in 1993, Colorado Department of Transportation continues to support the Mile High Courtesy Patrol in the Denver metropolitan area. The primary purpose of the patrol is immediate incident management like removal of minor accidents and stalled vehicles to facilitate smoother and faster rush hours. Patrol vehicles are equipped to handle minor problems including flats and stalls, and they carry spare fuel for stranded drivers. The Mile High Courtesy Patrol dispatches via two-way radio by ATMs operators, which are composed of 16 recovery vehicles patrolling key areas of I-25, I-70, I-225, and 6th Avenue during morning and afternoon rush hours. The Department contracts with private towing services to patrol the following highway segments:

- I-25 from 120th Avenue to Lincoln.
- US 36 from I-25 to Wadsworth.
- I-70 from Sheridan Boulevard to Pena Boulevard.
- I-70 from East of Dotsero East to Youngfield mile posts 135-265.
- I-70 in Vail from mile posts 178-190.
- I-225 from I-70 to I-25.
- US 6 (6th Avenue) from I-70 to Kalamath.
- C-470 from I-25 to Wadsworth Boulevard.
- HOT/HOV Lane—I-25 from 84<sup>th</sup> Ave to 20<sup>th</sup> St and US 36 from Pecos to I-25.

**Funding**

The main source of revenue for the Department’s congestion relief efforts is the State Highway Fund.

<b>Congestion Relief Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Courtesy Patrol Allocation	2.9	3.1	3.0	3.0
Indirect Cost Allocation	0.7	0.6	0.7	0.7
Construction Engineering Allocation	0.4	0.3	0.4	0.3
<b>TOTAL</b>	<b>4.0</b>	<b>4.0</b>	<b>4.1</b>	<b>4.0</b>

Source: CDOT Office of Financial Management & Budget

**Related Performance Measures / Workload Indicators**

<b>Average Travel Delay in Congested Corridors</b>					
<b>Description</b>	<b>FY 2011 Actual</b>	<b>FY 2012 Actual</b>	<b>FY 2013 Estimate</b>	<b>FY 2014 Forecast</b>	<b>FY 2015 Forecast</b>
Average minutes of delay per traveler in congested corridors, per day	13.8	17.2	NA	NA	NA

Source: CDOT Division of Transportation Development



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**CDOT- Program Fact Sheet**

**Regional Priority Program (RPP)**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2013);  
 The Highway Trust Fund 26 U.S.C. § 9503  
 Budget Category: Maximize – Making the Most of What We Have

**Background**

The objective of the Regional Priority Program is to supplement the formula-driven funding allocations to the five CDOT engineering regions with flexible funding for use at the discretion of each Regional Transportation Director in consultation with local elected officials and other stakeholders in each region. This is accomplished through the transportation planning process.

**Funding**

The RPP is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures. In recent lean budget years, the program has been minimally funded.

<b>Regional Priority Program Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Regional Priority Program Allocation	7.4	7.8	7.4	7.4
Indirect Cost Allocation	1.7	1.5	1.7	1.7
Construction Engineering Allocation	0.9	0.8	0.9	0.9
<b>TOTAL</b>	<b>10.0</b>	<b>10.1</b>	<b>10.0</b>	<b>10.0</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Strategic Projects**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2013)  
 The Highway Trust Fund 26 U.S.C. § 9503  
 Budget Category: Expand – Increasing Capacity

**Background**

On August 15, 1996, the Transportation Commission adopted the Strategic Transportation Project Investment Program. This program identified 28 high priority projects of statewide significance based on the overall visibility, cost and return on investment of the project in addressing on-going needs of safety, mobility and reconstruction for the public. The primary objectives of the Strategic Projects were to expedite the completion of these transportation projects, to establish a minimum annual level of funding for these projects, and provide a process for monitoring and reporting project progress. To date, 22 of the 28 projects have been either completed or funded to the initial Transportation Commission target.

This program focuses transportation resources on a series of project corridors of statewide significance. These projects address high priority needs in mobility, reconstruction and/or safety; they have high statewide and/or regional priority; and, they are contained in the approved 20-Year Statewide Transportation Long Range Plan and the approved Statewide Transportation Improvement Program.

**Funding**

The primary source of revenue for strategic projects was Senate Bill 97-001 until it was repealed and superseded by Senate Bill 09-228. General Fund transfers authorized by this bill are not expected to begin until FY 2015-2016 (see the Revenue Fact Sheet on page 16). Although other funds are budgeted into these projects occasionally, the primary focus of the program is to make debt service payments on the Transportation Revenue Anticipation Notes (TRANs).

The Commission annually budgets about \$168 million from its available state and federal revenues to meet debt service obligations on the TRANs bonds.

<b>Strategic Projects Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Strategic Projects Allocation	0.0	0.0	0.0	0.0
Indirect Cost Allocation	0.0	0.0	0.0	0.0
Construction Engineering Allocation	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Project Support – Operations, Planning, and Research (SPR)**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2013)  
 The Highway Trust Fund 26 U.S.C. § 9503  
 Budget Category: Deliver – Program Delivery/Administration

**Background**

Project Support is responsible for evaluation of the current condition of the State’s highway system and planning and researching future transportation needs in Colorado pursuant to state and federal law, involving a multitude of activities in preparation for, and construction of, highway projects. Activities include but are not limited to:

- Preparing project plans (design work).
- Obtaining right-of-ways, clearing utilities, and obtaining environmental clearances.
- Conducting chemical and physical properties tests and analyses on various materials used in construction.
- Publishing and maintaining policies and procedures necessary to the administration of highway construction contracts.
- Conducting training on policies and procedures.
- Assuring that contracts are awarded to the lowest responsible bidder.
- Supervising construction activities and inspecting construction related mechanical aspects.

**Funding**

The main sources of revenue to the Department’s project support programs are:

- Federal funding for SPR (80%).
- State Highway funds for SPR match (20%).
- The State Highway Fund for Operations.
- Federal reimbursement for qualifying expenditures.

<b>Operations, Planning and Research Budget Allocations (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Operations Allocation	19.1	24.2	24.2	16.2
Maintenance HQ Support	5.5	5.6	5.6	6.8
State Planning and Research (SPR) Allocation	12.7	12.7	12.9	13.0
<b>TOTAL</b>	<b>37.3</b>	<b>42.5</b>	<b>42.7</b>	<b>36.0</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Administration**

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2013)  
 Budget Category: Deliver – Program Delivery/Administration

**Background**

The Department’s Administration is composed of the staff of several CDOT offices meeting criteria set forth in Section 43-1-113 (2) (c) (III), C.R.S. (2013). Unlike the majority of CDOT’s budget, funding for Administration is appropriated annually and may not exceed 5.0 percent of the Department’s budget. This appropriation of funds is not an increase in funding to CDOT, but rather a ceiling set by the legislature on how much of the funding CDOT receives that can be spent on administering the department. The CDOT Administration includes the following offices, in whole or in part:

- The Transportation Commission.
- The Office of the Executive Director.
- The Division of Accounting & Finance.
- The Division of Audit.
- The Office of the Chief Highway Engineer.
- The Division of Administrative Services.
- The Office of Policy and Government Relations.
- The Office of Public Relations.
- The Offices of the Regional Transportation Directors.
- The Interagency Fleet Vehicle Garage.

**Funding**

The CDOT’s Administration is a single line item in the annual Long Appropriations Bill. Its sources of funding are the State Highway Fund and an internal service fund. Administration activities are not supported by General Funds or federal funds. Several statewide common policies are paid in whole or in part from the Administration line item, including legal services, property & liability insurance, workers compensation, and information technology services.

**Recent Legislation**

Senate Bill 08-155 consolidated most information technology services under the Governor’s Office of Information Technology (OIT). This bill transferred 30.7 full time equivalent (FTE) positions from the CDOT Administration to the OIT. However, the Administration budget continues to fund these employees through OIT service charges.

<b>Appropriated Program Budget Allocation (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Administration (Appropriated) Allocation	23.6	22.8	22.8	30.0
<b>TOTAL</b>	<b>23.6</b>	<b>22.8</b>	<b>22.8</b>	<b>30.0</b>

Source: CDOT Office of Financial Management & Budget



## CDOT- Program Fact Sheet

### Aeronautics

Web Page:	<a href="http://www.coloradodot.info/programs/aeronautics">http://www.coloradodot.info/programs/aeronautics</a>
Statutory Authorization:	Section 43-10-103, C.R.S. (2013)
Governance:	Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2013)
Primary Funding Source:	State Aviation Fund, Section 43-10-109, C.R.S. (2013)
Budget Category:	Pass-Through Funds /Multimodal Grants

### Background

The Division of Aeronautics promotes the safe operation and accessibility of general aviation and intrastate commercial aviation in Colorado. The objectives of the Division are to:

- Set priorities for improving the State's air transportation system.
- Provide financial assistance to maintain and enhance Colorado's 76 public use airports.
- Deliver technical assistance to airport operators and aviation users who are unable to meet their needs with local resources.
- Enhance aviation safety through education.
- Promote economic development through the development, operation and maintenance of the state aviation system.

### Recent Legislation

H.B. 09-1066 "Concerning the Codification of Existing Practices of the Division of Aeronautics" clarified the authority of the Division. The bill:

- Eliminated the requirement that the Division provide other governmental entities with aircraft registration information.
- Eliminated the requirement that the Division deploy remote weather systems.
- Permitted the Division, with approval of the Colorado Aeronautical Board, to transfer moneys from the Aviation Fund to the Aviation Account of the Transportation Infrastructure Revolving Fund.
- Required the Aeronautics Board to provide statewide aviation needs as part of the statewide transportation plan.
- Clarified that a governmental or airport entity operating a public-use airport is entitled to disbursements from the State Aviation Fund based on the gasoline and fuel sold at the airport.
- Made the City and County of Denver eligible for state aviation grants.
- Made the Division of Aeronautics eligible for state aviation grants.
- Required the City and County of Denver to convey to the Division at a reasonable cost unneeded airport-related equipment for equitable distribution.
- Repealed obsolete provisions related to the Division's 1991 transfer to the Department of Transportation from the Department of Military and Veterans Affairs.

### Related Goals

*Pavement Condition Indexing (PCI):* The Division conducts an inspection and analysis of airport pavements that is required by the Federal Aviation Administration (FAA) for airports to be eligible for federal funds. PCI results are an important planning tool for each airport's pavement maintenance and capital improvement programs. This information is used by the Division and the FAA to determine priority distribution of state and federal pavement maintenance funds. The Division's goal is to maintain Colorado's primary airport pavements at an average PCI score at or above 75/100.



**CDOT- Program Fact Sheet**

**Aeronautics (continued)**

For more information about pavement condition indexing, please refer to page 8 of the Division’s Annual Report: [http://www.coloradodot.info/programs/aeronautics/PDF\\_Files/AnnualReports](http://www.coloradodot.info/programs/aeronautics/PDF_Files/AnnualReports).

**Funding**

The Division administers the State Aviation Fund with direction and oversight from the seven-member Governor-appointed Colorado Aeronautical Board. The main sources of revenue to the State Aviation Fund are:

- An excise tax of \$0.04 per gallon on wholesale non-commercial jet fuel transactions.
- An excise tax of \$0.06 per gallon on aviation fuel sales.
- A sales tax of 2.9 percent on the sale of all aviation fuels.
- Grant funding from the Federal Aviation Administration.

Article X, Section 18 of the Colorado Constitution requires the proceeds of taxes on aviation fuel to be used exclusively for aviation purposes. Section 43-10-109 (3), C.R.S. (2013) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of 5.0 percent of prior year revenues. Actual administrative expenses in FY 2010-11 were 1.9 percent of FY 2009-10 revenues.

<b>Division of Aeronautics Program Budget Allocation (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Division of Aeronautics Allocation	41.2	45.2	43.1	43.1
<b>TOTAL</b>	<b>41.2</b>	<b>45.2</b>	<b>43.1</b>	<b>43.1</b>

Source: CDOT Office of Financial Management & Budget

**Related Performance Measures/ Workload Indicators**

<b>Average Primary Airport Pavement PCI Rating</b>					
<b>Description</b>	<b>FY 2011 Actual</b>	<b>FY 2012 Actual</b>	<b>FY 2013 Estimate</b>	<b>FY 2014 Forecast</b>	<b>FY 2015 Forecast</b>
Average Primary Airport Pavement PCI Rating	82	79	75	75	75

Source: CDOT Division of Transportation Development



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**CDOT- Program Fact Sheet**

**Transportation Alternatives**

Web Page: <http://www.fhwa.dot.gov/map21/tap.cfm>  
 Statutory Authorization: 23 USC Section 213  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503  
 Budget Category: Pass-Through Funds/Multimodal Grants

**Background**

This is a program established under Section 1122 of MAP-21. It provides funding for projects defined as transportation alternatives, including transportation enhancements and safe routes to school. Eligible activities include but are not limited to:

- Construction, planning and design of facilities for pedestrians and bicyclists
- Construction of turnouts, overlooks and viewing areas and preservation of historic transportation facilities
- Some environmental mitigation activities including vegetation management, and archeological and storm water mitigation related to highway projects
- The recreational trails program
- The safe routes to school program under section 1404 of SAFETEA-LU

**Funding**

The main sources of revenue to the Transportation Enhancement program are:

- Federal highway funding (80%).
- Local matching funds (20%).

<b>Transportation Alternatives Program Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>
Recreational Trails Allocation	1.4	1.6	1.6	1.6
Transportation Alternatives Program Allocation	14.7	11.9	11.7	11.9
<b>TOTAL</b>	<b>16.1</b>	<b>13.5</b>	<b>13.3</b>	<b>13.5</b>

Source: CDOT Office of Financial Management & Budget



**CDOT- Program Fact Sheet**

**STP-Metro**

Web Page: <http://www.fhwa.dot.gov/map21/stp.cfm>  
 Statutory Authorization: 23 U.S.C. §133 (d) (3)  
 Governance: Transportation Management Areas (TMAs) in Colorado  
 Primary Funding Source: The Highway Trust Fund, Highways Account, 23 U.S.C. § 9503  
 Budget Category: Pass-Through Funds / Multimodal Grants

**Background**

The STP-Metro program is a federally mandated program. The objective of the STP-Metro program is to fund transportation improvements in urban areas with populations greater than 200,000, with project selection by federally designated regional Transportation Management Areas (TMAs) comprised of local governments. In Colorado, the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range Metropolitan Planning Organization (NFRMPO) select projects and the member governments that receive funding contribute matching funds. Project finance is administered by CDOT. In addition, a minimal number of CDOT projects receive STP-Metro funding matched by State Highway Fund allocations.

**Funding**

The main sources of revenue to the STP-Metro program are:

- Federal highway funds equal to the estimated net revenue amount of the STP apportionment set-aside for urban areas with populations exceeding 200,000 (82.79%).
- Required local match (17.21%).
- Additional local funds in excess of the required matching amounts.

The annual apportionment of federal spending authority for the STP-Metro is available for four fiscal years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

<b>Surface Transportation Program (STP) -Metro Budget Allocation (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
STP-Metro Program Allocation	51.1	48.3	47.6	48.1
<b>TOTAL</b>	<b>51.1</b>	<b>48.3</b>	<b>47.6</b>	<b>48.1</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Congestion Mitigation & Air Quality (CMAQ)**

Web Page: <http://www.fhwa.dot.gov/map21/cmaq.cfm>  
 Statutory Authorization: 23 U.S.C. § 149  
 Governance: Metropolitan Planning Organizations (MPOs) in Colorado  
 Primary Funding Source: The Highway Trust Fund, Highways Account, 23 U.S.C. § 9503  
 Budget Category: Pass-Through Funds / Multimodal Grants

**Background**

CMAQ is a federally mandated program whose objective is to improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter, including the municipalities of the North Front Range Metropolitan Planning Organization, the Denver Regional Council of Governments, the Pikes Peak Area Council of Governments, Aspen, Cañon City, Pagosa Springs, Steamboat Springs, and Telluride. Priority is given to diesel retrofits and other cost-effective emission reduction activities including programs and projects that:

- Establish or operate advanced truck stop electrification systems.
- Improve transportation systems management and operations that mitigate congestion and improve air quality.
- Involve the purchase of integrated, interoperable emergency communications equipment.
- Involve the purchase of diesel retrofits that are for motor vehicles or non-road vehicles and non-road engines used in construction projects located in ozone or particulate matter non-attainment or maintenance areas and funded under 26 U.S.C.
- Conduct outreach activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits.

**Funding**

The main sources of revenue to the CMAQ program are:

- Federal highway funds (82.79%).
- Required local matching funds (17.21%).
- Additional local funds in excess of the matching requirement.

Federal funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

<b>Congestion Mitigation &amp; Air Quality (CMAQ) Improvement Program Budget Allocation (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
CMAQ - Program Allocation	47.7	46.8	45.1	45.5
<b>TOTAL</b>	<b>47.7</b>	<b>46.8</b>	<b>45.1</b>	<b>45.5</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Metropolitan Planning**

Web Page: <http://www.fhwa.dot.gov/map21/mp.cfm>  
 Statutory Authorization: 23 U.S.C. §134  
 Governance: Metropolitan Planning Organizations (MPOs) in Colorado  
 Primary Funding Source: The Highway Trust Fund, Highways Account, 26 U.S.C. § 9503  
 Budget Category: Pass-Through Funds / Multimodal Grants

**Background**

The Metropolitan Planning program is a federally mandated program whose purpose is to fund transportation planning processes at federally designated Metropolitan Planning Organizations (MPOs). This planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas with populations exceeding 50,000.

**Funding**

The main sources of revenue to the Metropolitan Planning program are:

- Federal funds (Federal Highways Administration and Federal Transit Authority) (82.79%).
- Required local matching funds (17.21%).

These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

<b>Metropolitan Planning Program Budget Allocation (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
Metropolitan Planning Program Allocation	7.2	7.9	7.7	7.7
<b>TOTAL</b>	<b>7.2</b>	<b>7.9</b>	<b>7.7</b>	<b>7.7</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**Bridge Off-System**

Statutory Authorization: 23 USC Section 129  
 Governance: Transportation Commission and Federal Program  
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 133 (g)  
 Budget Category: Pass-Through Funds/Multimodal Grants

**Background**

The Department administers the local agency bridge program. This program provides bridge inspection and inventory services to the cities and counties as well as grants for bridge replacement projects. The Department maintains a select list, as described above, for local agency bridges to determine eligibility for bridge replacement and major rehabilitation grants.

The Code of Federal Regulations (CFR) stipulates that at least 15 percent of the Federal Bridge Program funds the State receives shall be used for “off-system” bridges located on public roads, other than those on a Federal-aid system; i.e., city and county bridges.

**Funding**

CDOT Bridge-Off System program is funded partially through a federal program and partially through Transportation Commission-directed funds.

<b>Bridge Off System Budget Allocation (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>
Bridge Off System Allocation	11.7	9.6	9.4	9.4
<b>TOTAL</b>	<b>11.7</b>	<b>9.6</b>	<b>9.4</b>	<b>9.4</b>

Source: CDOT Office of Financial Management & Budget



**CDOT- Program Fact Sheet**

**Transit**

Web Page: <http://www.coloradodot.info/programs/transitandrail>  
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2013);  
 The Highway Trust Fund Mass Transit Account, 26 U.S.C. § 9503 (e)  
 Budget Category: Pass-Through Funds/Multimodal Grants

**Background**

The CDOT Transit and Rail Division was created under Senate Bill 09-094 to plan, develop, finance, operate, and integrate transit and rail services. CDOT's program works in coordination with other transit and rail providers to plan, promote, and implement investments in transit and rail services statewide.

The objectives of the Division include:

- Managing Federal Transit Administration grants for rural and specialized transit operations.
- Creating policy and priorities for S.B. 09-108 transit-related funding.
- Working with Regional Transportation Authorities (RTAs) and Transportation Planning Regions (TPRs) on transit service and policy issues.
- Identifying gaps in services and missing connections.
- Creating a state rail plan using Context Sensitive Solutions (CSS) principles.
- Conducting feasibility studies of potential new services.
- Pursuing high-speed rail for Colorado.
- Developing state financing mechanisms.
- Integrating transit, passenger rail, and freight rail into the statewide transportation plan.

**Funding**

The main sources of revenue to the Division are:

- \$15.0 million is generated annually by Senate Bill 09-108.
- Federal grants and apportionments.
- Local matching funds.

<b>Transit Budget Allocation (in \$millions)</b>				
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
<b>Allocations</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>
Federal Transit	18.0	22.1	23.1	23.1
Strategic Projects -Transit	0.0	0.0	0.0	0.0
State Transit (FASTER)	15.0	15.0	15.0	15.0
<b>TOTAL</b>	<b>33.0</b>	<b>37.1</b>	<b>38.1</b>	<b>38.1</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**  
**Transit (continued)**

*Related Performance Measures/ Workload Indicators*

<b>Statewide Total Unlinked Transit Passenger Trips (millions)</b>					
<i>Description</i>	<b>FY 2011 Actual</b>	<b>FY 2012 Actual</b>	<b>FY 2013 Estimate</b>	<b>FY 2014 Forecast</b>	<b>FY 2015 Forecast</b>
Unlinked Transit Passenger Trips	116.6	NA	NA	NA	NA

Source: CDOT Division of Transportation Development



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**CDOT- Program Fact Sheet**

**State Infrastructure Bank**

Web Page: <http://www.coloradodot.info/business/budget/colorado-state-infrastructure-bank-co-sib.html>  
 Statutory Authorization: Section 43-1-113.5 C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2013)  
 Budget Category: Pass-Through Funds/Multimodal Grants

**Background**

House Bill 98-1001 (May / Mutzebaugh) created the Transportation Infrastructure Revolving Fund, otherwise known as the State Infrastructure Bank (SIB).

The SIB makes loans to provide assistance to public and private entities for the acquisition, improvement, or construction of highways, multimodal transportation, and intermodal transportation facilities in the state. Such assistance includes, but is not limited to, the making of loans and other forms of financial assistance for qualified projects.

Federal legislation also supports the existence of the SIB and it initially received some federal funding. While the statutes provide the overall framework for the SIB, the Transportation Commission is authorized to promulgate rules specifying the details regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank.

The overall objective the SIB is to seek loan applications for transportation projects that can both benefit from SIB assistance and meet the terms for loan repayments. While all elements of the state’s transportation system have projects that merit assistance, aviation is unique in its capacity to generate steady revenues that meet or exceed the cost of operating its facilities over time and is willing to ultimately pay for the full cost of its infrastructure improvements.

The fund has separate accounts for:

- Aeronautics.
- Highways.
- Transit.
- Rail.

**Funding**

The main source of revenue to the State Infrastructure Bank is interest earnings on loans from, and cash balances of, the Transportation Infrastructure Revolving Fund.

<b>State Infrastructure Bank (SIB) Allocation (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
SIB Allocation	0.6	0.3	0.5	0.7
<b>TOTAL</b>	<b>0.6</b>	<b>0.3</b>	<b>0.5</b>	<b>0.7</b>

Source: CDOT Office of Financial Management & Budget



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**CDOT- Program Fact Sheet**

**State Highway Fund Contingencies**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013)  
 Budget Category: Transportation Commission Contingency / Debt Service

**Background**

Every year, the Transportation Commission allocates funds to contingency reserves for the State Highway Fund to be prepared for unforeseen events that arise throughout the year.

Some examples of when contingency reserves are necessary include:

- Winters with unusually heavy snowfall, necessitating higher expenditures on snow and ice removal to attain the Transportation Commission’s Maintenance Levels of Service goals.
- Large rockfall events that necessitate emergency funding outlays to repair state highways as soon as possible.
- Emergency repairs in the case of floods or other natural disasters.
- To the extent that revenues at year-end exceed budgetary expectation, or if actual expenditures on annual budget items are lower than approved allocations, the balances revert to contingency until the Transportation Commission determines their most effective use.

To the extent that revenues at year-end exceed budgetary expectation, or if actual expenditures on annual budget items are lower than approved allocations, the balances revert to contingency until the Transportation Commission determines their most effective use.

**Funding**

The main sources of revenue for the Department’s capital expenditures are:

- The State Highway Fund.

<b>Transportation Commission (TC) Contingency Program Allocation (in \$millions)</b>				
<i>Allocations</i>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
TC Contingency Allocation	20.0	37.2	34.3	30.8
<b>TOTAL</b>	<b>20.0</b>	<b>37.2</b>	<b>34.3</b>	<b>30.8</b>

Source: CDOT Office of Financial Management & budget



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**CDOT- Program Fact Sheet**

**Debt Service & Certificates of Participation**

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2013)  
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)  
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2013);  
 Highway Trust Fund, Highway Account, 23 U.S.C. § 9503 (a)  
 Budget Category: Transportation Commission Contingency/Debt Service

**Background**

The Department currently makes debt service payments on a series of bond issuances known as Transportation Revenue Anticipation Notes (TRANS), and the State Bridge Enterprise pays debt service on its federally subsidized Build America Bonds. In addition to these payments, the Department also makes lease payments on some of its properties through a Certificates of Participation (COP) program.

**Funding**

The main sources of funds for the Department’s debt service and lease payments are

- The State Highway Fund (TRANS, COPs and Energy).
- Federal highway funding (TRANS).

<b>Debt Service &amp; Certificates of Participation Program Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
CDOT Debt Service Program Allocation	168.0	167.8	167.8	167.8
Certificates of Participation-Property	1.1	2.3	2.3	2.4
Certificates of Participation-Energy	0.0	1.1	1.1	1.1
<b>TOTAL</b>	<b>169.1</b>	<b>171.2</b>	<b>171.2</b>	<b>171.3</b>

Source: CDOT Office of Financial Management & Budget



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# **State Bridge Enterprise**

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## State Bridge Enterprise

### The Colorado Bridge Enterprise (BE) Board

The Colorado Bridge Enterprise was created pursuant to Senate Bill 09-108. Pursuant to Section 43-4-805 (2) (a) (I), C.R.S. (2013), the Transportation Commission serves as the Colorado Bridge Enterprise Board. The members are:

- District One: Ms. Shannon Gifford;** [Commissioner.Gifford@.state.co.us](mailto:Commissioner.Gifford@.state.co.us);  
*(Denver County; appointed July, 2013, term expiring July 2017).*
- District Two: Mr. Ed Peterson;** [Commissioner.Peterson@.state.co.us](mailto:Commissioner.Peterson@.state.co.us);  
*(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015).*
- District Three: Mr. Gary Reiff;** [Commissioner.Reiff@.state.co.us](mailto:Commissioner.Reiff@.state.co.us);  
*(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2017).*
- District Four: Ms. Heather Barry;** [Commissioner.Barry@.state.co.us](mailto:Commissioner.Barry@.state.co.us);  
*(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015).*
- District Five: Ms. Kathy Gilliland;** [Commissioner.Gilliland@.state.co.us](mailto:Commissioner.Gilliland@.state.co.us);  
*(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015).*
- District Six: Ms. Kathy Connell;** [Commissioner.Connell@.state.co.us](mailto:Commissioner.Connell@.state.co.us);  
*(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015).*
- District Seven: Mr. Doug Aden;** [Commissioner.Aden@.state.co.us](mailto:Commissioner.Aden@.state.co.us);  
*(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2015).*
- District Eight: Ms. Sidney Zink;** [Commissioner.Zink@.state.co.us](mailto:Commissioner.Zink@.state.co.us);  
*(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July, 2013 term expiring July 2017).*
- District Nine: Mr. Les Gruen;** [Commissioner.Gruen@.state.co.us](mailto:Commissioner.Gruen@.state.co.us);  
*(El Paso, Fremont, Park, and Teller counties; appointed November 2007, term expiring July 2015).*
- District Ten: Mr. Bill Thiebaut;** [Commissioner.Thiebaut@.state.co.us](mailto:Commissioner.Thiebaut@.state.co.us);  
*(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017).*
- District Eleven: Mr. Steven Hofmeister** [Commissioner.Hofmeister@.state.co.us](mailto:Commissioner.Hofmeister@.state.co.us)  
*(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May, 2012, term expiring July, 2015)*

Mr. Doug Aden is the chairman of the Transportation Commission and Mr. Edward J Peterson is the vice chairman. Mr. Don Hunt, Executive Director of the Department, is also the Director of the Enterprise.



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## Bridge Enterprise Revenue Summary

<b>Summary of BE Revenue Estimate</b>	
<b><i>Funding Category</i></b>	<b>FY 2014-15</b>
State Bridge Safety Surcharge	91,100,000
Miscellaneous Enterprise Revenue	2,400,000
Build America Bonds Credit	6,381,900
Transfer from CDOT	15,000,000
<b>Bridge Enterprise - Total Revenue</b>	<b>114,881,900</b>



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**Bridge Enterprise - Revenue Source Fact Sheet**

**State Bridge Enterprise (BE) Revenue**

Web Page <http://www.coloradodot.info/programs/BridgeEnterprise>

Statutory Authorization: Section 43-4-802, et seq., C.R.S. (2013)

Funding Type(s): Registration Surcharges

***Background***

In 2009 the General Assembly enacted Senate Bill 09-108, the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation. This bill which created a new High Performance Transportation Enterprise and subsequently the Statewide Bridge Enterprise, which was tasked with the repair, rehabilitation, and replacement of those bridges identified as “poor” per federal guidelines and either structurally deficient or functionally obsolete. The board of the Bridge Enterprise consists of the members of the Transportation Commission.

The Bridge Enterprise is authorized to issue revenue bonds backed by their revenues. To accelerate the replacement of Colorado’s poor bridges, the Bridge Enterprise issued \$300.0 million of federally subsidized Build America Bonds (see <http://1.usa.gov/BuildAmericaBonds>) in December 2010.

***Revenue History and Projection***

<b>State Bridge Enterprise Revenue (in \$millions)</b>				
<b><i>Funding Source</i></b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Estimate FY 2013-14</b>	<b>Estimate FY 2014-15</b>
Bridge Safety Registration Surcharge	88.9	92.8	91.6	91.1
Other Enterprise Charges	1.8	0.6	0.0	0.0
Interest Income	5.2	3.9	2.5	2.4
Build America Bonds Credit	6.4	6.1	6.4	6.4
Transfer from CDOT	15.0	15.0	15.0	15.0
<b>TOTAL</b>	<b>117.3</b>	<b>118.4</b>	<b>115.5</b>	<b>114.9</b>



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**Bridge Enterprise - Program Fact Sheet**

**Bridge Enterprise Program Allocation Summary**

<b>Summary of BE Program Allocations</b>	
<b>State Bridge Enterprise Fiscal Year 2014 - 2015 Allocations</b>	
<b>Maintain - Maintaining What We Have</b>	
<b>CDOT Performed Work</b>	
Bridge Enterprise -- Maintenance	250,000
Scoping Pools	750,000
<b>Total CDOT Performed Work</b>	<b>1,000,000</b>
<b>Contracted Out Work</b>	
Bridge Enterprise Projects	78,735,996
BE Transfer from CDOT for Projects	15,000,000
<b>Total Contracted Out Work</b>	<b>93,735,996</b>
<b>Total Maintain - Maintaining What We Have</b>	<b>94,735,996</b>
<b>Deliver - Program Delivery/Administration</b>	
Bridge Enterprise - Administration	1,911,904
<b>Total Deliver - Program Delivery/Administration</b>	<b>1,911,904</b>
<b>Bridge Enterprise Contingency / Debt Service</b>	
<b>Contingency</b>	
Bridge Enterprise - Contingency	-
<b>Total Contingency</b>	<b>-</b>
<b>Debt Service</b>	
Bridge Enterprise - Debt Service	18,234,000
<b>Total Debt Service</b>	<b>18,234,000</b>
<b>Total Transportation Commission Contingency / Debt Service</b>	<b>18,234,000</b>
<b>Total BE Program Allocations</b>	<b>114,881,900</b>



**Bridge Enterprise - Program Fact Sheet**

**State Bridge Enterprise**

Web Page: <http://www.coloradodot.info/programs/BridgeEnterprise>  
 Statutory Authorization: Section 43-4-805, C.R.S. (2013)  
 Governance: Statewide Bridge Enterprise Board, Section 43-4-805, C.R.S. (2013)  
 Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2013)  
 Budget Category: Maintain – Maintaining What We Have

**Background**

Senate Bill 09-108 (FASTER) created State Bridge Enterprise, a government-owned business entity within the Department. The Enterprise is empowered to finance the design, repair or reconstruction of bridges on the state highway system using revenues from an annual bridge safety surcharge on vehicle registrations. To qualify for the Bridge Enterprise, the bridges must be either structurally deficient or functionally obsolete, and rated below 50 according to federal bridge sufficiency guidelines to be selected by the Enterprise Board for funding. In addition to repair and replacement, the Enterprise funds future maintenance costs for all bridges transferred to its ownership.

Since the inception of the Bridge Enterprise in July 2009, 178 FASTER eligible bridges have been identified as structurally deficient or functionally obsolete with a rating below 50, allowing them to be programmed for replacement or reconstruction by the Bridge Enterprise. As of September, 2013, 90 of these bridges have been replaced or repaired, 18 are in construction, 31 are in design or the design is complete, and 39 bridges are yet to be programmed. In December of 2010 the Enterprise issued \$300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges; 91 of the FASTER eligible bridges are currently partially or fully funded with bond proceeds.

**Funding**

The main sources of revenue to the Enterprise are the Bridge Safety Surcharge and bond proceeds.

<b>Bridge Enterprise (BE) Operating Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
BE - Maintenance Allocation	0.0	0.7	0.7	1.0
BE - Administration Allocation	0.0	1.7	1.7	1.9
BE - Contingency Allocation	9.2	0.0	0.0	0.0
BE - Debt Service Allocation	18.2	18.2	18.2	18.2
<b>TOTAL</b>	<b>27.4</b>	<b>20.6</b>	<b>20.6</b>	<b>21.1</b>

Source: CDOT Office of Financial Management & Budget



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**Bridge Enterprise - Program Fact Sheet**

**State Bridge Enterprise (continued)**

<b>Bridge Enterprise (BE) Construction Program Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
BE - Projects Allocation	66.2	75.8	70.0	69.6
Indirect Cost Allocation	15.6	14.5	16.4	16.0
Construction Engineering Allocation	8.0	7.4	8.4	8.2
<b>TOTAL</b>	<b>89.8</b>	<b>97.7</b>	<b>94.8</b>	<b>93.8</b>

Source: CDOT Office of Financial Management & Budget

**Related Performance Measures / Workload Indicators**

<b>Bridge Enterprise Schedule Performance Index (SPI)*</b>					
<b>Description</b>	<b>CY 2011 Actual</b>	<b>CY 2012 Actual</b>	<b>CY 2013 Estimate</b>	<b>CY 2014 Forecast</b>	<b>CY 2015 Forecast</b>
Percent of On-System Bridges Rated Poor	0.88	0.9	n/a	n/a	n/a

Source: CDOT Division of Transportation Development

\*An SPI of 1.0 means the program/project is on schedule. An SPI of greater than 1.0 means the program/project is ahead of schedule. Less than 1.0 means the program/project is behind schedule.)



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## **High Performance Transportation Enterprise**

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## High Performance Transportation Enterprise (HPTE)

### The High Performance Transportation Enterprise Board

The High Performance Transportation Enterprise (HPTE) board supervises and advises the Enterprise's Director and is authorized to enter into agreements with the Transportation Commission and private industry to finance, build, operate, and maintain transportation infrastructure using innovative financing and contracting methods. The board is also authorized to issue revenue bonds payable from user fees generated by transportation facilities owned by the Enterprise.

Of the seven HPTE Board members, three are from the Transportation Commission and four are selected by the Governor and are required to have expertise in transportation planning or development, local government, design-build contracting, public or private finance, engineering, environmental issues, or any other area that the governor believes will benefit the board in the execution of its powers and performance of its duties.

The Governor's appointees must also fall into the following geographical distribution:

- One member who resides within the planning area of the Denver Regional Council of Governments.
- One member who resides within the planning area of the Pikes Peak Area Council of Governments.
- One member who resides within the planning area of the North Front Range Metropolitan Planning Organization.
- One member who resides within the Interstate 70 mountain corridor.

The Governor's appointees serve at his pleasure, and the members who are Transportation Commissioners serve by resolution of the Transportation Commission. Appointments are not subject to confirmation by the Colorado Senate. The board members are:

- **Vacant\*** *Denver Metropolitan Area Appointee*  
(Appointed August, 2012, term expiring October 2013)
- **Mr. Doug Aden** *Transportation Commissioner*  
(Appointed 2009, term expiring TC at will)
- **Ms. Kathy Gilliland** *Transportation Commissioner*  
(Appointed October, 2011, term expiring TC at will)
- **Mr. Gary Reiff** *Transportation Commissioner*  
(Appointed July, 2013, term expiring TC at will)
- **Vacant\*** *Pikes Peak Area Appointee*  
(Appointed August, 2012, term expiring October, 2013)
- **Mr. Don Marostica** *North Front Range Area Appointee*  
(Appointed December, 2012, term expiring October, 2015)
- **Mr. Tim Gagen** *Interstate 70 Corridor Appointee*  
(Appointed August, 2012, term expiring October, 2015)

Mr. Tim Gagen is acting chairman of the board, Ms. Kathy Gilliland is acting vice chair and Mr. Michael Cheroutes is the Director of the Enterprise.

\*Vacant positions will be filled at the November, 2013 HPTE Board Meeting.



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## HPTE - Revenue Source Fact Sheet

### HPTE Revenue Summary

<b>Summary of HPTE Revenue Estimate</b>	
<b>Funding Category</b>	<b>FY 2014-15</b>
Tolling Revenue	30,375,000
Other Tolling Revenue	200,000
Transfer from CDOT	1,000,000
<b>High Performance Transportation Enterprise - Total Revenue</b>	<b>31,575,000</b>



**HPTE - Revenue Source Fact Sheet**

**High Performance Transportation Enterprise (HPTE) Revenue**

Web Page: <http://www.coloradodot.info/programs/high-performance-transportation-enterprise-hpte>  
 Statutory Authorization: Section 43-4-806, C.R.S. (2013)  
 Funding Type(s): User Fees

**Background**

The High-Performance Transportation Enterprise (HPTE) was created by the General Assembly in Senate Bill 09-108 to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will achieve the following:

- Improve the safety, capacity, and accessibility of the surface transportation system.
- Feasibly be commenced in a reasonable amount of time.
- Allow more efficient movement of people, goods, and information throughout the state.
- Accelerate the economic recovery of the state.

Such innovative means of financing projects include, but are not limited to:

- Public-private partnerships.
- Operating concession agreements.
- User fee-based project financing.
- Availability payments.
- Design-build contracting.

**Revenue History and Projection**

The main sources of revenue to the Enterprise are:

- Interstate 25 North Express/High Occupancy Vehicle (HOV) lanes user fees.
- Federal grants.

<b>High Performance Transportation Enterprise Revenue (in \$millions)</b>				
<b>Funding Source</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Estimate FY 2013-14</b>	<b>Estimate FY 2014-15</b>
Tolling Revenue	3.4	64.7	32.5	30.4
Tolling Violations	0.0	0.0	0.0	0.0
Interest Income	0.1	0.2	0.0	0.2
Transfer from CDOT	1.0	1.0	1.0	1.0
<b>TOTAL</b>	<b>4.5</b>	<b>65.9</b>	<b>33.5</b>	<b>31.6</b>



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**HPTE - Revenue Source Fact Sheet**

**HPTE Program Allocation Summary**

<b>Summary of HPTE Program Allocations</b>	
<b>High Performance Transportation Enterprise Fiscal Year 2014 - 2015 Allocations</b>	
<i><b>Expand - Increasing Capacity</b></i>	
<b>CDOT Performed Work</b>	
High Performance Transportation Enterprise--Maintenance	-
<b>Total CDOT Performed Work</b>	<b>-</b>
<b>Contracted Out Work</b>	
High Performance Transportation Enterprise--Projects	30,200,000
<b>Total Contracted Out Work</b>	<b>30,200,000</b>
<b>Total Expand - Increasing Capacity</b>	<b>30,200,000</b>
<i><b>Deliver - Program Delivery/Administration</b></i>	
High Performance Transportation Enterprise--Administration	1,375,000
<b>Total Deliver - Program Delivery/Administration</b>	<b>1,375,000</b>
<b>Total HPTE Program Allocations</b>	<b>31,575,000</b>



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**HPTE - Program Fact Sheet**

**High Performance Transportation Enterprise Allocations**

Web Page <http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte>  
 Statutory Authorization: Section 43-4-806, C.R.S. (2013)  
 Governance: HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2013)  
 Primary Funding Source: Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2013)  
 Budget Category: Expand – Increasing Capacity & Deliver – Program Delivery/Administration.

**Background**

The High-Performance Transportation Enterprise (HPTE) was created by the General Assembly in Senate Bill 09-108 to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will achieve the following:

- Improve the safety, capacity, and accessibility of the surface transportation system.
- Feasibly be commenced in a reasonable amount of time.
- Allow more efficient movement of people, goods, and information throughout the state.
- Accelerate the economic recovery of the state.

Such innovative means of financing projects include, but are not limited to:

- Public-private partnerships.
- Operating concession agreements.
- User fee-based project financing.
- Availability payments.
- Design-build contracting.

**Funding**

The main sources of revenue to the Enterprise are:

- Interstate 25 North Express/High Occupancy Vehicle (HOV) lanes user fees.
- Federal grants.

<b>High Performance Transportation Enterprise (HPTE) Operating Budget Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Budget FY 2013-14</b>	<b>Proposed FY 2014-15</b>
HPTE - Maintenance Allocation	2.5	0.4	2.5	0.0
HPTE - Administration Allocation	1.0	1.0	1.0	1.4
<b>TOTAL</b>	<b>3.5</b>	<b>1.4</b>	<b>3.5</b>	<b>1.4</b>

Source: CDOT Office of Financial Management & Budget



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**HPTE - Program Fact Sheet**

**High Performance Transportation Enterprise Allocations (Continued)**

<b>High Performance Transportation Enterprise (HPTE) Construction Program Allocations (in \$millions)</b>				
<b>Allocations</b>	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Proposed</b>
	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>
HPTE - Projects Allocation	0.8	50.1	22.1	22.4
Indirect Cost Allocation	0.2	9.6	5.2	5.2
Construction Engineering Allocation	0.1	4.9	2.7	2.6
<b>TOTAL</b>	<b>1.1</b>	<b>64.6</b>	<b>30.0</b>	<b>30.2</b>

Source: CDOT Office of Financial Management & Budget



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# Appendices

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## Appendix A

### Senate Bill 09-108 (FASTER) Overview

Funding Advancement for Surface Transportation and Economic Recovery (FASTER)

Statutory Authorization: Section 43-4-801, et seq., C.R.S. (2013)

Funding Type(s): Registration Surcharges, Fees, Fines

#### Background

In 2009 the General Assembly enacted Senate Bill 09-108, which:

- Authorized several new funding sources for road and bridge safety on state and local highways.
- Created the High Performance Transportation Enterprise and the Statewide Bridge Enterprise.
- Enhanced the Department’s authority with respect to bonding and highway demand management.
- Required an annual report regarding the department’s structural funding deficit.
- Created an Efficiency and Accountability Committee of CDOT staff and external stakeholders.

The impetus for the bill was the January 2008 final report of the Transportation Finance and Implementation Panel (see <http://cospl.coalliance.org/fedora/repository/co:2039>), which concluded that the Department did not have adequate resources to maintain the state transportation system at the level of service sufficient to meet the needs of the citizens.

#### Additional Funding Sources for Transportation

The bill authorized the following additional revenue sources for state and local transportation systems:

- A road safety surcharge varying by vehicle weight and collected through the payment of registration fees and specific ownership taxes.
- A daily fee for the use of a rented motor vehicle.
- A supplemental oversize / overweight vehicle surcharge.
- An increased fee for the late registration of a motor vehicle.

#### The Statewide Bridge Enterprise

S.B. 09-108 created a new Enterprise tasked with the repair, rehabilitation, and replacement of those bridges identified as “poor” per federal guidelines and either structurally deficient or functionally obsolete. The board of the Enterprise consists of the members of the Transportation Commission.

Both CDOT Enterprises (HPTE & BE) are authorized to issue revenue bonds backed by their respective revenues. To accelerate the replacement of Colorado’s poor bridges, the Bridge Enterprise issued \$300.0 million of federally subsidized Build America Bonds (see <http://1.usa.gov/BuildAmericaBonds>) in December 2010. For more information, see <http://www.coloradodot.info/programs/BridgeEnterprise>.

#### Senate Bill 09-108 Registration Surcharge Schedules (\$millions)

Vehicle Curb Weight	Road Safety Surcharge	Bridge Safety Surcharge
Less than 2,000 lbs.	\$16.00	\$13.00
Between 2,000 and 5,000 lbs.	\$23.00	\$18.00
Between 5,000 and 10,000 lbs.	\$28.00	\$23.00
Between 10,000 and 16,000 lbs.	\$37.00	\$29.00
Greater than 16,000 lbs.	\$39.00	\$32.00

Source: Senate Bill 09-108



## Senate Bill 09-108 (FASTER) Overview (continued)

### *Transit-Related Funding in Senate Bill 09-108*

The General Assembly directed that \$10.0 million per year of the Department of Transportation’s share of highway safety surcharges and fees be expended on transit-related activities. Eligible projects include but are not limited to bicycle and pedestrian facilities. In addition, the General Assembly directed that \$5.0 million per year from the municipal and county shares of the S.B. 09-108 highway safety funds be credited to the State Transit and Rail Fund for grants to local governments for transit projects.

### *The Transportation Deficit Report*

The Department submits an annual deficit report that separately addresses the goals of repairing deficient highways and bridges, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences. See <http://www.coloradodot.info/library/AnnualReports/2013-transportation-deficit-report/view>.

### *The High Performance Transportation Enterprise*

S.B. 09-108 reconstituted the former Statewide Tolling Enterprise with expanded authority to pursue innovative methods of financing the state’s transportation system, including:

- Public-private partnerships (see <http://www.fhwa.dot.gov/ipd/p3/index.htm>).
- Operating concession agreements (see <http://1.usa.gov/operatingconcession>).
- User fee-based project financing (see <http://bit.ly/tollfinance>).
- Availability payments (see <http://bit.ly/availabilitypayments>).
- Design-build contracting (see <http://1.usa.gov/P3designbuild>).

In addition, the bill authorizes the Enterprise to use road pricing on existing highway capacity as a congestion management tool if the Enterprise secures federal approval and the approval of all affected local governments. The Enterprise is governed by a seven-member board consisting of four appointees of the Governor and three members of the Transportation Commission, as chosen by the Commission. See <http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte>. Current annual funding estimate for HPTE is \$2.5 million.

### *Revenue History and Projection*

<b>Senate Bill 09-108 Overview (in \$millions)</b>				
<b>Funding Source</b>	<b>Actual FY 2011-12</b>	<b>Actual FY 2012-13</b>	<b>Estimate FY 2013-14</b>	<b>Estimate FY 2014-15</b>
Road Safety Surcharges	115.1	117.1	113.9	115.1
Late Registration Fees	17.6	17.3	21.9	22.1
Daily Vehicle Rental Fees	26.1	27.1	24.4	24.6
Oversize/Overweight Vehicle Surcharges	1.3	1.3	1.4	1.4
Local Transit and Rail	5.0	5.0	5.0	5.0
Bridge Safety Registration Surcharge	88.9	92.8	91.6	91.1
<b>TOTAL</b>	<b>254.0</b>	<b>260.6</b>	<b>258.2</b>	<b>259.3</b>

Sources: Department of the Treasury, Colorado Financial Reporting System



## Appendix B

### Project Indirect Costs & Construction Engineering

Statutory Authorization:	Section 43-1-106 (8) (h), C.R.S. (2013)
Governance:	Colorado Transportation Commission, Section 43-1-106, C.R.S. (2013)
Primary Funding Source:	State Highway Fund, Section 43-10-109, C.R.S. (2013)
Budget Category:	Maintain -Maintaining What We Have Maximize - Making the Most of What We Have Expand – Increasing Capacity

#### **Background**

Costs incurred for the benefit of a project that are not project specific are classified as *project indirect costs*. Examples of indirect costs incurred by the regions include personal services charges for administrative offices and supervisory engineering positions, office supplies, stakes, telephones and postage. Annually, the Department calculates an indirect cost recovery rate using data from the Project Indirect Cost Pool and other financial sources. Upon approval from the Federal Highway Administration, the rate is then applied to eligible direct project expenditures.

*Construction engineering costs* (CE) are those costs that have been incurred for the purpose of ensuring compliance with specific project construction specifications, generally accepted construction standards, associated testing, and materials validation activities. The CE costs that are segregated from the program costs in the budget allocation report are for CDOT personnel and operating costs associated with this type of work. Projects also incur similar costs from consultants performing this type of work, but these costs are not segregated. These CE costs benefit a single, specific project or construction activity and are measurable against a specific cost accumulating unit. However, in light of the uniform application of these activities against all individual projects, it is appropriate and logical to treat these combined activities as an allocable, central services type cost and allocate the total accumulated costs for Construction Engineering activities on a fixed rate allocable basis, against the entire construction project program. Examples of costs accumulated in the CE budget pools include:

- Construction oversight.
- Materials testing.
- Design services under construction.

#### **Funding**

The main sources of funds for the Department’s project indirect and construction engineering costs are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.



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## Project Indirect Costs & Construction Engineering (continued)

The Department’s indirect cost and construction engineering allocations are included in the total allocations of the following programs:

<b>FY 2014-15 Budget Allocations Net of Indirect / Construction Engineering (CE)</b>				
<b>Program Area</b>	<b>Net Budgeted Fund</b>	<b>Indirect Cost Allocation</b>	<b>CE Allocation</b>	<b>Total Allocation</b>
Surface Treatment Program	111.0	25.5	13.0	149.5
Structures On-System Program	22.8	5.2	2.7	30.7
Rockfall Mitigation Program	3.8	0.9	0.4	5.1
Highway Safety Improvement Program	22.1	5.1	2.6	29.8
Railway-Highway Crossings Program	2.4	0.5	0.3	3.2
Hot Spots Program	1.6	0.4	0.2	2.2
Traffic Signals Program	1.1	0.3	0.1	1.5
FASTER - Safety Projects	65.3	15.0	7.7	88.0
Safety Education Program	7.3	1.7	0.9	9.9
ITS Maintenance Program	11.0	2.5	1.3	14.8
Congestion Relief Program	3.0	0.7	0.3	4.0
Regional Priority Program	7.4	1.7	0.9	10.0
Strategic Projects	0.0	0.0	0.0	0.0
Bridge Enterprise Projects	69.6	16.0	8.2	93.8
HPTE - Projects	22.4	5.2	2.6	30.2

Source: CDOT Office of Financial Management & Budget



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**Transportation Commission of Colorado  
TC Workshop on Statewide Plan**

**Meeting Agenda**

**Wednesday, November 13, 2013 – 3:15 P.M. – 4:00 P.M.  
4201 East Arkansas Avenue  
Denver, Colorado**

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

**Doug Aden, Chairman  
District 7**

**Shannon Gifford, District 1**

**Ed Peterson, District 2**

**Gary Reiff, District 3**

**Heather Barry, District 4**

**Kathy Gilliland, District 5**

**Kathy Connell, District 6**

**Sidny Zink, District 8**

**Les Gruen, District 9**

**Bill Thiebaut, District 10**

**Steven Hoffmeister, District 11**

- **Introductions – Doug Aden - 3 minutes**
- **Approve minutes of October Statewide Plan Committee  
- Doug Aden - 2 minutes**
- **PD14 - Debra Perkins-Smith - 10 minutes**
- **Program Distribution - Debra Perkins-Smith and Scott Richrath  
- 20 minutes**
  - **Formula Distribution Programs**
  - **Debt Service - Transbond**
  - **CMAQ/CNG SW Program**
- **Demonstration of SWP website – Debra Perkins-Smith/ Michelle  
Scheuerman - 10 minutes**
- **Update on TPR Meetings – Information only memo**
- **Adjourn**

**THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION.**

## **JOINT ASSET MANAGEMENT AND STATEWIDE PLAN COMMITTEE MEETING**

**Date:** Oct. 16, 2013

**Committee Members Attending:** Commissioner Ed Peterson, Commissioner Shannon Gifford, Commissioner Kathy Gilliland, Commissioner Steven Hofmeister, Commissioner Les Gruen, Commissioner Doug Aden, Commissioner Heather Barry, Commissioner Kathy Connell, Commissioner Sidney Zink, Commissioner Gary Reiff

**Other Commissioners Attending:** Commissioner Doug Aden and Commissioner Bill Thiebaut

**Others Attending:** CDOT HQ: Don Hunt, Debra Perkins-Smith, Tim Harris, Sandi Kohrs, Mark Imhoff, Scott McDaniel, Michelle Scheuerman, Gail Hoffman, Jeff Sudmeier, JoAnn Mattson, Bill Schiebel, Maria Sobata, William Johnson, Aaron Willis, Herman Stockinger, Bill Schiebel, Tim Kirby, Scott Richrath, Ryan Rice, Tromila Maile. CDOT Regions: Kerrie Neet, Dave Eller, Myron Hora, Tom Wrona, Tony DeVito. Others: Todd Cottrell and Steve Cook, DRCOG; Jeff Kullman, CDM Smith; Vince Rogalski, STAC chair.

- *Meeting Minutes:* Minutes were approved as written for the Sept. 18, 2013, meetings of the Statewide Plan Committee and for the Asset Management Committee.
- *Asset Management: Tunnels and Intelligent Transportation System:* A recommendation from staff to approve FY 2015 Asset Management funds to add additional funds for both ITS and tunnels was discussed, but no action was taken. The Transportation Commission will discuss this item during the regular meeting of the full Transportation Commission during the budget discussion.
- *Presentation on Drivability Life:* Commissioner Gary Reiff praised the shift to Drivability Life as a uniform, objective approach to improving pavement condition. Surface treatment methods to preserve pavement condition depending on traffic volume can be adjusted later if necessary. The consensus is that the Commission should move from Remaining Service Life to Drivability Life. Commissioners also agreed that it is not necessary to have another Drivability Life workshop next month.
- *Discussion of PD 14 Objectives:* The Statewide Transportation Advisory Committee (STAC) at the meeting last week wanted PD 14 clarified about whether the National Highway System (NHS) includes all NHS or just those NHS roadways that are part of the state highway system and to emphasize that accomplishment of objectives should be measured statewide. Some STAC members were concerned that increasing ridership of small urban and rural transit grantees by at least an average of 1.5% over a five-year annual average might not be attainable. The conclusion of the Division of Transit and Rail is that the 1.5% ridership increase can be met statewide.

The intent is that all the objectives in PD 14 can be achieved within 10 years. In addition, Commissioners thought PD 14 should have some aspirational objectives for all goal areas. If the

baseline objectives are met and additional revenue is received, Commissioners favored Option 2, in which additional revenues would be directed toward accomplishment of aspirational objectives that are selected based on circumstances at the time. Commissioners also agreed the full Transportation Commission will discuss PD 14 in a workshop in November, followed by adoption of the policy directive in December.

- *Summary of Program Distribution and discussion of FASTER Safety and Regional Project Priority (RPP):* Staff presented the recommendations of a STAC committee on distribution of resources for Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Regional Priority Program (RPP). The distribution of Metro Planning had already been decided before the STAC subcommittee began its work. Formulas to distribute the funds are 45% based on vehicle miles traveled (VMT), 40% on lane miles, and 15% on truck VMT for both TAP and RPP. Twenty percent of the CMAQ funds anticipated for FY 14-15 will go to the Colorado Energy Office for boosting the use of compressed natural gas. The remaining funds would go 80% to non-attainment areas for ozone, 15% to maintenance areas for carbon monoxide, and 5% to maintenance areas for PM-10 (particulate matter less than 10 microns in diameter).

Much of the discussion was about a proposal for distribution of \$87 million in FASTER safety funds annually:

- \$50 million in FASTER Safety money would be used for asset management purposes, thus freeing another \$50 million to be used for flexible RPP funding annually. This would be an increase from the current \$10 million per year statewide.
- \$25 million for a statewide FASTER safety program
- \$12 million for regional FASTER

Some commissioners said the policy is a departure from the recent past. Others were uncertain they wanted to allow the full \$50 million a year to go to the CDOT Regions for distribution to the Transportation Planning Regions. Some expressed a desire to give the Regions more flexibility in using RPP funds to assist them in transportation planning, while also wanting more accountability for the expenditure of funds. CDOT Executive Director Don Hunt said he firmly supports a flexible RPP program, but said he couldn't tell the commissioners what amount would be appropriate. After some discussion, commissioners tentatively agreed to switch up to \$50 million year to RPP after using the same amount annually for FASTER Safety projects. The FASTER law is written broadly to permit projects that essentially enhance safety. A recent state audit raised concerns about the ability to track how the funds have been used. Some Regions have used the funds as RPP.

*Demonstration of Statewide Transportation Plan website:* Due to lack of time, the SWP website wasn't demonstrated. Commissioners instead were invited to look at [www.coloradotransportationmatters.com](http://www.coloradotransportationmatters.com) to see the materials that are posted there now.

# MEMORANDUM

## DEPARTMENT OF TRANSPORTATION

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



**DATE:** November 8, 2013

**TO:** Transportation Commission

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

**SUBJECT:** Policy Directive 14

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### Purpose

This memorandum summarizes the discussion on Policy Directive (PD) 14 planned for the Transportation Commission workshop in November. Staff will provide an overview of PD 14.

### Action Requested

At the November workshop, staff will request feedback on aspirational objectives (see Attachment 1) and will request a recommendation for adoption of PD 14 by the Commission in December.

### Background

PD 14 is reviewed and updated with each SW Plan update cycle. It provides guidance for the development of the SW Plan and for Program Distribution that will illustrate the projected allocation of revenue for years 2016-2040 to various programs. PD 14 has been under discussion and revision with the SW Plan Committee of the Commission for the past year and has been reviewed and discussed by the Asset Management Committee as it relates to Infrastructure Condition. The major goal areas have been developed to align with MAP-21 and objectives have been identified that indicate a trend direction for performance in each area and are considered “reasonable” given current conditions, historic performance trends, and projected revenues.

PD 14 has also guided the structure, objectives and reporting included in the CDOT Performance Report submitted to the legislature pursuant to the SMART legislation (copy in information only section).

*Structure and Highlights of PD 14* – PD 14 has the following structure. Highlights include:

- I. Purpose - PD 14 provides a framework for development of the Statewide Plan and directs financial resources for the Statewide Transportation Plan, the State Transportation Improvement Program (STIP), and the annual budget.
- II. Authority - The authority for PD 14 comes from the federal transportation authorization law, MAP-21; the powers of the Transportation Commission; and state transportation planning law and regulations.
- III. Applicability - PD 14 applies to all CDOT divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.
- IV. Definitions – Defines 10 terms that are used in PD 14.
- V. Policy - PD 14 states that the Statewide Transportation Plan and statewide performance objectives will

guide distribution of financial resources to meet or make progress toward the objectives in the four goal areas of safety, infrastructure condition, system performance, and maintenance. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area, recognizing constraints on some funding sources.

A. Goal Areas

1. Safety – Safety objectives include five-year averages as fatalities and serious injuries can vary from year to year and a longer horizon is needed to exhibit a trend. For 2012 the averages are based on data from 2008-2012. In 2013 they will be based on data from 2009-2013.
  2. Infrastructure Condition – measures and objectives for bridges, highways and transit are included here. The objectives are based on work done with the asset management committee and the transit and intermodal committee. Current direction for bridge and pavement management systems is reflected in the objectives. Transit is a new area and objectives relate to requirements in MAP-21.
  3. System Performance – measurement and objectives in this area include a new Planning Time Index that reflects current national developments and ‘minutes of delay’ for continued trend analysis with historic data. Transit is a new measure but is based on trends for growth in statewide ridership and revenue service miles. More refinement may be necessary once MAP-21 rulemaking for these areas is available in mid-2014.
  4. Maintenance – measures and objectives in this goal area are consistent with the MLOS system data and can be compared to past trends.
- B. Performance Measures and Objectives - Performance measures describe how success will be evaluated and performance objectives establish achievement levels which are used to guide investment decisions. Measures and objectives are included for each goal area. In addition, aspirational objectives are included to guide use of funds beyond the baseline revenue projection.
- C. Planning Principles - Describe how CDOT conducts business in carrying out the statewide transportation planning process in the areas of customer focus, partnerships, performance-based planning and programming, financial planning, economic vitality and freight movement, and environmental sustainability.

VI. Implementation Plan – The Division of Transportation Development (DTD) and the Division of Accounting and Finance (DAF) will implement the policy directive, in collaboration with all CDOT Divisions and Regions. DTD will report on transportation system performance annually to track progress toward meeting the objectives.

