

Transportation Commission  
April 16 & 17, 2014  
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.

Wednesday, April 16, 2014

- 9:00 a.m. HPTE Special Planning Meeting [Hilton Garden Inn, Executive Boardroom]
- 11:00 a.m. 20<sup>th</sup> Annual CDOT Statewide Remembrance Day [CDOT HQ Memorial Monument, weather permitting]
- 2:00 p.m. Program Management Workshop (Scott Richrath) ..... Tab 01
- 2:45 p.m. PD 703 Workshop (Scott Richrath) ..... Tab 02
- 3:15 p.m. I-70 Viaduct Workshop (Ben Stein) ..... Tab 03
- 3:30 p.m. RPP and FASTER Safety Workshop (Deb Perkins-Smith) ..... Tab 04
- 4:00 p.m. Flood Summary (Johnny Olson) ..... Tab 05
- 4:30 p.m. Audit Review Committee (Barb Gold) ..... Tab 06
- 5:00 p.m. Adjournment

Thursday, April 17, 2014

- 7:30 a.m. Breakfast Meeting [Room 262]
- 9:00 a.m. T&I Committee (Mark Imhoff) ..... Tab 07
- 9:45 a.m. Review of Recent Transportation Polling Results
- 10:15 a.m. Executive Session pursuant to CRS § 24-6-402(4) to discuss lawsuit filed by Drive Sunshine Institute (Attorney General's Office)
- 10:45 a.m. Break

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TRANSPORATION COMMISSION MEETING

- 11:05 a.m. 1. Call to Order, Roll Call
- 11:05 a.m. 2. Audience Participation; Subject Limit:  
10 minutes; Time Limit: 3 minutes
- 11:05 a.m. 3. Comments of Individual Commissioners
- 11:10 a.m. 4. Executive Director's Report (Don Hunt)
- 11:15 a.m. 5. HPTE Director's Report (Michael Cheroutes)
- 11:20 a.m. 6. FHWA Division Administrator Report (John Cater)
- 11:25 a.m. 7. STAC Report (Vince Rogalski)
- 11:30 a.m. 8. Act on Consent Agenda ..... Tab 08
  - a) Resolution to approve the Regular Meeting Minutes of March 20, 2014 (Herman Stockinger) ..... Consent Agenda 01
  - b) Resolution to Approve Additional Planning Project for TIGER VI Grant Round (Herman Stockinger) ..... Consent Agenda 22
  - c) Resolution to Approve Additional over \$50,000 projects for Region 4 Maintenance Section 1 (Scott McDaniel)..... Consent Agenda 26
- 11:35 a.m. 9. Discuss and Act on 11<sup>th</sup> Supplement to the FY'2014 Budget (Scott Richrath)..... Tab 09
- 11:40 a.m. 10. Discuss and Act on the Resolution to Approve Distribution Formulas (Deb Perkins-Smith) ..... Tab 10
- 11:45 a.m. 11. Other Matters:
- 11:45 p.m. 12. Acknowledgements: E&A Committee Members (Gary Vansuch)
- 11:45 p.m. 13. Adjournment

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BRIDGE ENTERPRISE BOARD OF DIRECTORS .....Tab 11

- 11:50 a.m. Call to Order and Roll Call
- 11:50 a.m. Audience Participation  
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 11:50 a.m. Act on Consent Agenda ..... Bridge Enterprise 3
  - a) Resolution to Approve Regular Minutes from  
March 20, 2014 (Herman Stockinger)
- 11:55 a.m. Discuss and Act on 9<sup>th</sup> Budget Supplement for FY2014  
(Scott Richrath) ..... Bridge Enterprise 7
- 12:00 p.m. FASTER Lawsuit Appeal Update  
(Scott McDaniel) ..... Bridge Enterprise 10
- 12:05 p.m. Monthly Progress Report  
(Scott McDaniel) ..... Bridge Enterprise 11
- 12:15 p.m. Adjournment



**DATE:** April 17, 2014  
**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
Scott McDaniel, Acting Chief Engineer  
**SUBJECT:** Program Management Update

#### Purpose

This workshop and memorandum provide an update to the Commission (1) a program update for selected programs and (2) an update on our Portfolio/Cash/Program Management recommendations phase, and (3) an update on our meetings with STAC and the MPOs/TPRs to communicate cash management implementation.

#### Action Requested

The items presented here are for Transportation Commission information and comment.

As we continue to develop program management reports, input from the commission on which types of reports clearly present program status is valuable. This month, a repeating cycle of program reporting is presented for discussion.

#### Executive Summary

- (1) A program update on selected programs will be provided.
- (2) A summary of the Phase II Recommendations (“To-Be”) Report is provided in the attached memorandum.
- (3) A need to communicate more details of cash management with our planning partners has been identified. Meetings and presentations with Statewide Transportation Advisory Committee (STAC), the Metropolitan Planning Organizations (MPOs), and Transportation Planning Regions (TPRs) have been held during the last month. This was a discussion of what won’t change in project development and what does change in project financing. The Commission will receive an update from these meeting.

#### Background

CDOT has an ongoing initiative to implement portfolio, cash and program management. This effort includes two major elements. Long-term changes to the organization, processes and systems used to develop and manage projects are being identified and implemented through an ongoing effort. Short-term actions are being implemented to employ cash management and program management techniques and ensure delivery of CDOT’s entire program, including the increase from our RAMP funding.



## Details

### ***Program Management Update***

These updates are included in the attached PowerPoint presentation.

This month's presentation focuses on outlining a plan to rotate programs presented to the Commission. The Commission will receive an overall update as follows:

- A monthly update showing high-level status of all programs
- Program updates for specific programs rotating so that the Commission sees each program once a quarter
  - This month's focus is on the flood recovery program and Local Agency projects
- Status of projects of state-wide interest
- A report on the cash balance

### ***Update on Meetings with STAC and MPOs/TPRs***

CDOT held a workshop on April 4<sup>th</sup> presenting information on the change to cash management to CDOT planners and members of the MPOs and TPRs. One hour of the April 11<sup>th</sup> STAC meeting was dedicated to communicating this same information.

Today, the Commission will hear a portion of the presentation given at these sessions. Additional meetings and details will be scheduled based on feedback from these presentations.

Participants at the meetings included representatives from each Metropolitan Planning Organization (MPO), all CDOT Regions, the Division of Accounting and Finance (DAF), the Division of Transportation Development (DTD), the Office of Policy and Government Relations and the Federal Highway Administration (FHWA).

Executive Director Hunt kicked off the April 4<sup>th</sup> meeting and met with each MPO during a workshop session listening to specific concerns. The Office of Cash Management provided an overview of the new processes under development for implementing Cash Management. The MPOs expressed primary concern to be reconciling budgets to TIPs and STIPs voicing little concern regarding expenditure-based budgeting.

CDOT staff and our planning partners reached agreement to develop plan for continued dialog and regular updates, including TIP and program reconciliations. CDOT DAF and DTD staff will coordinate visits by the end of June, 2014 to each region to address specific concerns. DAF and DTD staff provided FAQ document to MPOs following the meeting.

The Office of Cash Management provided a similar overview presentation at the Statewide Transportation Advisory Committee (STAC) meeting on April 11, 2014. Cash Management topics will be added as a standing agenda item to monthly Statewide MPO meetings.

### **Next Steps**

CDOT staff will continue to make regular Program Management updates through workshops on the Commission agenda. These workshops will be jointly presented by the Chief Financial Officer and the Chief Engineer since the agency is adopting project delivery and financing methods that integrate cash management and program management.

### **Attachments**

- (1) April 17, 2014 Memorandum regarding "Decisions Concerning Program Management Implementation"
- (2) PowerPoint presentation





**COLORADO**  
Department of Transportation

**DATE:** April 17, 2014  
**TO:** Transportation Commission  
**From:** Scott Richrath, Chief Financial Officer  
**SUBJECT:** Decisions Concerning Program Management Implementation

Purpose

This memorandum provides an update to the Commission on the Program and Cash Management initiative.

Action Requested

The memorandum is for informational purposes only.

Background

As the Transportation Commission may recall, AECOM/Dye was selected to assist CDOT with the development and implementation of an in-house Program and Cash Management capability. The first phase of the initiative was an assessment of the current organization, processes, and systems. This was completed last fall and Tim Harris discussed the findings with the Commission.

AECOM/Dye is now finalizing the second phase which is the development of options and recommendations concerning how to implement Program and Cash Management. CDOT received the draft report and the Executive Director and senior leaders including the Region Transportation Directors determined which recommendations we should begin implementing and which should be held until the new Transportation Program Director/Chief Engineer is prepared to participate in considering them. The decisions were presented to at the April 9<sup>th</sup> and 10<sup>th</sup> Program Management Summit. Senior leaders, Program Engineers, Resident Engineers, Region Business Managers, and Specialty Unit Managers were in attendance.

The next phase of the initiative will be to begin implementation of the decisions. The Executive Director announced the new CDOT organization structure which has the Office of Program Management reporting directly to the Transportation Program Director/Chief Engineer. Staffing of the Office of Program Management will begin as soon as the Chief Engineer is prepared to lead the effort.

	Recommendation	AECOM/Dye Priority	Program management or delivery	CDOT adopt the recommendation?
Organizational Structure				
OrgStr-1	Implement a Program Management Office (PMO) that consists of a centralized unit and regional representatives.	Strongly recommend	Management	Yes



	Recommendation	AECOM/Dye Priority	Program management or delivery	CDOT adopt the recommendation?
OrgStr-2	Shift toward a balanced matrix organizational structure and create a “one CDOT” culture and environment.	Strongly recommend	Delivery	Hold
OrgStr-3	Consolidate CDOT preconstruction activities.	Important	Delivery	Hold
OrgStr-4	Partner with external providers for services that the marketplace can better serve.	Important	Delivery	Hold
OrgStr-5	Increase the level of involvement of the region transportation directors (RTD) in the delivery of the capital program.	Important	Delivery	Hold, but RTDs already have ultimate responsibility today
OrgStr-6	Establish a formal project manager role and career track.	Desirable	Delivery	Hold, but begin project management training now
<b>Program and Project Management Processes</b>				
Process-1	Implement cradle to grave project management.	Strongly recommend	Delivery	Hold
Process-2	Incorporate risk management into all phases of project delivery.	Strongly recommend	Management	Yes
Process-3	Implement portfolio management.	Strongly recommend	Management	Yes
Process-4	Develop a specific project management manual.	Important	Management	Yes
Process-5	Modify the project delivery cycle to better meet organization needs.	Important	Management	Yes
Process-6	Implement statewide resource management and more effectively match CDOT resource skills and experiences to the specific project risk needs, regardless of staff location.	Important	Delivery	Hold, but support resource sharing between regions as a management philosophy



	Recommendation	AECOM/Dye Priority	Program management or delivery	CDOT adopt the recommendation?
Process-7	Implement a more structured change management process to manage potential project scope, schedule, and budget changes.	Important	Management	Yes
Process-8	Package multiple smaller projects into one larger project.	Important	Delivery	Yes
Process-9	Increase project manager decision authority.	Important	Delivery	Hold, but support project manager authority as a management philosophy
<b>Performance Metrics</b>				
Metrics-1	Schedule Performance Index (SPI)	Strongly recommend	Management	Yes
Metrics-2	Cost Performance Index	Strongly recommend	Management	Yes
Metrics-3	Advertisement date movement	Strongly recommend	Management	Yes
Metrics-4	Schedule variance for preconstruction and construction	Strongly recommend	Management	Yes
Metrics-5	Cost variance for preconstruction and construction	Strongly recommend	Management	Yes
Metrics-6	Amount of time between project acceptance and final payment	Strongly recommend	Management	Yes
Metrics-7	Project scope creep	Strongly recommend	Management	Yes
Metrics-8	Utilization of headquarters and region project development resources	Important	Management	Yes
Metrics-9	Delivery of region project lineup	Important	Management	Yes
Metrics-10	Internal customer service metrics	Desirable	Management	Yes
Metrics-11	Individual metrics	Desirable	Management	Yes
<b>Program and Project Management Systems</b>				
Systems-1	Provide enhanced project scheduling tools and integrate with CDOT systems.	Strongly recommend	Management	Yes



	Recommendation	AECOM/Dye Priority	Program management or delivery	CDOT adopt the recommendation?
Systems-2	Modify SAP and other systems, as needed, to capture additional information to support program, project, and cash management activities.	Strongly recommend	Management	Yes
Systems-3	Implement cash management workbooks and develop interfaces with SAP to automate acquisition of information required to populate cash management workbooks.	Strongly recommend	Management	Yes
Systems-4	Develop user-friendly views, data entry, and reporting for project information.	Strongly recommend	Management	Yes
Systems-5	Require the use of document management tools.	Strongly recommend	Management	Yes
Systems-6	Extend the existing business data warehouse to provide enhanced reporting and management analysis capabilities for program, project, and cash management.	Important	Management	Yes
Systems-7	Review current Information Technology Management Team (ITMT) initiatives to identify any overlap with this project and use a program management approach to manage the work.	Important	Management	Yes
Systems-8	Establish a comprehensive project repository, including the tracking and capture of project information at inception for all candidate projects.	Desirable	Management	Yes
Systems-9	Integrate risk analysis, project pipeline, project cost planner, and master scheduling systems.	Desirable	Management	Yes
Internal Controls				



	Recommendation	AECOM/Dye Priority	Program management or delivery	CDOT adopt the recommendation?
Internal Controls-1	Integrate internal controls consistent with industry best practices into all new processes and management systems.	Strongly Recommend	Management	Yes
Cash Management				
Cash Management-1	Complete implementation of cash management	Strongly Recommend	Management	Yes





**COLORADO**  
Department of  
Transportation



# Program Management Update



**COLORADO**

Department of  
Transportation

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## Workshop Agenda

1. Program Management Report
2. Portfolio/Cash/Program Management  
Implementation Update - Phase II
3. Cash Management Meetings with STAC/MPOs



## Program Management Update

### Typical Monthly Reporting Elements

- Program Overview
- Program Status (reference table next slide)
  - Financial and Schedule Performance
- High Profile / Significant Project Update
- Overview of Issues and Concerns
  - Including proposed plan / corrective action
- Overview of notable achievements



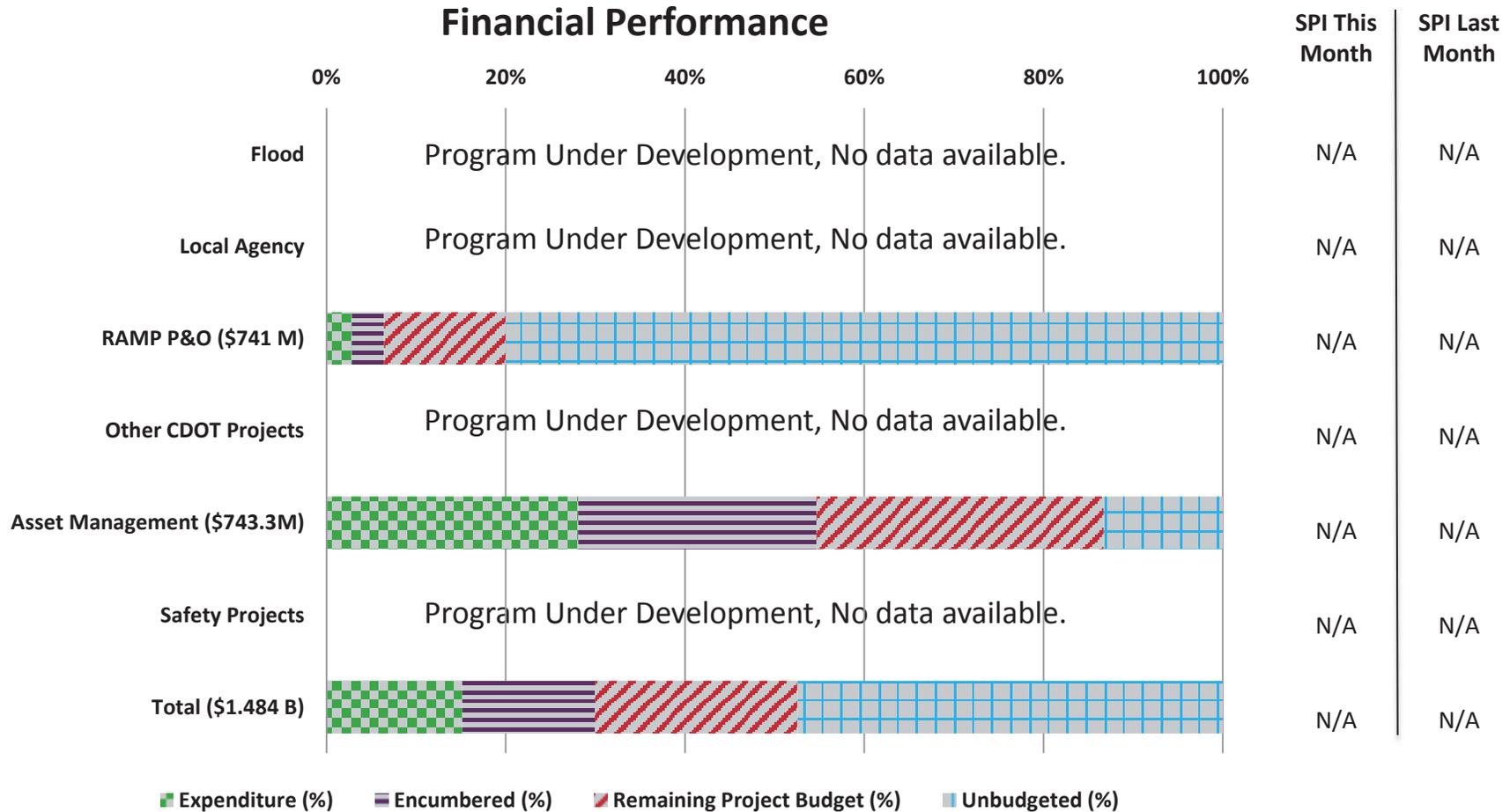
# PMO Reporting Overview by Program

Program	Financial Performance (\$M)			Schedule	Quarterly Rotation
	Prior Month Expenditure	Current Month Expenditure	\$ Change	SPI	
Flood	N/A	N/A	N/A	N/A	Month 1
Local Agency	N/A	N/A	N/A	N/A	Month 1
RAMP O&P	\$16.734	\$21.954	\$5.220	N/A	Month 2
Other CDOT Projects	N/A	N/A	N/A	N/A	Month 2
Asset Management	\$185.407	\$208.729	\$23.322	N/A	Month 3
Safety Projects	N/A	N/A	N/A	N/A	Month 3
<b>Total</b>	<b>\$202.141</b>	<b>\$230.683</b>	<b>\$28.542</b>		

N/A – Program Management/Master Program Schedule still in development.  
Data unavailable at this time.



# PMO Reporting Overview by Program

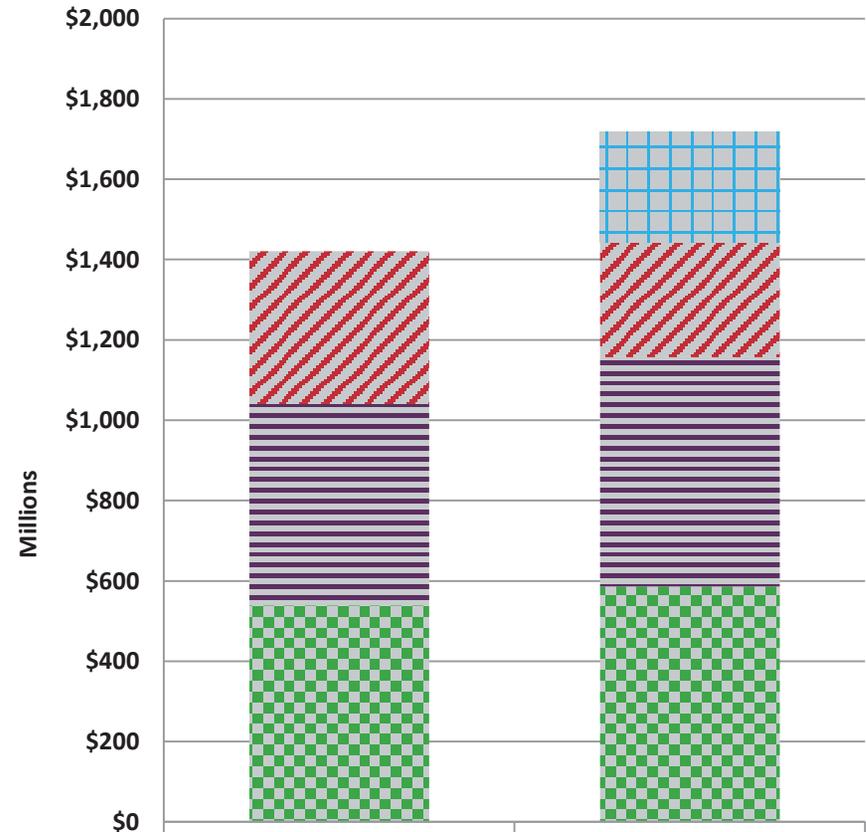


N/A – Master Program Schedule still in development, no data available.



# Status of Significant Projects (Active Projects >\$25 Million)

	Project Name	Project Budget (Millions)
<b>Tier 1 (Greater than \$100M)</b>		
1	US36 Managed Lane Reconstruction	\$303,463,359
2	US6 Bridges Design-Build	\$131,771,975
3	I-70 EB Twin Tunnel Widening Project	\$106,395,145
<b>Tier 2 (Between \$50 M and \$99 M)</b>		
4	I-25 and Cimarron Interchange Reconstruction (RAMP)	\$95,000,000
5	I25A Pueblo Ilex Design Build (RAMP)	\$79,191,519
6	I-70 East Corridor	\$77,000,000
7	I-25 and Arapahoe Rd Interchange (RAMP)	\$68,000,000
8	I-25 Widening North of Colorado Springs	\$66,934,298
9	I-25 Managed Lanes: US 36-120th Ave	\$65,874,563
10	I-225 Parker Road to Mississippi Ave	\$62,949,499
11	120TH Ave Connection Phase II	\$59,815,797
12	HPTE US 36 Phase II to Foothills Blvd	\$57,544,477
13	Twin Tunnels WB Tunnel Widening Pkg 1	\$55,000,000
<b>Tier 3 (Between \$25 and \$49 M)</b>		
14	I-76 Fort Morgan to Brush (Phase III)	\$46,909,550
15	SH 9 Grand County Safety Improvements (RAMP)	\$46,000,000
16	Woodmen-I 25 to Powers	\$39,525,015
17	Peoria-Smith: Grade Separation	\$33,842,045
18	I-25:Santa Fe Interchange Reconstruction	\$33,756,097
19	US 287:SH1 to LaPorte Bypass	\$32,837,000
20	US6: Wadsworth Interchange & 4-14th Ave	\$32,508,937
21	I-70 Tower to Colfax	\$31,903,193
22	SH88: Cherry Creek Bridge Repair - FBR	\$30,132,015
23	I-25 Santa Fe Alameda Interchange Recons	\$29,500,000
24	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements (RAMP)	\$29,181,821
25	I-70 Loma East Resurfacing (RAMP)	\$27,000,000
26	I-76:East of Crook to Sedgwick Phase I	\$26,313,154
27	EJMT Fire Suppression System (RAMP)	\$25,000,000
28	US 6 and SH 93: 19th St. Intersection Grade Separation (RAMP)	\$25,000,000
<b>Total Budget Amount as of April 2014</b>		<b>\$1,718,349,459</b>

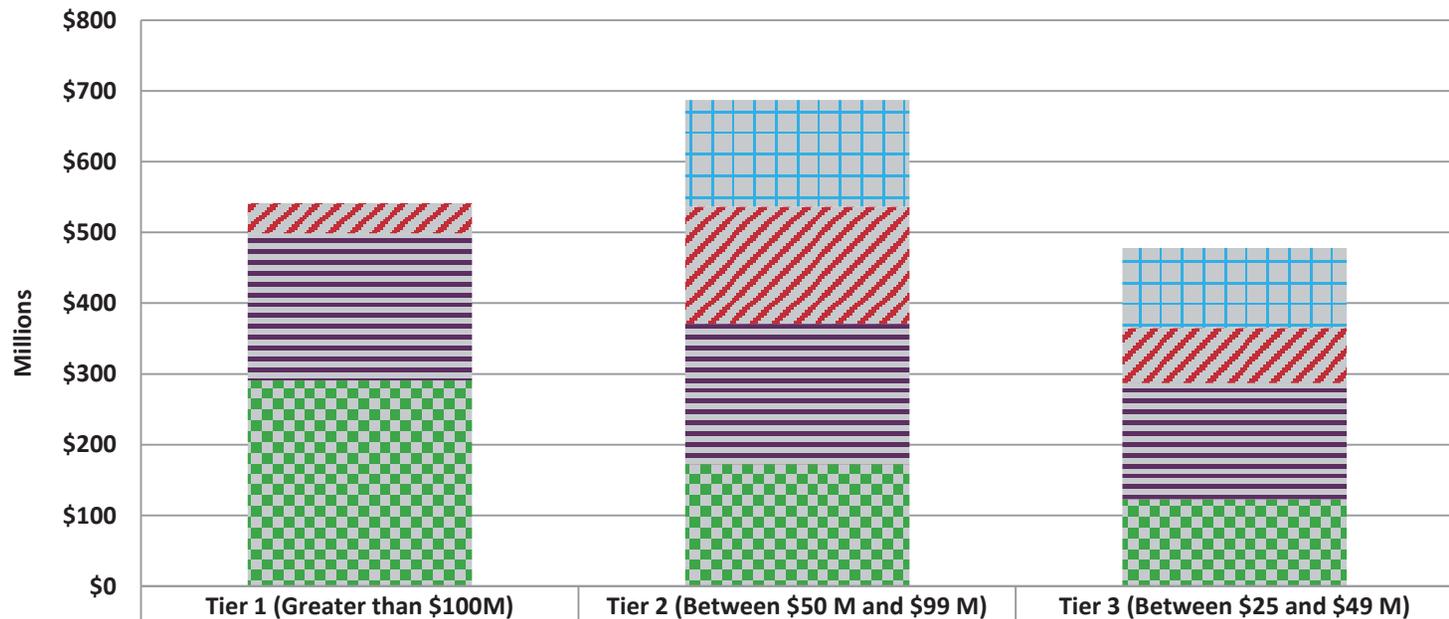


	March 2014	April 2014
■ Unbudgeted (Millions)	\$0 (0%)	\$275,139,221 (16%)
■ Remaining Budget (Millions)	\$380,497,520 (27%)	\$286,141,151 (17%)
■ Encumbered (Millions)	\$500,437,139 (35%)	\$571,039,235 (33%)
■ Expenditure (Millions)	\$539,726,204 (38%)	\$586,029,852 (34%)



# Status of Significant Projects (Active Projects >\$25 Million)

Total Budget = \$1,718,349,459



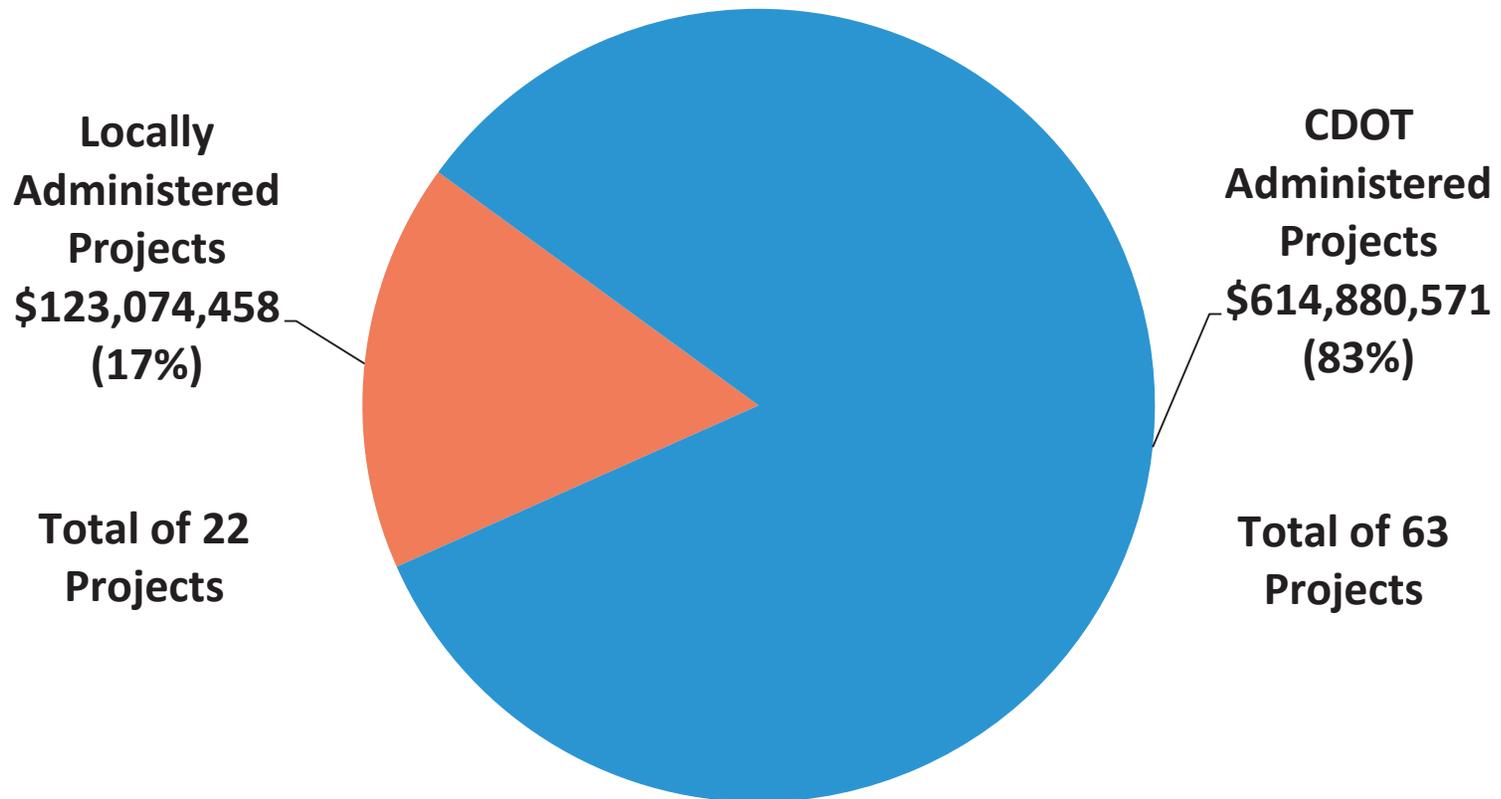
Note: Percentages shown are percentages of the overall total.



