

Transportation Commission of Colorado
Regular Meeting Minutes
March 20, 2014

Chairman Doug Aden convened the meeting at 10:40pm 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
Scot Cuthbertson, Deputy Executive Director
Gary Vansuch, Director of Process Improvement
Debra Perkins-Smith, Director of Division of Transportation
Scott McDaniel, Acting Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Barb Gold, Audit Director
Amy Ford, Public Relations Director
Soctt Richrath, CFO
Herman Stockinger, Director of Policy and Government Relations
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director of Division of Transit and Rail
Ryan Rice, Director of Operations Division
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Myron Hora, Acting Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
Alicia Nolan, 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 recognized Rob McDonald to speak.

Rob McDonald stated that he is the Executive Director of the Pike's Peak Area Council of Governments (PPACG) and the Pike's Peak Regional Transportation Authority (PPRTA). He thanked the Commission and CDOT staff for helping them work through the funding for the \$95 million Cimarron Interchange project in Colorado Springs. He stated that they had been trying to get funding for that project for 40 years, and the previous four months brought the process to completion. He invited CDOT, the FHWA and all the MPOs to reconcile how the planning documents are working. He stated that CDOT has the STIP, the MPOs have the STIP and that these two should match. He acknowledged that are multiple budgets and participants in state highway projects. He stated that they money to get allocated as quickly as possible so that projects get completed quickly.

He used an example that FHWA might tell CDOT that there is \$540 million for a certain number of years. If FHWA then came to CDOT to say that there may be a shortfall of a few hundred million dollars, CDOT would want to sit down with FHWA in order to understand that. He stated that the MPOs would like to do the same thing with CDOT in reference to the RAMP funds. They want to ensure the local match to those funds is available so that all the entities are working together to complete the projects. He stated that they are looking forward to the upcoming meetings in the next weeks.

Director Hunt thanked Mr. McDonald for coming to represent the MPOs. He stated that as CDOT moves away from the current budgeting system to budgeting plus cash financing that there is much to do to ensure that the new process meshes with the MPOs. He pledged that CDOT will work hard on that over the next month or two. The FHWA has been in step with CDOT but not in the same meetings as with the MPOs, and that will be accomplished in these meetings as well. He again thanked Mr. McDonald for coming to comment to the Commission.

Chairman Aden also thanked Mr. McDonald for speaking. He stated that the Commission is very committed to working with all their planning partners, including five MPOs and the ten TPRs. The STAC has raised some concerns. There needs to be more communication and clarification in order to answer everyone's questions with good factual information. He stated that they wanted everyone to be aware of the direction that the Commission wants to head from a policy standpoint.

Individual Commissioner Comments

Commissioner Thiebaut congratulated all the Commissioners who were appointed or reappointed and appeared before the Transportation Committee on Tuesday, March 18th, for the confirmation hearing. He stated that each Commissioner received a favorable vote, and that vote will go before the full Senate. He also stated that he has been on the Commission for eight months and that CDOT staff has been responsive and helpful for the entire time, both CDOT management and regional staff. He thanked everyone for their service.

Commissioner Zink stated that she is very much looking forward to the telephone town halls that are coming up and the opportunity to reach so many more people than the Commission is typically able to.

Commissioner Gilliland stated that she was part of the CDOT delegation that visited the Congressional delegation at the end of February, as well as CFO Scott Richrath, Executive Director Don Hunt, Commissioner Peterson and Mickey Ferrell. They met with Representatives Coffman, Polis, Perlmutter and Gardner. They were able to meet with Senator Bennet and Senator Udall's staff. Everyone they spoke to understands the importance of transportation and the necessity of finding consistent long term financing, but no one had a plan or a solution for how to find that financing. She stated that it is encouraging that they are starting more focused conversations on what to do long term for transportation dollars and funding. She stated that it was a good trip overall. She also stated that she has been working on the I-25 Coalition. The Coalition is continuing to work on projects for North I-25, including promoting the managed lane in that direction. There have been some good conversations, including with Senator Udall's office. They have met with Representative Gardner's office and Representative Polis's office, and they all agree that this corridor is very important for Colorado. They are helping look for funding at the federal level.

Commissioner Connell stated that she participated in a Telephone Town Hall meeting about the Twin Tunnels. She stated that she was impressed with the system and the fact that 1500 called in. She also reiterated her appreciation for CDOT staff and the Executive Director. Changing systems become complex for everyone, and the staff has been so helpful with communication issues and project issues in Northwest Colorado. She stated that as things become more complex, people can become defensive and suspicious. The Commission is committed to bringing the positive change into simplistic understanding and trust for people. When there is not enough money and as political seasons approach, these seem to escalate. The Commission's goal is to work with staff to simplify things for the public so that it is easily understood.

Commissioner Barry stated that over the last month there has been significant controversy over the US 36 activities. There has been outcry, even though the vote took place last month. She acknowledged the staff and their commitment to ensuring that people are communicated with and responded to and that people have a clear understanding of why the Commission believed it was good policy. She also stated that there had been a 100 car pileup in Denver since the last Commission meeting. Road conditions were terrible that day. She stated that she had tears in her eyes due to what had happened. CDOT's crews were there and were responding to the emergency, working with the local police, fire and ambulance services. She acknowledged that CDOT deals with a variety of situations and emergencies. She thanked the staff from the bottom to the top.

Commissioner Peterson congratulated the Commissioners who were confirmed or reconfirmed. He stated that the Commission is an incredible board and that it is his honor and privilege to work with everyone on it. The level of engagement, expertise and thoughtful discussion is amazing. He also thanked senior staff and the Executive Director for helping the Commission focus on the broader issues that must be faced when making decisions for Colorado's transportation system.