VII. Review Date – The policy will be reviewed on or before the next SW Plan update cycle anticipated to begin in 2017.

*Aspirational Objectives* – At the October joint meeting of the Statewide Plan and Asset Management committees, Commissioners asked staff to develop aspirational objectives for each goal area in PD 14. If additional funds are received above baseline revenue, the Commission would review progress toward the objectives and decide how to direct additional funds. Attachment 1 is a comparison of baseline and aspirational objectives. Staff requests direction on the use of aspirational objectives.

Next Step

Committee recommendation for modifications and for Transportation Commission adoption of PD 14 in December.

This attachment compares the baseline objectives that relate to the proposed aspirational objectives in all four goal areas.

GOAL	BASELINE OBJECTIVE	ASPIRATIONAL OBJECTIVE
Safety		
	<ul style="list-style-type: none"> <li>Achieve a five-year annual average fatality rate of <b>1.00</b> per 100 million vehicle miles traveled (VMT).</li> </ul>	<ul style="list-style-type: none"> <li>Achieve a five-year annual average fatality rate of <b>0.98</b> per 100 million VMT.</li> </ul>
Infrastructure Condition		
	<u>Bridges</u> <ul style="list-style-type: none"> <li>Maintain the percent of National Highway System (NHS) bridge total deck area that is not structurally deficient at or above <b>90%</b>.</li> </ul>	<u>Bridges</u> <ul style="list-style-type: none"> <li>Achieve the percent of NHS bridge total deck area that is not structurally deficient at or above <b>95%</b>.</li> </ul>
	<u>Highways</u> <ul style="list-style-type: none"> <li>Achieve <b>80%</b> High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.</li> <li>Achieve <b>80%</b> High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.</li> </ul>	<u>Highways</u> <ul style="list-style-type: none"> <li>Achieve <b>90%</b> High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.</li> <li>Achieve <b>90%</b> High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.</li> </ul>
	<u>Transit</u> <ul style="list-style-type: none"> <li>Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than <b>65%</b> operating in fair, good, or excellent condition, per Federal Transit Administration definitions.</li> </ul>	<u>Transit</u> <ul style="list-style-type: none"> <li>Increase the percentage of vehicles in the rural Colorado transit fleet to no less than <b>70%</b> operating in fair, good, or excellent condition, per Federal Transit Administration definitions.</li> </ul>
System Performance		
	<u>Interstates, NHS and State Highway system</u> <ul style="list-style-type: none"> <li>Maintain a statewide Planning Time Index (PTI) of <b>1.25</b> or less for congested segments on Interstates.</li> <li>Maintain a statewide PTI of <b>1.25</b> or less for congested segments on NHS</li> </ul>	<u>Interstates, NHS and State Highway system</u> <ul style="list-style-type: none"> <li>Achieve a statewide Planning Time Index (PTI) of <b>1.2</b> or less for congested segments on Interstates.</li> <li>Achieve a statewide PTI of <b>1.2</b> or less for congested segments on NHS</li> </ul>

	<p>roadways, excluding Interstates.</p> <ul style="list-style-type: none"> <li>• Maintain daily travel time delay on congested segments of state highway corridors at or below <b>22 minutes</b> of delay per traveler per day.</li> </ul>	<p>roadways, excluding Interstates.</p> <ul style="list-style-type: none"> <li>• Achieve daily travel time delay on congested segments of state highway corridors at or below <b>17 minutes</b> of delay per traveler per day.</li> </ul>
	<p><u>Transit</u></p> <ul style="list-style-type: none"> <li>• Increase ridership of small urban and rural transit grantees at least an average of <b>1.5%</b> annually over a five-year annual average.</li> <li>• Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for <b>2012</b>.</li> </ul>	<p><u>Transit</u></p> <ul style="list-style-type: none"> <li>• Increase ridership of small urban and rural transit grantees at least an average of <b>1.7%</b> annually over a five-year annual average.</li> <li>• Increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service by a five-year annual average of <b>1.7%</b>.</li> </ul>
Maintenance		
	<ul style="list-style-type: none"> <li>• Maintain a Level of Service (LOS) <b>B</b> grade for snow and ice removal.</li> <li>• Maintain an overall Maintenance LOS <b>B-</b> grade for the state highway system.</li> </ul>	<ul style="list-style-type: none"> <li>• Achieve a Level of Service (LOS) <b>B+</b> grade for snow and ice removal.</li> <li>• Achieve an overall Maintenance LOS <b>B</b> grade for the state highway system.</li> </ul>

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

## I. PURPOSE

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

## II. AUTHORITY

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

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

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

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

## III. APPLICABILITY

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

## IV. DEFINITIONS

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

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving condition is specific to each traffic based highway category and means drivers must reduce speeds to compensate for unsafe factors, navigate around damaged pavement, or endure intolerably rough rides.

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

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

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

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

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

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

“Serious Injuries” means evident injuries.

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

## **V. POLICY**

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of financial resources to meet or make progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Projects will be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while recognizing constraints on some funding sources. Aspirational objectives will guide the use of funds received that are above baseline revenue projections.

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

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

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to guide investment decisions. The budget categories that fund the four goal areas are Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants and are listed below with the appropriate goals.

a) SAFETY:

The budget categories that fund Safety are Maintain, Maximize, and Expand.

MEASURES:

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

OBJECTIVES:

- Achieve a five-year annual average reduction of 12 in the number of fatalities.
- 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%.

ASPIRATIONAL OBJECTIVE:

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

b) INFRASTRUCTURE CONDITION:

The budget category that funds Infrastructure Condition is Maintain.

(1) Bridges

MEASURES:

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

OBJECTIVES:

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

ASPIRATIONAL OBJECTIVES:

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

(2) Highways

MEASURES:

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

OBJECTIVES:

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

ASPIRATIONAL OBJECTIVES:

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

### (3) Other Roadway Assets

#### MEASURE:

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

#### OBJECTIVE:

- Meet Risk-Based Asset Management Plan Goals

### (4) Transit

#### MEASURE:

- Transit Asset Condition

#### OBJECTIVES:

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

#### ASPIRATIONAL OBJECTIVE:

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than \_\_\_% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.

### c) SYSTEM PERFORMANCE:

The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

#### (1) Interstates, NHS and State Highway system

#### MEASURES:

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

#### OBJECTIVES:

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

ASPIRATIONAL OBJECTIVES:

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

(2) Transit

MEASURES:

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

OBJECTIVES:

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

ASPIRATIONAL OBJECTIVES:

- Increase ridership of small urban and rural transit grantees at least an average of \_\_\_% annually over a five-year annual average.
- Increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service by a five-year annual average of \_\_\_%.

d) MAINTENANCE:

The budget category that funds Maintenance is Maintain.

MEASURES:

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

OBJECTIVES:

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

ASPIRATIONAL OBJECTIVES:

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

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

- a) Customer Focus. Improve customer service and satisfaction by focusing on the priorities identified by the public. Strengthen transparency and accountability by ensuring the public has multiple ways of learning about and participating in multimodal transportation planning and regional and statewide transportation decision making.
- b) Partnerships. Collaborate with CDOT planning partners to build consensus for the integration of local, regional and statewide transportation priorities in the multimodal Statewide Transportation Plan and to reach data-based multimodal transportation planning solutions. Partner with other agencies and the private sector to leverage resources and to augment public funds.
- c) Performance-Based Planning and Programming. Use a performance-based planning and programming approach in developing a multimodal Statewide Transportation Plan that aligns with MAP-21 national performance goals. Program projects in support of those goals and CDOT objectives and in alignment with the risk based asset management plan. Address both the 10-year and long range planning horizons.
- d) Financial Planning. In cooperation with CDOT planning partners, and in recognition of declining revenues and increasing costs, develop reasonable Revenue Projections and a Program Distribution method that optimize the use of funds in addressing critical transportation needs. Utilize financial scenarios in the Plan in order to be prepared for different levels of future funding. Utilize expenditure based cash management systems to maximize project delivery.
- e) Economic Vitality and Freight Movement. 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, invest in those transportation improvements that best support the future economic health of Colorado. Enhance Colorado's economic competitiveness by supporting measures that facilitate freight movement and promote state, regional and local economic goals.
- f) Environmental Sustainability. Incorporate social, economic, and environmental concerns into the planning, design, construction, maintenance, and operation of a state multimodal transportation system. Support coordinated decision making that balances transportation, land and resource use, and quality of life needs. Promote a transportation system that minimizes impacts to and encourages preservation of the environment, and follows the CDOT Environmental Stewardship Guide. Provide a sustainable transportation system that meets existing needs without compromising the ability to provide for the future.

## **VI. IMPLEMENTATION PLAN**

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, and in collaboration with CDOT Divisions and

Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Transportation Performance Branch will report annually on performance of the transportation system to track progress toward objectives. The Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations.

**VII. REVIEW DATE**

This directive shall be reviewed on or before December 2018.

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Secretary, Transportation Commission

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Date of Approval

# MEMORANDUM

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**DEPARTMENT OF TRANSPORTATION**

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



**DATE:** November 8, 2013

**TO:** Statewide Plan Committee of the Transportation Commission

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

**SUBJECT:** **Formula Program Distribution – STAC recommendations**

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Purpose: This memo summarizes the recommendations from the STAC on formulas for certain programs to determine distributions to MPOs and other eligible recipients or to CDOT Regions.

Action Requested: Recommendation to staff on formulas to use for distributions for use in Program Distribution for the SW Plan and the next STIP.

Background: Certain Federal programs include suballocation requirements or other distribution requirements that must be included in the Program Distribution for the SW Plan and for the STIP. Other program distribution formulas can be determined by CDOT in consultation with our planning partners. Planning partners are represented on the Statewide Transportation Advisory Committee (STAC). A subcommittee of STAC was formed to specifically develop recommendations for each of these programs.

Attachment A includes a summary of the subcommittee recommendation and distribution table for each program. This information was presented to STAC in October and a motion to recommend to the Commission will be acted upon by STAC at their November meeting.

Next Step:

Based on Commission direction at this workshop, staff will utilize formulas to develop the FY 2016-2040 Program Distribution for use in the SW Plan and the next STIP. The final Program Distribution will be presented to the Transportation Commission for adoption.

**Attachment A**

**STAC Program Distribution Subcommittee**

**Program Distribution Recommendations**

**Transportation Alternatives Program (TAP)**

**FY 14=\$13.3M (recreational trails=\$1.6M off the top)**

*Program Overview:* TAP wraps pre-MAP-21 programs into a single, flexible funding for alternatives to traditional highway construction. Eligible activities include: facilities for bike/ped; overlooks and viewing areas; preservation of historic transportation facilities; environmental mitigation/vegetation management/stormwater; recreational trails program; safe routes to school program.

*Distribution Methodology:* Per federal statute, 50% of funds are flexible and can be spent anywhere in the State, and 50% of funds must be spent in areas on the basis of population. Transportation Management Area (TMA) MPOs receive a suballocation based on the share of the 50% population-based funds attributable to the population of the Urbanized Area (UZA) associated with each TMA. The remaining population-based funds are distributed to Regions on the basis of population. Flexible funds are distributed to Regions using 45% VMT / 40% Lane Miles / 15% Truck VMT. The Region allocation is a combination of flexible funds and population-based funds.

<b>Estimated TAP</b>	
<b>Suballocation (31.8%)</b>	<b>% of Suballocation</b>
DRCOG	74.2%
NFR	8.3%
PPACG	17.5%
TOTAL	100.0%
<b>Region Allocation (68.2%)</b>	<b>% of Region Allocation</b>
Region 1	25.2%
Region 2	19.3%
Region 3	19.1%
Region 4	27.7%
Region 5	8.7%
TOTAL	100.0%

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

**FY 14=\$45M**

*Program Overview:* CMAQ is flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for nonattainment and maintenance areas. MAP-21 allows funding for natural gas or electric vehicle fueling stations statewide.

*Distribution Methodology:* For suballocated funds, funds are allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas, consistent with past CMAQ distributions. PM-10 funds are divided evenly between urban recipients (DRCOG) and rural recipients. There is a minimum dollar base of \$200,000 (federal and local) for each rural PM-10 recipient. Ozone and CO funds are distributed on the basis of the population of air quality areas. A portion of CMAQ funds is held in reserve for potential new designations of non-attainment areas.

Estimated CMAQ*	
DRCOG	81.9%
NFRMPO	11.6%
PPACG	2.5%
Region 2 (PM-10)	0.5%
Region 3 (PM-10)	1.0%
Region 4 (UFR)	1.5%
Region 5 (PM-10)	1.0%

\*If minimum dollar bases are not met, percentages will adjust to meet base.

### Regional Priority Program (RPP)

**FY 14=\$10M**

*Program Overview:* RPP is flexible funding for use in Regions, in consultation with local elected officials and other stakeholders through the transportation planning process. The program is funded through annual Transportation Commission allocation.

*Distribution Methodology:* Allocation to CDOT Regions based on 45% VMT / 40% Lane Miles / 15% Truck VMT.

RPP	
Region 1	31.7%
Region 2	18.4%
Region 3	17.1%
Region 4	24.0%
Region 5	8.8%

### Surface Transportation – Metro (STP-Metro)

**FY 14=\$47.6M**

*Program Overview:* Flexible funding source to fund transportation improvements in urban areas with populations greater than 200,000.

*Distribution Methodology:* Suballocation to Transportation Management Area (TMA) MPOs according to federal statute, based on the population of TMA Urbanized Areas (UZAs).

<b>STP-Metro</b>	
DRCOG	74.2%
NFRMPO	8.3%
PPACG	17.5%

**Metropolitan Planning (Metro- PL)**

**FY 14=\$7.6M**

*Program Overview:* The purpose of Metropolitan Planning funds is to carry out federal requirements and provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process. Metropolitan Planning funds are made available to each MPO.

*Distribution Methodology:* Suballocation to MPOs according to federal statute. Suballocation methodology agreed to by FHWA, FTA, CDOT, and MPOs in fall 2012. Based on the population of MPO UZAs, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO, and \$350,000 for PACOG.

<b>Metro-PL*</b>	
DRCOG	68.8%
GVMPO	3.3%
NFRMPO	9.9%
PPACG	14.5%
PACOG	3.5%

\*If minimum dollar bases are not met, percentages will adjust to meet base.

**Example Program Distribution Template**  
11/8/2013

	FY 2014	Region 1	Region 2	Region 3	Region 4	Region 5	Statewide	Notes
<b>Total CDOT Program Allocations</b>	\$ 1,100,963,213							
<b>Maintain - Maintaining What We Have</b>	\$ 585,626,616							
Maintenance	\$ 249,029,332	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Surface Treatment	\$ 150,690,472	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Structures On-System	\$ 30,852,297	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Rockfall Mitigation	\$ 5,174,164	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Highway Safety Improvement Program (HSIP)	\$ 29,507,907	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Railway-Highway Crossings Program	\$ 3,162,127	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Hot Spots	\$ 2,167,154	20.0%	20.0%	20.0%	20.0%	20.0%	0.0%	Distributed evenly to each Region.
Traffic Signals	\$ 1,472,823	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
FASTER - Safety Projects	\$ 86,900,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Capital Expenditure (Road Equip., Property, Cap. Op. Equip.)	\$ 26,670,340	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
<b>Maximize - Safely Making the Most of What We Have</b>	\$ 39,675,068							
Safety Education	\$ 4,490,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
TSM&O: ITS Maintenance	\$ 11,185,068	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
TSM&O: Congestion Relief	\$ 4,000,000	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Distributed to Region 1 for Courtesy Patrol.
Regional Priority Program (RPP)	\$ 10,000,000	31.7%	18.4%	17.1%	24.0%	8.8%	0.0%	Distributed by 45/40/15 formula to each Region.
Capital Expenditure (TSM&O: ITS Investments)	\$ 10,000,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
<b>Expand - Increasing Capacity</b>	-							
Strategic Projects- Highway (SB-228)	-	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
<b>Deliver - Program Delivery/Administration</b>	\$ 63,821,986	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
<b>Pass-Through Funds/Multi-modal Grants</b>	\$ 204,777,431							
Aeronautics	\$ 43,100,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Highway	\$ 123,126,575							
Transportation Alternatives (TAP)	\$ 13,309,635	40.8%	18.7%	13.1%	21.5%	5.9%	0.0%	50% based on population (pursuant to statute); 50% by 45/40/15. Region figures include TMA suballocations. Allocation after Rec Trails transfer of \$1,591,652.
STP-Metro (STP-M)	\$ 47,615,135	74.2%	17.5%	0.0%	8.3%	0.0%	0.0%	Population based formula to TMAs (pursuant to statute).
Congestion Mitigation/Air Quality (CMAQ)	\$ 45,074,397	65.3%	2.5%	0.9%	10.5%	0.9%	20.0%	Population based formula to AQ areas; 20% statewide program from Reserve.
Metropolitan Planning	\$ 7,678,040	67.3%	18.7%	4.3%	9.7%	0.0%	0.0%	Population based formula to MPOs.
Bridge Off System	\$ 9,449,368	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Transit	\$ 38,050,856							
Federal Transit	\$ 23,050,856	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Strategic Projects -Transit (SB-228)	-	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Transit and Rail Local Grants (FASTER)	\$ 5,000,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Transit and Rail Statewide Grants (FASTER)	\$ 10,000,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Infrastructure Bank	\$ 500,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
<b>Transportation Commission Contingency / Debt Service</b>	\$ 207,062,112							
Contingency	\$ 35,890,107	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Debt Service	\$ 171,172,005	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
<b>CDOT Revenue</b>	\$ 1,116,963,213							
	-							
<b>Total State Bridge Enterprise</b>	\$ 115,481,900	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
<b>BE Revenue</b>	\$ 100,481,900							
	-							
<b>Total High Performance Transportation Enterprise</b>	\$ 33,500,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
<b>HPTE Revenue</b>	\$ 32,500,000							

**Example Program Distribution Template**  
11/8/2013

	FY 2014	Region 1	Region 2	Region 3	Region 4	Region 5	Statewide	Notes
<b>Total CDOT Program Allocations</b>	<b>\$ 1,100,963,213</b>							
<b>Maintain - Maintaining What We Have</b>	<b>\$ 585,626,616</b>							
Maintenance	\$ 249,029,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,029,332	
Surface Treatment	\$ 150,690,472	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,690,472	
Structures On-System	\$ 30,852,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,852,297	
Rockfall Mitigation	\$ 5,174,164	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,174,164	
Highway Safety Improvement Program (HSIP)	\$ 29,507,907	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,507,907	
Railway-Highway Crossings Program	\$ 3,162,127	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,162,127	
Hot Spots	\$ 2,167,154	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ 433,431	\$ -	Distributed evenly to each Region.
Traffic Signals	\$ 1,472,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,472,823	
FASTER - Safety Projects	\$ 86,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,900,000	
Capital Expenditure (Road Equip., Property, Cap. Op. Equip.)	\$ 26,670,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,670,340	
<b>Maximize - Safely Making the Most of What We Have</b>	<b>\$ 39,675,068</b>							
Safety Education	\$ 4,490,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,490,000	
TSM&O: ITS Maintenance	\$ 11,185,068	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,185,068	
TSM&O: Congestion Relief	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	Distributed to Region 1 for Courtesy Patrol.
Regional Priority Program	\$ 10,000,000	\$ 3,173,452	\$ 1,838,576	\$ 1,708,249	\$ 2,398,159	\$ 881,564	\$ -	Distributed by 45/40/15 formula to each Region.
Capital Expenditure (TSM&O: ITS Investments)	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	
<b>Expand - Increasing Capacity</b>	<b>-</b>							
Strategic Projects (SB-228)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Deliver - Program Delivery/Administration</b>	<b>\$ 63,821,986</b>							
<b>Pass-Through Funds/Multi-modal Grants</b>	<b>\$ 204,777,431</b>							
Aeronautics	\$ 43,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,100,000	
Highway	\$ 123,126,575							
Transportation Alternatives	\$ 13,309,635	\$ 4,776,693	\$ 2,193,885	\$ 1,529,320	\$ 2,521,409	\$ 696,676	\$ -	50% based on population (pursuant to statute); 50% by 45/40/15. Region figures include TMA suballocations. Allocation after Rec Trails transfer of \$1,591,652.
STP-Metro	\$ 47,615,135	\$ 35,348,741	\$ 8,328,860	\$ -	\$ 3,937,534	\$ -	\$ -	Population based formula to TMAs (pursuant to statute).
Congestion Mitigation/Air Quality	\$ 45,074,397	\$ 29,439,472	\$ 1,115,791	\$ 395,914	\$ 4,712,428	\$ 395,914	\$ 9,014,879	Population based formula to AQ areas; 20% statewide program from Reserve.
Metropolitan Planning	\$ 7,678,040	\$ 5,167,321	\$ 1,437,194	\$ 330,000	\$ 742,969	\$ -	\$ -	Population based formula to MPOs.
Bridge Off System	\$ 9,449,368	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,449,368	
Transit	\$ 38,050,856							
Federal Transit	\$ 23,050,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,050,856	
Strategic Projects -Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Transit and Rail Local Grants (FASTER)	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	
Transit and Rail Statewide Grants (FASTER)	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	
Infrastructure Bank	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	
<b>Transportation Commission Contingency / Debt Service</b>	<b>\$ 207,062,112</b>							
Contingency	\$ 35,890,107	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,890,107	
Debt Service	\$ 171,172,005	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,172,005	
<b>CDOT Revenue</b>	<b>\$ 1,116,963,213</b>							
	\$ -							
<b>Total State Bridge Enterprise</b>	<b>\$ 115,481,900</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,481,900	
<b>BE Revenue</b>	<b>\$ 100,481,900</b>							
	\$ -							
<b>Total High Performance Transportation Enterprise</b>	<b>\$ 33,500,000</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,500,000	
<b>HPTE Revenue</b>	<b>\$ 32,500,000</b>							

# STATE OF COLORADO

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



## MEMORANDUM

TO: Transportation Commission

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

DATE: November 8, 2013

RE: TransBond Funds

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Purpose: This memo summarizes information on TransBond debt and the availability of funds after debt retirement.

Action Requested: Transportation Commission input on the use of funds made available by the retirement of TransBond debt for use in development of the Program Distribution for the Statewide Plan.

Background: CDOT debt payments for TransBond currently total approximately \$167.8 million annually. This debt partially expires in FY 17, with full retirement in FY 18. The retirement of TransBonds makes these funds available for other purposes.

The RAMP program is in place for 5 years from 2014-2018. In order to maintain the funding for asset management at a similar level to the RAMP program level, the amount used for debt service could be applied to asset management. That would provide support of the performance goals that have been discussed to date for the asset management programs.

The Statewide Plan is required by Colorado statute to be fiscally constrained, therefore some assumptions about assignment of funds to program areas are needed. The Program Distribution numbers will be used for planning purposes with recognition that some changes will occur each year in the budgeting process as revenue estimates are further refined. The Program Distribution numbers provide a financial structure for the development of the Statewide Plan, the MPO and regional plans and for the STIP.

Commission input on the application of the amount now used for debt service payments to asset management programs is requested so that the Program Distribution for the SW Plan, that includes 2016-2040 can be developed.

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# MEMORANDUM

## DEPARTMENT OF TRANSPORTATION

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



**DATE:** November 8, 2013

**TO:** Transportation Commission

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

**SUBJECT:** Congestion Mitigation/Air Quality (CMAQ) funds and Colorado Energy Office (CEO)  
Proposal for a statewide Compressed Natural Gas (CNG) Program

---

**Purpose:** This memorandum summarizes information regarding the allocation of CMAQ funds to a statewide program supporting compressed natural gas (CNG) infrastructure throughout the state and CNG vehicle purchases within the non-attainment areas.

**Action Requested:** Recommendation for Commission approval in December for a statewide CMAQ program funding allocation of \$30 Million total (approximately 20% of CMAQ funds) over the period of years FY 14 – FY 17.

**Background:**

Federal MAP-21 legislation signed into law in 2012 now classifies “facilities serving electric or natural gas-fueled vehicles” as “explicitly eligible” for support by Congestion Mitigation and Air Quality Improvement (CMAQ) funds. Unlike other authorized uses of CMAQ funds, these facilities are not required to be located within the state’s non-attainment areas (see-attached map). The incremental cost for alternative fuel vehicle purchases are also eligible for CMAQ funding but only if based in the non-attainment areas (vehicles that have a dominant transportation use are eligible for full funding). In light of this change in MAP-21 and Governor Hickenlooper’s long-standing commitment to making Colorado a leader in compressed natural gas (CNG), the Colorado Energy Office (CEO) has proposed a statewide 4-year, \$30 million CNG focused program utilizing CMAQ funding. The intent of the program is to provide partial funding to establish fueling stations along key corridors that would be sufficient to support CNG vehicle travel to and within various parts of the state. The program also includes funding of the incremental cost of CNG vehicles with a focus on medium to heavy-duty vehicles that have high annual mileage. This program is intended to be a “seed” program that results in a self-sustaining market after the 4-year period. This proposal includes both air quality benefits due to replacement of petroleum-fueled vehicles with CNG vehicles and economic benefits from providing a lower cost fuel and as Colorado is a key producer of natural gas.

In the past, CMAQ funds have been fully distributed to eligible MPOs and TPRs within non-attainment areas. In 2010 CDOT established a CMAQ “reserve” as the EPA was contemplating a reduced threshold for non-attainment that would have added new areas in the state. Each year some funds were reserved for funding of any new non-attainment areas. The EPA has postponed any new designations and we

believe it is now unlikely that new areas will become eligible for CMAQ funds within the timeframe of this proposed program. However, if this were to change we would need to revisit the distribution. FY 14 CMAQ reserve funds have not been distributed and total approximately \$13 million Federal. The CEO proposed program includes a first year Federal funding level of \$10 million with subsequent years of \$7 million, \$7 million and \$6 million respectively. Funds from the FY 14 CMAQ reserve beyond the CEO request will be distributed to the eligible recipients per the 2010 resolution methodology.

CDOT has funded some CNG fueling stations with CMAQ funds within the non-attainment area in the past, as well as some CNG vehicle purchases. This program would be a significant expansion of those past activities. The CEO would be the lead agency for this program, with support from with the Regional Air Quality Council (RAQC) staff who have experience with CMAQ funded vehicle purchases and from Weld County staff who have experience with CMAQ funded fueling stations.

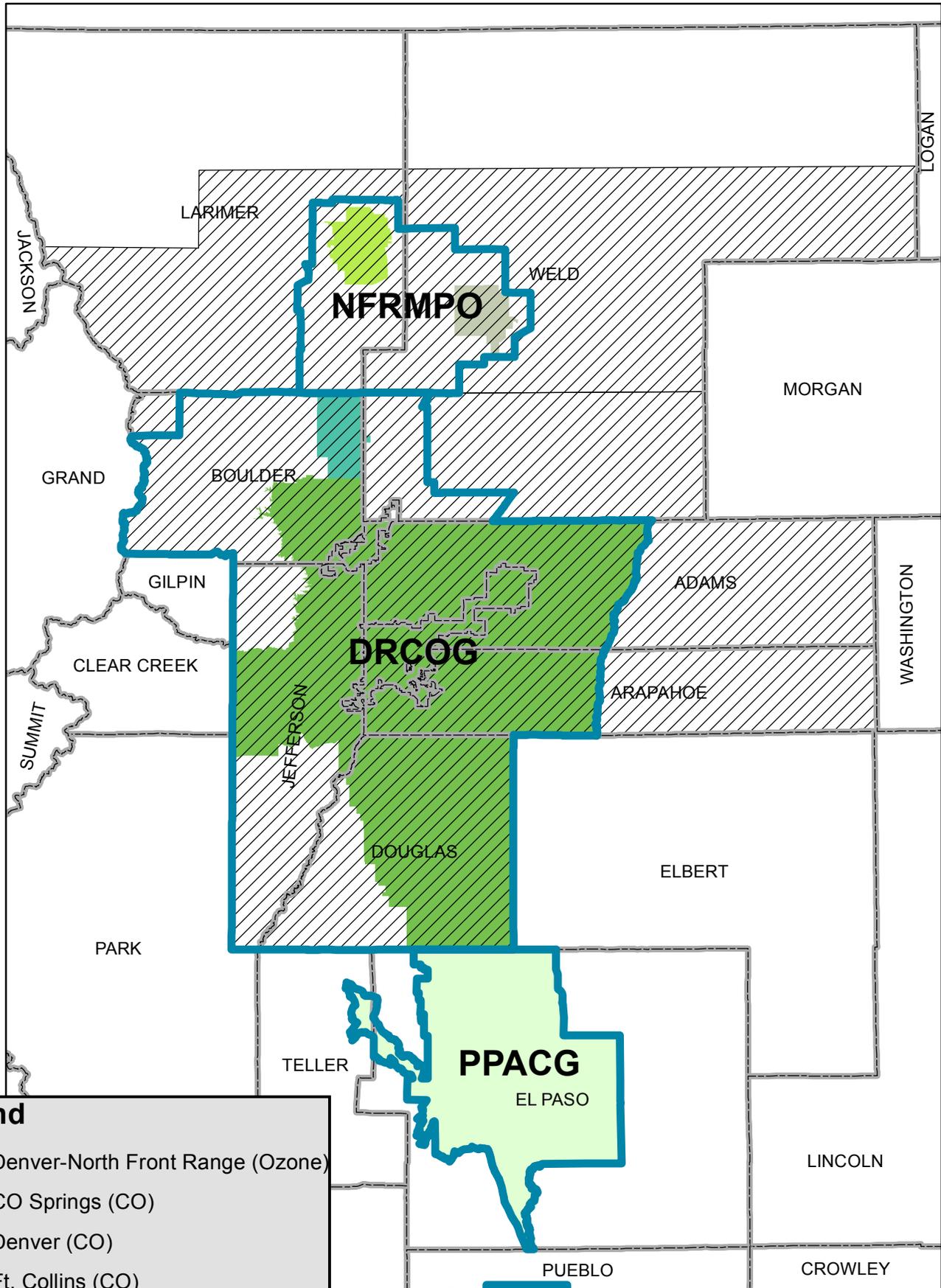
### **STAC and MPO Review and Comment**

The CEO proposal was discussed at STAC and with the STAC subcommittee on Program Distribution. Both groups agreed with the proposed allocation to a statewide program using CMAQ funds of \$30 million over 4 years, or approximately 20% of the CMAQ funds that CDOT receives. CEO staff also made a presentation on this proposal to the DRCOG Board, the North Front Range MPO Board, and the Upper Front Range TPR as they are substantial recipients of CMAQ funds. DRCOG receives approximately 80% of the CMAQ funds that come to CDOT. The DRCOG board recommended some modifications to the program to allow for a more 'fuel neutral' approach, including EV stations and vehicles, and to focus on replacement of pre-2010 diesel trucks for maximum AQ benefits. They also requested that after the 4 years that the Commission return to the practice of distributing all CMAQ funds to eligible non-attainment area recipients. These comments are included in the attached letter sent to the Governor. The DRCOG board is expected to act on a resolution to this effect on November 20 (October Board meeting was cancelled). The CEO has indicated their willingness to examine ways to address these concerns and recommendations within the program. The North Front Range MPO the Upper Front Range TPR supported this program proposal for CMAQ funds. CEO staff also offered to make a presentation at PPACG also but none was scheduled.

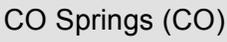
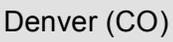
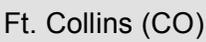
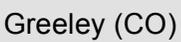
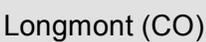
### **Next Steps**

Recommendation for Commission approval in December for funding of SW program with CMAQ funds. With the Transportation Commission's approval, CDOT staff will proceed toward execution of grant contracts with CEO and the RAQC.

# Colorado Air Quality Non-Attainment and Maintenance Areas\*



**Legend**

-  Denver-North Front Range (Ozone)
-  CO Springs (CO)
-  Denver (CO)
-  Ft. Collins (CO)
-  Greeley (CO)
-  Longmont (CO)

\*Does not include PM-10 Maintenance areas, which include Denver, Pagosa Springs, Canon City, Aspen/Pitkin County, Steamboat Springs/Routt County, and Telluride/Mountain Village. Colorado has no PM<sub>2.5</sub> areas.

**Board Officers**

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

October 7, 2013

The Honorable John Hickenlooper  
Governor of the State of Colorado  
136 State Capitol Building  
Denver, Colorado 80203

Dear Governor Hickenlooper:

At its September 18 meeting, the DRCOG Board of Directors heard a presentation from the Colorado Energy Office about its Natural Gas Vehicle (NGV) Market Implementation Plan. After the presentation and discussion among Board members the Board acted to forward a letter expressing a concern and recommendations regarding the proposal. A resolution on this issue will be acted on by the Board during its next regular meeting.

The DRCOG Board greatly appreciates your efforts to expand the use of alternative fuels in our state. However, the Board is concerned about the funding source for the NGV Market Implementation Plan; \$30 million of federal Congestion Mitigation/Air Quality (CMAQ) funds over the next four years. Per Colorado Department of Transportation and Transportation Commission decisions of the past 20+ years, CMAQ monies have been allocated to the state's Metropolitan Planning Organizations to improve air pollution in the EPA-designated non-attainment areas. The DRCOG Board supports the Transportation Commission returning to the traditional allocation method upon expenditure of the \$30 million (through FY 2017 dollars) for the NGV Market Implementation Plan.

The DRCOG Board also made the following recommendations to improve the NGV Market Implementation Plan to achieve greater air quality benefits:

- Provide for the removal of pre-2010 diesel trucks from the road since vehicles manufactured after 2010 meet higher air quality standards and those manufactured before 2010 contribute more to poor air quality
- Be more "fuel-neutral" by co-locating electric vehicle fast-charging stations at the Compressed Natural Gas stations to capitalize on economies of scale and saving taxpayer monies
- Make vehicle purchase subsidies available to other types of alternative fueled vehicles

DRCOG anticipates these improvements would be made within the \$30 million proposed budget for the NGV Market Implementation Plan.



Thank you, again, for all of your work to expand alternative fuel options in our state. As always, we are committed to working with you to make the State of Colorado the best place to live, work and play. I would be happy to discuss this with you at your convenience.

Sincerely,



Sue Horn  
Chair

Attachment: Draft Resolution

- c: Doug Aden, Chairman, Colorado Transportation Commission
- Don Hunt, Executive Director, Colorado Department of Transportation
- Debra Perkins-Smith, Director, Transportation Development, Colorado Department of Transportation
- Tom Hunt, Policy Programs Manager, Colorado Energy Office

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# MEMORANDUM

## DEPARTMENT OF TRANSPORTATION

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



**DATE:** November 5, 2013

**TO:** Statewide Plan Committee of the Transportation Commission

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

**SUBJECT:** Statewide Plan Website

---

### **Purpose:**

This memorandum provides information on the development and content of the Statewide Plan website. A demonstration of the web site will be provided at the committee meeting.

### **Action Requested:**

None. Information only.

### **Background:**

In recognition of the vital role of public outreach in the development of the Statewide Transportation Plan (SWP), CDOT has developed its first-ever dedicated SWP website. A press release was issued on October 21 announcing the launch of the website.

The website address is [www.coloradotransportationmatters.com](http://www.coloradotransportationmatters.com). The website serves as a multimedia platform for conversation, education, and participation by the public and other stakeholders as we work together in developing the SWP.

The SWP website is divided into six sections: Explore My Area, How Can I Get Involved? How Did We Get Here?, What is a Statewide Transportation Plan?, How Does CDOT Manage Dollars?, & Other CDOT Plans. The web site provides the user with innovative tools and techniques for providing input, such as interactive maps, comment and photo submissions, and a public events calendar. The website will evolve over time as we approach the release of the final plan, with new interactive content and plan components coming online as they are completed; allowing the public to track the plan's progress in real-time and take a more active role in shaping the plan.

### **Next Steps:**

Upcoming additions include a short "Colorado Transportation Story" video, a series of mini-polls, interactive webinars, and much more.

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# MEMORANDUM

## DEPARTMENT OF TRANSPORTATION

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



**DATE:** November 5, 2013

**TO:** Statewide Plan Committee of the Transportation Commission

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

**SUBJECT:** TPR meetings and rural area Regional Plan development

---

**Purpose:** This memorandum provides an update on the recent TPR meetings and the development of the ten rural Regional Transportation Plans (RTPs).

**Action Requested:** None. Information only.

**Background:**

The ten rural Transportation Planning Regions (TPRs) are in the process of developing their 2040 RTPs with assistance from CDOT. CDOT initiated the RTP development process in May of this year. To date, topics of discussion have included:

- Identifying transportation priority problems, issues and potential solutions;
- Development of potential project list for additional funding
- A proposed RTP development process;
- Reviewing a proposed RTP Template;
- Identifying key opportunities for public outreach and appropriate techniques; and
- A proposed process to identify Regional Priority Corridors.
- Identification of regional priority projects

**Continuing RTP development & Meeting #4:**

Progress continues in developing the RTPs. Meeting #4 with the TPRs began in late October and will continue until early December depending on the TPRs' ability to meet. The focus of Meeting #4 is:

- Definition of key elements of the Regional Transportation Story;
- Identification of Regional Priority Corridors;
- Confirmation of RTP Template; and
- An Overview of Revenue Planning Scenarios – in addition to the baseline fiscally constrained revenue forecast, TPRs will identify regional priorities in the event of additional funding and recommendations for reductions in the event of funding shortfalls.

**Additional Progress:**

- Each TPR has identified specific opportunities for Public Outreach and appropriate Techniques;
- TPRs have provided feedback and suggestions for their TPR public survey to be released the week of November 11; and
- Draft chapters for their RTP, which include the Purpose of the Regional Transportation Plan & Planning Process, and their Regional Transportation Story, will be provided to the TPRs for review in December.

**Next Steps:**

CDOT will continue to work closely with TPRs on a number of topics, which feed into RTP development, and will provide draft chapters for review, consolidate and interpret survey results in early January 2014, conduct broad public outreach in February via telephone town halls, and conduct an initial review of the draft RTP in its entirety with the TPRs in March/April of 2014.

**Transportation Commission of Colorado  
Disadvantaged Business Enterprises (DBE) Committee  
Agenda**

**Thursday, November 21, 2013  
4201 East Arkansas Avenue; Auditorium  
Denver, Colorado**

**HEATHER BARRY, Chairwoman  
District 4**

**BILL THIEBAUT  
District 10**

**KATHY CONNELL  
District 6**

**LES GRUEN  
District 9**

**ED PETERSON  
District 2**

**HERMAN STOCKINGER  
Policy and Government  
Relations Director/Secretary**

**The Chairwoman may change the item sequence or timing**

- 1. Call to order**
- 2. Approval of Minutes from August 15, 2013**
- 3. DBE Participation Reports**
- 4. Connect2DOT Update**
- 5. CRLMS Implementation Update**
- 6. Public Input/Comments**
- 7. Adjournment**

**DBE Committee Minutes**  
**Thursday, August 15, 2013**

*Call to Order:* Meeting called to order by Commissioner Barry at 11:55 am.

*Attendees:*

- Commissioner Kathy Connell
- Commissioner Ed Peterson
- Commissioner Heather Barry
- Commissioner Les Gruen
- Commissioner Sidney Zink
- Heidi Humphries, Division of Human Resources and Administration
- Greg Diehl, Civil Rights and Business Resource Center
- Katherine Williams, Civil Rights and Business Resource Center

*Minutes Approval:* Motion for approval of May 16, 2013 DBE Committee Meeting Minutes.

- Motioned by Commissioner Gruen
- Seconded by Commissioner Peterson

*DBE Participation Report:* Greg Diehl summarized the current DBE participation report:

- The current DBE participation on construction contracts from October 1, 2012 to June 30, 2013 is 12.7%, which exceeds the overall goal of 10.25%.
- 112 DBE firms were awarded CDOT contracts during this period.
- Commissioner Barry commented that only three African American firms have received contracts and that CDOT needs to target outreach and support to groups with poor participation.
- Commissioner Barry also commented that she recently attended the Women's Chamber meeting wherein it was implied that the contracts restricted under the ESB program are too large.
- Commissioner Peterson commented that there are a combination of factors that will present small businesses from participating on ESB contracts. These factors include bonding/start up issues and the delay in payment from CDOT to primes. Commissioner Barry agreed that we should look into alternative rules for payment on small projects.
- The commissioners requested that CDOT look into means to make the program more effective. Greg Diehl agreed and noted that the Civil Rights and Business Resource Center has already begun working on this issue by discussing alternatives with stakeholders within CDOT.

*DBE Standard Special Provision:* Greg Diehl summarized the new provisions for construction contracts.

- The new terms incorporate requirements created by the modified regulation.
- The new terms also impose sanctions for failure to fulfill DBE commitments on the contract.
- The DBE program is enforced on construction projects by the regional staff.

*Labor Compliance:* Greg Diehl updated the commission on the staff changes in the CRBRC.

- The labor compliance staff have been moved into the CRBRC. The objective is to better serve external customers.

*CRLMS Update:* Greg Diehl explained that CRLMS implementation has begun.

- It will take approximately 18 months to implement CRLMS.
- CRLMS is a module that is integrated with the AASHTO Trnsport software.
- Contractors will be able to enter prompt pay and labor information directly into the system.

*Movement to Adjourn:*

- Commissioner Barry moved to adjourn.
- Commissioner Connell seconded the motion.

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



**TO: Transportation Commission DBE Committee**

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

**RE: DBE Committee November 2013**

**DATE: November 8, 2013**

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### **DBE Participation Reports**

The report on federal aid construction contracts for federal fiscal year 2013 (10/1/2012 – 9/1/2013) shows DBE participation at 12.6% which exceeded CDOT's overall goal of 10.25%. The report also shows that 379 total contracts (prime and sub) were awarded to 120 individual DBE firms during the same time period.

The report on consultant contracts for federal fiscal year 2013 (10/1/2012 – 9/1/2013) shows DBE participation at 28.4%. The report also shows that 367 total contracts (prime and sub) were awarded to 64 individual DBE firms during the same time period.

### **Connect2DOT Update**

Connect2DOT has been established at nine SBDCs in Colorado including Denver, Fort Collins, Boulder, Brighton, Montrose, Colorado Springs, Pueblo, Durango and Grand Junction. The Connect2DOT website generated 2431 visitors last month of which 90% were new and 10% returning. Connect2DOT has hired retired CDOT engineers to provide specialized technical assistance to small businesses seeking CDOT work.

### **CRLMS Implementation Update**

The CRBRC has participated in three workshops with the Infotech consulting team. The new system will include data tracking for the On the Job Training Program, Contractor Compliance Reviews, DBE participation, ESB participation, prompt payment and labor compliance.

**DBE MONTHLY REPORT FOR CONSTRUCTION CONTRACTS**

Federal Fiscal Year 2013 to Date (10/1/2012 - 9/30/2013)

Federal Dollars Only

	A	B	C	D	E	F	G	H	I
<b>AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD</b> (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	\$354,470,196	92	\$5,014,132	4	\$0	0	\$5,014,132	4	1.4%
2. Subcontracts awarded/committed this period	\$115,727,290	1258	\$39,610,429	375	\$31,149,588	245	\$8,460,840	130	34.2%
<b>3. TOTAL</b>			\$44,624,561	379	\$31,149,588	245	\$13,474,973	134	12.6%

	A	B	C	D	E	F	G
<b>DBE AWARDS/COMMITMENTS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY &amp; GENDER</b>	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)	27	160	6	3	182	1	379
5. Total Dollar Value	\$1,247,029	\$24,113,790	\$962,154	\$320,033	\$17,184,323	\$797,233	\$44,624,561

	A	B	C	D	E
<b>ACTUAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD</b>	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	71	\$164,164,616	\$14,166,531	\$18,759,437	11.4%
7. Race Neutral	16	\$7,042,837		\$1,658,044	23.5%
8. Totals	87	\$171,207,453		\$20,417,481	11.9%

\* The 379 prime and subcontracts shown in this column went to 120 individual DBE firms.

**DBE REPORT FOR CONSULTANT CONTRACTS**

(10/1/2012 - 9/30/2013)

	A	B	C	D	E	F	G	H	I
<b>AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD</b> (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	\$167,724,470	85	\$32,529,000	20	\$0	0	\$32,529,000	20	19.4%
2. Subcontracts awarded/committed this period		596	\$15,064,772	347	\$12,766,547	297	\$2,298,225	50	
<b>3. TOTAL</b>			\$47,593,772	367	\$12,766,547	297	\$34,827,225	70	28.4%

	A	B	C	D	E	F	G
<b>DBE AWARDS/COMMITMENTS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY &amp; GENDER</b>	Black American	Hispanic American	Native American	Asian American	Non-Minority Women	Other (i.e. not of any other group listed here)	TOTALS
4. Total Number of Contracts (Prime and Sub)	3	75	2	80	182	25	367

\* The 367 prime and subcontracts shown in this column went to 64 individual DBE firms.

**Transportation Commission of Colorado  
Transit and Intermodal Committee Meeting**

**Meeting Agenda**

**Thursday, November 21, 2013 – 9:30 A.M. – 10:00 A.M.  
4201 East Arkansas Avenue  
Denver, Colorado**

**Mark Imhoff, Director  
Division of Transit and Rail**

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

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

**Shannon Gifford  
District 1, Denver**

**Kathy Gilliland  
District 5, Livermore**

**Kathy Connell  
District 6, Steamboat Springs**

**Bill Thiebaut  
District 10, Pueblo**

- **Introductions - Ed Peterson - 5 minutes**
- **Approve minutes of October Transit and Intermodal Committee Meeting - Ed Peterson - 5 minutes .....Page 2**
- **Bike-Friendly State Ranking - Debra Perkins-Smith and Betsy Jacobsen - 20 minutes .....Page 5**
- **Adjourn**

**THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION.**

## Transit & Intermodal Committee Meeting Minutes

September 19, 2013

The meeting was called to order by Chairman Peterson at 11:05. In attendance were Commissioners Peterson, Gilliland, Connell, Zink and Thiebaut.

- 1. Approval of March 2013 Minutes:** The minutes of the June 2013 meeting were approved unanimously.

Before proceeding with presentations Mark Imhoff asked for extra time to introduce a new employee. He mentioned the Regional Commuter Bus program being developed by staff to provide limited express service on the I-25 and I-70 corridors and said he was happy to announce the hiring of Mike Timlin as a temporary employee to design the RCB operations, emphasizing that Timlin had 34 years of experience at Greyhound, 16 of them as a regional manager based in Denver. Mark added that he would provide a RCB briefing next month, a workshop in November and requested action in December.
- 2. PD 14 Performance Measures:** Mark provided background on the PD 14 performance targets for transit, in the areas of Transit Utilization (ridership statewide by urban and rural systems) and Transit Connectivity (revenue service miles). The goal for Transit Utilization, measured in ridership, was for an increase of 1.5% per year on a rolling 5-year average. He indicated that the Commission's Statewide Plan Committee recommended that DTR increase the ridership goal. Mark pointed out there was concern about doing so, given that CDOT is primarily a pass-through for funding and cannot directly control transit operators. Commissioner Connell suggested that CDOT help transit systems become successful as has been done for the system in Steamboat through encouragement and greater scrutiny. Commission Zink asked whether the goal was based on a compounded number and what the actual target was in five years. Mark agreed that the goals needed to be clarified. He added that the goal was based on population growth and that there was concern that it would be difficult to sustain as high a rate of growth after major projects like FasTracks, and RFTA and Fort Collins' BRT were implemented, since it was likely such large projects might not be replicated. He suggested that the goal be for "at least 1.5%." He indicated DTR will look into the "compounded annually" measure and reference if appropriate.

CFO Scott Richrath indicated it was understandable how DTR could have concluded what it did, given the desire to be consistent with other PD 14 teams. CDOT is not using compounded averages for any other measures, but is using the 5 year rolling average. Mark agreed to work on the terminology for the next Statewide Plan Committee meeting.
- 3. AGS/ICS:** Mark reported that these studies were coming to a close. They have attempted to examine passenger rail, high speed rail and other transportation possibilities for the Front Range and I-70 mountain corridor. They will provide a long-term proposed network for inclusion in the state rail plan and eventually the statewide transportation plan. They will also enable Colorado to compete for federal rail funding if it becomes available.

The AGS Project Leadership Team was informed of the final analyses at its meeting last week. They were told the project was not financially feasible at this time, given current funding

sources. There was some pushback from I-70 corridor members, who want more action and a long-term vision and some Commission prioritization. The final PLT meetings for both studies will be in October and a draft report will be brought to the Commission in November with action in December. ICS is about a month behind the AGS.

4. **State Transit Plan**: Mark reported that the Plan started in April and will take 15 months. It will be integrated into the statewide transportation plan. The plan has both a steering committee and regional transit working groups. The steering committee developed a vision, as well as six supporting goals (included in the packet). Public workshops have been held around the state. One strong message thus far has been the need for operating dollars. Surveys are being conducted, including one for needs of the elderly and disabled. The goal of the survey is to get input from elderly and disabled individuals statewide on their transportation needs. The 2<sup>nd</sup> transit working group meetings and 14 Open houses will be held in October. The plan is slated for completion in June 2014. Commission Gilliland suggested that the survey of the elderly and disabled be made available at places like health centers to ensure a broad audience, rather than just to governmental agencies. The surveys will be provided to local agencies/groups and providers to be distributed to elderly and disabled individuals. The bulk of the surveys will be mailed directly to individuals.
5. **FASTER Application**: Mark reported that in early October DTR will be releasing a 2015/16 call for FASTER capital projects. It will also be a call for FTA capital projects, as part of DTR's effort to consolidate applications and make capital awards at one time based on the most appropriate funding source. The schedule will again be to seek Commission approval of the project list in February and execute grants in July. He also reported that DTR is responding to the Committee's request to develop a new option for distributing the FASTER local funds. It will be presented to the Transit and Rail Advisory Committee in October and results will be brought to the Commission before implementation.
6. **TC Loan**: Mark explained that DTR awards FTA funds to local agencies, who operate on a calendar year basis, to match their most common fiscal year. Even though the federal year begins October 1, for a number of years Congress has failed to pass a full-year budget, opting instead for multiple continuing resolutions. CDOT's SAP system requires that DTR show that all funds are available before a contract is executed. Since DTR cannot do so without a full federal appropriation, the Commission has for years been making a loan to DTR to cover the operating grants so that funds are available for agencies on January 1. When FTA appropriations come in the loan is paid back. In 2013 the loan was also made available for capital grants. Without the loan many of the operators would be unable to operate and service could be canceled.

Mark indicated that DTR would like to request the loan for 2014 but acknowledged that the Commission's contingency fund was being tapped for flood-related projects. He offered that DTR could return to requesting the loan only for operating grants. Commissioner Peterson encouraged commissioners to be aware of this need and to be sure to keep funds in reserve and

not sacrifice transit services. Scott Richrath pointed out that the resolution related to the contingency calls for the Commission to make the contingency funds available on a daily basis, rather than requiring monthly approval, so that quick decisions can be made to fund repairs, but that the full contingency is not being committed.

Meeting was adjourned at 11:40.

# MEMORANDUM

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**DEPARTMENT OF TRANSPORTATION**

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



**DATE:** November 8, 2013  
**TO:** Transportation Commission  
**FROM:** Debra Perkins-Smith, Director, DTD  
**SUBJECT:** Bicycle/Pedestrian Programs Presentation  
"Getting to No. 1 Bicycle Friendly State"

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**Purpose:**

This memo summarizes the presentation that will be made to the Transportation Commission on November 21 discussing strategies to affect moving Colorado from the Number Two Bicycle Friendly State to Number One.

**Action Requested:**

Discussion and input on strategies for improving rank for Bike Friendly State.

**Background:**

In 2013, The League of American Bicyclists ranked Colorado as the Number Two Bicycle Friendly State in the nation. Governor Hickenlooper stated in his 2013 State of Health Address that he wanted Colorado to be the Number One Bicycle Friendly State by 2015. DTD has been asked to present possible strategies for achieving that goal.

Some of the strategies are within CDOT's control, others would require support and work from agencies such as MPOs and TPRs, local governments and individuals. Pro's and con's of each strategy will be discussed as part of the presentation.

The suggested strategies include:

- **Establish a statewide bicycle advisory committee appointed by the Governor.** This committee would consist of a diverse representation from across the state that would include representatives not just from the bicycling community, but also health, law enforcement, schools, tourism, and others that have a stake in bicycling.
- **Add Bicycle Safety to the Strategic Highway Safety Plan.** The CDOT Traffic and Safety Branch is examining this as they currently move forward on developing their plan.
- **Implement Performance Measures.** CDOT's Statewide Bicycle/Pedestrian Plan calls for performance measures. Phase II of the plan (currently under development) calls for the finalization and implementation of performance measures. Additional actions that will be needed include developing an inventory of bicycle and pedestrian facilities on state highways; collecting inventory information on city/county facilities from local governments; and determining a method to track funds spent on bike/ped projects when they're part of a larger CDOT project or FWHA funded project.

- **Implement AASHTO's US Bike Route System.** The US Bike Route System is a developing network of bicycle routes across the country. CDOT has looked at some possible routes, but has not made this a priority effort. This will take coordination with local agencies, as well as neighboring states to determine the best routes for designation.
- **Dedicate funding for Safe Routes to School (SRTS).** MAP-21 eliminated dedicated funding for this program. The Commission directed funds to this program only through 2014. Colorado has received national recognition for its efforts, and state law sets some criteria for administration of the program but does not direct funding. Without dedicated funding to SRTS, it's unlikely Colorado would achieve the Number One position, and will more than likely drop in ranking. Other top ranked Bike Friendly states do have dedicated funding to SRTS.

**Next Steps:**

Because each of these strategies will require staff resources, and in some cases, funding, we are asking for your input. Based on the discussion at this committee, we will develop detailed information on staffing and finances needed to support the efforts.

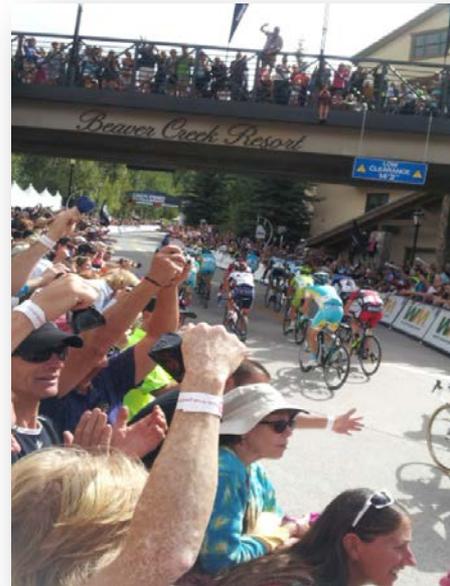
# BECOMING THE No. 1 BICYCLE FRIENDLY STATE -- STRATEGIES FOR COLORADO



**Transit and Intermodal Presentation  
November 20, 2013**

# BECOMING NO. 1 BIKE FRIENDLY STATE

- Colorado ranks **SECOND** by the League of American Bicyclists (LAB).
- Governor Hickenlooper announced in his 2013 State of Health Address that he wants Colorado to be **NUMBER ONE**.
- Bicycling in Colorado is at least a \$1 **BILLION** industry.
- Bicycling is growing.



# BECOMING NO. 1 BIKE FRIENDLY STATE

- **Annual survey is completed and submitted jointly by CDOT and Bicycle Colorado**
  - Input from many sources
  - Lots of data collection



# BECOMING NO. 1 BIKE FRIENDLY STATE

- **Rankings are based on scores in five Categories. (Score of 5 is high, 1 is low):**
  - Legislation and Enforcement
  - Policies and Programs
  - Infrastructure Funding
  - Education and Encouragement
  - Evaluation and Planning



# COLORADO SCORES COMPARED TO OTHER TOP SCORING STATES

	WA #1	CO #2	OR #3	MN #4	DE #5
Legislation & Enforcement	5	5	4	4	4
Policies & Programs	4	4	4	4	3
Infrastructure & Funding	3	2	2	3	2
Education & Encouragement	5	4	4	4	4
Evaluation & Planning	3	2	3	2	2



# BECOMING NO. 1 BIKE FRIENDLY STATE

- **82 total survey questions**



- Samples include:
  - Does your state have a “completes streets” or “bicycle/pedestrian” accommodation policy?
  - Is there a policy requiring bike parking at all state buildings?
  - Does your state have a rumble strip policy?
  - How many miles of state highways have shoulders of four feet or greater?
  - How many miles of non-motorized surface trails are within the state?



# BECOMING NO. 1 BIKE FRIENDLY STATE

- **Sample Questions (Continued)**
  - What is the total percentage spent on bicycling projects in the last 5 years (CMAQ, HSIP, TE, STP, SPR, Sec 402)?
  - Does your state provide additional funding above and beyond the federal SRTS funding for biking and walking to school?
  - How many FTE staff does your state DOT employ to specifically work on SRTS?



# BECOMING NO. 1 BIKE FRIENDLY STATE

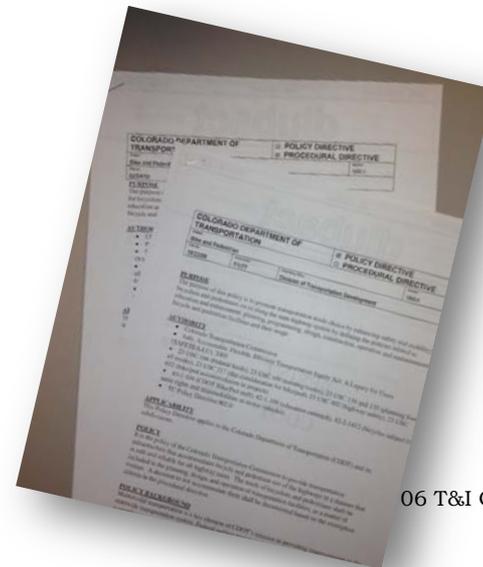
- **Sample Questions (Continued)**
  - Has your state created a TAP program manager?
  - If you have a state bike/ped plan, how much of it has been implemented?
  - Do you have a state bicycle advisory committee?
  - Does your state have mode-share goals?



# BECOMING NO. 1 BIKE FRIENDLY STATE

## ○ Accomplishments – things we've done well:

- Rumble strip policy and specification
- Safe Routes to School legislation and program
- Passage of Bicycle and Pedestrian Accommodation in all projects policy – and later state statute



# BECOMING NO. 1 BIKE FRIENDLY STATE

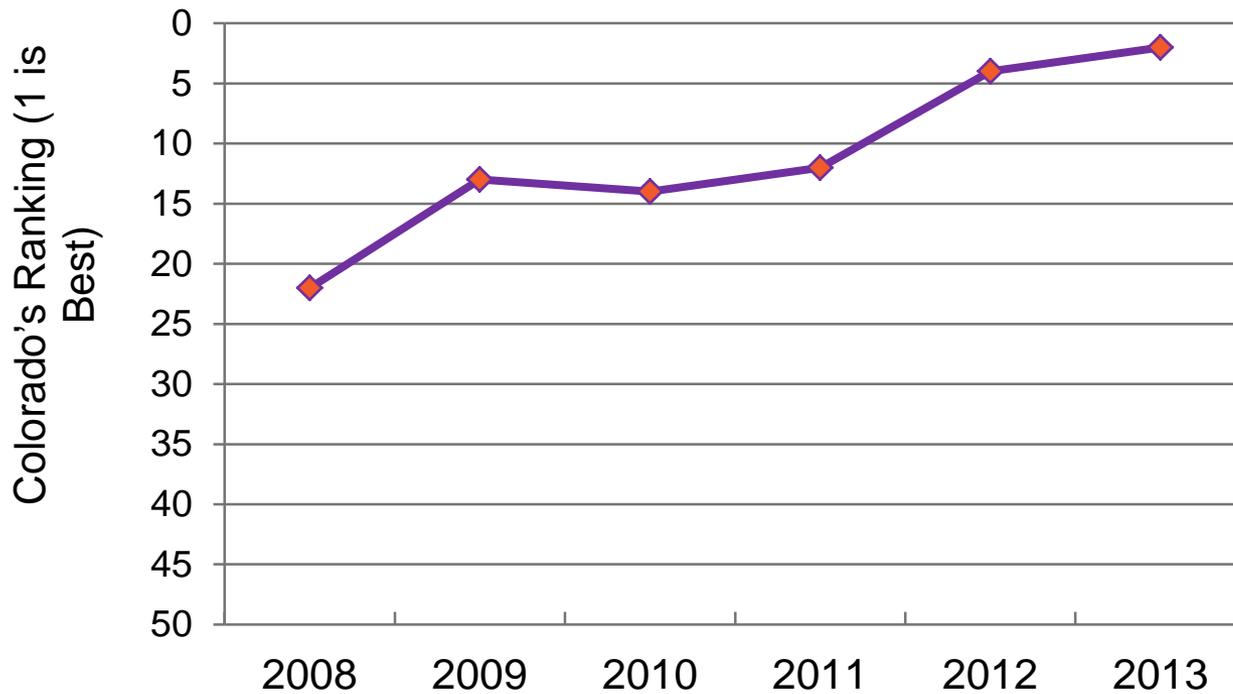
## ○ Accomplishments – things we've done

**well** (continued):

- Development and adoption of Bicycle/Ped Facility Design Chapter 14
- Development and adoption of Statewide Bicycle and Pedestrian Plan
- Specialized trainings on bicycle and ped facilities



# COLORADO HAS GONE FROM 24<sup>TH</sup> TO 2<sup>ND</sup> SINCE 2008.



# BECOMING NO. 1 BIKE FRIENDLY STATE

- **Six strategies based on feedback from the League of American Bicyclists**
  - Establish a statewide bicycle advisory committee
  - Add Bicycle Safety to the Strategic Highway Safety Plan
  - Implement performance measures
  - Implement AASHTO's US Bike Route System
  - Adopt a mode share goal for biking
  - Dedicate funding for Safe Routes to School Program



# BECOMING NO. 1 BIKE FRIENDLY STATE

- **Establish a Statewide Bicycle Advisory Committee**

Create a governor-appointed committee consisting of diverse representation from across the state to provide input on programs and policies.