## Locally Administered Projects - RAMP

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### \$741M Approved RAMP Funding for Partnership & Operations





# Locally Administered Projects - RAMP

RAMP Program - Locally Administered Projects									
Project Information				L.A.	IGA Progress				
RAMP Tracking Number	WBS (PCN or SAP)	Project Name		Locally Admin. Project	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed
Region 1	1.15	19896	US 6 and SH 93: 19th St. Intersection Grade Separation	City of Golden					
	1.37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	City of Denver					
Region 3	3.09	19094	I-70 Simba Run Underpass	Town of Vail					
	3.14	19351 / 19459	I-70 Eagle Interchange Upgrade	Town of Eagle					
	3.24	19911	I-70 Horizon Drive	City of Grand Junction					
	3.31	19874	US 40 Improvements in Fraser	Town of Fraser					
Region 4	4.06	19893	US 34 in Estes Park Improvements and Devolution	Town of Estes Park & CFL					
	4.20	12372 / 18401	US 287: (North College) Conifer to LaPorte Bypass	City of Ft Collins					
	4.25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	Larimer County					
	4.28	19891	SH 392 and CR 47 Intersection Safety Improvements	Weld County					
	4.29	19890	US 34 and CR 49 Intersection Safety Improvements	Weld County					
	4.30	19892	SH 392 and CR74 Intersection Safety Improvements	Weld County					
	4.54	18397	SH 119 Diagonal: 30th to Foothills Parkway	City of Boulder					
	4.58	19888	SH 119: Boulder Canyon Trail Extension	Boulder County					
Region 5	5.10	19902	US 160 / Wilson Gulch Road Extension	City of Durango					
	5.15	19411	SH 62 Ridgway Street Improvements	Town of Ridgeway					
Operations	1.09	19474	I-70 Eastbound Peak Period Shoulder Lanes / Greenway Design	Clear Creek County					
	1.41	19978	State Highway Signal Upgrades - Phase I - Colfax Signals	City of Denver					
	1.42	19979	State Highway Signal Upgrades - Phase III - Denver Slipfit (Alameda & Knox)	City of Denver					
	1.44	19980	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	City of Denver					
	4.35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	City of Loveland					
	4.36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	City of Loveland					
Count	22	Number of Locally Administered Projects			7	6	7	2	0

Percentage Complete

32%

27%

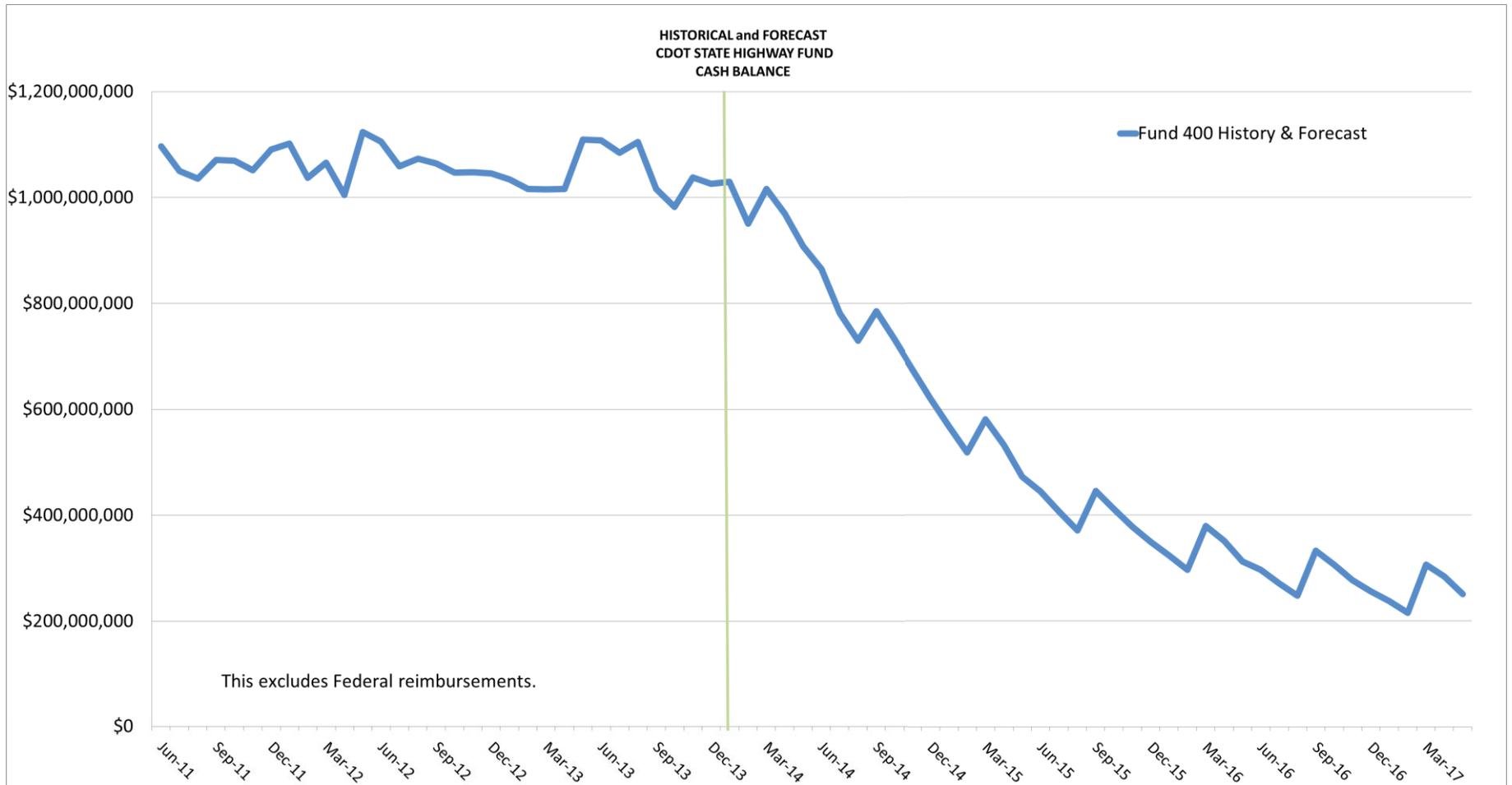
32%

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# State Highway Fund Cash Balance Update and Forecast





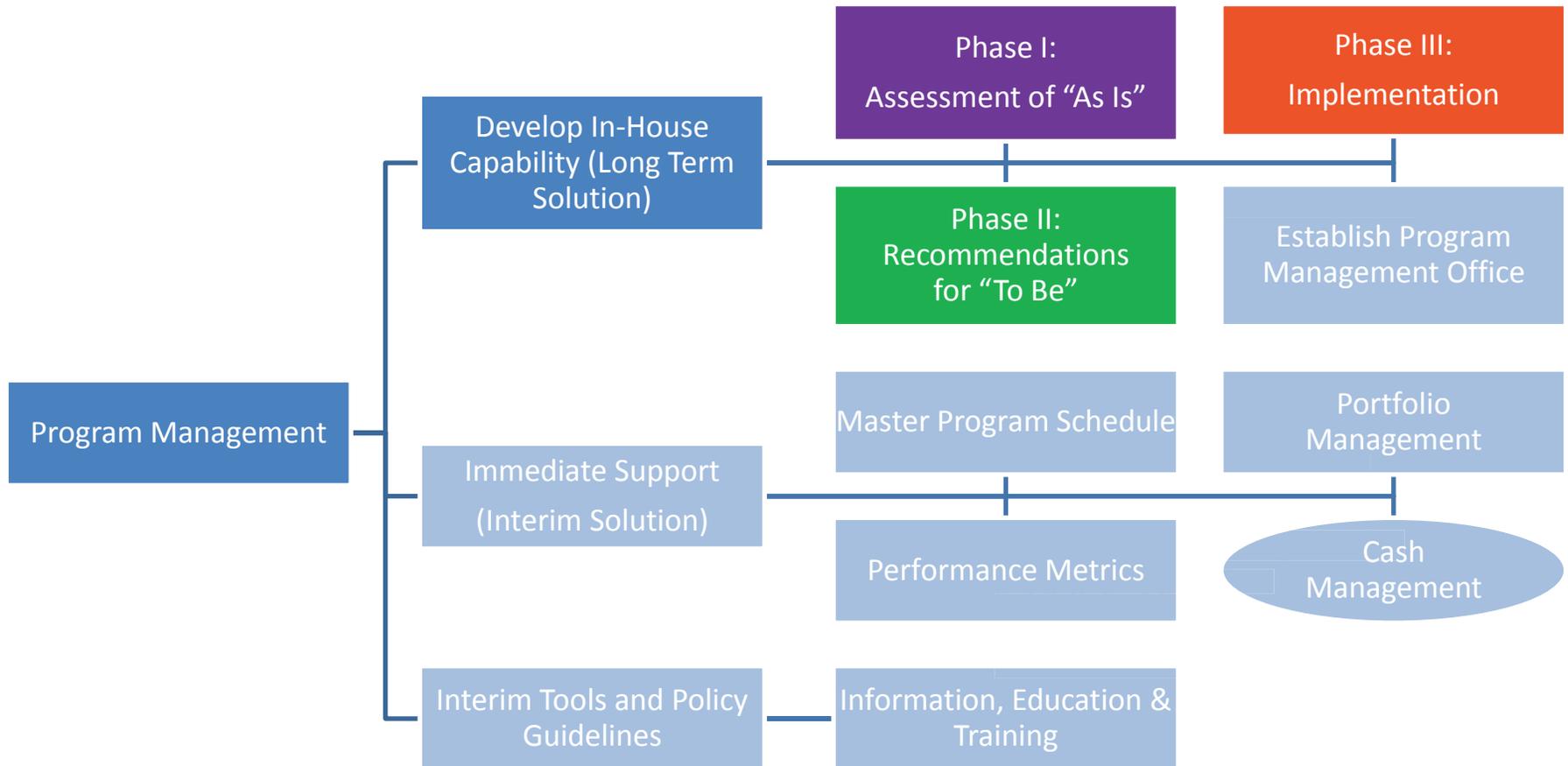
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## Phase II Recommendations Report (“To-Be”)

- Portfolio/Cash/Program Management Project began in July 2013
- Phase I Assessment Report (“As-Is”) Issued in December 2013
- Phase II Recommendations Report (“To-Be”) Issued this month
- Next is Phase III Implementation (new systems, organization, processes)



# Program Management Long-term Solution





## Phase II “To-Be” report

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- 37 Recommendations to CDOTs structure, process and system improvements
  - Complete itemization in TC booklet
  - Table on next slide summarizes by Focus Area
  - Seek to deliver 80% increase to capital improvement program
  
- Phase II report reviewed by CDOT executive level management including RTD’s
  - Results presented at program management summit



# Phase II “To-Be” report

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Focus Area	Number of Recommendations
Organizational Structure	6
Program and Project Management Processes	9
Performance Metrics	11
Program and Project Management Systems	9
Internal Controls	1
Cash Management	1



## Phase II “To-Be” Recommendations

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- Program “management” designated recommendations to be implemented immediately
- Program “delivery” designated recommendations to be placed on hold...
  - Awaiting new Chief
  - New Chief Engineer and Program Management Executive Sponsors shall evaluate, select, refine, prioritize and outline implementation timeline



## Significant Phase II “To-Be” Recommendations

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- Establish HQ-based program management office (or PMO)
- PMO /new PMO Director direct reports to new Chief Engineer
- A PMO representative in each Region
- Support Resource Sharing between Regions as a Management Philosophy
- Initiate project management training as a priority
- Commitment to increased performance metrics and accountability
- Commitment to an integrated technology solution; Phase III implementation



## Phase III Implementation Phase

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- System Requirements
  - Identify business / functional requirements
  - Goal - fully integrated technology solution
- Vendor / System selection
  - Issue RFP mid-summer 2014
  - Select vendor / system fall 2014
- Develop and Implement requisite processes to guide CDOT staff
- Develop and implement training program



## **Presentations to MPOs and TPRs**

- More Details on Cash Management Implementation
- One Workshop (April 4) and One Presentation at STAC (April 11)
- Clear Up Confusion on Cash Management and Funding of RAMP Projects
- Identify Regional or Other Issues for Follow-up



## History of Cash Balance

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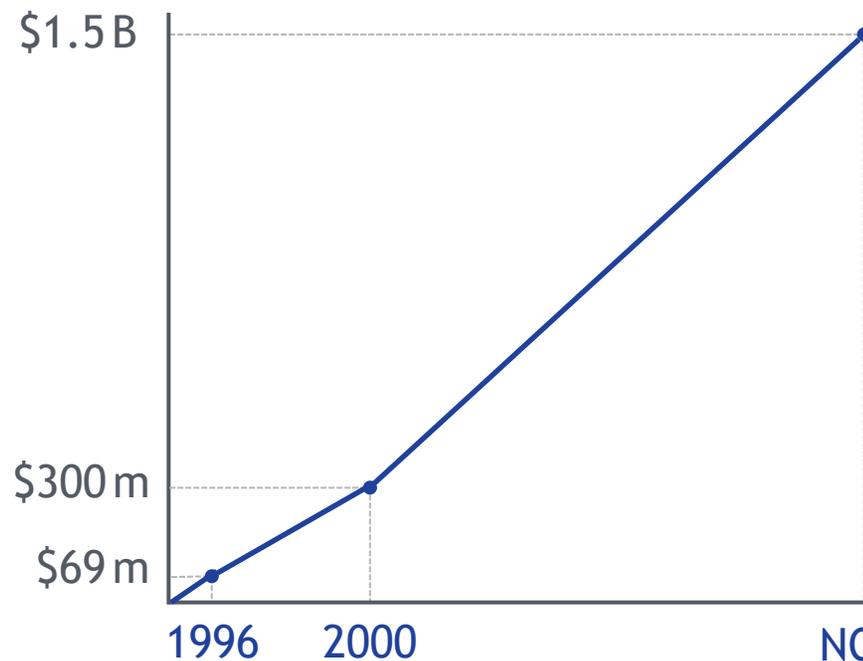
- CDOT's accumulation of cash
- How other states manage cash
- CDOT contracted Ernst & Young to analyze proposed cash management processes
- Office of Cash Management has worked with Federal Highway through future state development
- Governor and Executive Director announced RAMP
- Begin to demonstrate that TIP is not impacted
- Establish a common understanding of Ramp and Cash Management



# History of Cash Balance

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## CDOT Cash Balance<sup>(1)</sup> | 1996–March 2014



(1) Cash Balance does not include local agency funds

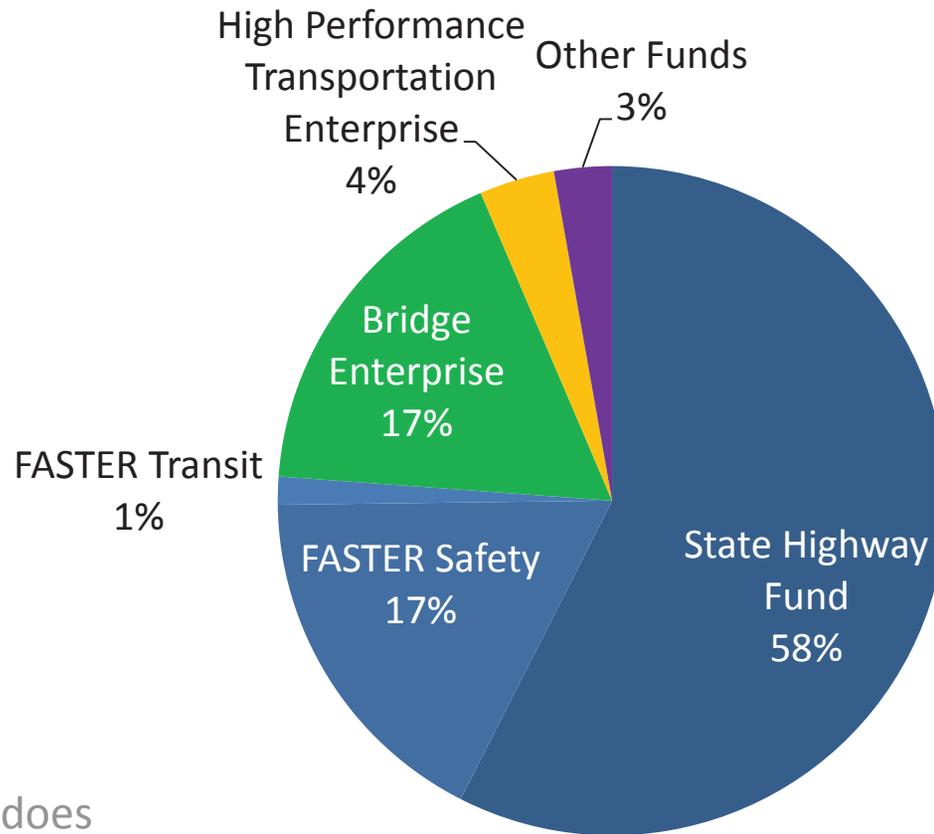
Auditor's Findings

NOV 2012  
Governor's RAMP Announcement



# Cash Balance

Current Cash as of March 2014



Cash Balance does not include local agency funds



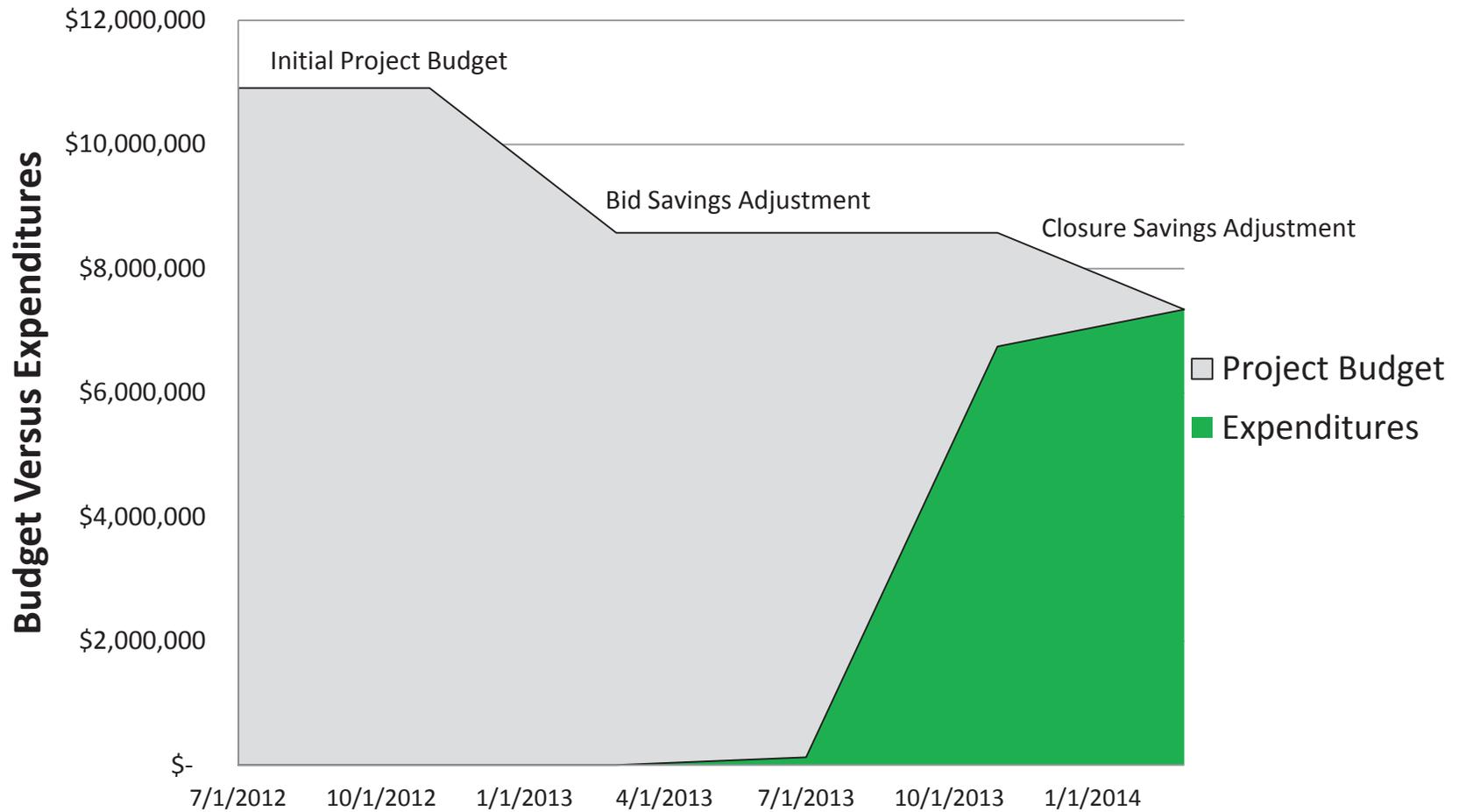
## Fiscal Constraint

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- Fiscal constraint maintained under Cash Management through expenditure based STIP and Advanced Budgeting
- Tools widely used in other states and accepted by FHWA
- RPP control totals stay within each region
- Previously programmed local agency programs are not impacted (CMAQ, STP-M, TAP)

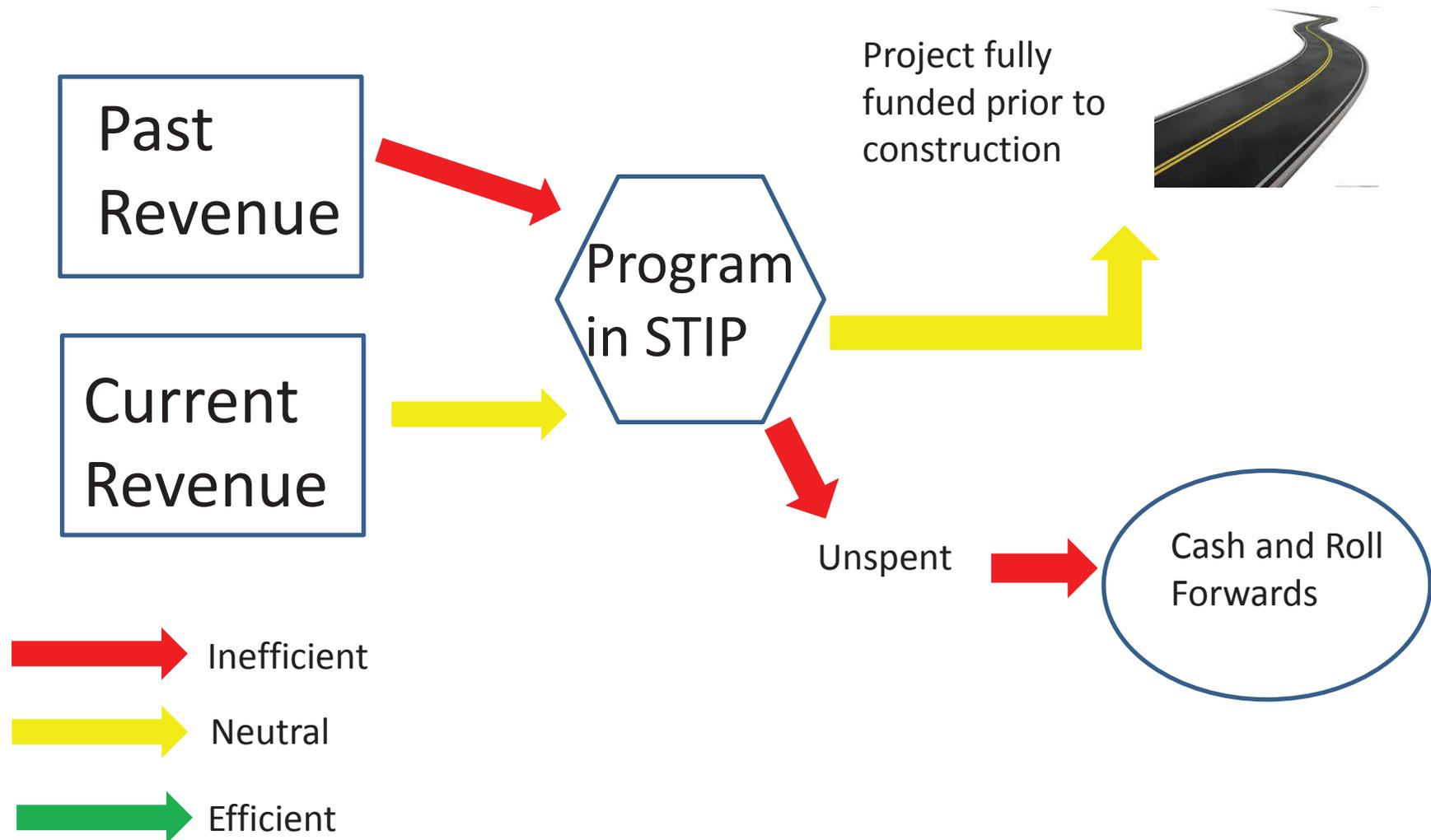


# Project 18456 – Lost Opportunity



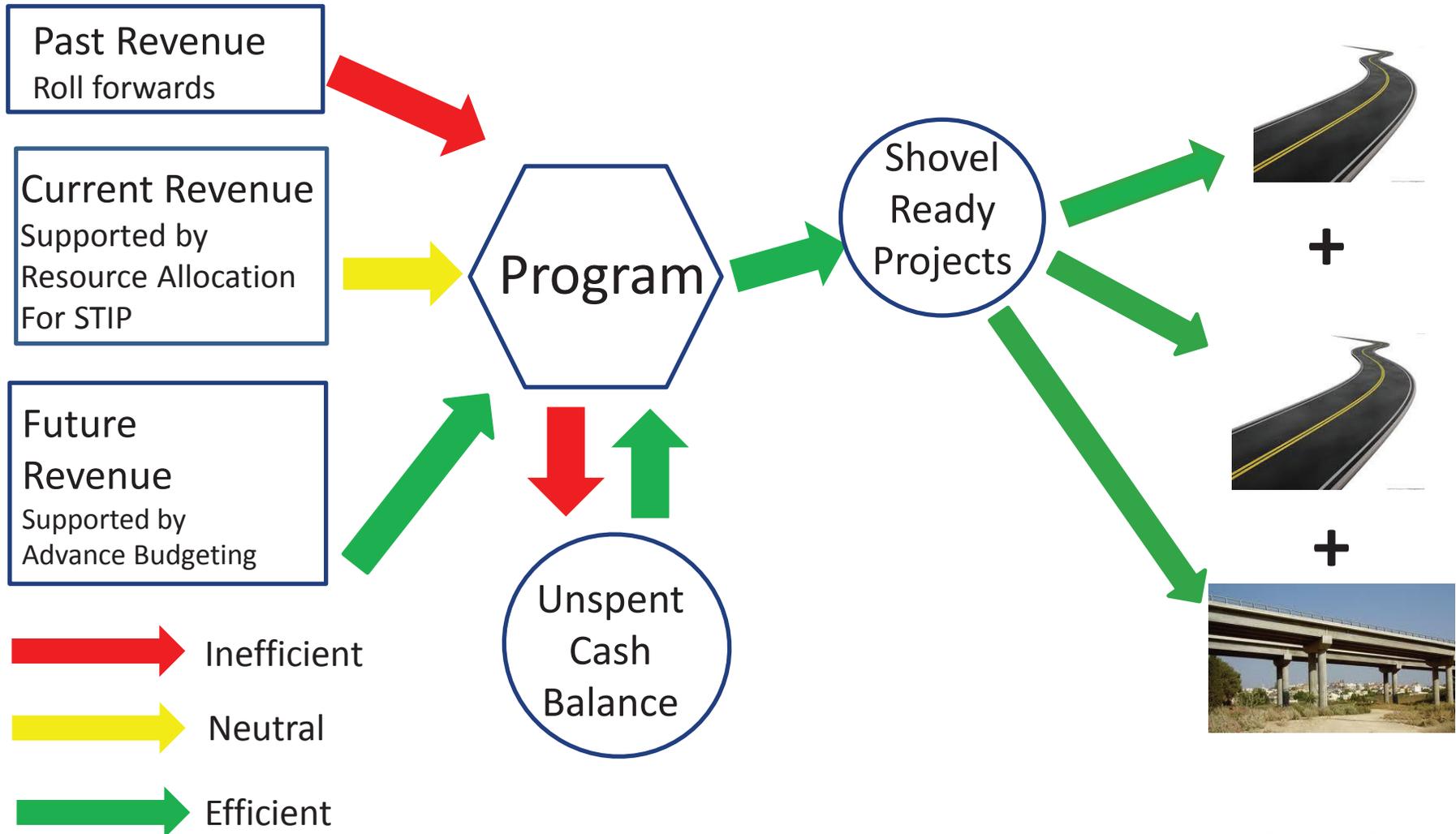


# Historical Cash Management





# Current and Future Cash Management





# Old/New STIP Single Project

	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Before Cash Management (Step-by-Step Approach)	STIP A	STIP A	STIP A				
			Encumber A				
			Spend A	Spend A	Spend A		
	FY14	FY15	FY16	FY17	FY18	FY19	FY20
New Expenditure Based STIP (Holistic Approach)			STIP A	STIP A	STIP A		
			Encumber A	Encumber A	Encumber A		
			Spend A	Spend A	Spend A		



# Old/New STIP Multiple Projects w RAMP

	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Before Cash Management (Step-by-Step Approach)	STIP A	STIP A	STIP A				
		STIP B	STIP B	STIP B			
			STIP C	STIP C	STIP C		
			Encumber A	Encumber B	Encumber C		
			Spend A	Spend A	Spend A		
				Spend B	Spend B	Spend B	
					Spend C	Spend C	Spend C
New Expenditure Based STIP (Holistic Approach)	FY14	FY15	FY16	FY17	FY18	FY19	FY20
			STIP A	STIP A	STIP A		
			Encumber A	Encumber A	Encumber A		
			Spend A	Spend A	Spend A		
	STIP Z	STIP Z	STIP Z	STIP B	STIP B	STIP B	
	Encumber Z	Encumber Z	Encumber Z	Encumber B	Encumber B	Encumber B	
	Spend Z	Spend Z	Spend Z	Spend B	Spend B	Spend B	
					STIP C	STIP C	STIP C
				Encumber C	Encumber C	Encumber C	
				Spend C	Spend C	Spend C	



## MPO Meeting Held April 4, 2014

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- Participants included representatives from:
  - Each Metropolitan Planning Organization (MPO)
  - All CDOT Regions
  - Division of Accounting and Finance (DAF)
  - Division of Transportation Development (DTD)
  - Office of Policy and Government Relations
  - Federal Highway Administration (FHWA)
- Executive Director Hunt kicked off the meeting and met with each MPO during a workshop session listening to specific concerns
- Office of Cash Management provided an overview of the new processes under development for implementing Cash Management
- MPOs expressed primary concern to be reconciling budgets to TIPs and STIPs voicing little concern regarding expenditure-based budgeting



## MPO Meeting Outcome

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- Agreement reached to develop plan for continued dialog and regular updates, including TIP and Program Reconciliations
- DAF and DTD will coordinate visits by the end of June, 2014 to each region to address specific concerns
- DAF and DTD staff provided FAQ document to MPOs following the meeting
- Office of Cash Management provided a similar overview presentation at the Statewide Transportation Advisory Committee(STAC) meeting on April 11, 2014
- Cash Management topics will be added as a standing agenda item to monthly Statewide MPO meetings



## Next Steps

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- Continue to meet with MPOs and TPRs
- Respond to remaining issues or questions
- Provide ongoing updates



**COLORADO**

**Department of Transportation**

Division of Accounting and Finance

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

DATE: April 16, 2013

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: New Policy Directive 703.0 (PD703.0)

### **Purpose**

This memo serves as the first draft response to a 2013 request from the Transportation Commission (TC) to the Division of Accounting and Finance (DAF) to re-evaluate Policy Directive (PD) 703 governing the Budget Supplement process.