Chairman Aden stated that he attended a Club 20 Transportation Committee meeting the day after last month's Commission meeting and then appeared on the Mike Rosen radio show to discuss the merits of the US 36 project. He thanked Amy Ford for her support through that process. He also acknowledged the great CDOT crews in the mountains. He stated that this winter has been a great snow year, which is wonderful for the ski industry and the water supply. But this is an incredible challenge for the maintenance forces along the I-70 corridor. The amount of snow up there is unbelievable. It is a monumental achievement that CDOT has been able to keep that road open between Vail and Denver under these conditions. All the people who work tirelessly up there over the winter deserve a lot of credit. He reminded the staff of the request for options on how to manage truck traffic through the I-70 corridor.

Executive Director's Report

Executive Director Hunt stated that CDOT has a great Commission. He is thankful that all five Commissioners were recommended for full Senate confirmation, despite the unusually long confirmation hearing. He congratulated Commissioners Aden, Reiff, Gifford, Zink and Thiebaut. He stated that February 2014 will go down in CDOT annals as a big change in direction with the P3 that made it to financial close. That changed the way in which people are charged in terms of tolling for express lanes, in terms of the way that CDOT transferred risk to the private sector, in terms of toll collection to finance the project and in terms of operations and maintenance. He congratulated the entire HPTE operation led by Mike Cheroutes, Chairman Tim Gagen and our three Transportation Commissioners who are also HPTE Board members Aden, Reiff and Gilliland. There are not many states that have been able to do that kind of risk transfer deal in the last year. He stated that the whole process was a huge achievement.

He also stated that there has been record snowfall in the mountains, which is a wonderful thing for Colorado tourism and skiing. But from a transportation standpoint, that makes for a tough winter. He stated that Amy Ford put out an article after the February 9th snow when people were trapped for four, six and even eight hours trying to get back to Denver. The article says, "Colorado, we must all do our part." With Ryan Rice's operation, CDOT has initiated new operational controls, including simulating ramp metering at several locations in Silverthorne and Frisco. There is much better coordinated incident command throughout the corridor. There are also new ideas, like the wave escort or the plow escort. CDOT shuts down the highway, gets the plows to clear the road into a driveable surface and then allows the traffic to get back into motion. The article also mentioned that 18 of the 22 cars that were assisted by the courtesy patrol had bald tires, and all but one had Colorado plates. Half the trucks did not have chains on their tires. There is no chance of keeping the traffic moving when there are accidents. On Saturday, March 15, a jack-knifed semi tractor-trailer on a downhill section of Vail Pass took three hours to clear, during which the highway was closed. It is extremely difficult to clear an accident like that. He pleaded with Colorado to become a partner with CDOT manage the traffic. Along with the Chairman's request for options on truck traffic, CDOT is looking at all forms of ensuring that drivers are prepared in the mountains. CDOT has learned a lot this winter, and more solutions are to come.

He stated that landlord for the long term maintenance site at Dowd Junction told CDOT that they did not have a right to build employee housing. Kathy Young did a great job representing CDOT before Colorado Attorney General Suthers, but the Attorney General stated that the landlord was correct. CDOT will now have to find a new housing site for employees. The maintenance site can stay there. This gives CDOT an opportunity to look at employee housing as part of the efforts to improve snow and ice control in the mountains. A big problem that Dave Eller has faced in attracting employees is having a place for them to live. The Commission will later hear more about employee housing projects in Summit and Eagle Counties to allow CDOT to better field employees and further improve conditions on the corridor.

Audience Participation

Because the meeting started early, Chairman Aden returned to the public commend portion and asked if there was anyone in the audience who would like to address the Commission. Chairman Aden stated that no one was present who wanted to address the Commission.

High Performance Transportation Enterprise (HPTE) Director's Report

Mike Cheroutes stated that HPTE was successful in closing the US 36 transaction since the last meeting. As of March 7, 2014, Plenary took over its responsibilities under the Concession Agreement to begin operations on the I-25 managed lanes while the rest of the corridor is being built. HPTE is busy ensuring that the transition is smooth and that oversight architecture is in place to fulfill HPTE's responsibilities. He thanked the Transportation Commission for being resolute in facing the firestorm of activity fed by misinformation. Commissioner Barry attended the public sessions in Broomfield. He thanked them and reiterated that he believed this was the right decision. He continued to be proud of the project.

He stated that the only substantive business HPTE had before the Commission was a resolution to extend the deadline for the I-25N RAMP applications to provide opportunities to explore alternatives for that corridor.

He also thanked the FHWA for expediting the closing activity and the post-closing activity.

FHWA Division Administrator Report

Chairman Aden welcomed Alicia Nolan, the new Deputy Director, to Colorado and her first Transportation Commission meeting.

Alicia Nolan stated that she was at the meeting to introduce herself. She stated that she is from Federal Highways and spent a long time in the New York Division Office, as well as Albany, NY. She stated that she has extensive experience but that she was very happy to hear about all the great things that are happening here in Colorado. She stated that she is looking forward to working with the Commission and the great partnerships that have already been established.

STAC Report

Vince Rogalski stated that STAC met on Friday, March 14, 2014. The first item discussed was TIGER VI. They discussed the staff recommended projects and the other possibilities. STAC was excited about the bicycle planning as part of the project list, which fits in with the Governor's effort to make Colorado the number one bicycle state in the nation. They also discussed the US40 Berthoud Pass automatic avalanche pilot project and thought that it had great possibilities for other areas in Colorado. Although it has been dropped from the TIGER VI list, it will continue on with a different form of funding. STAC moved to recommend three planning and three infrastructure projects.

He stated that Kurt Morrison updated them on the legislative session.

He stated that STAC then moved into discussing the budget. STAC members had concerns about the budget and were not ready to move for recommending approval of the budget because they did not have enough information about what was going on in other areas. They did not understand what money is going to be spent in FY15 that is not in the budget, how that money is budgeted, and the integrity of the STIPs and the TIPs. Understanding that there is movement happening that the STAC was not privy to, they could not recommend approval without further information about how the whole process will work. With the STIPs, money has been saved for years for a particular project that might happen next year. The STAC wants to understand if that money is still there or if there will be another source of money to ensure that the project gets completed. There will be a large presentation at the April STAC meeting so that everyone has a clear understanding of how the process will work.