# BECOMING NO. 1 BIKE FRIENDLY STATE

- **Add Bicycle Safety to the Strategic Highway Safety Plan**

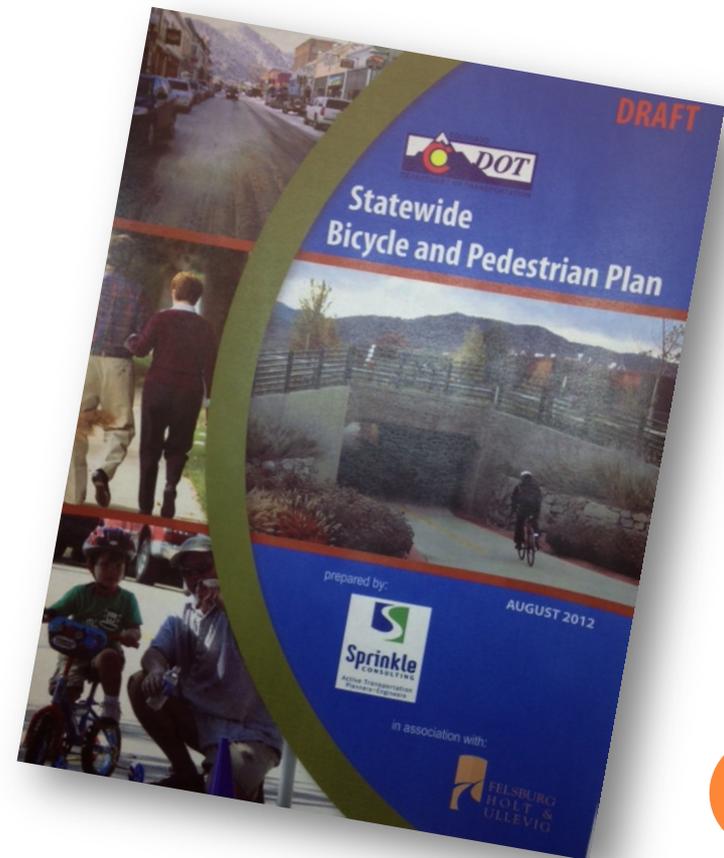
The Traffic and Safety Branch is examining this as they move forward on their plan.



# BECOMING NO. 1 BIKE FRIENDLY STATE

## ○ Implement Performance Measures

- CDOT's Statewide Bicycle/Pedestrian Plan calls for performance measures, but they have not yet been finalized or implemented.
- Finalization and Implementation are part of Phase II of the Bicycle/Pedestrian Plan currently under development.



# BECOMING NO. 1 BIKE FRIENDLY STATE

## ○ **Implement Performance Measures** (continued)

- Additional measurements needed:
  - Developing an inventory of bicycle/pedestrian facilities
  - Determining a way to specify funds spent on bike/ped projects when they're part of a larger road project.



# BECOMING NO. 1 BIKE FRIENDLY STATE

## ○ Implement AASHTO's US Bike Route System

- The US Bike Routes System is a developing network of bicycle routes across the country. This will take coordination with local agencies as well as neighboring states to determine best routes for designation.
- Funding for appropriate signage will also be required.



# BECOMING NO. 1 BIKE FRIENDLY STATE

## ○ Adopt a Mode Share Goal for Biking

- This would encourage integration of bicycle transportation needs into all transportation and land use policies. Some MPOs have mode share goals, but CDOT does not.
- As part of the Bike/Ped Plan and the Statewide Transportation Plan, we'll work with the MPOs to develop a mode share goal and add it to PD 14.
- Continued expansion of the Bike/Ped Counting Program will provide more accurate data regarding actual usage.



# BECOMING NO. 1 BIKE FRIENDLY STATE

## ○ **Dedicate Funding for Safe Routes to School**

- MAP-21 eliminated dedicated funding.
- Colorado has received national recognition for its efforts, yet we only have funding approved through 2014.
- MAP-21 TAP funds allow for infrastructure, education, and administration; but SRTS competing against all other TAP projects.



# BECOMING NO. 1 BIKE FRIENDLY STATE

## ○ **Dedicate Funding for Safe Routes to School** (continued)

### Funding Options:

Dedicate funds off the top of TAP.

Transfer HSIP funds for education.

Transfer other funds into TAP.



# BECOMING NO. 1 BIKE FRIENDLY STATE

Other states using various funds:

Funding	CA	DE	HI	MN	OR	TX	WA	WI
HSIP	X		X		X		X	
402				X		X		
STP-M		X						
Haz. Elim	X							
State Funds	X						X	X



# BECOMING NO. 1 BIKE FRIENDLY STATE

## Next Steps:

- Agree on strategies to pursue.
- Agree on funding level to support efforts.
- Coordinate/partner with MPOs and TPRs on strategies to increase ranking.



# BECOMING NO. 1 BIKE FRIENDLY STATE

For more information on Bicycle Friendly States, visit the League of American Bicyclists <https://www.bikeleague.org/content/ranking>



Or, Contact:

Betsy Jacobsen

CDOT Bike/Ped/Byways Section Manager  
[betsy.jacobsen@state.co.us](mailto:betsy.jacobsen@state.co.us), 303-757-9982.



# MEMORANDUM

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**DEPARTMENT OF TRANSPORTATION**

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

**TO:** Transportation Commission

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

**DATE:** November 13, 2013

**RE:** Interregional Express Bus Workshop

**Purpose:**

The purpose of this memo is to present the Transportation Commission with the proposed Interregional Express Bus plan. We seek your input at the Commission Workshop in November, and will request approval to implement the plan at the December Commission meeting. The Policy Brief for the Interregional Express Bus Service (including maps) is attached at the end of this memo.

**Background:**

In December 2012, DTR presented a concept to the Commission for CDOT to provide bus service in the I-25 corridor connecting Fort Collins, Denver and Colorado Springs; and on the I-70 mountain corridor between Grand Junction, Glenwood Springs, Vail, Frisco, and Denver. The goal was to focus service in congested, high-volume corridors at peak commuting times. FASTER Statewide Transit funds would be the funding source of the operations and maintenance, while the capital expenses of purchasing buses could be made up of a combination of remaining SB-1 Transit Funds and FASTER Statewide Transit funds.

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

The statutory language creating the Division of Transit & Rail and the FASTER Statewide Transit funds gives CDOT the authority to develop and fund transit services, including the use of FASTER Statewide Transit funds for operations. In addition, the FASTER funds flow through the Highway Users Trust Fund (HUTF). The Colorado Attorney General's Office agrees and supports CDOT's authority to fund and operate transit service, and that the FASTER funds for the plan implementation do not violate the HUTF provisions.

The Commission directed staff to prepare an operating and implementation plan for consideration once developed.

DTR has developed the Interregional Express plan with the following guidance and assistance:

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

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

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

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

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

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

- Bus purchase procurement schedule: [http://www.coloradodot.info/about/committees/trac/Documents/INTERREGIONALEXPRESS\\_BUSDRAFTVEHICLEPROCUREMENTSCHEDULE.pdf](http://www.coloradodot.info/about/committees/trac/Documents/INTERREGIONALEXPRESS_BUSDRAFTVEHICLEPROCUREMENTSCHEDULE.pdf)
- 10 year annual financial statement: <http://www.coloradodot.info/about/committees/trac/Documents/Combined1.pdf>

### **Service Plan:**

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

- Fort Collins to Denver
  - 5 round trips/weekday - 4 concentrated in the peak commute periods, 1 off-peak round trip; budget for expansion to 6 round trips/day if demand warrants.
  - Park-and-ride/stations: I-25/Harmony Road, I-25/Us 34. Express to Denver Union Station.
- Colorado Springs to Denver
  - 6 round trips/weekday - 5 concentrated in the peak commute periods, 1 off-peak round trip; budget for expansion to 7 round trips/day if demand warrants.
  - Park-and-ride/stations : I-25/Tejon Blvd, I-25/Woodman Road, I-25/Monument Hill. Express to Downtown Denver with a at the I-25/Broadway station and curbside stops at Civic Center Station, 17<sup>th</sup> Ave/Stout Street, with a final stop in Denver Union Station.
  - Service to Pueblo was also evaluated. Currently “essential service” trip purposes can be accommodated by the inter-city provider, Greyhound; offering 6 trips in each direction throughout the day connecting Pueblo to Colorado Springs to Denver. The Greyhound schedule is not conducive for peak period commuting needs, and commuter-based trips could be added to the Interregional Express network in a later phase, if resources become available.

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

- Glenwood Springs to Denver
  - 1 round trip/day; budget for an additional daily round trip from Vail to Denver if demand warrants. The service schedule will be set to accommodate travel to Denver in the morning and return to Glenwood in the late afternoon, and to

complement the existing Greyhound service in the corridor to offer flexibility and options to riders.

- The local RFTA, Eagle County, Vail, Summit County, and Breckenridge transit systems will provide coordinated feeder service to the Interregional Express.
- Park-and-rides/stations: SH 82/29<sup>th</sup> Street BRT station, I-70/Eagle PNR, Vail Transit Center, Frisco Transit Center, the Denver Federal Center. Express to Downtown Denver with curbside stops at Civic Center Station, 17<sup>th</sup> Ave/Stout Street, with a final stop in Denver Union Station.

### **Rolling stock/vehicles:**

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

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

For budgeting purposes an estimated \$600K per vehicle, or \$7.8M is required. Fare boxes and a vault will be leased from Colorado Springs Mountain Metro.

An outstanding question for discussion at the Commission Workshop is whether or not the vehicle procurement should abide by Buy America. We are not using any federal funds to procure the bus fleet, therefore there is no requirement to meet Buy America. There is only one Over the Road Coach manufacturer that meets the Buy America provisions. The procurement specifications will require that any manufacturer be USDOT certified, and there are multiple manufacturers with this designation. More competition will likely get a better price point, and delivery date.

### **Park and Rides:**

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

- I-25/Harmony Road – expand by 120 spaces with paving. Budget: \$500K
- I-25/Woodman Road – trade existing park and ride with mall overflow parking lot, or construct a round-about to allow bus stop access whichever is the most cost effective option. Budget: \$250,000
- I-70/Eagle – relocate park and ride and shelter. This relocation is locally funded 50-50 with the Town of Eagle but the project is simultaneous with the RAMP project.
- Passenger amenities – all park and rides where needed. Budget: \$250,000

Future park and ride needs will be programmed, pending funds availability, as part of the

Interregional Express Financial Plan.

**Fare Structure, Ticket Sales and Collection:**

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

**I-25 North**

	Walk up	10 ride 10% Discount	20 ride 20% Discount	40 ride 25% Discount
<b>Ft. Collins – Denver</b>	<b>\$17.00</b>	<b>\$153</b>	<b>\$272</b>	<b>\$510</b>
<b>Loveland – Denver</b>	<b>\$12.00</b>	<b>\$108</b>	<b>\$192</b>	<b>\$360</b>

**I-25 South**

	Walk up	10 ride 10% Discount	20 ride 20% Discount	40 ride 25% Discount
<b>Colorado Springs - Denver</b>	<b>\$5.00</b>	<b>\$45</b>	<b>\$80</b>	<b>\$150</b>
<b>Monument - Denver</b>	<b>\$12.00</b>	<b>\$108</b>	<b>\$192</b>	<b>\$360</b>

**I-70 West**

	Walk up	10 ride 10% Discount	20 ride 20% Discount	40 ride 25% Discount
<b>Glenwood Springs – Denver</b>	<b>\$28</b>	<b>\$252</b>	<b>\$448</b>	<b>\$840</b>
<b>Glenwood Springs – Frisco</b>	<b>\$17</b>	<b>\$153</b>	<b>\$272</b>	<b>\$510</b>
<b>Glenwood Springs – Vail</b>	<b>\$12</b>	<b>\$108</b>	<b>\$192</b>	<b>\$360</b>
<b>Glenwood Springs – Eagle</b>	<b>\$5</b>	<b>\$45</b>	<b>\$80</b>	<b>\$150</b>
<b>Eagle - Denver</b>	<b>\$22</b>	<b>\$198</b>	<b>\$352</b>	<b>\$660</b>
<b>Eagle - Frisco</b>	<b>\$12</b>	<b>\$108</b>	<b>\$192</b>	<b>\$360</b>
<b>Eagle - Vail</b>	<b>\$5</b>	<b>\$45</b>	<b>\$80</b>	<b>\$150</b>
<b>Vail - Denver</b>	<b>\$17</b>	<b>\$153</b>	<b>\$272</b>	<b>\$510</b>
<b>Vail - Frisco</b>	<b>\$5</b>	<b>\$45</b>	<b>\$80</b>	<b>\$150</b>
<b>Frisco – Denver</b>	<b>\$12</b>	<b>\$108</b>	<b>\$272</b>	<b>\$510</b>

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

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

Vail Transit Center, and Frisco at the Frisco Transit Center.

### **Operating Costs:**

The Interregional Express service operations and maintenance will be contracted out to a private provider. The RFP is being prepared with an advertisement date in the late winter 2014. RTD and Colorado Springs Mountain Metro are working closely with and advising us through this process; they bring extensive contract operations expertise and are sharing their procurement documents as a guide. The annual operating and maintenance costs for the proposed five year operating contract (three year base with two one-year options) are estimated to be near \$2.25M/year. The estimate is based on \$4.15/revenue mile; this is an industry standard and assumes owner provided buses. The estimate is a gross amount and is not off-set by fare box revenues.

The service plan outlined above indicates budget inclusion for one additional round trip in each corridor if demand warrants. The proposed operating budget is sufficient to include these additional trips by the contract operator; the additional buses would be funded out of the fare box proceeds. No service will be added without approval by the Transportation Commission; a full service and cost analysis will be performed and presented prior to any service expansion consideration.

### **Communication Plan:**

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

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

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

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

### **Customer Service:**

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

Service Plan can be viewed

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

### Procurement:

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

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

### Finance/Budget Plan:

The Finance/Budget Plan has been developed for a comprehensive accounting of all IX related costs, expenditures and revenues. It starts with FY 2014 “seed” funds of remaining SB 1 funds dedicated for transit (including the remaining FREX escrow funds and proceeds from the sale of the FREX buses), and existing and unallocated FASTER Transit Statewide funds as a basis for the capital requirements needed for opening day. The on-going operating and maintenance, and future year capital requirements will be programmed not exceed a budget of \$3M/year to be funded out of the annual FASTER Transit Statewide pool; fare box revenues will be used to supplement the \$3M/year budget.

- Initial capital/start-up fund (FY 2014): \$ 10.9M
  - SB 1 Unallocated Transit: \$ 4.9M
  - SB 1 FREX escrow and bus proceeds: \$ 0.5M
  - Unallocated FASTER Statewide Transit: \$ 5.5M
- FY 2014 capital expenditure estimates: \$ 10.9M

- Bus purchase (13): \$ 7.8M
  - Park and ride improvements: \$ 1.0M
  - PR/branding: \$ 0.2M
  - Misc/contingency: \$ 1.9M
- Annual operating (and capital) budget (FY 2015+): \$ 3.0M+
    - FASTER Statewide Transit \$ 3.0M
    - Fare Box revenue: variable

A five year (FY 2014 – FY 2018) forecast and resulting Interregional Express Bus balance sheet is shown below. It includes assumptions/estimates for capital and annual operating expenses and fare box recovery ratios; and shows a scenario where SMART Card fare boxes are purchased in FY 2017 (\$160k) and service is expanded in FY 2018 by one run per corridor requiring 3 additional buses (\$1.8M).

**Annual Balance Sheet (in 000,000)**

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
<b>Budget/Revenues</b>					
Previous year Roll Forward	\$ 10.90	\$ 1.45	\$ 1.96	\$ 2.38	\$ 3.21
FASTER Statewide Funds	\$ -	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
Fare Box Revenue	\$ -	\$ 0.68	\$ 1.11	\$ 1.43	\$ 2.03
<b>Total Revenue</b>	<b>\$ 10.90</b>	<b>\$ 5.13</b>	<b>\$ 6.07</b>	<b>\$ 6.81</b>	<b>\$ 8.24</b>
<b>Operating Costs</b>					
Contractor Operator	\$ -	\$ 1.68	\$ 2.25	\$ 2.25	\$ 2.68
Advertising	\$ 0.20	\$ 0.15	\$ 0.10	\$ 0.10	\$ 0.10
Maint. Compliance Eng	\$ 0.10	\$ 0.08	\$ 0.08	\$ 0.08	\$ 0.10
Misc Other	\$ 0.10	\$ 0.10	\$ 0.10	\$ 0.10	\$ 0.10
DTR Salaries (2 positions)	\$ -	\$ 0.26	\$ 0.26	\$ 0.26	\$ 0.26
Depreciation/bus replacement fund	\$ -	\$ 0.65	\$ 0.65	\$ 0.65	\$ 0.65
<b>Total Operating Costs</b>	<b>\$ 0.40</b>	<b>\$ 2.92</b>	<b>\$ 3.44</b>	<b>\$ 3.44</b>	<b>\$ 3.89</b>
<b>Capital Costs</b>					
Bus purchase	\$ 7.80	\$ -	\$ -	\$ -	\$ 1.80
PNR improvements	\$ 1.00	\$ -	\$ -	\$ -	\$ -
Misc capital	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.16	\$ 0.25
<b>Total Capital Costs</b>	<b>\$ 9.05</b>	<b>\$ 0.25</b>	<b>\$ 0.25</b>	<b>\$ 0.16</b>	<b>\$ 2.05</b>
Roll-forward to next year	\$ 1.45	\$ 1.96	\$ 2.38	\$ 3.21	\$ 2.30
Fare Box Recovery Ratio	NA	14%	24%	33%	41%

Fare box revenue is estimated to grow under the initial operating scenario to approximately \$1.4M/year, and potentially \$2.5M/year if successful fare box recovery receipts warrant service expansion. The Fare box revenues will be TABOR revenues in the State budget and accounted for accordingly. A complete estimated annual financial statement for 10 years can be found at: <http://www.coloradodot.info/about/committees/trac/Documents/Combined1.pdf>

**Staffing:**

Bus operations will be a new endeavor for CDOT. Additional expertise and staff capacity are needed to effectively manage, monitor and administer to program. DTR is requesting two new FTEs; a Bus Operations Manager (GP VI), and a Bus Operations Planner (GP III). Once approved by the Transportation Commission, these positions will be filled to lead the implementation. The salaries for these positions are included in the DTR FY2014 Administrative budget. For FY2015 and beyond, these positions would be covered in the Interregional Express operating/administrative budget.

Currently on staff is a temporary position, a Bus Operations Specialist. Mike Timlin is in this position. Mike brings 34 years of experience from Greyhound, the last 17 where he served as the District Manager for the Northwest United States. Mike's experience and expertise has brought focus and credibility to the finalization of the Interregional Express Plan.

**Transportation Commission Oversight & Measuring IX Success:**

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

The IX service enters CDOT into the public transportation realm, and we need to commit to our service. We are starting small, with no room to cut, but plenty of room to expand with success. Our stated funding level is \$3M/year plus fare revenue; we must live/operate within this budget. Although we expect a long term fare box recovery ratio of at least 40% is attainable, we suggest a minimum fare box recovery ratio goal of 20% to be met within two years. Therefore, we need to manage the service, monitor performance, and remain flexible to adjust to maximize performance. DTR will work with the IX Ops Committee (or whomever they assign) to establish performance goals, and manage/strive within our means to meet those goals.

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

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

## CDOT Plans First-Ever State Operated Interregional Express Bus Service

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

### Background

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

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

### Status and Timing

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

### Finance/Budget Plan:

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

### Frequency of Service

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

### Rolling stock/vehicles:

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

### Park and Rides:

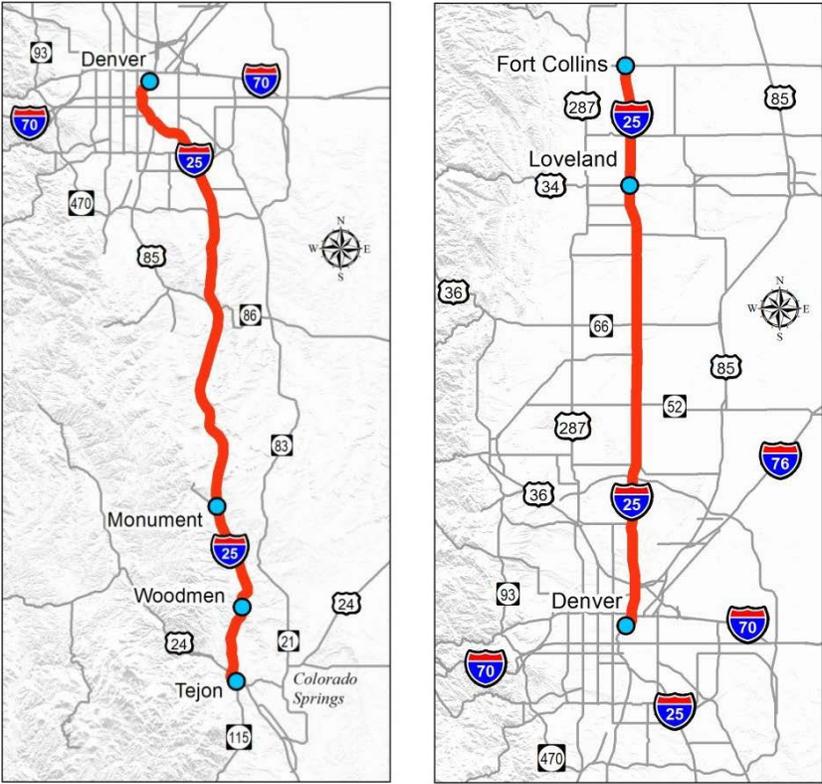
All of the necessary park and rides exist in the I-25 corridor, but need some improvements for opening day to accommodate buses and expansion where near capacity. Future capital improvements will be programmed as budget allows. The I-70 corridor has existing bus accessible park and rides, and will need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

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

Fare Structure:

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

Service Maps:



For more information, please contact Michael Timlin at **303) 757-9648**.

# Interregional Express Bus Plan



**TRANSPORTATION COMMISSION WORKSHOP  
NOVEMBER 21, 2013**

Mark Imhoff, DTR Director  
and  
Amy Ford, Communications Director

# Interregional Express Bus Plan



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

# CDOT Mission: "...provide the best multi modal transportation system..."



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

# Interregional Express Bus Plan



# Interregional Express Bus Plan



## **IX Bus Concept**

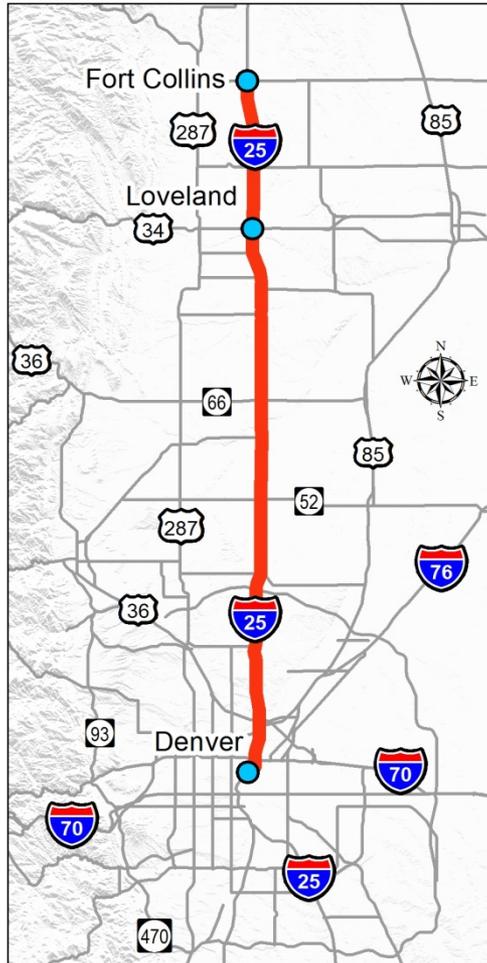
- **CDOT becomes a transit operator (using a private operator)**
  - Begins to fulfill multimodal mission
- **Interregional element to statewide transit network**
- **Connect population & employment centers**
- **Peak period commuter & “essential service” express**
  - Fast/minimize travel times
  -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

# Interregional Express Bus Plan



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

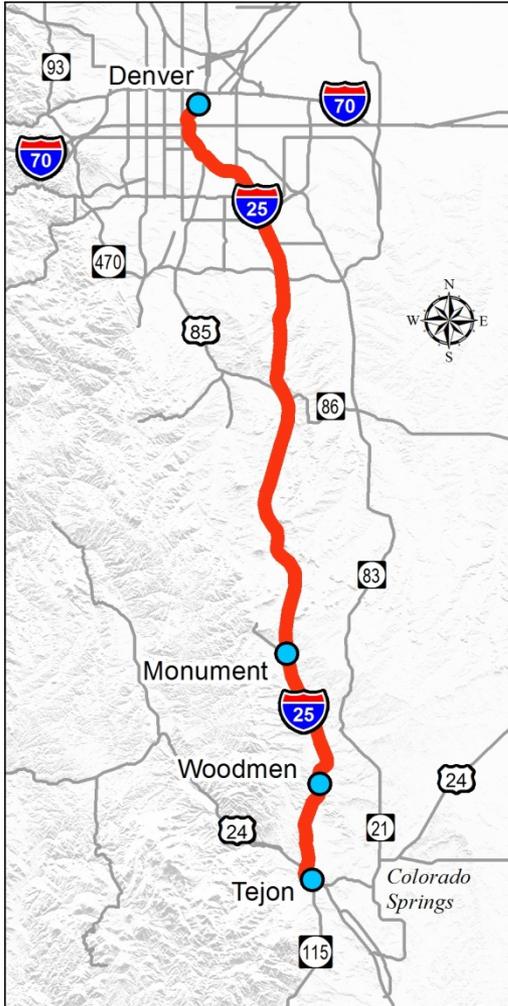
# Interregional Express Bus Plan



## Fort Collins to DUS

- 5 round trips/wkday
  - 4 peak commute times
  - 1 off-peak
  - Budget for expansion to 6 round trips/day
- Park-and-rides/stations
  - I-25/Harmony Road PNR
    - ✦ Park-and-ride expansion required
  - I-25/US 34 PNR
  - Denver Union Station
- Utilize current/future managed lanes & direct DUS access
- Ridership estimate
  - 171-257 passengers/day

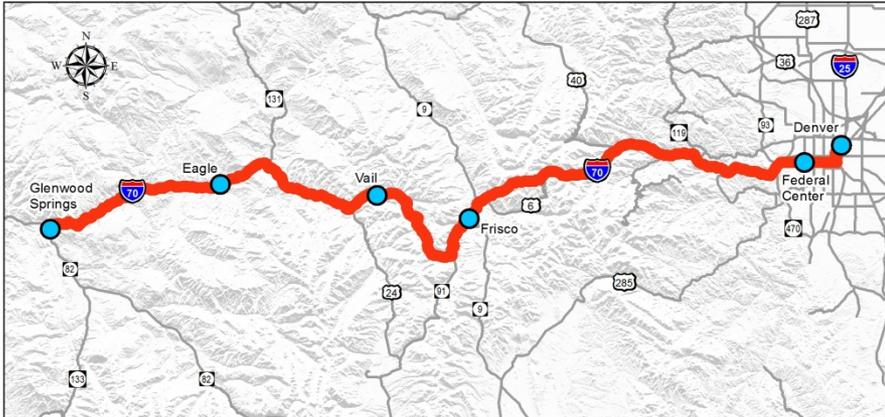
# Interregional Express Bus Plan



## Colorado Springs to DUS

- 6 round trips/wkday
  - 5 peak commute times
  - 1 off-peak
  - Budget for expansion to 7 round trips/day
- Park-and-rides/stations
  - I-25/Tejon Rd PNR
  - I-25/Woodman Rd PNR
    - ✦ Park-and-ride access required
  - I-25/Monument PNR
  - I-25/Broadway Station
  - Denver Union Station
- Ridership estimate
  - 371-556 passengers/day
- Pueblo to Colorado Springs - “essential services”
  - Current Inter-City bus (Greyhound)
  - Expand to Pueblo “commuter service” in later phase

# Interregional Express Bus Plan



## Mountain Corridor Plan

- 1 round trip/wkday
  - 7:20AM depart Glenwood Springs
  - 6:00PM depart DUS
  - Budget for expansion to 2 round trips/day (Vail to DUS)
- Park-and-rides/stations
  - South Glenwood Station PNR
  - I-70/Eagle PNR
  - Vail Transit Center PNR (pay in winter)
  - Frisco Transit Center PNR
  - Denver Federal Center
  - Denver Union Station
- Ridership estimate
  - 18-36 Passengers/day

# Interregional Express Bus Plan



- **Fare structure**
  - \$0.17/mile – consistent with industry/peer evaluation
  - **Single ticket one-way**
    - ✦ \$10/trip: Ft. Collins to DUS
    - ✦ \$12/trip: Colorado Springs to DUS
    - ✦ \$28/trip: Glenwood Springs to DUS
    - ✦ \$17/trip: Vail to DUS
  - **Multiple trip discounts:**
    - ✦ 10% discount (10 ride ticket)
    - ✦ 20% discount (20 ride ticket)
    - ✦ 25% discount (40 ride ticket)
- **Ticketing/Fare collection system**
  - **Advance purchase paper tickets/magnetic strip**
    - ✦ DUS, Civic Center Station, Fort Collins South Station, Colorado Springs Ticket Vending Machines, Glenwood 29<sup>th</sup> Street Station, Vail Transit Center, Frisco Transit Center
    - ✦ IGA's completed over winter
  - **Single trip tickets sold on bus**
  - **Ticket collection equipment/vaults and safe**
    - ✦ Lease from Mountain Metro (12)/purchase one
  - **Ultimate goal – SMART card technology; FY 2017 or later.**

# Interregional Express Bus Plan



- **13 Over the Road Coaches**
  - 50 passenger capacity, ample leg room
  - Handicap accessible
  - Reclining seats w/3 point restraining belts
  - Fold down tray tables
  - Wi-Fi and 110 volt electrical outlets
  - Restrooms
  - Bike racks
- **Question: Buy America or not?**
  - State funds – no requirement
  - One manufacturer Buy America certified
  - USDOT certified – multiple manufacturers

# Interregional Express Bus Plan



- **Operations & Maintenance**
  - **Contract with a private provider**
    - ✦ **3 year contract w/ 2 one-year options (5 years total)**
    - ✦ **Customer service performance measures**
    - ✦ **Required maintenance schedule and monitoring**
  - **RFP in development/advertise February 2014**
    - ✦ **RTD & Mountain Metro expertise/specs and process**

# Interregional Express Bus Plan



- **Finance Plan/Budget**

- **Initial capital/start-up fund (FY 2014)      \$10.9M**
  - ✦ **SB 1 unallocated/FREX proceeds      \$5.4M**
  - ✦ **Unallocated FASTER Statewide      \$5.5M**
- **FY 2014 capital expenditure estimates      \$10.9M**
  - ✦ **Bus purchase (13)      \$7.8M**
  - ✦ **PNR improvements      \$1.0M**
  - ✦ **PR/Branding      \$0.2M**
  - ✦ **Misc./Contingency      \$1.9M**
- **Annual contracted services (FY 2015+)      \$3.0 M**
  - ✦ **FASTER Statewide pool**
    - **Capped at \$3.0M – no increases**
  - ✦ **Covers operations & maintenance**
- **Fare box revenues dedicated to program**
  - ✦ **Funds other operating costs, capital needs and service expansion**
- **No local match**

# Interregional Express Bus Plan



- **Annual revenues**

- **FASTER Statewide funds - \$3.0M**
- **Fare Box revenue/FB recovery ratio (estimated)**
  - ✦ **FY 2015**                      **\$0.68M**                      **14%**
  - ✦ **FY 2016**                      **\$1.11M**                      **24%**
  - ✦ **FY 2017**                      **\$1.43M**                      **33%**
  - ✦ **FY 2018**                      **\$2.03M**                      **41%**

- **Annual budget available**

- **FY 2014**                      **\$10.9M**
- **FY 2015**                      **\$ 3.0M + FY2014 roll-forward**
- **FY 2016**                      **\$ 3.0M + \$0.68M + FY2015 roll-forward**
- **FY 2017**                      **\$ 3.0M + \$1.11M + FY2016 roll-forward**
- **FY 2018**                      **\$ 3.0M + \$1.43M + FY2017 roll-forward**

# Interregional Express Bus Plan



- **Annual Operating Expenses (no capital)**
- **Contract Operator costs - \$2.07M** **\$2.25M**
  - ✦ \$1.55M FY2015 (9 months)
  - ✦ Variable cost estimated at \$3.85/revenue mile
  - ✦ Contractor per mile costs increase as service increases
- **CDOT controlled external costs** **\$0.28M**
  - ✦ Advertising - \$100k (\$150k FY 2015)
  - ✦ Maint. Compliance engineer - \$80k (\$100k FY 2015)
  - ✦ Customer service - \$12k
  - ✦ Wi-Fi, tickets, fare vending machines - \$15k
  - ✦ Other - \$75k
- **CDOT controlled internal costs** **\$0.26M**
  - ✦ Salaries (2 positions) - \$260k
  - ✦ Misc. admin costs covered in DTR Administration Budget
- **Bus depreciation/replacement fund** **\$0.65M**
  - ✦ 12 year expected life
  - ✦ Depreciated at 8.3%/year - \$650k
- **Total** **\$3.44M**

# Interregional Express Bus Plan



- **Annual Capital Expenses**
  - Dependent on funds available
  - **FY 2014** **\$8.8M**
    - ✦ 13 buses **\$7.8M**
    - ✦ PNR improvements **\$1.0M**
  - **FY 2015 and beyond**
    - ✦ PNR improvements as needed
    - ✦ Fare-box replacements (SMART card technology)
      - \$160k possibly in FY 2018
    - ✦ Additional vehicles – service expansion if warranted

# Interregional Express Bus Plan



## Annual Balance Sheet (000,000)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
<b>Budget/Revenues</b>					
Previous year Roll Forward	\$ 10.90	\$ 1.45	\$ 1.96	\$ 2.38	\$ 3.21
FASTER Statewide Funds	\$ -	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00
Fare Box Revenue	\$ -	\$ 0.68	\$ 1.11	\$ 1.43	\$ 2.03
<b>Total Revenue</b>	<b>\$ 10.90</b>	<b>\$ 5.13</b>	<b>\$ 6.07</b>	<b>\$ 6.81</b>	<b>\$ 8.24</b>
<b>Operating Costs</b>					
Contractor Operator	\$ -	\$ 1.68	\$ 2.25	\$ 2.25	\$ 2.68
Advertising	\$ 0.20	\$ 0.15	\$ 0.10	\$ 0.10	\$ 0.10
Maint. Compliance Eng	\$ 0.10	\$ 0.08	\$ 0.08	\$ 0.08	\$ 0.10
Misc Other	\$ 0.10	\$ 0.10	\$ 0.10	\$ 0.10	\$ 0.10
DTR Salaries (2 positions)	\$ -	\$ 0.26	\$ 0.26	\$ 0.26	\$ 0.26
Depreciation/bus replacement fund	\$ -	\$ 0.65	\$ 0.65	\$ 0.65	\$ 0.65
<b>Total Operating Costs</b>	<b>\$ 0.40</b>	<b>\$ 2.92</b>	<b>\$ 3.44</b>	<b>\$ 3.44</b>	<b>\$ 3.89</b>
<b>Capital Costs</b>					
Bus purchase	\$ 7.80	\$ -	\$ -	\$ -	\$ 1.80
PNR improvements	\$ 1.00	\$ -	\$ -	\$ -	\$ -
Misc capital	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.16	\$ 0.25
<b>Total Capital Costs</b>	<b>\$ 9.05</b>	<b>\$ 0.25</b>	<b>\$ 0.25</b>	<b>\$ 0.16</b>	<b>\$ 2.05</b>
Roll-forward to next year	\$ 1.45	\$ 1.96	\$ 2.38	\$ 3.21	\$ 2.30
Fare Box Recovery Ratio	NA	14%	24%	33%	41%

# Interregional Express Bus Plan



- **Customer Service Plan**
  - **Key principles:**
    - ✦ Safe travel with friendly drivers
    - ✦ Clean, comfortable buses
    - ✦ Passenger friendly amenities: leg room, Wi-Fi, restrooms, ADA accessible
    - ✦ On-time performance
  - **Guaranteed ride home**
  - **Customer Call Center**
  - **Mobile Apps**
    - ✦ Real time bus location
    - ✦ Schedules & fares

# Interregional Express Bus Plan



- **Communications Plan**

- **Part I: Brand**

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

- **Part II: Education**

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

# Interregional Express Bus Plan



- **Communications Plan**

- **Part I: Brand**

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

- **Timeframe: Jan - May 2014**

- **Part II: Education**

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

# Interregional Express Bus Plan



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

# Interregional Express Bus Plan



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

# Interregional Express Bus Plan



- **Request Commission approval – December 2013**
- **Public outreach – Spring 2014**
- **Communications/branding – Winter/Spring 2014**
- **Local Partnerships – Spring/Summer 2014**
  - Joint advertising
  - Ticket sales
  - PNR maintenance
- **Service opening – Late 2014**

# Interregional Express Bus Plan



# Questions

# ???

# MEMORANDUM

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



**DATE:** November 8, 2013  
**TO:** Transportation Commission  
**SUBJECT: Portfolio Management Workshop**

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Purpose: This memo provides a Table of Contents to the Portfolio Management Workshop.

- Status of FY14 Asset Management Projects .....PM Workshop Page 1
- Status of \$69.5 Million Authorized by the Commission in  
September 2012.....PM Workshop Page 9
- Status of \$86 Million Advanced by the Commission in  
August 2012 .....PM Workshop Page 11
- Status of RAMP Partnership and Operations Projects.....PM Workshop Page 13
- Portfolio Management, Cash Management and Program  
Management .....PM Workshop Page 19

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

### Chief Engineer's Office

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



Date: November 8, 2013  
To: Colorado Transportation Commission  
From: Timothy J. Harris, Chief Engineer  
Subject: Status of FY14 Asset Management Projects

This memo serves as an update for FY14 Asset Management projects within Surface Treatment, Tunnels, Bridges, Rockfall, Buildings, Culverts, Fleet, ITS and MLOS asset management categories. The total FY14 budget for these nine asset categories totals \$743.30 million, \$583.2 million in baseline budget and \$160.1 million in RAMP funding. A bulk of this budget, \$487.8 million (66%), falls within two asset categories, surface treatment and MLOS (maintenance management).

1. Projects identified for surface treatment total \$41 million above the \$238.8 million budget. History shows that many of these projects come in under their estimate when advertised. When completed, all of the surface treatment project will need fall within the \$238.8 million budget.
2. Individual project breakouts have not been determined for bridge, culvert, fleet and MLOS asset categories.
3. The FY14 bridge budget includes over \$91 million in Bridge Enterprise projects as well as budget for inspection, and fixed costs. The Bridge Enterprise projects are not included in this update and are reported separately as part of the Bridge Enterprise Program.
4. The projects identified for bridges include the costs for preventative maintenance and bridge repair; however individual projects have not yet been identified. The FY14 Bridge Preventative Maintenance projects are currently being scoped by the regions.
5. Project updates used current SAP data as well as updates provided by project staff within the regions.
6. The table on the next page provides a summary of budgets and expenditures per asset category. See Attachment A for detailed project breakouts.

Table 1: Summary of FY14 Asset Budgets and Expenditures

November 8, 2013

Asset Category	FY14 Budget (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)
FY14 Surface Treatment	\$238.80	\$280.01	\$31.48	\$7.44
FY14 Bridge	\$53.55	\$53.55	n/a	n/a
FY14 Bridge Enterprise, Fixed Bridge Costs and Other	\$120.35	Not Included		
FY14 Tunnels	\$7.40	\$7.25	\$0.00	\$0.00
FY14 Rockfall	\$9.00	\$9.50	n/a	n/a
FY14 Buildings	\$11.30	\$10.63	\$0.786	\$0.04
FY14 ITS	\$21.50	\$21.24	\$9.51	\$1.32
FY14 Culverts	\$11.50	\$11.50	n/a	n/a
FY14 Fleet	\$20.90	\$20.90	n/a	n/a
FY14 MLOS	\$249.00	\$249.00	n/a	n/a
<b>Totals</b>	<b>\$743.30</b>	<b>\$663.58</b>	<b>\$41.77</b>	<b>\$8.79</b>

	Project Name	FY14 Budget (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Initial AD Date	Scheduled AD Date	Comments
FY14 Surface Treatment								
1	I-25 Pinon North (MP 109 to 119.3)	n/a	\$15.17	\$0.00	\$0.000	12/19/13	2/6/14	Project is on track for February 6, 2014.
2	I-70 EB Truck Lane Eisenhower Johnson Memorial Tunnel	n/a	\$2.00	\$0.00	\$0.000	3/14/13	2/27/14	The AD date for the project was extended due to Twin Tunnels impacts to traffic. Project is in design phase, FOR in October 2013.
3	I-70 Rifle Slab Replacement	n/a	\$4.00	\$0.00	\$0.000	11/14/13	2/27/14	Project is in design phase, FOR scheduled for December 2013.
4	I-70 Loma to Clifton	n/a	\$27.00	\$0.00	\$0.000	2/13/14	2/13/14	Project is in design phase
5	I-76 East of Crook to Sedgewick	n/a	\$25.00	\$20.50	\$0.000	10/3/13	10/31/13	Due to the Region 4 flooding and the federal fiscal year shut down advertisement was delayed until October 31, 2013.
6	US 491 New Mexico to Jct 160	n/a	\$3.00	\$0.00	\$0.000	4/24/14	4/24/14	Project on track for April 2014 Ad date.
7	US 491 New Mexico to Jct 160	n/a	\$16.708	\$0.55	\$0.450	4/24/14	4/24/14	Project on track for April 2014 Ad date.
8	1st to Dozier Ave	n/a	\$3.70	\$0.000	\$0.000	1/16/14	2/27/14	n/a
9	25C Interchange to Jct SH69 Walsenburg North	n/a	\$12.26	\$0.000	\$0.000	2/13/14	2/13/14	n/a
10	Arapahoe Rd., I-25 to Parker Rd.	n/a	\$9.00	\$0.000	\$0.118	2/6/14	2/6/14	n/a
11	Arkansas River To US 50B Through Pueblo	n/a	\$5.49	\$0.000	\$0.000	1/16/14	2/27/14	n/a
12	Ault to Wyoming	n/a	\$9.50	\$0.016	\$0.486	11/21/13	11/21/13	n/a
13	Black Hawk	n/a	\$1.00	n/a	n/a	n/a	n/a	n/a
14	Boulder/Weld CL East	n/a	\$12.00	\$0.000	\$0.000	4/17/14	4/17/14	n/a
15	Cofax Ave., Federal to Speer	n/a	\$2.00	\$0.000	\$0.046	1/1/20	10/3/13	n/a
16	Conifer to Willox	n/a	\$1.00	n/a	n/a	n/a	n/a	n/a
17	East of I-25 to WCR 23	n/a	\$12.50	n/a	n/a	3/6/14	3/6/14	n/a
18	EJMT Resurfacing	n/a	\$2.50	n/a	n/a	n/a	n/a	n/a
19	Harmony South	n/a	\$4.20	n/a	n/a	n/a	n/a	n/a
20	I-70 Eagle Interchange Improvements	n/a	\$1.00	\$4.840	\$4.730	7/11/13	4/25/13	n/a
21	I-70 West Vail Pass	n/a	\$2.20					n/a
22	Jct I-70 - Jct SH 5	n/a	\$5.00	\$0.000	\$0.020	3/27/14	3/27/14	n/a
23	Jct SH 36 & Cabin Creek	n/a	\$0.50	n/a	n/a	n/a	n/a	n/a
24	Partner w/ Boulder-East of 36 (Iris)	n/a	\$0.40	n/a	n/a	n/a	n/a	n/a
25	SH 13 South of Craig	n/a	\$7.4	\$0.000	\$0.000	2/28/13	1/16/14	n/a
26	SH 133 Carbondale	n/a	\$0.750	\$0.219	\$0.092	11/21/13	2/6/14	n/a
27	SH 145 Cortez north to Dolores River Bridge	n/a	\$8.500	\$0.001	\$0.051	1/16/14	1/16/14	n/a
28	SH 340 King's View Estates - Add to intersection improvements project	n/a	\$1.250	\$0.000	\$0.000	10/30/14	08/20/14	Port Management Workshop: Page 3 n/a

29	SH 62 MP 0.0 to 10.0	n/a	\$0.750	\$0.000	\$0.000	3/13/14	3/13/14	n/a
30	SH 64 East of Rangely	n/a	\$4.200	\$4.084	\$0.000	10/24/13	11/7/13	n/a
31	Slab replacements	n/a	\$2.400	\$0.851	\$1.230	4/4/13	4/18/13	n/a
32	US 50 Through La Junta	n/a	\$5.211	\$0.000	\$0.000	1/2/14	2/20/14	n/a
33	US 160 Hesperus to Durango (West of Wildcat Canyon)	n/a	\$9.000	\$0.246	\$0.011	3/27/14	3/24/14	n/a
34	US 160 La Veta Pass	n/a	\$6.500	\$0.000	\$0.008	4/23/14	4/17/14	n/a
35	US 285 Antonito North	n/a	\$4.500	\$0.084	\$0.003	4/30/14	4/10/14	n/a
36	US 285 in Antonito Reconstruction	n/a	\$5.000	\$0.071	\$0.185	4/30/14	4/24/14	n/a
37	US 40 Steamboat East and West	n/a	\$6.000	\$0.000	\$0.000	5/1/14	5/1/14	n/a
38	US 50 Whitewater East	n/a	\$2.600	\$0.015	\$0.002	2/13/14	3/13/14	n/a
39	US 6 Edwards E & W	n/a	\$3.500					n/a
40	Vail Interstate Frontage Roads	n/a	\$4.600	\$0.000	\$0.000	2/6/14	11/27/13	n/a
41	Wadsworth Blvd., Parkhill to Florida	n/a	\$9.500	\$0.000	\$0.003	1/30/14	5/1/14	n/a
42	Wilkerson Pass-East	n/a	\$3.500	n/a	n/a	n/a	n/a	n/a
43	Rampart Range	n/a	\$2.500	n/a	n/a	n/a	n/a	n/a
44	Saunders Arroyo East	n/a	\$4.469	n/a	n/a	n/a	n/a	n/a
45	Ramah Rd. - East	n/a	\$7.250	n/a	n/a	n/a	n/a	n/a
46	SH 96A: Custer / Pueblo	n/a	\$3.500	n/a	n/a	n/a	n/a	n/a
		\$238.80	\$280.01	\$31.48	\$7.44			

	Project Name	FY14 Budget (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Initial AD Date	Scheduled AD Date	Comments
FY14 Bridge								
1	Region 1 Preventative Maintenance and Bridge Repair	\$17.70	\$17.70	n/a	n/a	n/a	n/a	Projects identified include the costs for Bridge Preventative Maintenance and Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs.
2	Region 2 Preventative Maintenance and Bridge Repair	\$12.52	\$12.52	n/a	n/a	n/a	n/a	Projects identified include the costs for Bridge Preventative Maintenance and Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs.
3	Region 3 Preventative Maintenance and Bridge Repair	\$10.62	\$10.62	n/a	n/a	n/a	n/a	Projects identified include the costs for Bridge Preventative Maintenance and Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs.

4	Region 4 Preventative Maintenance and Bridge Repair	\$10.02	\$10.02	n/a	n/a	n/a	n/a	Projects identified include the costs for Bridge Preventative Maintenance and Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs.
5	Region 5 Preventative Maintenance and Repair	\$2.69	\$2.69	n/a	n/a	n/a	n/a	Projects identified include the costs for Bridge Preventative Maintenance and Bridge Repair, however, individual projects have not been identified. The FY14 Bridge budget includes Bridge Enterprise and other fixed costs.
		\$53.55	\$53.55					

	Project Name	FY14 Budget (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Initial AD Date	Scheduled AD Date	Comments
FY14 Tunnels								
1	Eisenhower-Johnson Memorial Tunnel	\$5.15	\$5.00	\$0.00	\$0.00	3/20/14	3/20/14	Design is shelved. Project is on track for a March 2014 Ad date.
2	Hanging Lake Tunnel (Lighting Retrofit)	\$1.55	\$1.55	\$0.00	\$0.00	9/24/13	9/24/13	Project has been advertised and bid Opening was on 10/23/13
3	Wolf Creek Tunnel	\$0.70	\$0.70	\$0.00	\$0.000	10/16/14	10/16/14	Completing the design task order to get a lighting consultant on board to design the lighting upgrades
		\$7.40	\$7.25	\$0.00	\$0.00			

	Project Name	FY14 Budget (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Initial AD Date	Scheduled AD Date	Comments
FY14 Rockfall								
1	Risk Reduction/003(mm0.2)-145(mm70.4)-550(mm106.3)/Construction	\$1.425	\$1.500	n/a	n/a	n/a	n/a	FY14 Plan has been submitted. The design task order submitted and anticipate NTP.
2	Risk Reduction/003(mm0.2)-145(mm70.4)-550(mm106.3)/Construction	\$2.38	\$2.50	n/a	n/a	n/a	n/a	FY14 Plan has been submitted. The design task order submitted and anticipate NTP.
3	Risk Reduction/006 & 119 Clear Creek Canyon Corridor/Construction	\$1.500	\$1.500	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
4	Risk Reduction/070 Georgetown Hill/Construction	\$0.400	\$0.400	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
5	Risk Reduction/Statewide/Design and Feasibility Study	\$0.500	\$0.600	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated

6	Emergency Response/Statewide/Construction	\$0.150	\$0.150	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
7	Emergency Response/014 Poudre Canyon/Construction (Debris flow barriers)	\$0.500	\$0.500	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
8	Emergency Response/024 Waldo Canyon/Instrumentation (Debris Flow Warning)	\$0.200	\$0.200	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
9	Emergency Response/550 Red Mountain Pass/Construction	\$0.100	\$0.100	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
10	Emergency Response/Statewide/Construction and instrumentation as required	\$0.650	\$0.650	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
11	Maintenance/070 Glenwood Canyon/Construction	\$0.550	\$0.550	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
12	Maintenance/119(mm19)/Construction	\$0.100	\$0.100	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
13	Risk Reduction/003(mm0.2)-145(mm70.4)-550(mm106.3)/Construction	n/a	\$0.200	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
14	Maintenance/Statewide/Construction and inspection as required	\$0.550	\$0.550	n/a	n/a	n/a	n/a	The FY14 Rockfall plan is still under final review. Projects shown represent a tentative list that may need to updated
		\$9.00	\$9.50					

	Project Name	FY14 Budget (Millions)	Project Budget (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Initial AD Date	Scheduled AD Date	Comments
FY14 Buildings								
1	Empire (17-bay vehicle storage facility replacement)	\$3.40	\$3.40	\$0.250	\$0.008	n/a	n/a	Design is at 60% complete. Project is on schedule.
2	CO Sand Sheds (Colbran, Douglas Pass Summit, Joes)	\$1.00	\$1.00	\$0.380	\$0.027	n/a	n/a	Colbran and Douglas Pass Summit: Utility locates, surveying and geotech to be complete by November 8, 2013. Joes: Utility locates, surveying and geotech complete. Structure in design.
3	Controlled Maintenance	\$2.00	\$2.00	n/a	n/a	n/a	n/a	n/a
4	Deferred Maintenance	\$0.35	\$0.35	n/a	n/a	n/a	n/a	n/a
5	Fairplay (15-bay vehicle storage facility +site needs + training room)	\$2.55	\$1.88	\$0.156	\$0.000	n/a	n/a	n/a

6	CO Sand Sheds (6) (Berthoud Falls, Snowmass, New Raymer, Durango, Villa Grove, Gobbler's Knob)	\$2.00	\$2.00	n/a	n/a	n/a	n/a	n/a
		\$11.30	\$10.63	\$0.786	\$0.04			

	Project Name	FY14 Budget (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Initial AD Date	Scheduled AD Date	Comments
FY14 ITS								
1	CTMC Video Wall Upgrade - Golden at the CTMC	\$1.258	\$1.258	\$1.258	\$0.00	n/a	3/20/14	Consultant on board. Design 50% Complete. Estimated project completion 9/2014.
2	ITS Network Upgrade - Golden at the CTMC	\$1.943	\$1.943	\$1.943	\$0.50	n/a	In-house	Scope involves purchasing of equipment. Purchase requests have been issued.
3	ITS System Equipment Upgrade - Golden at the CTMC	\$0.867	\$0.870	\$0.861	\$0.45	n/a	In-house	Scope involves purchasing of equipment. 50% of purchase requests issued and pending approval.
4	VMS Replacement - SB US 85 @ Aspen Grove and Colo Blvd Fiber	\$0.713	\$0.713	\$0.530	\$0.00	n/a	10/3/13	Scope includes 2 signs and fiber optic cable. Project awarded. Anticipated April, 2014 project completion.
5	VMS Replacement - EB I-70 @ New Castle	\$1.72	\$1.72	\$0.00	\$0.03	n/a	11/21/13	Scope includes 5 signs. Design 90% complete. Anticipated June, 2014 project completion
6	VMS Replacement -SB U S550 @ Montrose	\$3.795	\$3.795	\$0.000	\$0.00	n/a	12/19/2013	Scope includes 11 signs. Design 70% complete. Anticipated Sept, 2014 project completion.
7	I-25 North ITS Devices	\$2.920	\$2.920	n/a	n/a	n/a	n/a	n/a
8	TTI Upgrades - 025A 120th Ave to Colorado Springs	\$1.000	\$1.000	n/a	n/a	n/a	n/a	n/a
9	TTI Upgrades - 470A entire route	\$1.000	\$1.000	n/a	n/a	n/a	n/a	n/a
10	TTI Upgrades - 070A Vail to Tower Rd.	\$3.000	\$2.887	\$2.882	\$0.005	4/25/13	4/25/13	n/a
11	VMS - 025A mm 132 Colorado Springs	\$0.300	\$1.105	\$0.000	\$0.33	4/25/13	12/19/13	n/a
12	Upgrade	\$2.980	\$2.032	\$2.032	\$0.00	8/15/13	10/3/13	n/a
		\$21.50	\$21.24	\$9.51	\$1.32			

	Project Name	FY14 Budget (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Initial AD Date	Scheduled AD Date	Comments
FY14 RAMP Culverts								

		\$11.50	\$11.50	n/a	n/a			FY14 culvert projects have not been identified at this time. Until culvert projects are further identified it is assumed that the Project Budget will match the Projects Identified.
	Project Name	FY14 Budget (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Initial AD Date	Scheduled AD Date	Comments
FY14 RAMP Fleet								
		\$20.90	\$20.90	n/a	n/a			Until fleet asset management is further identified it is assumed that the Project Budget will match the Projects Identified.
	Project Name	FY14 Budget (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	Initial AD Date	Scheduled AD Date	Comments
FY14 Baseline MLOS								
		\$249.00	\$249.00	n/a	n/a	n/a	n/a	Until MLOS asset management is further identified it is assumed that the Baseline Budget will match the Projects Identified.
	Totals	\$622.95	\$663.58	\$41.77	\$8.79			

# STATE OF COLORADO

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## DEPARTMENT OF TRANSPORTATION

### Chief Engineer's Office

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



Date: November 8, 2013  
To: Colorado Transportation Commission  
From: Timothy J. Harris, Chief Engineer  
Subject: Status of \$69.5 Million Authorized by the Commission in September 2012

The September 2012 Transportation Commission authorized that \$69.5 million of funds be advanced. These advanced funds were added with other funds so that the following projects could be done. This memorandum provides an update on these projects:

1. The current budget for these projects is approximately \$127.5 million. Six out of the eight projects are on schedule. The SH 9 Reconstruction – North of Breckenridge project is delayed in construction but contractor is expected to make up time next season. The US 160/550 Continuous Flow Intersection project advertised in October. Environmental and survey issues delayed the AD date.
2. As of October 2013, of the \$69.5 million of advance funding approximately 66% (\$46.7million) has been expended. Only two of these projects are currently under construction with another project just starting construction. The remainders of these projects are still under design.
3. Project updates used current SAP data as well as updates provided by project staff within the regions.

See Attachment A

	Project Name	Transportation Commission Allotment (Millions)	Current Budget (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	AD Date	Project On-Schedule	Comments
1	SH 9 Reconstruction - North of Breckenridge	\$10.00	\$10.80	\$8.50	\$2.30	Mar-13	Delayed	Contractor is behind schedule but should be able to make up time next season.
2	I-25 at Cimarron Interchange	\$6.00	\$6.10	\$2.20	\$0.025	May-13	Yes	The project team is preparing the Design Build Procurement Documents. Letters of Interest (LOI) will be solicited early Spring 2014.
3	Region 3 Fiber optic project (I-70 Installation of Fiber Optic - now Vail to Glenwood Springs)	\$10.00	\$19.00	\$15.50	\$0.133	May-13	Yes	Construction just underway. First contractor payment anticipated in December 2013.
4	I-76: Ft Morgan to Brush (I-76 Major Surface Treatment, Phase 3 - Fort Morgan to Brush)	\$30.70	\$47.00	\$27.60	\$19.10	Jan-13	Yes	This project is approximately 39% complete from a work and cost perspective. The estimated completion date for the project is December 2014.
5	US 160 Durango-Bayfield Passing Lane	\$0.80	\$0.80	\$0.40	\$0.20	n/a	Yes	Design is underway and will be at 60% in February 2014. On track for a Fall 2014 shelf date with no environmental clearances or ROW acquisitions.
6	US 160 S. of Cortez Passing Lane (US 160 Passing Lane Preconstruction - South of Cortez)	\$0.50	\$0.93	\$0.01	\$0.90	n/a	Yes	On track for shelf date in Fall 2014 with no environmental clearances or ROW acquisitions.
7	US 160/550 CFI in Durango (US 160 & US 550 - Construction of Continuous Flow Intersection - North Intersection in Durango)	\$3.00	\$5.60	\$0.10	\$0.42	May-13	Delayed	While the construction AD date remains May, 2013, the final historic clearance must be obtained. The scheduled AD date was delayed due to recent government shutdown from October 10 to October 17, 2013.
8	I-70 East EIS	\$8.50	\$37.30	\$1.14	\$23.60	n/a	Yes	Region 1 continues to work on the Supplemental Draft EIS (SDEIS) and anticipates publishing it in the Spring of 2014. That will be followed quickly by a Final EIS, with a record of decision due in 2015.
Totals		\$69.50	\$127.53	\$55.45	\$46.678			

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

### Chief Engineer's Office

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



Date: November 8, 2013  
To: Colorado Transportation Commission  
From: Timothy J. Harris, Chief Engineer  
Subject: Status of \$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. This \$86 million was authorized in the September 2012 Transportation Commission meeting. The advanced funds were added with other funds so that the following projects could be done. This memorandum provides an update on these projects:

1. Of the \$87.5 million previously allocated for these projects, approximately 72% (\$63.1 million) has been expended through October 2013.
2. Four of the 10 projects have been completed with another three projects anticipated to be completed by the end of 2013.
3. The commitment to spend the \$86 million on Interstate and National Highway System (NHS) highways has been met. All of these ten projects fall within these two classifications.
4. Eight of the ten projects were advertised by the end of March 2013 commitment date. The other two projects were advertised in April 2013.
5. Approximately \$23 million (27%) of the total program was spent in FY13, falling below the commitment of spending approximately one third (\$28.7 million) of the total program in FY13.
6. The commitment has been met that this increase in funding would not significantly impact Region staff or industry.
7. Project updates used current SAP data as well as updates provided by project staff within the regions.