### **Action Required**

1. The TC is being asked to review the initial draft of PD703.0 and provide feedback to me at today's workshop or by phone ((303) 757-9793) or email (scott.richrath@state.co.us) no later than April 30.

Feedback is particularly critical on the topic of what items shall require TC approval, what items shall be presented for informational purposes, and what items can be addressed by the Executive Director and staff. This PD703.0 could be reduced in size once the TC has reviewed and recommended deletions.

2. Determine today whether to conduct another full workshop in May targeting June adoption, or instead to target adoption in May.

### **Context**

In February 2013, the Transportation Commission asked the former Chief Financial Officer (CFO) Ben Stein to revisit PD703 to better moderate supplemental budget actions presented to the TC. This request, in conjunction with significant and ongoing modifications to the overall budgeting process brought about by Asset Management, RAMP, a pending audit of FASTER Safety, and the implementation of Cash Management, made it necessary to not only revisit TC policy pertaining to supplemental budget actions but the entire CDOT budgeting process. In recent months and this month, I have presented monthly budget supplements showing how supplements may be streamlined under a new PD.



Following an extensive review of existing policies and procedures, a revised policy directive was drafted. This month, I am presenting the first draft of the new PD703.0 which represents a much broader financial policy.

## Discussion

This new policy directive will allow CDOT to more effectively achieve its goals and objectives around accelerating the development of highway construction projects and increasing the annual output of those projects. While there are many significant changes in this new policy directive, they will be supported by a foundation of clear guidelines outlined in the OFMB manual. The OFMB manual will be updated no later than September 30, 2014. The sections of the policy directive that saw major changes and additions along with a brief narrative describing the content therein are:

- **Overall Project Budgeting Process:** Projects will now follow an expenditure-based budgeting process, with the project's planned schedule driving the project's budget by year of expenditure. Under expenditure-based budgeting, as the project is developed, changes in its scope and schedule will drive changes in the STIP and departmental budget. The Department will be responsible for approving each project through development and construction; reporting to the Commission for initial project approval. Subsequent approvals by the Commission will only be required for Substantive<sup>1</sup> project changes.
- **Four Year Rolling Project Budget:** Once the budget for the development and construction phases is approved, projects will now be managed within a four-year rolling budget. Project Managers will now be free to spend any portion of the full four-year amount in the current year or over the next three years. This effectively removes annual budget controls in the form of annual allotments, and will allow projects to develop more freely. It also requires a more active management of projects by all parties including project managers and the budget office.
- **Annual Budgeting Process:** With the removal of annual budget controls to allow for advanced construction, new controls on expenditures will be implemented by regulating the value of construction and maintenance contracts that are let each month. Additionally, the annual budget<sup>2</sup> for the next fiscal year shall reconcile to the programming of funds to projects in the staging area and the Commission will adopt a final budget allocation plan.
- **Program Approval:** As a result of the changes in project budgeting from an annual allotment to a four-year rolling budget, the Commission will now be responsible for approving the advanced budgeting of programs not individual projects. Once the Commission annually approves the

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<sup>1</sup> Defined in PD703.0, "Substantive" shall be used to mean exceeding the approved amount over a scope, schedule or budget threshold set by the Department's Executive Director or designee.

<sup>2</sup> Defined as annual allocation of resources that is adopted by the TC and approved by the Governor.



rolling four-year budget, those budgeted funds may be expended without further Commission approval. Individual project budgets will now be approved by the Chief Engineer. **See Attachments- Project Approval Flowchart, Project Approval Details and Financial Flow of Project.**

- **Supplements to the Annual Budget:** Along with the new PD, the budget supplement will be submitted less frequently for Commission approval. Moving forward, only projects that require substantive changes in the annual budget and projects not included as part of a TC approved program would be included in the supplement. Additionally, the Executive Director will submit a memo, at least annually, seeking approval to increase the threshold at which increases to projects costs can be approved. The established threshold will continue to be a percentage of original project costs and/or specified dollar amount.
- **STIP Budgeting Process:** The STIP budgeting process will not be performed as frequently. The frequency of STIP amendments will be reduced and eventually the Department will stop using the STIP as a budget control mechanism, relying instead on the Department's budget module in its financial systems. By reducing amendments, the Department will be better able to distinguish between temporary changes that facilitate the movement of cash among projects and changes to project scope.
- **Creation of a Staging Area:** The Department will maintain a prospective<sup>3</sup> STIP, a budget and a prospective schedule of encumbrances called the Staging Area<sup>4</sup>. The Staging Area will serve as a comprehensive financial planning tool for projects and only permanent changes in project schedule or cost will now be reflected in the STIP<sup>5</sup>. The proper management of the Staging Area will allow projects to proceed to construction prior to any STIP amendments or budget supplements required to fund them. The Staging Area will be intensively managed and overseen by the SMT and the Commission.
- **Revenue Estimates:** In order to manage financial risks associated with moving to an expenditure-based budget and a rolling four year budget for projects, the Department will produce both short and long-range revenue forecasts. These forecasts will be updated once per quarter and the results will be used to update quarterly reports on the state of the Staging Area. The Commission may review and comment on any quarterly revenue forecast and will also review the revenue estimate risk assessment during the annual budget process.

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<sup>3</sup> Prospective is a financial term meaning the statement of financial position over a future period that is currently expected to come about during that period.

<sup>4</sup> Defined in PD703.0, "Staging Area" shall mean a placeholder for projects that are programmed in the STIP, or that CDOT expects will be programmed into the STIP in the next amendment of the STIP, and budgeted in any given fiscal year.

<sup>5</sup> Defined in PD 703.0, "STIP" shall mean Statewide Transportation Improvement Program - A federal required, fiscally constrained, program that depicts transportation projects for a minimum of four fiscal years.



## Summary of Discussion

In its current form, PD703 is generally narrow in scope; providing guidance on supplemental budget actions that require TC approval and supporting budget based project funding. However, the new PD703.0 is broader in scope; shifting focus from project to program approval by the Commission while addressing other budget topics (including annual budget polices) and supporting new cash management policies that are driven by expenditure-based financial procedures. The new PD 703.0 requires changes to existing CDOT business principles and to support the implementation of these new practices, the Commission should exercise a high level of oversight over routine budget matters; focusing its attention on exceptional budget matters that involve significant materiality or financial risk.

## Commission Input Requested

The Transportation Commission is being asked to review the new PD703.0 in April, submitting comments and recommendations to Scott Richrath by April 30<sup>th</sup>. The TC will then be asked to repeal PD703 and adopt the revised PD703.0 in May or June 2014.

## Options for TC Consideration

Option 1: Adopt the revised PD703.0 as is.

Option 2: Amend and focus on items requiring TC approval and items for information only. Adopt in a subsequent month, advising on the need for a future workshop.

Option 3: Maintain existing PD703.

## Staff Recommendation

Staff recommends Option 2.

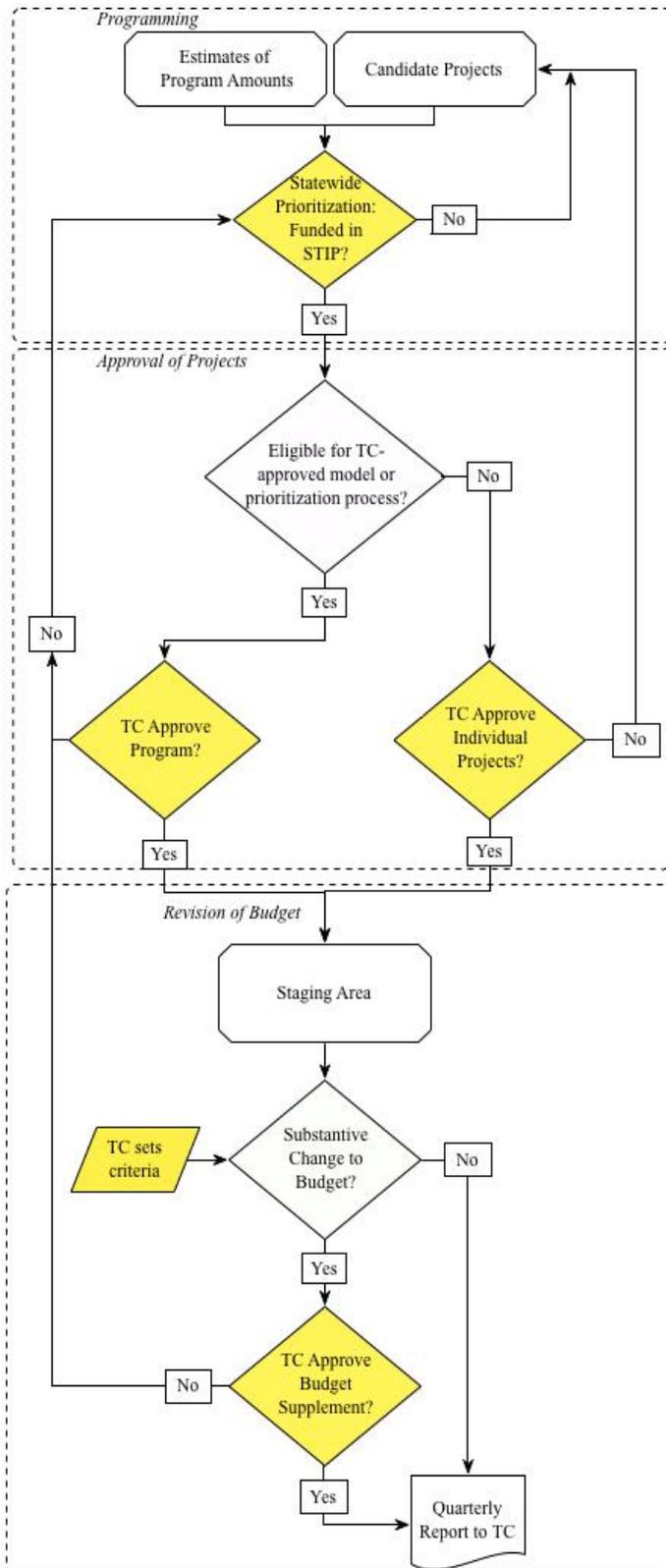
Review and provide feedback by April 30<sup>th</sup> so that the revisions can be integrated and presented in May, targeting May or June 2014 for adoption by the Commission.

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

**Attached-Project Approval Flowchart**  
**Attached-Project Approval Details**  
**Attached-Financial Flow of Project**



# Attachment 1-Project Approval Flowchart



## Attachment 2-Project Approval Details

**Projects within these programs approved by the TC will not require individual project approval under proposed PD 703.0**

### Asset Management

- Surface Treatment
- On-System Bridge & Bridge Enterprise
- Maintenance Levels of Service
- TSM&O-Replacement

### FASTER Safety

Safety (HSIP, Hot Spot, Railroad)

### Local Agency

- Off-System Bridge
- CMAQ
- STP-Metro
- Safe Routes to School
- Enhancement/TAP

Regional Priority Program (RPP)?

**Projects within these programs will continue to require TC approval through a budget supplement per PD 703.0. Should statewide Asset Management models or prioritization processes be developed for any of the following Asset Management programs; the TC may move these programs to the list above.**

### Asset Management

- Rockfall
- Tunnels/Walls/Culverts
- Property Management

### Transportation Contingency

Snow and Ice Reserve

Strategic Corridor (SB 228)

TSM&O - New Capital

Operations incl. Maintenance Support

Transit & Statewide Rail Grants

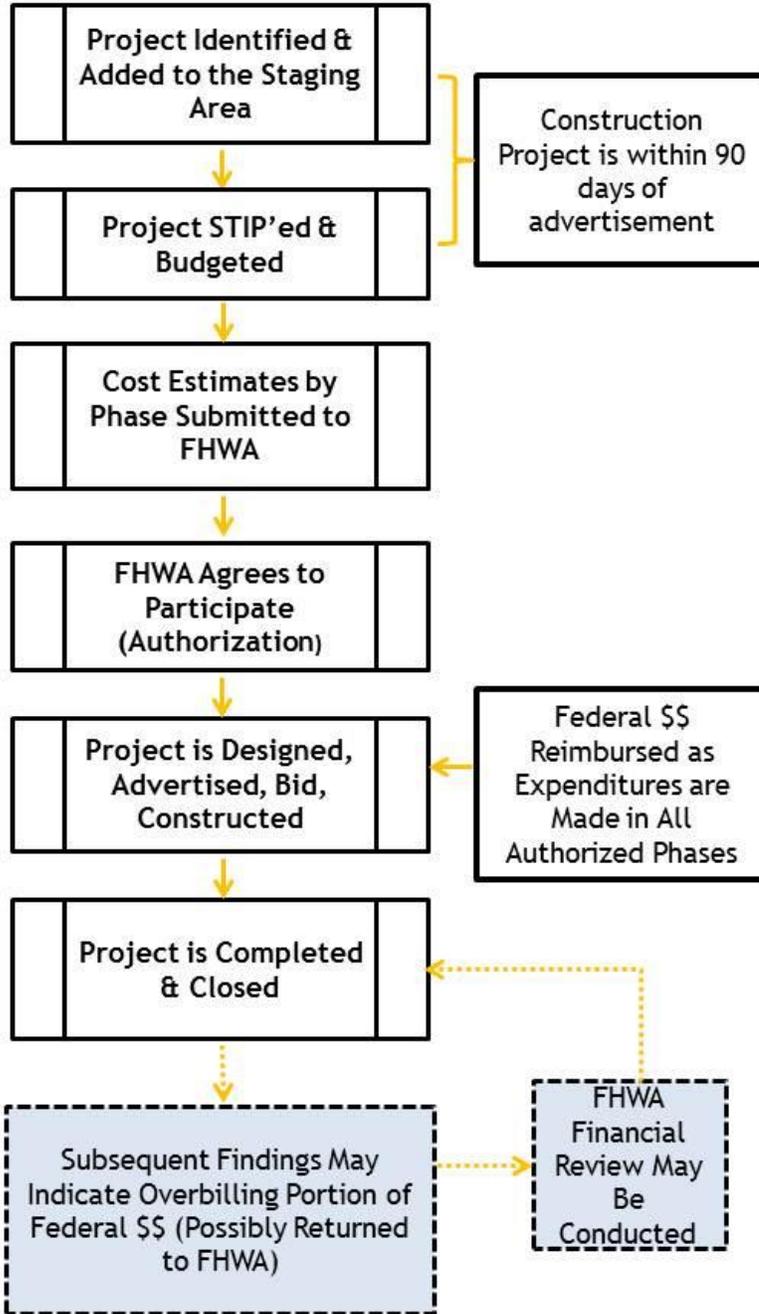
Regional Priority Program (RPP)?



Attachment 3-Financial Flow of Project

**Regular FHWA Project**

- Staging Area
- STIP
- Budget



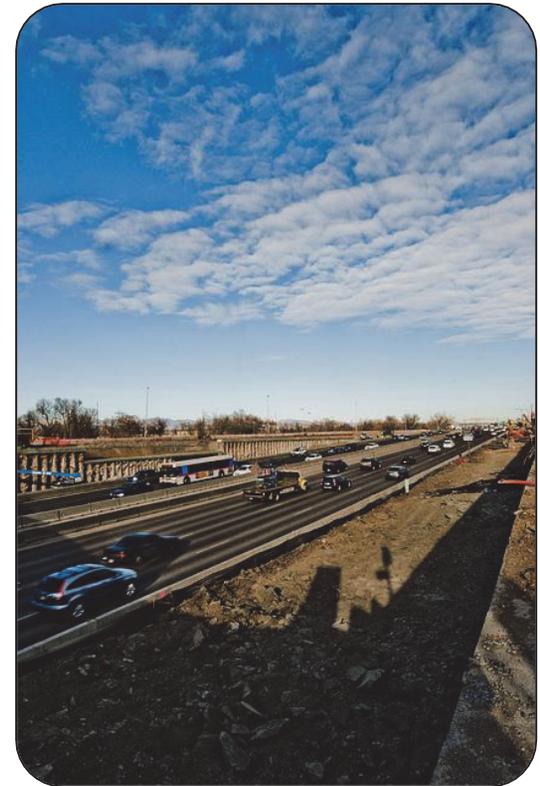
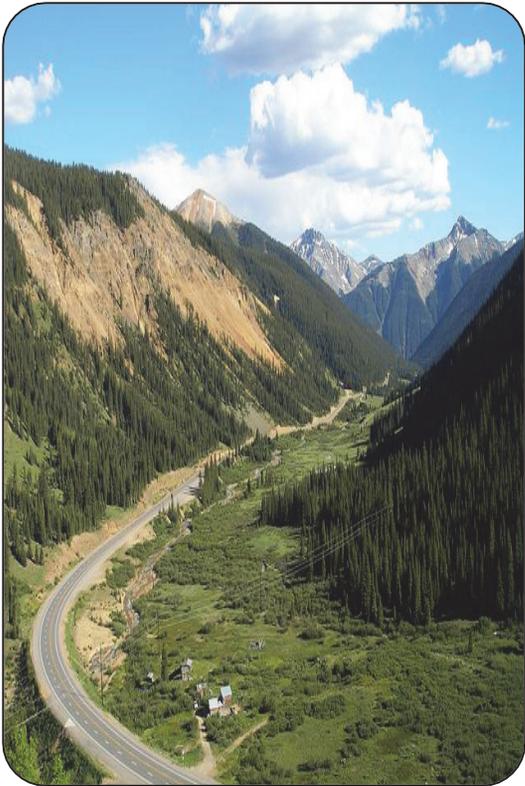
- Authorize/ Obligate
- Encumber/ Award

- Expend and Reimburse





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Transportation



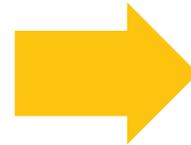
**Policy Directive 703.0 Review**  
**April 2, 2014**  
**Maria Sobota, Budget Director**



# Policy Directive Comparison

## Prior PD703

- Narrower in scope
- Established directive for individual project approval by the TC
- Provided guidelines for authorizing projects that fell outside of an TC approved annual program
- Supported budget based project funding



## Revised PD703.0

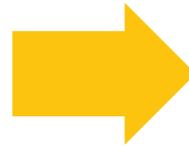
- Broader in scope
- Shifts focus from project to program approval by the TC
- Includes additional budget topics, including annual budget policies
- Supports cash management policies encompassing:
  - Principles
  - Processes
  - Budgeting



## Policy Directive Comparison- Project Approval Specifics

### Prior PD703

- Approval required for advanced budgeting
- Outlines approval process for projects that fall outside of an annual program budget
- Requires Transportation Commission (TC) to approve project adjustments of 15% or \$250,000
- Addresses Local Agency contribution
- Emergency relief requires TC approval

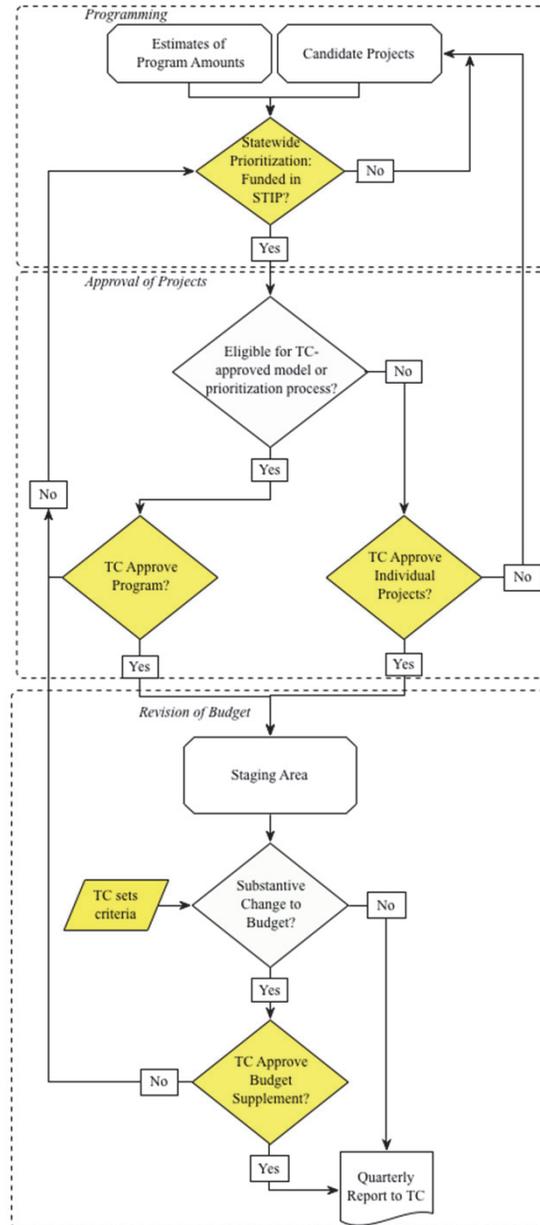


### Revised PD703.0

- No approval required for advanced budgeting
- In conjunction with the TC requires Executive Director or designee and TC to establish project overrun thresholds
- Does not specifically address Local Agency
- Emergency relief requires TC approval



# Project Process Flowchart





# PD 703.0 Project Approval Details

- Projects within these programs approved by the TC will not require individual project approval under proposed PD 703.0



## Asset Management (Delphi)

- Surface Treatment
- On-System Bridge & Bridge Enterprise
- Maintenance Levels of Service
- TSM&O - Replacement

## FASTER Safety

Safety (HSIP, Hot Spot, Railroad)

## Local Agency

- Off-System Bridge
- CMAQ
- STP-Metro
- Safe Routes to School
- Enhancement/TAP

## Regional Priority Program (RPP)?

- Projects within these programs will continue to require TC approval through a budget supplement per PD 703.0. Should statewide Asset Management models or prioritization processes be developed for any of the following Asset Management programs, the TC may move these programs to the left box.



## Asset Management

- Rockfall
- Tunnels/Walls/Culverts
- Property Management

## Transportation Contingency

Snow and Ice Reserve

Strategic Corridor (SB 228)

TSM&O - New Capital

Operations incl. Maintenance Support

Transit & Statewide Rail Grants

Regional Priority Program (RPP)?



## Key Components of Cash Management Under PD 703.0

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### Cash Management Principles



- Financial risk-taking
- Project draw-down information & increased communication
- Trust between project and financial managers
- Shift in focus of the TC

### Cash Management Processes



- Long-term and short term revenue forecasts
- Creation of a staging area for financial planning
- TC will approve programs not projects (refer to flowchart)

### Cash Management Budgeting



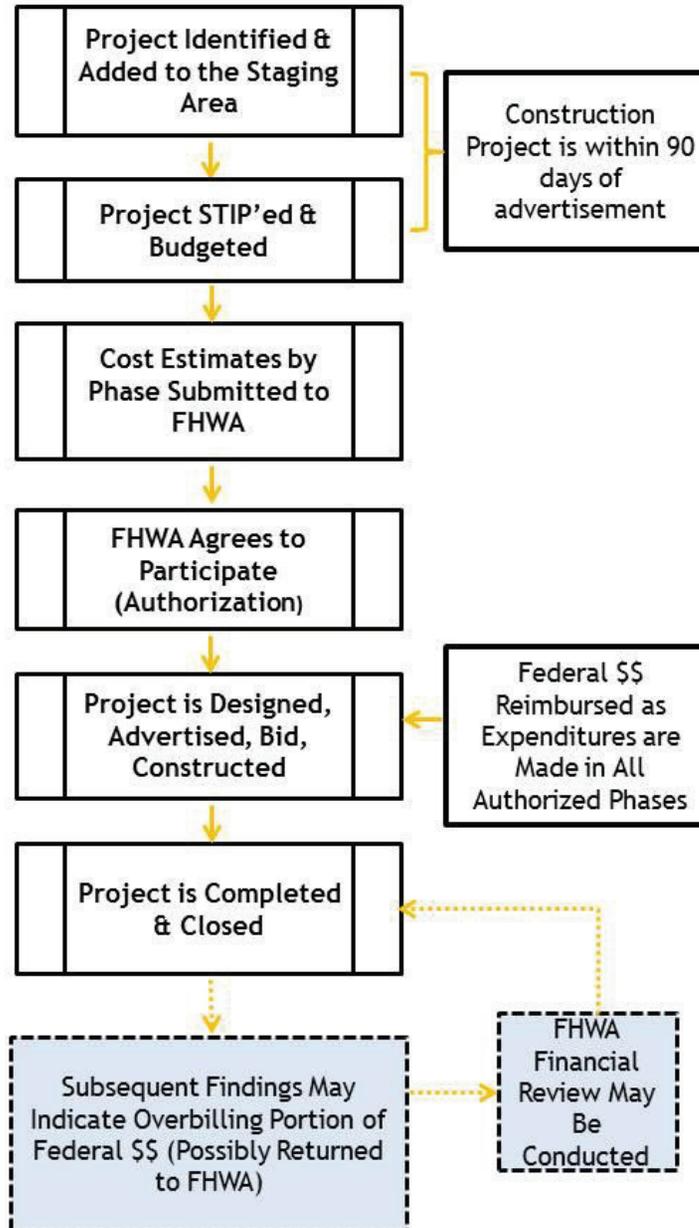
- Uses cash availability instead of annual allotments to control expenditures
- Projects managed within a 4-year rolling budget
- STIP no longer used as budgetary control



## Financial Flow of Project

- Staging Area
- STIP
- Budget
- Authorize /Obligate
- Encumber /Award

### Regular FHWA Project



- Expend and Reimburse



## Outreach & Collaboration

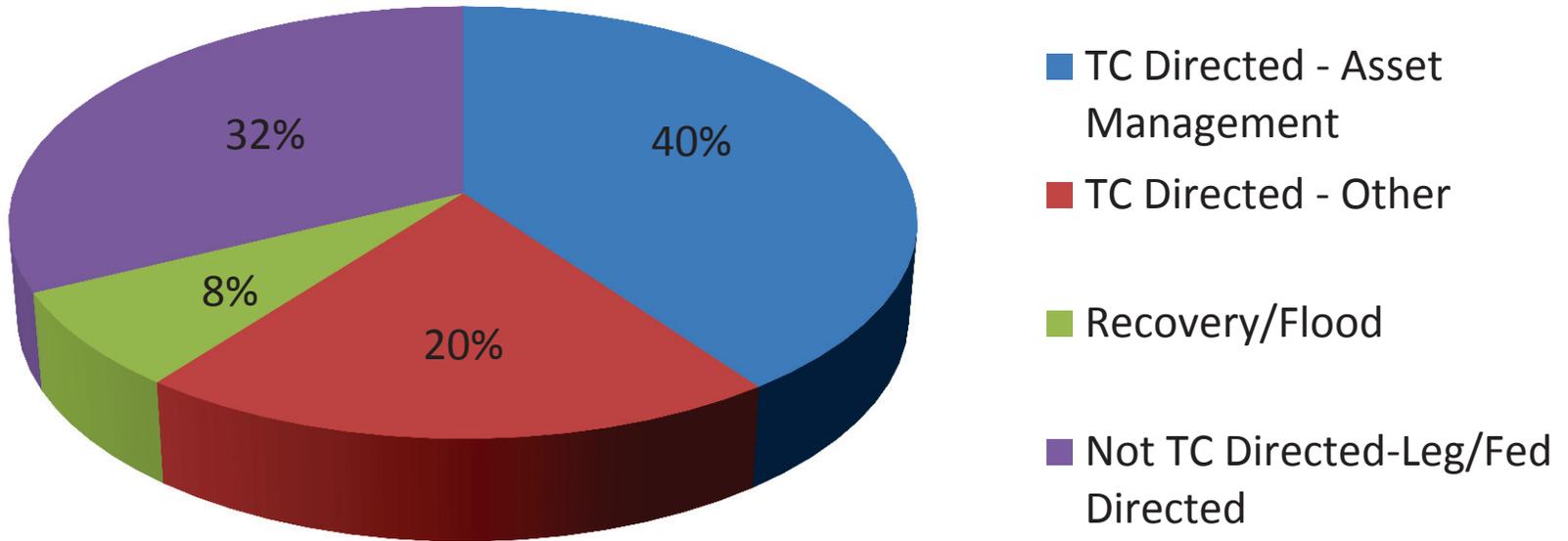
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- Drafted in partnership with Dye management, Government Relations and key Office of Cash Management members, including interim Program Management Office
- Met with RTD's on March 5<sup>th</sup> and April 2<sup>nd</sup> to review draft and incorporated feedback into current version
- Met with Regional Business Managers on March 12<sup>th</sup> to review draft and incorporated feedback



# Fiscal Year 2015 Budget

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## TC Directed Projects- Outside of Asset Management

- TC Contingency
- Snow & Ice Reserve
- TSM&O - New Capital
- Bridge Off System
- Operations including Maintenance Support
- Transit & Statewide Rail Grants
- Regional Priority Program



Does the TC desire incremental budget, zero-based budget or semi-annual review?





## Next Steps

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- Submit for TC review in April
- Request feedback from TC members by April 30
- Incorporate TC recommendations
- Repeal PD703 and adopt PD 703.0 in May or June
- Revise OFMB Manual by September 30, including Interim Project Budgeting Guidance



<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>	
<b>Subject</b>			
<b>Policy on Annual Budget, Project Budgeting and Cash Management Principles</b>			<b>703.0</b>
<b>Effective</b>	<b>Supersedes</b>	<b>Originating Office</b>	
<b>TBD</b>	<b>02/17/11</b>	<b>Office of Finance Management and Budget</b>	

## I. PURPOSE

To establish the policy by which the Colorado Department of Transportation will determine and submit its annual and project budgets to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters.