He stated that the STAC then discussed the recommendation that \$30 million go to the Colorado Energy Office over the next four years to deal with CNG. The STAC recommended an advisory committee to oversee the process, like station locations and fleet improvements. Tom Hunt was present to determine if anyone was interested in being part of that committee, and everyone was interested in taking part because there is great enthusiasm for this issue. A notice will be issued when the meetings will take place and anyone who can participate is welcome.

He stated that STAC discussed the formulas and how that is going to change from 45/40/15. They discussed how to be representative of the whole state and which regions would be drastically affected by a change in the formula. There was a desire to have population, VMT, lane miles and truck VMT all part of the formula. STAC discussed a number of different formulas, including the staff recommendation. STAC recommends a different formula: 25% VMT, 20% population, 40% lane miles, 15% Truck VMT.

He stated that STAC then moved onto RAMP Operations. Ryan Rice discussed several different aspects. STAC was excited about the communications aspect, especially during disasters and incidents.

Act on Consent Agenda

Chairman Aden stated that Item E would be removed from the Consent Agenda. He also noted that on Item F the table had a different date than the resolution. This will be corrected in the official resolution.

Chairman Aden entertained a motion to approve all the items on the Consent Agenda, except Item E. Commissioner Connell moved to approve all items on the Consent Agenda except Item E, and Commissioner Gifford seconded the motion. Upon vote of the Commission, the vote passed unanimously.

Resolution #TC-3142

BE IT HEREBY RESOLVED, the Transportation Commission's Regular Meeting Minutes for February 20, 2014, are approved as published in the official agenda of March 19 & 20, 2014, meeting.

Resolution #TC-3143

Resolution #TC-3143

Approve SH 83 at Arapahoe Road Property Exchange

Approved by the Transportation Commission on: March 20, 2014

PROJECT #: FR 083-1(39)

LOCATION: SH 83 at Arapahoe Road

PARCEL #: 3 Rev 2EX

COUNTY: Arapahoe

WHEREAS, the Department of Transportation acquired Parcel 3 Rev 2EX in 1988 in Arapahoe County, in Aurora, Colorado as a part of CDOT Project #FR 083-1(39) for use as SH 83; and

WHEREAS, the abutting property owner has constructed a soil nail wall that encroaches onto Parcel 3 Rev 2EX; and

WHEREAS, the adjacent property owner has requested to exchange a 1,010 square foot parcel for Parcel 3 Rev 2EX; and

WHEREAS, Parcel 3 Rev 2 contains 360 square feet; and

WHEREAS, this property exchange will straighten the CDOT ROW line in this area; and

WHEREAS, Parcel 3 Rev 2EX (360 square feet) and the adjacent property owner's exchange parcel (1,010 square feet) have an equal fair market value per square foot; and

WHEREAS, both parties are aware of the difference in square footage for the exchange and are agreeable to exchanging the parcels without any additional compensation due to the private property owner; and

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

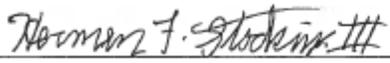
WHEREAS, the Chief Engineer and the Department of Transportation are authorized pursuant to C.R.S. 43-1-106(8)(n); 43-1-110; 43-1-114(3) and 43-1-210(5) to make determinations regarding land to be declared excess and not needed for transportation purposes now or in the foreseeable future; and

WHEREAS, the Department of Transportation, Region 1 has declared through Scott McDaniel as Acting Chief Engineer, that the property is not needed for transportation purposes; 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 Parcel 3 Rev 2EX of Project # FR 083-1(39) be excess land.

FURTHER, as this is an exchange and not a sale there will be no funds to be disbursed in accordance with Section 7.2.15 of the CDOT Right-of-Way Manual.



Herman Stockinger, Secretary
Transportation Commission of Colorado

4-14
Date

Resolution #TC-3144

Resolution # TC-3144

Repeal Policy Directive No. 602.0 "Diversity Policy"

Approved by the Transportation Commission on: March 20, 2014

WHEREAS, § 43-1-106 (8)(a) C.R.S. gives authority to the Transportation Commission of Colorado ("Commission") to formulate general policy; and

WHEREAS, Policy Directive 602.0 was adopted by the Transportation Commission on June 1, 2006 and was to be reviewed and updated on or before October 2010; and

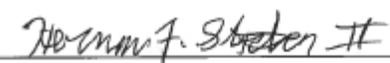
WHEREAS, Policy Directive 602.0 "Diversity Policy" should be repealed as it provides for the implementation of diversity in CDOT's workforce, and contains a requirement that separate diversity plans be developed throughout CDOT; and

WHEREAS, on November 27, 2013, the Executive Director approved CDOT's Affirmative Action Report and Plan which includes CDOT's global commitment to a diverse workforce; and

WHEREAS, said Plan has been reviewed and approved by the FHWA and meets CDOT's state and federal requirements; and

WHEREAS, eliminating Policy Directive 602.0 is part of the Department-wide project to reduce the number of Policies and Procedural Directives and repeal any that are no longer necessary.

NOW THEREFORE BE IT RESOLVED, the Commission herein repeals Policy Directive 602.0, "Diversity Policy."



Herman Stockinger, Secretary
Transportation Commission of Colorado

4-1-14
Date

Resolution #TC-3145

Resolution # TC -3145

Approving the Extension RAMP Deadline for I-25N Project.