See Attachment A

	Project Name	Transportation Commission Allotment (Millions)	Current Budget (Millions)	Encumbered (Millions)	Expenditure as of Nov 8, 2013 (Millions)	AD Date	Project On-Schedule	Comments
1	I-70 East - Flagler to Bethune - SMA Mill & Fill (West of Flagler)	\$11.70	\$11.70	\$8.40	\$3.30	Mar-13	Yes	Project will likely slow down due to low temperatures and resume next Spring 2014.
2	I-25 From State line to MP 7.5	\$11.90	\$10.60	\$9.20	\$1.500	Apr-13	Yes	Project currently on schedule and budget.
3	US 50A Canon City to Penrose (West of Royal Gorge Entrance, East)	\$6.50	\$7.00	\$1.60	\$5.440	Mar-13	Yes	\$800k change order for additional one mile of widening and drainage improvements
4	I-70 Eagle to Wolcott	\$5.00	\$11.90	\$2.50	\$9.40	Jan-13	Yes	Accepted all work 100% complete
5	I-70 Glenwood Canyon Concrete (Glenwood Canyon PCCP Phase 4)	\$9.40	\$9.40	\$0.69	\$8.70	Dec-12	Yes	Accepted all work 100% complete
6	I-76 Sedgwick - State Line PH IV	\$18.30	\$18.30	\$0.65	\$17.60	Jan-13	No	Time suspended due to delay in the delivery of light poles. Anticipated completion date December 2013.
7	US285 North of Monte Vista Resurfacing	\$6.50	\$6.30	\$0.61	\$5.70	Apr-13	Yes	Project completed September 16, 2013.
8	US 491 Dove Creek(Cahone) to Utah State Line	\$6.50	\$6.50	\$2.85	\$4.00	Mar-13	Yes	Project completed September 30, 2013
9	US6 - Sheridan to Simms	\$7.00	\$5.30	\$1.20	\$4.30	Mar-13	Yes	Project is on track for completion by November 6, assuming no weather delays.
10	US 285: SH 88 (Federal Blvd.) to Marion Street - Overlay	\$4.70	\$5.00	\$1.60	\$3.20	Mar-13	Yes	Project anticipated to be complete by November 20, 2013.
<b>Totals</b>		<b>\$87.50</b>	<b>\$92.00</b>	<b>\$29.30</b>	<b>\$63.140</b>			

# STATE OF COLORADO

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## DEPARTMENT OF TRANSPORTATION

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Date: November 8, 2013  
To: Colorado Transportation Commission  
From: Timothy J. Harris, Chief Engineer  
Subject: Status of RAMP Partnership & Operations Projects

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

There are a total of (43) RAMP Partnership Projects and (31) RAMP Operations Projects. The combined Partnership Projects total \$580 million in RAMP Request. These are shown in Attachment A. The Operations Projects total \$65.8 million in RAMP Request. These are shown in Attachment B.

1. The program management team and finance staff has been issuing guidance on the scope, schedule, and budget concurrence and commitment letter required by the approved motion.
2. CDOT has begun to receive applications for extension for projects and local partners affected by the floods.
3. Each project must satisfy a number of criteria prior to the Chief Engineer's approval. The project's scopes, schedules, and budget must be validated & approved as required by commission resolution before more than 5% of RAMP Funding can be budgeted.
4. Each of these items for all of the projects will be tracked from application stage through review and finally to approval. These items are being developed now by staff and so all of the items are still listed as being in the application stage.
5. Local commitment letters and intergovernmental agreements will be collected by program management and finance staff at CDOT. The status will be reported to the commission each month.

Final List of Selected RAMP Partnership Projects - Attachment A

Date: 11/08/13

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
<b>Public-Private Partnerships: HPTE P3 Projects</b>									
1-2	C-470 Managed Tolleed Express Lanes: Kipling to I-25 (pending P3 financial review and local govt. agreement)	C-470 Corridor Coalition	Application Stage	Application Stage	Application Stage	-	n/a	\$1,040,000,000	\$100,000,000
4-5(a)	I-25: 120th to SH 7 Tolleed Express Lanes	CDOT R4	Application Stage	Application Stage	Application Stage	-	n/a		\$55,000,000
4-5(b)	I-25: SH 7 North Tolleed Express Lanes	CDOT R4	Application Stage	Application Stage	Application Stage	-	n/a		\$35,000,000
n/a	HPTE P3 Development Fund	n/a						\$200,000,000	\$40,000,000
<b>TOTAL: Public-Private Partnerships (HPTE P3 Projects)</b>								<b>\$1,440,000,000</b>	<b>\$230,000,000</b>

<b>Public-Public Partnerships: Large Projects \$20M +</b>									
1-15	US 6 and SH 93: 19th St. Intersection Grade Separation	City of Golden	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$25,000,000	\$20,000,000
1-19	Colorado Blvd. in Idaho Springs: Phase 2 & Phase 3, and Devolution	City of Idaho Springs	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$21,900,000	\$21,900,000
1-37	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	City & County of Denver	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$29,203,881	\$23,363,105
1-46	I-25 and Arapahoe Rd. Interchange	Arapahoe County & the I-25/Arapahoe Interchange Coalition	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$74,000,000	\$50,400,000
2-21	I-25 and Cimarron Interchange Reconstruction	PPACG	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$30,000,000	\$24,000,000
2-31	I-25 Ilex to 1st St. in Pueblo (includes devolution match in RAMP request)	PACOG	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$33,200,000	\$22,000,000
3-40	SH 9 Grand County Safety Improvement Project	Grand County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$46,000,000	\$36,222,000
<b>Subtotal: Large Projects</b>								<b>\$259,303,881</b>	<b>\$197,885,105</b>

<b>Public-Public Partnerships: Medium Projects \$10M - \$19.9M</b>									
1-7	Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System	CDOT – Region 1	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$25,000,000	\$9,000,000
1-14	SH 2 in Commerce City Widening and Devolution	City of Commerce City	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$20,800,000	\$13,600,000
2-22	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	PPACG	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$21,300,000	\$11,000,000
3-9	I-70 Simba Run Underpass	Town of Vail	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$20,800,000	\$14,600,000
3-12/29	SH 9 - Frisco to Breckenridge: Iron Springs Alignment	Summit County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$21,985,000	\$17,500,000
4-20	US 287: (North College) Conifer to Laporte Bypass	City of Ft. Collins	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$36,000,000	\$17,500,000
5-15	SH 62 Ridgway Street Improvements (pending approval of local match)	Town of Ridgway	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$13,791,257	\$10,494,509
<b>Subtotal: Medium Projects</b>								<b>\$159,676,257</b>	<b>\$93,694,509</b>

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
Public-Public Partnerships: Small Projects < \$10M									
2-1	SH 67 in Victor Devolution (cash payment)	City of Victor	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$307,702	\$307,702
2-5	US 160 Turnouts	Town of La Veta/Huerfano	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,015,000	\$840,000
2-7	US 24 Business Route Devolution (cash payment)	El Paso County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$2,602,475	\$2,602,475
2-20	US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project to 2-9)	City of Canon City	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,500,000	\$1,200,000
2-23	SH 21 / Old Ranch Rd. Interchange Completion	PPACG	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$9,266,000	\$600,000
2-27	I-25A: Exit 18 NW Frontage Rd. Devolution (cash payment)	Las Animas County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$110,544	\$110,544
2-29	I-25 Exit 11 SW Frontage Rd. Devolution (cash payment)	Las Animas County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$155,307	\$155,307
2-33	US 50 / SH 45 Interchange, Wills to Purcell-Pueblo (pending local govt. agreement) (includes devolution match in RAMP request)	PACOG	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$10,000,000	\$5,000,000
3-6	SH 6 / SH 13 in Rifle Devolution	City of Rifle	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$5,600,000	\$5,600,000
3-14	I-70 Eagle Interchange Upgrade	Town of Eagle	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$9,887,365	\$3,500,000
3-24	I-70 Exit 31 Horizon Drive	City of Grand Junction	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$5,000,000	\$4,000,000
3-31	US 40 Improvements in Fraser	Town of Fraser	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,950,390	\$1,267,754
4-6	US 34 in Estes Park Improvements and Devolution	CDOT R4	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$16,000,000	\$4,200,000
4-25	SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	Larimer County	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$2,100,000	\$1,680,000
4-28	SH 392 & CR 47 Intersection Safety Improvements	Weld County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$3,685,180	\$1,842,590
4-29	US 34 & CR 49 Intersection Safety Improvements	Weld County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$2,200,000	\$1,500,000
4-30	SH 392 & CR 74 Intersection Safety Improvements	Weld County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$2,249,875	\$1,000,000
4-34/51/52	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	Yuma County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,752,000	\$944,200
4-54	SH 119: (Diagonal) 30th to Foothills Parkway Multi-modal Improvements Project	City of Boulder	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$5,570,000	\$4,456,000
4-58	SH 119 Boulder Canyon Trail Extension	Boulder County	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$5,466,350	\$4,373,080
5-6	US 550 Sky Rocket Box Culvert Replacement	City of Ouray	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$2,000,000	\$1,600,000

Final List of Selected RAMP Partnership Projects - Attachment A (continued)

Date: 11/08/13

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
Public-Public Partnerships: Small Projects < \$10M									
5-8	SH 172 / 151 Signalization	Town of Ignacio	Application Stage	Application Stage	Application Stage	1 of 3	Not Eligible	\$1,800,000	\$1,430,000
5-10	US 160 / Wilson Gulch Road Extension	City of Durango	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$6,400,000	\$4,288,000
5-13	SH 145 at CR P Safety Improvements	Montezuma County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,660,194	\$1,577,185
5-14	US 285 Antonito Storm Drain System Replacement	Town of Antonito	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$2,742,429	\$2,193,944
5-18	US 24 Enhancement Project in Buena Vista	Town of Buena Vista	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$2,497,090	\$1,997,090
Subtotal: Small Projects								\$103,517,901	\$58,265,871
TOTAL: Public-Public Partnership Projects								\$522,498,039	\$349,845,485

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
<b>RAMP Operations Projects</b>									
1-9	I-70 Eastbound Peak Period Shoulder Lanes	CDOT – Region 1	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$34,000,000	\$20,000,000
1-27	SH-74 South of El Rancho Safety Shoulders	Jefferson County	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$57,947	\$57,947
1-41	State Highway Signal Upgrades - Phase I - Colfax Signals	City of Denver	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$900,000	\$800,000
1-42	State Highway Signal Upgrades - Phase III - Denver Slipfit Traffic Signals	City of Denver	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$24,900,000	\$900,000
1-44	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	City of Denver	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$585,000	\$500,000
1-51	Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT)	CDOT – Region 1 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$2,575,000	\$2,575,000
1-53	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	CDOT – Region 1 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,060,000	\$1,060,000
1-54	I-76 at 88th Ave. Interchange Improvements (MP 10)	CDOT – Region 1 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,050,000	\$1,050,000
1-56	US 285 at Mount Evans Blvd./Pine Valley Rd. (MP 229)	CDOT – Region 1 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$422,000	\$422,000
1-59	SH 86 Intersection Improvement at Crowfoot Valley Rd. (MP 101.53)	CDOT – Region 1 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$516,000	\$516,000
1-63	I-70 at Grapevine Rd. (MP 256.0)	CDOT – Region 1 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$189,000	\$189,000
2-8	US 24 / Judge Orr Rd. Intersection Improvement	CDOT R2 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$2,000,000	\$2,000,000
2-9	US 50 / Dozier Ave. Intersection Improvement (companion project to 2-20)	CDOT R2 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,000,000	\$1,000,000
2-10	US 50 / Purcell and US 50 / McCulloch Intersection Improvement	CDOT R2 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,200,000	\$1,200,000
2-17	US 50 / 32nd Ln., US 50 / Cottonwood Ave., US 50 / 34th Ln. Intersection Improvements	CDOT R2 Traffic	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,500,000	\$1,500,000
3-33	I-70 Vail Chain Station Improvements	CDOT	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$4,500,000	\$4,500,000
3-34	I-70 Glenwood Canyon Variable Speed Signing	CDOT	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$2,200,000	\$2,200,000
4-13	Adaptive Signal Control - US85 Greeley	City of Greeley	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$750,000	\$600,000
4-35	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	City of Loveland	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$250,000	\$200,000
4-36	Loveland Road Weather Information System (RWIS) Update / Expansion	City of Loveland	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$380,000	\$304,000
4-41	Adaptive signals on US 34 Bypass in Greeley	CDOT R4	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$500,000	\$400,000

RAMP Tracking Number	Project Name (Description)	Applicant Name	Project Scope	Delivery Schedule	Budget	Local Commitment Letter	Deadline Extension	Total Project Cost Estimate	RAMP Request
<b>RAMP Operations Projects</b>									
4-42	Fiber Optics and ITS Devices on I-76	CDOT R4	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$11,000,000	\$5,000,000
4-44/49	Adaptive Signals on SH 119 Airport Rd. to Zlaten Dr. in Longmont / Adaptive Signals on SH 119: I-25 to WCR 3.5	CDOT R4	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$1,850,000	\$1,680,000

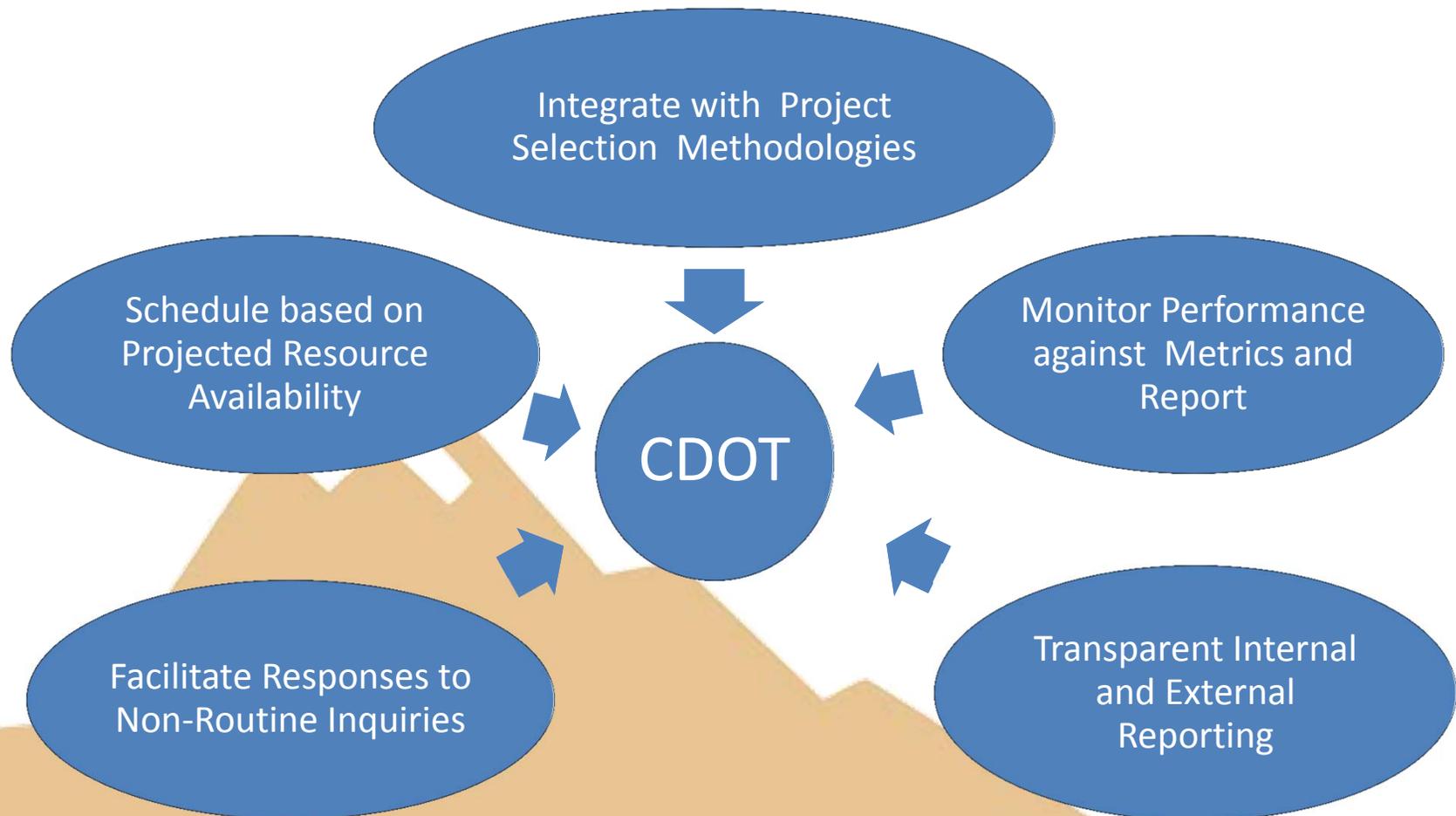
4-50	Fiber Optic Communication from I-25 to CDOT West Yard	CDOT R4	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$1,700,000	\$1,700,000
4-66	Adaptive Traffic Signals System along US 287 (Main St.) in Longmont	City of Longmont	Application Stage	Application Stage	Application Stage	Y or N	Eligible	\$1,760,000	\$1,100,000
5-3	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	CDOT Region 5 Traffic and Safety Program	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$3,757,844	\$3,757,844
O-1	Fiber Optic Backbone - I-25(Pueblo to Walsenburg); and US 285 (C-470 to Conifer)	CDOT ITS	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$3,500,000	\$3,500,000
O-2	I-70 Mountain Corridor Wireless Improvement	CDOT ITS	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$5,300,000	\$1,700,000
O-3	CDOT ITS Information Kiosks- Pilot Project	CDOT ITS	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$480,000	\$480,000
O-4	Regional Satellite Solar Powered Cameras (LiveView)	CDOT ITS	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$1,750,000	\$1,750,000
O-6	Enhanced Traffic Incident Management Software	CDOT ITS	Application Stage	Application Stage	Application Stage	Y or N	Not Eligible	\$7,000,000	\$3,000,000
TOTAL: RAMP Operations Projects								\$118,632,791	\$65,641,791



# Portfolio Management Cash Management Program Management

November 21, 2013  
Monthly Progress Report

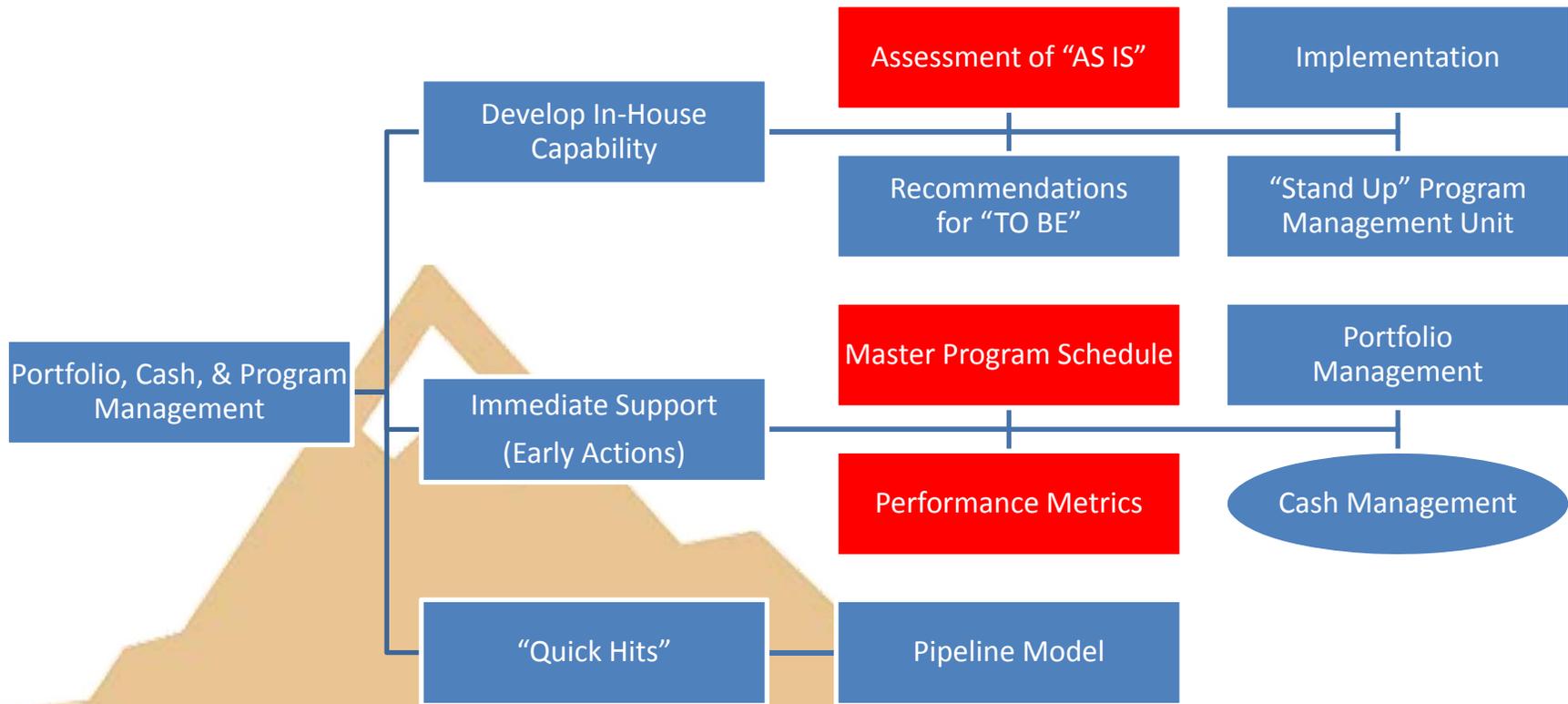
# CDOT must have the ability to effectively and efficiently:



# Total Project Conceptual Work Structure



(Areas for Discussion are Highlighted)



# CDOT Strengths



- Reacting
- Staff willing to do what it takes to get it done
- Pride in CDOT's mission and individual work
- Good cooperation amongst Senior Management Team (SMT)
- Maintenance
- Regulatory compliance
- Local coordination
- Internal fiscal management and controls (SAP)
- Willingness to use innovative project delivery and financing methods
- Execution of large numbers of construction contracts
- Construction management

# CDOT Issues/Opportunities for Improvement



- Trust
- Cylinder organization/data
- Change implementation
- Inexperienced project delivery work force
- Succession planning
- Lack of standardization
- Lack of ability to track, monitor and report on projects consistently
- Obtaining consultant agreements/IGA's
- Full utilization of excellence within CDOT
- Once programmed, little statewide program management
- Shift to statewide perspective for CDOT
- Project baseline measures established too early
- Risk management program

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



<u>Project</u>	<u>Highway Classification</u>	<u>Ad Date</u>	<u>Advancement (Millions)</u>	<u>Comments</u>
I-70 – West of Flagler	Interstate	March, 2013	\$11.7	Winter will cause slowdown but will resume in Spring.
I-25A – Mile Posts 0 -7.5	Interstate	April, 2013	11.9	On Schedule and Budget
US 50A – West of Royal George Entrance, East	NHS	March, 2013	6.5	\$800,000 change order for additional scope
I-70 – Eagle to Wolcott	Interstate	January, 2013	5.0	Complete
I-70 – Glenwood Canyon PCCP Phase 4	Interstate	December, 2012	9.4	Complete
I-76 – Sedgwick to State Line, Phase 4	Interstate	January, 2013	18.3	Anticipated Completion 12/2013
US 285 – North of Monte Vista	NHS	April, 2013	6.5	Complete
US 491 – Cahone to Utah State Line	NHS	March, 2013	6.5	Complete
US 6 – Simms to Sheridan	NHS	March, 2013	7.0	Anticipated Completion 11/2013
US 285 – US 88 (Federal) to Marion Street	NHS	March, 2013	4.7	Anticipated Completion 11/2013

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



Project	Authorization	November, 2013 Status
SH 9 Reconstruction – North of Breckenridge	\$10 Million	Contractor is behind schedule but should be able to make up time next season.
I-25 & Cimarron – (Previously was Preconstruction for Interchange Reconstruction)	\$6 Million	Design Build Procurement documents are being prepared. Letters of Interest will be solicited early spring 2014.
I-70 Installation of Fiber Optic – now Vail to Glenwood Springs	\$10 Million	Construction has started. First contractor payment anticipated in December 2013.
I-76 Major Surface Treatment, Phase 3 – Fort Morgan to Brush	\$30.7 Million	The project is approximately 39% complete. The estimated completion date is December 2014.
US 160 Passing Lane Preconstruction – Durango to Bayfield	\$800 Thousand	The anticipated shelf date is still the fall of 2014. 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 the fall of 2014. No environmental clearances or ROW acquisitions will be completed.
US 160 & US 550 – Construction of Continuous Flow Intersection – North Intersection in Durango	\$3 Million	The project was advertised in October 2013. Delays occurred from survey and environmental clearance challenges.
I-70 East EIS – Replacement of I-70 Viaduct	\$8.5 Million	The Supplemental Draft EIS is anticipated to be published in the spring of 2014. That will be followed quickly by a Final EIS, with a Record of Decision due in 2015.

# Strategy for the Development of the Master Program Schedule and Database



- The End Product will include all Capital Improvement Projects.
- Currently Consolidating Multiple Project Listing and Establishing Shared Database.
- Initial Focus will be on RAMP Projects.

# Status of the FY 2014 Asset Management Projects



Asset Category	Funding (Millions)	Projects Identified (Millions)	Encumbered (Millions)	Expenditures as of 11/8/13 (Millions)
Surface Treatment	\$238.80	\$280.01	\$31.48	\$7.44
Bridge Preventive Maint/Repair	\$53.55	\$53.55	N/A	N/A
BE, Fixed Bridge Costs, & Other	\$120.35	Not Included in this Table		
Tunnels	\$7.40	\$7.25	\$0.00	\$0.00
Rock Fall	\$9.00	\$9.50	N/A	N/A
Buildings	\$11.30	\$10.63	\$0.79	\$0.04
Intelligent Transportation Systems (ITS)	\$21.50	\$21.23	\$9.50	\$1.31
Culverts	\$11.50	\$11.50	N/A	N/A
Fleet	\$20.90	\$20.90	N/A	N/A
MLOS	\$249.00	\$249.00	N/A	N/A
<b>Total</b>	<b>\$743.30</b>	<b>\$663.57</b>	<b>\$41.77</b>	<b>\$8.79</b>

# Status of RAMP Partnership and Operations Projects



- Since the Commission adopted the list of projects in October, efforts on most projects are in the initial stages.
- Uniform standards for the CDOT development of the project scope, schedule, and budget are being developed.
- A standard template for the local evidence of continued commitment has been developed.
- IGA templates are being finalized.
- A structured tracking process is being established.

# Development of Project and Program Performance Metrics



- Current activity relates to the “Immediate Support” track. The “To Be” report in March will address the desired set of metrics
- Constraints on the “Immediate Support” metrics are:
  - What can be supported by current information systems.
  - What can be reasonably and reliably produced by hand.
- Strategy is to develop project specific milestones with dates and track “earned value” (Schedule Performance Index) based upon the agreed to milestones.
- Schedule Performance Index (SPI) can be calculated by program for a report similar to the Bridge Enterprise report to the Board.
- Project metrics can include measures such as “Days Past Milestone.”



# Questions?

Thank You!

CDOT Portfolio Management

Transportation Commission  
November 20 & 21, 2013  
Meeting Schedule & Agenda  
4201 East Arkansas Avenue  
Denver, Colorado 80222

Douglas E. Aden, Chairman  
Grand Junction, District 7

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Tuesday, November 19, 2013  
DRCOG Meeting is canceled for November.

Wednesday, November 20, 2013

10:00 a.m. Efficiency and Accountability Committee Meeting (Mt. Evans A&B)  
12:00 p.m. HPTE Board Lunch Meeting (Room 225)  
1:00 p.m. High-Performance Transportation Enterprise Meeting  
2:00 p.m. RPP-FASTER Safety Workshop (Deb Perkins –Smith) ..... Tab 01  
2:15 p.m. Finance Workshop (Scott Richrath) ..... Tab 02  
    ➤ FY2015 Budget Narrative ..... Tab 03  
3:15 p.m. Statewide Planning Meeting (Deb Perkins-Smith) ..... Tab 04  
4:30 p.m. Adjournment  
6:00 p.m. CCA Dinner (Brio Tuscan Grille)

Thursday, November 21, 2013

7:30 a.m. Breakfast Meeting  
9:00 a.m. DBE Committee .....Tab 05  
9:30 a.m. T&I Committee .....Tab 06  
10:00 a.m. Interregional Express Bus Workshop (Mark Imhoff) .....Tab 07  
10:45 a.m. Portfolio Management Workshop (Tim Harris) .....Tab 08  
11:15 a.m. Flood Recovery Workshop (Scot Cuthbertson)  
11:45 a.m. Lunch Break

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TRANSPORATION COMMISSION MEETING.....Tab 09

12:45 p.m. 1. Call to Order, Roll Call  
12:45 p.m. 2. Audience Participation; Subject Limit:  
10 minutes; Time Limit: 3 minutes  
12:45 p.m. 3. Comments of Individual Commissioners  
12:50 p.m. 4. Executive Director's Report (Don Hunt)  
12:55 p.m. 5. Chief Engineer's Report (Tim Harris)  
1:00 p.m. 6. HPTE Director's Report (Michael Cheroutes)  
1:05 p.m. 7. FHWA Division Administrator Report (John Cater)  
1:10 p.m. 8. STAC Report (Vince Rogalski)  
1:15 p.m. 9. Act on Consent Agenda .....Tab 10  
a) Resolution to approve the Regular Meeting Minutes of  
October 17, 2013 (Herman Stockinger)..... Consent Agenda: p1  
b) Resolution to approve the Master Calendar for 2014  
(Herman Stockinger) ..... Consent Agenda: p17  
c) Resolution to declare properties described as 103-XA,  
103-XB, 103-XC, 103-XD, 103-XE, 103-XF of Project  
# IM 0703-273 be excess land.  
(Scott McDaniel)..... Consent Agenda: p19  
1:20 p.m. 10. Discuss and Act on 6<sup>th</sup> Supplement to the FY'2014 Budget (Scott  
Richrath).....Tab 11  
1:25 p.m. 11. Discuss and Act on 2<sup>nd</sup> Emergency Relief Supplement (Scott  
Richrath)  
1:30 p.m. 12. Discuss and Act on COP for the Relocation of Region 4 Headquarters  
(Scott Richrath) .....Tab 12

- 1:35 p.m. 13. Discuss and Act on Resolution to Adopt the FY'2015 Draft budget as presented in the Finance Workshop Session on November 21, 2013 (Scott Richrath) .....Tab 13
- 1:40 p.m. 14. Discuss overview of RAMP bridge asset management .....Tab 14 program (Josh Laipply)
- 1:50 p.m. 15. Other Matters:
- 1:55 p.m. 16. Acknowledgements:  
➤ Procurement Professional of the Year  
➤ Rescuers of Richard Williams Koester
- 2:00 p.m. 17. Adjournment

**Transportation Commission of Colorado**  
**Regular Meeting Minutes**  
**October 17, 2013**

**Chairman Doug Aden convened the meeting at 12:45 pm in the auditorium of the headquarters building in Denver, Colorado.**

PRESENT WERE: Doug Aden, Chairman, District 7  
Shannon Gifford, District 1  
Ed Peterson, District 2  
Gary Reiff, District 3  
Heather Barry, District 4  
Kathy Gilliland, District 5  
Kathy Connell, District 6  
Sidny Zink, District 8  
Les Gruen, District 9  
Bill Thiebaut, District 10  
Steven Hofmeister, District 11

ALSO PRESENT: Don Hunt, Executive Director  
Gary Vansuch, Director of Process Improvement  
Scott Richrath, Chief Financial Officer  
Heidi Humphreys, Director of Admin & Human Resources  
Debra Perkins-Smith, Director of Division of Transportation Development  
Herman Stockinger, Director of Policy and Government Relations  
Mark Imhoff, Director of Division of Transit and Rail  
Mike Cheroutes, Director of HPTE  
Barbara Gold, Director of Audit Division  
Ryan Rice, Director of Operations Division  
Amy Ford, Director of Public Relations  
Darrell Lingk, Director of Office of Transportation Safety  
Scott McDaniel, Director of Staff Services  
Tony DeVito, Region 1 Transportation Director  
Tom Wrona, Region 2 Transportation Director  
Dave Eller, Region 3 Transportation Director  
Myron Hora, Acting Region 4 Transportation Director  
Kerrie Neet, Region 5 Transportation Director  
Kathy Young, Chief Transportation Counsel  
John Cater, FHWA  
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

AND: Other staff members, organization representatives, the public and the news media

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

## **Audience Participation**

Chairman Aden stated that there were no members of the audience wishing to address the Commission.

## **Individual Commissioner Comments**

Commissioner Reiff mentioned his appreciation for the staff's work on RAMP and the spectacular job on flood relief.

Commissioner Thiebaut mentioned his agreement with Commissioner Reiff's remarks specifically about flood relief. He traveled through the communities in District 10. He stated that he would like to learn more about the speed of the EIS process and the consultants that drive that process.

Commissioner Gilliland reiterated that the people from CDOT have gone above and beyond to respond to the flood and could not be thanked enough. The affected communities are very appreciative of the job CDOT has done.

Commissioner Connell also reiterated the comments to thank CDOT employees' response to the floods and mentioned all the budgeting and administrative workers who have made all this happen. She and Don Hunt attended a listening session in Rifle, and there is a very positive atmosphere about what CDOT has done. She met with Highway 9 Citizens for Safe Highways, and they expressed enthusiasm for the innovation and collaboration of this RAMP project.

Executive Director Hunt welcomed Senator Matt Jones to the Transportation Commission Meeting.

Commissioner Zink thanked Executive Director Hunt for continuing his listening tour to Southwest Colorado even through the flooding.

Commissioner Barry acknowledged the commitment of everyone from the Governor down to the frontline employees. She stated that CDOT will be that much more agile and nimble as a result of this learning experience. She also stated that during Bagels with Barry, people were happy with RAMP.

Commissioner Peterson also expressed his appreciation to CDOT employees and the amount of leadership from the Governor's office on down to handle a disaster of this magnitude. He also commended all the agencies that coordinated to save lives and help the population return to normal, including federal, state, local and private agencies.

Chairman Aden commended Executive Director Hunt for continuing the listening tour, especially to the smaller communities. He apologized for an omission in his comments last month: RFTA is the largest rural transit operator in the country and second in Colorado only to RTD. He and Mark Imhoff attended the ribbon cutting ceremony for the BRT. RFTA now has the only rural BRT system in the country. Congratulations, RFTA. CDOT Division 3 and the Division of Transit and Rail were great partners in the project.

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

Executive Director Don Hunt mentioned that some people need some special recognition in the flood relief response: Johnny Olson; Scot Cuthbertson; Heidi Humphreys; Myron Hora; Kurt Morrison; Communications Staff: Amy Ford, Mindy Crane, Ashley Moore; John Cater and his people.

The Estes Park Maintenance Patrol William Vogue, Scott Kim, Carrie Edwards, James Barnick all kept Highway 7 to Estes Park open even through the rain. It reopened Friday, Sept 13, and was the only route into Estes Park from the Front Range.

Dan Marcucci and Bill Aldorfer also opened Hwy 119 a few weeks early. RTD bus service was able to go through one week before the highway opened. Kevin Brown and Paul Neiman opened a stretch of Hwy 72 that relieved traffic congestion. He stated that CDOT will rebuild stronger, safer and more resilient highways than were lost. Out of tragedy can come a great learning experience.

Director Hunt attended listening sessions around the state with overwhelmingly positive reactions.

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

Chairman Aden stated that Chief Engineer Tim Harris is at the AASHTO Conference and deferred this update.

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

Mike Cheroutes ceded time to Senator Matt Jones, who has taken a special interest in HPTE.

- Senator Matt Jones stated his gratitude for CDOT's response in getting Eastern Boulder County back on its feet after the floods. The transportation hubs are critical to helping people get back to their lives.
- Senator Jones then stated that in the FASTER bill, the public-private partnership on Hwy 36 is a lessons learned pilot project. There are some things we can fix and work on with the contracts and disseminating information about them. Constituents continue to present issues including carpooling, alternative fuel vehicles and the 50-year term. We will try to develop a bill to improve that with CDOT staff.

Matt Cheroutes stated HPTE board met in regular session on October 16, 2013.

- The Board discussed how the HPTE can help the local communities with flood recovery efforts. They will be pursuing these ideas, specifically FEMA reimbursements if there is a need.
- The US-36 transaction is on schedule to be closed in early December. An item on the consent agenda is a housekeeping matter that changes the way the project is accounted within CDOT.
- The Board continues to discuss the RAMP projects including C-470.
- The board is going to step back from the I-25 project during the ongoing flood relief.
- I-70 remains a major subject of focus of the HPTE.

## **FHWA Division Administrator Report**

John Cater highlighted the following topics:

- He attended the ribbon cutting for the Dotsero Bridge in Region 3. Because of the cooperation between local, state and federal agencies, they were able to do much more than replace a bridge. There is now also a roundabout, bike trail and access to Colorado River.
- The first bridge was opened as part of the US-36 corridor project. Again, this was directly due to local, state and federal agency cooperation.
- He acknowledged Josh Khiel at the Incident Command Center. He also highlighted Johnny Olson, who has been the point man since the beginning of the floods.

## **STAC Report**

Vince Rogalski stated that STAC met on Friday, October 11, 2013, and discussed the following topics:

- There was an update on the federal and state legislation: it is good to hear that the \$100 million cap was raised to \$450 million.
- MPACT 64: The 2% set aside for bikes and pedestrians will not be a part of the straw man proposal.
- Steve Markovetz updated a project on tracking and project guidance software tool. It will help local agencies determine where certain projects are, and the software is currently in beta testing.
- Scott Richrath provided three budget scenarios.
- Deb Perkins-Smith and Sandi Kohrs provided an update on PD-14. The four performance measures are safety, infrastructure condition, system performance and maintenance.
- Questions that the STAC had include the following:
  - How do you expect to meet transit objectives without an increase in operating funds? RTD and RFTA can cover those increases, but other rural transportation regions are not going to be able to without an increase in operating funds.
  - Program distribution has been a controversy. The consensus is that they would like to see more money in RPP, but they did not provide specifics.
  - There is still some resistance to what is going on in Asset Management, but members have a better understanding of how it will affect the state. Further communication will be helpful for continuing support.
- STAC also wants to thank CDOT for all the work that has been done in response to the floods.
  - Some of the rivers have changed their course, and decisions are necessary to address these changes.
- STAC wants to encourage the TC to move forward to approve the RAMP project list.

## **Act on Consent Agenda**

Chairman Aden removed items A and B for further discussion and correction. Chairman Aden entertained a motion on the Consent Agenda. Commissioner Gruen moved for approval of item C. Commissioner Connell seconded the motion. On a vote of the Commission, item C on the Consent Agenda was unanimously approved.

Chairman Aden noted the corrected version of the minutes from September TC meeting. The resolution included to approve the Department Requested Measures for Immediate Response to Disaster Emergency Efforts was incorrect. Chairman Aden entertained a motion to approve the minutes to include the corrected resolution. Commissioner Connell moved to approved those corrected minutes. Commissioner Peterson seconded the motion, and on a vote of the Commission, the corrected minutes were unanimously approved.

**Resolution #TC-3104**

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes of September 19, 2013, are hereby approved as published in the official agenda of October 16 & 17, 2013, to include the corrected resolution.

**Resolution #TC-3105**

Chairman Aden stated that there had been changes to the resolution to Approve the First Amendment to the Intragency Agreement between CDOT and HPTE for the US 36 Concession Project. This change was made to be consistent with the resolution passed by the HPTE Board on October 16, 2013. Chairman Aden entertained a motion to pass resolution. Commissioner Reiff moved to pass the corrected resolution. Commissioner Connell seconded the motion. On vote of the Commission, the resolution was unanimously approved.

**Resolution #TC-3105**

**Approving the First Amendment to Intragency Agreement between CDOT and HPTE for the U.S. 36 Concession Project.**

**Approved by the Transportation Commission on: October 17, 2013**

**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 working towards financial close with its concessionaire, 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** in order to finalize the concession agreement between HPTE and Plenary Roads Denver, and reach financial close, an interagency agreement between CDOT and HPTE was necessary to accomplish several purposes including outlining and memorializing 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; creating 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 concession agreement between HPTE and Plenary Roads Denver; and documenting CDOT's grant of a non-exclusive license over, under, upon and in the U.S. 36 and I-25 site and managed lanes to HPTE.

**WHEREAS** the Transportation Commission approved the Intragency Agreement (Original Agreement) between CDOT and HPTE for the US 36 Concession Project on May 16, 2013.

**WHEREAS** in its efforts to reach financial close, Plenary Roads Denver is currently undergoing the credit review processes in connection with the US 36 Project and it has become clear that the Original Agreement needs to be amended to provide for and explain how certain funds CDOT will receive, and that are intended to support the US 36 Project, will be made available to HPTE. The funds at issue include: (i) federal highway funds allocated for the US 36 Project by the Denver Regional Council of Governments; and (ii) local contributions CDOT will receive pursuant to certain intergovernmental agreements with the Regional Transportation District, Town of Superior, City of Louisville, and Boulder County.

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

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

October 17, 2013  
Date

### **Discussion of RAMP Project List**

Debra Perkins-Smith stated that the Commission has a revised resolution and list of projects from the RAMP Workshop because RTD withdrew their request for a \$50million loan. Chairman Aden entertained a motion to pass the resolution. Commissioner Connell moved to approve the resolution to adopt the RAMP Project List, and Commissioner Gilliland seconded that motion. On vote of the Commission, the resolution was unanimously approved.

Chairman Aden recognized and thanked everyone who had worked to create the project list.

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**Resolution Number TC-3106**

**Adopting certain projects for the Partnership and Operational Improvements components of the Responsible Acceleration of Maintenance and Partnerships Program and authorizing certain Fiscal Year 2014 expenditures for the pre-construction of these authorized projects.**

**Approved by the Transportation Commission on: October 17, 2013**

**WHEREAS**, the State Highway System is an essential component of Colorado's integrated transportation system which is focused on safely moving people and goods to enhance the economic wellbeing, quality of life, and environment of the citizens of Colorado; and

**WHEREAS**, numerous studies have documented that there are significant unmet maintenance or preservation needs and capacity or mobility needs on the State Highway System; and

**WHEREAS**, the November, 2002, *Report of the State Auditor: Department of Transportation - Transportation Funding* recommended that the Department revise its cash flow management relating to construction projects but the Department was not able to completely implement the recommendation because of inadequate information technology; and

**WHEREAS**, the Colorado Department of Transportation has implemented SAP an Enterprise Resource Planning system which can support a cash based approach to project planning and budgeting and the Department is in the process of further refining the ability of the Department to fund and manage the capital construction program enabled by this change in planning and budgeting; and

**WHEREAS**, Governor John Hickenlooper and Colorado Department of Transportation Executive Director Don Hunt announced on December 14, 2012, the Responsible Acceleration of Maintenance and Partnerships (RAMP) program which is a new approach to budgeting and planning that will accelerate completion of transportation projects and create or sustain more than 10,500 jobs over five years; and

**WHEREAS**, while it is anticipated that the RAMP program will result in an average increase in the capital construction program of \$300 million per year through 2017, it is acknowledged that this increase in construction is not a solution to the unmet transportation needs of Colorado; and

**WHEREAS**, the Colorado Department of Transportation determined that it was appropriate to develop selection procedures for Asset Management projects dedicated to slowing the deterioration and improving the safety of the State Highway System, Operational Improvement projects to maximize system operations, and Partnership projects dedicated to leveraging state transportation dollars by creating Public Private Partnerships with industry and Public-Public Partnerships with local governments to maintain, maximize safety and system operations, and expand mobility statewide; and

**WHEREAS**, the Colorado Department of Transportation developed, documented, and publically announced the Eligibility Criteria and Evaluation/Selection Criteria for the Operational Improvement and Partnership categories; and

**WHEREAS**, the Colorado Department of Transportation developed, documented, publically announced, and followed a selection process for the Operational Improvement and Partnership categories consisting of pre-applications, a systematic review of the pre-applications to determine eligibility, detailed applications for those projects determined to be

eligible, and a systematic and exhaustive evaluation of the applications to determine merit and feasibility; and

**WHEREAS**, the Transportation Commissioners have considered the recommendation of the Colorado Department of Transportation and all other information that they have received; and

**WHEREAS**, the projects adopted in this Resolution are to be completed under accelerated timetables consistent with the intent of the RAMP program thus there may be cases where it is necessary and prudent to begin pre-construction work in advance of an executed Intergovernmental agreement or other evidence of continued financial commitment by the applicant and prior to a regularly scheduled Transportation Commission meeting.

**NOW THEREFORE BE IT RESOLVED** that the Transportation Commission hereby adopts the list shown in the document titled "RAMP Partnership and Operations Projects - Preliminary Recommendations 10/16/2013" and the document is incorporated by reference into this Resolution; and

**BE IT FURTHER RESOLVED** that the Colorado Department of Transportation shall advise the Transportation Commission if a project is unable to be moved forward, and

**BE IT FURTHER RESOLVED** that the Transportation Commission authorizes the Chief Financial Officer to budget, without additional Transportation Commission action, an amount not to exceed five percent of the total project cost for the project as shown on the "RAMP Partnership and Operations Projects - Preliminary Recommendations 10/16/2013" document for FY 2014 pre-construction expenditures on these projects regardless of whether there is an executed Intergovernmental Agreement or other evidence of financial commitment from the applicant; and

**BE IT FURTHER RESOLVED** that the Transportation Commission requires for each Public-Public Partnership project on or before January 6, 2014, a project scope, schedule, and budget developed by the Colorado Department of Transportation in the form and to the level of detailed specified by the Chief Engineer; and

**BE IT FURTHER RESOLVED** that the Transportation Commission also requires for each Public-Public Partnership project on or before January 6, 2014, evidence, in a form specified by the Chief Financial Officer, confirming a commitment by the applicant to the project scope, schedule, and budget developed by the Department, including an agreement to hold a public vote to authorize the local match by no later than April 8 if such vote is necessary; and

**BE IT FURTHER RESOLVED** that the Chief Engineer may extend the January 6, 2014 deadlines to April 7, 2014, upon application for extension from any applicant or CDOT Region Transportation Director for projects in a flood damaged area.

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

October 17, 2013  
Date

## **Discussion of Loan for the 2014 FTA Operating Grants to the Division of Transit and Rail**

For the benefit of the new Commissioners, Mark Imhoff explained the loan process that has been in place for several years. He explained that large urban areas, including RTD, Colorado Springs and Fort Collins, receive their federal transit area funds directly from the FTA. All other transit entities get their federal funds funneled through CDOT and the grant program.

The federal fiscal year began October 1, but all the transit entities operate on a calendar year budget cycle. For the entities to operate bus service on January 1, they need to have operating funds available. On January 1, CDOT issues 45-50 operating grants. In order to get the contracts in place, the funds need to be in the bank. With the delays in Washington, CDOT does not expect to have those operating funds by January 1, 2013.

In years past, the Division of Transit and Rail takes out a loan from the TC contingency to cover those operating funds. Last year the Division borrowed a little more than \$13 million. Due to the flood situations and the budget constraints, the Division has scrubbed the request and only asked for \$5.3 million. The Division will repay the loan as soon as they receive the funds from the Federal government. Formal approval is part of the budget supplement resolution.

Chairman Aden stated that this has been the process in place for several years and has been effective to avoid interruptions in service.

## **Discuss and Act on the 5<sup>th</sup> Supplement to the FY2014 Budget**

Scott Richrath stated that each month comes with a budget supplement requests, but these requests are all outside the Emergency Relief program. While some projects reference the floods, they are not part of the President's or Governor's emergency declaration. Scott then listed out which requests were against the Transportation Commission contingency:

- Region 3 requests are not against the contingency. They are both against other baseline programs in the budget.
- Region 2 requests are against Transportation Commission contingency.
- For the Division of Transit and Rail intrayear loan, standard in prior years, is a \$5.3 million request against the contingency. About \$5 million would come in March, and the balance would come around six months later.
- Staff Maintenance and Operations request is against contingency for radio console upgrades in the current fiscal year.
- The request to fund the new Transportation Systems Management and Operations Innovative Projects that are not asset management eligible projects is against contingency.
- The total against contingency is approximately \$15 million.

Chairman Aden entertained a motion to approve the 5<sup>th</sup> Supplement to the FY14 budget. Commissioner Gilliland moved to approve the resolution, and Commissioner

Connell seconded. On a vote of the Commission, the Budget Supplement was unanimously approved.

**Resolution #TC-3107**

BE IT RESOLVED THAT the 5<sup>th</sup> Supplement to the Fiscal Year 2014 Budget be approved.

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

Scott Richrath stated that a resolution passed last month gave staff authority to access the contingency outside the monthly supplemental process for purposes of moving budget actions forward on flood projects. This is a \$59 million reconciliation of CDOT's use of TC contingency funding, much of which will be reimbursed, but needed to be spent to get the roads open under the Governor's and the Presidential emergency declaration.

Chairman Aden entertained a motion to approve the First Emergency Relief Supplement. Commissioner Peterson moved to approve the supplement, and Commissioner Gilliland seconded the motion. On a vote of the Commission, the Emergency Relief supplement was unanimously approved.

**Resolution #TC-3108**

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

**Discuss and Act on the Systems Level Study for the 1601 Interchange Improvements at I-76 and Bridge Street**

Tony DeVito respectfully requested to be allowed 15 minutes rather than the allotted 5 minutes so that guests from the City of Brighton would have time to present their System Level study.

He stated that they are seeking approval for a new interchange at Bridge Street and Interstate 76. This is a Type 1 approval under Policy Directive 1601. He discussed the summary of the following requirements and deliverables to which the applicants must adhere:

- A system level study,
- A DRGOG plan amendment,
- An environmental assessment and a decision on that assessment, and
- A preliminary 30% design.

The system level study is complete. It was submitted to DRGOG in September 2013, and CDOT concurs with the results of the studies. The next step is for DRCOG to amend the 2035 plan to include this new interchange following your concurrence.

This project has been a partnership between the City of Brighton and CDOT, but it is fully funded by the City of Brighton using local capital funds.

The interchange is located on I-76 between the interchanges of Baseline and Bromley.

Dick McLean, Mayor of Brighton: Mayor McLean stated that this has been on the city's radar for many years, but it has now become a necessity. He took a moment to thank CDOT employees for their assistance in steering the team. The city has funded this process with the goal of completing the project by 2019. They have included new interchange as part of Brighton's capital improvement plan. Upon approval of the required steps, they plan to move to a final design and then construction.

The project is beneficial to the community because it provides connectivity east and west through the heart of Brighton. It relieves congestion at the Bromley interchange, and it is a cost effective solution for the economic growth of the city. A King Soopers store broke ground a few months ago less than a mile to the west, and that will increase the congestion. A large development project has been approved by the Council between Bromley and Bridge Streets. Along with the housing that is starting to boom again, these developments necessitate the new interchange.

Ken DePinto stated that currently the only way to access I-76 from Bridge Road is on the frontage roads, traveling either to Bromley or Baseline. This request is under Policy Directive 1601, which requires approval of the system level study. Brighton has thoroughly investigated the impact that this interchange would have on the community and on Interstate 76.

In order to travel from Brighton to Boulder, it is currently necessary to travel north or south of Brighton because there is no access to Bridge Street. This connection would allow travel from Broomfield to Boulder without using arterial streets.

This will also relieve long term congestion.

As part of the investigation, the city looked at ten options, deciding that a series of two, three or four roundabouts is the best options. The city is further investigating the operational benefits of each option and planning to come to a decision by the end of December.

Preliminary estimates range the roundabouts between \$6-6.5 million, funded entirely by the City of Brighton from 2014-2018. He then provided a general calendar, ending with an opening in 2019.

Commissioner Gruen asked about the impact on flow through traffic for I-76, and Ken stated that there would be no impact to the congestion. The segments on I-76 operate at a B, and may approach a C by 2035. In the near term, it will continue to be at a B. This project relieves the congestion on Bromley.

Commissioner Barry stated that Bromley Road is the Judicial Center of Adams County is located. She stated that it is visionary on the part of Brighton to commit to improve this area for the years to come. They have also ensured that it will not cause future congestion on I-76. She fully supported approval and urged the Commission to do the same.

Tony DeVito stated that he and the Region fully support the City of Brighton and asked for Commission concurrence.

Chairman Aden entertained a motion to approve the resolution for the system level study. Commissioner Barry moved to approve the resolution, and Commissioner Reiff seconded the motion. Commissioner Thiebaut asked about the role of the Chief Engineer in the Intergovernmental Agreement (IGA), and Chairman Aden stated that the Chief Engineer's involvement is the standard process. On vote of the Commission, the resolution was unanimously approved.

**RESOLUTION #TC-3109**

**Approving the Systems Level Study for the Interchange Improvements at I-76 and Bridge Street**

**Approved by the Transportation Commission on: October 17, 2013**

**WHEREAS** in November 2004 the Transportation Commission approved revisions to Policy Directive 1601 concerning the state highway interchange approval process; and

**WHEREAS** the City of Brighton has completed a System Level Study for a proposed new interchange at I-76 and Bridge Street; and

**WHEREAS** in accordance with the Policy Directive 1601, the staff of the Colorado Department of Transportation (CDOT) has reviewed the Systems Level Study and found it to be consistent with the Policy Directive 1601; and

**WHEREAS** in accordance with the Policy Directive 1601, the Systems Level Study documents the need for the proposed Interchange at I-76 and Bridge Street to accommodate anticipated travel volumes at acceptable levels of service for the next 20 years; and

**WHEREAS** the proposed interchange will provide local and regional east-west connectivity, relieve congestion at Bromley Lane and Baseline, improve access as well as traffic flow on the roadway network surrounding Bridge and I-76; and

**WHEREAS** the cost to construct the proposed Interchange is estimated to be 6.5 million in 2013 dollars; and

**WHEREAS** the City of Brighton is funding 100 percent of the construction of the Interchange at I-76 and Bridge Street and is requesting no financial support or in-kind assistance from CDOT for these efforts; and

**WHEREAS** all costs and responsibilities associated with project maintenance and operations shall be determined through an Intergovernmental Agreement (IGA) between the City of Brighton and CDOT consistent with the financial plan in this Systems Level Study; and

**WHEREAS** approval of the Final Maintenance and Operations IGA by the Chief Engineer consistent with the financial plan included in the Systems Level Study is necessary prior to construction; and

**WHEREAS** in accordance with the Policy Directive 1601, the City of Brighton was an active participant in the System Level Study and is in agreement with the proposed project and financial plan as described in the System Level Study; and

**WHEREAS** Transportation Commission approval of the Systems Level Study is contingent upon CDOT and FHWA approval of the proposed Environmental Assessment (EA) for this project; and

**WHEREAS** the Transportation Commission recognizes that this approval is not the final approval step, and recognizes that, should the environmental document identify a preferred alternative different from that identified in the Systems Level Study, the Transportation Commission will reconsider the Systems Level Study; and

**WHEREAS** approval of a proposed project by the Transportation Commission is contingent on the inclusion of the proposed project by the Denver Regional Council of Governments (DRCOG) in the fiscally constrained regional transportation plan and transportation improvement program; and

**WHEREAS** the Transportation Commission recognizes that this approval does not ensure incorporation of the proposed interchange in the constrained regional transportation plan by the corresponding MPO/TPR.; and

**WHEREAS** the City of Brighton must obtain approval of the applicable FHWA interchange access, design and environmental decision documents by the CDOT Chief Engineer and/or FHWA prior to final approval by the Chief Engineer; and

**WHEREAS** the applicant must demonstrate significant progress towards implementation of the project within 3 years of the date of approval this resolution,

**NOW THEREFORE BE IT RESOLVED**, the Transportation Commission approves the Systems Level Study for the Interchange Improvements at I-76 and Bridge Street pending:

1. Inclusion of the proposed interchange in the fiscally constrained regional transportation plan and state transportation improvement program; and
2. Completion and approval of the appropriate environmental decision document consistent with the CDOT Environmental Stewardship Guide; and
3. Approval of applicable interchange access, design and environmental permitting documents by the appropriate agencies; and
4. Approval by the Chief Engineer of an IGA for the financing, construction, maintenance and operations of the facilities associated with the construction of the Interchange consistent with the Systems Level Study.

The Chief Engineer is authorized to enter into an IGA with the applicant for the construction, maintenance and operations of the facilities associated with the construction, operations and maintenance of the Interchange at I-76 and Bridge Street and the City of Brighton consistent with this Systems Level Study.



Herman Stockinger III, Secretary  
Transportation Commission of Colorado



Date

### **Other Matters**

Commissioner Thiebaut asked if acting on Commissioner Reiff's amendment to the Consent Agenda included approving the accompanying resolution. Chairman Aden stated that it did.

### **Acknowledgements**

Chairman Aden declared that there were no listed acknowledgements.

### **Adjournment**

Commissioner announced that the meeting was adjourned.

**TRANSPORTATION COMMISSION OF COLORADO  
2014 MASTER CALENDAR**

**January**

January 1 <sup>st</sup>	Holiday	New Year's Day
January 14 <sup>th</sup>		Regional Transportation Committee
January 15 <sup>th</sup>		Workshops/Committee Meetings
January 16 <sup>th</sup>		Regular Commission Meeting
January 20 <sup>th</sup>	Holiday	Martin Luther King, Jr. Day

**February**

February 17 <sup>th</sup>	Holiday	Presidents' Day
February 18 <sup>th</sup>		Regional Transportation Committee
February 19 <sup>th</sup>		Workshops/Committee Meetings
February 20 <sup>th</sup>		Regular Commission Meeting

**March**

March 18 <sup>th</sup>		Regional Transportation Committee
March 19 <sup>th</sup>		Workshops/Committee Meetings
March 20 <sup>th</sup>		Regular Commission Meeting

**April**

April 15 <sup>th</sup>		Regional Transportation Committee
April 16 <sup>th</sup>		Workshops/Committee Meetings
April 17 <sup>th</sup>		Regular Commission Meeting

**May**

May 13 <sup>th</sup>		Regional Transportation Committee
May 14 <sup>th</sup>		Workshops/Committee Meetings
May 15 <sup>th</sup>		Regular Commission Meeting
May 26 <sup>th</sup>	Holiday	Memorial Day

**June**

June 17 <sup>th</sup>		Regional Transportation Committee
June 18 <sup>th</sup>		Workshops/Committee Meetings
June 19 <sup>th</sup>		Regular Commission Meeting

**July**

July 4 <sup>th</sup>	Holiday	Independence Day
July 15 <sup>th</sup>		Regional Transportation Committee
July 16 <sup>th</sup>		Workshops/Committee Meetings
July 17 <sup>th</sup>		Regular Commission Meeting

**August**

August 19 <sup>th</sup>		Regional Transportation Committee
August 20 <sup>th</sup>		Workshops/Committee Meetings
August 21 <sup>st</sup>		Regular Commission Meeting

**September**

September 1 <sup>st</sup>	Holiday	Labor Day
September 16 <sup>th</sup>		Regional Transportation Committee
September 17 <sup>th</sup>		Workshops/Committee Meetings
September 18 <sup>th</sup>		Regular Commission Meeting

**October**

October 13 <sup>th</sup>	Holiday	Columbus Day
October 14 <sup>th</sup>		Regional Transportation Committee
October 15 <sup>th</sup>		Workshops/Committee Meetings
October 16 <sup>th</sup>		Regular Commission Meeting

**November**

November 4 <sup>th</sup>		Election Day
November 11 <sup>th</sup>		Veterans' Day
November 18 <sup>th</sup>		Regional Transportation Committee
November 19 <sup>th</sup>		Workshops/Committee Meetings
November 20 <sup>th</sup>		Regular Commission Meeting
November 27 <sup>th</sup>	Holiday	Thanksgiving Day

**December**

December 16 <sup>th</sup>		Regional Transportation Committee
December 17 <sup>th</sup>		Workshops/Committee Meetings
December 18 <sup>th</sup>		Regular Commission Meeting
December 25 <sup>th</sup>	Holiday	Christmas Day

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

# 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:** David Fox  
Property Management

**DATE:** October 30, 2013

**SUBJECT: Transportation Commission – Property Disposal Process Brief**

On a fairly regular basis CDOT has occasion to sell excess property. The property is usually excess or remainder parcels that were acquired as part of a right of way project, but sometimes general ledger asset property (usually abandoned maintenance sites) is sold as well. All excess property sales are governed by Federal Regulations (23 CFR 710.403), State Statutes (CRS 43-1-210(5)) and CDOT Policy and Procedural Directives (1300-0, 1300-1 and 1300-2).

All property must be sold for a fair market value, unless it is relinquished to another public entity and is used for transportation or other non-proprietary public purposes such as a park or open space. Any property that is estimated to have a value over \$5,000 must be appraised by a certified general appraiser. Property that is of value to more than one owner, or could be developed as a stand-alone parcel, must be offered to any public agency with taxing authority over the parcel at fair market value. If no public entity exercises its first right of refusal to purchase a property, the property must be advertised to the public and sold via a sealed bid auction process. Property that only has value to one adjacent property owner can be sold for fair market value directly to that property owner.