## II. AUTHORITY

Colorado Transportation Commission pursuant to § 43-1-106(8)(h), C.R.S.

## III. APPLICABILITY

This Policy Directive applies to all Divisions and Offices of the Colorado Department of Transportation, with the exception of the Aeronautics Division. It shall take effect with the July 1, 2014 beginning of state Fiscal Year 2015 and shall apply to the budget preparation for state Fiscal Year 2016 and beyond.

## IV. DEFINITIONS

“Approval” shall mean administrative permission to proceed with a project or program that will require one or more officials to exercise their expenditure authorities in order to enter into one or more commitments to pay for goods or services that are needed to accomplish the project or program objectives. In CDOT, the Colorado Transportation Commission approves projects.

“Budget” shall mean a financial plan that shows intended authorizations, appropriations, and allotments of funds into and out of an accounting entity. When all inflows and outflows of funds of the accounting entity are shown in the budget, the budget becomes a prospective statement of revenues and expenditures for that entity.

“Cash Management” shall refer to the balancing of expected cash outflows with expected cash inflows.

“Department” shall mean the Colorado Department of Transportation pursuant to § 43-1-403, C.R.S.

“Encumbrance” shall mean a legally binding promise to pay, which is made under statute or the law of contract. This is the same as a commitment or an obligation.

“Fiscal Constraint” shall mean a program of projects that does not exceed reasonably expected revenues in any given fiscal year.

“Obligation” shall mean a federal commitment to pay a state or other entity the federal share of a project’s eligible costs.

“Project: shall mean highway improvement activities contained under a single sub account number in CDOT’s SAP financial management information system.

“Staging Area” shall mean a placeholder for projects that are programmed in the STIP, or that CDOT expects will be programmed into the STIP in the next amendment of the STIP, and budgeted in any given fiscal year.

“STIP” shall mean Statewide Transportation Improvement Program – A federal required, fiscally constrained, program that depicts transportation projects for a minimum of four fiscal years.

“Substantive” shall be used to mean exceeding the approved amount over a scope, schedule or budget threshold set by the Department’s Executive Director or designee.

“Transportation Commission” or “Commission” shall mean the Colorado Transportation Commission pursuant to § 43-1-406, C.R.S.

## **V. POLICY**

**A. Scope.** This Policy Directive applies to all funds and accounts administered by the Department but does not include the Colorado Aviation Fund. The scope includes the formation and execution of the Department’s budget and the approval of the Department’s programs.

**B. Objective.** The objective of this Policy Directive is to document annual budget and project budgeting policies followed by the Department with the Commission’s approval to maximize the flow of funds to the Department’s construction and maintenance projects.

1. The Commission will evaluate the Department’s ability to apply effective and efficient cash management strategies using the following criteria:

a) Available revenues in the Statewide Transportation Improvement Program (STIP) are as high as can be justified within relevant state and

federal laws;

b) Those revenues are fully allocated to projects the STIP;

c) Appropriations for construction and maintenance projects are as high as can be justified within relevant state and federal laws;

d) Those apportionments are fully encumbered to projects as early as practical; and

e) Conjointly with meeting the Department's objectives around the timely delivery of projects, the minimum monthly cash balances of each fund are not significantly different than the target cash balances approved for that fund by the Commission.

2. The Commission will measure the Department's performance in the administration of the budget and cash management principles by the extent to which these criteria are met.

### **C. Principles.**

1. Projects will be managed within a four-year project budget. The Department may spend funds programmed to a project in the current year and the next three years if sufficient cash and spending authority are available. The intent is to develop and deliver a greater number of construction projects in a shorter period of time.

2. The rolling budget for a project will change as the expected schedule and cost of the project change. As projects are developed, the Department shall approve changes to the scopes, schedules and expected costs of projects. The Department shall alter its programs and its budget to reflect those changes as they are made.

3. Financial risk is a necessary element in maximizing the flow of funds to projects. The Department may take necessary financial risks in order to accelerate projects while implementing the necessary controls in order to stay in compliance within overall risk management measures.

4. Level of governance is aligned to substantive risk. The Commission will rely on the Executive Director or designee to exercise judgment as to what constitutes a substantive budget matter.

### **D. Revenue Estimates.**

1. The Department shall produce a long-range revenue forecast, by year and extending over at least 20 years, and a short-range revenue forecast, by month and

extending over at least 48 months, for use in all of the Department's programs and budgets.

2. The Department shall update its forecasts once per quarter and use the results of those forecasts to update its quarterly report on the state of the Staging Area.
3. All of the Department's revenue forecasts are to be reported to the Executive Director or designee with accompanying narratives that explain the assumptions and the significance of the results. The Commission may request, review, and comment on any quarterly revenue forecast.
4. Through the annual budget process, the Department will complete and the Commission will review, amend as appropriate, and approve the revenue estimate risk assessment.

#### **E. The Staging Area.**

1. The Department shall maintain a prospective STIP, a budget and a prospective schedule of encumbrances called the Staging Area.
2. The Department will maintain in the staging area a financial plan for all aspects of the funding of projects, including:
  - a) The programming of projects into the STIP;
  - b) The allotment of funds to projects in the Department's appropriations; and
  - c) The encumbrance of funds against the contractual commitments that pertain to projects.
3. All projects likely to proceed to construction within the next eight years should be included in the Staging Area.
4. The Department shall report each quarter on:
  - a) The state of the Staging Area in the current year;
  - b) The state of the Staging Area in the next seven years;
  - c) Those projects that are in the Staging Area but not yet in the STIP or the four-year budget; and that the Department expects to include the STIP and in the four-year budget when those documents are next amended; and
  - d) What TIP amendments and updates of which the Department has been

advised by its planning partners; and that the Department expects to include in the STIP when that document is next amended.

#### **F. Program Approvals and Allocations of Funds to Projects.**

1. The Department shall use the STIP as the principal expression of its programs and projects for the execution of highway construction projects that have been selected by the Commission.
2. In every second year, the Department shall submit an update of the STIP to the Commission for approval.
3. In every year between STIP updates, the Department shall submit an amendment of the STIP to the Commission for approval.
4. Updates or amendments shall include the latest estimates of revenues, project schedules, project costs and other information that are necessary to produce the STIP then use the STIP Staging Area to plan the upcoming amendment or update.
5. Once per quarter, the Department shall submit a summary report of these simulations and plans, and will submit an update or an amendment at the end of the year.
6. The frequency of STIP amendments will be reduced to as little as one per year, so that the Department will eventually cease to use the STIP as a budget control mechanism. Project and program budget controls will rather be maintained through the Department's budget module in its financial systems.
7. Projects need not be included in the fiscally constrained portion of the STIP before funds are allotted to them in the budget and their development or construction is allowed to proceed. Rather, they shall be maintained in the staging area then added to the STIP during its next update or amendment.
8. The Department may allot funds to projects in the budget when the project:
  - a) is within 90 days of letting;
  - b) is included in the staging area, and
  - c) is expected to be included in the first four years of the STIP during its next update or amendment.
9. The Commission's approval of the STIP, an update of the STIP or an amendment of the STIP shall include Commission's approval of the programs included in the STIP and estimated costs of the projects within those programs.

10. Further Commission approvals are not necessary in order to proceed with projects whose expected costs do not Substantively change the fiscal constraint in the STIP or the total funds allocated to other programs.

11. It is necessary to obtain Commission approval for project modifications only when:

- a) increases in project costs Substantively change the total funds allocated to a program, and in these cases, the Executive Director or designee shall report the limit decided to the Commission;
- b) project location or scope changes deviate Substantively from the approved project prioritization process or list; and
- c) any other modifications to the project Substantively increase the risk to a project already identified as holding significant risk.

#### **G. Spending Limits for Projects (Project Budgets).**

1. The Department shall approve the scope, schedule and cost of each project through development and construction, and shall report to the Commission to initially approve the scope, schedule and cost of each project; and to approve subsequent substantive changes to the scope, schedule and cost of each project.

2. The spending limit or project budget for each project shall be the sum of the following elements:

- a) The most recent estimate of the cost of the project through development and construction;
- b) The most recent estimate of charges of indirect costs and overhead costs, including construction engineering;
- c) The most recent estimates of the most likely amounts to be paid out to contractors through cost adjustments and incentive payments;
- d) Allowed project contingencies; and
- e) Other elements the Department includes in the spending limit imposed on each project.

3. The Department shall not spend more funds on a project than are within the approved spending limit, or project budget, for that project.

4. The Department shall re-estimate the spending limit, or project budget, of each project at least annually and these estimates shall be incorporated into the Staging Area when the Department approves them.

5. Spending limits shall be revised to reflect the Department's latest and most likely expectations of future costs.
6. The Department's budgets shall be formed and amended, as outlined below, to reflect approved changes to the estimated costs of projects.
7. The Department may sum the spending limits, or project budgets, of individual projects into pools and report and include those pools as single items in the Department's budgets and in the STIP.

#### **H. Allotments of Funds to Projects in a Four-Year Budget.**

1. Once per quarter, the Department shall submit a summary report of these allotments.
2. Advance budgeting of a project shall mean the use of apportionments and federal obligations that are programmed in the fifth through eighth years of the STIP.
3. Such advance budgeting will be considered an exceptional budget matter that requires the Commission's specific approval. Use of funds in the second through fourth years of the STIP shall not require Commission approval.
4. Once the Commission approves the advance budgeting of a program, Commission the funds so budgeted may be expended without further approval.

#### **I. Allotments in an Annual Budget.**

1. Pursuant to statutory requirement to submit a draft budget by each December 15 and therefore no later than November of each year, the Department will submit a draft budget to the Commission for consideration and adoption and thereafter, for submission to the Office of State Planning and Budget.
2. This draft will identify all anticipated revenues, including any carry forward balances, will allot funds to programs and will in all other respects meet the requirements of state law. *See* § 43-1-113 (2), C.R.S.
3. The annual budget for the next fiscal year shall reconcile, at a material level of detail, to the programming of funds to projects in the staging area. Pursuant to § 43-1-113(c)(I), C.R.S., prior to April 15 of each year, the Commission shall adopt a final budget allocation plan, which shall, upon approval of the Governor, constitute the budget for the Department for the ensuing fiscal year.

**J. Contingencies.**

1. The Department shall maintain in the staging area, in the STIP and in the Department's budgets funds for two types of contingencies:
  - a) Project contingencies. The Department shall determine the amounts provided for contingencies in each program and project through a statewide contingency pool allocation. The Department shall report these amounts to the Commission.
  - b) Transportation Commission Contingency Account.
    - i. In advance of submitting the annual budget, the Department shall recommend an amount of that budget that should be reserved for allotment and expenditure at the Commission's discretion.
    - ii. The amount approved by the Commission shall be included in the Department's annual budget for cash appropriations in the State Highway Fund as the Transportation Commission Contingency Account.

**K. Budget Allotment Classification Change.**

1. Mid-year moves to/from Capital Expenditures to Operating Expenditures exceeding \$1 million require Commission approval.

**L. Operating Expense Decision Items and Capital Development Committee Requests.**

1. Decision items greater than \$1 million require approval by the Commission. Decision items less than \$1 million can be approved by the Department's Executive Director or designee. In addition, legislative decision items and capital development committee requests must be approved by the Commission prior to submission to the legislature.

**M. Full-time equivalent (FTE) Increases to Establishment.**

1. The Executive Director or designee shall approve and the Commission shall be informed of any additions of part or all of a full-time equivalent position (FTE) to the Department's establishment.

**N. Supplements to the Annual Budget.**

1. Commission-approved re-allotments as outlined above must be included in a budget supplement that is submitted to the Commission for approval.

2. Once a supplement is approved, the Department's annual budget is deemed to be amended to include the supplement.
3. All budget supplements must comply with all state and federal laws.
4. The Department may accumulate Substantive re-allotments in the STIP Staging Area into as few as one budget supplement per quarter.

**O. Incremental Encumbrance.**

1. The Department shall limit the encumbrance of funds in the financial management information systems to the amounts expected to be spent in the current fiscal year.

**P. Forecasts and Expenditure Controls.**

1. Each quarter, the Department shall provide a budget and cash report to the Commission which will include:
  - a) A forecast of the expected revenues, expenditures and closing cash balance for current month and for each of the next twelve months for each of the State Highway Fund and the Colorado Bridge Enterprise Fund;
  - b) An estimate of the maximum amount of highway construction contracts that can be let and the maximum amount of grants that can be released in each of the next three months; and
  - c) A determination of the maximum amount of highway construction contracts that will be let and the maximum amount of grants that will be released in the next month.
2. The Department may not let more than the maximum amount of highway construction contracts or release the maximum amount of grants than the Executive Director or designee has determined for that month.

**Q. Target Cash Balances.**

1. Once per year, the Department shall submit target cash balances for the State Highway Fund and the Colorado Bridge Enterprise Fund to the Commission for review.

**R. Measures to Attenuate Expenditures.**

1. The Department shall report to the Commission at least annually on measures

that could be taken to attenuate expenditures: to cancel expenditures or defer them until cash balances are restored by the exercise of the department's expenditure controls.

2. The Department's annual report shall describe the nature and amount of each such expenditure as well as the conditions that must be met in advance to allow for its attenuation.

3. Should circumstances dictate, the Department would attenuate any or all of the expenditures contained in the most recent report to the Commission without further consideration by the Commission.

**S. Annual Risk Assessment.**

1. The Department's annual report shall include a revenue and expenditure risk assessment.

**VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE**

1. Appendix "A" Project Budgeting Process Flowchart
2. Appendix "B" Annual Budget Process Flowchart
3. Appendix "C" Financial Flow of Project

**VII. IMPLEMENTATION PLAN**

1. The Office of Financial Management and Budget shall update its existing Manual to include specific procedures regarding this Policy Directive by June 30, 2014.
2. The Office of Financial Management and Budget shall train all CDOT employees who are impacted by or involved with this Policy Directive on the relevant changes in procedure within six months of the approval date.
3. This Policy Directive shall be effective upon signature.

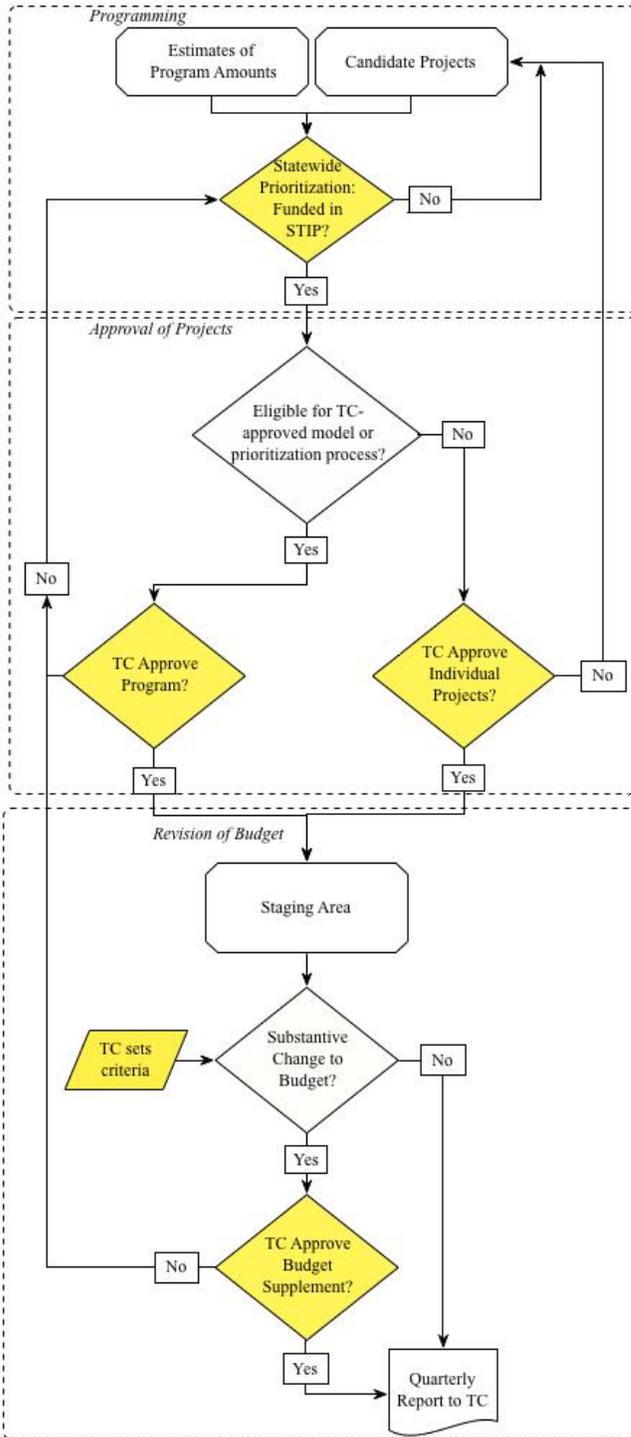
**VIII. REVIEW DATE**

This directive shall be reviewed on or before April 2018.

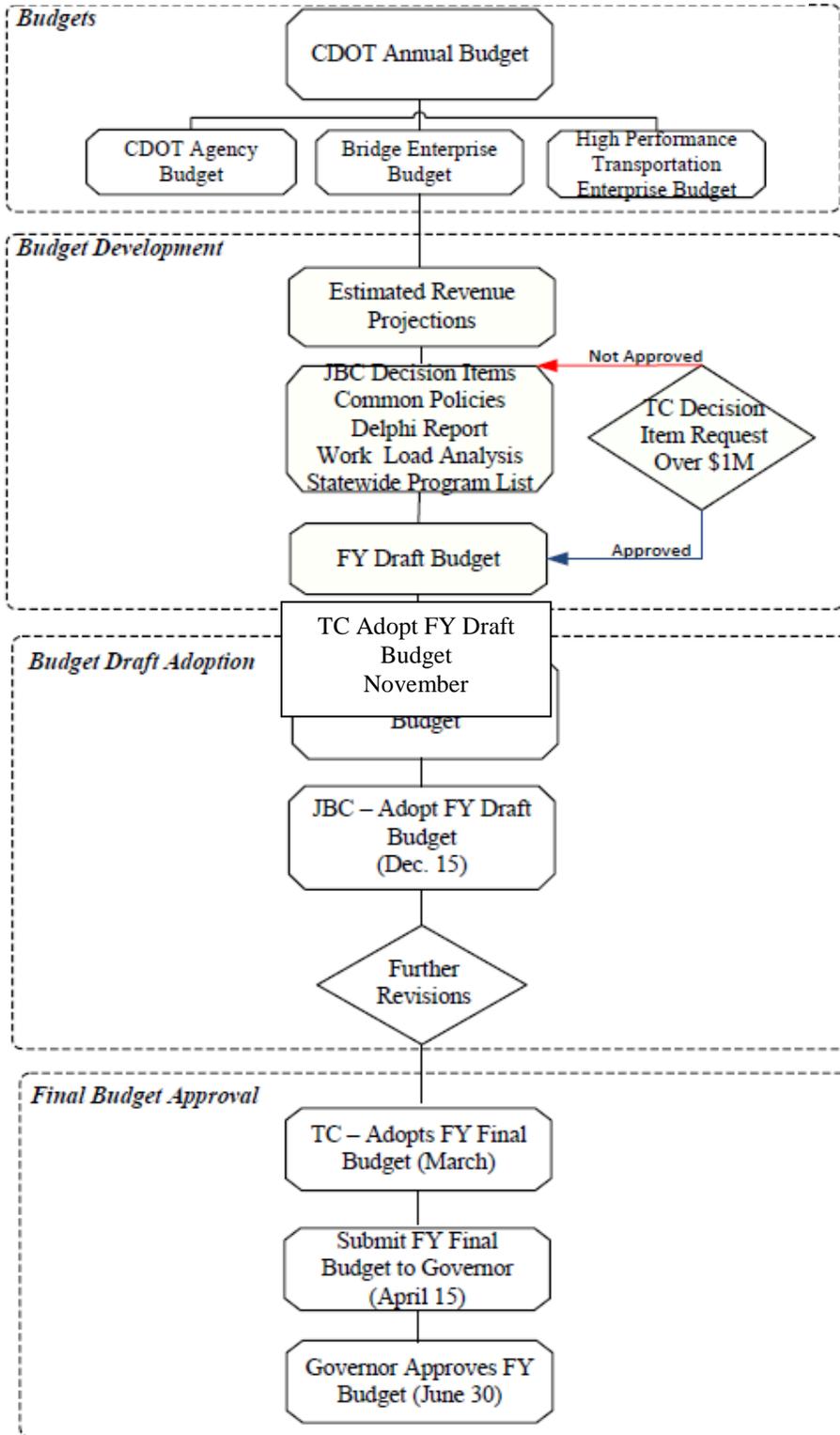
\_\_\_\_\_  
Secretary, Transportation Commission

\_\_\_\_\_  
Date of Approval

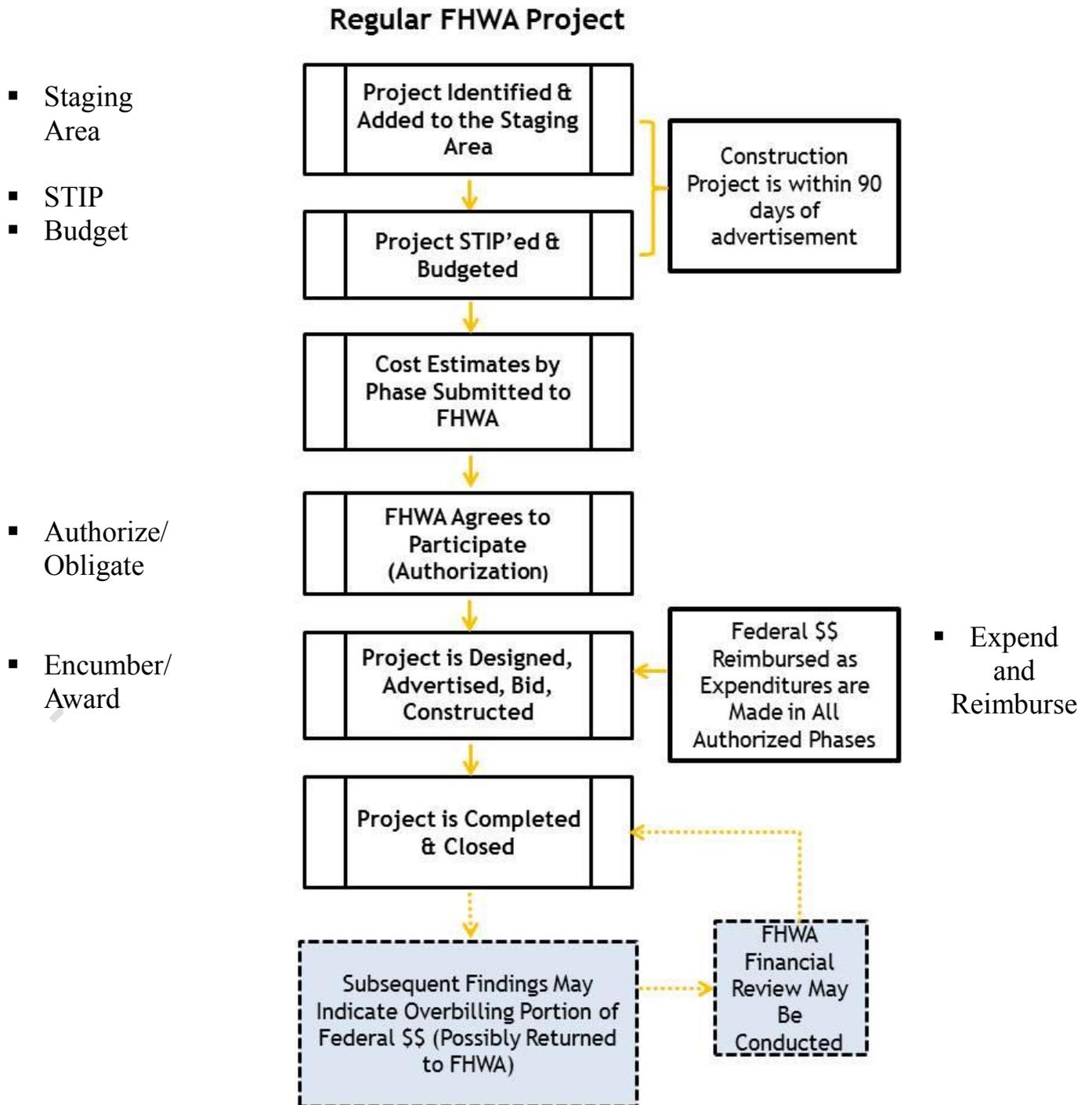
Appendix A- Project Budgeting Process Flowchart



Appendix B-Annual Budget Process Flowchart



Appendix C-Financial Flow of Project



# MEMORANDUM

## Office of Major Project Development

4201 East Arkansas Avenue, Room 158  
Denver, Colorado 80222  
(303) 757-9168



**COLORADO**  
Department of  
Transportation

DATE: April 17, 2014

TO: Transportation Commission

FROM: Ben Stein, Director, Office of Major Project Development

SUBJECT: I-70 East Project

### **Purpose**

This memo is to inform the Transportation Commission of potential phases/scopes of work for the I-70 East Partially Covered Lowered (PCL) project, their associated estimated costs, and an update on the ongoing and extensive communication effort for this project. The communication update is provided as a separate attachment to this memorandum.

### **Action Required**

No action required.

### **Background**

In December, January, and February, Transportation Commission workshops were conducted to discuss the I-70 East project. This workshop is a follow up to provide more details for your consideration as the current intent is to continue to move forward with this project.

## Details

The following table provides phasing and associated costs:

<b>Project Phase and Activities</b>	<b>Additional Cost*</b>	<b>Total Cost*</b>
1. Base Project (to Colorado Blvd.) <ul style="list-style-type: none"> <li>• Brighton Blvd. to Dahlia St. constructed to full width but striped for only one managed lane in each direction</li> <li>• Temporary slip ramps between Dahlia St. and Holly St.</li> </ul>	\$1.05B	1.05B
2. Extended Project (to I-270) <ul style="list-style-type: none"> <li>• Construct EB I-270 to EB I-70 flyover connection</li> <li>• Brighton Blvd. to I-270 constructed to full width with two managed lanes in each direction</li> <li>• Taper to one managed lane in each direction between Quebec St. and I-270</li> </ul>	\$350M	\$1.4B
3. Extended Project (to Pena) <ul style="list-style-type: none"> <li>• Brighton Blvd. to Quebec St. constructed to full width with two managed lanes in each direction</li> <li>• Taper to one managed lane in each direction between Quebec St. and I-270</li> <li>• Extend one managed lane from I-270 to Pena Blvd.</li> </ul>	\$40M	\$1.44B
4. Full Project (to Pena) <ul style="list-style-type: none"> <li>• Brighton Blvd to Pena Blvd. constructed to full width with two managed lanes in each direction</li> </ul>	\$200M	\$1.64B
5. Full Project (to Pena with direct connections) <ul style="list-style-type: none"> <li>• Brighton Blvd. to Pena Blvd. constructed to full width with two managed lanes in each direction</li> <li>• Construct managed lane direct connections as applicable (would facilitate movement between other managed lanes on I-270, I-225, Pena Blvd. or other identified points)</li> </ul>	\$160M	\$1.8B

\* - Estimated dollar amounts correspond to EIS estimating practices and are subject to change depending upon Project size, procurement and delivery method selected.

The following are the currently anticipated sources of funding for this effort:

Bridge Enterprise: \$850 million, note these funds are only available for elements of the base project and that even within the base project there are elements not eligible for BE funds.

DRCOG/STP-Metro/CMAQ: \$50 million. These funds are needed even within the base project to cover those elements outside BE eligibility.

SB09-228: \$250-300 million: The 20 March 2014 Legislative Council and OSPB forecasts continue to project an initial transfer SB09-228 monies to the department in FY2016. The current forecast is for an

initial transfer of \$202 million which would make \$181 million available for highway uses. If 1.5 years of the SB09-228 transfers are dedicated to this effort the total is \$271 million.

Total revenues available to support this project using this scenario total to \$1.171 billion. \$1.171 billion is insufficient based upon the above cost estimates to complete the extended project to I270 as priced out above. The presumption is that through the refinement of design and the use of a competitive bidding and selection process that the cost of the project will decline sufficiently to procure the extended project to I-270 and possibly even further.

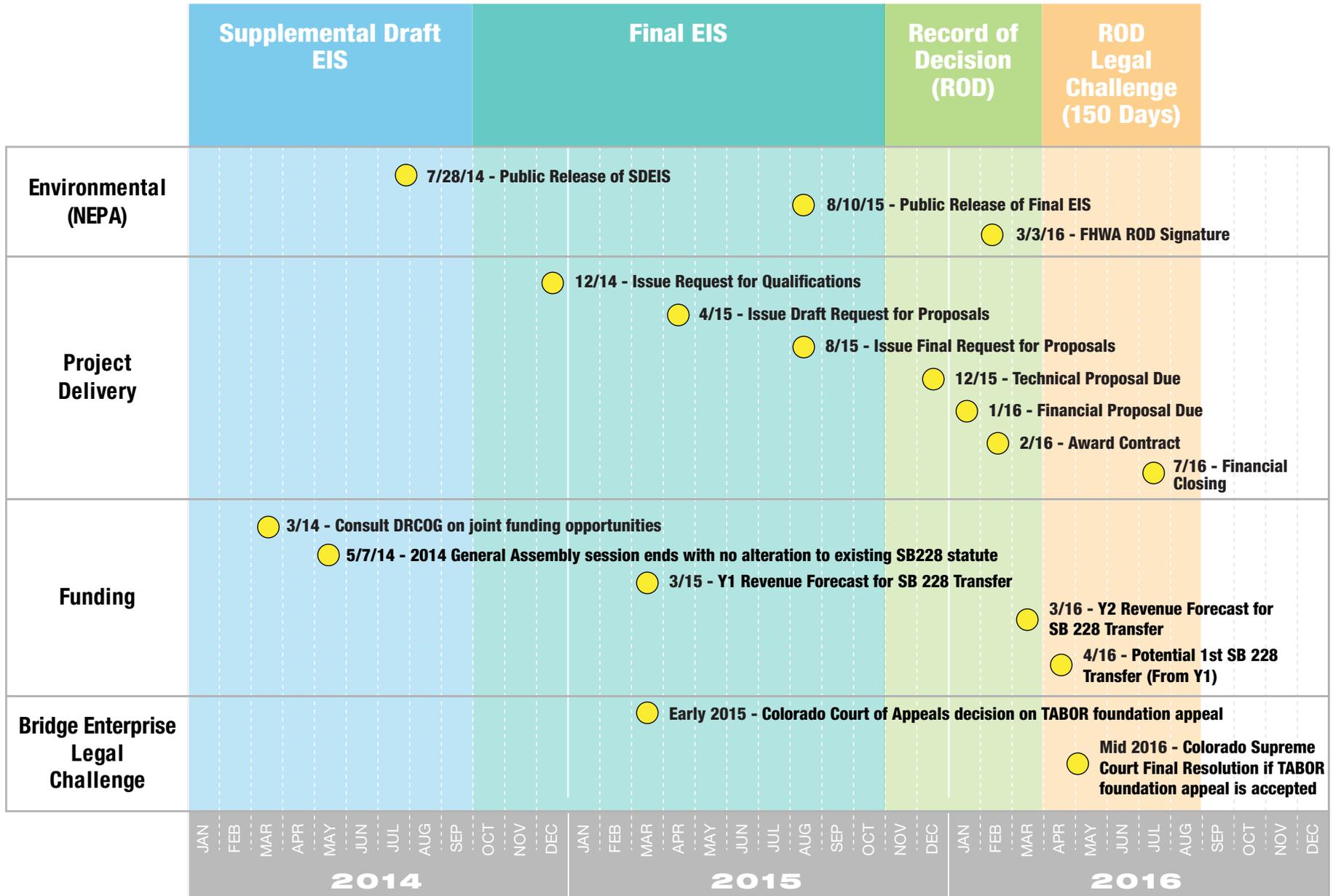
### **Next Steps**

If you have any questions, please feel free to contact me at (303) 757-9168.