Approved by the Transportation Commission on: March 20, 2014

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 of, quality of life, and environment of the citizens of Colorado; and

WHEREAS on October 17, 2013 the Transportation Commission allocated \$90 million in Responsible Acceleration of Maintenance and Partnership Program (RAMP) Public-Public funds to the I-25N ; and

WHEREAS each Public-Public Partnership and Operations project was required to have a project scope, schedule and budget to the Chief Engineer no later than January 6, 2014; and

WHEREAS the Transportation Commission permitted the Chief Engineer to extend the deadline to April 7, 2014 for projects in a flood damaged area; and

WHEREAS the HPTE and CDOT planned on solidifying a strategy for the I-25N corridor by the April 7, 2014 RAMP deadline. To that end, on December 2 – 3, 2013, HPTE and CDOT conducted meetings with five private sector firms that are involved in Public Private Partnership (P3) development across the country and internationally; however, during these meetings, participants suggested ideas that HPTE and CDOT feel are worth additional exploration. As well, P3 projects require extensive analysis and strategy development not included in Public-Public Partnerships or Operations projects; and

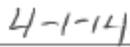
WHEREAS the STIP and TIP processes also delayed the project; and

WHEREAS to properly plan and execute the project the HPTE and CDOT respectfully request a RAMP deadline extension from April 7, 2014 to December 31, 2014.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves a RAMP deadline extension for the I-25N project to December 31, 2014.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

Resolution #TC-3147

Resolution # TC-3147

Resolution to approve Safe Routes to Schools projects for Fiscal Year 2014 Funds

Approved by the Transportation Commission on: March 20, 2014

WHEREAS, in 2004, C.R.S. 43-1-1604 required the Transportation Commission of Colorado to establish and the Colorado Department of Transportation (CDOT) to administer a Safe Routes to School (SRTS) program to distribute federal funds to eligible projects that enable and encourage children K-8 to bicycle and walk to school; and

WHEREAS, CDOT supports walking and biking as modes of transportation in Colorado; and

WHEREAS, Colorado is a national leader in SRTS, funding programs that have reached more than 790 schools statewide since 2005. This is more than 90 schools per year on average and more than 300,000 total Colorado students to date (in addition to parents, teachers, drivers, and community members who are also impacted by SRTS programs); and

WHEREAS, the SRTS program has replaced vehicle trips and increased the number of children walking and biking to school by as much as 31% in some schools; and

WHEREAS, approximately 95% of schools receiving SRTS funding had significantly increased rates of children walking and biking to school; and

WHEREAS, CDOT has awarded more than \$15.4 million in FHWA funds from 2005 through 2013 for SRTS program grants; and

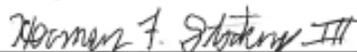
WHEREAS, \$2.458 million in SAFETEA-LU designated SRTS funds remain; and

WHEREAS, Colorado SRTS Advisory Committee was appointed by the CDOT Executive Director as per state statute to represent educators, parents, law enforcement, pedestrians, bicyclists, and transportation advisors to review all applications and to recommend projects for funding; and

WHEREAS, the SRTS Advisory Committee selected projects in February 2014 to recommend to the Commission for approval:

NOW THEREFORE BE IT RESOLVED, the Commission approves the Fiscal Year 2014 project list, dated March 20, 2014

BE IT FURTHER RESOLVED, the Commission directs staff to take appropriate steps to amend the STIP, if required, and supplement the budget to be able to proceed with contract development.



Herman Stockinger, Secretary
Transportation Commission of Colorado

4-1-14

Date

Resolution #TC-3148

Resolution # TC-3148, Approved by the Transportation Commission on March 20, 2014

RESOLUTION FOR THE FY 2014-2015 BUDGET

WHEREAS, in accordance with § 43-1-113 (2), C.R.S. the Transportation Commission of Colorado ("Commission") formally approved and submitted 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 December 15, 2013 for their review and comment; and

WHEREAS, C.R.S. 43-1-113(9)(c) requires that the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2014-2015; and

WHEREAS, the annual Long Appropriations bill will not yet be approved by the General Assembly prior to the adoption of this budget by the Transportation Commission and therefore minor adjustments may need to be made by staff after adoption of the Fiscal Year 2014-2015 budget by the Transportation Commission; and

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

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

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

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

(In Millions)	FY15 Delphi Baseline Budget	Adjustments	FY15 Budget Recommendation to TC	Delphi RAMP \$165M Average	FY15 Total With RAMP
Surface Treatment	\$149.5		\$149.5	\$85.7	\$235.2
Bridge, BE & Bridge Fixed Costs	\$135.0	\$4.5	\$139.5	\$28.7	\$168.2
MLOS	\$253.1	-\$1.8	\$251.3	\$0.0	\$251.3
Road Equipment	\$14.0		\$14.0	\$6.9	\$20.9
ITS	\$11.6	\$3.2	\$14.8	\$12.8	\$27.6

(In Millions)	FY15 Delphi Baseline Budget	Adjustments	FY15 Budget Recommendation to TC	Delphi RAMP \$165M Average	FY15 Total With RAMP
Rockfall	\$5.1		\$5.1	\$4.0	\$9.1
Buildings & Buildings COPs	\$9.6		\$9.6	\$11.2	\$20.8
Tunnels	\$1.5	\$1.0	\$2.5	\$9.9	\$12.4
Culverts	\$3.6		\$3.6	\$6.0	\$9.6
Walls	\$0.0		\$0.0	\$0.0	\$0.0
Total	\$583.0	\$6.9	\$589.9	\$165.2	\$755.1

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

\$9.6M Baseline Budget, including COPs:

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

\$11.2M RAMP:

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

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

\$2.5M Baseline Budget:

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

\$9.9M RAMP:

- \$4.7 Million for Eisenhower – Johnson Memorial Tunnel Switchgear
- \$3.0 Million for Hanging Lake Tunnel VMS/CMS/LUS Replacement
- \$0.9 Million for No Name Tunnel and Beaver Tail Tunnel Lighting

- \$0.6 Million for Hanging Lake Tunnel CP6 Vertical Lift Doors
- \$0.33 Million for Hanging Lake Tunnel Lighting (may be modified pending CDC request)
- \$0.3 Million for Hanging Lake Tunnel Emergency Power Units
- \$0.05 Million for Hanging Lake Tunnel Fire Suppression Upgrade
- \$0.03 Million for Wolf Creek Tunnel Cameras to Monitor Tunnel Interior; and

WHEREAS, the Surface Treatment, Bridge On-System, Road Equipment, Intelligent Transportation Systems and Culverts programs utilize existing models or systems for prioritizing projects, managers of those assets shall ensure the model will guide project selection for the amount approved by the Transportation Commission Asset Management Committee following the FY'15 Delphi presentation; and

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

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

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

WHEREAS, the State of Colorado state highway system experienced significant flood damage in September, 2013 and emergency relief efforts to repair the state highway system commenced immediately in CY2013 and continued into CY2014. The final FY2015 budget includes \$100M to support the first phase of the permanent recovery efforts.