Under Policy Directive 1300.0, the Transportation Commission reserves the right to approve the sale or exchange of excess property that are not associated with an active right of way project. The authority to approve excess property disposal on active projects has been delegated to the Executive Director, or his designee.

# 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. IM 0703-273  
Chief Engineer  
**PROJECT #:** IM 0703-273  
**LOCATION:** SH 40 in Golden, CO  
**PARCEL #:** 103-XA through XF  
**COUNTY:** Jefferson

**DATE:** October 30, 2013

**SUBJECT: Transportation Commission Agenda for November 21, 2013**

### **Requested Action:**

Declaration of Excess Property: Parcels 103-XA, 103-XB, 103-XC, 103-XD, 103-XE, 103-XF of CDOT Project IM 0703-273

### **Background:**

The Transportation Commission declared Parcel 103-X of the above referenced project excess via Resolution TC-1685 dated January 21, 2009. Due to multiple conveyances of the adjacent property, the sale of Parcel 103-X was delayed until October, 2013. Upon completion of the sale of Parcel 103-X, a survey was completed that indicated the retaining wall on the adjacent property, built by the previous owner, encroaches on CDOT right of way. The developer who acquired Parcel 103-X is also the new owner of the adjacent property. The new owner of the adjacent property would like to clean up the encroachments by purchasing Permanent Easements (PE's) from CDOT to allow for the continued existence of the retaining wall.

There are a total of six (6) encroachments on CDOT Right of Way that total 200 square feet. The sale of the encroachment areas will not affect the operation, maintenance, use or safety of CDOT's facility. The Region is asking that the Transportation Commission approve the sale of six (6) PE's, for the area in which the wall encroaches on CDOT Right of Way.

Parcel 103-X was sold at the fair market value price of \$90,000. The fair market value was established by the appraisal process outlined by Colorado revised Statute 43-1-210(5). The PE's will be sold based on the same \$/sf value as 103-X.

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

# EXHIBIT

SHEET 1 OF 9

## WALL ENCROACHMENT EASEMENTS

### PARCEL 103-XA

#### LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 15;  
THENCE N30°52'39"W, A DISTANCE OF 812.81 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 40, RECORDED IN BOOK 395 AT PAGE 260 OF THE JEFFERSON COUNTY RECORDS, SAID POINT BEING THE POINT OF BEGINNING;  
THENCE N07°06'43"W, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 57.43 FEET;  
THENCE S21°13'29"E, DEPARTING SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 1.02 FEET;  
THENCE S15°58'27"E, A DISTANCE OF 5.42 FEET;  
THENCE S07°17'35"E, A DISTANCE OF 42.94 FEET;  
THENCE S00°23'36"W, A DISTANCE OF 6.06 FEET;  
THENCE S04°12'26"W, A DISTANCE OF 2.18 FEET TO THE POINT OF BEGINNING.

SAID PARCEL A CONTAINS 59 SQUARE FEET, OR 0.001 ACRES MORE OR LESS.

### PARCEL 103-XB

#### LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 15;  
THENCE N35°27'56"W, A DISTANCE OF 689.73 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 40, RECORDED IN BOOK 395 AT PAGE 260 OF THE JEFFERSON COUNTY RECORDS, SAID POINT BEING THE POINT OF BEGINNING;  
THENCE N07°06'43"W, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 27.71 FEET;  
THENCE S22°01'18"E, DEPARTING SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 3.39 FEET;  
THENCE S06°12'03"E, A DISTANCE OF 24.44 FEET;  
THENCE S83°47'57"W, A DISTANCE OF 0.48 FEET TO THE POINT OF BEGINNING.

SAID PARCEL B CONTAINS 18 SQUARE FEET, OR 0.0004 ACRES MORE OR LESS.

**PARCEL 103-XC**

**LEGAL DESCRIPTION**

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 15;  
THENCE N50°45'23"W, A DISTANCE OF 487.55 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 40, RECORDED IN BOOK 395 AT PAGE 260 OF THE JEFFERSON COUNTY RECORDS, SAID POINT BEING THE POINT OF BEGINNING;  
THENCE N89°28'43"W, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 2.72 FEET TO A POINT OF NON-TANGENT CURVE;  
THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY AND ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 00°17'04", A RADIUS OF 1312.50 FEET, A CHORD WHICH BEARS N00°22'45"E, 6.51 FEET, AN ARC DISTANCE OF 6.51 FEET TO A NON-TANGENT LINE;  
THENCE S22°15'23"E, DEPARTING SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 7.06 FEET TO THE POINT OF BEGINNING.

SAID PARCEL C CONTAINS 9 SQUARE FEET, OR 0.0002 ACRES MORE OR LESS.

**PARCEL 103-XD**

**LEGAL DESCRIPTION**

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 15;  
THENCE S45°41'01"W, A DISTANCE OF 481.32 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 40, RECORDED IN BOOK 1845 AT PAGE 216 OF THE JEFFERSON COUNTY RECORDS, SAID POINT BEING THE POINT OF BEGINNING;  
THENCE S00°30'24"W, DEPARTING SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 2.69 FEET;  
THENCE S04°43'03"W, A DISTANCE OF 2.19 FEET;  
THENCE S14°33'35"W, A DISTANCE OF 2.32 FEET;  
THENCE S18°36'12"W, A DISTANCE OF 60.13 FEET;  
THENCE N71°23'48"W, A DISTANCE OF 0.48 FEET TO A POINT ON SAID WESTERLY RIGHT OF WAY LINE;  
THENCE N17°43'00"E, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 67.13 FEET TO THE POINT OF BEGINNING.

SAID PARCEL D CONTAINS 63 SQUARE FEET, OR 0.001 ACRES MORE OR LESS.

**PARCEL 103-XE**

**LEGAL DESCRIPTION**

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 15;  
THENCE S36°02'38"W, A DISTANCE OF 723.39 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 40, RECORDED AT RECEPTION NUMBER F2138549 OF THE JEFFERSON COUNTY RECORDS, SAID POINT BEING THE POINT OF BEGINNING;  
THENCE S18°17'53"W, DEPARTING SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 6.72 FEET;  
THENCE N74°05'26"W, A DISTANCE OF 1.91 FEET;  
THENCE N17°45'49"E, A DISTANCE OF 5.23 FEET TO A POINT ON SAID NORTHERLY RIGHT OF WAY LINE;  
THENCE N69°24'14"E, ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 2.51 FEET TO THE POINT OF BEGINNING.

SAID PARCEL E CONTAINS 12 SQUARE FEET, OR 0.0003 ACRES MORE OR LESS.

**PARCEL 103-XF**

**LEGAL DESCRIPTION**

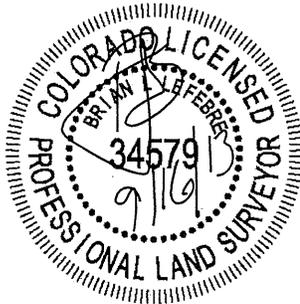
A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 15, TOWNSHIP 4 SOUTH, RANGE 70 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF JEFFERSON, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 15;  
THENCE S36°34'47"W, A DISTANCE OF 733.85 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 40, RECORDED AT RECEPTION NUMBER F2138549 OF THE JEFFERSON COUNTY RECORDS, AND A POINT OF NON-TANGENT CURVE, SAID POINT BEING THE POINT OF BEGINNING;  
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 41°47'14", A RADIUS OF 8.25 FEET, A CHORD WHICH BEARS S50°21'27"W, 5.88 FEET, AN ARC DISTANCE OF 6.02 FEET TO A TANGENT LINE;  
THENCE S71°15'04"W, A DISTANCE OF 38.59 FEET;  
THENCE N17°11'52"W, A DISTANCE OF 0.68 FEET TO A POINT ON SAID NORTHERLY RIGHT OF WAY LINE;  
THENCE N69°24'14"E, ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 44.10 FEET TO THE POINT OF BEGINNING.

SAID PARCEL F CONTAINS 58 SQUARE FEET, OR 0.001 ACRES MORE OR LESS.

BASIS OF BEARINGS:

BASIS OF BEARINGS: THE LINE BETWEEN THE EAST QUARTER CORNER OF SECTION 15, T4S, R70W, 6TH PM (A FOUND 3 1/4 INCH ALUMINUM CAP MARKED 'LANE ENG SRVING T3S R70W S15 S16 1997 LS 16837) AND A FOUND 1 INCH PLASTIC CAP MARKED 'RUBINO PLS 14142' WAS HELD AS BEARING N89°32'00"W, AS SHOWN ON THE FINAL PLAT OF GATEWAY VILLAGE FILING NO. 1, PREPARED BY PARAGON ENGINEERING CONSULTANTS, INC. AND SIGNED BY ROBERT J. RUBINO, AND RECORDED MARCH 11, 2009 IN THE JEFFERSON COUNTY RECORDS.

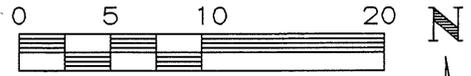
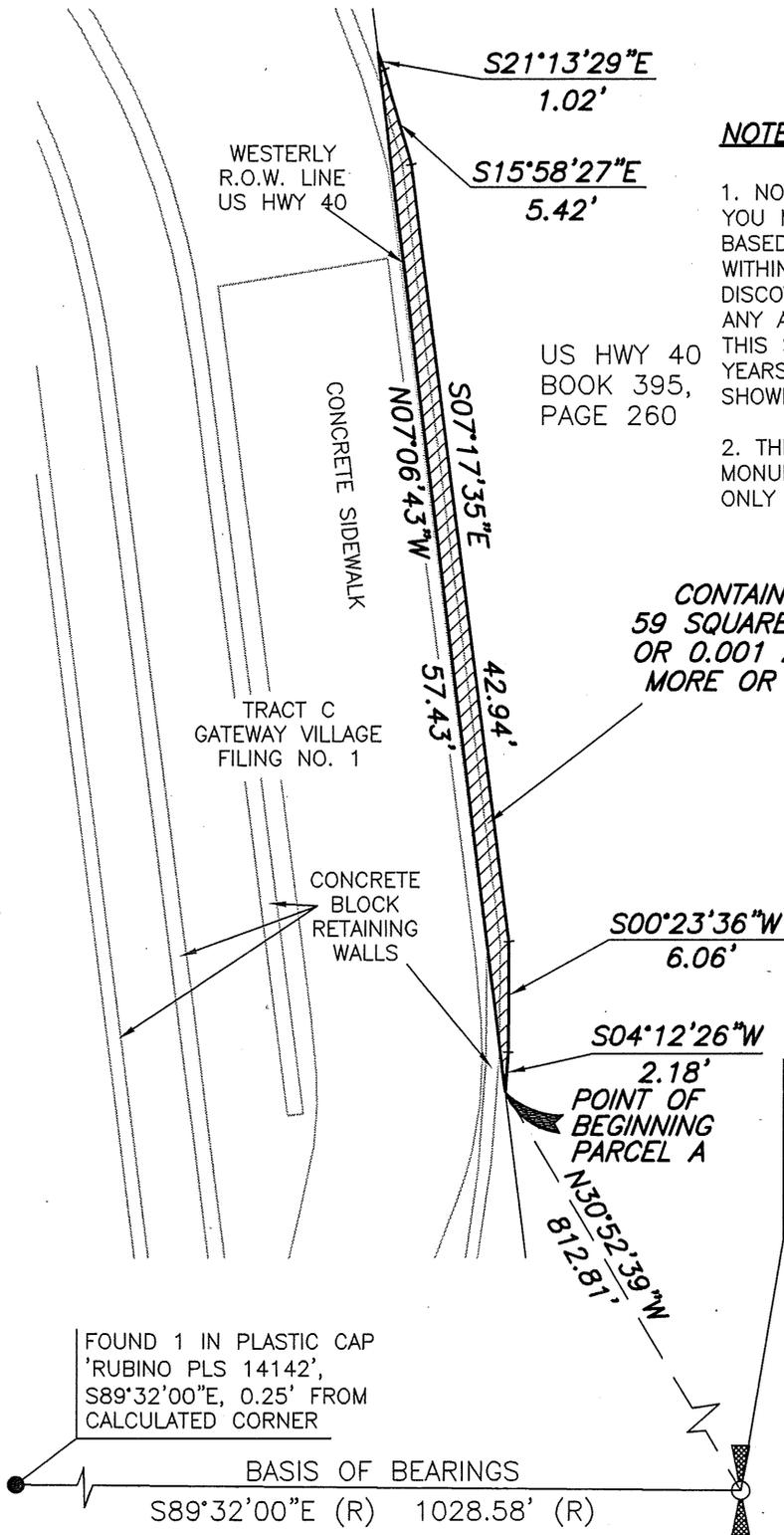


AUTHORED BY  
BRIAN L. LeFEBRE  
FOR AND ON BEHALF OF  
ZYLSTRA BAKER SURVEYING, INC.  
1510 W. TUFTS AVENUE  
ENGLEWOOD, CO 80110  
PH. (303) 781-0700  
FAX (303) 781-4193  
E-MAIL mail@zbsinc.net

ENCROACHMENTS.DOC  
9/16/2013

# EXHIBIT

A PART OF THE E. 1/2 SECTION 15,  
T. 4 S., R. 70 W., 6TH P.M.  
JEFFERSON COUNTY, COLORADO



SCALE: 1"=10'

**NOTES**

1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
2. THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS INTENDED TO ONLY DEPICT THE ATTACHED DESCRIPTION.

US HWY 40  
BOOK 395,  
PAGE 260

CONTAINING  
59 SQUARE FEET  
OR 0.001 ACRES  
MORE OR LESS



BRIAN L. LeFEBRE  
PROFESSIONAL LAND SURVEYOR  
COLORADO NO. 34579

**POINT OF COMMENCEMENT**  
EAST 1/4 CORNER SECTION 15, T4S,  
R70W, 6TH PM  
FOUND 3 1/4 INCH ALUMINUM CAP MARKED 'LANE  
ENG SRVING T3S R70W S15 S16 1997 LS 16837'  
(CAP MISLABELED. SHOULD BE T4S)

FOUND 1 IN PLASTIC CAP  
'RUBINO PLS 14142',  
S89°32'00"E, 0.25' FROM  
CALCULATED CORNER

BASIS OF BEARINGS

S89°32'00"E (R) 1028.58' (R)

ZYLSTRA BAKER SURVEYING INC. 1510 WEST TUFTS AVENUE ENGLEWOOD, CO 80110 PHONE (303) 781-0700	
YENTER COMPANIES	
WALL ENCROACHMENT EASEMENTS	
SCALE: 1"=10'	DR: WALLENCS.DWG
DRN. JRT	DATE: 9/16/13
JOB NO. 2013-0304	CHK. BLF
SHEET 5 OF 9	

# EXHIBIT

A PART OF THE E. 1/2 SECTION 15,  
T. 4 S., R. 70 W., 6TH P.M.  
JEFFERSON COUNTY, COLORADO



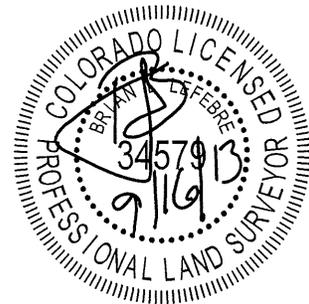
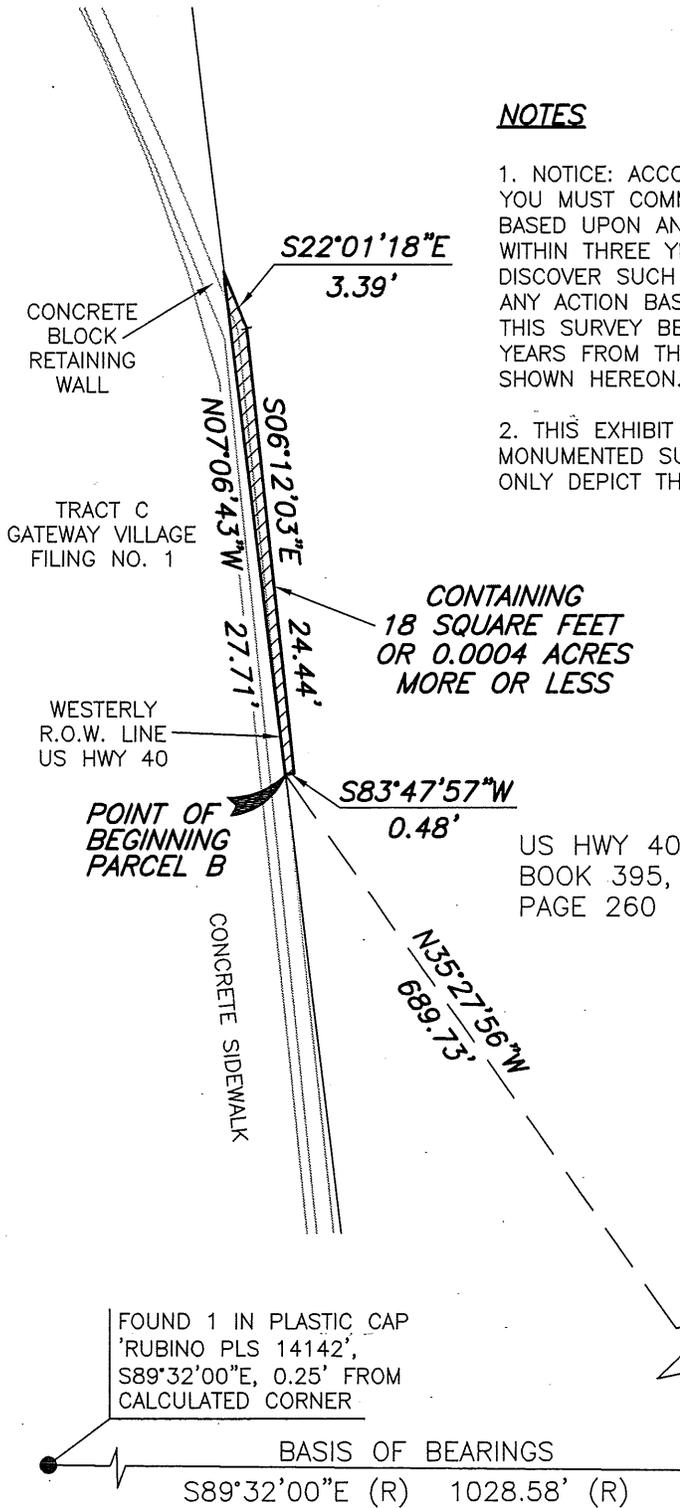
SCALE: 1"=10'



**NOTES**

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2. THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS INTENDED TO ONLY DEPICT THE ATTACHED DESCRIPTION.



BRIAN L. LeFEBRE  
PROFESSIONAL LAND SURVEYOR  
COLORADO NO. 34579

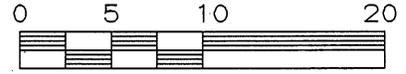
**POINT OF COMMENCEMENT**

EAST 1/4 CORNER SECTION 15, T4S,  
R70W, 6TH PM  
FOUND 3 1/4 INCH ALUMINUM CAP MARKED 'LANE  
ENG SRVING T3S R70W S15 S16 1997 LS 16837'  
(CAP MISLABELED. SHOULD BE T4S)

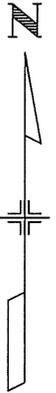
ZYLSTRA BAKER SURVEYING INC. 1510 WEST TUFTS AVENUE ENGLEWOOD, CO 80110 PHONE (303) 781-0700	
YENTER COMPANIES	
WALL ENCROACHMENT EASEMENTS	
SCALE: 1"=10'	DR: WALLENC.S.DWG
DRN. JRT	DATE: 9/16/13
JOB NO. 2013-0304	CHK. BLF
SHEET 6 OF 9	

# EXHIBIT

A PART OF THE E. 1/2 SECTION 15,  
T. 4 S., R. 70 W., 6TH P.M.  
JEFFERSON COUNTY, COLORADO



SCALE: 1"=10'



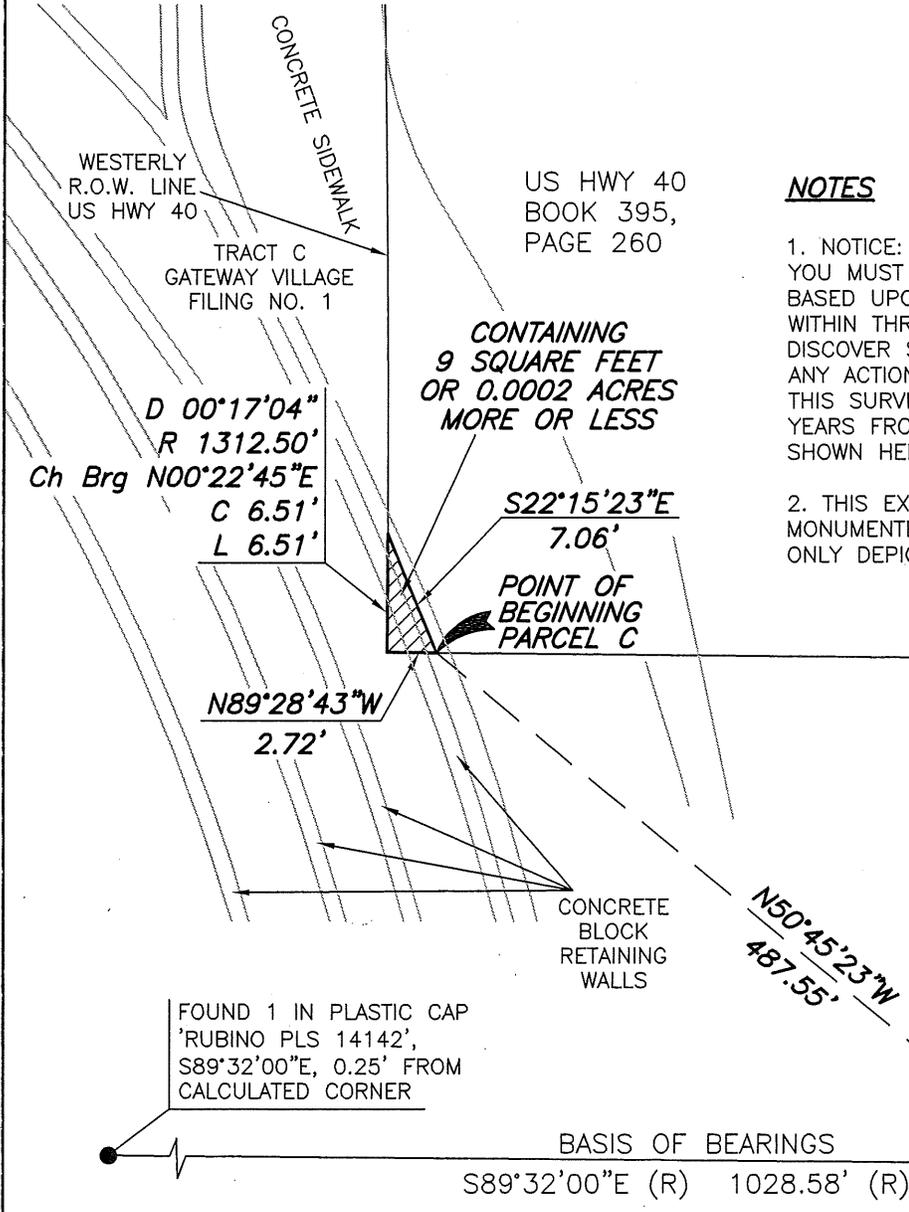
### NOTES

1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

2. THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS INTENDED TO ONLY DEPICT THE ATTACHED DESCRIPTION.



BRIAN L. LeFEBRE  
PROFESSIONAL LAND SURVEYOR  
COLORADO NO. 34579



### POINT OF COMMENCEMENT

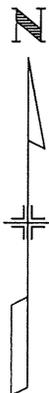
EAST 1/4 CORNER SECTION 15, T4S,  
R70W, 6TH PM

FOUND 3 1/4 INCH ALUMINUM CAP MARKED 'LANE  
ENG SRVING T3S R70W S15 S16 1997 LS 16837'  
(CAP MISLABELED. SHOULD BE T4S)

ZYLSTRA BAKER SURVEYING INC. 1510 WEST TUFTS AVENUE ENGLEWOOD, CO 80110 PHONE (303) 781-0700	
YENTER COMPANIES	
WALL ENCROACHMENT EASEMENTS	
SCALE: 1"=10'	DR: WALLENC.S.DWG
DRN. JRT	DATE: 9/16/13
JOB NO. 2013-0304	CHK. BLF
SHEET 7 OF 9	

# EXHIBIT

A PART OF THE E. 1/2 SECTION 15,  
T. 4 S., R. 70 W., 6TH P.M.  
JEFFERSON COUNTY, COLORADO



SCALE: 1"=10' BASIS OF BEARINGS

S89°32'00"E (R) 1028.58' (R)

FOUND 1 IN PLASTIC CAP  
'RUBINO PLS 14142',  
S89°32'00"E, 0.25' FROM  
CALCULATED CORNER

S45°41'01"W  
481.32'

S00°30'24"W  
2.69'

S04°43'03"W  
2.19'

S14°33'35"W  
2.32'

**POINT OF COMMENCEMENT**

EAST 1/4 CORNER SECTION 15, T4S,  
R70W, 6TH PM  
FOUND 3 1/4 INCH ALUMINUM CAP  
MARKED 'LANE ENG SRVING T3S R70W  
S15 S16 1997 LS 16837'  
(CAP MISLABELED. SHOULD BE T4S)

**POINT OF BEGINNING  
PARCEL D**

CONCRETE  
BLOCK  
RETAINING  
WALLS

CONTAINING  
63 SQUARE FEET  
OR 0.001 ACRES  
MORE OR LESS

US HWY 40  
BOOK 1845,  
PAGE 216

TRACT B  
GATEWAY VILLAGE  
FILING NO. 1

CONCRETE SIDEWALK

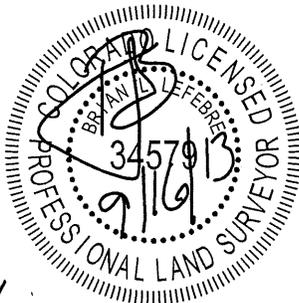
N17°43'00"E

S18°36'12"W

67.13'  
60.13'

WESTERLY  
R.O.W. LINE  
US HWY 40

N71°23'48"W  
0.48'



BRIAN L. LeFEBRE  
PROFESSIONAL LAND SURVEYOR  
COLORADO NO. 34579

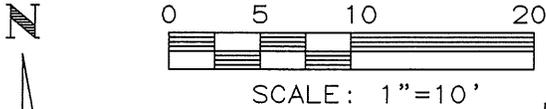
**NOTES**

1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
2. THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS INTENDED TO ONLY DEPICT THE ATTACHED DESCRIPTION.

ZYLSTRA BAKER SURVEYING INC. 1510 WEST TUFTS AVENUE ENGLEWOOD, CO 80110 PHONE (303) 781-0700	
YENTER COMPANIES	
WALL ENCROACHMENT EASEMENTS	
SCALE: 1"=10'	DR: WALLENC.S.DWG
DRN. JRT	DATE: 9/16/13
JOB NO. 2013-0304	CHK. BLF
SHEET 8 OF 9	

# EXHIBIT

A PART OF THE E. 1/2 SECTION 15,  
T. 4 S., R. 70 W., 6TH P.M.  
JEFFERSON COUNTY, COLORADO



BASIS OF BEARINGS

S89°32'00"E (R) 1028.58' (R)

FOUND 1 IN PLASTIC CAP  
'RUBINO PLS 14142',  
S89°32'00"E, 0.25' FROM  
CALCULATED CORNER

**POINT OF COMMENCEMENT**

EAST 1/4 CORNER SECTION 15, T4S,  
R70W, 6TH PM  
FOUND 3 1/4 INCH ALUMINUM CAP  
MARKED 'LANE ENG SRVING T3S R70W  
S15 S16 1997 LS 16837'  
(CAP MISLABELED. SHOULD BE T4S)

**NOTES**

1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
2. THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED SURVEY. IT IS INTENDED TO ONLY DEPICT THE ATTACHED DESCRIPTION.



BRIAN L. LeFEBRE  
PROFESSIONAL LAND SURVEYOR  
COLORADO NO. 34579

LOT 8  
GATEWAY VILLAGE  
FILING NO. 1

TRACT B  
GATEWAY VILLAGE  
FILING NO. 1  
  
CONTAINING  
12 SQUARE FEET  
OR 0.0003 ACRES  
MORE OR LESS

NORTHERLY  
R.O.W. LINE  
US HWY 40

POINT OF  
BEGINNING  
PARCEL F

CONCRETE  
BLOCK  
RETAINING  
WALLS

POINT OF  
BEGINNING  
PARCEL E

CONCRETE  
BLOCK  
RETAINING  
WALL

N69°24'14"E  
2.51'

S18°17'53"W  
6.72'

N17°45'49"E  
5.23'

N74°05'26"W  
1.91'

N69°24'14"E  
S71°15'04"W

44.10'  
38.59'

Ch Brg S50°21'27"W  
D 41°47'14"  
R 8.25'  
C 5.88'  
L 6.02'

N17°11'52"W  
0.68'  
CONTAINING  
58 SQUARE FEET  
OR 0.001 ACRES  
MORE OR LESS

US HWY 40  
REC. NO.  
F2138549

ZYLSTRA BAKER SURVEYING INC.  
1510 WEST TUFTS AVENUE ENGLEWOOD, CO 80110  
PHONE (303) 781-0700

YENTER COMPANIES

WALL ENCROACHMENT  
EASEMENTS

SCALE: 1"=10' DR: WALLENC.S.DWG

DRN. JRT DATE: 9/16/13 CHK. BLF

JOB NO. 2013-0304 SHEET 9 OF 9

**PROJECT #:** IM 0703-273  
**LOCATION:** SH 40 in Golden, CO  
**PARCEL #:** 103-XA through XF  
**COUNTY:** Jefferson

### **PROPOSED RESOLUTION**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# STATE OF COLORADO

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**DEPARTMENT OF TRANSPORTATION**

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



DATE: November 21, 2013

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: Sixth Supplement – FY 2014

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

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

**Budget actions requested:**

**Region 1**

- \$500,000 – FASTER Safety Program – *I-25 (Lincoln to Broadway) and I-225 (I-25 to Parker Road): TREX Latent Defect Issues – Safety* – This action budgets the design phase of work for the design and review of remedies to address defects discovered along the TREX corridor which present a significant safety hazard to the traveling public. The primary known defect is corrosion of the anchor bolts of coping panels along walls in CDOT and Regional Transportation District (RTD) row of way. The corrosion also severely limits the capacity to maintain the 75-year design life. An independent cost estimate (ICE) was conducted on 10/16/2013 by CDOT staff to determine the estimated design, review, and construction costs for this project. The summary of itemized costs follows. The TREX project is unusual in that it is covered under existing insurance policies; however, the insurance deductible is \$500,000. CDOT management has concurred with the plan to initially budget the known deductible amount in order to begin the necessary design work. (19869/1000186450)

Design and Review costs	\$ 99,234
Construction costs	\$1,000,000
Traffic Control costs	\$ 50,000
	<u>\$1,149,234</u>

I-25 and I-225: TREX Defect Repairs

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Supplement Request		
Design	<i>FASTER Safety</i>	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0
	<b>Total Design</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$0</b>

- \$3,721,000 – FASTER Safety – *US 287(120<sup>th</sup> Avenue)/Lowell Interchange* – Reconstruction – This budgets the ROW and construction phases of work for intersection improvements which will consist of additional turn lanes, minor widening, and traffic signal replacement. Construction is scheduled for December 2013. (18337/1000186451)

US 287(120<sup>th</sup> Avenue)/Lowell Interchange

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
ROW	<i>FASTER Safety</i>	\$0	\$0	\$0	\$85,000	\$0	\$85,000	\$85,000	\$0
	<b>Total ROW</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,000</b>	<b>\$0</b>	<b>\$85,000</b>	<b>\$85,000</b>	<b>\$0</b>
Design	<i>FASTER Safety</i>	\$540,000	\$0	\$540,000	\$0	\$0	\$0	\$540,000	\$462,162
	<b>Total Design</b>	<b>\$540,000</b>	<b>\$0</b>	<b>\$540,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$540,000</b>	<b>\$462,162</b>
Construction	<i>FASTER Safety</i>	\$0	\$0	\$0	\$3,636,000	\$0	\$3,636,000	\$3,636,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,636,000</b>	<b>\$0</b>	<b>\$3,636,000</b>	<b>\$3,636,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$540,000</b>	<b>\$0</b>	<b>\$540,000</b>	<b>\$3,721,000</b>	<b>\$0</b>	<b>\$3,721,000</b>	<b>\$4,261,000</b>	<b>\$462,162</b>

**Region 4**

- \$2,900,000 – Surface Treatment Program – I-25: *Harmony Road South (MP 259 – 265.5)* – Rubblization and Overlay – This action is required to supplement the construction phase of work to meet the engineer’s estimate. Construction advertisement is scheduled for November 2013. (17800/1000186479)

**I-25: Harmony Road to South Lake - Rubblization and Overlay**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
Construction	<i>Federal-aid</i>	\$10,788,333	\$0	\$10,788,333	\$0	\$2,645,090	\$2,645,090	\$13,433,423	\$0
	<i>State HUTF</i>	\$1,039,683	\$0	\$1,039,683	\$0	\$254,910	\$254,910	\$1,294,593	\$0
	<b>Total Construction</b>	<b>\$11,828,016</b>	<b>\$0</b>	<b>\$11,828,016</b>	<b>\$0</b>	<b>\$2,900,000</b>	<b>\$2,900,000</b>	<b>\$14,728,016</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$11,828,016</b>	<b>\$0</b>	<b>\$11,828,016</b>	<b>\$0</b>	<b>\$2,900,000</b>	<b>\$2,900,000</b>	<b>\$14,728,016</b>	<b>\$0</b>

- \$4,000,000 – FASTER Safety – US 287: *SH 1 to La Porte Bypass* – Reconstruction – This action is required to supplement the ROW and utility phases of work. The preconstruction activities are in the final stretch, and the region is striving for a spring 2014 advertisement date. Once certain aspects of ROW acquisition and utility relocations are determined, a scheduled ad date can be set. RAMP Public-Public Partnership will fund 50% of the \$36 million future construction project. (12372/1000186478)

**US 287: SH 1 to La Porte Bypass**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
ROW	<i>Federal-aid</i>	\$3,710,930	\$0	\$3,710,930	\$0	\$0	\$0	\$3,710,930	\$3,306,024
	<i>State HUTF</i>	\$319,070	\$0	\$319,070	\$0	\$0	\$0	\$319,070	\$319,070
	<i>FASTER Safety</i>	\$0	\$500,000	\$500,000	\$1,300,000	\$0	\$1,300,000	\$1,800,000	\$416,290
	<b>Total ROW</b>	<b>\$4,030,000</b>	<b>\$500,000</b>	<b>\$4,530,000</b>	<b>\$1,300,000</b>	<b>\$0</b>	<b>\$1,300,000</b>	<b>\$5,830,000</b>	<b>\$4,041,384</b>
Utility	<i>Federal-aid</i>	\$12,419	\$0	\$12,419	\$0	\$0	\$0	\$12,419	\$0
	<i>State HUTF</i>	\$2,581	\$0	\$2,581	\$0	\$0	\$0	\$2,581	\$0
	<i>FASTER Safety</i>	\$0	\$0	\$0	\$2,700,000	\$0	\$2,700,000	\$2,700,000	\$0
	<b>Total Utility</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$2,700,000</b>	<b>\$0</b>	<b>\$2,700,000</b>	<b>\$2,715,000</b>	<b>\$0</b>
Design	<i>Federal-aid</i>	\$3,823,176	\$0	\$3,823,176	\$0	\$0	\$0	\$3,823,176	\$3,598,161
	<i>State HUTF</i>	\$623,686	\$0	\$623,686	\$0	\$0	\$0	\$623,686	\$576,544
	<i>Senate Bill 1</i>	\$245,138	\$0	\$245,138	\$0	\$0	\$0	\$245,138	\$245,138
	<b>Total Design</b>	<b>\$4,692,000</b>	<b>\$0</b>	<b>\$4,692,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,692,000</b>	<b>\$4,419,843</b>
<b>Total Project Budget</b>		<b>\$8,737,000</b>	<b>\$500,000</b>	<b>\$9,237,000</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$13,237,000</b>	<b>\$8,461,227</b>

**Region 5**

- \$2,350,617 – Surface Treatment Program, FASTER Safety, and ITI – US 50 / US 285: Poncha Springs – Intersection Improvements – This action budgets the construction phase of work. Construction advertisement is scheduled for December 2013. (19082/1000186684)

**US 50 / US 285: Intersection @ Poncha Springs**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
Design	<i>Federal-aid</i>	\$298,045	\$0	\$298,045	\$0	\$0	\$0	\$298,045	\$253,366
	<i>State HUTF</i>	\$61,955	\$0	\$61,955	\$0	\$0	\$0	\$61,955	\$61,955
	<b>Total Design</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$315,321</b>
Construction	<i>Federal-aid</i>	\$331,160	\$203,226	\$534,386	\$562,972	\$0	\$562,972	\$1,097,358	\$0
	<i>State HUTF</i>	\$68,840	\$42,245	\$111,085	\$117,028	\$0	\$117,028	\$228,113	\$0
	<i>FASTER Safety</i>	\$0	\$0	\$0	\$1,670,617	\$0	\$1,670,617	\$1,670,617	\$0
	<i>Town of Poncha Springs</i>	\$0	\$100,000	\$100,000	\$0	\$0	\$0	\$100,000	\$0
	<b>Total Construction</b>	<b>\$400,000</b>	<b>\$345,471</b>	<b>\$745,471</b>	<b>\$2,350,617</b>	<b>\$0</b>	<b>\$2,350,617</b>	<b>\$3,096,088</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$760,000</b>	<b>\$345,471</b>	<b>\$1,105,471</b>	<b>\$2,350,617</b>	<b>\$0</b>	<b>\$2,350,617</b>	<b>\$3,456,088</b>	<b>\$315,321</b>

**Staff Branches – Property Management**

- \$300,000 – Advance of FY 2015 Property Management Budget – Crook Maintenance Facility Replacement – The advancement of FY 2015 property funds is being requested to accelerate the project in this fiscal year. Total replacement cost of the facility is estimated at \$900,000. (/10001...)

**Crook Facility Replacement**  
*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Supplement Request		
Miscellaneous	<i>Property Program</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Total Miscellaneous</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

- \$2,000,000 – Advancement of FY 2015 Property Management Budget – Region 4 Administration Headquarters Facility Relocation – The advancement of FY 2015 property funds is being requested to complete a site analysis for this project. Full project cost is anticipated to be \$19 million. It is the Department’s intent to seek certificates of participation (COP) for the full cost of the project, at which time the FY 2015 property budget will be reimbursed for this advancement of funds. (/10001...)

**Region 4 Administration Headquarters Facility Relocation**  
*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Supplement Request		
Miscellaneous	<i>Property Program</i>	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0
	<b>Total Miscellaneous</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>

**RAMP**  
**Responsible Acceleration of Maintenance and Partnerships**

**Operations**

**Region 1**

- \$3,250,000 – Strategic Corridor Program – *I-70: Eastbound Peak Period Shoulder Lane (Empire Junction to Twin Tunnels)* – Reconstruction – This action takes the design effort from 20% to final design. Construction is scheduled for July 2014. The RAMP program comprises 59% of the total project budget to-date. (19474/1000186449)

I-70: Eastbound Peak Period Shoulder Lane (Empire Junction to Twin Tunnels)

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
Design	<i>Federal-aid</i>	\$1,368,150	\$729,680	\$2,097,830	\$2,964,325	\$0	\$2,964,325	\$5,062,155	\$234,257
	<i>State HUTF</i>	\$131,850	\$70,320	\$202,170	\$285,675	\$0	\$285,675	\$487,845	\$0
	<b>Total Design</b>	<b>\$1,500,000</b>	<b>\$800,000</b>	<b>\$2,300,000</b>	<b>\$3,250,000</b>	<b>\$0</b>	<b>\$3,250,000</b>	<b>\$5,550,000</b>	<b>\$234,257</b>
<b>Total Project Budget</b>		<b>\$1,500,000</b>	<b>\$800,000</b>	<b>\$2,300,000</b>	<b>\$3,250,000</b>	<b>\$0</b>	<b>\$3,250,000</b>	<b>\$5,550,000</b>	<b>\$234,257</b>

**Public – Public Partnership**

**Region 3**

- \$3,500,000 – Strategic Corridor Program – *I-70: Eagle Interchange - Phase 2* – Reconstruction – This action augments the region’s contribution to the construction phase of work. Construction advertisement is scheduled for November 2013. The RAMP program comprises 35.40% of the total project budget to-date. Note: There is a previously executed Interagency Agreement (IGA), demonstrating the local agency’s commitment to this project. (19459/1000186416)

I-70: Eagle Interchange - Phase 2

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget				Sixth Supplement Action				Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced		Total	FY 2014	FY 2015	Total Request		
				FY 2015	FY 2016						
Construction	<i>Federal-aid</i>	\$149,458	\$0	\$1,517,762	\$1,550,011	\$3,217,231	\$3,500,000	\$0	\$3,500,000	\$6,717,231	\$0
	<i>Town of Eagle</i>	\$3,037,365	\$0	\$0	\$0	\$3,037,365	\$0	\$0	\$0	\$3,037,365	\$0
	<b>Total Construction</b>	<b>\$3,186,823</b>	<b>\$0</b>	<b>\$1,517,762</b>	<b>\$1,550,011</b>	<b>\$6,254,596</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$3,500,000</b>	<b>\$9,754,596</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$3,186,823</b>	<b>\$0</b>	<b>\$1,517,762</b>	<b>\$1,550,011</b>	<b>\$6,254,596</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$3,500,000</b>	<b>\$9,754,596</b>	<b>\$0</b>

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**Sixth  
Supplement**

**Fiscal year 2013-2014**

**Dated: November 21, 2013**

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**RESOLUTION NO. TC –**

**“BE IT RESOLVED, That the Sixth Supplement to the Fiscal Year 2013-2014  
Budget be approved by the Commission”**

		<i>PROGRAM DETAILS</i>					
<i>STIP</i>	<i>ROUTE</i>	<i>PROJECT DESCRIPTION</i>	<i>COUNTY(S)</i>	<i>PHASE(S)</i>	<i>CURRENT BUDGET</i>	<i>SUPPLEMENT</i>	
<b><u>Property Management</u></b>							
<b><u>Region 4</u></b>							
		Crook Maintenance Facility Replacement - Advance FY 2015			M	\$ -	\$ 300,000
		Region 4 Administration Headquarters Facility Relocation - Advance FY 2015			M	\$ -	\$ 2,000,000
						\$	2,300,000
<b><u>Reconstruction</u></b>							
<b><u>Region 1</u></b>							
SSP4126	070A	I-70: Eastbound Peak Period Shoulder Lane	19474	Clear Creek	D	\$ 2,300,000	\$ 3,250,000
<b><u>Region 3</u></b>							
SSP4326	006E/070F/070A	I-70: Eagle Interchange - Phase II	19459	Eagle	C	\$ 6,254,596	\$ 3,500,000
<b><u>Region 4</u></b>							
SR46606	287C	US 287: SH 1 to La Porte Bypass	12372	Larimer	R,U,D	\$ 9,237,000	\$ 4,000,000
						\$	10,750,000
<b><u>Safety</u></b>							
<b><u>Region 1</u></b>							
SSP4127	025A/225A	I-25 & I-225: TREX Defect Repairs	19869	Arapahoe/Denver/Douglas	D	\$ -	\$ 500,000
SDR7065	287C	US 287(120 <sup>th</sup> Avenue)/Lowell Interchange	18337	Adams	R,D,C	\$ -	\$ 3,721,000
<b><u>Region 5</u></b>							
SR56689	050A/285B	US 50 / US 285: Poncha Springs	19082	Chaffee	D,C	\$ 1,105,471	\$ 2,350,617
						\$	6,571,617
<b><u>Surface Treatment</u></b>							
<b><u>Region 4</u></b>							
SR45218	025A	I-25: Harmony Road to South Lake	17800	Larimer	C	\$ 11,828,016	\$ 2,900,000
						\$	2,900,000
<b>Grand Total</b>						\$	<b>22,521,617</b>

# STATE OF COLORADO

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Maintenance & Operations Branch  
Property Management Section  
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Golden, Colorado 80401  
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**TO:** Transportation Commission

**FROM:** Scott Richrath  
CDOT - Chief Financial Officer

**DATE:** November 21, 2013

**SUBJECT:** **New Region 4 HQ Building Project Approval Request**

### **Requested Action**

Provide project and initial budget approval for the new Region 4 Headquarters Building Project.

Property Management is requesting to advance \$2M of FY 15 Property Management Capital Construction Budget for the Region 4 Headquarters Relocation Project on the November 21, 2013, TC Meeting Agenda. The selected Design-Build Team has agreed to hold their fee proposal until December 31, 2013. The \$2M budget advancement will allow CDOT to engage the design-build firm by the December 31, 2013, deadline, purchase the property required for the project, complete design documents upon Johnny Olson's return from the incident command center and negotiate the GMP construction contract. A cash flow analysis for the project has been attached to this memo. The remainder of the project budget will be requested in March 2014, and will be based on the negotiated GMP contract rather than Project Estimates. This approach gives CDOT time to evaluate the impacts of the flood and determine if the project should be funded with cash or Certificates of participation in March.

### **Project Background**

CDOT engaged an outside consultant team to evaluate the Headquarters Complex in Denver along with the Region 2 and Region 4 Headquarters Buildings in order to determine the feasibility of providing Class B working conditions for CDOT staff. The costs of bringing each of the existing locations up to a Class B facility was compared to purchasing existing buildings currently on the market or build to suit options. The reports issued by the consultant team identified life safety hazards and operational inefficiencies at the existing Region 4 headquarters (R4 HQ). As a result of the reports, R4 was determined to be the highest priority replacement project by Senior Management.

On May 16, 2013, CDOT Property Management and R4 presented a summary of the project to the Transportation Commission (TC). Many of the Commissioners had visited the existing R4 HQ in the past and viewed the life safety hazards first hand. The TC committed to providing funding for this project once a final site selection had been made.

### **Program and Site Selection**

The existing R4 HQ consists of two distinct programs. The first is the administrative and engineering staff. The second is the regional heavy duty maintenance shop and supply room (Shop). R4 recently purchased a 54 acre parcel in Gilcrest. The Gilcrest parcel is being used to build a new building to consolidate two maintenance patrols and a bridge crew (Patrol Building). The Gilcrest parcel is large enough to accommodate the Shop as well as the Patrol Building. The consultant team, Senior Management and R4 Management determined the collocation of the Shop and the Patrol Building would create additional functional efficiencies (shared wash bays, shared equipment, flexible use of all available maintenance bays, etc.) than if the shop was co-located with the administrative building.

Two sites have been evaluated for the construction of the new building that would house the administrative and engineering staff (Admin HQ). One site for the Admin HQ is located on the north side of Business 34 and would require the acquisition of a five acre parcel that adjoins the existing Greeley West Maintenance Yard (West Yard). The additional five acres would be used to relocate some of the existing West Yard buildings north, away from the immediate Business 34 frontage. The new Admin HQ would then be built south of the maintenance functions and screen the maintenance functions from the

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view of the traveling public. The other site is approximately one quarter mile east of the West Yard on the south side of Business 34 in the Promontory Business Park.

Initial cost estimates, based on a rough site plan created by the consultant team indicated a \$2.1M cost premium to complete the improvements required to construct the Admin HQ at the West Yard Site. CDOT has recently selected a design-build team for the project. The selected design-build firm asked if they could provide an analysis of the two sites to help CDOT make a decision between the two sites. The design-build team was able to re-work the West Yard site plan in a way that allowed CDOT to keep one of the maintenance buildings in place that was originally planned to be demolished and reconstructed, eliminate five acres of site grading and 122,770 sf of pavement and reduce the amount of money needed to solve drainage issues on the site. The new site plan was estimated by the consultant team using the same unit costs as the previous site plan. As currently planned the premium to construct the Admin HQ at the West Yard has been reduced to \$855,735.

Commissioner Peterson, the design-build team, Region 4 Management and Region 4 Staff all believe the West Yard Site is worth the \$855,735 premium for the following reasons:

- Based on higher landscaping maintenance requirements and total property needed to complete the project at Promontory, it is estimated that the West Yard will cost \$371,706 less to maintain over a ten year time period, discounted to current year dollars at 3%.
- The site is highly visible to the traveling public. The new administrative building will present a more attractive entrance to the City of Greeley, address the City of Greeley's request to "clean up" the existing West Yard site, and project a more positive image of CDOT.
- The West Yard entrance is located at a signalized intersection. The signalized intersection provides for safer, easier access for employees and constituents than the right in right out intersection at the Promontory site.
- The Promontory site is bounded on two sides by future residential development, both of which have the potential to provide a pool of future, long term complaints about normal CDOT operational activities.
- Although the Promontory site is within a business park, it is removed from the existing office buildings. The West Yard shares an intersection with the main office tenants of the Promontory Business Park. The West yard actually more effectively leverages the campus feel of a business park than the Promontory site.
- Development of the Promontory Site will require review and approval by an architectural review board. The West Yard will allow flexibility to explore the use of more cost effective, energy efficient materials than may be allowed at the Promontory site, especially for the light duty bays that will be required to maintain the 100+ white fleet vehicles on site.
- The New, efficient site plan allows for safe separation of administrative and maintenance activities. It also allows for future growth of either function if it is ever required.

### **Impacts of Project Delay**

Johnny Olson, Region 4 RTD, is currently managing the flood recovery efforts. His time is 100% dedicated to flood recovery projects. Design of the Admin HQ should not proceed until Mr. Olson has time to dedicate to the building project. There are four major reasons why it is critical not to delay the approval of this project:

- Current projections for escalation are 0.5% per month this year, with 0.8% per month forecast for Q1 2014. This translates into \$158,000 additional cost per month on this project in 2014.
- A determination has been made to demolish the Evans Residency as a result of flooding damage. Insurance will pay for temporary lease space for the employees from this building, but only for a limited time. CSP has momentum to move and they will have money on hand from insurance and emergency funds to help pay for their portion (\$1.2M) of the new building. If this project is put on hold, new space will have to be identified to buy or lease for the CDOT and CSP Evans Staff. Initial estimates indicate that a replacement of the Evans Facility would cost approximately \$3.5M. The Evans share of the new building, as a result of consolidation, is only about \$2.4M.

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The flood does not impact the initial capital cost of the new building project, because the new building was already programmed to include the Evans Staff at either the Promontory or West Yard site. CDOT did plan to sell the Evans Facility upon completion of the new building. At this time it is unclear whether insurance/FEMA reimbursements will equal the anticipated sales price of the Evans Facility. Any insurance/FEMA funds received from the Evans facility will be used to offset the new building project costs.

- Although there is a lot of priority re-building to do in Region 4, the needs of the existing R4 staff have not changed. The existing facility is still functionally obsolete and contains life safety hazards for the workers.
- The selected design-build firm has agreed to honor the terms of their general conditions and fee proposal through December 31, 2013. The general conditions and fee proposal is \$2.4M and includes all of the design fees, overhead costs and administrative oversight on the project from initiation through completion. The design-build firm has also created a total project budget estimate. Unit costs and labor rates for that budget estimate are not locked until the Guaranteed Maximum Price Contract is signed thirty days after the completion of Design Development, anticipated to be 90 days after contract execution. If a delay to the project were required, the Design-Build team would have to justify any variations to the control estimate, including the 0.8% per month forecast for Q1 2014 escalation.
- If a contract is not executed by December 31, 2013, CDOT would be required to re-advertise the project and re-do the lengthy selection process.
- CDOT negotiated letters of intent to purchase both the Promontory property and the property adjacent to the West Yard. The letters of intent have expired, but discussions with both property owners indicate that the negotiated purchase prices will be honored. Final purchase contracts must still be negotiated.

### Attachments

Project Budget Estimate Design Start December  
Project Budget Estimate Design Start March  
Monthly Cash Flow Analysis with Admin Design Start in December  
Monthly Cash Flow Analysis with Admin Design Start in March  
10 Year Operation Expense Analysis

<b>Project:</b> CDOT Region 4 BTS & Relocation <b>Location:</b> Region 04 - Greeley, CO	<b>TOTAL PROJECT COST</b>		
	<b>WEST YARD (REVISED) 04 NOV 13</b>	<b>PROMONTORY 02 MAY 13</b>	<b>DELTA WEST YARD ABOVE OR (BELOW) PROMONTORY</b>
<b><u>Project Cost Summary</u></b>			
Land Purchase Price	490,050	871,200	(381,150)
<b>Land Purchase</b>	<b>490,050</b>	<b>871,200</b>	<b>(381,150)</b>
Sitework (Allowance)	2,727,335	3,042,578	(315,243)
New BTS Administration Building	6,712,020	7,010,935	(298,915)
Core & Shell: CSP Offices	w/ Above	w/ Above	
New Light Duty Equipment Building	274,126	338,935	(64,809)
Relocate West Yard Paint Building	Excluded		
Relocate West Yard Traffic Building	187,489		187,489
Demo & Build New West Yard Sand & Deicer Storage	363,346		363,346
West Yard Equipment Relocation	157,520		157,520
West Yard Paving at New Storage Yard	325,664		325,664
LEED Certifications (minimum) (at Admin Bldg only)	533,668	533,668	
Tenant Finish: CSP Offices	242,289	242,289	
New Maintenance Building	2,279,276	2,392,154	(112,878)
Scope, Equipment, and Location Adjustments	1,237,185	1,237,185	
<b>Hard Costs of Construction</b>	<b>15,039,917</b>	<b>14,797,744</b>	<b>242,173</b>
Design, Engineering, Prof Fees & Material Testing	1,429,750	1,158,389	271,361
Contingency	793,865	987,854	(193,989)
Permits & Tap Fees - Allowance	327,455	262,461	64,994
Office Relocation Costs	80,545	80,545	
IT Equipment Relocation	49,162	49,162	
Furnishings, Fixtures & Equipment	792,645	792,645	
<b>Soft Costs - Administrative Project</b>	<b>3,473,422</b>	<b>3,331,056</b>	<b>142,366</b>
Design, Engineering, Prof Fees & Material Testing	512,117	w/ Above	
Contingency	340,228	w/ Above	
Permits & Tap Fees - Allowance	w/ Above	w/ Above	
Office Relocation Costs	Excluded	Excluded	
IT Equipment Relocation	Excluded	Excluded	
Furnishings, Fixtures & Equipment	Excluded	Excluded	
<b>Soft Costs - Maintenance Project</b>	<b>852,345</b>		<b>852,345</b>
<b>TOTAL PROJECT COSTS:</b>	<b>19,855,735</b>	<b>19,000,000</b>	<b>855,735</b>

<b>Inputs &amp; Calculations</b> (Escalated to 2015)		
	<b>West Yard</b>	<b>Promontory</b>
Building Area	42,500 sf	42,500 sf
Op Ex Cost	3.73 sf/yr	3.73 sf/yr
<b>Subtotal (Building)</b>	<b>158,525</b>	<b>158,525</b>
Site Area	479,160 sf	696,960 sf
Op Ex Cost	0.08 sf/yr	0.08 sf/yr
Business Park Fee	0.00 sf/yr	0.02 sf/yr
<b>Subtotal (Site)</b>	<b>38,333</b>	<b>70,757</b>
<b>Start Date</b>	1-May-15	1-May-15
<b>End Date</b>	30-Apr-25	30-Apr-25

<b>Anticipated Operating Expenses</b> (by Year)							
	<b>West Yard</b>			<b>Promontory</b>			<b>Delta</b> West Yard Over (Under) Promontory
<b>Year</b>	<b>Building</b>	<b>Site (11 AC)</b>	<b>Total</b>	<b>Building</b>	<b>Site (16 AC)</b>	<b>Total</b>	
2015 - 2016	158,525	38,333	196,858	158,525	70,757	229,282	(32,424)
2016 - 2017	163,281	39,483	202,764	163,281	72,880	236,160	(33,397)
2017 - 2018	168,179	40,667	208,846	168,179	75,066	243,245	(34,399)
2018 - 2019	173,225	41,887	215,112	173,225	77,318	250,542	(35,431)
2019 - 2020	178,421	43,144	221,565	178,421	79,637	258,059	(36,493)
2020 - 2021	183,774	44,438	228,212	183,774	82,027	265,800	(37,588)
2021 - 2022	189,287	45,771	235,059	189,287	84,487	273,774	(38,716)
2022 - 2023	194,966	47,145	242,110	194,966	87,022	281,988	(39,877)
2023 - 2024	200,815	48,559	249,374	200,815	89,633	290,447	(41,074)
2024 - 2025	206,839	50,016	256,855	206,839	92,322	299,161	(42,306)
<b>Total</b>	<b>1,817,311</b>	<b>439,443</b>	<b>2,256,754</b>	<b>1,817,311</b>	<b>811,147</b>	<b>2,628,459</b>	<b>(371,705)</b>
<b>NPV (2.6%)</b>	<b>1,572,468</b>	<b>380,237</b>	<b>1,952,706</b>	<b>1,572,468</b>	<b>701,863</b>	<b>2,274,331</b>	<b>(321,626)</b>

Note: CDOT projected operational expenses do not include property taxes.

<b>Greeley Comps</b> (Escalated to 2015)		
<b>Building</b>	<b>Site</b>	<b>Total</b>
3.73 sf/yr	0.08 sf/yr	<b>\$3.81 sf/yr</b>

<b>Projected Building Operational Expenses</b> (Escalated to 2015)				
<b>Utilities</b>	<b>Custodial</b>	<b>Maintenance</b>	<b>Security</b>	<b>Total</b>
37%	22%	29%	12%	<b>100%</b>
1.38 sf/yr	0.82 sf/yr	1.08 sf/yr	0.45 sf/yr	<b>3.73 sf/yr</b>

<b>Projected Site Operational Expenses</b> (Escalated to 2015)				
<b>Snow Removal &amp; Maintenance</b>	<b>Grounds &amp; Softscape</b>			<b>Total</b>
31%	69%			<b>100%</b>
0.02 sf/yr	0.06 sf/yr			<b>0.08 sf/yr</b>

- Notes:
1. Above costs are operational expenses only and do not include capital replacement/renewal.
  2. Operating expense comps are inflated by 3% per year from 2013 data.

<b>Project:</b> CDOT Region 4 New Admin & Maint HQ	<b>WEST YARD ESTIMATE 04 NOV 13</b>
<b>Location:</b> R4 - Greeley, CO & Gilcrest, CO	
<b><u>Project Cost Summary</u></b>	<b>Total Project Cost</b>
Land Purchase Price (5 AC - Stanley Property)	490,050
<b>Land Purchase</b>	<b>490,050</b>
Sitework	2,727,335
New BTS Administration Building	6,712,020
Core & Shell: CSP Offices	w/ Above
New Light Duty Equipment Building	274,126
Relocate West Yard Paint Building	Excluded
Relocate West Yard Traffic Building	187,489
Demo & Build New West Yard Sand & Deicer Storage	363,346
West Yard Equipment Relocation	157,520
Paving at New West Yard	325,664
LEED Certification (minimum) (at Admin Bldg only)	533,668
Tenant Finish: CSP Offices	242,289
New Maintenance Building	2,279,276
Scope, Equipment, and Location Adjustments	1,237,185
Escalation - Administrative Start in March	336,546
<b>Hard Costs of Construction</b>	<b>15,376,463</b>
Design, Engineering, Professional Fees & Material Testing	1,429,750
Contingency	793,865
Permits & Tap Fees - Allowance	327,455
Office Relocation Costs	80,545
IT Equipment Relocation	49,162
Furnishings, Fixtures & Equipment	792,645
<b>Soft Costs - Administrative Project</b>	<b>3,473,422</b>
Design, Engineering, Professional Fees & Material Testing	512,117
Contingency	340,228
Permits & Tap Fees - Allowance	w/ Above
Office Relocation Costs	Excluded
IT Equipment Relocation	Excluded
Furnishings, Fixtures & Equipment	Excluded
<b>Soft Costs - Maintenance Project</b>	<b>852,345</b>
<b>TOTAL PROJECT COSTS:</b>	<b>20,192,281</b>

		FY 13/14										
Description		Amount	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
Administrative Project	Land Purchase Price	490,050			50,000		440,050					
	Sitework (Allowance)	2,727,335										
	Administrative Building	6,712,020										
	Tenant Finish CSP Offices	242,289										
	Light Duty Eqmt Bldg	274,126										
	Building Relocations at West Yard	1,034,019										
	LEED Certification	533,668								80,050	80,050	80,050
	Permits & Tap Fees	327,455										163,728
	Professional Fees	1,429,750	23,829	23,829	23,829				214,462	214,462	214,462	214,462
	Contingency	793,865										
	Office Relocation Costs	80,545										
	IT Equipment Relocation	49,162										
	Furnishings, Fixtures & Equipment	792,645										
Escalation due to Delay	336,546							841	841	841	841	
Maintenance Project	Maintenance Building	2,279,276									56,982	113,964
	Scope, Equipment, and Location Adjustme	1,237,185								247,437	371,156	247,437
	Professional Fees	512,117	8,535	8,535	8,535	76,818	76,818	76,818	76,818	76,818	8,535	8,535
	Contingency	340,228									8,506	17,011
<b>Monthly Cost</b>			<b>32,364</b>	<b>32,364</b>	<b>82,364</b>	<b>76,818</b>	<b>516,868</b>	<b>76,818</b>	<b>292,121</b>	<b>619,609</b>	<b>740,532</b>	<b>846,029</b>
<b>Cumulative Cost</b>		<b>20,192,281</b>	<b>32,364</b>	<b>64,729</b>	<b>147,093</b>	<b>223,911</b>	<b>740,779</b>	<b>817,596</b>	<b>1,109,718</b>	<b>1,729,326</b>	<b>2,469,859</b>	<b>3,315,888</b>

Project On Hold

GMP Price Locked - Maint

GMP Price Locked - Admin

FY 13/14	3,315,888
FY 14/15	15,025,679
FY 15/16	1,850,713

Project Key:	Initiation	Design	Sitework	Construction	Move-In
Escalation Assumptions: 0.8% per month for hard construction costs; 0.2% per month for design and professional fees.					