Attachments: I-70 East Project Schedule  
Summary of Communications/Outreach to Date

# I-70 East Project Schedule

(Draft Subject to revision)



Draft schedule. Subject to revision. Project delivery dates are dependant on current NEPA dates.

## **Summary of I-70 Outreach**

### ***Outreach to Local Residents***

To date, CDOT has spent over a decade studying the I-70 East Corridor. This study has involved a community outreach and involvement process far exceeding any effort in CDOT history.

Because any reconstruction of this corridor has long-term implications for the nearby neighborhoods of Swansea, Elyria and Globeville, CDOT has focused its outreach on the residents, businesses owners, and other key stakeholders from these neighborhoods—asking them to help make the many difficult decisions required to come to a preferred alternative. Because of this process the PCL alternative has received significant support from these residents.

Here are a few examples of CDOT’s outreach during the past decade:

- Door-to-door survey of 26,000 households
- Many thousands of informational flyers
- 28 block meetings
- 26 “corridor-wide” meetings (typically attracting 200+ people)
- 17 working group meetings
- Telephone town hall (conducted in Spanish and English) joined by 2,600 residents
- Year-long PACT process that brought together more than two dozen community, business, and government representatives to help CDOT choose a preferred alternative
- In-person surveys of Swansea Elementary School parents
- Door-to-door outreach to residents who live closest to the highway
- Attendance at dozens of community events, including church fairs and school events
- Monthly community leaders coordination meetings (held since June of 2012)
- Coordination with local service providers, including Swansea Elementary School, Our Lady of Grace Church, and Focus Points Family Resource Center

### ***Outreach to Key Business and Community Organizations***

Since introducing the PCL alternative in May of 2012, staff has delivered numerous presentations; including the following:

#### **Downtown Denver Partnership**

Presentation to Management Group (July 2013)

Presentation to Economic Development Council (Sept 2013)

Presentation to Partnership Members (Nov 13)

**Denver Chamber of Commerce**

Presentation to All Combined Committee (June 2013)

Presentation to Executive Committee (July 2013)

Presentation to Board of Governors (August 2013)

**Globeville-Elyria-Swansea Business Association**

Presentation (August 2013)

**BJ4C**

Presentation (December 2013)

**AGC**

Presentation (Sept 2013)

**Annual Land and Development Conference**

Presentation (September 2013)

Article in Colorado Real Estate Journal (April 2013)

**Adams County Economic Development**

Presentation (June 2013)

**Letters of Support for the Partial Cover Lowered Alternative**

Denver City Council Proclamation

Combined Letter of Support, signed by the following

- City of Commerce City—Mayor Ford
- Adams County—Commissioner Henry
- City of Denver—Mayor Hancock

Denver Metro Chamber of Commerce

Metro Denver Economic Development Corporation

Downtown Denver Partnership

National Western Stock Show

Elyria Swansea Globeville Business Association

North Area Transportation Alliance (NATA)

Colorado Motor Carriers Association

Union Pacific Railroad

# PROCLAMATION



City and County of Denver

## Proclamation No. 14-0247

### Concerning the reconstruction of Interstate 70 through Northeast Denver

**WHEREAS**, while the Globeville Elyria and Swansea communities are already endowed with a vital constellation of unique community assets, from school and recreation facilities such as Swansea Elementary School and Swansea Park, Argo Pool, and the Colorado Miners Recreation Center; to resource providers such as Clínica Tepeyac, Focus Points Family Resource Center, Street Kids, and Valdez-Perry Library; the many historic churches; to community gathering spots such as The Growhaus, and Globeville Community Center, the reconstruction of I-70 has the potential to better connect local families and children to these assets and better leverage the important resources already available within the community for its residents to build upon and improve their own quality of life; and

**WHEREAS**, Denver City Council acknowledges the generations of Globeville Elyria and Swansea residents who have endured the daily disadvantages imposed by living in the shadow of the elevated I-70 Viaduct, and supports furthering the work of the many stakeholders and residents and business owners who have been diligently collaborating for several years to determine the best possible design of the now-deteriorating 50 year-old transportation facility; and

**WHEREAS**, it is the vital function of the I-70 corridor to continue to serve nearly 700 local businesses, including many large freight distribution centers and other freight-dependent enterprises, maintaining direct and convenient highway access to the National Western Complex, which is vital to the long-term success of the National Western Stock Show, and providing safe and swift vehicle passage between downtown Denver and Denver International Airport; and

**WHEREAS**, these concerns are supported by many adopted City goals and neighborhood plans including the revitalization of specific neighborhoods with the understanding that it is important to facilitate moving people through various means of transportation rather than just vehicles; and reducing vehicle miles traveled and greenhouse gas emissions through appropriate environmental standards; and

**WHEREAS**, in 1964, I-70 was designed through the neighborhoods of Globeville Elyria and Swansea (GES), having a devastating impact on the neighborhoods from the loss of homes and residents, the loss of sustainable resources and access to resources within a community, and the overall loss of value of homes; and

**WHEREAS**, Federal policy says that if a program will have a disproportionately high and adverse effect on minority or low-income populations—that program may only be carried out if further mitigation measures or alternatives avoid, minimize or mitigate disproportionately high and adverse impacts. Some of the adverse effects on the minority and low-income residents in GES should be mitigated and include:

- Air quality, fumes and emissions, noise, traffic counts;
- Displacement of residents and loss of overall housing and residents to the community;
- Connectivity and Quality of Place; and
- Jobs and Education for residents to rebuild the community.

**NOW, THEREFORE, BE IT PROCLAIMED BY THE COUNCIL OF THE CITY AND COUNTY OF DENVER THAT:**

**Section 1.** That the Denver City Council supports the City team's design vision and detailed planning which focuses on neighborhoods, safety, environmental impacts, and regional connectivity; this project is also part of the "Corridor of Opportunity" and a critical component of the North Denver Cornerstone Collaborative; which will help to promote facilitation of economic development and employment opportunities that would lead to a higher quality of life for the families, children, and businesses in this entire corridor.

**Section 2.** That the Denver City Council supports the reconstruction of I-70 in its current location and alignment, and places the new structure below grade between Brighton Boulevard and Colorado Boulevard. This alternative, also known as the Partially Covered Lowered (PCL), will replace the viaduct with a lowered highway and will provide enhanced multimodal connectivity and strengthen the existing Globeville Elyria and Swansea communities through a partial cover over the highway.

**Section 3.** That the Denver City Council encourages Colorado Department of Transportation and the City and County of Denver to continue working together toward the best possible modifications to enhance the connectivity across I-70 and to restore critical connections between Globeville Elyria and Swansea neighborhoods, and to all areas of the City, so as to provide mobility relationships for all City residents and businesses, thereby creating a new sense of place and community that has been long represented by the City's Northeast neighbors.

**Section 4.** That the Denver City Council encourages the Colorado Department of Transportation (CDOT) to work closely with Denver Environmental Health agency to proactively monitor air quality issues associated with the new design and deploy assertive technologies to mitigate pollutant impacts.

**Section 5.** That the Denver City Council stresses the importance of all stakeholders to work together to identify land and resources to replace housing lost to the project within the neighborhoods, at similarly attainable prices, to ensure residents of low and moderate incomes can continue to live near the new amenities far into the future.

**Section 6.** That the Denver City Council and the City and County of Denver in partnership with CDOT will continue to explore additional options in order to enhance connectivity and to strengthen existing neighborhood historical fabric; and finding alternatives to improving the quality of life, environment, and economic vitality of this area in conjunction with balancing the overall regional transportation needs.

**Section 7.** That the Clerk of the City and County of Denver shall attest and affix the seal of the City and County of Denver to this proclamation and that a copy transmitted to Don Hunt, Executive Director, Colorado Department of Transportation.



**PASSED BY THE COUNCIL April 7, 2014**

*Maya B. Roman*

**PRESIDENT**



**COLORADO**  
Department of  
Transportation

**I-70 East Partially Covered Lowered (PCL) Project**  
Transportation Commission, April 2014



**I-70 East Partially Covered  
Lowered (PCL) Project Summary**

- Phases/Scopes of Work
- Cost Estimates/Funding Sources
- Communications/Outreach



## I-70 East PCL Project Phases and Estimated Costs\*

- Base Project (to Colorado Blvd.) - **\$1.05B**
- Extended Project (to I-270) - + **\$350M** = **\$1.4B**
- Extended Project (to Pena Blvd.) - + **40M** = **\$1.44B**
- Full Project (to Pena Blvd.) - + **\$200M** = **\$1.64B**
- Full Project (to Pena Blvd. with Direct Connections) - + **\$160M** = **\$1.8B\***

\*Estimated dollar amounts correspond to EIS estimating practices and are subject to change depending upon project size, procurement and delivery method selected.



## I-70 East PCL Project Funding Sources

### Bridge Enterprise - \$850M

- Funds available only for elements of the base project
- Some elements of the base project not eligible for Bridge Enterprise funds

### DRCOG/STP-Metro/CMAQ - \$50M

- Funds needed even within the base project to cover elements outside Bridge Enterprise eligibility

### SB09-228 - \$250-300M

- 20 March 2014 Legislative Council and OSPB forecasts project transfer in FY2016
- Current forecast is for initial transfer of \$202M (\$181M available for highway uses)
- 1.5 years of transfers dedicated to this effort = \$271M



## I-70 East PCL Project Funding Sources (Continued)

### Summary

- Funding sources using these scenarios = \$1.171B
- Insufficient to complete extended project to I-270 as estimated
- Assumption: cost reductions due to:
  - refinement of design and
  - use of competitive bidding/selection processwill procure the extended project to at least I-270



## Community Outreach

**Level of community outreach conducted over the past 11 years exceeds any project in CDOT history**



- Door-to-door survey of 26,000 households
- Dozens of block , corridor-wide, & working group meetings
- Year-long PACT process involving two dozen community, business, and government representatives
- In-person surveys of Swansea Elementary School parents
- Telephone town hall (English and Spanish)
- Attendance at numerous community events
- Monthly Community Leaders Meetings
- Presentations at neighborhood associations across the city



## Local Government Coordination

- City of Denver
  - Creation of the PCL alternative combined with the recent formation of the Mayor’s North Denver Cornerstone Collaborative has brought about a renewed partnership.
  - Numerous 1-1 meetings with City Council members
- City of Commerce City
  - Long-term involvement with the project given prior options to reroute highway.
  - Strongly supports PCL.



## Support for the PCL Alternative

- Denver City Council Proclamation
- Combined Letter of Support
  - Mayor Ford, City of Commerce City
  - Commissioner Henry, Adams County
  - Mayor Hancock, City of Denver
- Denver Metro Chamber of Commerce
- Metro Denver Economic Development Corporation
- Downtown Denver Partnership
- National Western Stock Show
- Elyria Swansea Globeville Business Association
- North Area Transportation Alliance (NATA)
- Colorado Motor Carriers Association
- Union Pacific Railroad



## Future Outreach

- Same level of outreach to community
- Continued meetings and coordination with Denver staff and elected officials
- Public Hearings for SDEIS
  - Summer 2014
- New round of presentations to stakeholder groups



**COLORADO**  
**Department of Transportation**  
Division of Transportation Development

Multimodal Planning Branch  
4201 E. Arkansas Ave.  
Denver, CO 80222-3400

TO: Transportation Commission

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

DATE: April 16, 2014

RE: RPP workshop

Purpose: This memo summarizes the options for RPP fund distribution including the STAC recommendation from March for this program.

Action Requested: Recommendation for allocation formula for RPP to be presented to TC for action in May.

Background: Both STAC and the TC have discussed RPP at meetings over the past several months. A number of options have been considered and data to support various factors has been shared with both STAC and the TC. At the STAC meeting in March the options included in Attachment A were considered. STAC reviewed the February staff recommendation of 50% population/35% lane miles/15% truck VMT and after lengthy discussion reached a compromise recommendation of 20% population/25% VMT/40% lane miles/15% truck VMT. A motion was passed unanimously in favor of this option.

Details: STAC originally recommended 45% VMT/40% lane miles/ 15% truck VMT. The 45/40/15 formula is a historic formula developed in the mid 1990s that was used to allocate several programs, including RPP, for a number of years. At the time of its development, the 45/40/15 formula was thought to represent a "fair" allocation between different parts of the state. STAC recommended the 45/40/15 formula based on a general sentiment that it remained a "fair" allocation. Some members, however, expressed a desire to alter the formula should the RPP budget increase beyond the \$10 million proposed at the time. Staff continued to work on formula alternatives and, based on input from Commissioners as to what might constitute an appropriate balance, developed the staff recommendation. The staff recommendation takes into account the entire state highway system, the importance of freight corridors, and the synergy between population and travel demand. The staff recommendation was presented to STAC in February. At the March STAC meeting, the STAC reached a compromise recommendation. The compromise recommendation is based on the 45/40/15 formula but adds population to the formula by splitting the 45% VMT into 20% population and 25% VMT.



**Attachment A** to this memo is a table that includes formula options considered, the February staff recommendation, and the March STAC final recommendation. Also attached is a letter from Intermountain TPR related to the STAC final recommendation.

Next Steps: At Commission this month you will be asked to approve the formulas for distribution of funds for Surface Transportation-Metro (STP-M), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives Program (TAP), and Metropolitan Planning (Metro-PL). In May, TC will be requested to approve the formulas for distribution of RPP and FASTER Safety funds. CDOT regions will use these formulas in Program Distribution for the 2016-2040 Statewide Transportation Plan and for the 2016 STIP.



RPP Formula Distribution Scenarios  
4/16/2014

Formula Factors and Weighting*												
Formula Factors	Recommendations			Additional Scenarios								
	Initial STAC Recommendation - Nov. 2013 - 45/40/15	Final STAC Recommendation March 2014 - 25/20/40/15	Staff Recommendation Feb. 2014 - 50/35/15	50/50	30/30/40	70/30	60/40	100% VMT	45 (Pop)/40/15	40/40/20	40 (Pop)/40/20	25/25/35/15
VMT	45.0%	25.0%			30.0%	70.0%	60.0%	100.0%		40.0%		25.0%
Lane Miles	40.0%	40.0%	35.0%	50.0%	40.0%	30.0%	40.0%		40.0%	40.0%	40.0%	35.0%
Truck VMT	15.0%	15.0%	15.0%						15.0%	20.0%	20.0%	15.0%
Population		20.0%	50.0%	50.0%	30.0%				45.0%		40.0%	25.0%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Formula %s - Regions												
Region 1	31.8%	32.7%	35.5%	32.9%	34.9%	36.5%	33.6%	45.3%	33.8%	31.3%	33.0%	34.4%
Region 2	18.4%	19.1%	19.9%	20.4%	19.1%	17.4%	18.0%	15.5%	20.0%	18.5%	19.9%	19.0%
Region 3	17.0%	16.1%	14.3%	15.2%	15.4%	16.1%	16.8%	13.8%	14.9%	17.1%	15.2%	15.5%
Region 4	23.9%	23.8%	23.2%	23.3%	22.6%	22.0%	22.8%	19.6%	23.7%	24.3%	24.1%	23.4%
Region 5	8.8%	8.3%	7.1%	8.2%	8.0%	8.0%	8.8%	5.8%	7.6%	8.8%	7.8%	7.8%
<b>TOTAL</b>	<b>100.0%</b>											

\*2013 VMT, Lane Miles, and Truck VMT on the State Highway System only. 2010 US Census for population.

Estimates of Portion to MPOs (No direct allocation to MPOs)

Formula %s - MPOs**												
DRCOG MPO	33.7%	35.2%	39.1%	36.4%	38.1%	39.0%	35.8%	48.6%	37.1%	33.0%	36.0%	37.2%
NFR MPO	4.4%	5.0%	6.0%	5.8%	5.5%	4.8%	4.6%	5.6%	5.8%	4.4%	37.8%	5.3%
PPACG MPO	5.3%	6.3%	8.0%	7.5%	7.0%	5.9%	5.5%	7.3%	7.6%	5.3%	5.6%	6.8%
GV MPO	1.2%	1.5%	1.9%	1.8%	1.6%	1.3%	1.2%	1.3%	1.8%	1.2%	7.3%	1.6%
PACOG MPO	1.2%	1.5%	1.9%	1.9%	1.7%	1.3%	1.3%	1.5%	1.8%	1.2%	1.7%	1.6%

\*\*Historically, RPP has not been suballocated. Regions independently developed targets for the allocation of funds to TPRs or MPOs within the Region. RPP allocation calculations based on formulas and MPO boundaries.



## Intermountain Transportation Planning Region

18 March 2014

Douglas Aden  
Chair, Transportation Commission  
Colorado Department of Transportation  
4201 East Arkansas Avenue  
Denver Colorado 80222

Subject: Concerns with adjustments to Resource Allocation Formula

Dear Chairman Aden:

At the 14 March STAC meeting, we all agreed to a resource allocation formula that resulted in a 16.1% allocation for Region 3. We feel this is a fair disbursement for all stakeholders and ask for your support and adoption.

Thank you for your consideration and continued commitment to the safety and improvement of our state and federal highway system.

Sincerely,

Thad Noll, IMTPR Chair  
Assistant Summit County Manager

Jill Ryan, IMTPR Vice-Chair  
Eagle County Commissioner

**SOUTHWEST REGIONAL TRANSPORTATION PLANNING COMMISSION**  
295A Girard Street, Durango, CO 81303 (970) 247 9621 (ph) (970) 247 9513 (fax)

March 31, 2014

Transportation Commission  
Colorado Department of Transportation  
4201 East Arkansas Avenue  
Denver, CO 80222

Re: Regional Priority Projects Distribution formula

Dear Commissioners:

As Chair of the Southwest Transportation Planning Region (SWTPR), I have been asked by our membership to write this letter expressing our grave concern regarding the pending changes to the Regional Priority Projects (RPP) funding Distribution formula.

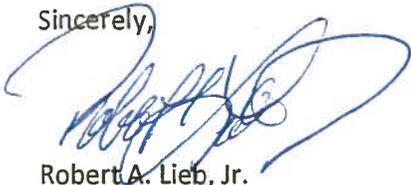
The SWTPR fully appreciates and is quite familiar with the challenges associated with making very difficult funding decisions with limited transportation dollars. Notwithstanding, we find the recent CDOT staff proposal to reduce the annual Region 5 RPP funding allocation from the historic 8.8 percent down to 7.1 percent to be unreasonable and unacceptable. This change would result in an overall annual reduction of nearly \$850,000 for Region 5 based on a Statewide RPP allocation of \$50 million. This is effectively a 19.3% overall reduction in RPP funding for Region 5. Considering most of Region 5's projects have an individual cost of \$1,000,000 or more, a reduction of this magnitude would have a devastating effect on our ability to effectively implement many of our projects.

The State Transportation Advisory Committee, through an inclusive, comprehensive subcommittee process, spent countless hours crafting not one, but two separate funding formula recommendations. While their final recommendation proposed reducing Region 5 RPP funding, it was done so in a spirit of cooperation and compromise, with the ultimate intent of trying to identify a fair and equitable distribution formula that recognize not only the needs of all the Regions and MPOs, but also the changing transportation landscape around Colorado.

While not enthusiastic about any reduction in funding, the SWTPR recognizes the need for compromise given the state of transportation funding in Colorado. We are very appreciative of the work undertaken by the STAC subcommittee and feel that the State Transportation Commission should give strong consideration to the proposal forwarded through the STAC recommendation. At a minimum, we are requesting that prior to any final decisions being made, that the STAC and representative Regions and MPOs be allowed to weigh in on a final funding proposal before it is voted on by the Transportation Commission.

Please give strong consideration to our request as well as the urgent needs of other rural Regions around Colorado.

Sincerely,



Robert A. Lieb, Jr.  
Chair, Southwest Transportation Planning Region



**COLORADO**  
**Department of Transportation**  
Division of Transportation Development

Transportation Performance and Multimodal Planning Branch  
4201 E. Arkansas Ave. Shumate Bldg.  
Denver, CO 80222-3400

TO: Transportation Commission

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

DATE: April 16, 2014

RE: FASTER Safety Mitigation Program

**Purpose:** This memo summarizes the presentation for the FASTER Safety mitigation program.

**Action Requested:** Transportation Commission input on the options for FASTER safety mitigation program administration and distribution of funds.

**Background:** FASTER Safety is currently allocated to the Regions for a total of \$87M. FASTER Safety funds are for construction, reconstruction or maintenance needed to enhance safety of a state highway. Beginning in FY 15, \$40 million of FASTER safety funds will be allocated to asset management programs that directly support safety. The remaining funds will support the FASTER safety mitigation program.

The FASTER Safety Program was recently examined by the CDOT Audit Division. 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 has developed options for the FASTER safety mitigation program for discussion at this workshop. Additionally, this interdisciplinary team has developed consistent safety metrics for project selection and evaluation. A consistent statewide system for tracking and reporting of project results will also be developed.

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

**Details:** At the October 2013 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 and be applied to the FASTER safety mitigation program. Three potential options for administration of those funds are:

1. Region Allocation
2. Statewide Pool with Region Planning Estimates
3. Statewide Pool for Statewide Program

The staff recommendation is program Option #2 - a Statewide Pool with Region Planning Estimates. Some reasons for this recommendation include:

- statewide pool allows holistic look at safety needs;
- region planning estimates allow for multi-year planning parameter for projects;
- includes flexibility to adjust region amounts with changing needs;
- includes joint statewide/region project selection and consistency in evaluation;
- region priorities and statewide safety benefit analysis are combined.

Attachment A is a table with options for distribution methods for FASTER safety funds. The staff recommendation is Option #4 which is based on the National Safety Council weighting for fatalities, injuries, and other crashes. This option uses data from a national safety organization, recognizes the much higher societal and economic cost of fatalities, and provides a reasonable distribution of funds to the regions.

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 approach, project selection would involve consistent statewide criteria and evaluation processes to identify the most critical needs and most effective safety improvement investments. Consistent statewide tracking and reporting will also be required.

**Next Steps:** Commission direction on a preferred option for the FASTER safety mitigation program and TC adoption of program option and formula in May.





**COLORADO**

Department of  
Transportation



# **FASTER Safety Mitigation Program**

Division of Transportation Development  
Division of Transportation System Management and Operations



# FASTER Safety Mitigation Program Goals

## FASTER Safety Mitigation

- Reduce Total Highway Crashes
- Reduce Severity of highway crashes (fatality and injury)



## Process Steps

1. Analyze Crash Data - identify locations for mitigation; develop Statewide “list”
2. Fund Allocation - data based method for assignment of funds
3. Candidate Projects - Region develops mitigation projects based on Statewide list and local knowledge
4. Project Selection - use statewide criteria to select projects
5. Implementation - Region implements projects
6. Monitoring/Reporting - Statewide evaluation and documentation of benefits achieved from projects





## Assumptions for all options

1. All options would address FASTER safety goals
2. Any allocation formula can be updated periodically (Plan/STIP cycle)
3. Need to plan for at least 2 years of projects, maybe more, at a time
4. Will have method to track and report results at statewide level
5. Statewide crash mitigation/location list provided
6. Use common criteria for selection of projects ( may have different weighting by area in some options)
7. Option needs to address both reactive and proactive projects



## Process Options

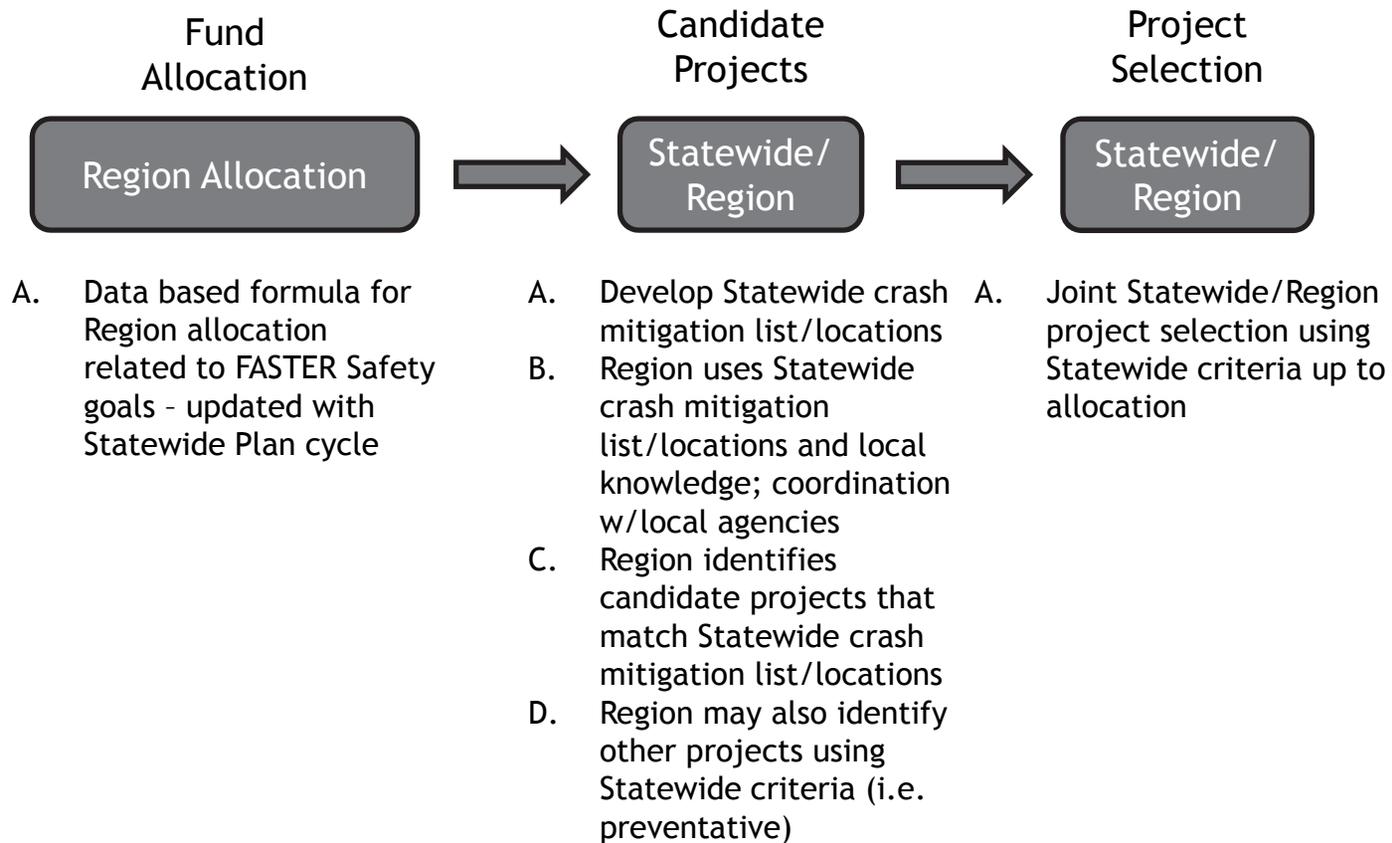
- **Analyze Crash Data** - Statewide crash data and identification of Statewide mitigation locations will be the same for all options.
- **Implementation** - at Region in all options
- **Evaluation** - Occurs in all options and data will be compiled at the statewide level.

Variations in *Fund Allocation, Candidate Projects, and Project Selection* steps.

- **Fund Allocation** - options for Region Allocation, Statewide pool with Region planning estimates, or Statewide pool only. All distribution methods would be data based.
- **Candidate Projects** - options for using Statewide location list and other locations identified by the Region, or Statewide location list only
- **Project Selection** - options for Region selection, Statewide/Region joint selection, or Statewide selection.