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's 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, \$50 Million for RPP allocated by the 45/40/15 formula for FY2015 only, and \$100M for permanent flood recovery related state highway system repair costs, is approved by the Transportation Commission and submitted to the Governor on or before April 15, 2014.

BE IT FURTHER RESOLVED, that the Colorado Transportation Commission accepts staff recommendations for funding RAMP Asset Management in FY 2014-2015 with modifications outlined in this resolution and with the understanding that staff will implement the projects and spirit and intent of the plans as presented to the Transportation Asset Management

Committee or shall return to that Committee for approval of revision to those projects or plans.

Norman F. Stockmayer III 4-1-14
 Transportation Commission Secretary Date

Resolution #TC-3149

Resolution Number TC-3149

Adopting certain projects for the Operational Improvements component of the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program and authorizing specified budget for projects in the RAMP Program

Approved by the Transportation Commission on March 20, 2014

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

WHEREAS, 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; and

WHEREAS, the Colorado Department of Transportation determined that it was appropriate to develop selection procedures for Operational Improvement projects under the RAMP program to maximize system operations; and

WHEREAS, the Colorado Department of Transportation developed and followed a selection process for the Operational Improvement categories consisting of a systematic evaluation of the applications to determine merit and feasibility; and

WHEREAS, the Transportation Commissioners have considered the recommendation of the Colorado Department of Transportation on projects to include in the RAMP program and all other information that they have received; and

WHEREAS, per Resolution TC-3106 the Commission adopted the projects listed in the document titled "RAMP Partnership and Operations Projects – Preliminary Recommendations 10/16/2013" and authorized budget to begin project development;

WHEREAS, per Resolution TC-3106, the Department shall advise the Commission if a project is unable to be moved forward; and

WHEREAS, per Resolution TC-3106, the Commission authorized the Department's Chief Financial Officer to budget, without additional 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" approved on October 16, 2013; and

WHEREAS, per Resolution TC-3106, the Commission required the Department to develop on or before January 6, 2014, a project scope, schedule and budget for each Public-Public Partnership in the form and to the level of detail specified by the Chief Engineer; and

WHEREAS, per Resolution TC-3106, the Department reviewed evidence of local partner commitments along with the supporting scope, schedule, and budget,

in a form specified by the Chief Engineer, for each RAMP Partnership and Operations project; and

WHEREAS, per Resolution TC-3137, the Department provided the Commission with projects from Resolution TC-3106 which required further review and discussion within the Department; and

WHEREAS, the Department has completed further review and is recommending certain of these projects to begin budgeting funds; and

WHEREAS, the Department is recommending an additional 5% of the RAMP funding for the Interstate 25 Tolled Express Lanes Public-Private Partnership Project to continue development of the project; and

NOW THEREFORE BE IT RESOLVED, the Chief Financial Officer is authorized to budget funds for the projects on the "Partnership and Operations Projects – Staff Recommendation List 3/20/2014" with non-substantive changes without further Commission consideration or approval; and

BE IT FURTHER RESOLVED, the Chief Financial Officer is authorized to budget, without further Commission action, an amount not to exceed 10% of the total RAMP funding budget for the Interstate 25 Tolled Express Lanes; and

BE IT FURTHER RESOLVED, that the Transportation Commission hereby adopts the list shown in the document titled "RAMP Operations Projects – Recommendations 3/20/2014" as contained in the official agenda and the document is incorporated by reference into this Resolution; and

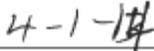
BE IT FURTHER RESOLVED that the Colorado Department of Transportation shall advise the Transportation Commission if a project shown in the document titled "RAMP Operations Projects – Recommendations 3/20/2014" is unable to be moved forward, and

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 Operations Projects – Recommendations 3/20/2014" document for FY 2014 pre-construction expenditures on these projects; and

BE IT FURTHER RESOLVED that the Transportation Commission requires for each project shown in the document titled "RAMP Operations Projects – Recommendations 3/20/2014" on or before May 1, 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 for the advancement of the project.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

Resolution #TC-3150

Resolution Number #TC-3150

Approve Division of Transit and Rail Title VI Program

Approved by the Transportation Commission on: March 20, 2014

WHEREAS, CDOT is a recipient of financial assistance from the Federal Transition Administration (FTA); and

WHEREAS, in accordance with the FTA Circular 4702.1B, CDOT must prepare and submit a Title VI Program to FTA every three years; and

WHEREAS, FTA Circular 4702.1B requires that CDOT's Title VI Program be approved by the State's Secretary of Transportation or the equivalent; and

WHEREAS, that equivalent is the State of Colorado Transportation Commission;

NOW THEREFORE BE IT RESOLVED, the State of Colorado Transportation Commission hereby approves CDOT's Division of Transit and Rail Title VI Program.


Herman Stockinger
Transportation Commission Secretary


Date

Discuss and Act on a Resolution to Submit Applications for TIGER VI

Chairman Aden stated that Item E from the Consent Agenda is the resolution to submit project applications for TIGER VI. The revised list drops the interregional planning study and adds a planning application for the Post NAMS corridor study, submitted in partnership with RTD. The other projects are the planning project on SH 160 Mesa Verde and the US bike routes planned for Colorado. The capital projects are C470 managed lanes, I-70 peak period shoulder lanes and the US50 westbound widening project.