		FY 14/15												
	Description	Amount	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15
Administrative Project	Land Purchase Price	490,050												
	Sitework (Allowance)	2,727,335	545,467	818,200	545,467				409,100			409,100		
	Administrative Building	6,712,020		167,800	335,601	335,601	1,342,404	1,342,404	671,202	671,202	335,601	335,601	335,601	167,800
	Tenant Finish CSP Offices	242,289								72,687	72,687	72,687		
	Light Duty Eqmt Bldg	274,126		82,238	54,825	54,825								
	Building Relocations at West Yard	1,034,019	206,804	310,206	206,804				155,103			155,103		
	LEED Certification	533,668	80,050	80,050	11,118	11,118	11,118	11,118	11,118	11,118	11,118	11,118	11,118	11,118
	Permits & Tap Fees	327,455	163,728											
	Professional Fees	1,429,750	214,462	23,829	23,829	23,829	23,829	23,829	23,829	23,829	23,829	23,829	23,829	23,829
	Contingency	793,865		19,847	39,693	39,693	158,773	158,773	79,387	79,387	39,693	39,693	39,693	19,847
	Office Relocation Costs	80,545												
	IT Equipment Relocation	49,162												
	Furnishings, Fixtures & Equipment	792,645												
Escalation due to Delay	336,546	6,731	6,731	16,827	16,827	67,309	67,309	33,655	33,655	16,827	16,827	16,827	8,414	
Maintenance Project	Maintenance Building	2,279,276	113,964	455,855	455,855	227,928	227,928	113,964	113,964	113,964	56,982	56,982	56,982	113,964
	Scope, Equipment, and Location Adjustme	1,237,185				185,578			185,578					
	Professional Fees	512,117	8,535	8,535	8,535	8,535	8,535	8,535	8,535	8,535	8,535	8,535		
	Contingency	340,228	17,011	68,046	68,046	34,023	34,023	17,011	17,011	17,011	8,506	8,506	8,506	17,011
	<b>Monthly Cost</b>		<b>1,356,752</b>	<b>2,041,337</b>	<b>1,766,601</b>	<b>937,957</b>	<b>1,873,919</b>	<b>1,742,944</b>	<b>1,708,482</b>	<b>1,031,387</b>	<b>573,778</b>	<b>1,137,981</b>	<b>492,556</b>	<b>361,983</b>
	<b>Cumulative Cost</b>	<b>20,192,281</b>	<b>4,672,640</b>	<b>6,713,978</b>	<b>8,480,578</b>	<b>9,418,536</b>	<b>11,292,455</b>	<b>13,035,399</b>	<b>14,743,880</b>	<b>15,775,268</b>	<b>16,349,046</b>	<b>17,487,028</b>	<b>17,979,584</b>	<b>18,341,567</b>

FY 13/14	3,315,888
FY 14/15	15,025,679
FY 15/16	1,850,713

Project Key:	Initiation	Design	Sitework	Construction	Move-In
Escalation Assumptions: 0.8% per month for hard construction costs; 0.2% per month for design and professional fees.					

		FY 15/16			
	Description	Amount	Jul-15	Aug-15	Sep-15
Administrative Project	Land Purchase Price	490,050			
	Sitework (Allowance)	2,727,335			
	Administrative Building	6,712,020	167,800	167,800	335,601
	Tenant Finish CSP Offices	242,289			24,229
	Light Duty Eqmt Bldg	274,126	27,413	27,413	27,413
	Building Relocations at West Yard	1,034,019			
	LEED Certification	533,668	11,118	11,118	
	Permits & Tap Fees	327,455			
	Professional Fees	1,429,750	23,829		
	Contingency	793,865	19,847	19,847	39,693
	Office Relocation Costs	80,545		80,545	
	IT Equipment Relocation	49,162		49,162	
	Furnishings, Fixtures & Equipment	792,645	396,323	396,323	
	Escalation due to Delay	336,546	8,414	8,414	8,414
Maintenance Project	Maintenance Building	2,279,276			
	Scope, Equipment, and Location Adjustme	1,237,185			
	Professional Fees	512,117			
	Contingency	340,228			
	<b>Monthly Cost</b>		<b>654,743</b>	<b>760,621</b>	<b>435,349</b>
	<b>Cumulative Cost</b>	<b>20,192,281</b>	<b>18,996,310</b>	<b>19,756,931</b>	<b>20,192,281</b>

FY 13/14	3,315,888
FY 14/15	15,025,679
FY 15/16	1,850,713

**Transportation Commission of Colorado  
November 21, 2013**

**Resolution Number TC-XXX**

**WHEREAS**, pursuant to C.R.S. 43-1-211, CDOT is authorized to purchase land and/or build buildings suitable for offices for housing machines, tools, and equipment and pursuant to C.R.S. 43-1-212, CDOT may enter into rental or leasehold agreements under which the department may acquire title to such buildings with the approval of the Governor, the Chief Engineer, the Director of the Office of State Planning and Budgeting and a majority of the Transportation Commission; and,

**WHEREAS**, a Facility Needs Assessment was completed by CDOT Property Management indicated that CDOT Region 4 Headquarters Building located in Greeley, CO, currently has facility deficiencies; and

**WHEREAS**, the building deficiencies include, but are not limited to, fire and other safety hazards, size constraints, inefficient access and site circulation; and

**WHEREAS**, CDOT Property Management and Region 4 contracted with real estate brokerage firm CRBE, Inc. to analyze and identify viable alternative relocation sites for the Region 4 Headquarters Building; and

**WHEREAS**, after a thorough analysis, CDOT and CRBE have identified a site located in Greeley, CO, and on the US 34 Business Loop as the preferred alternative location to build a new CDOT Region 4 Headquarters facility; and

**WHEREAS**, the current baseline budget for the new Region 4 Headquarters building and sufficient space for the Colorado State Patrol to purchase from CDOT as a part of this transaction is \$19,866,735, which includes LEED certification as required by C.R.S. 24-30-1301(13); and

**WHEREAS**, relocating the Region 4 Headquarters will also require that a new vehicle maintenance and regional storeroom supply facility be built; and

**WHEREAS**, CRBE's and CDOT's study of this issue has identified the best location for this facility to be on land that CDOT already owns in Gilcrest, CO, with the cost of erecting this facility included in the dollar amount specified in the prior paragraph; and

**WHEREAS**, a separate request to advance \$2M of FY15 Property Management Capital Construction Budget has been submitted to fund all

pre-construction activities including design fees and purchase of the land required to build the new facility; and

**WHEREAS**, CDOT is still evaluating whether to finance the construction of the new CDOT Region 4 Headquarters building and the vehicle maintenance and storage building by issuing Certificates of Participation or to pay for the construction with existing CDOT funds; and

**WHEREAS**; CDOT will evaluate the cost of financing the construction project and the financial impacts of the September, 2013, flood before making a final decision on how to pay for the remaining project budget in February, 2014; and

**WHEREAS**, as part of the CDOT Region 4 Headquarters relocation, CDOT will be able to market and sell the existing CDOT Region 4 Headquarters Building located at 1420 2<sup>nd</sup> Street, Greeley, CO, and also market and sell CDOT Region 4 Engineering Residency located in Loveland, CO, with any proceeds from such sales to be returned to the Transportation Commission for its allocation or, if so permitted by the covenants associated with any potential Certificates, to use such proceeds to accelerate the repayment of them; and

**WHEREAS**, CDOT's Engineering Residency in Evans, CO, was damaged beyond repair as a result of the flooding that occurred in September, 2013, and the building is scheduled to be demolished; and

**WHEREAS**, CDOT is coordinating with State Risk and FEMA to determine the total reimbursement CDOT will receive from damage caused to the Evans Residency by the flooding that occurred in September, 2013, with any such reimbursements to be returned to the Transportation Commission for its allocation or, if so permitted by the covenants associated with any potential Certificates, to use such proceeds to accelerate the repayment of them; and

**WHEREAS**, CDOT may be able to sell the property in Evans where the residency was located after the building is demolished, with any proceeds from such sales to be returned to the Transportation Commission for its allocation or, if so permitted by the covenants associated with any potential Certificates, to use such proceeds to accelerate the repayment of them; and

**WHEREAS**, key Region 4 Staff are currently 100% allocated to flood restoration projects; and

**WHEREAS**, design work on the Administrative Headquarters Building will not commence until key Region 4 staff can allocate time to design decisions; and

**WHEREAS**, the staffing allocations mentioned above may cause up to a three month design delay, which could result in as much as a \$336,546 cost increase to the baseline budget as a result of anticipated construction cost escalations in 2014.

**NOW, THEREFORE, BE IT RESOLVED** that the Transportation Commission hereby approves CDOT's plan to build a new CDOT Region 4 Headquarters Building in Greeley, CO, and a vehicle maintenance and storage building in Gilcrest, CO and authorizes CDOT to either issue sufficient Certificates of Participation, or to use existing CDOT funds not to exceed \$20.4 million, including the repayment of the \$2M budget supplement for pre-construction activities described above and including the cost of issuance of potential Certificates, to construct these buildings including LEED certification and sufficient space for the Colorado State Patrol, subject to arrival at a mutually satisfactory interagency agreement with the Colorado State Patrol to reimburse CDOT for the State Patrol's pro rata share of the facility.

**IT IS FURTHER RESOLVED** that the Transportation Commission authorizes CDOT to market and sell in accordance with 43-1-210(5) the existing CDOT Region 4 Headquarters Site and the residencies located in Evans, CO, and Loveland, CO, and authorizes that the funds received from the sale of these properties be returned to the Transportation Commission for it to allocate, or if so permitted by the covenants associated with any potential Certificates, to accelerate the pay down of the balance of the Certificates of Participation issued for the new Region 4 Headquarters project.

**IT IS FURTHER RESOLVED** that the primary source for the repayment of any potential certificates not repaid from the sale of these properties or the payments toward the cost of the facility reimbursed by the Colorado State Patrol (to the extent permitted by the covenants of the Certificates) shall be repaid through annual allocations made as a part of the annual budget process as approved by the Transportation Commission.

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**Herman Stockinger, Secretary**  
**Transportation Commission of Colorado**

**Resolution # TC-**

**RESOLUTION FOR THE FY 2014-2015 BUDGET**

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

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

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

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

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

<b>(In Millions)</b>	<b>FY15 Delphi Baseline Budget:</b>	<b>Adjustments</b>	<b>Amount for FY15 Budget Recommendation to TC</b>	<b>Delphi RAMP \$165M Average:</b>	<b>FY15 Total With RAMP</b>
<b>Surface Treatment</b>	\$149.5		\$149.5	\$85.7	<b>\$235.2</b>
<b>Bridge, BE &amp; Bridge Fixed Costs</b>	\$135.0	\$4.5	\$139.5	\$28.7	<b>\$168.2</b>
<b>MLOS</b>	\$253.1	-\$1.8	\$251.3	\$0.0	<b>\$251.3</b>
<b>Road Equipment</b>	\$14.0		\$14.0	\$6.9	<b>\$20.9</b>
<b>ITS</b>	\$11.6	\$3.2	\$14.8	\$12.8	<b>\$27.6</b>
<b>Rockfall</b>	\$5.1		\$5.1	\$4.0	<b>\$9.1</b>
<b>Buildings &amp; Buildings COPs</b>	\$9.6		\$9.6	\$11.2	<b>\$20.8</b>
<b>Tunnels</b>	\$1.5	\$1.0	\$2.5	\$9.9	<b>\$12.4</b>
<b>Culverts</b>	\$3.6		\$3.6	\$6.0	<b>\$9.6</b>
<b>Walls</b>	\$0.0		\$0.0	\$0.0	<b>\$0.0</b>
<b>Total</b>	<b>\$583.0</b>	<b>\$2.4</b>	<b>\$589.9</b>	<b>\$165.2</b>	<b>\$755.1</b>

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

\$9.6M Baseline Budget, including COPs:

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

\$11.2M RAMP:

- \$9.7 Million for Region 1 KOA Master Improvement

- \$1.5 Million for Region 3 Walden Vehicle Storage Facility Replacements; and

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

\$2.5M Baseline Budget:

- \$1.2 Million for Hanging Lake Tunnel Lighting
- \$0.3 Million for Hanging Lake Tunnel Emergency Power Units
- \$1.0 Million for Tunnels Inspections

\$9.9M RAMP:

- \$5.0 Million for Eisenhower – Johnson Memorial Tunnel Switchgear
- \$3.0 Million for Hanging Lake Tunnel VMS/CMS/LUS Replacement
- \$1.25 Million for Eisenhower – Johnson Memorial Tunnel Roof Replacement
- \$0.6 Million for Hanging Lake Tunnel CP6 Vertical Lift Doors
- \$0.04 Million for Hanging Lake Tunnel Fire Suppression Upgrade; and

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

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

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**Transportation Commission Secretary**

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**Date**

# STATE OF COLORADO

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**DEPARTMENT OF TRANSPORTATION**

Staff Bridge Branch  
4201 E. Arkansas Avenue Room 107  
Denver, Colorado 80222  
(303)757-9309 Fax (303)757-9197



**DATE:** November 8, 2013  
**TO:** Transportation Commission  
**FROM:** Joshua Laipply, Bridge Engineer  
**SUBJECT:** RAMP Asset Management Bridge Update

**Background Information**

The Transportation Commission approved funding RAMP asset management for the Bridge program in the amount of \$33 million for 2014. Staff Bridge has been working with numerous consultants and the regions in order to identify the best investment of the dollars on preventative maintenance. This is the most robust preventative maintenance program for bridges that CDOT has ever performed.

Staff Bridge identified two primary investment categories for preventative maintenance that would prevent known deterioration modes. The two actions are replacement of leaking bridge joints and sealing (waterproofing) bridge decks that are not currently sealed or where the seal has failed. CDOT estimates these actions to add 15 years and 20 years of additional life respectively.

Candidates for preventative maintenance had to meet multiple criteria to provide best investment of the dollars. Among the criteria were that all structural components on the bridge had an anticipated life that exceeded the life of the maintenance action, typically a minimum of 20 years.

**Benefits**

The RAMP asset management bridge investment will extend the lives of approximately 141 bridges, in 27 counties throughout the state. Staff Bridge's deterioration model estimates over 2,000 years of life will be added to our bridge network. The cost of the preventative maintenance work averages \$14.50 per square foot of bridge deck versus a conservative total replacement cost of \$600 per square foot of bridge deck.

*See Attached List of Structures*

# RAMP Asset Management Projects

November 8, 2013

## Bridge Preventative Maintenance

	CDOT Bridge ID	County	Road Carried	Feature Intersected	Work	Life Extended
<b>REGION 1</b>	F-17-JK	ADAMS	I-225	US-40	Repair Joints & Seal Deck	15 Years
	F-17-AX	ARAPAHOE	Alameda Ave. to I-225 SB	I-225	Repair Joints & Seal Deck	15 Years
	F-17-DZ	ARAPAHOE	I-225 SB to Alameda Ave.	I-225	Repair Joints & Seal Deck	15 Years
	F-17-IW	ARAPAHOE	I-225 NB	2nd Ave.	Repair Joints & Seal Deck	15 Years
	F-17-IX	ARAPAHOE	I-225 SB	2nd Ave.	Repair Joints & Seal Deck	15 Years
	F-17-JA	ARAPAHOE	I-225	13th Avenue Bike Path	Repair Joints & Seal Deck	15 Years
	F-17-KL	ARAPAHOE	Mississippi Ave.	I-225	Repair Joints & Seal Deck	15 Years
	F-17-LU	ARAPAHOE	I-225 NB	SH30 (6th Ave.)	Repair Joints & Seal Deck	15 Years
	F-17-LV	ARAPAHOE	I-225 SB	SH30 (6th Ave.)	Repair Joints & Seal Deck	15 Years
	F-14-G	CLEAR CREEK	SH-103	Clear Creek	Repair Joints & Seal Deck	15 Years
	F-17-FJ	DENVER	Belleview to NB I-25 Ramp	I-25 NB to I-225 EB	Repair Joints & Seal Deck	15 Years
	F-17-MQ	DENVER	I-25	University Blvd.	Repair Joints & Seal Deck	15 Years
	F-17-NB	DENVER	I-25 NB Ramp	I-25 NB Off Ramp	Repair Joints & Seal Deck	15 Years
	F-17-NJ	DENVER	I-25	University Blvd.	Repair Joints & Seal Deck	15 Years
	F-17-OC	DENVER	SH2 (Colorado Blvd.)	I-25	Repair Joints & Seal Deck	15 Years
	F-17-OT	DENVER	US285 (Hampden Ave.)	I-25	Repair Joints & Seal Deck	15 Years
	E-17-RR	DENVER	I-70 EB Ramp	I-70 EB to Pena Blvd.	Repair Joints & Seal Deck	15 Years
	E-17-RS	DENVER	I-70 WB Ramp	Pena Blvd. Ramp	Repair Joints & Seal Deck	15 Years
	E-17-RT	DENVER	Pena Blvd.	I-70	Repair Joints & Seal Deck	15 Years
	E-17-RV	DENVER	Pena Blvd. NB	Pena Blvd. to I-70 EB Ramp	Repair Joints & Seal Deck	15 Years
F-16-JX	DENVER	US-40	I-25; Platte River; RR	Repair Joints & Seal Deck	15 Years	
<b>REGION 2</b>	J-18-J	EL PASO	I 25 ML SBND	SAND CREEK	Repair Joints & Seal Deck	15 Years
	J-18-L	EL PASO	I 25 ML SBND	DRAW	Repair Joints & Seal Deck	15 Years
	I-17-GK	EL PASO	I 25 ML NBND	PINE CREEK	Repair Joints & Seal Deck	15 Years
	I-17-GV	EL PASO	I 25 ML SBND	PINE CREEK	Seal Deck	20 Years
	I-17-HF	EL PASO	I 25 ML SBND	COTTONWOOD CREEK	Seal Deck	20 Years
	I-17-NM	EL PASO	I 25 SBND RAMP	MONUMENT CREEK	Repair Joints & Seal Deck	15 Years
	I-17-NN	EL PASO	I 25 ML SBND	MONUMENT CREEK	Repair Joints & Seal Deck	15 Years
	I-17-NO	EL PASO	I 25 ML NBND	MONUMENT CREEK	Seal Deck	20 Years
	I-17-NP	EL PASO	I 25 NBND RAMP	MONUMENT CREEK	Seal Deck	20 Years
	I-17-NQ	EL PASO	I 25 ML SBND	NEVADA AVE.	Seal Deck	20 Years
	I-17-NR	EL PASO	I 25 ML NBND	NEVADA AVE.	Seal Deck	20 Years
	H-17-BB	EL PASO	I 25 Ramp	DIRTY WOMAN CREEK R	Repair Joints & Seal Deck	15 Years
	H-17-CZ	EL PASO	SH 105 ML	I 25 ML	Seal Deck	20 Years
	I-17-GN	EL PASO	US 24 ML	WILLIAMS CANYON, RDWY	Repair Joints & Seal Deck	15 Years
	I-17-MG	EL PASO	I25 ML	CHEYENNE CREK	Seal Deck	20 Years
	I-17-MJ	EL PASO	SH 21B ML	KETTLE CREEK	Repair Joints & Seal Deck	15 Years
	I-17-NU	EL PASO	SH 21B ML	PINE CREEK	Seal Deck	20 Years
	J-18-BM	EL PASO	SH 16 ML	I 25 ML	Seal Deck	20 Years
	J-18-BN	EL PASO	SH 16 ML	FOUNTAIN CREEK	Seal Deck	20 Years
	J-18-Q	EL PASO	US 85 ML	I25 ML	Repair Joints & Seal Deck	15 Years
	I-17-GY	EL PASO	I 25 ML SBND	COTTONWOOD CREEK	Spray Conc. Sealer	5 Years
	I-17-MH	EL PASO	I25 ML	CHEYENNE CREEK	Spray Conc. Sealer	5 Years
	I-17-FJ	EL PASO	I25 ML	CHEYENNE CREEK/ NEVADA AVE	Spray Conc. Sealer	5 Years
	N-17-B	HUERFANO	I 25 ML SBND	MISSOURI CREEK	Repair Joints & Seal Deck	15 Years
	N-20-H	LAS ANIMAS	US 350 ML	DRAW	Seal Deck	20 Years
	K-18-CD	PUEBLO	I 25 ML NBND	YOUNG HOLLOW	Repair Joints & Seal Deck	15 Years
	L-17-CF	PUEBLO	SH 96 ML	ROCK CREEK	Seal Deck	20 Years
	<b>REGION 3</b>	F-11-AS	EAGLE	I 70 ML EBND	BLACK GORE CREEK	Repair Joints
F-11-AW		EAGLE	I 70 ML EBND	HILLSIDE	Repair Joints	15 Years
F-11-AP		EAGLE	I 70 ML WBND	TIMBER CREEK	Repair Joints	15 Years
F-05-K		GARFIELD	I 70 ML EBND	COLORADO RIVER	Repair Joints & Seal Deck	15 Years
F-05-M		GARFIELD	I 70 ML WBND	US 6 ML	Repair Joints & Seal Deck	15 Years
F-05-N		GARFIELD	I 70 ML EBND	US 6 ML	Repair Joints & Seal Deck	15 Years
F-05-I		GARFIELD	I 70 ML EBND	UP RR	Repair Joints & Seal Deck	15 Years
F-05-J		GARFIELD	I 70 ML WBND	UP RR	Repair Joints & Seal Deck	15 Years
F-05-O		GARFIELD	I 70 ML WBND	SH 13 ML	Repair Joints & Seal Deck	15 Years
F-05-P		GARFIELD	I 70 ML EBND	SH 13 ML	Repair Joints & Seal Deck	15 Years
F-06-AA		GARFIELD	I 70 ML EBND	DRY CREEK	Repair Joints & Seal Deck	15 Years

# RAMP Asset Management Projects

November 8, 2013

## Bridge Preventative Maintenance

REGION 3	F-06-AB	GARFIELD	I 70 ML WBND	DRY CREEK	Repair Joints & Seal Deck	15 Years
	F-06-AD	GARFIELD	I 70 ML EBND	MAMM CREEK	Repair Joints & Seal Deck	15 Years
	F-06-AE	GARFIELD	I 70 ML WBND	MAMM CREEK	Repair Joints & Seal Deck	15 Years
	F-06-AF	GARFIELD	RAMP TO I 70 WBND	MAMM CREEK R	Seal Deck	20 Years
	F-06-Y	GARFIELD	I 70 ML EBND	COLORADO RIVER	Repair Joints	15 Years
	F-06-Z	GARFIELD	I 70 ML WBND	COLORADO RIVER	Repair Joints	15 Years
	F-06-O	GARFIELD	I 70 ML WBND	ELK CREEK	Repair Joints & Seal Deck	15 Years
	F-06-P	GARFIELD	I 70 ML EBND	ELK CREEK	Repair Joints & Seal Deck	15 Years
	F-08-BH	GARFIELD	I 70 ML WBND	FRENCH CREEK	Seal Deck	20 Years
	F-08-AL	GARFIELD	I 70 ML EBND	COLORADO RIVER	Seal Deck	20 Years
	H-02-EA	MESA	SH 340 ML	MONUMENT CANYON CREEK	Seal Deck	20 Years
	H-02-GA	MESA	SH 340 ML	COLORADO RIVER	Repair Joints & Seal Deck	15 Years
	H-02-B	MESA	I 70 BUSINESS RT	LEACH CREEK	Repair Joints	15 Years
	H-03-BG	MESA	I 70 BUSINESS EBND	HIGHLINE CANAL	Seal Deck	20 Years
	H-03-BI	MESA	I 70 BUSINESS WBND	HIGHLINE CANAL	Seal Deck	20 Years
	H-03-X	MESA	I 70 BUSINESS RT	GRAND VALLEY CANAL	Repair Joints	15 Years
	H-03-BP	MESA	I 70 ML WBND	COLORADO RIVER	Repair Joints	15 Years
	H-03-BR	MESA	I 70 ML WBND	COLORADO RIVER	Repair Joints	15 Years
	H-03-BS	MESA	I 70 ML EBND	COLORADO RIVER	Repair Joints	15 Years
	C-06-R	MOFFAT	SH 13 ML	RR SPUR	Seal Deck	20 Years
	D-02-A	RIO BLANCO	SH 64 ML	SPRING CREEK	Repair Joints & Seal Deck	15 Years
D-02-B	RIO BLANCO	SH 64 ML	FLETCHERS GULCH	Seal Deck	20 Years	
D-02-F	RIO BLANCO	SH 64 ML	HAMMOND DRAW	Seal Deck	20 Years	
C-09-AS	ROUTT	US 40 ML	MT WERNER ROAD	Seal Deck	20 Years	
F-12-S	SUMMIT	I 70 ML EBND	US 6 ML	Repair Joints & Seal Deck	15 Years	
REGION 4	D-16-DF	BOULDER	SH 157 ML	SH 119 ML	Repair Joints & Seal Deck	15 Years
	D-16-DJ	BOULDER	SH 157 NBND	FOUR MILE CANYON CREEK	Repair Joints & Seal Deck	15 Years
	D-16-DK	BOULDER	SH 157 SBND	FOUR MILE CANYON CREEK	Repair Joints & Seal Deck	15 Years
	E-16-PN	BOULDER	US 287 ML	COAL CREEK	Repair Joints & Seal Deck	15 Years
	A-17-AX	LARIMER	I 25 ML SBND	N.POUDRE DITCH,SAND CRK	Repair Joints & Seal Deck	15 Years
	B-16-AN	LARIMER	SH 1 ML	BOX ELDER CREEK	Seal Deck	20 Years
	B-16-BS	LARIMER	I 25 ML SBND	LARIMER COUNTY CANAL	Repair Joints & Seal Deck	15 Years
	B-16-DP	LARIMER	I 25 ML NBND	LARIMER COUNTY CANAL	Repair Joints & Seal Deck	15 Years
	B-16-FI	LARIMER	I 25 ML SBND	WINDSOR RES,CANAL DITCH	Repair Joints & Seal Deck	15 Years
	B-16-EA	LARIMER	I 25 ML NBND	WINDSOR RES,CANAL DITCH	Repair Joints & Seal Deck	15 Years
	B-17-BB	LARIMER	I 25 ML SBND	CACHE LA POUDDRE RIVER	Repair Joints & Seal Deck	15 Years
	B-17-DI	LARIMER	I 25 ML NBND	CACHE LA POUDDRE RIVER	Repair Joints & Seal Deck	15 Years
	C-17-ES	LARIMER	I 25 ML NBND	CROSSROADS BLVD.	Repair Joints & Seal Deck	15 Years
	C-17-BL	LARIMER	I 25 ML SBND	BIG THOMPSON RIVER	Repair Joints & Seal Deck	15 Years
	C-17-BM	LARIMER	I 25 ML NBND	BIG THOMPSON RIVER	Repair Joints & Seal Deck	15 Years
	C-17-DG	LARIMER	I 25 ML SBND	SH 402 ML	Repair Joints & Seal Deck	15 Years
	C-17-DD	LARIMER	I 25 ML NBND	SH 402 ML	Seal Deck	20 Years
	C-17-EE	LARIMER	I 25 ML SBND	COUNTY ROAD 16	Repair Joints & Seal Deck	15 Years
	C-17-EI	LARIMER	I 25 ML NBND	COUNTY ROAD 16	Repair Joints & Seal Deck	15 Years
	B-16-FX	LARIMER	FT COLLINS EXP WAY	LARIMER COUNTY CANAL	Repair Joints & Seal Deck	15 Years
	B-17-DS	LARIMER	I25 ML+FRONTAGE RD	WINDSOR RES,CANAL	Spray Conc. Sealer	5 Years
	C-17-CI	LARIMER	I 25 ML NB+SB+SR	GREELEY-LOVELAND DITCH	Spray Conc. Sealer	5 Years
	G-22-BG	LINCOLN	I 70 ML EBND	LAKE CREEK	Spray Conc. Sealer	5 Years
	G-22-BT	LINCOLN	I 70 ML WBND	US 24 ML	Spray Conc. Sealer	5 Years
	A-25-D	LOGAN	I 76 ML WBND	COUNTY ROAD 67	Repair Joints & Seal Deck	15 Years
	A-25-I	LOGAN	I 76 ML EBND	COUNTY ROAD 67	Repair Joints & Seal Deck	15 Years
	A-25-J	LOGAN	I 76 ML WBND	SH 55 ML	Repair Joints & Seal Deck	15 Years
	A-25-K	LOGAN	I 76 ML EBND	SH 55 ML	Repair Joints & Seal Deck	15 Years
	A-26-AW	LOGAN	I 76 ML WBND	SONNENBERG CROSSING	Repair Joints & Seal Deck	15 Years
	A-26-J	LOGAN	I 76 ML WBND	CO.RD 93 RED LION ROAD	Repair Joints & Seal Deck	15 Years
	B-24-I	LOGAN	I 76 ML WBND	COUNTY ROAD 55	Repair Joints & Seal Deck	15 Years
	B-24-J	LOGAN	I 76 ML EBND	COUNTY ROAD 55	Repair Joints & Seal Deck	15 Years
	C-21-BM	MORGAN	RAMP TO I 76	I 76 ML R	Repair Joints & Seal Deck	15 Years
A-28-Q	SEDGWICK	I 76 ML WBND	US 385 ML	Repair Joints & Seal Deck	15 Years	
A-28-R	SEDGWICK	I 76 ML EBND	US 385 ML	Repair Joints & Seal Deck	15 Years	
C-17-BR	WELD	I 25 ML SBND	SH 60 ML	Seal Deck	20 Years	

# RAMP Asset Management Projects

November 8, 2013

## Bridge Preventative Maintenance

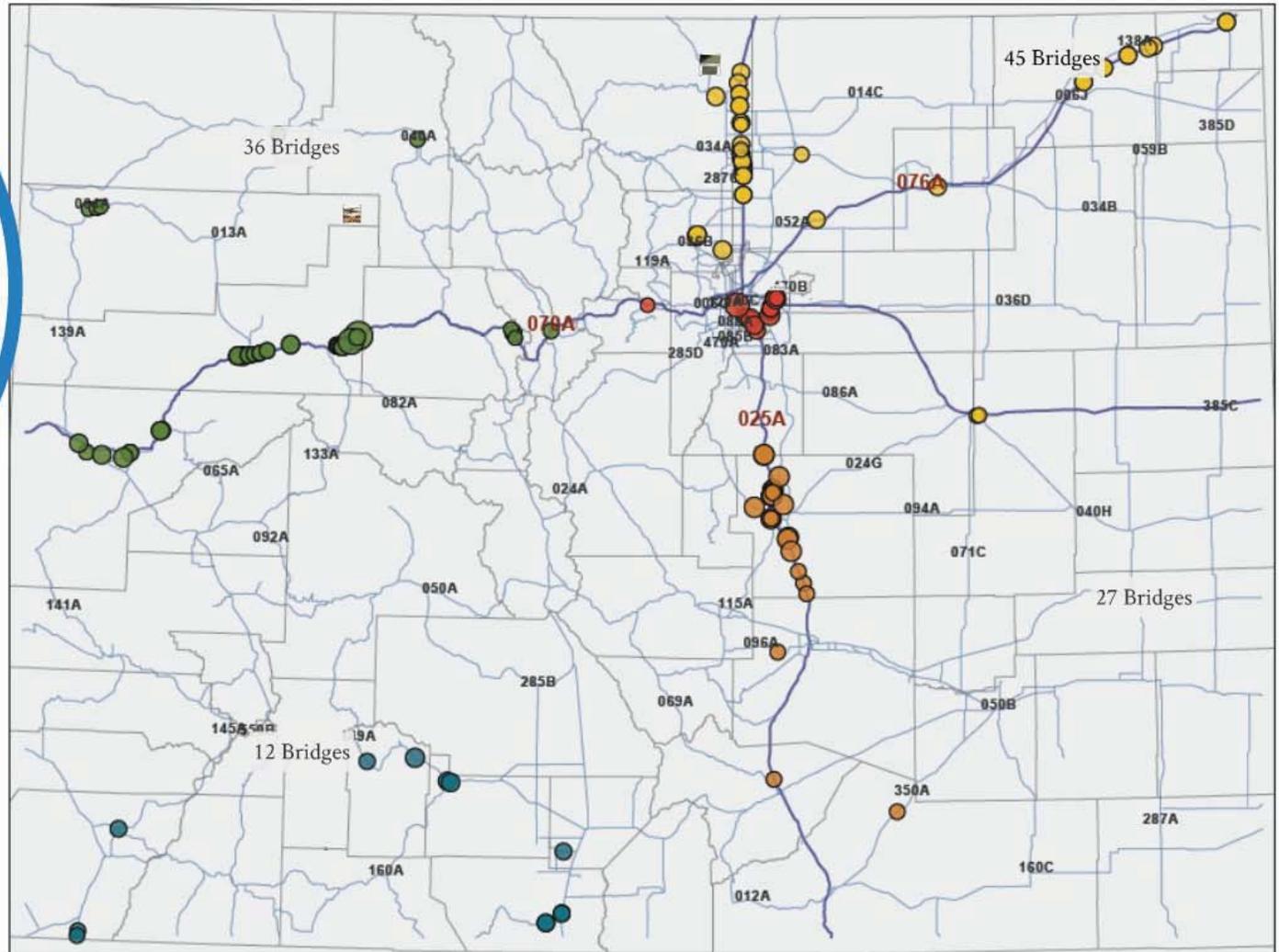
	C-17-BQ	WELD	I 25 ML NBND	SH 60 ML	Repair Joints & Seal Deck	15 Years
	C-17-DH	WELD	I 25 ML SBND	COUNTY ROAD 46	Repair Joints & Seal Deck	15 Years
	C-17-DY	WELD	I 25 ML NBND	COUNTY ROAD 46	Repair Joints & Seal Deck	15 Years
	C-17-A	WELD	I 25 ML SBND	LITTLE THOMPSON RIVER	Repair Joints & Seal Deck	15 Years
	C-17-N	WELD	I 25 ML NBND	LITTLE THOMPSON RIVER	Repair Joints & Seal Deck	15 Years
	D-17-CY	WELD	I 25 ML SBND	COUNTY ROAD 32	Repair Joints & Seal Deck	15 Years
	D-17-CZ	WELD	I 25 ML NBND	COUNTY ROAD 32	Seal Deck	20 Years
	D-18-BJ	WELD	I 76 ML WBND	COUNTY ROAD 53	Repair Joints & Seal Deck	15 Years
	C-18-ED	WELD	US 34 ML WBND	SOUTH PLATTE RIVER	Spray Conc. Sealer	5 Years
REGION 5	O-13-T	ALAMOSA	SH 368 ML	EMPIRE IRRIGATION CANAL	Repair Joints & Seal Deck	15 Years
	P-12-G	CONEJOS	SH 17 ML	BR. OF CONEJOS RIVER	Repair Joints & Seal Deck	15 Years
	P-12-U	CONEJOS	SH 17 ML	CONEJOS RIVER	Repair Joints & Seal Deck	15 Years
	P-12-A	CONEJOS	US 285 ML	CONEJOS RIV.OVERFLOW	Repair Joints & Seal Deck	15 Years
	P-12-B	CONEJOS	US 285 ML	CONEJOS RIVER	Repair Joints & Seal Deck	15 Years
	M-08-H	MINERAL	SH 149 ML	CLEAR CREEK	Repair Joints	15 Years
	M-09-B	MINERAL	SH 149 ML	RIO GRANDE	Repair Joints & Seal Deck	15 Years
	O-02-E	MONTEZUMA	SH 145 ML	DOLORES RIVER	Repair Joints & Seal Deck	15 Years
	P-02-A	MONTEZUMA	IRR# US 491 ML	MANCOS RIVER	Repair Joints & Seal Deck	15 Years
	P-02-B	MONTEZUMA	IRR# US 491 ML	INDIAN CREEK	Repair Joints & Seal Deck	15 Years
	N-10-W	RIO GRANDE	SH 149 ML	NORTH FORK RIO GRANDE	Repair Joints	15 Years
	N-10-V	RIO GRANDE	US 160 ML	S FK RIO GRANDE RIVER	Repair Joints & Seal Deck	15 Years

# **RAMP Asset Management**

*Bridge Preventative Maintenance*

- *10 Consultants*
- *\$30 Million*
- *Construction*  
*Spring 2014*

141 Bridges  
27 Counties  
2,170 Years



Bridge Enterprise Board  
Regular Meeting Agenda  
Thursday, November 21, 2013  
4201 East Arkansas Avenue  
Denver, Colorado 80222

Douglas E. Aden, Chairman  
Grand Junction, District 7

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

BRIDGE ENTERPRISE BOARD OF DIRECTORS .....Tab 15

- 2:05 p.m. Call to Order and Roll Call
- 2:05 p.m. Audience Participation  
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 2:10 p.m. Act on Consent Agenda ..... Bridge Enterprise p2  
a) Resolution to Approve Regular Minutes from  
October 17, 2013 (Herman Stockinger)
- 2:15 p.m. Discuss and Act on 5<sup>th</sup> Budget Supplement for ... Bridge Enterprise p6  
FY'2014 (Scott Richrath)
- 2:20 p.m. Monthly Progress Report (Tim Harris) ..... Bridge Enterprise p10
- 2:25 p.m. Adjournment

**Bridge Enterprise Board  
Regular Meeting Minutes  
Thursday, October 17, 2013**

PRESENT WERE: Doug Aden, Chairman, District 7  
Shannon Gifford, District 1  
Gary Reiff, District 3  
Ed Peterson, Vice Chairman, District 2  
Heather Barry, District 4  
Kathy Gilliland, District 5  
Kathy Connell, District 6  
Sidny Zink, District 8  
Les Gruen, District 9  
Bill Thiebaut, District 10  
Steve Hofmeister, District 11

ALSO PRESENT: Don Hunt, Executive Director  
Gary Vansuch, Director of Process Improvement  
Heidi Humphreys, Director of Admin & Human Resources  
Debra Perkins-Smith, Director of Division of Transportation  
Development  
Scott Richrath, Chief Financial Officer  
Mike Cheroutes, Director of HPTE  
Scott McDaniel, Director, Staff Services  
Herman Stockinger, Director of Policy and Government  
Relations  
Amy Ford, Director, Public Relations  
Barb Gold, Director, Division of Audit  
Tony DeVito, Region 1 Transportation Director  
Tom Wrona, Region 2 Transportation Director  
Dave Eller, Region 3 Transportation Director  
Myron Hora, Acting Region 4 Transportation Director  
Kerrie Neet, Region 5 Transportation Director  
Kathy Young, Chief Transportation Counsel  
John Cater, FHWA  
Vince Rogalski, Statewide Transportation Advisory  
Committee (STAC)

AND: Other staff members, organization representatives,  
the public

Chairman Aden convened the meeting at 1:55 p.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

**Audience Participation**

The Chairman noted that no members of the audience had signed up to address the Board of Directors.

### **Act on Consent Agenda**

Chairman Aden stated that the next thing on the Agenda was action on the Consent Agenda. Director Gruen moved for approval of the Consent Agenda. The motion was seconded by Director Connell. Upon vote of the Board, the motion passed unanimously.

### **Approval of the Regular Meeting Minutes for September 18, 2013**

#### **Resolution #BE-143**

Approval of Regular Meeting Minutes for September 19, 2013.

BE IT RESOLVED THAT, the Minutes for the September 19, 2013, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the October 16 & 17, 2013, meeting of the Bridge Enterprise Board of Directors.

### **Discuss and Act on Resolution to Approve the 4<sup>th</sup> Budget Supplement for FY2014**

Scott Richrath stated that this request for State Highway 14 in the Poudre Canyon was pulled from the agenda last month because the physical impact of the flooding to this area was not yet known, nor was the financial impact to Fort Collins. This is the only request on the table for this month, submitted on the contingency of local readiness to move forward. As of October 16, 2013, Fort Collins stated that they are ready to move forward with their local share. He sought approval for a supplemental request for \$12.1 million for State Highway 14.

Chairman Aden entertained a motion to approve the 4<sup>th</sup> Supplement to the Budget. Director Gilliland moved to approve the motion, and Director Connell seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

#### **Resolution #BE-144**

BE IT RESOLVED THAT, the 4th Budget Supplement for FY'14 is hereby approved by the Bridge Enterprise Board.

### **Quarterly Bond Program Update**

Scott Richrath stated that the Bond Program is a \$300 million program with a target of spending \$255 million of that in a three year period. That target will not be met, but it will be close. There has been acceleration in expenditure in the last few months. He stated that he anticipates about \$14 million per month in bond spending over the final few months of the three year period, bringing the total to approximately \$240 million.

Chairman Aden asked about potential legal problems with the spend-down requirement. Ken Szeliga stated that counsel was comfortable with the fact that Bridge Enterprise has done everything possible to spend the money and that all

the money should be encumbered by December of 2013, which will ensure compliance.

Scott Richrath stated that in approximately 18 months, the Bond Program will face a deficit of about \$88million. He asked if the Board wanted a workshop at a future meeting to discuss possible future bonding. Chairman Aden stated that a workshop would be helpful. Chairman Aden also asked how the I-70 viaduct fit into the financial plan. Scott Richrath stated that the forecasts for the I-70 viaduct have some variability in two specific areas. The first is that the scheduled performance index is set at .9, and the forecasts typically assume a 1.00 scheduled performance index. As the Enterprise lags by 10% or so, they will not expend the cash that is forecasted. The second potential lag is that they have been historically running under budget. There has been a return to budget on each project as they close that project of another 10%. There is flexibility that will make the forecasts look less deficit-driven. The I-70 viaduct is clearly the factor that drives an entirely different discussion on bonding and on funding capacity from the pay as you go program.

Director Hunt stated that Mike and Ben are working on an overall funding plan for the viaduct project. This was a first round of looking at more aggressive tolling structures, including toll express lanes and other sources of revenue to do this project, in order to lighten a little of the load on the Bridge Enterprise.

Director Hunt also stated that there was an appeal filed on the Bridge Enterprise lawsuit. Kathy Young stated that time frame to resolve that appeal would be at least year, possibly two years.

Chairman Aden requested to stay apprised of any material changes in cash projections. He also stated that moving forward with the discussions about the I-70 viaduct will help provide context when the legal questions are resolved.

### **Prioritization Plan Comparison**

Josh Laipply stated that last month they were requested to examine the currently programmed bridges and how they would rank in the prioritization plan for Bridge Enterprise. Of the 26 that are currently in design, six have a lower prioritization score. They maintain that these six continue to be a good investment. There are 17 others that have not been programmed because they are not a good investment. This demonstrated that the prioritization plan is working.

### **Monthly Progress Report**

Scott McDaniel provided the Monthly Progress Report.

- The Program Schedule SPI has decreased by .2 points. The drop is attributed to both over-performing and under-performing projects. The over-performing projects decreased from a .05 benefit to a .04 benefit. The underperforming projects also lost a few points.
  - There are 12 over-performing projects with an earned value of \$13.5 million.

- There is one underperforming non-railroad project with a combined loss earned value of \$10.8 million.
- There are a high number underperforming railroad projects. They are diligently working to improve the relationships with the railroads.
- SPI peaked at .95
- Major Achievements
  - Completed the fourth quarter for the Quarterly Report
  - Flood Recovery
    - Immediately after the floods, staff members were looking at damage and which bridges were Bridge Enterprise eligible.
    - This includes the Poudre River Bridge, which continues to be eligible.
  - Went to AD with a bridge in Region 2: the 1-25 business route over Salt Creek, north of Walsenburg. This a very old structure and is due for a replacement.
  - The I-25 over the draw in El Paso County is also going to construction in Region 2. This is not funded by Bridge Enterprise, but it is a Bridge Enterprise eligible project. It was not funded by Bridge Enterprise because it was a design built project and funded by BR funds.
  - Two bridges were completed in Region 1.
    - The first was the Pecos Street Bridge over 1-70. It is open and fully functional with roundabouts on both sides.
    - The second is a Sheridan Bridge over a railroad at 1-76.
- Total program financial performance did not significantly change from last month. As was heard in the Bond Program update, they are a little behind but gaining ground as they go.
- There are still 178 FASTER eligible bridges, which is no change from last month. Two went into design and one was completed since the last update.
- He provided a list of the 30 most deficient bridges.

### **Adjournment**

Chairman Aden asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, Chairman Aden announced the adjournment of the meeting.

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Herman Stockinger, Secretary  
Colorado Bridge Enterprise Board

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Date

# STATE OF COLORADO

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## DEPARTMENT OF TRANSPORTATION

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



DATE: November 21, 2013  
TO: Bridge Enterprise Board of Directors  
FROM: Scott Richrath, CFO  
SUBJECT: Fourth Supplement to the FY 2014 Bridge Enterprise Budget

Enclosed is the Fourth Supplement to the FY 2014 Bridge Enterprise Budget.

**SCOPING POOLS**

- **\$128,223** – Add funds to scoping pools. This funds scoping work in region 3 and provides \$100,000 to be allocated as necessary.

**REGION 1**

- **\$13,602,500** - Establish the construction phase budget for this project. The City of Aurora is providing funds for roadway improvements west of the bridges which is not a TABOR impact. AD date in December 2013. (18204)

**US 40 ML EBND and WBND over Tollgate Creek in Arapahoe County  
 Structures TBD to replace Structures F-17-GO & F-17-GA**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget				Fourth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Design	<i>Bond Proceeds</i>	\$3,284,170	\$0	\$0	\$3,284,170	\$0	\$3,284,170	\$1,346,765
	<i>City of Aurora</i>	\$55,730	\$0	\$0	\$55,730	\$0	\$55,730	\$55,730
	<i>FASTER Funds</i>	\$20,000	\$0	\$0	\$20,000	\$0	\$20,000	\$0
	<b>Total Design</b>	<b>\$3,359,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,359,900</b>	<b>\$0</b>	<b>\$3,359,900</b>	<b>\$1,402,495</b>
Construction	<i>FASTER Funds</i>	\$0	\$0	\$0	\$0	\$13,378,500	\$13,378,500	\$0
	<i>City of Aurora</i>	\$0	\$0	\$0	\$0	\$224,000	\$224,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,602,500</b>	<b>\$13,602,500</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$3,359,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,359,900</b>	<b>\$13,602,500</b>	<b>\$16,962,400</b>	<b>\$1,402,495</b>

**REGION 2**

- **\$47,041,600** - Establish construction phase budget to address a total of 8 structures to be included within one large design-build (D/B) project. The initial project scope only addressed bridges K-18-CL & K-18-CK which will be replaced with new structures. The region project team in collaboration with CDOT/CBE CFO and program staff subsequently decided to add the six other structures to the D/B project for the following reasons: bridges score well on the prioritization plan or have a very low sufficiency rating, the work falls within the same geographical area, and economy of scale from a construction packaging perspective. Because the six structures also fall within the footprint of the future re-alignment of I-25 as outlined within the New Pueblo EIS, a condition assessment cost study was completed which concluded that rehabilitation (rather than replacement) was the appropriate corrective action. RFP date in December 2013. (19205)

The construction phase will be primarily funded with future FASTER pay-go dollars through fiscal year 2016, and the subject financial liability has already been programmed into the bond program allocation plan.

In addition, the project team intends to include the RAMP partnership project 2-31; I-25 Ilex to 1<sup>st</sup> Street in Pueblo, CO (which also falls within the same geographical area) into the D/B project. This work will be funded with other (non-Bridge Enterprise) funding sources and is valued at approximately \$33.2M.

Design Build Package in Pueblo County Containing:

- I-25 ML over Ilex, RR, and Bennet (Structures TBD to Replace Structures K-18-CL & K-18-CK)
- I-25-ML over Indiana (Rehab Structures L-18-M & L-18-W)
- Northern Ave over I-25 (Rehab Structure L-18-AQ)
- Mesa Ave over I-25 (Rehab Structure L-18-AU)
- I-25 ML NBND over US 50 ML (Rehab Structure K-18-AX)
- US 50 Business Route over Arkansas (Rehab Structure K-18-R)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Fourth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Construction	<i>FASTER Funds</i>	\$0	\$0	\$0	\$0	\$47,041,600	\$47,041,600	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,041,600</b>	<b>\$47,041,600</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,041,600</b>	<b>\$47,041,600</b>	<b>\$0</b>

- **\$1,073,500** - Establish the construction phase budget for this project. AD date in December 2013. (19053)

US 160 ML over Smith Canyon Tributary in Las Animas County  
 Structure P-23-D to Replace Structure P-23-A

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Fourth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
ROW	<i>FASTER Funds</i>	\$5,000	\$0	\$0	\$5,000	\$0	\$5,000	\$0
	<b>Total Design</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$0</b>
Design	<i>Bond Proceeds</i>	\$722,000	\$0	\$0	\$722,000	\$0	\$722,000	\$260,849
	<b>Total Design</b>	<b>\$722,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$722,000</b>	<b>\$0</b>	<b>\$722,000</b>	<b>\$260,849</b>
Construction	<i>FASTER Funds</i>	\$0	\$0	\$0	\$0	\$1,073,500	\$1,073,500	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,073,500</b>	<b>\$1,073,500</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$727,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$727,000</b>	<b>\$1,073,500</b>	<b>\$1,800,500</b>	<b>\$260,849</b>

**Resolution No.**

**“BE IT RESOLVED, That the Fourth Supplement to the Fiscal Year 2013-2014  
Budget is approved by the Bridge Enterprise Board.”**

BRIDGE ENTERPRISE  
BOARD OF DIRECTORS MEETING



# NOVEMBER 2013 MONTHLY PROGRESS REPORT

Colorado Bridge Enterprise

11/21/2013

# Program Schedule

2

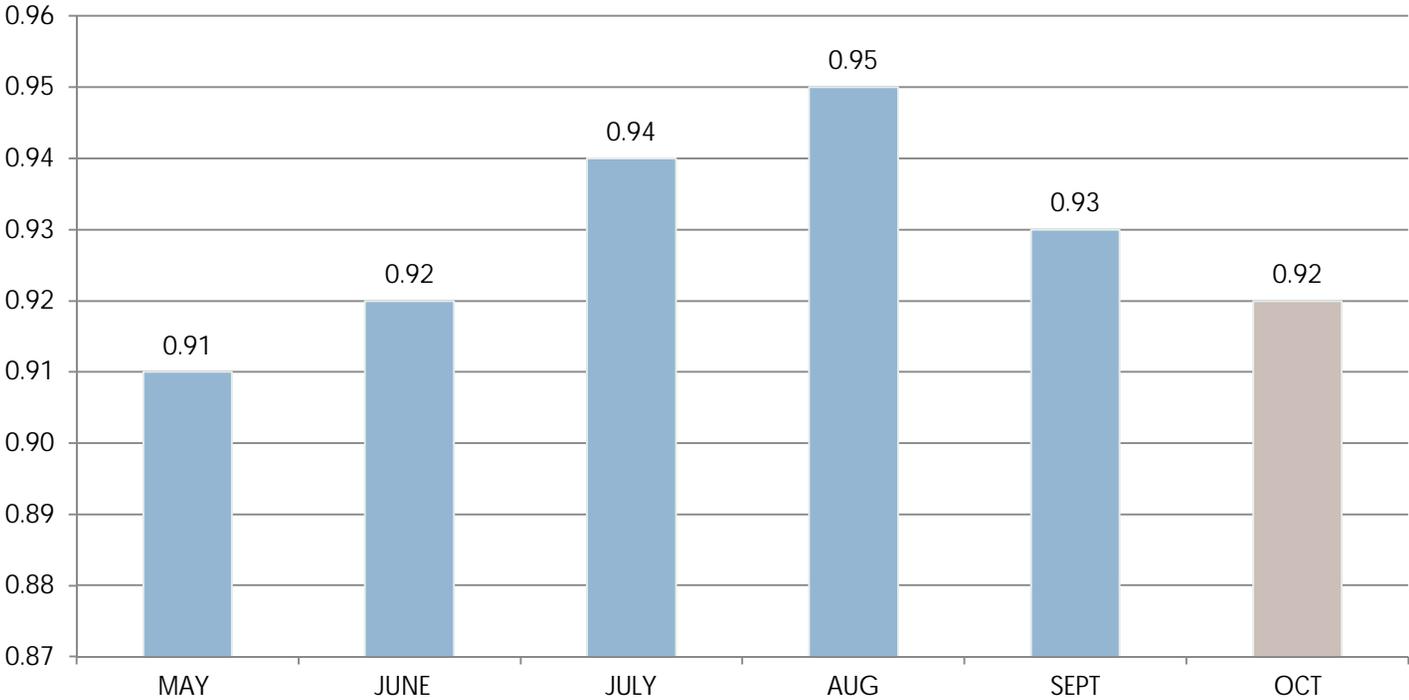
- Program schedule updated for work complete through October 2013
- October Schedule Performance Index (SPI) = 0.92
  - A 0.01 DECREASE from previous month
  - September SPI = 0.93
- Over-performing projects
  - 6 projects with \$11.2M in combined Earned Value (EV) greater than planned
  - 6 fewer projects and \$2.3M less in EV than prior month
  - Increases program SPI by 0.03; a 0.01 decrease from prior month
- Under-performing projects
  - Non-Railroad projects (Lost SPI  $\geq$  0.01)
    - 1 project with \$12.0M in lost EV
    - Reduces program SPI calculation by 0.03; no change from prior month
  - Railroad projects
    - 13 Railroad projects with \$18.0M in combined lost EV
    - Reduces program SPI calculation by 0.05; no change from prior month

11/21/2013

# Program Schedule

3

## Program SPI by Month



Program Goal SPI  $\geq$  0.90

11/21/2013

# Major Achievements (October BOD – November BOD)

4

- Program Reporting
  - ▣ Completed Q1 FY2014 Quarterly Report
  - ▣ Completed Bond Allocation Plan Update
    - Work complete through September 30, 2013 or Q1 FY2014
- Identified 1 newly eligible “poor” FASTER bridge
  - ▣ Per CDOT Staff Bridge quarterly update
  - ▣ FASTER eligibility bridge count increased from 178 to 179
  - ▣ Region 3:
    - F-08-D; I70 SERVICE RD over UP RR (SR), Eagle County.

11/21/2013

# Major Achievements (October BOD – November BOD)

5

- ❑ Design/Build Procurement
  - ❑ Region 2: Ilex Design/Build Project (Pueblo, CO)
    - Project finalizing RFP for release in December
- ❑ Completed draft Colorado Bridge Enterprise Annual Financial Statements for FY2013
- ❑ Bridges to Construction
  - ❑ Region 6
    - F-17-DM: SH 88 ML/ARAPAHOE ROAD over CHERRY CREEK (Centennial, CO)

11/21/2013

# Major Achievements (October BOD – November BOD)

6

- Completed Five Bridges
  - ▣ Region 1
    - E-16-FK: SH 121 ML Southbound over US 36 ML (Broomfield)
    - E-16-FL: County Road / Old Wadsworth over US 36 ML (Broomfield)
    - G-16-B: US 85 ML over Draw (Douglas County)
    - G-16-C: US 85 ML over Draw (Douglas County)
  - ▣ Region 4
    - B-17-L: SH 14 ML over Coalbank Creek (Ault, CO)

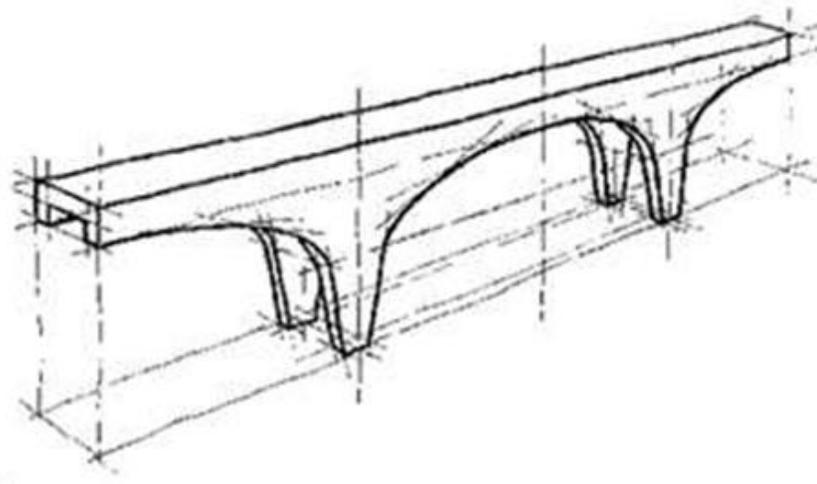
11/21/2013

# Completed **FASTER** bridge

7

Region 1

E-16-FK: SH 121 ML Southbound over US 36 ML (Broomfield)



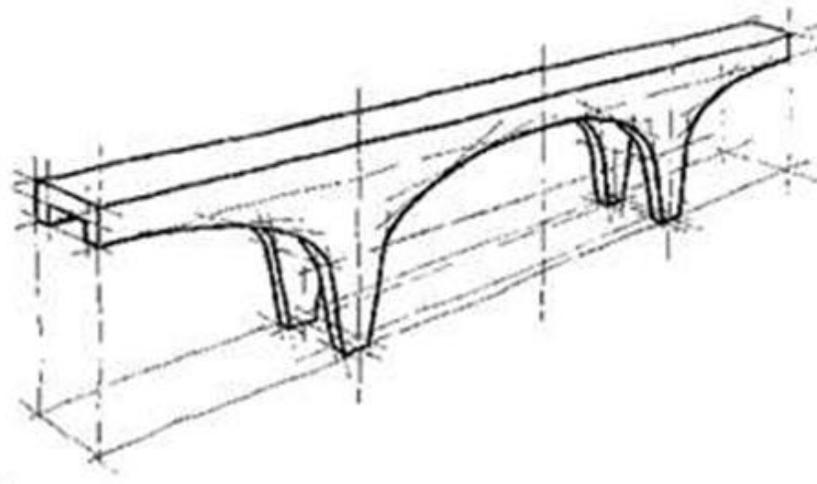
Project team to provide photograph(s) of completed structure.

# Completed **FASTER** bridge

8

Region 1

E-16-FL: County Road / Old Wadsworth over US 36 ML (Broomfield)



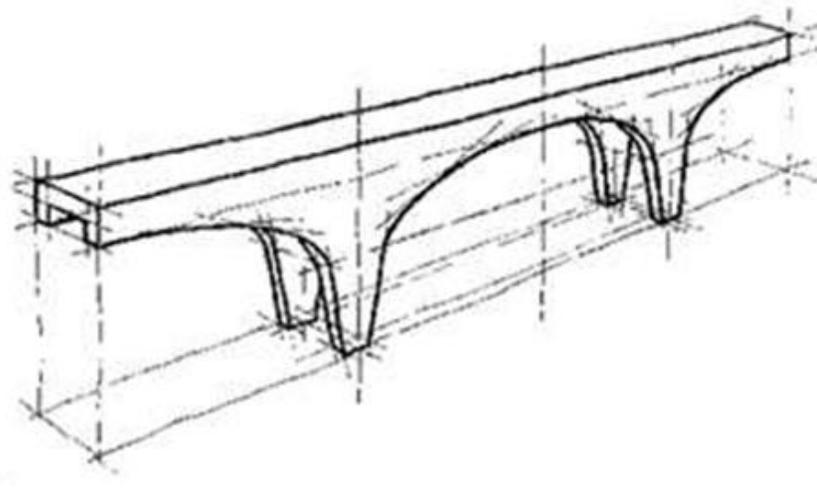
Project team to provide photograph(s) of completed structure.