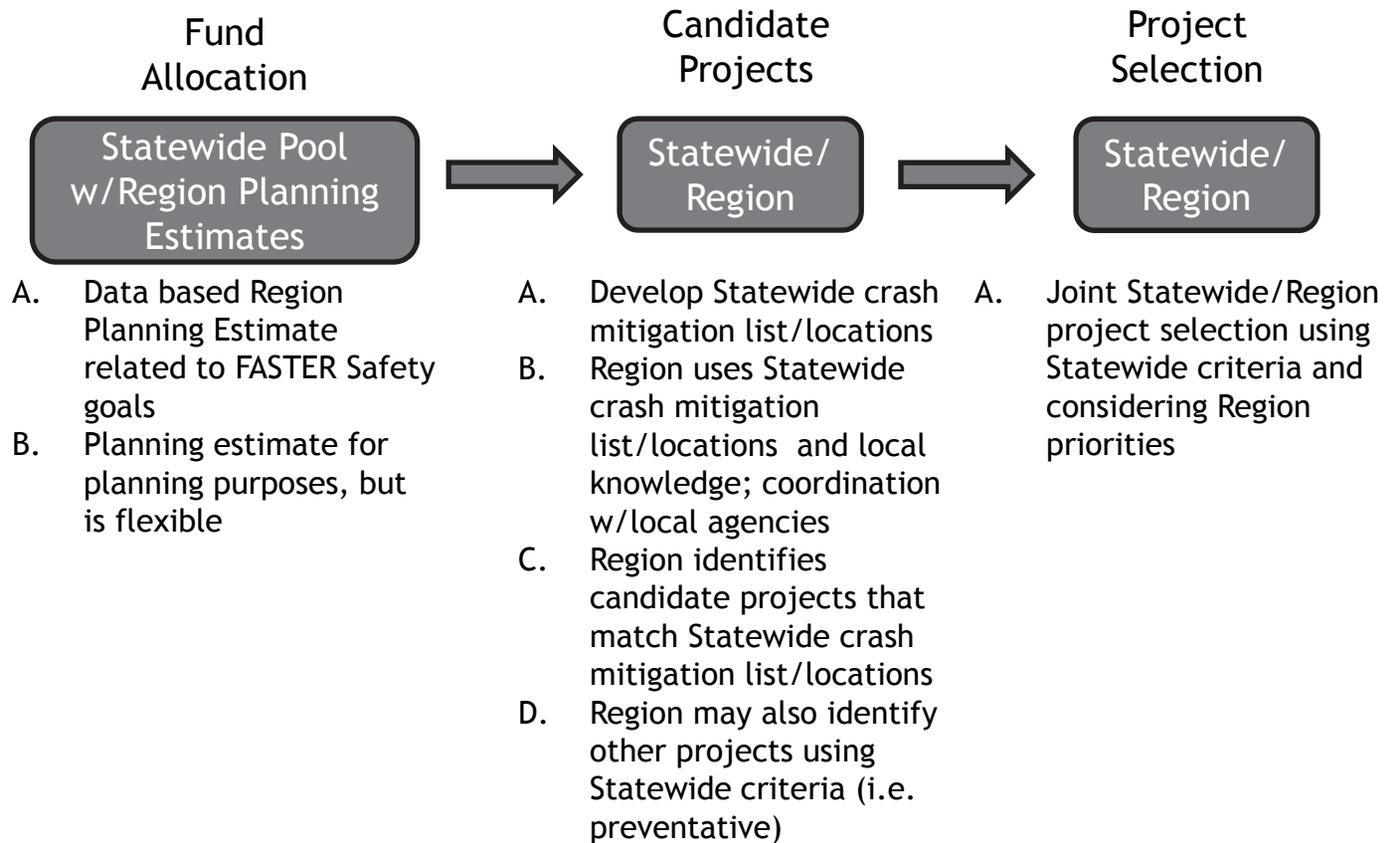


# Option 1 – Region Allocation



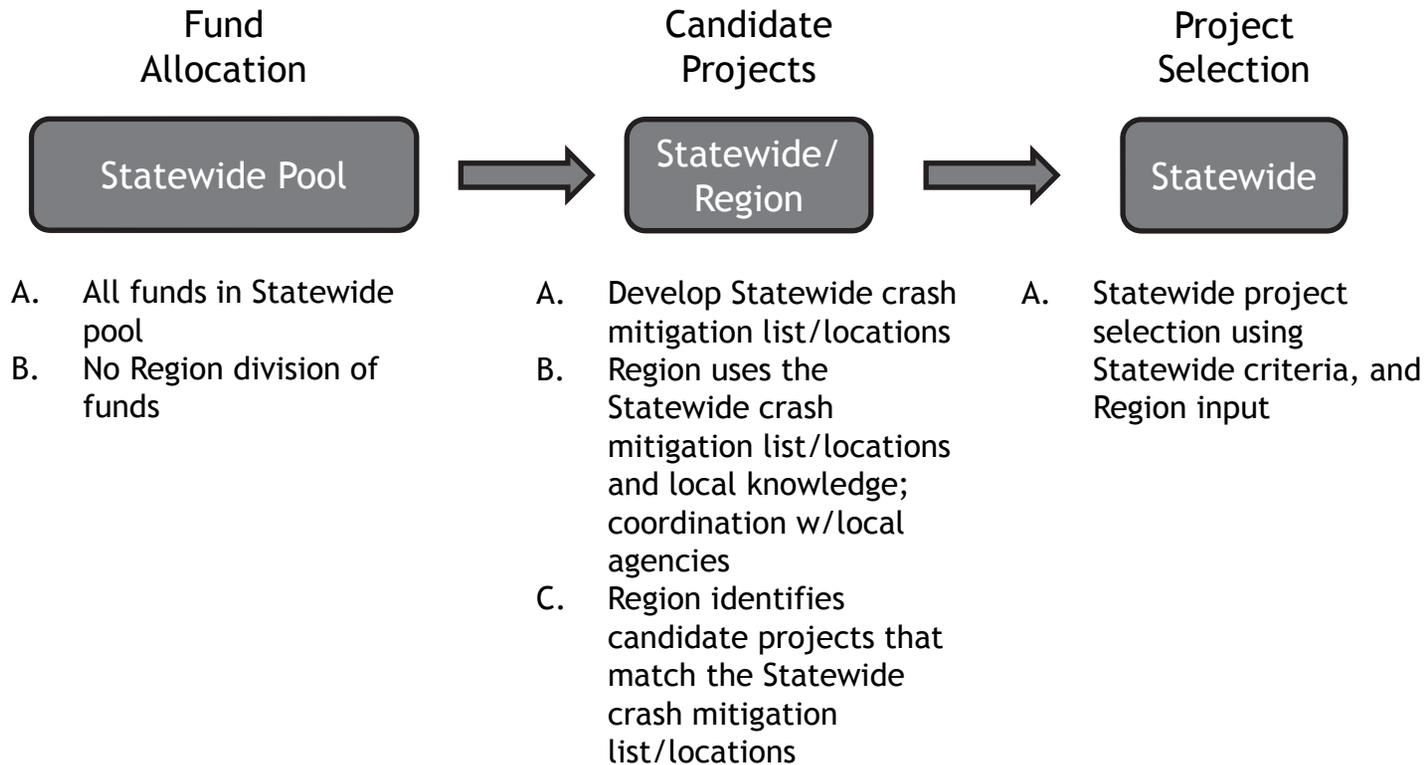


# Option 2 – Statewide Pool w/Region Planning Estimates





# Option 3 – Statewide Pool for Statewide Program





# Statewide FASTER Safety Mitigation Selection Criteria

All Region projects will be evaluated using these criteria:

A. Reduce existing crashes

B. Reduce existing crash severity

C. Address existing system for safety weakness

D. Encourage cooperative safety effort with local agency

E. Enhance other highway safety features and/or functions

F. Provide proven safety measures for a systematic/preventative location

G. Improve pedestrian/bicycle safety

H. Existing project (leveraging funding opportunities with proposed safety project)

I. Benefit/Cost Analysis



# Allocation Options

	Option 1	Option 2	Option 3	Option 4 (Staff Recommendation)
	Total Crashes	Fatal + Injury Crashes	6/2/1 Fatal/ Injury/ PDO	National Safety Council Weighting
<b>Weighting</b>				
Fatal Crashes	-	-	6.0	14.100
Injury Crashes	-	-	2.0	0.789
Fatal + Injury Crashes	-	1.0	-	-
PDO Crashes	-	-	1.0	0.089
Total Crashes	1.0	-	-	-
<b>TOTAL</b>	<b>1.0</b>	<b>1.0</b>	<b>9.00</b>	<b>14.98</b>
<b>Formula %s</b>				
Region 1	52.2%	48.1%	38.0%	33.0%
Region 2	16.8%	16.8%	20.0%	21.3%
Region 3	9.9%	10.4%	12.9%	14.1%
Region 4	17.0%	19.5%	22.1%	23.6%
Region 5	4.1%	5.2%	7.0%	8.0%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Formula \$s</b>				
Region 1	\$24,986,978	\$23,026,504	\$18,208,114	\$15,803,360
Region 2	\$8,050,610	\$8,024,236	\$9,565,054	\$10,222,647
Region 3	\$4,747,182	\$5,003,786	\$6,195,081	\$6,750,737
Region 4	\$8,131,249	\$9,343,127	\$10,562,251	\$11,292,751
Region 5	\$1,983,981	\$2,502,347	\$3,369,500	\$3,830,505
<b>TOTAL</b>	<b>\$47,900,000</b>	<b>\$47,900,000</b>	<b>\$47,900,000</b>	<b>\$47,900,000</b>



# Discussion of Options

**FASTER Safety Mitigation Program  
Allocation Options  
4/16/2014**

	Option 1	Option 2	Option 3**	Option 4***
	Total Crashes	Fatal + Injury Crashes	6/2/1 Fatal/ Injury/ PDO	National Safety Council Weighting
<b>Weighting</b>				
Fatal Crashes	-	-	6.00	14.100
Injury Crashes	-	-	2.00	0.789
Fatal + Injury Crashes	-	1.00		
PDO Crashes	-	-	1.00	0.089
Total Crashes	1.00	-		
<b>TOTAL</b>	<b>1.00</b>	<b>1.00</b>	<b>9.00</b>	<b>14.98</b>
<b>Formula %s</b>				
Region 1	52.2%	48.1%	38.0%	33.0%
Region 2	16.8%	16.8%	20.0%	21.3%
Region 3	9.9%	10.4%	12.9%	14.1%
Region 4	17.0%	19.5%	22.1%	23.6%
Region 5	4.1%	5.2%	7.0%	8.0%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Formula \$s****</b>				
Region 1	\$ 24,986,978	\$ 23,026,504	\$ 18,208,114	\$ 15,806,309
Region 2	\$ 8,050,610	\$ 8,024,236	\$ 9,565,054	\$ 10,221,687
Region 3	\$ 4,747,182	\$ 5,003,786	\$ 6,195,081	\$ 6,750,001
Region 4	\$ 8,131,249	\$ 9,343,127	\$ 10,562,251	\$ 11,292,024
Region 5	\$ 1,983,981	\$ 2,502,347	\$ 3,369,500	\$ 3,829,978
<b>TOTAL</b>	<b>\$ 47,900,000</b>	<b>\$ 47,900,000</b>	<b>\$ 47,900,000</b>	<b>\$ 47,900,000</b>

\*2008-2012 on and off-system crash data, CDOT Safety and Traffic Engineering Branch

\*\*Fatal crashes weighted 6X PDO crashes, Injury crashes weighted 2X PDO crashes.

\*\*\*Weighting based on National Safety Council Average Economic Cost per Death (\$1,410,000), Injury (\$78,900) or PDO (\$8,900).

\*\*\*\*Based on FY 15 Budget amounts.

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



**DATE:** April 16, 2014  
**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
Johnny Olson, Region 4 Regional Transportation Director  
**SUBJECT:** Flood Recovery Program Update

## Purpose

The purpose of the presentation is to provide an update on the status of the Flood Recovery Program.

## Action Requested

The items presented here are for Transportation Commission information and comment.

## Executive Summary

Since the Flood event in September 2013, the CDOT team has made significant progress in the debris removal, emergency repairs, planning for permanent repairs and coordination with local agencies for the same. All roads were re-opened as promised and committed by the Governor and CDOT by December 1, 2013. The Incident Command Center (ICC) has been transitioned to a Flood Recovery Office (FRO) in Greeley. All business related to the flood will be coordinated from this office moving forward. A status of the current expenditures, contracts and IGAs is included in this presentation, along with an overview of the management system that is in place to track the ongoing progress, performance and reporting of all flood-related projects.

## Background

Previous presentations to the Transportation Commission have been made. This presentation provides an update for the benefit of the Commission.

## Details

This presentation summarizes:

- Flood recover work completed to-date
- Potential for Spring run-off issues
- Emergency Response construction contracts status
- Collaboration with the multitude of contractors involved in recovery
- Locations of CDOT Permanent Repair projects
- Status of Local Agency Permanent Repair IGAs
- Coalition of “stream teams” formed for master planning in the Big Thompson, St.Vrain, and Coal Creek corridors
- Transition from the ICC to the FRO
- Management systems in place to track and report on all projects in the Flood Program

*“Taking Care To Get You There”*

### Key Benefits

The Flood event caused significant damage and disruption to the people and assets of Colorado. This update demonstrates CDOT's significant progress, responsiveness and diligence related to the recovery effort.

### Next Steps

CDOT will continue to provide regular updates on the Flood Program to the Commission. By continuing to provide these updates, full understanding and transparency of flood-related efforts and progress will be available for comment and input from the Commission.

### Attachments

- (1) Flood Update Powerpoint Presentation dated April 16, 2014, by Johnny Olson



**COLORADO**

**Department of  
Transportation**

## **Transportation Commission Flood Update April 16, 2014**

**Johnny Olson, Region 4 Regional Transportation Director**



## Flood Recovery Scope

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- \$478 million current estimated cost of repair
- Includes all State Emergency Repairs and 29 Permanent Repair Projects
- Plus \$163 million local agency estimated repairs
  - 72 Emergency Repair Projects
  - 66 Permanent Repair Projects
- FHWA has signed 75 DDIR's
- 32 Master IGA's needed
  - 3 IGAs fully executed
  - Larimer, Weld and Boulder Counties revised IGAs are awaiting final signatures from local agency.

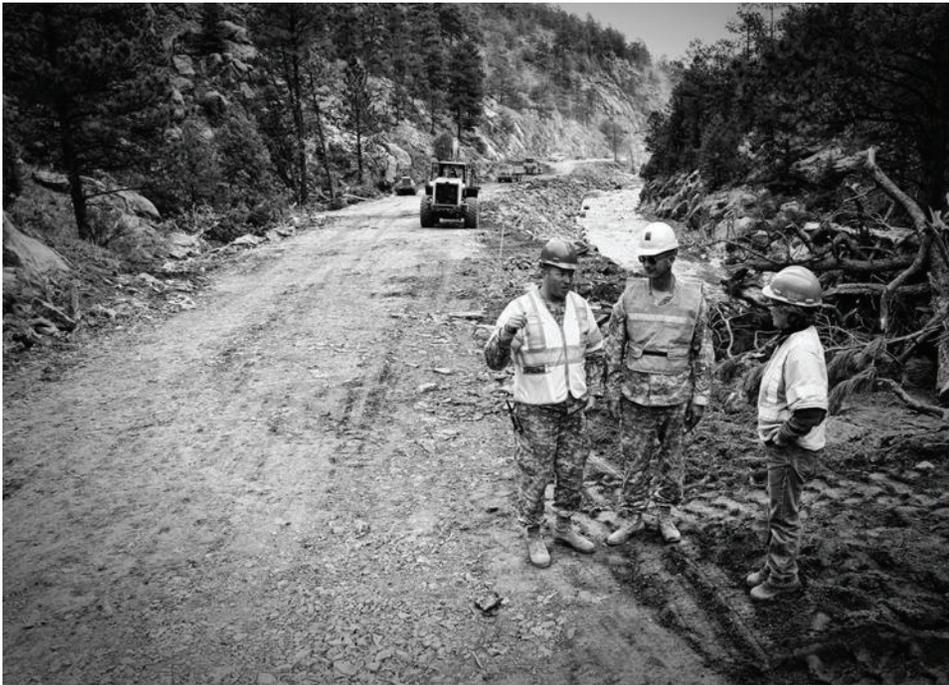




## Spring Runoff Issues

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- Monitoring temporary work closely
- Summer storms could also be a concern



OCTOBER 10, 2013



NOVEMBER 4, 2013

05 Flood Summary: Page 5 of 16



## ER Construction Contracts

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- **39** Emergency Response Construction Contracts
- **\$60.9 m** - Total Purchase Order (PO) Value
- **\$47.9 m** Amount paid to date – not all invoices in yet
- **79%** paid by March 19th
- Improved process with contractors and CDOT

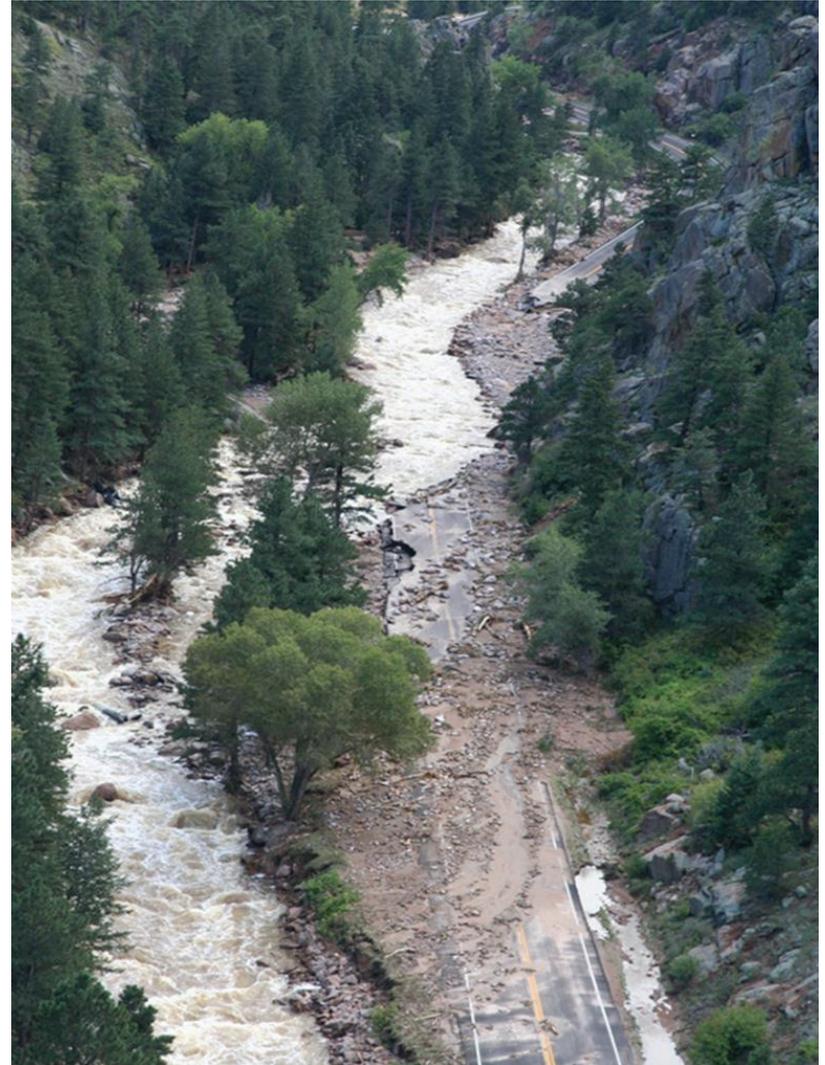




## Stream Team Coalitions

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- DNR/CWCB working with Local Communities to develop Watershed Master Plans – **GOCO trail funds**
- CDOT provided Hydrologic Evaluations for the various watersheds
- CDOT staff will be involved in the Master Planning efforts
- Coalitions/Master Plans are in the beginning stages for:
  - **Big Thompson**
  - **St. Vrain**
  - **Coal Creek**





## Transition for ICC to Flood Recovery Office (FRO)

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March 31, 2014 “Stand down” ICC in Loveland

April 1, 2014 Flood Recovery Office opens in Greeley



- Oversight of Flood related activities between CDOT Regions, Flood Recovery Office and Flood Recovery Business Office in Denver at CDOT Headquarters.
- Project Development and design work will follow CDOT’s normal project process
- All debris issues, local agency projects, and final project documentation coordinated through the Flood Recovery Office.



## Flood Recovery Office (FRO) Role

---

- Oversight and coordination of flood recovery projects
- Liaison with FHWA & FEMA
  - single point of contact (Kyle Lester)
- Conflict resolution between federal and state agencies
- Local Agency Coordination Lead
- Risk and Resiliency Coordination
- Initial communication to PMO
- Finals Engineer
- Direct connection to flood business office
- Document control assistance and compliance



# Flood Recovery Office (FRO)

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## ◆ Flood Program Management System



# Flood Program PMO Dashboard Overview

Home

Total Projects	220
Completed	58
Percent Complete	100 %
Performance (SPI)	1.00
Current Estimate	\$478,009,375
Committed %	13 %
Expended %	10 %

Total Projects	28
Completed	0
Percent Complete	0 %
Performance (SPI)	0.00
Current Estimate	\$190,077,360
Committed %	0 %
Expended %	0 %

Total Projects	137
Completed	7
Percent Complete	0 %
Performance (SPI)	0.00
Current Estimate	\$163,566,649
Committed %	0 %
Expended %	0 %

Total Projects	1
Completed	1
Percent Complete	0 %
Performance (SPI)	0.00
Current Estimate	\$5,100,250
Committed %	90 %
Expended %	68 %

Flood Program Reimbursement Status  
**REIMBURSEMENT**



CDOT FLOOD

CDOT PERMANENT REPAIR PROJECTS

LOCAL AGENCY ER/PR

CDOT DEBRIS REMOVAL

Total Projects	50
Completed	50
Percent Complete	100 %
Performance (SPI)	1.00
Current Estimate	\$118,004,412
Committed %	50 %
Expended %	36 %

Total Projects	4
Completed	0
Percent Complete	0 %
Performance (SPI)	0.00
Current Estimate	\$1,260,704
Committed %	16 %
Expended %	6 %

CDOT EMERGENCY REPAIR

CDOT FACILITY

System reflects a summary box for the total program and each individual sub-program



# Flood Program PMO Dashboard Overview

→ Total Projects	28
→ Completed	0
→ Percent Complete	0 %
→ Performance (SPI)	0.00
→ Current Estimate	\$190,077,360
→ Committed %	0 %
→ Expended %	0 %

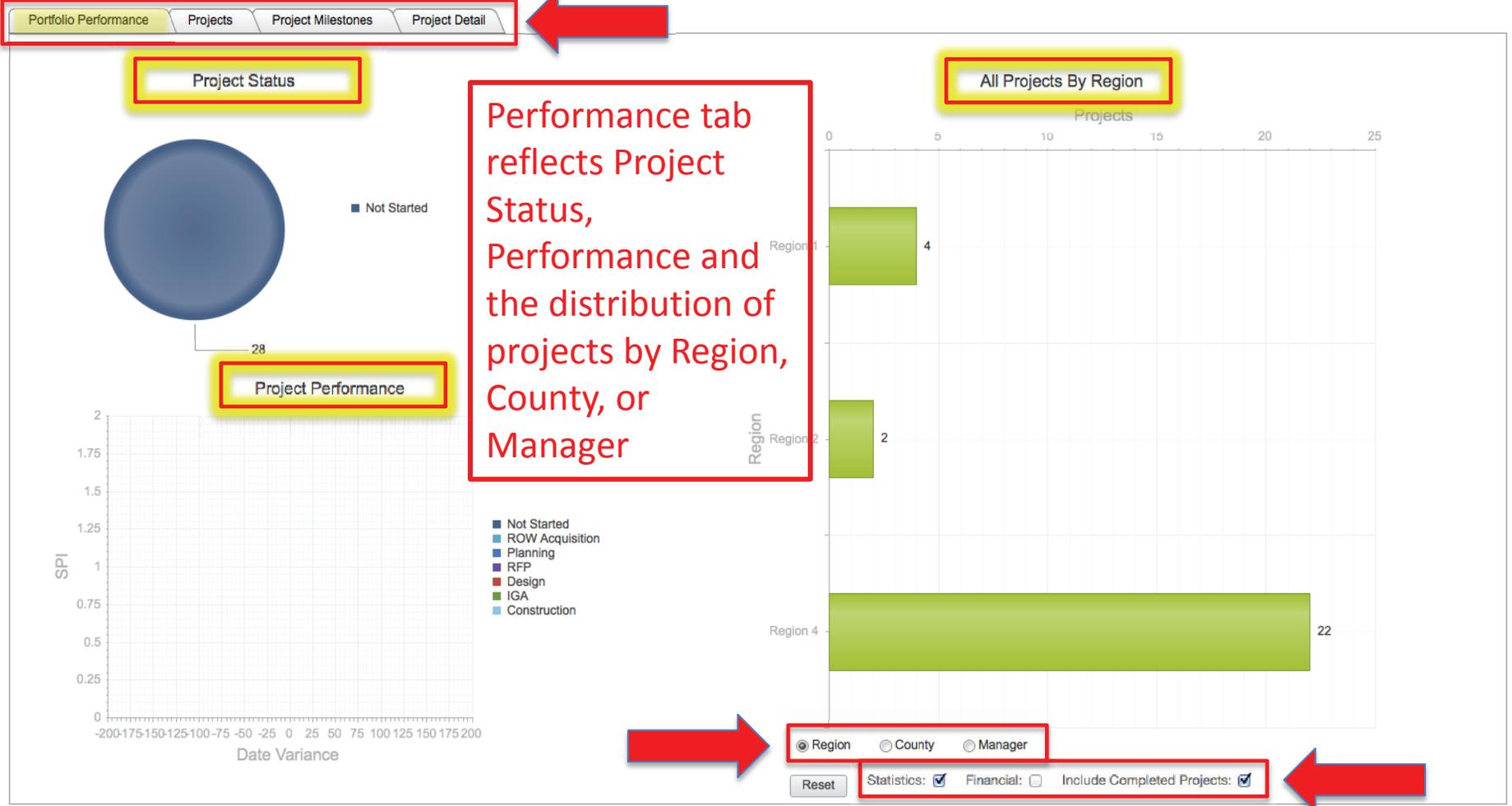
**CDOT PERMANENT REPAIR PROJECTS**

Each summary box includes key progress and performance metrics – clicking on the box takes the user to a detail Performance summary



# Flood Program PMO Dashboard Overview

## CDOT PERMANENT REPAIR PROJECTS





# Flood Program PMO Dashboard Overview

## CDOT PERMANENT REPAIR PROJECTS

Portfolio Performance **Projects** Project Milestones Project Detail

Drag a column header and drop it here to group by that column

WBS ID	Project Name	Region	County	Status	Budget	SPI	Date Variance	Committed %	Expended %	Cost Health	Sched. Health	Manager
PR-01	SH 7 Lyons to Raymond	4	Boulder City	Not Started	\$11,327,200	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-02	SH 7 St Malo, MP 11	4	Boulder City	Not Started	\$756,300	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-03	SH 14 Poudre Canyon	4	Larimer County	Not Started	\$1,295,000	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-04	I-25 North Colorado Springs Culvert Repairs	2	El Paso	Not Started				0 %	0 %	Green	Green	Unknown, Unknown
PR-05	US 34 A/D Business Route/Bypass at 18th Street	4	Weld County	Not Started				0 %	0 %	Green	Green	Unknown, Unknown
PR-06	SH 34 Estes Park to Dam Store (Big Thompson Canyon)	4	Larimer County	Not Started				0 %	0 %	Green	Green	Unknown, Unknown
PR-07	US 36B MP 20-23 Structure D-15-I	4	Boulder City	Not Started				0 %	0 %	Green	Green	Unknown, Unknown
PR-08	US 36 Boulder to Estes	4	Larimer County	Not Started				0 %	0 %	Green	Green	Unknown, Unknown
PR-09	SH 52 Boulder and Weld County MP 1.1 - 8.79	4	Boulder City	Not Started	\$91,400	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-10	SH 63A MP 55-57.3	4	Logan	Not Started	\$249,000	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-11	SH 66 @ CR17	4	Weld County	Not Started	\$2,000,000	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-12	Various Region 1 projects I-70	1	Denver County	Not Started	\$2,600,000	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-13	SH 71 E Replace pavement, stabilization vegetation, replace fence	4	Morgan County	Not Started	\$4,000,000	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-14	SH 72 MP 14-18 Coal Creek Canyon	1	Jefferson County	Not Started	\$16,212,600	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-15	SH72B MP 34.3 - 45.34	4	Boulder City	Not Started	\$6,000,000	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-16	Various Region 1 projects SH74A (7.6-10.4), SH93A, SH72A	1	Jefferson County	Not Started	\$1,097,700	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-17	SH 115A South Colorado Springs	2	El Paso	Not Started	\$0	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-18	SH 119A MP 23-41 Boulder Canyon	4	Boulder City	Not Started	\$8,000,000	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-19	SH 119C MP 61.9-63.2	4	Weld County	Not Started	\$7,000,000	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown
PR-20	Eastern Projects Morgan County, 39A,			Not Started	\$41,500,000	0	0.00	0 %	0 %	Green	Green	Unknown, Unknown

Page size: 20 28 items in 2 pages

Projects tab reflects a tabular list of all projects



# Flood Program PMO Dashboard Overview

## CDOT PERMANENT REPAIR PROJECTS

Portfolio Performance | Projects | **Project Milestones** | Project Detail

**Filter Criteria**

Range:

Include Completed Projects:  Include Completed Milestones:

Baseline
  Current
  Actual

All Milestones

- Due Within 30 Days
- Due In 60 Days
- Over Due
- More Than 30 Days Overdue
- More Than 60 Days Overdue

WBS ID	Project Name	Completed Survey	Prelim Horiz and Vert Align	Prelim Hydraulic Information	Structure Selection Report	Field Inspection Review FIR	Utility Clearance	Final PS E	Form 128 Signature Top	Final ROW Plans	Final Office Review FOR	Environment Clearance	Right of Way Clearance	Shelf Date	Advertisement Date	Construction Start	Construction Finish
PR-01	SH 7 Lyons to Raymond	21-Jul-14			11-Jul-14		02-Jan-15			11-Dec-14		02-Jan-15	02-Apr-15	02-Jun-15	02-Jun-15	02-Aug-15	02-Feb-17
PR-02	SH 7 St Malo, MP 11	21-Jul-14			01-Sep-14		12-Feb-15			27-Jan-15		12-Feb-15	18-May-15	15-Jul-15	15-Jul-15	15-Sep-15	15-Feb-16
PR-03	SH 14 Poudre Canyon	11-Jun-14			05-Jun-14		21-Oct-14			15-Oct-14		21-Oct-14	22-Dec-14	10-Feb-15	10-Feb-15	10-Apr-15	10-Nov-15
PR-04	I-25 North Colorado Springs Culvert Repairs	12-May-14								17-Sep-14		19-Sep-14	24-Nov-14	13-Jan-15	13-Jan-15	13-Mar-15	13-Jul-15
PR-06	SH 34 Estes Park to Dam Store (Big Thompson Canyon)	01-Jun-14								24-Sep-14		01-Jan-15	01-Jan-15	01-Dec-14	13-Feb-15	13-Apr-15	13-Apr-17
PR-07	US 36B MP 20-23 Structure D-15-I	28-Mar-14								04-Aug-14		07-Aug-14	17-Oct-14	08-Dec-14	08-Dec-14	08-Feb-15	08-Dec-15
PR-09	SH 52 Boulder and Weld County MP 1.1 - 8.79	12-May-14								17-Sep-14		19-Sep-14	24-Nov-14	13-Jan-15	13-Jan-15	13-Mar-15	13-Jun-15
PR-10	SH 63A MP 55-57.3	12-May-14								17-Sep-14		19-Sep-14	24-Nov-14	13-Jan-15	13-Jan-15	13-Mar-15	13-Jun-15
PR-11	SH 66 @ CR17	13-Oct-15								18-Feb-16		29-Feb-16	26-Apr-16	14-Jun-16	14-Jun-16	14-Aug-16	14-Jan-17
PR-12	Various Region 1 projects I-70	12-Sep-14								16-Jan-15		26-Jan-15	26-Mar-15	14-May-15	14-May-15	14-Jul-15	14-Nov-15
PR-13	SH 71 E Replace pavement, stabilization vegetation, replace fence	28-May-14								01-Oct-14		03-Oct-14	17-Dec-14	06-Feb-15	06-Feb-15	06-Apr-15	06-Oct-15
PR-14	SH 72 MP 14-18 Coal Creek Canyon	04-Nov-14								09-Apr-15		11-May-15	21-Aug-15	28-Oct-15	28-Oct-15	28-Dec-15	28-Aug-16
PR-15	SH72B MP 34.3 - 45.34	08-Oct-14								19-Feb-15		05-Mar-15	14-May-15	07-Jul-15	07-Jul-15	07-Sep-15	07-Jan-16
PR-16	Various Region 1 projects SH74A (7.6-10.4), SH93A, SH72A	21-Jul-14								27-Jan-15		12-Feb-15	18-May-15	15-Jul-15	15-Jul-15	15-Sep-15	15-May-14
PR-17	SH 115A South Colorado Springs	11-Jun-15								30-Sep-15		22-Oct-15	23-Dec-15	12-Feb-16	12-Feb-16	12-Apr-16	12-Aug-16
PR-18	SH 119A MP 23-41 Boulder Canyon	28-Jul-14								04-Dec-14		18-Dec-14	10-Mar-15	04-May-15	04-May-15	04-Jul-15	04-Mar-16

Milestones tab reflects the planned milestone dates for all projects



# Flood Program PMO Dashboard Overview

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## CDOT PERMANENT REPAIR PROJECTS

Portfolio Performance | Projects | Project Milestones | **Project Detail**

Project/Task	Start	Finish
-	03/31/2014	

Project tab will reflect detail project schedules, in Gant form, once schedules have been developed

Description | Budget | Variance Explanation | Project Status | Issue Management

# TRANSPORTATION COMMISSION of COLORADO AUDIT REVIEW COMMITTEE

Commissioners Gary Reiff, Les Gruen, Ed Peterson, Bill Thiebaut, Sidny Zink

Meeting Location: CDOT Headquarters Building, Denver, Colorado

All commissioners are welcome to attend.