Chairman Aden entertained a motion to pass the resolution to submit project applications for TIGER VI. Commissioner Gilliland moved to approve the resolution, and Commissioner Peterson seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

Resolution #TC-3146

Resolution Number TC-3146

Instructing the Department to submit applications for projects under the USDOT TIGER VI Discretionary Grant program and support priority projects submitted by other Colorado applicants.

Approved by the Transportation Commission on: March 20, 2014

WHEREAS, on February 24, 2014 the U.S. Department of Transportation (USDOT) published a notice of funding availability in the Federal Register for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER VI); and

WHEREAS, applications for the TIGER VI discretionary grant program must be submitted to the U.S. Secretary of Transportation by April 28, 2014; and

WHEREAS, the USDOT's consideration of TIGER VI discretionary grant applications will be based on state of good repair, economic competitiveness, quality of life, environmental sustainability, and safety as primary selection criteria; and

WHEREAS, the Colorado Department of Transportation (CDOT) staff evaluated and analyzed potential projects for the Department to submit under the TIGER VI discretionary grant program; and

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

WHEREAS, CDOT may co-sponsor other applications without those applications counting against the application limit imposed by USDOT; and

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

- Planning Project: SH 160, Mesa Verde Multi-Use Path Plan & Design
- Planning Project: U.S. Bike Routes Plan for Colorado
- Capital Project: C-470 Managed Lanes
- Capital Project: I-70 Peak Period Shoulder Lanes
- Capital Project: U.S. 50 Westbound Widening
- Additional Planning Project: Post NAMS Corridor Study (submitted in partnership with RTD and not counting against the CDOT limit)

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

NOW THEREFORE BE IT FURTHER RESOLVED, the Department shall provide a letter of support to the USDOT Secretary for priority projects submitted for a TIGER VI grant by other Colorado applicants.


Herman Stockinger, Secretary
Transportation Commission of Colorado

4-4-14
Date

Discuss and Act on the 10th Supplement to the FY2014 Budget

Scott Richrath stated that next month he would be presenting a new policy directive that would give guidance from the Commission to staff on how to go through the

annual budgeting process and the project budgeting process. The process for the FY15 annual budget is being wrapped up with the legislature. He stated that he asked staff to consider which of the projects in this supplement would come before the Commission under a proposed policy directive and which ones might not, especially because many of the projects had already come before the Commission in the form of a project list or a model that the Asset Management Committee has approved. The projects may also have gone through another vetting process like the HSIP Statewide Safety Improvement Program Plan that elevates projects into a priority to get funded in a particular year.

He stated that during workshops, the Commission had seen a potential flowchart on an approval process with a left column and a right column. The left column included those projects that were already a part of an approved statewide plan or a group of projects that had already come before the Commission for approval like the RAMP list. He asked the Commission to consider if they would like to see those projects a second time. The right column included projects that the Commission wanted to see on a monthly basis. He stated that next month he would come before the Commission to ask which projects they would like to see as a group and which projects they would like to see individually presented.

He stated that March 2014's supplement asked the question about how many projects would come before the Commission individually under the proposed supplement and how many would not. The answer is the Commission had seen each of the presented projects before as different groups. He then used the first two projects in the supplement as examples, both Region 1 projects. The first example is a \$2 million request for bridge deck rehabilitation project for various locations on I-70 and I-76. These were brought before the Commission by Josh Laipply, who discussed CDOT's shift from a model of reconstructing poor bridges to a model of addressing good and fair bridges before they become poor. So the supplement requests \$2 million of funding that has already been approved through the asset management and budget setting process to move into the actual rehabilitation of those projects. This is an example for the Commission to consider over the next month. The Commission already approved the concept of bridge rehabilitation but did not necessarily drill down on specific locations. Those locations are in the supplement today, and the Colorado Bridge Enterprise is ready to advertise for those. Those bridge rehabilitations will use funding from FY14 asset management for the Commission's approval through the supplement process.

He stated that the second example is \$9.5 million project on SH 121 Park Hill Avenue to Dartmouth Avenue surface treatment. This project is part of a list already approved by the Commission. The format of the last few months has been an attempt to reconcile the difference between a revenue-based budget, which goes to the Legislature to be included in the Long Bill, and a cash-based budget, which is how CDOT spends money in a particular year. The year of the budget dollars is depicted, and these dollars will be advanced from FY16 to FY14 because these projects are within 90 days of advertisement. The new component included on the supplements shows the actual cash expenditure. CDOT plans to spend \$500,000 in FY14 and \$9 million in FY15. During the transition from revenue-based budget to also have a cash expenditure-based budget, this type of information will be included in the supplement. The Commission will need to provide guidance to staff about how many details will need to be included in future supplements.

He then stated that in February 2014, the Commission provided more than \$6 million of the \$10 million in the Snow and Ice Contingency. Continued heavy snowfall in the last month requires another request for \$5.3 million. This request will exhaust the \$10 million of Snow and Ice Contingency and, therefore, includes a request to tap into the Transportation Commission Contingency Reserve Fund for \$1.9 million. The Fund balance stands at approximately \$81 million, some of which will be needed to flood recovery.

Chairman Aden entertained a motion to approve the 10th Budget Supplement. Commissioner Connell moved to approve the resolution, and Commission Gilliland seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

Resolution #TC-3151

BE IT SO RESOLVED, That the Tenth Supplement to the Fiscal Year 2013-2014 Budget be approved by the Commission.

Discuss and Act on a Resolution to Approve Distribution Formulas

Chairman Aden stated that this item was tabled until April 2014 when there will be further discussion of the formula distribution.