# Completed **FASTER** bridge

9

Region 1

G-16-B: US 85 ML over DRAW (Douglas County)



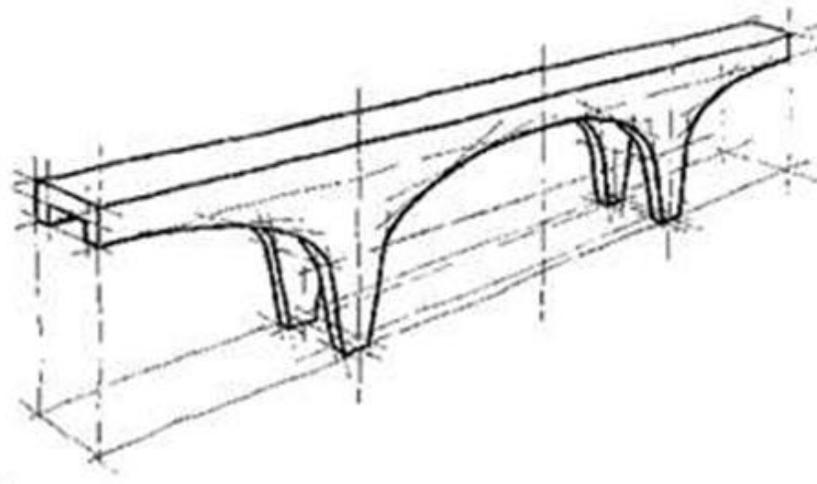
Project team to provide photograph(s) of completed structure.

# Completed **FASTER** bridge

10

Region 1

G-16-C: US 85 ML over DRAW (Douglas County)



Project team to provide photograph(s) of completed structure.

# Completed **FASTER** bridge

11

Region 4

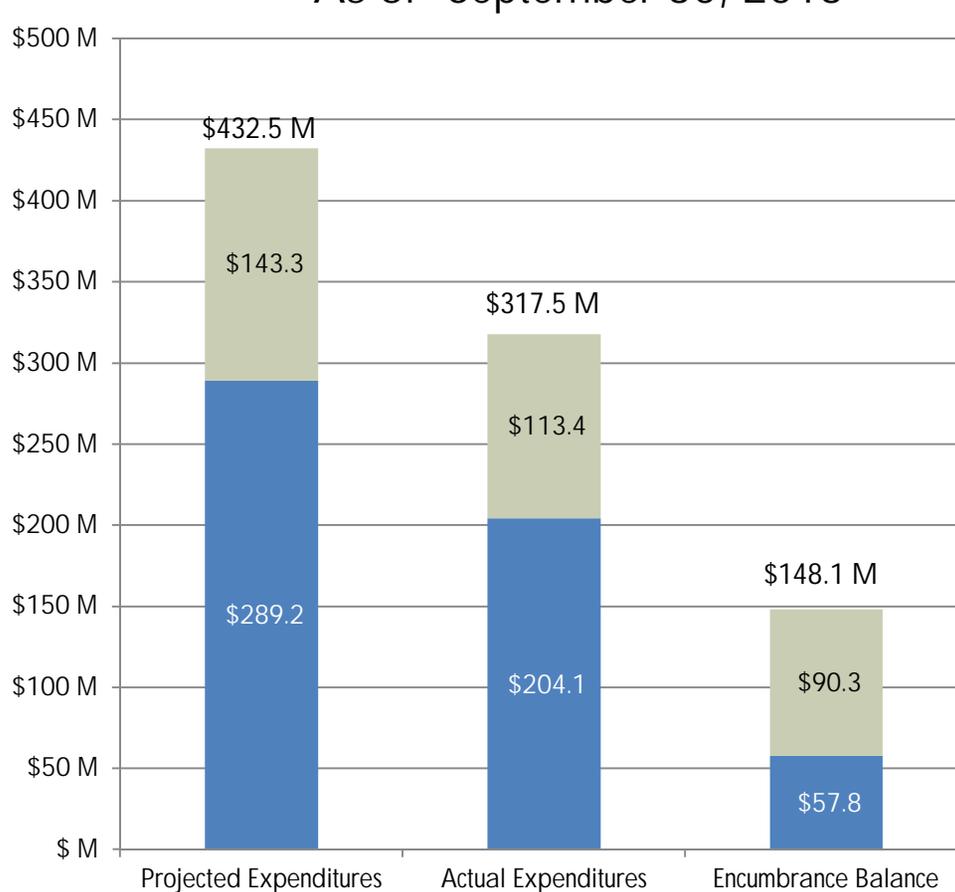
B-17-L: US 85 ML over DRAW (Douglas County)



# Total Program Financial Performance

12

As of September 30, 2013



■ Non-Bond ■ Bond-Only

## Changes from Previous Month

### Projected Expenditures

- Overall increased by \$19.8M or 4.8%
- Bond-Only increased by \$7.8M or 2.8%

### Actual Expenditures

- Overall increased by \$11.9M or 3.9%
- Bond-Only increased by \$7.7M or 3.9%

### Encumbrance Balance

- Overall decreased by -\$4.7M or -3.1%
- Bond-Only decreased by -\$6.2M or -9.7%

Encumbrance balances (bond-only) to decrease as expenditures increase; unless new work scope is contracted.

# Status FASTER Eligible Bridges

13

*18 bridges in 6 months; 3 per month*

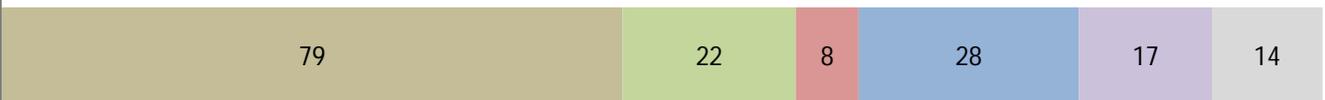
Current 179 Eligible Bridges



October 178 Eligible Bridges - 1 Month ago



May 168 Eligible Bridges - 6 Months ago



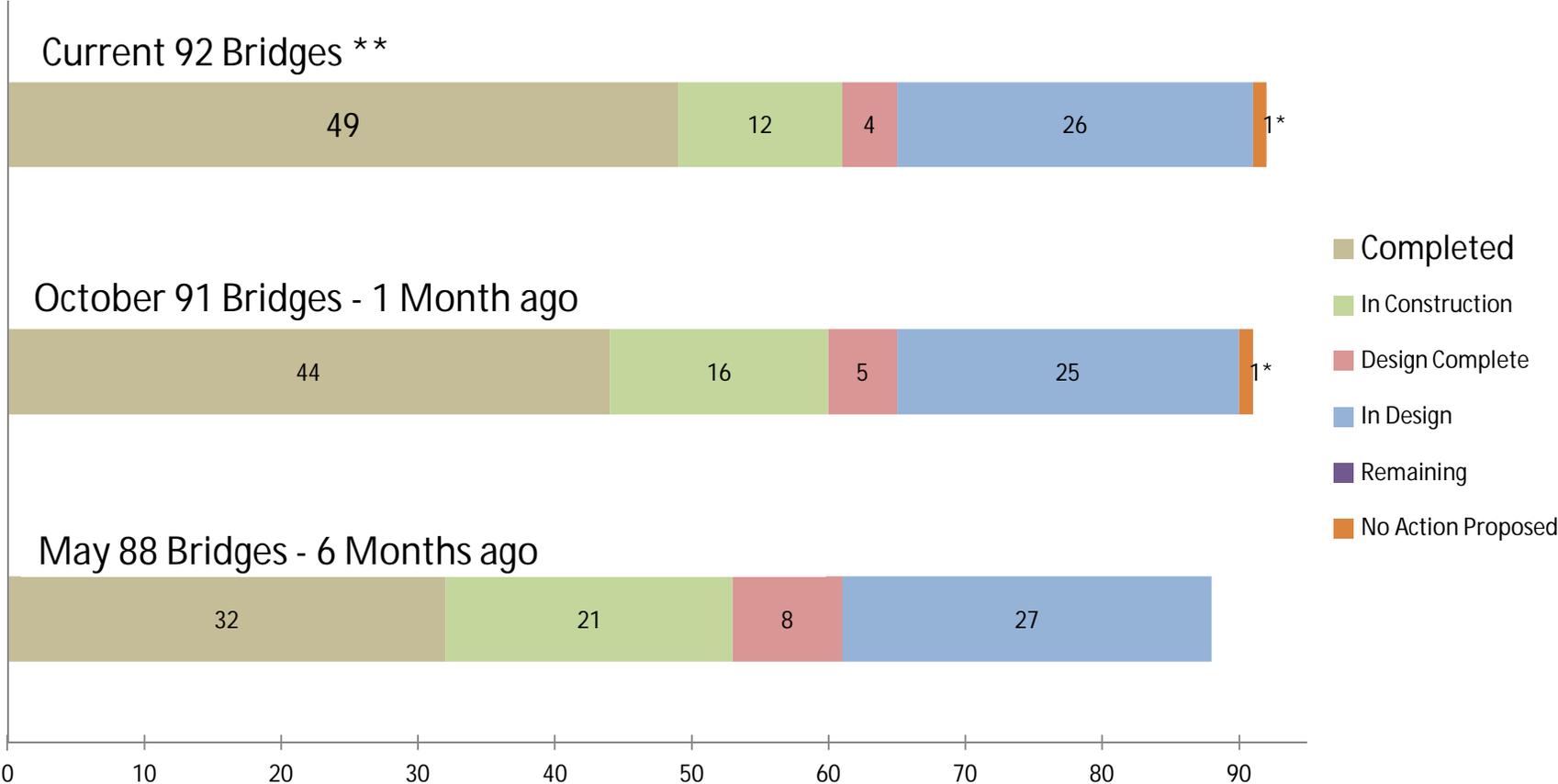
- Completed
- In Construction
- Design Complete
- In Design
- Remaining
- No Action Proposed

0 20 40 60 80 100 120 140 160 180

11/21/2013

# Status \$300M Bond Bridges

14



\* One project was determined in-eligible  
 \*\* Recognized I-70 Viaduct w/ ROW acquisition

11/21/2013

# Status of 30 Most Deficient Bridges

15

	2013 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	12 <sup>a</sup>	27 <sup>c</sup>
In Construction	2	1
Design Complete	2	0
In Design	9	2 <sup>d</sup>
Remaining	5 <sup>b</sup>	0
Total Addressed	30	30

<sup>a</sup> Completed four bridges: G-16-C, B-17-L, E-16-FL and E-16-FK

<sup>c</sup> Completed two bridges: G-16-C and E-16-FL

<sup>d</sup> I-70 Viaduct moved to in design with ROW acquisition

b	Region	Location	Current Status
E-17-EW	R1	I-70 ML EBND over UP RR	Pending I-70 East FEIS
E-17-DF	R1	I-70 ML WBND over UP RR	Pending I-70 East FEIS
E-17-KR	R1	I-270 ML EBND over I-70 ML	Newly Poor: Evaluating
C-17-B	R4	SH 60 ML over SOUTH PLATTE RIVER	Newly Poor: Evaluating
K-17-F	R2	SH 96 ML over RUSH CREEK	Newly Poor: Evaluating

11/21/2013

# DBE Participation; Quarterly Update

16

- From 3/1/2010 – 9/30/2013, 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
  - 289 DBE Subcontracts Awarded = \$29,279,036
  - 292\*\* Total DBE Contracts Awarded = \$36,293,386
  - Overall DBE Participation on BE Contracts = 16.7%
  - CDOT DBE goal at 13.3%

\* Design-Bid-Build only

\*\* The 292 total contracts went to 100 individual DBE firms

# CBE Contractor List (Inception to date)

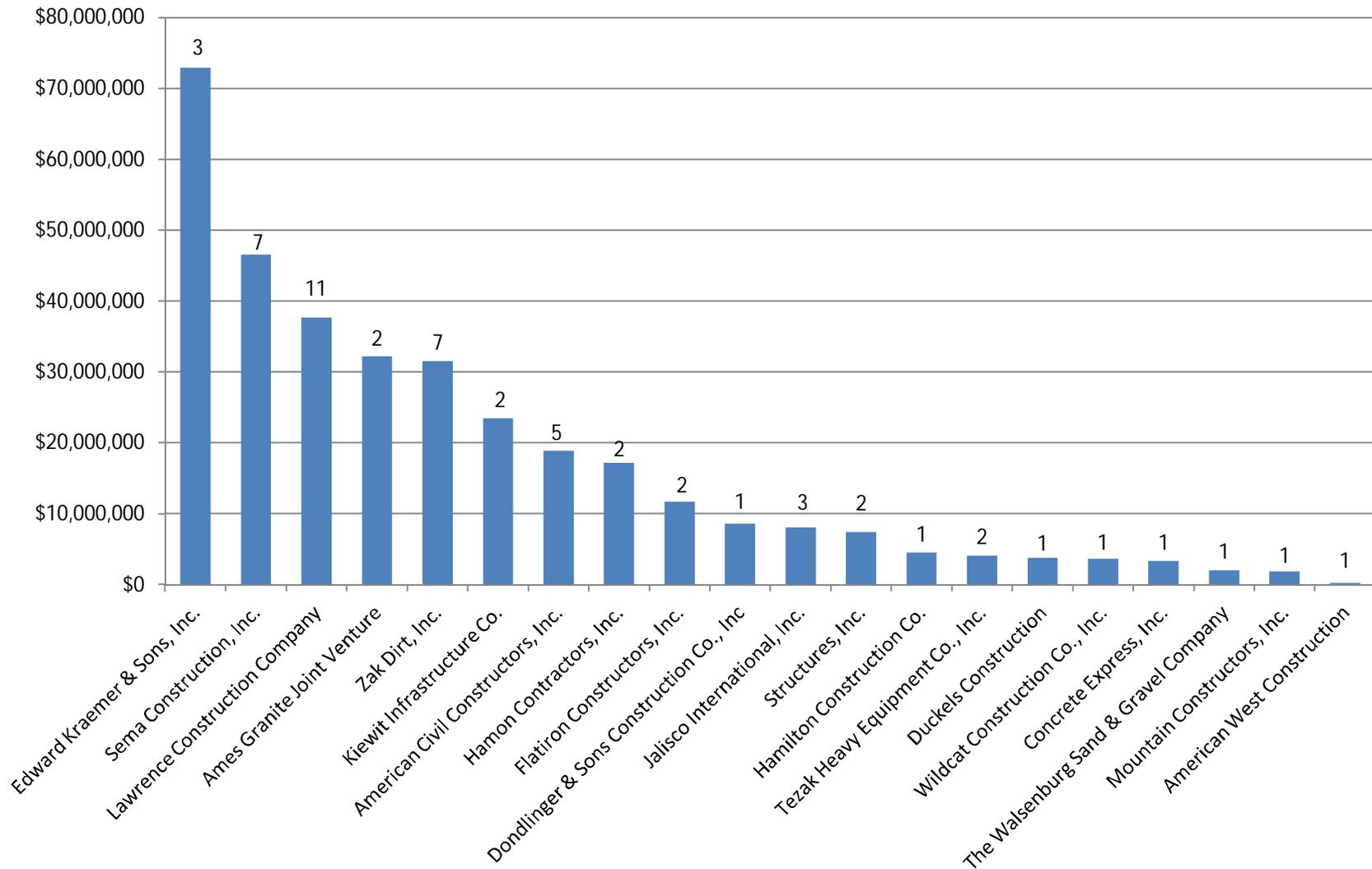
17

Contractor	Total Projects	Cumulative Contract Amount (\$M)
Edward Kraemer & Sons, Inc.	3	\$72.9
Sema Construction, Inc.	7	\$46.6
Lawrence Construction Company	11	\$37.7
Ames Granite Joint Venture	2	\$32.2
Zak Dirt, Inc.	7	\$31.6
Kiewit Infrastructure Co.	2	\$23.5
American Civil Constructors, Inc.	5	\$18.9
Hamon Contractors, Inc.	2	\$17.2
Flatiron Constructors, Inc.	2	\$11.7
Dondlinger & Sons Construction Co., Inc.	1	\$8.6
Jalisco International, Inc.	3	\$8.1
Structures, Inc.	2	\$7.5
Hamilton Construction Co.	1	\$4.5
Tezak Heavy Equipment Co., Inc.	2	\$4.1
Duckels Construction	1	\$3.8
Wildcat Construction Co., Inc.	1	\$3.6
Concrete Express, Inc.	1	\$3.4
The Walsenburg Sand & Gravel Company	1	\$2.0
Mountain Constructors, Inc.	1	\$1.9
American West Construction	1	\$0.2
<b>20 Contractors</b>	<b>56</b>	<b>\$340.0</b>

Does not include 34 BE eligible bridges replaced with Non-BE funds

# CBE Contractor List

CBE CONSTRUCTION PROJECTS BY CONTRACTOR



# FASTER Q&A

19

## Questions & Answers

10/17/2013

# MEMORANDUM

## DEPARTMENT OF TRANSPORTATION

Division of Transportation Development  
4201 East Arkansas Avenue, Room 262  
Denver, Colorado 80222  
(303) 757-9525  
FAX (303) 757-9656



**TO:** Transportation Commissioners

**FROM:** Debra Perkins-Smith, Director, DTD

**DATE:** November 8, 2013

**RE: FREIGHT ADVISORY COMMITTEE**

The purpose of this memo is to provide information to the Transportation Commission on the newly formed Freight Advisory Committee.

The Division of Transportation Development has established a Freight Advisory Council (FAC) to address the current needs of the freight program and to assist in the development of the Freight Plan. The establishment of FAC was recommended in section 1117 of MAP-21. The council is composed of members with broad experience representing various modes, industries, and phases in freight movement. The FAC has had two meetings with CDOT staff. The Freight Advisory Council's focus will be on three main goals:

- *Planning: Enhance the development of Colorado's Freight Plan by providing technical expertise and real-world insight.*
- *Policy and Programs: Identify strategies and programs that will enhance Colorado's freight system.*
- *Partnership: Develop the structure for an ongoing partnership between the freight community and CDOT.*

As part of its advisory role during the planning process the FAC has identified the following key initiatives the department should pursue to improve freight movement in Colorado:

- *Crash Reduction: truck and rail crossing*
- *Connectivity: the connection between the statewide network and local communities including the importance of transportation to the economy*
- *Parking: address both the safety and lack of parking across the state*
- *Operations: Improve the freight system through operational initiatives*
- *Capacity Improvements: address the unique infrastructure needs of freight*
- *CDOT Freight Integration: Increasing the awareness of freight throughout the department and incorporating it into various processes and decision making*

The next meeting of the FAC will be on January 16, 2014.

# CDOT FY14-15 Performance Plan



**Colorado  
Department  
of Transportation**

**November 2013**



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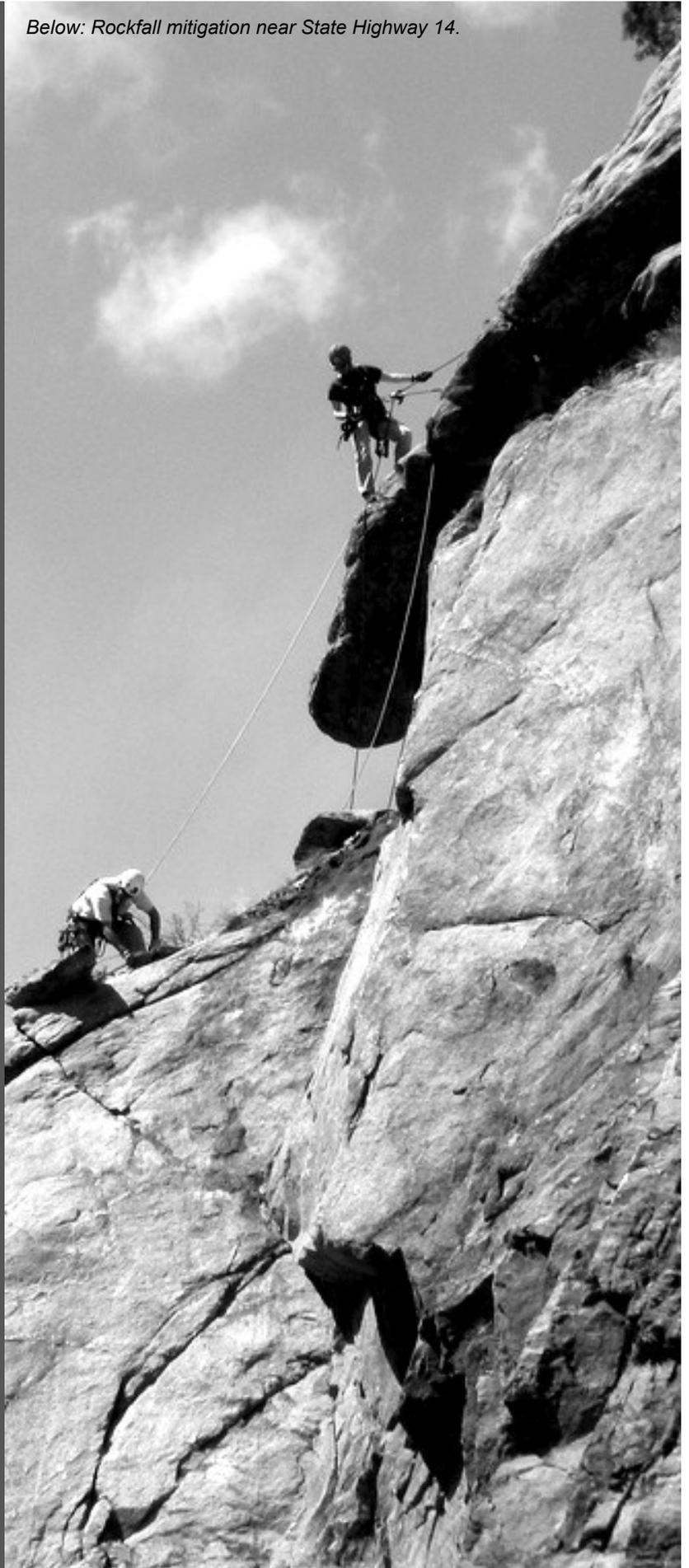
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*Below: Rockfall mitigation near State Highway 14.*



# I. Introduction and Department Description

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# Introduction

The Colorado Department of Transportation (CDOT) is pleased to present its Performance Plan for fiscal year 2014-15. This plan is intended to help the Department serve Coloradans through effective administration and delivery of transportation-related programs and services.

Long-term Strategic Policy Initiatives and shorter-term Focus Areas are outlined in the following pages. Core processes that support each initiative and area, as well as outcome and output measures that indicate performance levels, are described.

The Performance Plan format represents a shift in the Department's strategic planning efforts. Required by the 2013 revision of the State Measurement for Accountable, Responsive and Transparent Government (SMART) Act, this year's Performance Plan is a transitional document. The plan replaces the Fiscal Year 2014 Strategic Operational Plan.

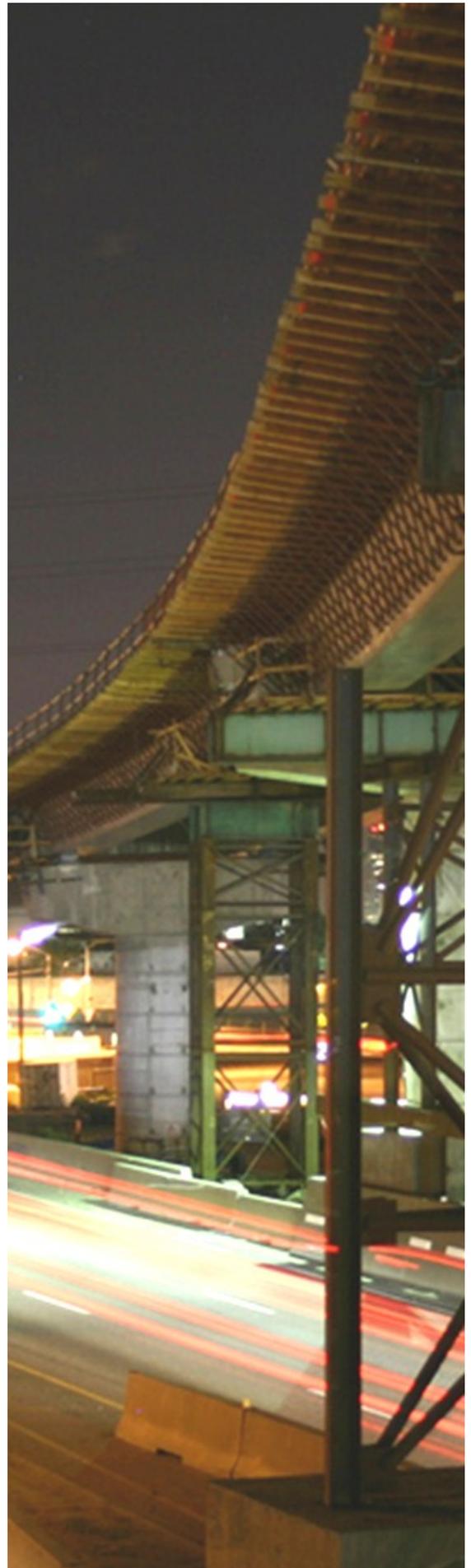
Performance measures and goals may change as the Department refines this plan through further review by senior management and collaboration with Colorado's Office of State Planning and Budgeting. Revisions also may occur as CDOT completes its annual review of the Federal Highway Administration-CDOT Stewardship Agreement and other documents that contain many of the same performance indicators.

## Employee Involvement

Pursuant to SMART legislation, CDOT has incorporated participation from employees at all levels into its performance-measurement and strategic planning efforts. Development of the Performance Plan included dozens of contacts with employees including members of the Senior Management Team, program managers and non-management employees.

The state employee union, Colorado Workers for Innovative and New Solutions (WINS), also has reviewed the plan. WINS has recommended that measures that specifically convey employee success be included. Such metrics will be developed by CDOT's Transportation Performance Branch and WINS for next year's Performance Plan. WINS will elect one of its CDOT members as its official representative on CDOT's Performance Measure Staff Advisory Group.

The Department created the advisory group for its performance-measure program in 2012. The group includes a member of CDOT's Employee Council. The Employee Council member re-

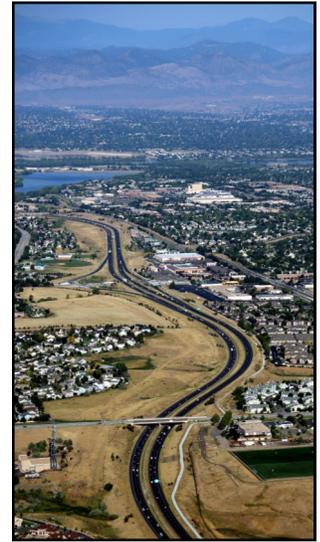


ports to the council on performance measure progress at CDOT and returns with feedback from the council.

The advisory group met every six weeks during the 2012 development of CDOT's performance measure website, [www.YourCDOTDollar.com](http://www.YourCDOTDollar.com). In October 2013, the group began meeting on a quarterly basis, with the first meeting including a review of the Performance Plan. Response to the plan also was solicited at an October meeting of CDOT's Employee Council.

## Plan Structure

CDOT's Performance Plan begins with the Department's Vision and Mission and filters down to Performance Areas, including shorter-term Focus Areas and long-term Strategic Policy Initiatives. (See chart below.)



The seven Strategic Policy Initiatives align with seven performance areas described in the Moving Ahead for Progress in the 21st Century Act (MAP-21), the federal transportation appropriation passed in June 2012. Transportation Commission Policy Directive 14 also includes those performance areas and articulates CDOT's goals and objectives. The shorter-term Focus Areas are more operational and may change with Department administrations.

Each Focus Area and Strategic Policy Initiative has broad goals, which are in turn supported by specific, quantifiable objectives. These objectives originate in myriad sources within the Department, including Policy Directive 14 (see page 4) and targets set by program managers.

Progress toward satisfying these objectives—and through them the broader Goals, Performance Areas, Mission and Vision—is evaluated by more than 50 performance measures. Measures are categorized as outputs or outcomes. An **output** measures what a program does and the services and products generated, such as the number of roadway miles plowed. An **outcome** is a measure of a condition targeted for improvement by a program, such as the number of fatalities on state highways. Departments have more control over outputs than outcomes.

Three appendices in this plan show the organizational structure and workload associated with accomplishing the Department's goals. Appendix A shows CDOT's Major Program Areas, which are cross-referenced with performance measures used throughout the plan. Appendix B shows key workload indicators, such as the number of roadway miles CDOT maintains. Finally, Appendix C features CDOT's organizational chart, which shows the hierarchy of key personnel and department divisions.

CDOT FY14-15 Performance Plan Structure



# Department Description

The Colorado Department of Transportation (CDOT) is the cabinet department that plans for, operates, maintains, and constructs the state-owned transportation system, including state highways and bridges.

The Department's statutory authority resides within Title 43, Part 1, Colorado Revised Statutes (2013). Article 1 vests the Colorado Transportation Commission with authority over planning, development, and adoption of CDOT's annual budget.

## Vision and Mission

The Department's **vision** is to enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people, goods and information and by offering convenient linkages among modal choices. CDOT accomplishes this by relying on its core values of safety, people, respect, integrity, customer service and excellence.

CDOT's **mission** is to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods and information.

From these organizational priorities, the department establishes mid- to long-term performance goals and objectives. Policy Directive 14, currently under revision by the Governor-appointed Colorado Transportation Commission, provides policy direction on investment decisions to achieve certain performance levels for the statewide transportation system, including safety, infrastructure condition, and system-performance levels. Policy Directive 14 objectives are revenue-based and determined to be achievable, but aspirational goals also may be included. These objectives set direction for funding levels for various programs in the long-range Statewide Transportation Plan, the near-term Statewide Transportation Improvement Plan (STIP), and the Department's annual budget.

CDOT is responsible for a highway system that encompasses more than 9,100 center-lane miles (about 23,000 total lane miles) and includes 3,437 bridges. This system each year handles more than 28 billion vehicle miles of travel. Although the Interstate system accounts for only about 10 percent, or 952, of the center-lane miles on the state system, about 40 percent of state-highway travel within Colorado takes place on Interstate highways.

## Department structure

The state's transportation system is managed by CDOT under the direction of the Colorado Transportation Commission, which is composed of eleven members who represent specific districts. Each commissioner, appointed by the Governor and confirmed by the Senate, serves a four-year term. The commission directs policy and adopts Departmental budgets and programs.

The Executive Director's Office leads the Department in planning for and addressing Colorado's transportation needs. The Executive Director and other members of the Senior Management Team set the direction of



the Department, make recommendations to the Transportation Commission, assure consistent communication, set internal policy, set short-term and long-range goals, and provide leadership for the Department through the execution of the Transportation Commission’s policies and budgets. CDOT’s Chief Engineer directs the department’s construction, safety, maintenance, and operations programs.

Divisions and offices within CDOT perform an array of functions. Examples include:

- The Division of Highway Maintenance and Operations takes care of the highway system—plowing snow, repairing pavement, maintaining guardrail and more.
- The Division of Transportation Development manages the statewide transportation-planning process and ensures the department fulfills its environmental and reporting obligations.
- The Office of Transportation Safety helps local law-enforcement agencies with special funds to provide educational programs to reduce distracted and impaired driving and to increase the use of safety belts.
- The Division of Aeronautics supports aviation interests statewide, including awarding and administering grants to help improve local airports.
- The Division of Transit and Rail provides assistance to numerous transit systems in the state.
- The Division of Engineering, Design and Construction designs highway projects and awards contracts to private companies submitting the lowest bids to construct the projects.
- The new Division of Transportation Systems Management & Operations (TSM&O) focuses on implementing low-cost, high-value operational improvements to get more out of Colorado’s existing transportation system.
- The new Office of Major Project Development will help CDOT and the High Performance Transportation Enterprise (HPTE) more effectively and efficiently develop major projects through the promotion of consistency in the advancement, management and oversight of such projects.



For a list of Major Program Areas, including associated customer descriptions, major funding sources, and performance measures, please see Appendix A of this plan.

## Engineering Regions

Colorado’s Engineering Regions, reduced in number from six to five in July 2013 (see page 8), operate under the guidance of the Chief Engineer and their respective Regional Transportation Directors.

The regions design and construct transportation-related projects. They also maintain the state highway system and maximize contact with local governments, industry and the public. Each Engineering Region covers all aspects of CDOT operations for that region, including engineering, maintenance, planning and environmental management, traffic, right-of-way and surveying, and utilities.

## Revenue Sources

State revenue sources to the Department include the Highway Users Tax Fund (made up of motor fuel tax, vehicle registration fees, and other fees), fees and surcharges related to Senate Bill 09-108 (FASTER), Capital Construction Funds, a sales and excise tax on aviation fuel, and more.

Pursuant to Senate Bill 09-228, future revenue sources will include general fund transfers to the State Highway Fund and Capital Construction Fund over five years, contingent upon specific economic and fiscal conditions.

The Department receives revenue from federal sources including the federal Highway Trust Fund.

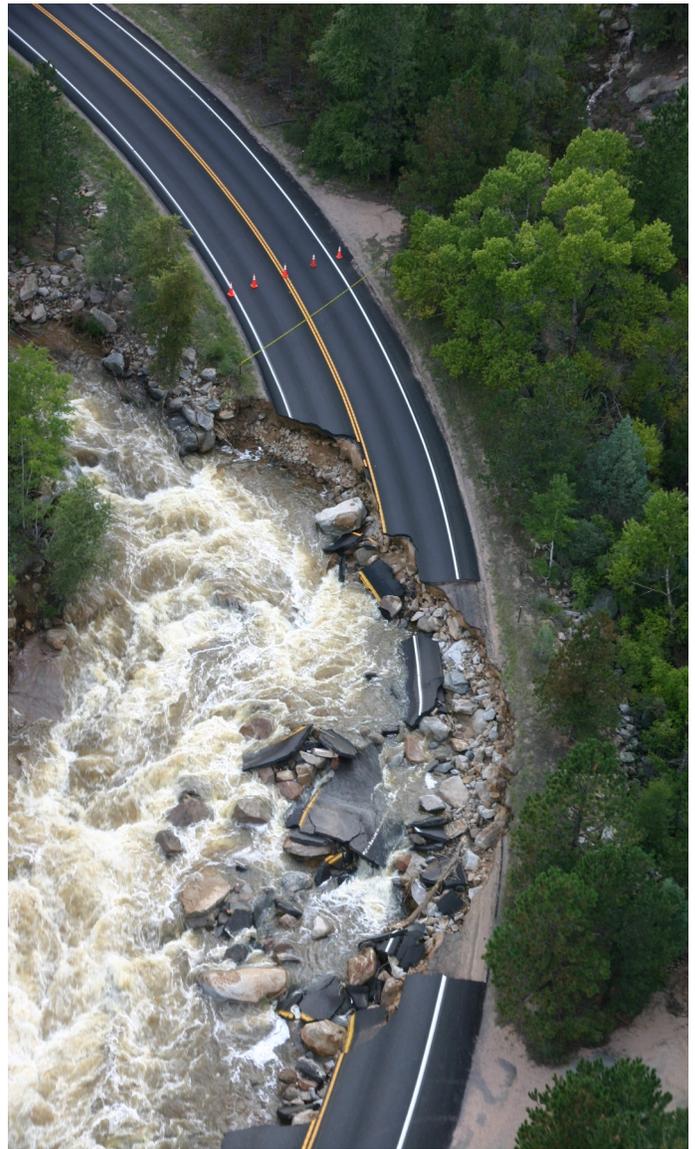
## Locations

CDOT’s headquarters building is at 4201 East Arkansas Avenue in Denver. The Department owns about 1,200 buildings statewide, including the headquarters building in Denver and five regional offices in Denver, Durango, Grand Junction, Greeley and Pueblo. See page 8 for a map of the boundaries of the five Engineering Regions.



## Current Initiatives

- **Flood Recovery:** Flooding of historic proportion in September 2013 severely damaged the transportation infrastructure in northern and eastern Colorado. From the afternoon of Sept. 9 to midday Sept. 13, 14.6 inches of rain fell on Boulder, with similar amounts in Larimer County and continued run-off and rain in Weld counties. For perspective, average annual precipitation in the Front Range is 15 inches. More than 30 state highways or Interstates at one point were closed due to infrastructure damage or water standing on the highways. The flooding was the largest natural disaster affecting Colorado infrastructure since the 1965 South Platte flood. As of late October, 120 bridges had been identified as needing repair. CDOT has created an Infrastructure Recovery Force to clear, repair and establish access to affected components of the state highway system by Dec. 1, 2013. The Department anticipates permanent reconstruction of the affected components will take several years. The recovery force has provided coordination and assistance to local governments in reestablishing critical state highway links to local roads, bridges, water, sewer, power and communications. *Flood recovery is essential to meeting all the Department's Strategic Policy Initiatives, particularly safety and preserving infrastructure condition.*
- **Portfolio, Cash, and Program Management:** The Portfolio, Cash, and Program Management initiative provides the management infrastructure to implement the cash-based programing and budgeting that makes possible the increase in construction related to the five-year Responsible Acceleration of Maintenance and Partnerships program. (See next page for more on RAMP.) The initiative also provides the management for scheduling and monitoring the one-time, 50 percent increase in the total capital construction program using the new cash-based programing and budgeting methodology. *The Portfolio, Cash, and Program Management initiative helps CDOT meet Strategic Policy Initiatives including preserving infrastructure condition and reducing project-delivery delays.*



*Flood-related damage on State Highway 7, from Lyons to Estes Park.*



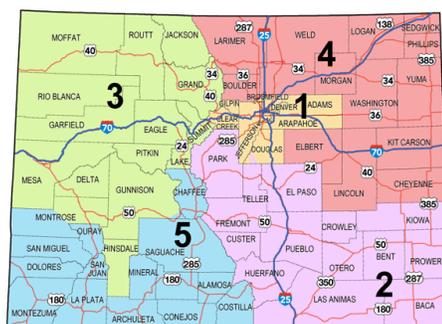
*Response to the flooding on U.S. Highway 34.*

## Current Initiatives (continued)

- RAMP (Responsible Acceleration of Maintenance and Partnerships):** With its move to a new cash-management system for programming and budgeting, CDOT will begin funding multi-year projects based on year of expenditure. In contrast, current practice requires the Department to save up for the full amount of a project before construction begins. The old approach often means money sits unspent when it could be used sooner. The new cash-management system has provided CDOT the opportunity to develop the RAMP funding program, which is an increase in project construction of about \$300 million per year over the next five years. This increase in construction activity is one-time and is from existing, already encumbered dollars, not new funding sources or new transportation revenues. RAMP Partnership and Operations projects were approved by the Transportation Commission in October 2013. Funding for fiscal year 2015 RAMP Asset Management Programs will be approved by resolution in November 2013. *RAMP helps CDOT meet Strategic Policy Initiatives including preserving infrastructure condition and reducing project-delivery delays.*
- Asset Management Focus:** CDOT's first Risk-Based Asset Management Plan is scheduled to be introduced before January 2014. The plan will focus on efficient and effective preservation of the transportation system using a risk-based/lowest life-cycle cost approach to assets including bridges, pavement, maintenance assets, buildings, vehicle fleet, tunnels, culverts, rockfall-mitigation sites, and Intelligent Transportation Systems (ITS) equipment. *An asset-management focus will help CDOT meet the Strategic Policy Initiative of preserving the transportation infrastructure condition to ensure safety and mobility at a least life-cycle cost.*
- 2040 Statewide Transportation Plan:** The 2040 Colorado Statewide Transportation Plan (SWP) is scheduled for adoption by the Transportation Commission in summer 2014. Commission policies guide the development by the state's 15 Transportation Planning Regions of regional plans, which are part of the larger Statewide Plan. The Statewide Plan establishes a transportation vision and goals for the state and outlines the strategic direction to achieve those goals. The plan includes a mid-term (10-year) and long-term (25-year) horizon and is developed in collaboration with CDOT's planning partners. It outlines how to invest limited transportation dollars while balancing preservation, maintenance, and capacity improvements that support the economic vitality of the state. *The Statewide Plan helps CDOT meet all its Strategic Policy Initiatives.*
- Region Consolidation:** Effective July 2013, CDOT implemented modifications to its existing engineering regions that included reducing the number of regions from six to five. Region 6 and a portion of Region 1 combined into a new region that includes all of Adams, Arapahoe, Clear Creek, Denver, Douglas, Gilpin and Jefferson Counties. Areas of the previous Region 1 also were added to Regions 2, 3 and 4. Benefits of the changes include better aligning of regions with county boundaries. Counties will be able to coordinate with only one region, rather than two or sometimes three regions in the past, which will improve efficiency in customer service. *Region consolidation will help CDOT meet the Strategic Policy Initiative of Business Excellence—improving business processes for better customer service and efficiency.*

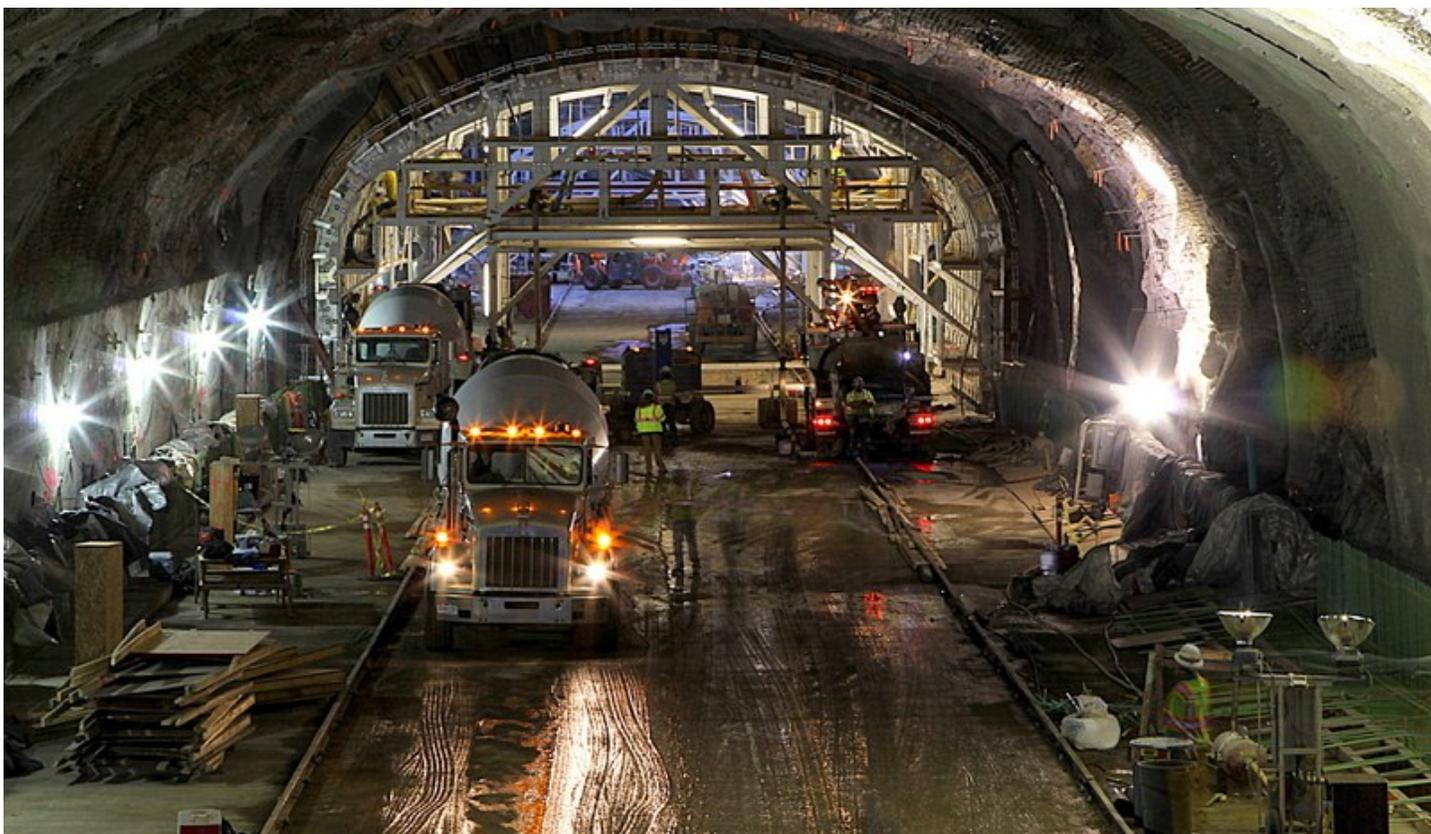


*CDOT this year reduced its number of engineering regions from six to five.*



## Current Initiatives (continued)

- **Division of Transportation Systems Management & Operations:** CDOT's new Division of Transportation Systems Management & Operations (TSM&O) focuses on implementing low-cost, high-value operational improvements to get more out of Colorado's existing transportation system. The division's initiatives include developing command-level partnerships with law enforcement and other stakeholders to implement integrated event, corridor and incident management strategies. Other initiatives include implementing peak-period shoulder lanes, improved operations through Active Traffic Management (ATM), ramp metering, managed lanes and programs such as the Heavy Tow and Courtesy Patrol programs. *The new division will help CDOT meet the Strategic Policy Initiatives of reducing congestion, improving system reliability, and improving the freight network and economic vitality.*
- **Office of Major Project Development:** The Department's new Office of Major Project Development, formed in September 2013, will assist CDOT and the High Performance Transportation Enterprise (HPTE) in more effectively and efficiently developing major projects through the promotion of consistency in the advancement, management and oversight of such projects. The office's primary responsibilities include: Assessing the feasibility and development of financial plans and technical plans for major projects in conjunction with the HPTE; supporting policy formulations and coordination of duties relative to major projects; managing the project development process for identified potential major projects; providing technical assistance to fellow CDOT and HPTE staff; developing Best Management Practices for financing, developing, procuring and managing major projects; and collaborating with private- and public-sector transportation partners. *The Office of Major Project Development will help CDOT meet Strategic Policy Initiatives including preserving the transportation infrastructure condition, reducing congestion, improving system reliability, and improving the freight network and economic vitality.*



Crews work on expansion of the eastbound side of the Twin Tunnels, near Idaho Springs. The Twin Tunnels Design and Construction Project is designed to alleviate congestion along the Interstate 70 Mountain Corridor.

## Process-Improvement Strategies

Improving business processes for better customer service and efficiency is one of CDOT's six Focus Areas. This area is directly tied to the Governor's goal of "making government more effective, efficient and elegant."

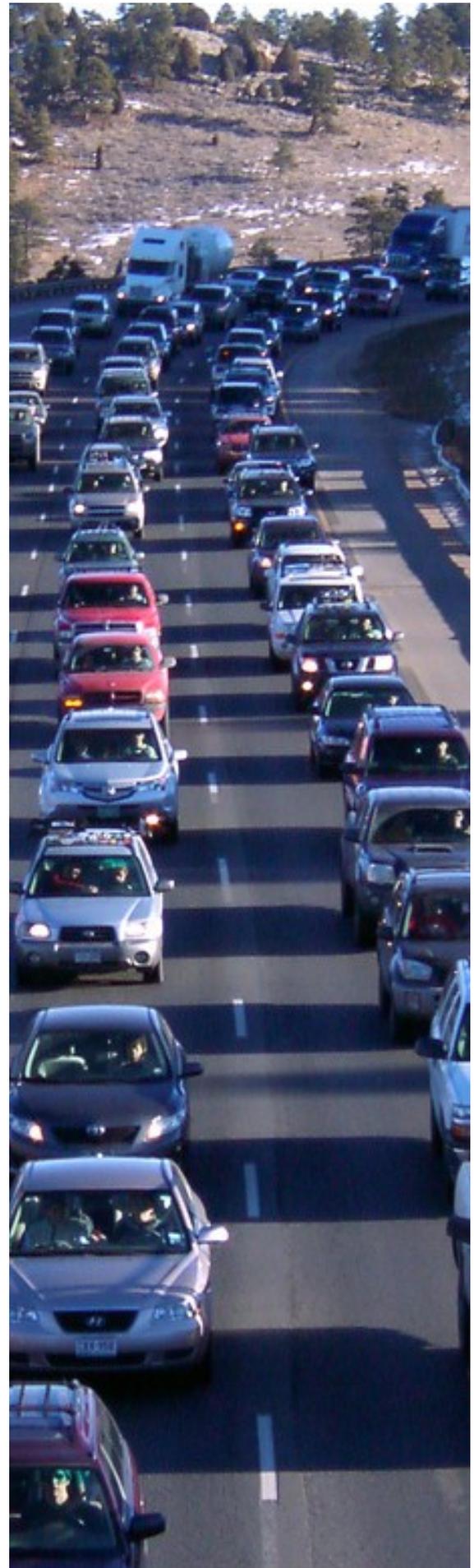
The Department began its structured process-improvement initiative in late 2011 and uses the principles and practices of Lean process improvement as its foundation. The key pillars of the initiative are "respect for people" and "continuous improvement".

Process-improvement efforts are spread throughout the Department and include techniques and methods derived from private-sector organizations. CDOT's efforts range from individuals using "Everyday Ideas" to improve their workplaces or processes to large "Global Lean" projects that focus on larger, cross-functional processes. At CDOT, Lean means "everyone, every day, improving every process and every product to benefit every customer."

Several large process improvements have been undertaken, and more are underway. Notable examples include:

- Improvement in developing and executing consultant contracts. This will result in a 42 percent reduction in the number of process steps and reduce the total cycle time from up to six months to about three months. Improvements are being implemented in phases and are scheduled to be fully in place by early 2014.
- The Department's Contract Improvement Initiative, which began in 2010 and continues to be implemented. CDOT has reduced the average number of days from purchase requisition to final contract execution. In fiscal year 2013, the process took 42 days, down from 52 days two years earlier.
- Reduced times for issuing all types of Oversize/Overweight Permits. From April 2012 to April 2013, CDOT reduced such times by more than 30 percent and cut errors by about 60 percent. Process changes identified during a Rapid Improvement Event and implementation of the changes drove improvement.
- The Local Agency Project Delivery process-improvement project, which has reduced the amount of funds tied up on inactive local-agency projects by more than 50 percent since early 2012.

Results of the Department's recent process-improvement efforts and a summary of upcoming projects are available at [www.coloradodot.info/business/process-improvement/](http://www.coloradodot.info/business/process-improvement/).



## II. Strategic Policy Initiatives

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**Strategic Policy Initiative:**

# 1. Safety

**Goal:** Reduce traffic fatalities and serious injuries and work toward zero deaths for all users.

**Strategies:** CDOT’s Office of Transportation Safety and Traffic Engineering Branch strive to reduce the incidence and severity of motor-vehicle crashes and associated human and economic loss. This is done by incorporating roadway-safety engineering principles in all state highway construction and enhancement projects, conducting safety-specific infrastructure projects, and by administering data-driven safety-education grant programs to influence driver behavior and support law enforcement and local community safety projects. CDOT also works to expand safety partnerships and to provide tools for safety advocates to work alongside the Department.

Programs aimed at influencing driver behavior include the “Click it or Ticket” seat-belt campaign and the “Heat is On” impaired-driving enforcement campaign. Construction project examples include wildlife fencing, roundabouts and guardrail installation.

CDOT monitors and analyzes crash data to understand trends regarding the number and severity of collisions. Location-specific data identifies sites requiring possible improvement actions. The Department engages local agencies and organizations to develop safety-improvement strategies to prevent crashes and to address high-incidence locations.

**Evaluation:** Fatalities have declined 14 percent since 2008, and the Department is meeting or closing in on the key fatalities targets below. A key injuries target— a five-year average of 25 serious injuries per 100 million vehicle miles traveled—is aggressive and is expected to take a few years to achieve, particularly because injuries have been higher in recent years after years of decline.

**Performance summary:**

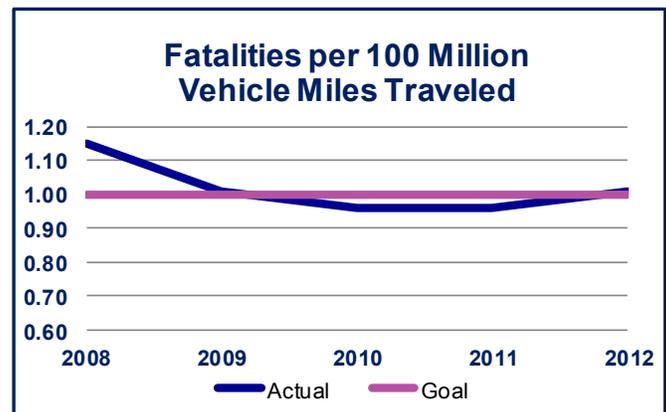
Policy Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met? **
Achieve a 5-year annual average reduction of 12 in number of fatalities.	Implement safety programs (see Strategies above for details).	Number of fatalities, five-year average	Outcome	Calendar	Safety/ Safety Education	Five-year rolling averages: 2010: 511 2011: 493 (Reduction=18) 2012: 476 (Reduction=17)	✓

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

## Current Priorities

Safety priorities for fiscal year 2014 include reducing fatalities and serious injuries through data-driven safety education programs and data-driven safety infrastructure projects. Other priorities include working with stakeholders to improve the accuracy, accessibility and usability of crash data; continuing to implement, expand and standardize safety policies and practices; and identifying construction projects that can benefit from the Owner-Controlled Insurance Program. Another priority is to evaluate and implement a communication tool to ensure timely notification to key personnel for Homeland Security purposes. The Department also is updating the Colorado Strategic Highway Safety Plan (SHSP) to reassess safety progress and establish a new vision and safety-emphasis areas.



Highway fatalities in Colorado have been on a mostly downward trend for the past five years.

## Safety (continued)

Policy Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met? **
Achieve a five-year annual average fatality rate of 1.00 per 100 million vehicle miles traveled.	Implement safety programs. (See Strategies on previous page.)	Fatalities per 100 million vehicle miles traveled, five-year annual average.	Outcome	Calendar	Safety/ Safety Education	Five-year rolling averages: 2010: 1.07 2011: 1.04 2012: 1.02	Target not met
Achieve a five-year annual average reduction of 100 in the number of serious injuries.	Implement safety programs. (See Strategies on previous page.)	Number of serious injuries, five-year average.	Outcome	Calendar	Safety/ Safety Education	Five-year rolling averages: 2010: 14,008 2011: 13,215 (Reduction=793) 2012: 12,605 (Reduction=610)	
Achieve a five-year annual average serious-injury rate of 25 per 100 million vehicle miles traveled. (This is an aggressive goal that will take a few years to achieve.)	Implement safety programs. (See Strategies on previous page.)	Serious injuries per 100 million vehicle miles traveled, five-year annual average.	Outcome	Calendar	Safety/ Safety Education	Five-year rolling averages 2010: 29.35 2011: 27.94 2012: 26.91	Target not met
80% of that year's Highway Safety Improvement Program (HSIP) dollars shall be awarded during federal fiscal year, 20% remainder in following year	Qualify, select, advertise and award projects.	Percent of Highway Safety Improvement Program (HSIP) program dollars awarded during federal fiscal year.	Output	Federal fiscal	Safety/ Safety Education	2011: 75% 2012: 95% 2013: 85%	
80% of the FASTER Safety fiscal-year budget shall be encumbered or expended by June 30.	Regions select and deliver projects (Process currently under review).	Percent of FASTER Safety fiscal year budget encumbered or expended by June 30.	Output	Fiscal	FASTER Safety	FY11: 67% FY12: 69% *** FY13: 66% (Q1:13%, Q2:22%, Q3:32%, Q4:66%)	Target not met

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

\*\*\*FY12 data includes extra month.

## Strategic Policy Initiative:

# 2. Infrastructure Condition

**Goal:** Preserve the transportation infrastructure condition to ensure safety and mobility at a least life-cycle cost.

**Strategies:** CDOT's new risk-based asset management plan will focus on efficient and effective preservation of the transportation system using a risk-based/lowest life-cycle cost approach to assets including bridges and highway pavement.

CDOT's Structures program works with the Regions to ensure bridges and other structures are properly designed, constructed, and maintained. Structures include: major bridges and culverts that span more than 20 feet; minor bridges and culverts that span four feet to 20 feet; overhead sign structures; high-mast traffic lights; mast arm traffic-signal poles, retaining walls; sound walls; and tunnels. Program staff develop and publish structural designs, policies and standards including construction specifications. They also evaluate new products and materials for structure construction. The program provides services including: fabrication inspection; construction assistance; bridge load rating; overweight vehicle permit analysis and review; structure inspection; and structure asset management.

CDOT's Staff Maintenance and Operations Branch provides policy and guidance for the statewide maintenance program and maintains operational oversight for program administration. CDOT measures the overall performance of the program by performing surveys that measure how well the highway infrastructure is being maintained. Survey results are calculated as letter grades for nine program areas, such as Snow and Ice Removal and Roadway Striping, Signs and Signal Maintenance. The overall grade for maintenance reflects the performance of all nine areas.

The Materials and Geotechnical Branch ensures quality and cost effectiveness in products used for the management, construction and long-term maintenance of the transportation system. The branch is responsible for pavement asset management, materials design and specifications, and test procedures. It also is responsible for the associated testing of materials to ensure compliance with CDOT standards and specifications and Federal Highway Administration regulations.

**Evaluation:** Targets on the following two pages for maintenance and airport-pavement condition were met or exceeded in fiscal year 2013. Pavement, bridge and transit-related targets are new, so full evaluations will appear in future Performance Plans.

The Department in fiscal year 2013 changed its methodologies for evaluating pavement and bridge conditions. CDOT has moved from reporting pavement condition in terms of Remaining Service Life. The Department instead reports Drivability Life, an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Pavement condition has been deteriorating in recent years due to insufficient funding. Pavement on the state highway network is forecast to decline

## **Current Priorities**

*Among CDOT's priorities for Infrastructure Condition for fiscal year 2014 is implementing a preservation program to maintain bridges and other structures. The bridge RAMP Program 1 Asset Management allocation is being used primarily to seal bridge decks and to repair, replace or eliminate leaking expansion joints. By the end of calendar year 2013, the preservation action projects and bridges within the projects will be finalized.*

*The Materials and Geotechnical Branch is finalizing its move from Remaining Service Life metrics to evaluating pavement using Drivability Life metrics. (See "Evaluation" section below.) The branch also is implementing its new Drivability Life Pavement Management System.*

## Infrastructure Condition (continued)

in fiscal year 2014 to 74 percent high/moderate drivability, down from 82 percent a year earlier.

The Department is now reporting bridge condition by calculating how many bridges or how much bridge-deck area is Structurally Deficient. CDOT previously reported bridge condition in terms of Good, Fair and Poor.

### Performance summary:

Policy Objectives/Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met?***
Achieve 80% high/moderate Drivability Life for state highway system pavement.***  <b>Note:</b> Goal will be revisited after federal guidance is issued. CDOT expects this goal will take several years to reach again, as state highway system pavement condition is expected to deteriorate over the next five years. Fiscally constrained estimates are for state highway pavement to fall to 74% high/moderate Drivability Life for FY14 and 60% for FY16.	Preserve, resurface and rehabilitate roads with optimized application of cost-effective pavement treatments. Improve low-cost, low-volume treatment strategies.	Percent of pavement on state highway system with high and moderate Drivability Life.	Output	Fiscal	Surface Treatment	2011: N/A 2012: N/A 2013: 82%	✓
Achieve 80% high/moderate Drivability Life for National Highway System pavement, excluding Interstates.  <b>Note:</b> Goal will be revisited after federal guidance is issued. CDOT expects this goal will take several years to reach again, as highway pavement conditions are expected to deteriorate over the next five years under current funding levels.	Preserve, resurface and rehabilitate roads with optimized application of cost-effective pavement treatments. Improve low-cost, low-volume treatment strategies.	Percent of pavement on state highway NHS, excluding Interstates, with high and moderate Drivability Life.	Output	Fiscal	Surface Treatment	2011: N/A 2012: N/A 2013: 83%	✓
Achieve 80% high/moderate Drivability Life for Interstate pavement.  <b>Note:</b> Goal will be revisited after federal guidance is issued. CDOT expects this goal will take several years to reach again, as highway pavement conditions are expected to deteriorate over the next five years under current funding levels.	Preserve, resurface and rehabilitate roads with optimized application of cost-effective pavement treatments. Improve low-cost, low-volume treatment strategies.	Percent of Interstate pavement statewide in high and moderate condition based on Drivability Life.	Output	Fiscal	Surface Treatment	2011: N/A 2012: N/A 2013: 86%	✓
Maintain an overall Maintenance Levels of Service B- grade for the state highway system.  (FY13 target was C+.)	Maintain the state's transportation infrastructure.	Overall Maintenance Levels-of-Service grade for state highway system	Output	Fiscal	Maintenance	2011: B- 2012: B- 2013: B	✓
Maintain a "B" Level-of-Service grade for snow-and-ice control.  (FY13 target was B.)	Plow and remove snow, apply chemicals and abrasives and proactively control avalanches	Level-of-Service grade for snow-and-ice control.	Output	Fiscal	Maintenance	2011: B 2012: B 2013: B	✓

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

\*\*\* FY13 and FY14 pavement-related projects were established based on the past Remaining Service Life system for evaluating pavement condition. In FY13, CDOT transitioned to evaluating pavement condition based on Drivability Life, an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety.