## MEETING AGENDA: April 17, 2014

1. **Call to Order**
2. **Approval of the Minutes of the Last ARC Meeting** Page 1
3. **Status of Audit Plan 2014** Page 3
4. **Audit Plan 2015\***
  - a. Proposed Plan Page 4
  - b. Audit Objectives and Comments Page 6
  - c. Quarterly Schedule Page 9
  - d. Audit Division Metrics Page 10
  - e. Auditee Feedback Form Page 11
5. **Audit Work-In-Progress**
  - a. Review of CDOT Indirect Cost Rate Page 12
  - b. Review of Construction Cost Analysis Page 12
  - c. Flood Recovery Page 13
  - d. Fuel Card Audit Page 13
  - e. Disputes and Claims Page 13
  - f. Prequalification Audit Program Page 13
6. **Completed Audit Work**
  - a. Consultant Indirect Cost Rates Page 14
  - b. Property Controls: Acquisitions and Relocations Page 14
  - c. Property Controls: Leases and Disposals Page 14
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  - e. CH2M Hill Cognizant Audit Page 14
7. **Outstanding Audit Recommendations** Page 15
8. **Fraud Hotline Statistics** Page 17
9. **Action Items** - Risk Assessment Methodology Page 18
10. **ARC Questions, Requests, Discussion Items** Verbal

**This Agenda May Be Altered at the Chair's Discretion**

\* Those items marked with an asterisk will be presented to the committee.

**Colorado Transportation Commission**  
**Audit Review Committee**  
**MEETING MINUTES**  
**February 20, 2014**  
**9:30 A.M. – 10:00 A.M.**  
**CDOT Headquarters Auditorium**

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**COMMISSIONERS PRESENT:** Gary Reiff, ARC Chairman, Les Gruen, Ed Peterson, William Thiebaut, Sidney Zink, Kathleen Gilliland, and Heather Barry.

**ALSO PRESENT:** Heidi Bimmerle, DoHRA Director; Barbara Gold, Audit Director; Scott Richrath, Chief Financial Officer; Trent Josten, Audit Supervisor; Daniel Pia, IT Auditor

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

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**1. Call to Order**

ARC Chairman Gruen called the meeting to order on February 20, 2014, at 9:30 A.M. The meeting was held in the Auditorium at the Headquarters of the Colorado Department of Transportation. Roll was noted by the Secretary to the ARC.

**2. Approval of Minutes of the Last ARC Meeting**

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

**3. Action Item from October 17, 2013 Meeting**

**1. Audit Report Presentations**

**A. Proposed Audit Plan for 2015**

The Audit Division will focus more on a risk based approach to auditing. Commissioner Reiff stated that there is a change in focus of how the audit function is used and that the division is moving from a reactive function to a risk based approach.

The Audit Director provided two handouts for the audit work plan for the Performance Year 2015. The handouts included a list of the various types of audit services to be performed along with the services risk level, estimated hours, objectives and comments. Ms. Gold explained the differences between the internal and external audit services. The main difference is the customer/auditee determines the nature of the service. A reason for the significant hours for the external services is related to the consultant audit function that was recently taken on by the Audit Division and the amount of compliance requirements associated with that work.

Commissioner Gruen pointed out the deficit of hours for the plan and asked what the Audit Division would be able to do with the resources available. Ms. Gold said she would have to address some of the external services and determine if some procedures could be revised to work within the resources available.

Commissioner Reiff wanted to know how the external services could be prioritized and if possible be postponed to accommodate the hours available. Ms. Gold responded that the external services are compliance tasks that are required; however, the procedures performed for the pre-qualifications could potentially be adjusted to accomplish the tasks in less time although this would result in accepting more risk for those tasks.

Commissioner Reiff asked how the risks were rated (i.e. high, medium). Ms. Gold responded that they were initially based off of interviews that were held with the Senior Management Team and how often the same topics were discussed. Commissioner Reiff asked for more details on the risk ratings. Audit will provide more details in April.

Commissioner Thiebaut asked if there is room in the plan for concerns raised by the ARC members. Ms. Gold responded that reference number 8 was for “special requests” which should address those concerns.

Commissioner Gilliland asked if any new FTE would be short term or temporary as a result of some of the audit process revisions being a one-time task. Ms. Gold responded that any additional FTE’s would stay on permanently due to the list of “additional audit areas identified and not scheduled for 2015” that was included on the proposed plan.

Commissioner Reiff asked how the Audit Division would report work performed to the ARC. Ms. Gold pointed out several metric reports in the ARC packet that will be presented quarterly and that the division plans to develop a dashboard report for the ARC as well. The dashboard report will be presented in several formats next quarter.

Commissioner Peterson wanted to know the process used to determine the hours budgeted for each service. Ms. Gold responded that it is a best estimate at this time and that she went through several revisions with the audit team. Ms. Gold said that she would provide additional information to Commissioner Peterson off-line.

Commissioner Zinc pointed out that there is a challenge to assessing risk within an organization. She further stated that reducing budgeted hours is not an easy task due to the time consuming aspect of an auditor documenting their work for each procedure performed.

### **Adjournment**

Chairman Reiff announced that the meeting was adjourned at approximately 10:00 a.m.

### **Action Items**

Examples of how the Audit Division will report work performed.

**CDOT Audit Division**  
**2014 Audit Plan Final Status**  
**April 1, 2014**

<b>Audit</b>	<b>Status</b>
Outstanding Recommendations	Moved to 2015
CDOT Indirect Costs	Moved to 2015
FASTER Dollars	Complete
RAMP	Moved to 2015
Fuel Cost Audit Follow up	Moved to 2015
IT Systems and Access Controls	Moved to 2015
SAP	Moved to 2015
Scrap Metal	Moved to 2015
Contract vs Employee Status	Moved to 2015
Disputes and Claims	Complete
Sole Source Reviews	Complete
Procurement	Moved to 2015
On-boarding employees	Moved to 2015
Lean Follow-up and Coordination	Moved to 2015
Contract Compliance	Moved to 2015
Peer Reviews	Complete
Fraud Hotline	Complete
Office of the State Auditor Audits	Complete
Fringe Benefit Reviews	Complete
Water Quality	Moved to 2015
Federal Mandates	Complete
Consultant Audits	Complete
Final Cost Audits	Moved to 2015
Liaison with External Auditors	Complete

<b>Professional Team Development</b>	<b>Status</b>
GAGAS CPE minimum	Complete
Professional Certification	Complete
Management and Leadership	Complete
Technical	Complete
Position Descriptions (PDQs)	Complete
Quarterly Goals for each individual	Complete
Risk assessments	Complete
Matrix Management	Complete
TeamMate	Complete
Sampling and Data Analyses	Complete
Developing Metrics	Complete

<b>Audit Work Completed In Addition to Audit Plan</b>	<b>Status</b>
Property Controls – Acquisitions & Relocations	Complete
Property Controls – Leases and Disposals	Complete
Consultant Indirect Cost Rates	Complete
Fraud Policy and Program	Complete
Consultant Audit Program Revision	Complete
Dispute Program Revision	Complete
Flood Recovery	Complete

**CDOT - Audit Division**  
**Proposed Audit Plan for 2015**

<b>Ref #</b>	<b>CDOT Operations Audit Work</b>	<b>Risk</b>	<b>Audit Service</b>	<b>Qty</b>
1	RAMP	High	Advisory	1
2	WIMS - Division of Aeronautics	High	Review	1
3	Flood	High	Audit	2
4	Fuel Cards	High	Audit	3
5	Requirements of CDOT Boards	High	Review	1
6	Contracts and Procurement	High	Audit	1
7	FASTER	High	Review	1
8	Fraud Investigations	High	Audit	1
9	Fraud Hotline Calls/Preliminary Reviews	High	Audit	104
10	Special Requests	High	Audit	5
11	Outstanding Recommendations	Various	Assurance	10

<b>Ref #</b>	<b>Indirect Rate and Consultant Contract Audit Work</b>	<b>Risk</b>	<b>Audit Service</b>	<b>Qty</b>
1	Disputes and Claims	High	compliance	3
2	Cognizant Audits	High	compliance	1
3	A-133 Single Audit Reviews	High	compliance	230
4	Consultant Pre-Qualifications	High	compliance	150
5	Indirect Cost Rate Reviews	Medium	compliance	10
6	Sole Source Reviews	Medium	compliance	5
7	Final Cost Audits	Medium	compliance	10

<b>Ref #</b>	<b>Data Analytics</b>	<b>Risk</b>	<b>Audit Service</b>	<b>Qty</b>
1	Purchase Cards	tbd	Analytics	2
2	Duplicate Payments	tbd	Analytics	1
3	Fleet	tbd	Analytics	1
4	Use of Consultants	tbd	Analytics	1
5	Employee Turnover	tbd	Analytics	1
6	Indirect cost per dollar of construction	tbd	Analytics	1
7	Employee Leave	tbd	Analytics	1

<b>Ref #</b>	<b>Internal Projects and Revisions</b>	<b>Risk</b>	<b>Audit Service</b>	<b>Qty</b>
1	Sole Source Process Audit	High	Process	1
2	Lean Follow-up and Coordination	High	Process	1
3	A-133 program revision	High	Process	1
4	Final Cost Audit program	High	Process	1
5	Indirect cost rate-local gov'ts/nonprofits	High	Process	1
6	Dispute program	High	Process	1
7	Outstanding Recommendations	High	Process	1
8	Fraud Hotline	High	Process	1
9	Peer Reviews	High	Process	1

**CDOT - Audit Division**  
**Proposed Audit Plan for 2015**

Ref #	Additional Audit Areas Identified and not scheduled for 2015	Risk	Audit Service
1	IT Access Controls	High	tbd
2	Construction Change Orders	High	tbd
3	Local Agency Oversight by CDOT	High	tbd
4	Local Agency Contract Compliance	High	tbd
5	Grant Accounting/Management	High	tbd
6	CDOT Bus Service	High	tbd
7	SAP Input Controls	Medium	tbd
8	CDOT Indirect Cost Rate Program	Medium	tbd
9	HQ Business Office Consolidations	Medium	tbd
10	Site Manager	Medium	tbd
11	GRC (Governance Risk and Compliance)	Medium	tbd
12	Physical Security	Medium	tbd
13	Document Retention	Medium	tbd
14	PCI Compliance	Medium	tbd
15	On and Off-boarding employees	Medium	tbd
16	Contract vs Employee	Medium	tbd
17	Imprest Fund Audits	Medium	tbd
18	Scrap Metal	Medium	tbd
19	Request for Information from OIT	Medium	tbd

**CDOT Audit Division  
Proposed Audit Plan for 2015  
As of April 1, 2014**

Ref #	CDOT Operations Audit Work	Objective and Comments	Audit Service
1	RAMP	Participate on Governance board: selection oversight, reporting criteria; completion by due dates and within budgets; develop acceptable time/budget variances; review reporting system	Advisory
2	WIMS	Post implementation review of Aeronautics use of Salesforce.	Review
3	Flood	Provide assurance to management that "unknowns" have been minimized in order to maximize eligible reimbursements.	Audit
4	Fuel Cards	Calls or requests that have been substantiated for an audit; review automated procedures.	Audit
5	Requirements of CDOT Boards	Review CDOT Board Compliance with procedure requirements.	Review
6	Contracts-Procurement	Risk increases, customer satisfaction decreases when purchases involve contract and procurement sections.	Audit
7	FASTER	Follow up audit of new processes Management established. Reference recommendations from 2013 audit.	Review
8	Fraud Investigations	Calls, allegations or requests that have been substantiated and warrant an investigation.	Audit
9	Fraud Hotline Calls	Calls and preliminary investigations received from Hotline.	Audit
10	Special Requests	Requests from the Audit Review Committee, Executive Director or Senior Management Team	Audit
11	Outstanding Recommendations	Follow up on outstanding audit recommendations from Audit Division and third party auditors.	Audit

Ref #	Indirect Rates and Consultant Contracts	Comments	Audit Service
1	Disputes - Claims	Review disputes and claims between CDOT and contracted vendors including contract terms, work performed, allowable/unallowable costs.	compliance
2	Cognizant Audits	Determine that indirect cost rate of an engineering firm is fair and reasonable and complies with federal regulations.	compliance
3	A-133 Single Audits	Review reports from entities that receive federal grant monies from CDOT as required by federal regulations.	compliance
4	Consultant Pre-Qualifications	Determine that the direct labor rates, overhead rates, billing rates are fair and reasonable for as required by federal regulations for firms with Master Price Agreements.	compliance
5	Indirect Cost Rates	Determine that direct labor rates, overhead rates, billing rates are fair and reasonable for local and non profits	compliance
6	Sole Source Reviews	Review sole source requests for fair and reasonable pricing and compliance with fiscal rules.	compliance
7	Final Cost Audits	Review costs charged to projects to confirm compliance with the terms of the contract.	compliance

**CDOT Audit Division  
Proposed Audit Plan for 2015  
As of April 1, 2014**

<b>Ref #</b>	<b>Data Analytics</b>	<b>Analyzing data to identify anomalies and exceptions to established controls</b>	<b>Audit Service</b>
1	Purchase Cards	Determine whether CDOT's use of procurement cards adequate and appropriate.	Analytics
2	Duplicate Payments	Ensure that SAP's automated controls are not being bypassed.	Analytics
3	Fleet	Determine whether CDOT's use of Fleet vehicles is adequate and appropriate.	Analytics
4	Use of Consultants	Determine whether CDOT's use of consultants is adequate and appropriate.	Analytics
5	Employee Turnover	Evaluate turnover trends.	Analytics
6	Indirect Cost per Dollar of Construction	Provide data on the costs to deliver one dollar of construction.	Analytics

<b>Ref #</b>	<b>Internal Projects</b>	<b>Comments</b>	<b>Audit Service</b>
1	Sole Source Audits	Review the current audit process and controls in place for requesting, reviewing, and approving a sole source.	Process
2	Lean Follow-up and Coordination	Audit Lean recommendations and implementation. Work with Process Improvement to maximize benefits.	Process
3	A-133 program revision	Revise current audit program: database, notifications, reviews, reporting.	Process
4	Final Cost Audits	Revise current audit program: database, notifications, reviews, reporting.	Process
5	Indirect cost rate - local gov'ts / non-profits	Revise/develop a program for auditing the indirect cost rates of local agencies, non-profits.	Process
6	Dispute program	Revise current audit program and procedures for disputes and claims.	Process
7	Outstanding Recommendations	Improve the process to report consistently and more frequently.	Process
8	Fraud Hotline	Revise/develop a program for fraud hotline.	Process
9	Peer Reviews	Participate on a national team to conduct audits of DOT Audit Divisions.	Process

**CDOT Audit Division**  
**Proposed Audit Plan for 2015**  
**As of April 1, 2014**

Ref #	Potential Additional Audit Areas	Comments	Audit Service
1	IT Systems and Access	The objective is to determine whether access granted to CDOT employees complies with the requests. Identify reports management can use to monitor changes.	tbd
2	Construction Change Orders	TBD	tbd
3	Local Agency Oversight	Audit process CDOT has in place for local agency oversight.	tbd
4	Local Agency Contract Compliance	Review local agency compliance to contract.	tbd
5	Grant Accounting and Management	Determine population of CDOT grants and management services. Identify areas of improvement and accountability as to the classification of sub-recipients. Provide recommendations to increase management's assurance that CDOT's grant programs comply with Program and Federal requirements: Transit/Rail, DTD.	tbd
6	CDOT Bus Service	Establishing a new program.	tbd
7	SAP input controls	Data is in SAP but system controls are not in place or adhered to (example is inputting "duplicate" invoice numbers).	tbd
8	CDOT Indirect Cost Rate Program	Provide assurance as to whether consistent criteria exists for employees to charge time as indirect rather than to a specific project. Recommend criteria and examples to management.	tbd
9	HQ Business Office Consolidations	Audit the control structure.	tbd
10	Site Manager	Review processes related to construction projects - invoice, contracts, rates.	tbd
11	GRC (Governance, Risk and Compliance)	Audit user access to SAP.	tbd
12	Physical Security	Non-employee access to buildings and employees.	tbd
13	Document Retention	Lean Process and procedures currently in process.	tbd
14	PCI Compliance	Administration of credit card information and compliance with PCI.	tbd
15	On and off-boarding employees	Audit processes for granting and terminating access to CDOT systems; hiring and terminating processes.	tbd
16	Contract vs Employee	The objective is to determine compliance with federal and state criteria of contract versus employee status.	tbd
17	Imprest Fund Audits	Quarterly unannounced counts of CDOT's petty cash fund.	tbd
18	Scrap Metal	Small dollar exposure -- risk is CDOT goodwill. What is procedure for "selling" and "defining" scrap? How are vendors selected? How is price/value determined? How frequently is it sold? Where and how is it stored? How is this recorded in SAP? Are the procedures and definitions consistent among the regions?	tbd
19	Request for Information	Assess tools CDOT has to quarantine, view employee files and track employee activity on his/her computer.	tbd

**CDOT Audit Division  
2015 Audit Division Plan  
April 1, 2014**

Type	Q1 Apr - Jun	Q2 Jul - Sep	Q3 Oct - Dec	Q4 Jan - Mar
<b>Internal Audit Services</b>	<ul style="list-style-type: none"> <li>▲ Flood</li> <li>▲ Fuel Card Audit - Phase 1</li> <li>▲ Requirements of CDOT Boards</li> <li>▲ Fraud</li> <li>▲ Special Requests</li> <li>▲ Outstanding Recommendations</li> </ul>	<ul style="list-style-type: none"> <li>● Flood</li> <li>● Fuel Card Audit - Phase 2</li> <li>● Fraud</li> <li>● Special Requests</li> <li>● Outstanding Recommendations</li> <li>● WIMS - Division of Aeronautics</li> </ul>	<ul style="list-style-type: none"> <li>● Flood</li> <li>● Fuel Card Audit - Phase 3</li> <li>● Fraud</li> <li>● Special Requests</li> <li>● Outstanding Recommendations</li> </ul>	<ul style="list-style-type: none"> <li>● FASTER</li> <li>● Contracts/Procurement</li> <li>● Fuel Card Audit - Phase 4</li> <li>● Fraud</li> <li>● Special Requests</li> <li>● Outstanding Recommendations</li> </ul>
<b>External Audit Services</b>	<ul style="list-style-type: none"> <li>▲ A-133 Reviews</li> <li>▲ Disputes and Claims</li> <li>▲ Consultant Prequalifications</li> <li>▲ Indirect Cost Rate Reviews</li> <li>▲ Sole Source Reviews</li> </ul>	<ul style="list-style-type: none"> <li>● A-133 Reviews</li> <li>● Disputes and Claims</li> <li>● Cognizant Audits</li> <li>● Consultant Prequalifications</li> <li>● Indirect Cost Rate Reviews</li> <li>● Sole Source Reviews</li> </ul>	<ul style="list-style-type: none"> <li>● A-133 Reviews</li> <li>● Disputes and Claims</li> <li>● Consultant Prequalifications</li> <li>● Indirect Cost Rate Reviews</li> <li>● Sole Source Reviews</li> <li>● Final Cost Audits</li> </ul>	<ul style="list-style-type: none"> <li>● A-133 Reviews</li> <li>● Disputes and Claims</li> <li>● Consultant Prequalifications</li> <li>● Indirect Cost Rate Reviews</li> <li>● Sole Source Reviews</li> <li>● Final Cost Audits</li> </ul>
<b>Data Analytics</b>	<ul style="list-style-type: none"> <li>▲ Fuel</li> </ul>	<ul style="list-style-type: none"> <li>● Purchase Cards</li> <li>● Indirect Cost/Dollar of</li> </ul>	<ul style="list-style-type: none"> <li>● Duplicate Payments</li> <li>● Employee Turnover</li> <li>● Employee Leave</li> </ul>	<ul style="list-style-type: none"> <li>● Fleet</li> <li>● Use of Consultants</li> </ul>
<b>Advisory/Internal Processes</b>	<ul style="list-style-type: none"> <li>▲ RAMP</li> <li>▲ GRC Implementation</li> <li>▲ Lean Collaboration</li> <li>▲ A-133 Program Revision</li> <li>▲ Sole Source Program</li> </ul>	<ul style="list-style-type: none"> <li>● RAMP</li> <li>● Lean Collaboration</li> <li>● Final Cost Audit Program</li> <li>● Indirect Cost Rate Program</li> <li>● Outstanding</li> <li>● Fraud Hotline</li> <li>● Peer Reviews</li> </ul>	<ul style="list-style-type: none"> <li>● RAMP</li> <li>● Dispute Program</li> <li>● Lean Collaboration</li> </ul>	<ul style="list-style-type: none"> <li>● RAMP</li> <li>● Peer Reviews</li> <li>● Lean Collaboration</li> </ul>

Legend:

-  Complete
-  In Progress
-  Scheduled

**CDOT Audit Division  
Audit Metrics  
Plan Year 2015**

<b>Audit Division Metrics</b>						
	<b>Goal</b>	<b>Apr - Jun</b>	<b>Jul - Sep</b>	<b>Oct - Dec</b>	<b>Jan - Mar</b>	<b>YTD</b>
Audits Completed	9					
Requests for Audit Services	6					
A-133	230					
Prequalifications	150					
Other External	29					
Internal Audit Processes	9					
Data Analytics	8					
Regional visits	6					
Department-Wide Communications	1					
Report Delivered When Committed	Within 2 weeks					
Add Value Rating	3 or above					
Budget/Actual Audit Hours	75% or more					

**CDOT Audit Division  
Auditee Feedback Form  
April 1, 2014**

**CDOT Audit Division  
Evaluation Form for \_\_\_\_\_ Audit**

Ref #	FACTORS to Evaluate	1	2	3	4	5	Comments
1	Audit Objectives and Scope were clearly communicated						
2	Auditors appeared to work as a team						
3	Auditors demonstrated an understanding of the area under audit						
4	Sufficient notification was given for review of report draft						
5	There were no surprises in the report draft						
6	Audit recommendations added value						

**Rating Scale**

Unsatisfactory	1
Improvement Needed	2
Met Expectation	3
Exceeded Expectations	4
Exceptional	5

**CDOT Audit Division  
Audit Plan Year 2014 Update  
As of March 31, 2014**

**Audit Assignments**

The table below notes the work currently in progress, completed for the period January through March, and completed year-to-date. The table consists of two sections. The categories listed for each are defined in the Audit Definitions document on page 15.

CDOT Audit Audit Assignments April 1, 2013 through March 31, 2014	
<b>CDOT Operations</b>	Completed Year-to-Date
Special Requests	2
Consultations	1
Audits	2
Hotline Incidents	12
Total	17
<b>Indirect Rates and Contracts</b>	
Disputes and Claims	2
Cognizant Audits	2
A-133 Single Audit Reviews	314
Consultant Selection Reviews	101
Master Pricing Agreement Reviews	30
Indirect Cost Rate Reviews	20
Sole Source Reviews	4
Total	473

**Audit Work in Progress Summaries**

**Special Requests**

**Review of CDOT Indirect Cost Rate**

The Executive Director of CDOT requested the Audit Division to review the indirect costs charged to federally funded projects to determine which employees are charging to the indirect cost pool. This included a review of policies and procedures for charging labor costs to the indirect cost code and to perform an analysis on the labor ratios of employees charging to indirect, project direct, construction engineering, and Administrative (State Fund) codes. This review includes the data from headquarters and the regions. We submitted our results to the Executive Director in January 2014.

**Review of Construction Cost Analysis**

# TRANSPORTATION COMMISSION of COLORADO

## AUDIT REVIEW COMMITTEE

### Audit Plan Year 2014 Update

Region 2 requested a review of a contractor's request for additional compensation related to a large change order. The additional compensation used a measured mile analysis to calculate costs. The Audit Division reviewed the contractor's package and identified potential concerns that CDOT project staff should address before paying the contractor. A final memo was issued in March 2014.

#### Consultations

##### Flood Recovery

We are drafting an audit report with the results on the first flood review around the following areas: general understanding, limited invoice review, data management plan, fraud procedures and detail damage inspection report. In addition, we scheduled a second flood review based on a new risk assessment and lessons learned from other states. Our preliminary objective for the second review includes determining the adequacy of procedures in place needed for management to maximize its federal reimbursement for flood related expenditures.

#### Audits

##### Fuel Card Follow Up Audit

This is a follow up to the audit reports issued in April 2012. The follow up will review controls that have been implemented and how well they are operating. This audit will be broken into four phases. The first phase is to review monitoring process over exception reporting for fuel purchases. The first phase is in fieldwork. An audit report is planned to be finalized in April 2014.

##### Disputes and Claims

The Audit Division received a construction dispute from Region 2 and a dispute and a claim from Region 4. We issued a final audit report for the Region 2 construction dispute in February 2014. We issued draft reports for the Region 4 dispute and claim to the contractor and CDOT for comment in December 2013. The Region 4 reports will be finalized in April 2014.

##### Prequalification Audit Program

CDOT developed new Pre-Qualification procedures for A/E Consultants which will be effective July 1, 2014. The goal of this change is to make the process more efficient for both CDOT and the Consultants. The end result will be Contracts will have a pre-qualified list of applicants for when a contract is to be awarded making the awarding of a contract more timely.

The Audit Division is creating two extensive processes in order to comply with CDOT's new requirement. The first is to create a Consultant Pre-Qualification Process brochure. This brochure will be provided to the Consultant's in order to be as transparent as possible as to what is required and exactly what the process is for the consultant to become Pre-qualified. The second is to create a Consultant Audit Manual for the auditors in order to complete their reviews in accordance with applicable standards and in an efficient and effective manner.

**TRANSPORTATION COMMISSION of COLORADO  
AUDIT REVIEW COMMITTEE**

**Audit Plan Year 2014 Update**

**Completed Audit Work**

Special Requests

Consultant indirect cost rates

The Executive Director requested a list of the indirect cost rates for the previous five years. The Audit Division provided a worksheet with the top 25 consultants CDOT contracts based on dollars CDOT has spent.

Audits

Property Controls: Acquisitions and Relocations

We reviewed the controls in place in the acquisitions and relocations program in Project Development to determine whether CDOT has adequate controls in place to mitigate the occurrence of the fraud that occurred in Iowa. The audit report was issued in January 2014 with no areas of concern. See Attachment A.

Property Controls: Leases and Disposals

We reviewed the controls in place in Maintenance and Operations' leases and disposals program to determine whether CDOT has adequate controls in place to mitigate the occurrence of the fraud that occurred in Iowa. The audit report was finalized in March 2014. See Attachment B.

Disputes

We examined a construction dispute in Region 2. The dispute was related to project delays. The Audit Division calculated a daily project overhead rate that was accepted and used by CDOT and the contractor to determine costs to be paid to resolve the dispute. The project still has an outstanding issue that was outside the scope of our audit that we do not consider impacting the results of our audit. The final audit report was issued on February 19, 2014.

Cognizant Audit

We performed a cognizant review of the examination, and supporting work papers, of the indirect cost rate for a local architectural and engineering (A/E) firm in Colorado for the period January 1, 2012 through December 31, 2012. The cognizant review consisted of reviewing the A/E's independent CPA's work papers to support the audited Statement of Indirect Costs. We issued the cognizant letter on February 11, 2014. See Attachment C.