Other Matters

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

Acknowledgements

Kerrie Neet stated that last month there was a presentation on the emergency rockfall on US 550 near Ouray and CDOT's response to it. She stated that she wanted to acknowledge the extraordinary work of the team. There were more than 40 people helping CDOT, and some of the key players are here today. She recognized Greg Stacy, the Section 3 Deputy Maintenance Superintendent and the Incident Commander. He did not take a day off during the entire project. He did an excellent job. She then recognized Paul DeJulio, the Acting Superintendent while Kyle Lester is helping with flood recovery. He was especially helpful with the logistics surrounding the helicopter work. She then recognized Vance Kelso, the LTC Ops who supervises out of Ridgeway. He was in charge of field operations and was the key communication link between all the employees working on the mountain. She then recognized Mike Ertle, a TM-2 out of the Ouray Patrol. He took incredible field notes. He recorded everything that happened and instrumental of keeping track of all the details. She then recognized Bob Group from the rockfall program. He was the first CDOT person on the slope assessing the information and a key person for helping find an immediate mitigation and long term solution. He works for Ty Ortiz who was also instrumental in the entire process.

Chairman Aden thanked all those employees for the extraordinary effort in a very challenging situation. It is another terrific example of the dedicated, great employees

at CDOT. He then thanked Kerrie Neet for her service and leadership in the entire effort.

Adjournment

Chairman Aden announced that the meeting was adjourned at 11:40a.m.



4201 E. Arkansas Ave., Rm. 275
 Denver, CO 80222

DATE: April 4, 2014
 TO: Transportation Commission
 FROM: Office of Policy & Government Relations
 RE: TIGER VI Grant Round - A few changes

Commission Action Requested

Approval of a resolution removing the U.S. Bike Routes Plan for Colorado planning project and inserting the I-270 planning project as CDOT led TIGER applications.

Background

On March 20, 2014, the Transportation Commission approved by resolution 3 capital grant applications and 2 planning grant applications for submission to the U.S. Department of Transportation (USDOT) as part of the TIGER VI discretionary grant program. One of the planning grants was for the development of the U.S. Bikes Routes Plan for Colorado. Subsequent to the Commission decision, DTD and Policy Office staff participated in a series of webinars offered by USDOT to better learn about the planning grant portion of the program, which USDOT had not offered through TIGER for several years. Based on what we learned from those webinars, while the Bike Routes Plan is an important step forward for Colorado and should be pursued, it doesn't appear it would be successful based on the criteria for competitive projects laid out in the webinars. For that reason, CDOT will not be submitting that project under TIGER VI.

Also since the Commission decision, CDOT has been working with Commerce City and Adams County to develop a TIGER VI planning grant application for the environmental study on I-270. Based on our efforts over the last few weeks, we believe the I-270 project is one that could compete under TIGER VI as a CDOT-led application, and we ask for the approval of the Transportation Commission for that effort.

Enclosed is a letter from the North Area Transportation Alliance in support of the addition.

Staff Recommendation

Staff recommends removal of the U.S. Bike Routes Plan for Colorado application under TIGER VI, and replacing it with the I-270 Planning & Environmental Linkages Study grant application.

Project	Project Type	CDOT Region/ Division	County	TIGER Request	Total Project Cost	State Funds to Match	Local Funds to Match
I-270 Planning & Environmental Linkages Study	Planning	1	Adams	\$1.4 M	\$2.8 M	\$700 K	\$700 K





April 4, 2014

Don Hunt
Executive Director, Colorado Department of Transportation
4201 E. Arkansas
Denver, CO 80222

Re: NATA Request for CDOT to make I-270 its top TIGER VI planning grant
submittal

Dear Mr. Hunt,

It is our understanding CDOT has the opportunity to submit one additional TIGER VI application for planning grant funding. To that end, NATA respectfully requests CDOT consider submitting an application towards an Environmental Assessment for the I-270 corridor.

As you may be aware, I-270 is an important gateway for Adams County and Commerce City and a key discrete regional connection for the metro area. The corridor currently experiences high levels of congestion with DRCOG projections indicating the corridor will only further deteriorate by 2035. DRCOG's statistics also note that this 6.3-mile corridor is projected to experience significant population and employment growth by 2035, with a population increase of 72 percent, a 51 percent increase in employment, and a 126 percent increase in households. Travel demand is also anticipated to increase 64 percent by 2035.

Because of current and future congestion on I-270, staff members of NATA have discussed with your staff how to advance improvements on I-270, and have collaboratively determined the next logical phase is to environmentally clear the corridor through an Environmental Assessment (EA). NATA also believes the EA should include

an assessment of how any potential managed lanes on I-270 will connect with the managed lanes along U.S. 36 and I-25. I-270 is currently on the 2035 Metro Vision Fiscally Constrained Regional Transportation Plan (FC-RTP) and NATA will continue to support its retention in the 2040 Metro Vision FC-RTP.

Should CDOT decide to submit a TIGER planning grant for I-270, we would also hope you would consider designating it as the State's number 1 priority planning grant submittal.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erik Hansen', with a long horizontal flourish extending to the right.

Erik Hansen, Chair
Adams County Commissioner

cc: CDOT Commission
Mike Cheroutes, HPTE
NATA Members
CDOT Region 1 Staff

Resolution Number TC-

Further Instructing the Department to submit applications for projects under the USDOT TIGER VI Discretionary Grant program

WHEREAS, on February 24, 2014 the U.S. Department of Transportation (USDOT) published a notice of funding availability in the Federal Register for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER VI); and

WHEREAS, applications for the TIGER VI discretionary grant program must be submitted to the U.S. Secretary of Transportation by April 28, 2014; and

WHEREAS, the USDOT's consideration of TIGER VI discretionary grant applications will be based on state of good repair, economic competitiveness, quality of life, environmental sustainability, and safety as primary selection criteria; and

WHEREAS, the Colorado Department of Transportation (CDOT) staff evaluated and analyzed potential projects for the Department to submit under the TIGER VI discretionary grant program; and

WHEREAS, the Transportation Commission, on March 20, 2014 approved 3 capital projects and 2 planning projects for application under the USDOT TIGER VI program; and

WHEREAS, CDOT staff gave further consideration of what types of planning projects will make a competitive application for this round of TIGER; and

NOW THEREFORE BE IT RESOLVED, the Department is instructed to submit an application for the following additional project under the USDOT TIGER VI Discretionary Grant program:

- Planning Project: I-270 Planning & Environmental Linkages Study

NOW THEREFORE BE IT FURTHER RESOLVED, the Transportation Commission understands that the U.S. Bike Routes Plan for Colorado that was approved to be submitted for TIGER consideration will not be submitted.