## Infrastructure Condition (continued)

Policy Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met? **
FY14: Maintain "B-" grade for roadway surface maintenance. (FY13 target was B-.)	Maintain the roadway surface. Pave roads and fill potholes and cracks.	Level-of-Service grade for roadway surface maintenance.	Output	Fiscal	Maintenance	2011: B 2012: B 2013: B+	✓
FY14: Achieve "C+" grade for traffic-related services. (FY13 target was C.)	Maintain traffic signals, stripes and guardrails.	Level-of-Service grade for traffic-related services.	Output	Fiscal	Maintenance	2011: B- 2012: C+ 2013: B-	✓
FY14: Achieve "C" grade for bridge maintenance. (FY13 target was C+.)	Maintain bridges, repair deck bearings, paint and wash bridges, repair bridge-deck expansion devices.	Level-of-Service grade for bridge maintenance.	Output	Fiscal	Maintenance	2011: C 2012: C+ 2013: C+	✓
Maintain percent of National Highway System bridge total deck area that is not structurally deficient at or above 90 percent.	Regularly inspect bridges. Replace, repair or conduct major rehabilitation to Structurally Deficient bridges.	Percent of National Highway System bridge total deck area that is not structurally deficient	Output	Reported annually in April	Structures, Bridge Enterprise	2011: 92% 2012: 94% 2013: 95%	✓
Maintain percent of state highway total bridge-deck area that is not structurally deficient at or above 90 percent.	Regularly inspect bridges. Replace, repair or conduct major rehabilitation to Structurally Deficient bridges	Percent of state highway total bridge deck area that is not structurally deficient	Output	Reported annually in April	Structures, Bridge Enterprise	2011: 91% 2012: 93% 2013: 94%	✓
Maintain percentage of vehicles in the rural Colorado transit fleet to no less than 65 percent operating in fair, good, or excellent condition, per Federal Transit Administration definitions.	Administer grants. Promote accountability by ensuring that transit grantees comply with reporting requirements.	Percent of vehicles in the rural Colorado transit fleet operating in fair, good, or excellent condition.	Outcome	Calendar	Transit	N/A	N/A (New metric)
July 1, 2014 target: 25% of Transit Agencies with Fleet Management Plan less than 5 years old. July 1, 2016 target: 75% of Transit Agencies with Fleet Management Plan less than 5 years old. 2017 target: 100% of transit agencies receiving federal funds through CDOT will have transit asset management programs for fleet, buildings, and equipment by 2017.	Administer grants. Promote accountability by ensuring that transit grantees comply with reporting requirements. Provide technical assistance to grantees in achieving this goal.	Percent of transit agencies with a MAP-21 compliant Fleet Management Plan	Output	Calendar	Transit	N/A	N/A (First target is for July 1, 2014)
Maintain Colorado's primary airport pavements at an average Pavement Condition Index score of 75/100 or above.	Division inspects all pavements using Federal Aviation Administration engineering program and principles	Primary Airport Pavement Condition Index (PCI) Rating for primary pavements	Output	Calendar	Aeronautics	2010: 81 2011: 82 2012: 79	✓

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

## Strategic Policy Initiative:

# 3. Congestion Reduction

**Goals:** Reduce congestion, primarily through operational improvements and secondarily through the addition of capacity.

**Strategies:** CDOT implements a variety of strategies to get more out of the existing system. They include providing real-time travel times on selected corridors, High-Occupancy Vehicle (HOV) lanes; High-Occupancy Toll (HOT) lanes; ramp metering and advanced traffic-signal applications. Another strategy is the Courtesy Patrol program, which provides services including locating and clearing traffic-related incidents and providing roadside assistance. In addition, the Heavy Tow program provides standby heavy wreckers at strategic locations along Interstate 70, between Floyd Hill and Vail Pass. The wreckers move stalled and spun-out commercial vehicles quickly from traffic lanes.

Congestion measurements are defined by travel-time delay, which is the difference between the travel time on highways at the free-flow speed and the time spent in current traffic.

**Evaluation:** CDOT has exceeded its target for keeping the daily travel-time delay in congested highway segments at less than 22 minutes per traveler in recent years. The percent of congested corridors in which Intelligent Transportation Systems (ITS) solutions were implemented fell in 2012, because the system being measured was expanded to include rural and urban principal arterials in addition to Interstates and freeways. This increased the system mileage from 167 miles to 443 miles.

### Performance summary:

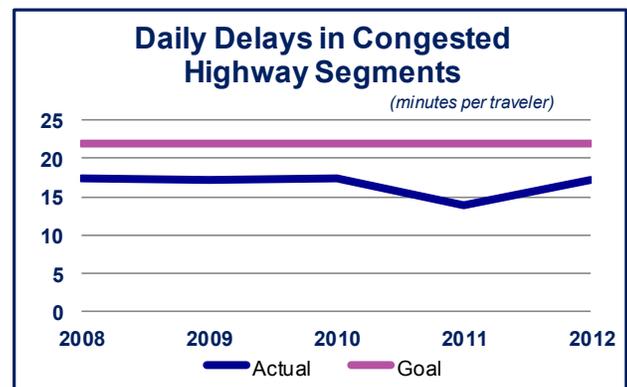
Policy Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met? **
Maintain minutes of travel delay in congested highway segments at less than 22 minutes per traveler, per day.	Implement ramp metering, advanced traffic signal applications and timing, HOV/HOT lanes and Heavy-Tow and Courtesy Patrol programs.	Minutes of travel delay in congested highway segments, per traveler, per day.	Outcome	Calendar	Project Support/ITS/Other Construction	2010: 17.3 minutes 2011: 13.8 minutes 2012: 17.2 minutes	✓
Target is in development and will be determined in the context of the Statewide Operations Plan, which is scheduled for completion in early 2014.	Implement ITS solutions in congested corridors	Percent of congested corridors where ITS solutions implemented.	Output	Calendar	ITS	2010: 75% 2011: 78% 2012: 71%	Developing target
Target in development.	Dynamically deploy Courtesy Patrol, locate and address incidents.	Number of Courtesy Patrol assists	Output	Calendar	ITS/Other Construction	2010: 13,496 2011: 9,713 2012: 11,634	Developing target

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

## Current Priorities

Among CDOT's fiscal year 2014 priorities to mitigate congestion are a focus on identifying bottlenecks on the highest-priority congested corridors and implementing operational improvements in those locations. The Department also is transitioning Courtesy Patrol vehicles into incident-response vehicles with enhanced operational capabilities.



CDOT is exceeding its target for keeping daily delays in congested highway segments under 22 minutes per traveler.

**Strategic Policy Initiative:**

# 4. System Reliability

**Goals:** Improve the efficiency of the surface transportation system.

**Strategies:** CDOT improves system reliability with Intelligent Transportation Systems devices, effective maintenance and the application of other operational strategies.

The Department is researching and developing performance measures to assess system reliability using various travel-time indices, such as Planning Time Indices. The Federal Highway Administration describes these indices as measures of the total travel time that should be planned for a trip when enough buffer time is added to ensure that a traveler arrives on schedule.

**Evaluation:** The targets below are new or remain under development. A full evaluation will appear in future Performance Plans.

***Current Priorities***  
*Priorities for System Reliability overlap with Congestion Reduction and System Efficiency priorities. See pages 17 and 26.*

**Performance Summary:**

Policy Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met? **
Maintain statewide Planning Time Index (PTI) value of 1.25 or less for congested segments of Interstates.	Implementing Intelligent Transportation Systems, effective maintenance and other strategies.	Planning Time Index value for congested segments of Interstates	Outcome	Calendar	ITS	N/A (New measure)	N/A (New target)
Maintain statewide Planning Time Index value of 1.25 or less for congested segments of National Highway System roadways, excluding Interstates.	Implementing Intelligent Transportation Systems, effective maintenance and other strategies.	Planning Time Index value for congested segments of National Highway System roadways, excluding Interstates	Outcome	Calendar	ITS	N/A (New measure)	N/A (New target)
Increase ridership of small urban and rural transit grantees an average of 1.5% annually over a 5-year period moving average, as compared to a 2012 base.	Use data reported by transit grantees to track trends. Develop CDOT policies that foster the best business climate to increase transit ridership statewide.	Transit Utilization (Statewide ridership of transit agencies to which CDOT grants Federal Transit Administration and FASTER dollars)	Outcome	Calendar	Transit	2009: 19.4 million trips 2010: 17.9 million trips 2011: 18.8 million trips 2012: Available in early 2014	N/A (Target begins in 2013)

\*Targets are recurrent and include FY13-16 unless indicated.  
 \*\*For FY13/CY12

**Strategic Policy Initiative:**

# 5. Freight Movement & Economic Vitality

**Goals:** Improve the freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

**Strategies:** The Colorado Freight Plan is under development and is scheduled for completion in January 2014. The plan addresses both truck and rail freight.

The rail component will be based on information from the Colorado State Freight and Passenger Rail Plan, which was adopted by the Transportation Commission in 2012. The [plan](#) provides guidance for investing in future rail needs and presents ways to enhance rail development to support economic growth and environmental sustainability. The Federal Railroad Administration has approved the adopted plan.

**Evaluation:** Performance measures remain under development and include a Freight Reliability Index, which measures the reliability of Colorado’s highway system for freight traffic. A full evaluation will appear in future Performance Plans.

**Performance summary:**

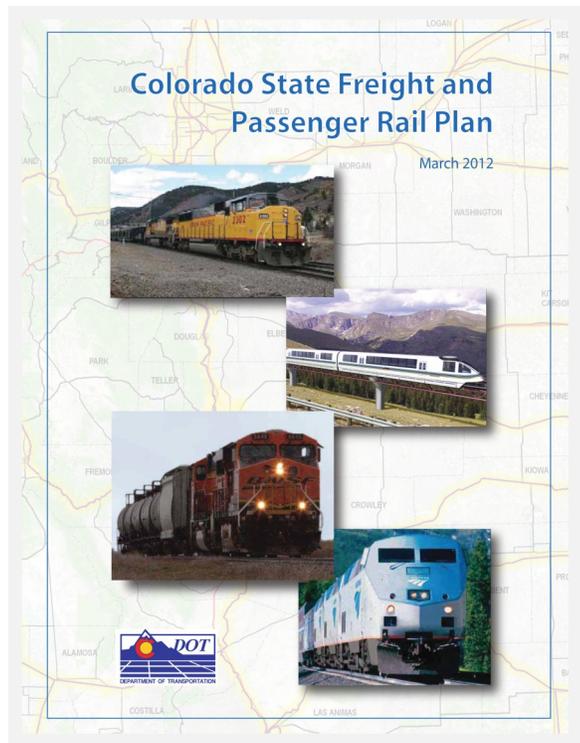
Policy Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met?***
In development.	N/A	Freight Reliability Index	Outcome	Calendar	Project Support	N/A	N/A

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

## Current Priorities

CDOT is developing the Colorado Freight Plan to address freight movement on the highway system and intermodal connectivity. Performance measures for freight will be developed during the planning process. The plan is scheduled to be completed in January 2014.



The Colorado State Freight and Passenger Rail Plan was adopted by the Transportation Commission in 2012.

## Strategic Policy Initiative:

# 6. Environmental Stewardship

**Goals:** Enhance the performance of the transportation system while minimizing the impact to and encouraging the preservation of the environment.

**Strategies:** The CDOT/Federal Highway Administration environmental program focuses on avoiding, minimizing and mitigating potential adverse impacts of the transportation system on the people and the environment of Colorado in accordance with the National Environmental Policy Act and other environmental legislation, regulations and policy direction. This is done by identifying environmental issues early, performing appropriate and timely impact analyses, submitting and reviewing as scheduled adequate documentation, and completing environmental commitments.

**Evaluation:** CDOT is meeting most targets below. More training for engineers and staff — and improvements to an electronic support system and response log—is helping to provide rapid responses to Regional Erosion Control Assessment Team findings. CDOT met its goal of receiving no notices of Environmental Compliance Violations from the Colorado Department of Public Health and the Environment. This has been achieved in part because of increased training required by the Chief Engineer, as well as increased partnerships between the Regions and CDOT headquarters staff, and between CDOT and the water-quality community and specialists. Finally, delivery of support and environmental clearances exceeded expectations even as requests for support from Regions to environmental specialists grew.

### Performance summary:

Policy Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met?
Resolve or address 95-100% of Regional Erosion Control Assessment Team (RECAT) findings within 48 hours of midnight following finding.	Develop and implement program to ensure water quality findings on projects are addressed promptly. Program includes training and region assistance.	Percent of Regional Erosion Control Assessment Team (RECAT) findings resolved or addressed within 48 hours of midnight following the finding.	Output	Fiscal	Project Support	FY11: 84% FY12: 88% FY13: 88%	Target not met
Receive zero notices of Environmental Compliance Violations from the Colorado Department of Public Health and the Environment.	Obtain permits from Colorado Department of Public Health and the Environment to discharge storm water from roadway projects. Mitigate project area water discharge.	Number of Environmental Compliance Violations to CDOT from the Colorado Department of Public Health and the Environment.	Output	Fiscal	Project Support	FY11: 0 FY12: 0 FY13: 0	✓
The Environmental Programs Branch will complete environmental clearance actions and project design support for 90% of predetermined project advertisement dates.	Support program delivery by supporting project design and developing requested environmental clearances in time to allow the project to get funding and go to construction.	Percent of clearance actions sent from the Regions to CDOT's Environmental Programs Branch that are completed to support negotiated advertisement dates.	Output	Fiscal	Project Support	FY11: 100% FY12: 99% FY13: 98%	✓

\*Targets are recurrent and include FY13-16 unless indicated. \*\*For FY13/CY12

## Current Priorities

Environmental priorities currently include expanding the use of programmatic agreements, which streamline the environmental review and approval process. CDOT also is coordinating with the Colorado Department of Public Health and Environment to develop a new "New Development/Redevelopment" permit. In addition, the Department is incorporating Federal Transit Administration requirements into a National Environmental Policy Act manual and developing and testing an Environmental Assessment template.

**Strategic Policy Initiative:**

# 7. Reduced Project-Delivery Delays

**Goals:** Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process. This includes reducing regulatory burdens and improving CDOT’s work practices.

**Strategies:** Reducing project-delivery delays involves various work groups and program areas. The Chief Engineer’s team currently is focusing on identifying required adjustments to project-delivery methods and systems. CDOT’s Division of Staff Services also is focused on creating a system to better manage projects, cash and assets; improving Innovative Contracting guidance; shortening time frames on accounting processes and more.

CDOT’s new Portfolio, Cash, and Program Management initiative will allow the Department to program, budget, and schedule all capital construction projects based on resource availability. It will give CDOT the ability to monitor construction progress through a formalized, structured approach with emphases on performance metrics and risk-based oversight of programs. The Department’s focus on cash management has resulted in the creation of an Office of Cash Management, and a Program Management unit also will be established.

**Evaluation:** CDOT has improved performance on the “Design on Time” metric below. Seventy percent of projects in the past fiscal year were advertised before or within 30 days of what was estimated on July 1, up from 47 percent two years earlier. Bridge Enterprise has had a productive construction season in 2013. The program’s Schedule Performance Index, which compares actual progress on projects to planned or baseline performance, in March was 0.88. The index rose to 0.95 in August—a program high.

**Performance summary:**

Policy Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met?
Advertise 80% of projects before or within 30 days of ad date estimated on July 1.	Manage preconstruction phases (design, environmental, right-of-way, utilities) effectively	“Design on Time”: Percent of projects advertised before or within 30 days of advertisement date estimated on July 1.	Output	Fiscal	Project Support, Construction Program Areas	2011: 47% 2012: 50% 2013: 70% (Q1:96%, Q2:71%, Q3:61%, Q4:61%)	Target not met
Achieve a value of ≥ 0.90 on the Bridge Enterprise Schedule Performance Index (SPI).	The Bridge Enterprise program maintains a master program schedule, and each project within the schedule is updated monthly to report earned value necessary to identify schedule performance at the project, region and overall program levels.	Bridge Enterprise Schedule Performance Index (SPI). SPI = 1.0: Project/program on schedule SPI < 1.0: Project/program behind schedule SPI > 1.0: Project/program ahead of schedule	Output	Calendar	Bridge Enterprise	<u>CY2011</u> SPI =0.88 <u>CY2012:</u> SPI =0.90 <u>CY2013</u> March: SPI=0.88 June: SPI=0.92 Sept.: SPI=0.93	
In development: Deliver all capital and construction projects on schedule and budget.	Establish master project schedules with budget and time required to achieve milestones. Monitor performance metrics including earned-value metrics and deviations from milestones.	N/A (Performance metrics are being established and will become operational in FY14.)	Output	Fiscal	Project support, Capital Expenditures, ITS	N/A	Developing target

\*Targets are recurrent and include FY13-16 unless indicated. \*\*For FY13/CY12

## Current Priorities

A top priority for CDOT in fiscal year 2014 is using the Portfolio, Cash and Program Management initiative to improve project delivery through better budget and schedule processes and planning and construction systems.

# III. Department Focus Areas

(Operational Component)

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## Focus Area:

# 1. Business Excellence

**Goal:** Improve business processes for better customer service and efficiency. Better processes and service help CDOT meet all of its Strategic Policy Initiatives.

**Strategies:** Improving business processes for better customer service and efficiency is tied to the Governor's goal of "making government more effective, efficient and elegant." CDOT founded its structured process-improvement initiative in late 2011 and uses the principles and practices of Lean process improvement as its foundation. Pillars of the initiative are "respect for people" and "continuous improvement." The Department upholds these ideals in part by reviewing business processes and customer-service levels, and by implementing changes developed by employees and approved by executive leadership. These changes improve efficiency, effectiveness and customer service ("elegance").

CDOT's changes in July 2013 to its existing Engineering Regions, which included reducing the number of regions from six to five, show one way the Department is improving business excellence. Benefits include better aligning of regions with county boundaries, and enabling counties to coordinate with only one region instead of two or three regions in the past.

Several ambitious process-improvement efforts have been undertaken in recent years, and more are underway. Examples include:

- Improvement in developing and executing consultant contracts. This will result in a 42 percent reduction in the number of process steps and reduce the total cycle time from up to six months to about three months. Improvements are being implemented in phases and are scheduled to be fully in place by early 2014.
- CDOT's Contract Improvement Initiative, which began in 2010 and continues to be implemented. The Department has reduced the average number of days from purchase requisition to final contract execution. In fiscal year 2013, the process took 42 days, down from 52 days two years earlier.
- From April 2012 to April 2013, CDOT reduced times for issuing issue all types of Oversize/Overweight Permits by more than 30 percent, and errors dropped by about 60 percent. Process changes identified in a Rapid Improvement Event and implementation of the changes resulted in the improvements.
- The Local Agency Project Delivery process-improvement project, which has reduced the amount of funds tied up on inactive local-agency projects by more than 50 percent since early 2012.

**Evaluation:** CDOT has met or is approaching the targets on the following page. In fiscal year 2013, the Department met its objective for reducing the time between purchase requisitions and final contract executions. The Local Agency Federal Aid Highway Program in the past two years has seen a significant decrease in the number and dollar amount of financially inactive projects relative to total apportionment. CDOT strives to reduce financially inactive projects to maximize the flow of federal funds into constructed projects and demonstrate sound stewardship of funding the Department oversees.

## ***Current Priorities***

*CDOT in fiscal year 2014 is continuing to evolve into a more performance-based organization by implementing additional metrics and improving business processes and controls. The Department is shortening timeframes for accounting processes and implementing a Lean process in the Right-of-Way program. A list of upcoming process-improvement projects is at [www.coloradodot.info/business/process-improvement/](http://www.coloradodot.info/business/process-improvement/).*

# Business Excellence (continued)

## Performance Summary:

Operational Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met? **
Achieve an average time from purchase requisition to final contract execution of 42 days, starting in FY14	Procurement process from purchase requisition to final contract execution.	Average time from purchase requisition (PR) to final contract execution, in days	Output	Fiscal	Project Support	2011: 52 days 2012: 46 days 2013: 42 days	Target begins in FY14
55 days, starting in FY14	Developing and executing consultant contracts process (from advertisement to award, for consultant contracts).	Average time from advertisement to award for consultant contracts, in days	Output	Fiscal	Project Support	2011: N/A 2012: 120 days 2013: 110 days	Target begins in FY14
\$1.5 million or less	Local Agency Project Delivery process (from inception through delivery of Local Agency Projects).	Funding tied up in inactive Local Agency Projects	Output	Fiscal	Project Support	2011: N/A 2012: \$2.2 million 2013: \$1.5 million	✓
100%	Purchase road equipment for maintenance sections.	Percent of road-equipment budget expended by June 30	Output	Fiscal	Capital Expenditures	2011: 100% 2012: 100% 2013: 100%	✓
0.5 percent	Construct Local Agency Projects.	Financially inactive Local Agency Projects as a percentage of total apportionment/allotment (Financially inactive projects need to be minimized to maximize the flow of federal funds into constructed projects and demonstrate sound stewardship of funding overseen by CDOT.)	Output	Fiscal	Local Programs	<b>FY11</b> N/A <b>FY2012</b> Q2: 1.66% Q3: 0.50%, Q4: 0.35%, <b>FY2013</b> Q1: 0.41%, Q2: 0.44%, Q3: 0.02%, Q4: 0.12%	✓
No more than five	Construct Local Agency Projects.	Number of financially inactive Local Agency Projects (Financially inactive projects need to be minimized to maximize the flow of federal funds into constructed projects and demonstrate sound stewardship of funding overseen by CDOT.)	Output	Fiscal	Local Programs	<b>FY11</b> N/A <b>FY2012</b> Q2: 10 Q3: 10 Q4: 5 <b>FY2013</b> Q1: 4 Q2: 3 Q3: 2 Q4: 3	✓

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

**Focus Area:**

# 2. Construction Funding

**Goal:** Use innovation and improved management to get more money to construction. This helps CDOT achieve the Strategic Policy Initiatives of preserving infrastructure condition, reducing congestion, reducing project-delivery delays and improving system reliability and the freight network.

**Strategies:** With its move to a new cash-management system for programming and budgeting, CDOT will begin funding multi-year projects based on year of expenditure. In contrast, current practice requires the Department to save up for the full amount of a project before construction begins. The old approach often means money sits unspent when it could be used sooner.

The new cash-management system has provided CDOT the opportunity to develop the RAMP funding program, which is an increase in project construction of about \$300 million per year over the next five years. This increase in construction activity is one-time and is from existing, already encumbered dollars, not new funding sources or new transportation revenues.

The RAMP program provides increased construction expenditures for Asset Management projects dedicated to slowing the deterioration and improving the safety of the State Highway System, operational-improvement projects, and partnership projects. Partnership projects leverage state transportation dollars by creating Public-Private Partnerships with industry and Public-Public Partnerships with local governments to maintain the system, maximize safety and system operations, and expand mobility.

**Evaluation:** RAMP measures are in development. CDOT’s Staff Branches division in the past year met its goal of awarding 95 percent of contracts within 30 days of bid opening.

**Performance Summary:**

Operational Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met?***
Award 95% of contracts within 30 days of bid opening. (Staff Branches measure)	Evaluate bids and award contracts.	Percent of contracts awarded within 30 days of bid opening	Output	Fiscal	Project Support, Construction Program Areas	<b>FY11: 98%</b> (100% in Q1; 97% in Q2; 97% in Q3; 100% in Q4) <b>FY12: 98%</b> (98% in Q1; 97% in Q2; 98% in Q3; 100% in Q4) <b>FY13: 100%</b> (All quarters)	
Spend 100% of RAMP Asset Management funds by Dec. 31 following fiscal-year close	Budget projects with available RAMP funds. Design and construct projects. Pay contractor invoices.	Percent of RAMP Asset Management funds spent by Dec. 31 following fiscal-year close	Output	Fiscal	Project Support, Construction Program Areas, Capital Expenditures	N/A (Tracking available after March 31, 2014)	N/A (new measure)

\*Targets are recurrent and include FY13-16 unless indicated. \*\*For FY13/CY12

## Current Priorities

CDOT’s construction-funding priorities for fiscal year 2014 include implementing the Responsible Acceleration of Maintenance and Partnerships (RAMP) funding program and projects initially selected. By the July 2013 deadline for applications, CDOT had received 166 RAMP applications totaling more than \$1.54 billion—twice the available funding. Partnership and operations projects were approved by the Transportation Commission in October 2013.

**Focus Area:**

# 3. System Efficiency

**Goal:** Get more out of the existing highway system to improve mobility through better operations, management and innovation without making major infrastructure improvements. This goal helps CDOT meet Strategic Policy Initiatives including reducing congestion and improving system reliability and the freight network.

**Strategies:** CDOT’s new Division of Transportation Systems Management & Operations focuses on implementing low-cost, strategically targeted, high-value operational improvements to get more out of Colorado’s existing transportation system. Division initiatives include developing command-level partnerships with law enforcement and other stakeholders to implement integrated event, corridor and incident-management strategies. Other initiatives include implementing peak-period shoulder lanes, Active Traffic Management (ATM), managed lanes and improved traveler information.

The Continuous Flow Metering project at the Eisenhower/Johnson Tunnels also helps get more from the current system. The project uses ramp metering principles to help keep vehicle speeds more uniform to reduce accidents, speed variations and resulting traffic backups.

**Evaluation:** Because targets below are in development, a full evaluation will appear in future Performance Plans. The percent of congested corridors implemented with incident management plans decreased sharply in 2012, because the system was expanded to include rural and urban principal arterials in addition to Interstates and freeways. This increased system mileage from 167 miles to 443 miles. Demand from the traveling public for traveler information continues to grow rapidly, and the COTrip.org site continues to draw substantial traffic. To meet mobile-user demand, CDOT entered into a public/private partnership with a vendor to develop the free CDOT Mobile app, which allows users to access enhanced traveler information. *(See page 29 for download statistics.)*

**Performance Summary:**

Operational Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met?***
In development.	Develop, update and implement incident-management plans	Percent of congested corridors implemented with incident-management plans	Output	Calendar	ITS	2010: 32 percent 2011: 32 percent 2012: 16 percent (See “Evaluation” above.)	Developing target
In development.	Maintain, enhance and promote site.	Annual hits to COTrip.org	Output	Calendar	ITS	2011: 1.84 billion 2012: 1.75 billion 2013: 1.90 billion as of Oct. 1	Developing target

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

## Current Priorities

CDOT’s priorities for fiscal year 2014 include getting more out of the existing highway system by enhancing infrastructure to better support real-time traveler information, Active Traffic Management, incident management and future innovations.

**Focus Area:**

# 4. Private-Sector Partnerships

**Goal:** Partner with the private sector to augment public funds. This helps CDOT fulfill Strategic Policy Initiatives including preserving infrastructure condition, reducing congestion, and improving system reliability and the freight network.

**Strategies:** CDOT actively seeks private partnerships to improve infrastructure and provide long-range corridor management, especially in critical high-volume corridors. An example is the Department’s recent partnership with the concessionaire Plenary Roads Denver on a tolled express lane/Bus Rapid Transit project on the U.S. 36 corridor between Denver and Boulder.

The High Performance Transportation Enterprise (HPTE), a CDOT division that operates as a government-owned business, pursues innovative financing of important surface-transportation infrastructure projects. Such financing includes public-private partnerships, operating concession agreements, user-fee based project financing, and availability payment and design-build contracting.

**Evaluation:** The division’s targets are new or remain under development. A full evaluation will appear in future Performance Plans.

**Performance Summary:**

Operational Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met? **
50 per year starting in 2014	Meet with (or give presentations to) local-government sponsors of projects	Number of contacts with local-government sponsors of projects	Output	Calendar	HPTE	2011: N/A 2012: N/A 2013 (January to June): 30	Target begins in 2014
Target in development.	Engaging P3 (Public Private Partnership) industry leaders through individual meetings and participation in forums	Number of participations in industry forums and individual meetings with external industry leaders. (Can result in project solicitations and peer review of HPTE processes and analyses.)	Output	Calendar	HPTE	2011: N/A 2012: N/A 2013 (January to June): 75	Developing target
\$375,000 per year	Collecting revenue.	On-time collection of management fee from concessionaire for U.S. 36 corridor project	Output	Fiscal	HPTE	N/A. Collection begins upon financial close of Phase 2 of the U.S. 36 corridor project.	N/A
Target in development.	Creating program plans.	Number of program plans for projects of \$200 million or more. (Plans include revenue projections, value-for-money analyses and financial plans.)	Output	Fiscal	HPTE	FY11: N/A FY12: \$312 million financial plan for U.S. 36 Phase 1, including \$54 million TIFIA Loan FY13: No financial closings	Developing target

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

## Current Priorities

*Fiscal year 2014 priorities for CDOT’s High Performance Transportation Enterprise (HPTE) include a focus on partnerships through which the division seeks to develop a funding and financing plan for its Interstate 70 East Project, which includes replacing the I-70 East viaduct. The division seeks to advance funding and financing plans for tolled projects including C-470 and Interstate 25 North projects. Another focus is better business processes, including implementing an efficient and productive working relationship with CDOT’s new Office of Major Project Development. Finally, the HPTE seeks to accelerate strategic projects through CDOT’s Responsible Acceleration of Maintenance and Partnerships (RAMP) program.*

## Focus Area:

# 5. Transparency and Accountability

**Goal:** Achieve better transparency and accountability in CDOT budget, project planning, construction and maintenance activities. This goal helps CDOT meet all its Strategic Policy Initiatives by building credibility with the public, elected officials, the Federal Highway Administration and other customers.

**Strategies:** CDOT implements an extensive communications plan to communicate progress and information to stakeholders including the traveling public and residents and business affected by the Department's work. Such stakeholders also include legislators and other elected officials, transportation-planning partners, other state agencies, and key interest groups such as the Colorado Motor Carriers and the tourism industry.

In 2012, the Department launched [YourCDOTDollar.com](http://YourCDOTDollar.com), a public-facing performance-measure website. The site includes interactive tools that communicate budget and project data.

The Department each year produces more than a dozen reports required by state legislation, in addition to reports required less frequently. CDOT also reports extensively on spending through the Transparency Online Project (TOP) and on performance through an annual audit of its Stewardship Agreement with the Federal Highway Administration.

CDOT's main [website](http://www.cdot.state.co.us) contains information on the long-range Statewide Transportation Plan and all planning and construction projects. The site also offers contact information, project hotlines, a report library, policy briefs, news releases, budget data, safety reports and subscription forms for electronic newsletters. Information about doing business with CDOT and contracting information also can be found on the site.

CDOT Mobile is a free mobile-device app that delivers real-time travel information from COTrip.org, CDOT's traveler information website. Other communication tools include the 511 phone line for road and weather conditions and the Department's Facebook, Flickr and Twitter accounts.

The Department conducts regular public meetings and outreach to gather input and feedback from the public and elected officials on a range of issues.

**Evaluation:** Rapid growth in the Department's social-media tools can be seen on the following page. Because CDOT's targets for this Focus Area are new, a full evaluation will appear in future Performance Plans.

## Current Priorities

CDOT's priorities for transparency and accountability include focusing on external transportation education and involvement. This includes providing significant outreach supporting the development of the Statewide Transportation Plan, CDOT's mid- and long-term planning document. The focus on external education and involvement also extends to the development of all projects. Examples include: North Interstate 25, Interstate 70 East, C-470, the Interstate 70 Peak Period Shoulder Lane project, the Pueblo Freeway project and the Grand Avenue Bridge. Such work is conducted jointly through the Office of Policy and Government Relations, the Transportation Planning Section, the Office of Communications and the Regions.

The public/private partnership that resulted in the launching of the CDOT Mobile app was recognized in May as one of 12 "Champions of Change" for transportation solutions at the White House in Washington, D.C.



# Transparency and Accountability (continued)

## Performance Summary:

Operational Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met? **
Increase GovDelivery subscribers by 10% in calendar year 2014, and by 5% in both 2015 and 2016.	Create and promote email and text alerts	Subscribers to "GovDelivery" email and text alerts	Output	Calendar	ITS/ Project Support	2010: 12,174 2011: 20,347 2012: 26,766 2013 (to mid-October): 36,134	Target begins in 2014
Increase Facebook audience by 20% in calendar year 2014, and by 10% in both 2015 and 2016.	Maintain, enhance and promote page.	Facebook followers	Output	Calendar	Project Support	Page launched in November 2012. June 1, 2012: 1,722 Dec. 1, 2013: 4,155 June 1, 2013: 8,361	Target begins in 2014
Increase CDOT Mobile downloads by 20% in calendar year 2014, and by 10% in both 2015 and 2016.	Maintain, enhance and promote app.	CDOT Mobile downloads	Output	Calendar	ITS/ Project Support	App launched Sept. 22, 2012 Q4 2012 (Sep 22-Dec 31, 2012): 33,643 Q1 2013: 102,634 Q2 2013: 146,751 Q3 2013: 184,581	Target begins in 2014
Increase YourCDOTDollar.com unique page views by 20% for April to December 2014 compared to same months of 2013. Increase unique annual page views by 10% in both 2015 and 2016.	Maintain, enhance and promote site.	Unique page views, YourCDOTDollar.com	Output	Calendar	Project Support	2011: N/A 2012: N/A <u>2013:</u> Jan-Mar: N/A April: 653 May: 514 June: 427 July: 372 August : 316	Target begins in 2014

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

**Focus Area:**

# 6. Workforce Development

**Goal:** Provide CDOT employees training and professional development opportunities. This goal helps the Department meet all of its Strategic Policy Initiatives.

**Strategies:** The Department offers many opportunities for employees to develop skills to achieve their career goals.

CDOT’s Education and Professional Development Program supports employees who continue their education. Reimbursement through the program is available for certain percentages of tuition or for licensing, certifications, or professional memberships.

The Department’s Organizational Learning and Development provides core training to new employees and classes for employees and supervisors to learn management and leadership skills. The new CDOT University program offers technical training within four core colleges: Maintenance, Engineering, Administration and Transportation Operations & Development.

Additional workforce-development programs include mentoring, cross-training, senior leadership and coaching programs, and the foundational leadership series. The Department is developing a succession planning program, which will give employees tools including a career-progression map, which will show technical, leadership and management training that employees should receive to obtain promotions.

**Evaluation:** Workforce Development targets are new for this year’s Performance Plan. A full evaluation will appear in subsequent plans.

**Performance Summary:**

Operational Objectives/ Annual Targets*	Process	Performance Measure	Measure Type	Year Type	Major Program Area	Annual Results	Target Met? **
In development: Increase percentage of employees completing two elective training events per year	Increase leadership and management competencies through CDOT University training. Developing these competencies is intended to enhance communication, trust, and accountability.	Percent of employees completing two elective CDOT training events.	Output	Fiscal	Project Support	Current data do not support identification of employees graduating from multiple course offerings. Such data will be available in subsequent years. In FY13, 1,437 of about 3,100 employees were trained in at least one course.	Developing target
In development: 75% of leadership/management course graduates meet expectations or higher on evaluation	Advertise and encourage participation in training, incorporate promotion of professional development with the Performance Management Program.	Rating of “Level 3” follow-up evaluation for leadership/management course graduates	Output	Fiscal	Project Support	No prior data.	Developing target

\*Targets are recurrent and include FY13-16 unless indicated.

\*\*For FY13/CY12

**Current Priorities**

*CDOT’s priorities for Fiscal Year 2014 include promoting a culture and working environment that embrace growth and development to meet the individual needs of our employees, demonstrating that CDOT is an employer of choice for Colorado.*

## IV. Appendices and Index

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# Appendix A: Major Program Areas

CDOT's 14 Major Program Areas are listed on the following pages. In addition, this Performance Plan at times references “**Construction Program Areas.**” These areas include the following Major Program Areas: Bridge Enterprise, FASTER Safety, Other Construction, Structures, Surface Treatment and Safety/Safety Education.



## 1. Aeronautics:

CDOT's Division of Aeronautics supports statewide aviation interests through the collection and distribution of aviation fuel tax revenues, planning, project development and airport grants administration.

Customers/constituents: Colorado public-use airports and their users, the flying public, pilots and other aviation professionals including those within the Federal Aviation Administration.

Major funding sources: About \$45 million is collected from a sales and excise tax on aviation fuel, and about 65 percent of that is returned to the airport of sale. Thirty-five percent stays with the Division for aviation grants and programs.

Key processes: Tax distribution, capital improvement planning, grants administration, pavement management, safety inspections, program management, and information distribution.

Selected performance measure: Average Primary Airport Pavement Condition Index (PCI) rating.

## 2. Bridge Enterprise

The Statewide Bridge Enterprise, a government-owned business entity within the Department, finances the design, repair or reconstruction of "poor"-rated structures on the state highway system using revenue from an annual bridge-safety surcharge on vehicle registrations.

Customers/constituents: All users of Colorado's bridges and the Federal Highway Administration.

Major funding sources: Bridge Safety Surcharge and bond proceeds.

Key processes: CDOT's Staff Bridge unit, through its bridge-inspection program, identifies “poor”-rated bridges, which are eligible for FASTER funding through the Bridge Enterprise.

The Bridge Enterprise then collaborates with staff at CDOT headquarters and regional projects teams on multiple items including: selecting projects, proposing corrective actions such as rehabilitation or replacement, choosing a contracting delivery methodology, and determining whether to deploy accelerated bridge-construction techniques. This work is performed according to guidance documents developed by the Bridge Enterprise that are intended to standardize project delivery statewide.

Selected performance measures: Current value of Schedule Performance Index, which indicates the actual progress on projects, compared to planned or baseline performance. Percent of National Highway System (NHS) bridge total deck area that is not structurally deficient. Percent of state highway total bridge deck area that is not structurally deficient.

## 3. Capital Expenditures

To maintain the state's single largest capital asset—the state highway system—the Department invests money in mobile and fixed capital equipment. Capital Expenditures includes road equipment, capitalized operating equipment, and property.

## Appendix A: Major Programs Areas (continued)

Customers/constituents: The traveling public, CDOT staff, the Federal Highway Administration.

Major funding sources: State Highway Fund and federal reimbursement for qualifying expenditures.

Key processes: Purchase road equipment and distribute equipment to maintenance sections.

Selected performance measure: Percent of road equipment budget expended by June 30.

**4. FASTER Safety:** In 2009 the General Assembly created new funding sources to aid the Department and local governments in funding road-safety projects. The enabling legislation—commonly referred to as the “FASTER” (Funding Advancement for Surface Transportation and Economic Recovery) bill—established new vehicle-registration surcharges.

Per Section 43-4-803 (21), C.R.S. (2012), a "Road Safety Project" means a construction, reconstruction or maintenance project that: 1) The Transportation Commission determines is needed to enhance the safety of a state highway; 2) A county determines is needed to enhance the safety of a county road; or 3) A municipality determines is needed to enhance the safety of a city street. The Transportation Commission in the past has allocated the state's portion of road-safety funding to CDOT Engineering Regions for allocations to projects incorporating safety improvements to state highways.

Customers/constituents: All payers of FASTER Road Safety surcharges on vehicle registrations, users of Colorado's highways, county and city governments.

Major funding sources: Road Safety projects are funded through distributions of revenue generated by S.B. 09-108 and credited to the Highway Users Tax Fund.

Key processes: Allocating road-safety funding to Engineering Regions for project selection and construction. (This process is under review.)

Selected performance measures: Percent of FASTER Safety fiscal year budget encumbered or expended by June 30. Percent of contracts awarded within 30 days of bid opening.

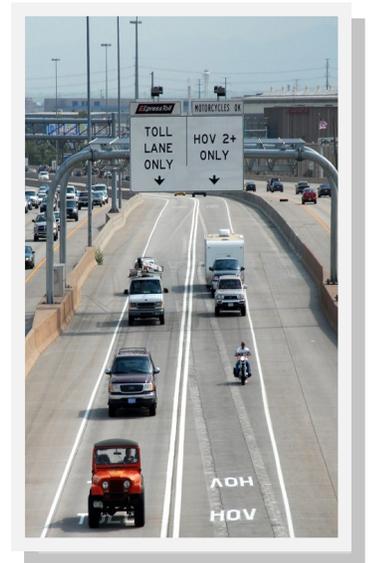
**5. High-Performance Transportation Enterprise:** The High-Performance Transportation Enterprise (HPTE) aggressively pursues innovative means of more efficiently financing important surface-transportation infrastructure projects. Such financing includes public-private partnerships, operating concession agreements and other financing arrangements.

Customers/constituents: Private-sector partners, local government sponsors of projects, and users of projects financed through the HPTE, such as drivers in High-Occupancy Vehicle (HOV) lanes.

Major funding sources: CDOT loans, annual management fee of \$375,000 collected from concessionaire for U.S. 36 project.

Key processes: Engaging “P3” (Public Private Partnerships) industry stakeholders; program planning; and P3-related decision-making including determining whether to fund projects publicly or through a Public Private Partnership.

Selected performance measures: Number of meetings with P3 industry leaders, number of contacts with local government project sponsors, number of program plans for projects of \$200 million or more, and on-time collection of annual P3 management fee of \$375,000 for U.S. 36 project.



## Appendix A: Major Programs Areas (continued)

### 6. Intelligent Transportation Systems (ITS):

The Intelligent Transportation Systems (ITS) program plans for, deploys, operates and maintains the statewide ITS infrastructure. The program also provides real-time travel and other related road-condition information via the COTrip.org website, 511 automated phone system, GovDelivery texts and emails, the CDOT Mobile app, and on the roadway via Variable Message Signs (VMS) and other electronic signs. The program

coordinates with law enforcement and other stakeholders to implement traffic incident management plans. ITS also explores new technologies, applications and concepts that may enhance the intelligent transportation system through strategic alliances with other states, agencies and the private sector.

Customers/constituents: The traveling public, media outlets, local governments, law-enforcement agencies, and the Federal Highway Administration.

Major funding sources: State Highway Fund and limited federal funding for project deployment.

Key processes: ITS delivers traveler information services via the COTrip.org website and other electronic media listed above, and on the roadway via Variable Message Signs and other electronic signs. ITS delivers operational services by using ramp metering, HOV/HOT, Active Traffic Management and managed lanes, Heavy-Tow and Courtesy-Patrol vehicles and other operational applications.

Selected performance measures: Minutes of travel delay in congested highway segments, per traveler, per day; percent of congested corridors where ITS solutions implemented; number of Courtesy Patrol assists; CDOT Mobile downloads; subscribers to “GovDelivery” email and text alerts; Planning Time Index value for Interstates; Planning Time Index value for congested segments of the National Highway System, excluding Interstates.

### 7. Local Programs

Local Programs include the Transportation Alternatives, STP Metro, Congestion Mitigation and Air Quality (CMAQ) and Safe Routes to School programs.

Customers/constituents: State residents and visitors, Metropolitan Planning Organizations, Transportation Planning Regions, counties, municipalities and others.

Major funding sources: Federal highway funding, local matching funds, local funds exceeding matching requirements.

Key processes: Conduct training for applicants. Process contracts for projects selected by local governments and managed by local governments or nonprofit organizations.

Selected performance measures: Percentage of financially inactive projects relative to total federal allocation; number of financially inactive Local Agency Projects.

**8. Maintenance:** The Staff Maintenance and Operations Branch provides policy and guidance for the statewide maintenance program. The branch also maintains operational oversight for the administration of the maintenance program for the nine maintenance sections. CDOT maintenance forces take care of the highway system in numerous ways including plowing snow and repairing pavement.

Customers/constituents: The traveling public, CDOT staff, the Federal Highway Administration.



## Appendix A: Major Programs Areas (continued)

Major funding source: State Highway Fund

Key processes: Maintenance activities include snow plowing and ice control; maintaining roadway surface; maintaining guardrail, roadway signs and lighting, and more.

Selected performance measures: Overall Maintenance Levels-of-Service grade for state highway system. Levels-of-Service grades for snow-and-ice control, roadway-surface maintenance, traffic-related services and bridge maintenance.



**9. Other Construction:** Other Construction includes Congestion Relief, the Regional Priority Program and the Strategic Projects Program.

Customers/constituents: The traveling public (Congestion Relief), CDOT debt holders and others.

Major funding sources: Congestion relief is funded through the State Highway Fund. The Regional Priority Program—minimally funded in recent, lean budget years—is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

Funds are occasionally budgeted into projects in the Strategic Projects Program, but the current focus of the projects program is making debt service payments on Transportation Revenue Anticipation Notes (TRANs). The Transportation Commission budgets money from its available state and federal revenues to service the TRANs bonds debt.

Key processes: Contract with private towing services for the Courtesy Patrol program to patrol highway segments such as Interstate 25 from 120th Avenue to Lincoln, or Interstate 70 in Vail from mile posts 178-190.

Selected performance measure: Minutes of travel delay in congested corridors, per traveler, per day. Number of Courtesy Patrol assists. Percent of contracts awarded within 30 days of bid opening.

**10. Project Support:** Project Support includes Operations, CDOT Administration, State Planning and Research, the State Infrastructure Bank, State Highway Fund Contingencies, and the Debt Service and Certificates of Participation programs.

Customers/constituents: These programs have diverse customers including all users of the state highway system, CDOT staff, debt holders, the Federal Highway Administration and others.

Major funding sources: Major funding sources for project support programs include federal funding for State Planning and Research (SPR), State Highway Funds for the SPR match, the State Highway Fund for Operations, and federal reimbursement for qualifying expenditures. Funding for CDOT's Administration is a single line item in the annual Long Appropriations Bill. Funding sources are the State Highway Fund and an internal service fund. Administration activities are not supported by General Funds or federal funds.

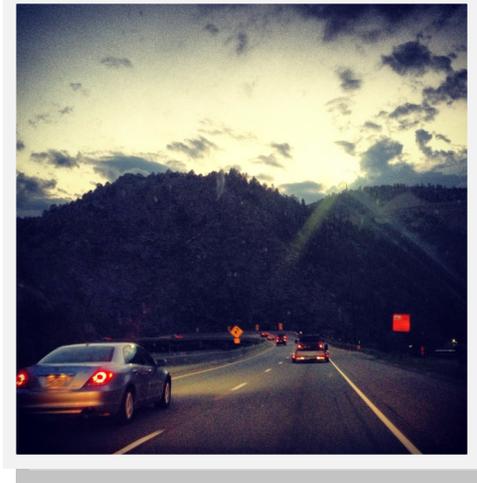
CDOT's debt service and lease payments are mainly funded by the State Highway Fund and federal highway funding. The main source of revenue to the State Infrastructure Bank is interest earnings on loans from, and cash balances of, the Transportation Infrastructure Revolving Fund.

The Transportation Commission allocates funds each year to contingency reserves for the State Highway Fund for unforeseen events throughout the year.

Key processes: Obtaining right-of-ways, supervising construction activities, publishing and maintaining policies and procedures necessary to the administration of highway construction contracts.

## Appendix A: Major Programs Areas (continued)

Selected performance measures: Performance measures under Project Support include environmental measures (e.g., the number of environmental compliance violations to CDOT from the Colorado Department of Public Health and the Environment) and many other measures including contracting, RAMP, social media and workforce-development metrics.



**11. Safety/Safety Education:** CDOT’s Office of Transportation Safety and Traffic Engineering Branch strive to reduce the incidence and severity of motor-vehicle crashes and associated human and economic loss. This is done by incorporating roadway-safety engineering principles in all state highway construction and enhancement projects, conducting safety-specific infrastructure projects, and by administering data-driven safety-education grant programs to influence driver behavior and support law enforcement and local community safety projects. CDOT also works to expand safety partnerships and to provide tools for safety advocates to work with the Department.

Customers/constituents: All users of Colorado’s highways and bridges, law-enforcement agencies, the National Highway Traffic Safety Administration and the Federal Highway Administration.

Major funding sources: The Railroad Crossings program’s main funding sources are federal highway funds and local matching money. The Traffic Signals and Rockfall Mitigation programs are funded mainly through the State Highway Fund. The Hot Spots and Highway Safety Improvement Program are funded through the State Highway Fund and federal reimbursement for eligible expenditures.

The Office of Transportation Safety, Highway Safety Office, is mainly funded through National Highway Traffic Safety Administration funds, fees collected from DUI convictions, fees for driver’s license reinstatements and surcharges on driver’s license motorcycle endorsements fees and motorcycle registrations.

Key processes: Implement safety programs (e.g., The Office of Transportation Safety, Highway Safety Office solicits applications through a Statewide Request for Proposals and extensive outreach efforts to the state and local traffic-safety communities. Applications are reviewed by panels of subject experts including representatives from state agencies, law-enforcement agencies and local traffic-safety coalition members.).

Selected performance measures: Number of traffic fatalities, five-year average. Fatalities per 100 million vehicle miles traveled, five-year average. Number of serious injuries, five-year average. Serious injuries per 100 million vehicle miles traveled, five-year average. Percent of Highway Safety Improvement Program (HSIP) program dollars awarded during federal fiscal year.

**12. Structures:** CDOT’s Structures program works with the Regions to ensure bridges and other structures statewide are properly designed, constructed, and maintained. Structures include major bridges and culverts that span more than 20 feet; minor bridges and culverts that span from 4 feet to 20 feet; overhead sign structures; high-mast traffic lights; mast-arm traffic-signal poles, retaining walls; sound walls; and tunnels. Program staff develop and publish structural designs, policies and standards including construction specifications. They also evaluate new products and materials for structure construction. The program provides services including fabrication inspection; construction assistance; bridge load rating; overweight-vehicle permit analysis and review; structure inspection; and structure asset management.

Customers/constituents: All users of Colorado’s bridges and other highway structures, the Federal

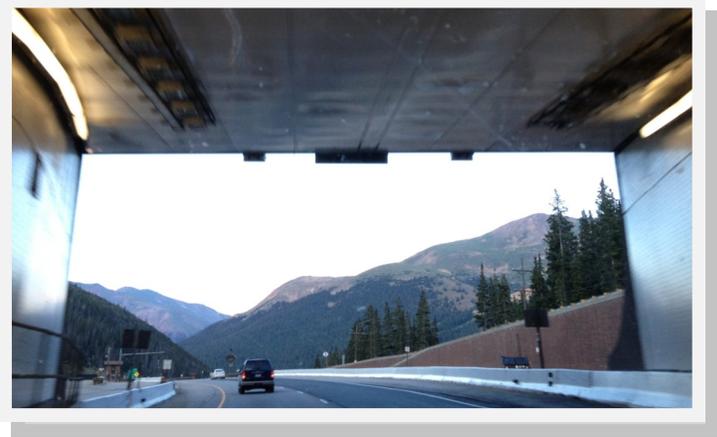
## Appendix A: Major Programs Areas (continued)

Highway Administration and local agencies.

Major funding sources: State Highway Fund and federal reimbursement for eligible expenditures.

Key processes: Inspect all state, city and county bridges in accordance with National Bridge Inspection Standards and report conditions to the Federal Highway Administration.

Selected performance measures: Percent of National Highway System (NHS) bridge total deck area that is not structurally deficient. Percent of state highway total bridge deck area that is not structurally deficient.



**13. Surface Treatment:** The Materials and Geotechnical Branch ensures quality and cost effectiveness in the products used for the management, construction and long-term maintenance of the transportation system. The Branch is responsible for pavement asset management, materials design and specifications, test procedures, and associated testing of materials to ensure compliance with CDOT standards and specifications and Federal Highway Administration regulations.

Customers/constituents : All users of and stakeholders in Colorado’s state highway system, the Federal Highway Administration.

Major funding sources: State Highway Fund and federal reimbursement for eligible expenditures.

Key processes: Preserve, resurface and rehabilitate roads with optimized application of cost-effective pavement treatments. Improve low-cost, low-volume treatment strategies.

Selected performance measures: Percent of Interstate pavement statewide in high and moderate condition based on Drivability Life. Percent of pavement on state highway National Highway System (NHS), excluding Interstates, with high and moderate Drivability Life. Percent of pavement on State Highway System with high and moderate Drivability Life.

**14. Transit:** CDOT’s Transit and Rail Division was created under Senate Bill 09-094 to plan, develop, finance, operate, and integrate transit and rail services. CDOT's program works in coordination with other transit and rail providers to plan, promote, and implement investments in transit and rail services statewide.

Customers/constituents: Local transit agencies and their users; the Federal Transit Administration (FTA); Regional Transportation Authorities; Transportation Planning Regions; and all other stakeholders in transit, passenger and freight rail.

Major funding sources: Federal grants and apportionments, state FASTER transfer of \$10 million and local matching funds.

Key processes: Managing Federal Transit Administration grants for rural and specialized transit operations; creating policy and priorities for S.B. 09-108 transit-related funding; and identifying gaps in services and missing connections.

Selected performance measures: Percent of vehicles in the rural Colorado transit fleet operating in fair, good, or excellent condition. Percent of transit agencies with a MAP-21 compliant Fleet Management Plan. Transit Utilization (statewide ridership of transit agencies to which CDOT grants FTA and FASTER dollars).

# Appendix B: Inputs and Workload Indicators

Measure	Units	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14*	FY14-15*	FY15-16*
Roadway main- tained	Lane miles	23,106	23,106	23,106	23,106	23,106	23,106	23,106	23,106
Roadway usage	Billions of vehicle miles traveled	28.1	27.4	27.4	27.4	28.1	28.8	29.5	30.2
Concrete pave- ment used in construction	Cubic yards	169,743	247,525	115,177	244,627	329,218	221,258	221,258	221,258
Roadway condi- tion, old meas- ure	% Good or Fair	50	48	48	47	N/A	N/A	N/A	N/A
Roadway condi- tion, new meas- ure	% High or Moderate Drivability Life	N/A	N/A	N/A	N/A	82	74	66	60
Roadway striped	Miles of road- way striping	28,900	31,583	22,006	22,447	20,096	25,006	25,006	25,006
Snow & Ice removed	Millions of roadway miles plowed, sand- ed, deiced	5.6	6.8	5.7	4.7	6.2	5.8	5.8	5.8
Snow fence repaired or installed	Linear feet of snow fence	180,811	330,543	300,231	348,130	203,887	265,843	265,843	265,843
Fence replaced, repaired or in- stalled	Millions of linear feet of fence	17.4	19.2	20.8	19.2	16.2	18.6	18.6	18.6
Trash removal	Cubic yards of trash removed	117,833	92,273	93,683	92,828	102,835	99,890	99,890	99,890
Asphalt placed	Tons	178,887	220,571	203,728	232,041	233,720	213,789	213,789	213,789
Bridges owned and maintained	Bridges	3,775	3,447	3,447	3,447	3,437	N/A	N/A	N/A
Bridge condition	Bridges in poor condition	128	127	125	112	90	116	116	116
Avalanche man- agement	Avalanches triggered with explosives	554	700	283	509	475	512	512	512
Avalanche man- agement	Road Closure hours	719	838	841	350	466	643	643	643
Avalanche man- agement	Hours mitigat- ing avalanches	8,845	5,788	7,618	5,031	7,245	6,821	6,821	6,821

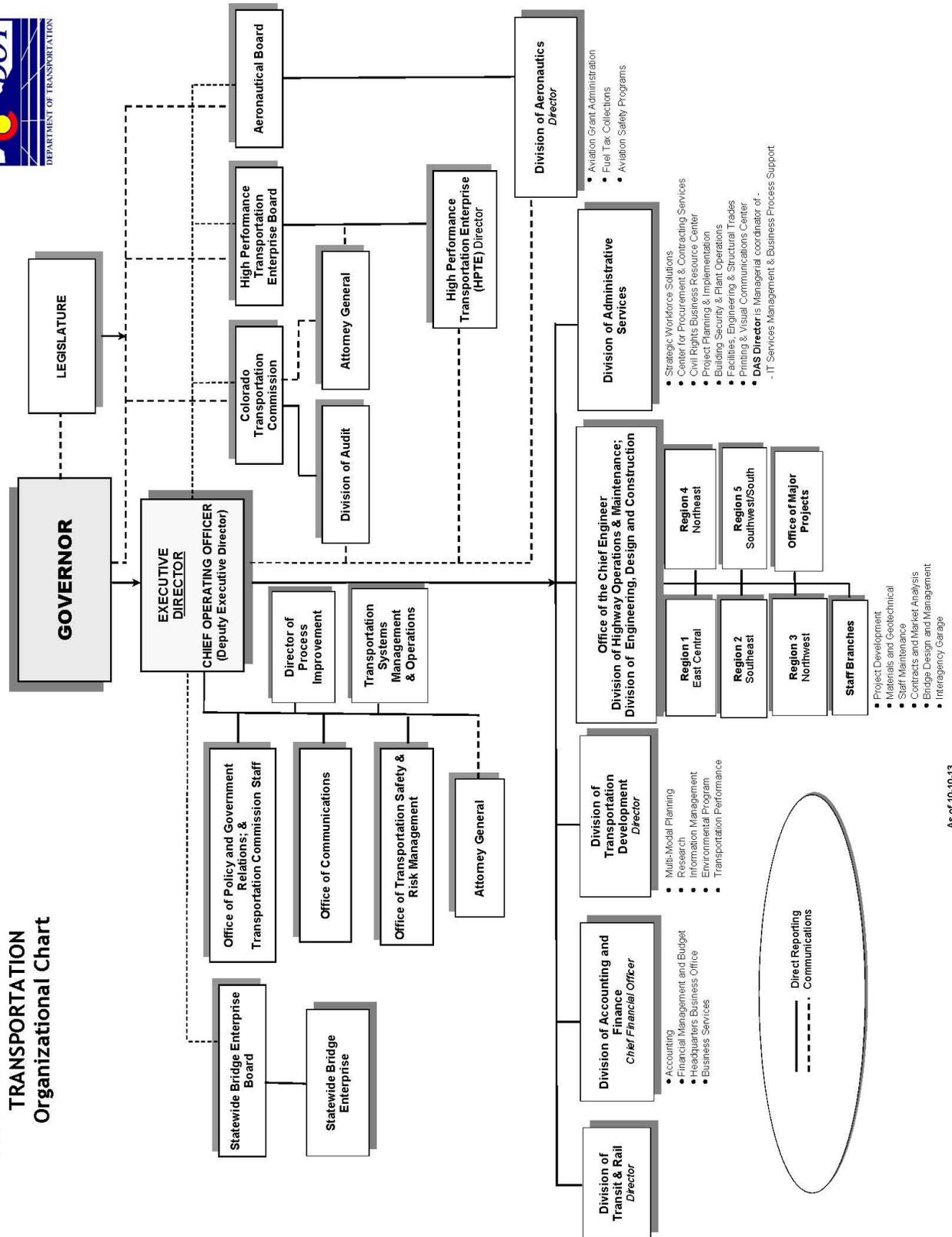
\*Future estimates based on average of five years of actual data. Exceptions include estimates for roadway usage and roadway pavement condition measures, which use estimates specific to their programs.



# Appendix C: Organizational Chart



## COLORADO DEPARTMENT OF TRANSPORTATION Organizational Chart



As of 10-10-13

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# STATE OF COLORADO

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**DEPARTMENT OF TRANSPORTATION**

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**TO:** Colorado Transportation Commission  
**FROM:** Debra Perkins-Smith  
Director, Division of Transportation Development

**DATE:** November 7, 2013

**SUBJECT: CDOT FY14-15 Performance Plan (presented for informational purposes)**

CDOT on November 1 submitted its FY14-15 Performance Plan to the Governor's Office of State Planning and Budgeting. The Performance Plan—the current format for CDOT's strategic plan—was required by revisions this year to Colorado's State Measurement for Accountable, Responsive and Transparent (SMART) Government Act.

The Department has worked over the past several months with its Office of State Planning and Budgeting (OSPB) analyst to ensure the Performance Plan aligns with OSPB instructions and requirements from the revised SMART Act. Dozens of contacts with employees throughout the Department helped shape the Performance Plan. The plan was presented at the Senior Management Team retreat in early September. CDOT's Regional Transportation Directors, as well as the Department's various divisions and asset managers, provided content or feedback.

The plan includes long-term goals based on National Performance Areas found in the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). Shorter-term goals are based on CDOT's existing six Strategic Focus Areas. Performance objectives in the plan are from sources including Policy Directive 14. More than 50 performance measures in the plan indicate the Department's progress toward meeting those objectives.

A Department description, mission and vision statements, and an overview of current initiatives also are included. Appendices contain an overview of Major Program Areas, inputs and workload indicators, and an organizational chart.

CDOT views the Performance Plan as a step toward becoming a more performance-based organization. The Department looks forward to working with OSPB to further refine the Performance Plan in coming years and fulfill the aspirations of the revised SMART Act.