Herman Stockinger, Secretary
Transportation Commission of Colorado



COLORADO
Department of Transportation
 Division of Highway Operations
 & Management

Maintenance & Operations Branch
 15285 South Golden Road,
 Building 45
 Golden, CO 80401

Date: April 2, 2014
 To: Colorado Transportation Commission
 From: Division of Highway Operations and Management
 Subject: Additions to the FY 14 over \$50,000 project list

Purpose

Region 4, Maintenance Section 1, and Region 3, Maintenance Section 6 have identified additional projects valued at between \$50,000 and \$150,000 for construction this spring.

Action Requested

Maintenance and Operations is seeking the Transportation Commission’s approval of the additional projects, in accordance with CRS 24-92-109, and PD 1000.0.

Background

CRS 24-92-109, and PD 1000.0 require CDOT to prepare estimates of proposed work exceeding \$50,000 for Transportation Commission approval prior to undertaking the work. The same statute limits the value of these projects to \$150,000 each. Historically the Maintenance sections accomplish these small projects in support of pavement management to keep the highways usable for the traveling public and commerce.

Details

Region 4 - Greeley				
Highway	Begin MP	End MP	Treatment Type	Estimated Cost
52	56.35	60.7	Overlay	\$148,735
85L	291	296	Overlay	\$149,460
257	7.6	8.9	Overlay	\$148,650
257	131.5	133	Overlay	\$142,400
138A	24.3	29.3	Overlay	\$149,300
14C	223	223.5	Overlay	\$139,717
59	65	66	Overlay	\$150,000
119B	45.1	46	Overlay	\$149,200
170A	0	2.8	Overlay	\$148,960
24G	364.6	367.6	Overlay	\$148,750
24G	370.6	373.6	Overlay	\$145,500
			Region 4-Greeley Total	\$1,620,672
Region 3 - Craig				
Highway	Begin MP	End MP	Treatment Type	Estimated Cost



40A	138.70	139.21	Skin Patch	\$148,104
40A	161.00	162.00	Skin Patch	\$145,200
40A	190.00	190.50	Skin Patch	\$78,650
125A	30.10	31.2	Skin Patch	\$146,410
125A	41.50	42.00	Skin Patch	\$66,550
14A	18.00	18.83	Skin Patch	\$141,110
14A	32.00	32.5	Skin Patch	\$84,700
40A	125.30	126.3	Skin Patch	\$145,250
325A	8.30	9.2	Skin Patch	\$145,200
13B	102.30	103.8	Skin Patch	\$149,375
13A	15.30	16.20	Skin Patch	\$141,625
40A	74.00	74.7	Skin Patch	\$118,580
40A	107.60	108.25	Skin Patch	\$136,327
			Region 3 - Craig total	\$1,647,081
			State Total	\$3,620,672

Sufficient funds exist within the appropriate MPA's to pursue these additional projects. The projects are in accordance with the directive and all other requirements. Maintenance and Operations recommends approval of these additions to the FY 14 over \$50,000 project list.

Key Benefits

Approval of these additions will allow the Maintenance forces to proceed with these projects ensuring the safety and mobility of the traveling public and enabling the continuation of commerce along the state highway system.

Next Steps

Upon approval, the Maintenance forces in Sections 1 and 6 (Greeley and Craig) will proceed with construction of these projects when weather permits.

Attachments

TC Resolution titled - Addendum to Fiscal Year 2014 over \$50,000 project list approval.



Resolution #TC-

Addendum to Fiscal Year 2014 over \$50,000 project list approval

Approved by the Transportation Commission on: April 17, 2014

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

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

WHEREAS, CDOT staff have prepared cost estimates for these additional projects to be done in Fiscal Year 2014 as detailed in the memorandum entitled; Addition to the FY 14 approved over \$50,000.00 project list dated January 6, 2014; and

WHEREAS, the funding for these projects are contained in the Fiscal Year 2014 Budget.

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

Region 4 – Greeley				
Highway	Begin MP	End MP	Type	Estimated Cost
52	56.35	60.7	Overlay	\$148,735
85L	291	296	Overlay	\$149,460
257	7.6	8.9	Overlay	\$148,650
257	131.5	133	Overlay	\$142,400
138A	24.3	29.3	Overlay	\$149,300
14C	223	223.5	Overlay	\$139,717
59	65	66	Overlay	\$150,000
119B	45.1	46	Overlay	\$149,200
170A	0	2.8	Overlay	\$148,960
24G	364.6	367.6	Overlay	\$148,750
24G	370.6	373.6	Overlay	\$145,500
			Region 4-Greeley Total	\$1,620,672

Region 3 – Craig				
Highway	Begin MP	End MP	Type	Estimated Cost
40A	138.70	139.21	Skin Patch	\$148,104
40A	161.00	162.00	Skin Patch	\$145,200
40A	190.00	190.50	Skin Patch	\$78,650
125A	30.10	31.2	Skin Patch	\$146,410
125A	41.50	42.00	Skin Patch	\$66,550
14A	18.00	18.83	Skin Patch	\$141,110
14A	32.00	32.5	Skin Patch	\$84,700
40A	125.30	126.3	Skin Patch	\$145,250
325A	8.30	9.2	Skin Patch	\$145,200
13B	102.30	103.8	Skin Patch	\$149,375
13A	15.30	16.20	Skin Patch	\$141,625
40A	74.00	74.7	Skin Patch	\$118,580
40A	107.60	108.25	Skin Patch	\$136,327
			Region 3 – Craig total	\$1,647,081
			State Total	\$3,620,672

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

Herman Stockinger, Secretary
Transportation Commission of Colorado