**CDOT AUDIT DIVISION  
OUTSTANDING RECOMMENDATION SUMMARY  
AS OF 3/31/2014**

	Recommendations 7/1/12-6/30/13	Recommendations 7/1/13-3/31/14	Outstanding Recommendations 3/31/2014
Office of the State Auditor (OSA)	4	-	5
Federal Auditors (FHWA/FTA)	10	-	1
CDOT Internal Audit (CDOT)	9	5	18
<b>Total Recommendations Issued</b>	<b>23</b>	<b>5</b>	<b>24</b>

#	Auditor	Recommendation	Area	Planned Implementation
1	OSA	<b>Outdoor Advertising</b> - 1a. Establish written policies and procedures and train staff. 1b. Ensure that regional inspectors are informed of their roles and responsibilities. 1c. Establish a standard process for enforcing laws and regulations. 1d. Ensure that permit holders are in compliance. 1e. Train regional field staff on laws and regulations.	Chief Engineer	July 2014*
2	OSA	2a. Implement a segregation of duties over payments. 2b. Seek clarification as to when late fees should be charged and implement rules and policies to apply fees consistently.	Chief Engineer	July 2014*
3	OSA	3a. Create and use a dedicated roadside advertising fund, or seek statutory change to remove the requirement. 3b. Review the fee schedule for outdoor advertising permit applications and renewals.	Chief Engineer	In Legislation
4	OSA	4. Establish effective monitoring for the TODS and LOGO Sign Programs contract.	Chief Engineer	June 2014*
5	OSA	<b>SAP</b> - Ensure that the disaster recovery plan includes all components required by State Cyber Security Policies.	OIT	June 2014*
6	FHWA	<b>Environmental Programs</b> - Provide training on CDOT's Section 106 procedures at the next Transportation Environmental Workshop.	Chief Engineer	In Progress
7	CDOT	<b>Document Retention</b> - Update Procedural Directives for proper record retention.	DTD	In LEAN Process
8	CDOT	<b>Payment Card Security</b> - Scan the web application for SQL injection and XSS threats.	OIT	September 2014
9	CDOT	<b>SAP Basis Security</b> - Work with OIT and the Business Process Architect to create policy and procedures for reviewing SAP log data.	OIT	January 14
10	CDOT	Work with OIT and review administrator accounts assignment for appropriateness and set up domain subgroup and reassign domain administrators accordingly.	OIT	June 2014
11	CDOT	<b>Intelligent Transportation System</b> - Develop network redesign and conversion implementation plan. Reconfigure the network to allow only authorized traffic. Implement restrictions on both the CTMC ONS device and the CDOT business network.	OIT	December 2012**
12	CDOT	Conduct a risk assessment, identify critical applications and develop a backup plan.	OIT	November 2012**

**CDOT AUDIT DIVISION  
OUTSTANDING RECOMMENDATION SUMMARY  
AS OF 3/31/2014**

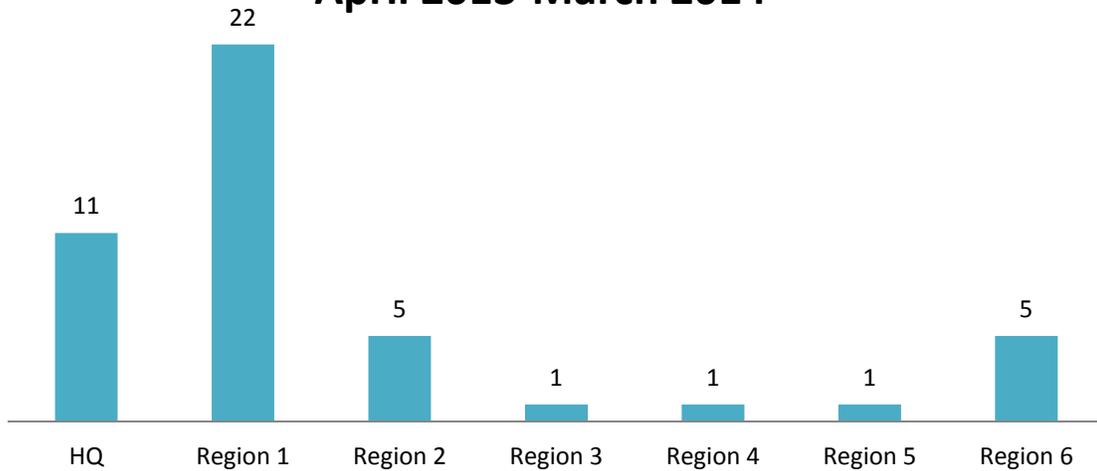
#	Auditor	Recommendation	Area	Planned Implementation
13	CDOT	Implement a network traffic monitoring mechanism.	OIT	June 2013**
14	CDOT	Implement access controls to track both user identity and establish accountability, develop and enforce policies and procedures to assign and revoke access.	OIT	June 2013**
15	CDOT	<b>Overpayment of Contract Funds</b> - Review procedures on accounting for project funding between Federal, local agency match and local agency over-match.	Chief Financial Officer	July 2012**
16	CDOT	Assess and review procedures for local agency billings to develop stronger controls to prevent overpayments.	Chief Engineer	November 2012**
17	CDOT	CDOT Project Development should develop a control to monitor change order work on local agency projects and ensure change orders are approved in a timely manner.	Chief Engineer	March 2013**
18	CDOT	Develop a control to monitor overruns of force account work on local agency projects. Have procedures to assist local agencies in assuring that force account work is being adequately documented.	Chief Engineer	June 2013**
19	CDOT	CDOT Region 3 Project Staff must ensure that all required material certifications are obtained timely during the construction work.	Chief Engineer	July 2013**
20	CDOT	<b>Right of Way Leases and Disposals</b> - Develop policies and procedures for retention of files for each disposal transaction. Enforce the requirements that the Regions submit completed forms.	Director of Administrative	April 2014
21	CDOT	Include supporting documentation of the lease rate market analysis in the lease file. Enforce the use of the Property Management Real Estate Services Request form or revise the manual. Ensure all files are accounted for and maintained.	Director of Administrative	April 2014
22	CDOT	Revise the ROW Manual. Establish and implement segregation of duties between individuals who create leases and individuals who enter the lease conditions.	Director of Administrative	April 2014
23	CDOT	Improve controls over inventory of excess property. Reconcile all disposals to the SAP transaction code FBL3N for G/L Code 7530400060 at least annually.	Director of Administrative	July 2014
24	CDOT	Review and update Policy and Procedural Directives 1300-0, 1300-1, 1300-2 and 1307-0 Document updates should be completed as appropriate. The authority section of Chapter 7 of the ROW manual should be updated.	Director of Administrative	June 2014

*\*Implementation dates revised from the original planned implementation dates as stated in the OSA Audit Report.*

*\*\*Recommendations added since the previous outstanding recommendation reports.*

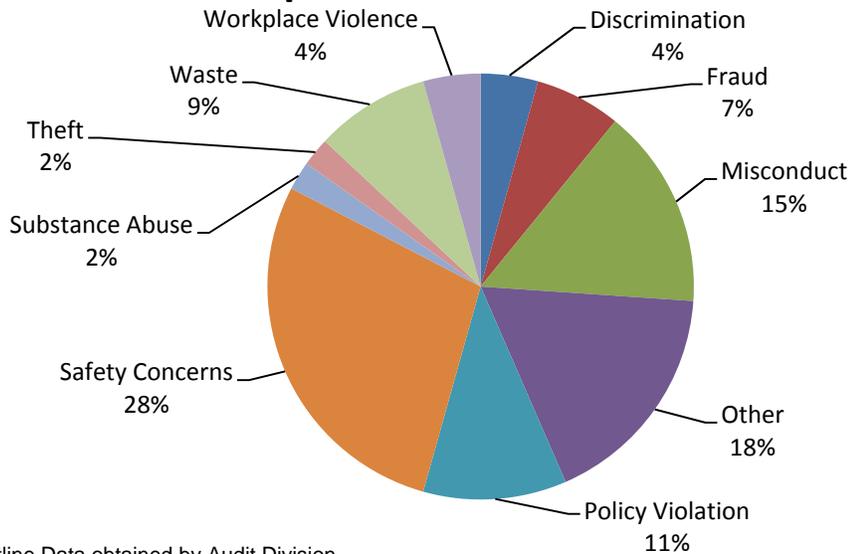
TRANSPORTATION COMMISSION of COLORADO  
AUDIT REVIEW COMMITTEE

**CDOT Audit Division**  
**46 Hotline Incidents as Reported by Location**  
**April 2013-March 2014**



Source: Hotline Data obtained by Audit Division

**CDOT Audit Division**  
**46 Hotline Incidents by Type**  
**April 2013-March 2014**



Source: Hotline Data obtained by Audit Division

**CDOT Audit Division**  
**Risk Assessment Methodology**  
**April 1, 2014**

	SMT		Federal, State or		CHANGES IN UNIT		FINANCIAL IMPACT		INTERNAL		SCORE
	Likelihood	Impact	Likelihood	Impact	Likelihood	Impact	Likelihood	Impact	Likelihood	Impact	
CDOT Operations Audit Work											
RAMP											0
Flood											0
Fuel Cards											0
Contracts and Procurement											0
FASTER											0
WIMS - Division of Aeronautics											0
Outstanding Recommendations											0
Fraud Investigations											0
Fraud Hotline Calls/Reviews											0
Special Requests											0
Indirect Cost and Other Reviews											
Disputes and Claims											0
Consultant Pre-Qualifications											0
Cognizant Audits											0
Sole Source Reviews											0
Final Cost Audits											0
A-133 Single Audit Reviews											0
Indirect Cost Rate Reviews											0
Potential Additional Audit Areas											
Local Agency Contract Oversight											0
HPTE Process											0
Grant Accounting/Management											0
On and Off-boarding employees											0
Construction Change Orders											0
Request for Information from OIT											0
IT Access Controls											0
CDOT Indirect Cost Rate Program											0
SAP input/edit controls											0
CDOT Bus Service											0
Contract vs Employee											0
Document Retention											0
Physical Security											0
HQ Business Office Consolidations											0
PCI Compliance											0
Scrap Metal											0
GRC											0
Imprest Fund Audits											0

**CDOT Audit Division  
2015 Audit Plan  
Risk Assessment Categories**

**Likelihood - Impact**

How likely is it that the event or circumstance will occur? If it does occur, what impact will it have on CDOT? On the division? On the program? Etc.

**SMT Questionnaire**

Members of the Senior Management Team, including RTDs were interviewed to obtain their perspective of risk on their individual division and CDOT as a whole. Questions asked included

- \* what keeps you up at night?
- \* where do you spend most of your time -- is this where you want/should be spending this much time?
- \* what is the worst thing that could appear in the media re CDOT?
- \* what does CDOT do well?

**Federal-State-Audit Requirements**

What are the requirements specific to the program? What is the likelihood of noncompliance? What would the impact be for noncompliance?

**Changes in Unit**

Have there been significant or multiple (or both) changes? What is the likelihood for future changes? What is or will be impacted by these changes?

**Financial Impact**

What is the likelihood of financial impact? What is the significance -- is it material?

**Internal Controls - Prior Audits**

Have there been previous audit recommendations in the past? Were recommendations fully implemented? Are internal controls considered strong? Weak? Is it a new area? Highly regulated?

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# REPORT OF REVIEW

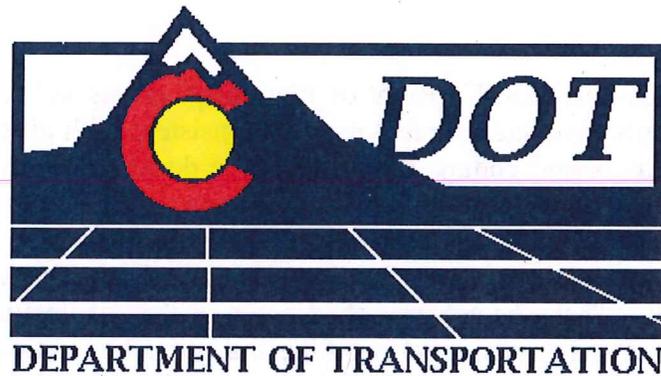
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**Colorado Department of Transportation**

## **AUDIT DIVISION**

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**Barbara J. Gold, Audit Director**



### AUDITORS

**George W. Currie, CIA, CFE, CRMA, CICA**  
**Robin Elrod**  
**Rose Lawson**  
**Naomi Smith**

### AREA OF REVIEW:

## **ACQUISITIONS AND RELOCATION**

**Report Date: January 30, 2014**

**Audit No: 14-013**

**EXECUTIVE SUMMARY  
ACQUISITIONS AND RELOCATION****DATE OF REPORT: January 30, 2014**

The Executive Director, Don Hunt, made a request to the Audit Division after learning about a fraud case identified by the Iowa Department of Transportation. Mr. Hunt requested that the Audit Division review the internal controls for CDOT's Right Of Way (ROW) Acquisition and Relocation programs. This review was to ensure the Colorado Department of Transportation's (CDOT) Acquisition and Relocation programs have sufficient internal controls in place to prevent fraud, waste, or abuse.

**Conclusion:**

We determined that overall CDOT's Right of Way Acquisitions and Relocation process was managed in an effective and efficient manner consistent with all established policy and procedures for the period ending July 2013. The department's written procedures contain strong internal controls that provide its management with assurances that CDOT assets are protected. The major issue noted in the Iowa Fraud case was that an Iowa Department of Transportation employee is alleged to have sold State land and pocketed some of the proceeds. That was accomplished due to a lack of internal controls which would have prohibited one person from handling the entire transaction. It was alleged that when the employee sold the land he had the buyer make two checks out one for him and one for the DOT. As stated above we found CDOT's ROW processes to be highly efficient to protect State assets.

Our review also found that the ROW files consistently followed procedural checklists developed by the ROW to make certain they are following established procedures and that all required approvals are obtained. We found the files easy to locate and very well organized. No exceptions were noted.

We would like to comment on our observations regarding the ROW staff. We found the staff to be extremely dedicated and diligent in making certain that all Federal and State rules are being adhered to in the ROW process. They are continually reviewing their processes and updating as necessary.

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## ACQUISITIONS AND RELOCATION

### **I. Purpose of Review**

This review was to ensure that the Colorado Department of Transportation's (CDOT) Acquisition and Relocation programs have sufficient internal controls in place to prevent fraud, waste, or abuse.

### **II. Background**

The Executive Director, Don Hunt, made a request to the Audit Division after learning about a fraud identified by the Iowa Department of Transportation. Mr. Hunt requested that the Audit Division review the internal controls for CDOT's Right Of Way (ROW) Acquisition and Relocation programs.

CDOT's Right of Way Program acquires real property (Acquisition) and displaced relocation and Business reestablishment (Relocation) for CDOT's State and federally funded highway projects. It also provides oversight on behalf of FHWA on local public agency projects affecting a State Highway or Interstate. The ROW program is located under the Project Development Branch within CDOT.

Title VI, Civil Rights Act of 1964, requires fair and equitable treatment of the public who have property acquired or must relocate during the location of transportation facility or highway alignment. CDOT's ROW staff accomplishes this by complying with the mandates of the Federal, State laws and the Uniform Act (US Title 49CFE24.) The ROW Manual was created January 27, 2011 and updated on a regular basis to outline policies and procedures for acquiring real property, facilitate the construction of public improvements, avoid litigation, and relocate tenants, to ensure compliance with the Uniform Act.

### **III. Objectives and Scope**

The objective of this review was to determine if CDOT has adequate internal controls in place for all phases of the Right of Way Acquisition and Relocation process.

The scope of the investigation was to review case files for the period January 1, 2013 until June 30, 2013.

### **IV. Methodology**

The methodology included the following:

- Obtain a copy of the Right of Way Manual (ROW) to determine what process controls are in place for each phase of Acquisitions and Relocation.
- Obtain a copy of the Uniform Act (49CFR24) to determine if the compliance requirements are incorporated within the ROW manual.
- Interview key CDOT management and support personnel within the administration part of the process.
- Interview field personnel who implement the program and have them provide a walk-through of their process.
- Obtain computer files to determine what cases have been processed by CDOT for Acquisitions and Relocation during the period 1/1/13 through 6/30/13.
- Test a sample of completed ROW Acquisition and Relocation files to make certain that the established processes are being followed.

We completed the work for this audit on September 13, 2013.

#### **V. Auditing Standards**

We conducted this review in accordance with *Generally Accepted Government Auditing Standards* (GAGAS). Those standards require that we plan and perform the review to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

#### **VI. AUDIT RESULTS**

We determined that overall CDOT's Right of Way Acquisitions and Relocation process was managed in an effective and efficient manner consistent with all established policy and procedures for the period ending July 2013. We found the departments written procedures contain strong internal controls that provide its management with assurances that CDOT assets are protected.

We applied certain tests and procedures which identified the ROW criteria and Federal compliance rules to a selected group of files. The objective of our review of each selected test file was to determine if the procedures of the ROW manual were, in fact, consistent with the established guidelines. Our review found that the ROW files consistently followed procedural checklists developed by the ROW to make certain they are following established procedures and that all required approvals are obtained. We found the files easy to locate and very well organized. No exceptions were noted.

#### **VII. Discussion with Responsible Officials**

We reviewed this report with Richard Zamora, Project Development Branch Manager; Christine Rees, Right of Way Program Unit Manager; Wesley Loetz, Unit Supervisor; and Bobbie DeHerrera, ROW Specialist. The only comment received by Mr. Zamora was that "our auditors were thorough."

**VIII. Conclusion**

We found no evidence of material weaknesses in CDOT's Acquisition and Relocation process that would put CDOT at risk for losses similar to those found in the Iowa DOT. In fact, we found that CDOT's internal controls in the ROW process are strong.

We would like to comment on our observations of the ROW staff. We found the staff to be extremely dedicated and diligent in making certain that all Federal and State rules are being adhered to in the ROW process. They are continually reviewing their processes and updating as necessary.

We would like to thank Richard Zamora, Project Development Manager; Christine Rees, Manager of HQ ROW; Wesley Loetz, Acquisition and Relocation Unit Supervisor; Bobbie DeHerrera, Right of Way Specialist and all the other ROW personnel who were highly cooperative during this review which resulted in an efficient review.

Approved:



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Barbara J. Gold, CPA, CISA

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# REPORT OF REVIEW

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**Colorado Department of Transportation**

## **AUDIT DIVISION**

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**Barbara J. Gold, CPA, CISA, Director**



**Audit Team  
Naomi Smith  
Trent Josten, CPA  
Kristi Gray  
Sam Nnuro**

**AREA OF REVIEW:**

**Right of Way Leases and Disposals**

**Report Date: March 26, 2014**

**Audit No: 14-012**

## **EXECUTIVE SUMMARY LEASES AND DISPOSALS**

### **Purpose of Review**

The purpose of our review is to determine whether the Colorado Department of Transportation's (CDOT) Property Management's Right of Way (ROW) Lease and Disposal program has sufficient internal controls in place to prevent fraud, waste, or abuse. Based on audit procedures performed we found no instances of fraud, waste, or abuse. Senior management agreed to implement each of the five recommendations included in this report.

### **Background and Audit Objectives**

CDOT's Executive Director, Don Hunt, requested a review of the Right of Way leases and disposals after learning about a fraud case identified in the Iowa Department of Transportation. Iowa's State Auditor investigated Iowa's DOT and identified over \$500,000 of diverted funds, uncollected rent payments and improper disbursements. More than \$270,000 was directly related to sales of excess DOT right of way property. CDOT's Property Management Program, similar to Iowa's program, manages project-related land, improvements, and general ledger properties owned by CDOT. Our audit objectives include:

- Determine if there is adequate segregation of duties surrounding the management of ROW property.
- Determine if the fair market value (FMV) appraisals of property are supported and the actual amount received is not less than FMV.
- Evaluate internal controls to determine whether adequate policies and procedures are in place and operating effectively in the Property Management section within the ROW to prevent fraud, waste and abuse.

### **Conclusions and Recommendations**

We found no instances of fraud within CDOT's Property Management. The internal control weaknesses we identified were related to recordkeeping and segregation of duties. Our recommendations identify areas for Management to improve and ensure Property Management has adequate control procedures in place to further reduce the potential for fraud and abuse. Specifically, we recommend:

- Develop policies and procedures for retention of files for lease and disposal transactions.
- Enforce requirements that Regions submit to Property Management required information on disposals, annual inventory requirements, and market analyses.
- Ensure all files are accounted for and maintained; develop a system to ensure all required documents and information remain in the files.
- Establish and implement a segregation of duties between individuals who create the lease and individuals who enter the lease conditions into SAP.
- Review and update Policy and Procedural Directives and the ROW manual.

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## **ROW Leases and Disposals**

### **I. Purpose of Review**

The purpose of our review is to determine whether the Colorado Department of Transportation's (CDOT) Property Management's Right of Way (ROW) Lease and Disposal program has sufficient internal controls in place to prevent fraud, waste, or abuse. Based on audit procedures performed we found no instances of fraud, waste, or abuse. We have provided senior management with recommendations on how to strengthen the internal control structure for the Lease and Disposal program.

### **II. Background**

CDOT's Executive Director, Don Hunt, requested a review of the Right of Way disposals and leases after learning about a fraud case identified in the Iowa Department of Transportation. Iowa's State Auditor investigated the Iowa DOT and identified over \$500,000 of diverted collections, uncollected rent payments and improper disbursements. More than \$270,000 was directly related to sales of excess DOT right of way property. In these instances the property manager requested the purchaser to make payment through two checks, one to the property manager and one to the DOT. Some of these lease payments were diverted directly to an employee's personal bank account. The fraud occurred as a result of inadequate segregation of duties, DOT oversight and policies over maintaining supporting documentation.

The Iowa investigation uncovered fraud that occurred over a period spanning more than 17 years. Factors needed for fraud, commonly referred to as the "fraud triangle" include:

1. Pressure or motivation to commit fraud (usually financial in nature),
2. Opportunity, usually caused from an internal control weakness,
3. Rationalization by the individual that committing fraud is okay.

CDOT's Property Management Program, similar to Iowa's program, manages project-related land, improvements, and general ledger properties owned by CDOT. This includes the necessary services and expertise to develop, maintain, lease, and dispose of property no longer needed by CDOT. There are many Federal regulations for ROW disposals and leases. We reference these regulations throughout our report.

The Federal Highway Administration (FHWA) requires state DOTs to maintain a manual describing its ROW organization, policies, and procedures. Every five years the state DOT must certify to the FHWA that the current ROW operations manual conforms to existing practices and contains necessary procedures to ensure compliance with Federal and State real estate laws and regulations. CDOT's ROW Manual, specifically Chapter 7, clarifies existing State statutes, rules, policies, and procedures related to the Property Management Program. This manual also establishes uniform procedures for each of the Property Management activities and the implementation needed for an effective program that complies with State statutes and Federal regulations.

### **III. Scope and Objectives**

The scope of our review is to determine if CDOT has adequate controls in place for ROW lease and disposal transactions managed by CDOT Property Management for Fiscal Year 2013. The objective of this review is to determine if the Colorado Department of Transportation's (CDOT) Property Management Program over ROW leases and disposals has sufficient internal controls in place to prevent fraud, waste, or abuse. Specifically our objectives include:

- Determine if there is adequate segregation of duties surrounding the management of ROW property.
- Determine if the fair market value (FMV) appraisals of property are supported and the actual amount received is not less than its FMV.
- Evaluate internal controls to determine whether adequate policies and procedures are in place and operating effectively in the Property Management section within the ROW to prevent fraud, waste and abuse.

### **IV. Methodology**

During our review we obtained evidence to support our findings and recommendations. This evidence came from interviewing key management and support personnel within the Property Management program that oversees leases and disposals; reviewing manuals; reviewing the Iowa State Auditor's investigation report; and testing lease and disposal transactions and documents to ascertain that established processes are being followed.

We completed the work for this audit on September 20, 2013.

### **V. Auditing Standards**

We conducted this audit in accordance with *Generally Accepted Government Auditing Standards* (GAGAS). Those standards require that we plan and perform the review to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

### **VI. Audit Results**

#### **Adequate Recordkeeping for Disposal Activities**

During Fiscal Year 2013 Property Management had six disposals totaling \$504,542. We requested a list of all the disposals completed during Fiscal Year 2013. Initially, management gave us a list containing five disposal transactions. After we tested this population for completeness, we identified a sixth transaction. We discussed this with Property Management and they responded that the sixth property was paid for with a direct deposit and that the disposals pulled for the audit were determined based on cash transmittal documents. Property Management concurred with us that there were six disposals during Fiscal Year 2013.

We also requested supporting documentation for these disposals. Although we eventually received this documentation, Property Management had to compile documents requested to create these files for us. We observed that Property Management does not maintain centrally located files; rather, the supporting documents were in multiple locations in electronic file folders. Most of the appraisal files were on an employee's computer who un-expectedly passed away. This employee's position was vacant at the time of audit field work.

Property Management agrees that developing control documents or checklists to verify all required documents will improve the process. In addition to providing assurance of completeness, a control document can also contain the location of the documents. This ability can greatly increase efficiency especially when used with a decentralized file maintenance system in Property Management. We determined the completeness of these files based on our review of the requirements in the ROW Manual.

Although the ROW Manual contains policies and procedures for required documentation for disposals, we found no formal policies or defined processes on which documents should be maintained or how to maintain them. A system that identifies what documents are required allows for easy retrieval of these documents and decreases the risk of unknown disposals of excess and remainder properties. The Iowa State Auditor investigation also included a recommendation requiring the implementation of policies to ensure required documents are completed and specified the length of time files are to be maintained and the specific information required to be maintained.

### **Documentation for Disposals**

We tested each of the six disposal transactions against guidelines in the ROW manual, State statutes and Federal regulations. The Regions are required to complete the Property Management Real Estate Services Request Form and supporting documentation and send them to Property Management when requesting to sell property. The ROW Manual Section 7.2.8 titled "Disposal of Land and Improvements" states:

*If the Region finds that the property is no longer needed for highway purposes,... or will not be needed in the foreseeable future, this information, with a completed Property Management Real Estate Services Request Form (Exhibit A) shall be sent to the Property Management Section by memo with the Regional Transportation Director's concurrence, stating their recommendation for sale or disposal. This memo should include the project number, project code, parcel number, date, amount of purchase, legal description, sketch of property, use of the property, improvements on the property and a completed Categorical Exclusion Determination Form (CDOT Form #128).*

The form referenced above initiates the sale (disposal) of a property and documents the property site information including the required submittal information checklist. Although a required form, we did not find this checklist in any of the files we tested. We

discussed this with the Property Disposal Manager who said the regions are encouraged but not required to use the form and that different processes are used to initiate disposals.

We did find that the Property Disposal Manager developed an informal initiation process in the Regions that includes a “Referral Memorandum” form. This form documents the coordination among relevant CDOT organizations to initiate a disposal. With a few revisions and an update to the ROW Manual, we found that the “Referral Memorandum” form, if used, meets all of the requirements for initiation as identified in ROW Manual Section 7.2.8. It could replace the RTD memo and the Property Management Real Estate Services Request Form.

Federal regulation 23 CFR 710.403(b) requires State DOTs to have procedures to provide for coordination among relevant organizational units, including maintenance, safety, design, planning, right-of-way, environment, access management, and traffic operations. In testing we found coordination among relevant CDOT organizations was documented in three of the six files reviewed. Federal regulation 23 CFR 710.405(b) requires the State to obtain prior FHWA approval for permanent occupancy or use of Interstate ROW. In testing we found that the FHWA approval was not documented in one of the four files tested that required the FHWA approval. In addition, this file also did not have documentation that the property appraisal was reviewed. The ROW Manual Section 3.10.1 and Federal regulation 49 CFR 24.104 requires appraisals to be reviewed. Federal regulation 23 CFR 710.201(f) addresses recordkeeping and states “The acquiring agency shall maintain adequate records of its acquisition and property management activities”. The lack of clearly defined policies on how to maintain disposal documentation and not having a system to easily locate these documents increases CDOT’s risk for losses similar to those found at the Iowa DOT.

**Recommendation 1:**

- a) Develop policies and procedures for retention of files for each disposal transaction that contains documentation to support Federal and CDOT requirements are met and that the information can be easily retrieved.
- b) Enforce the requirements that the Regions submit to Property Management a memo with the required information, which includes notification of property disposals with the Regional Transportation Director’s recommendation for sale or disposal, a completed Property Management Real Estate Services Request Form, and a completed Categorical Exclusion Determination Form (CDOT Form #128).

**Management Response:**

Property Management previously considered the Transportation Commission resolution authorizing property disposals, and a copy of the executed quitclaim deed that includes the sale price and the Chief’s Engineers signature sufficient to document compliance with 23 CFR 710.201(f). CDOT Property Management will create an internal checklist of documents to be collected and maintained in a permanent file for control purposes.

During the period of the Audit, Property Management had an FTE position that was filled with an appraiser. The appraiser unexpectedly passed away. Property Management took

several months to re-evaluate the open position and re-classify it to a position that would have more time to manage lease and disposal documents and processes. The new employee was hired after the time of this audit. The new employee was hired specifically based on her impressive process improvement and document management track record.

The newly created FTE position and the creation of the new checklist are intended to fully address the recordkeeping recommendations mentioned throughout this report.

**Person Responsible for Implementation:**

David Fox, CDOT Property Management Program Real Estate Specialist

**Implementation Date:** April 30, 2014

**Property Management Leases**

During Fiscal Year 2013 Property Management had 186 leases with revenues of almost \$4 million. The majority of this revenue or 75 percent comes from oil and gas rights. The remaining 25 percent comes from vacant land leases, telecommunications and employee housing. We sampled a total of 13 files; three files were oil and gas leases and are discussed later in the report.

For the remaining ten files we reviewed and tested supporting documentation to see if it met the guidelines in the ROW manual, State statutes and Federal regulations. We identified the following areas for improving internal controls.

**Include a Market Analysis**

Federal regulation 23 CFR 710.403(d) states: “acquiring agencies shall charge current fair market value or rent for the use or disposal of real property interests”. Best practice is to maintain this documentation to support compliance as part of the lease files. Of the ten files reviewed eight were land leases and required a market analysis. Based on our testing we found six of the eight vacant land lease files we reviewed did not include a market analysis for the fair market value of lease payments in the file. The market analysis supports that CDOT receives fair market value for lease rates. Without documentation that these analyses have been performed, Property Management cannot ensure that CDOT payment amounts are a fair value. The lack of substantiation for a market analysis increases the risk that the lessee does not pay an appropriate lease rate to CDOT. We observed that these missing documents could have been identified and corrected if Property Management had an effective internal review process and better file maintenance procedures.

**Include Real Estate Services Request Form**

We found the method of initiating the lease as required in the ROW Manual Section 7.2.1 varies and is inconsistent. The Real Estate Services Request Form initiates the lease by identifying the requestor, type of lease, the site information and a submittal checklist. None of the ten lease files we reviewed had the Real Estate Services Request Form, and five of the ten leases had an alternate method of initiating the lease. In place of this

required form we found that the Regions initiated leases using written memos or emails. Inconsistent methods to initiate a lease increases the risk that required documents and information are not obtained and included in the file.

### **Improve File Maintenance**

During the course of our audit one lease file requested for review was missing. Based on SAP data, the missing lease file has a monthly lease rate of \$450. Federal regulation 23 CFR 710.201(f) requires adequate records of property management. A lease cannot be adequately substantiated when the file is missing. In addition, we were unable to determine if it is in compliance or if the lease rate is at fair market value. Property Management was unable to locate this file by the conclusion of our audit.

### **Recommendation 2:**

- a) Include supporting documentation of the lease rate market analysis in the lease file and the updates for each lease renewal.
- b) Enforce the use of the Property Management Real Estate Services Request form referred to in the ROW Manual or revise the manual to reflect current practices and ensure all requirements are met.
- c) Ensure all files are accounted for and maintained. Property Management should determine the cause of the missing information and develop a report review system to ensure all required documents and information remain in the files.
- d) Develop policies and procedures that clearly define how to maintain lease documentation and the required documentation.

### **Management Response:**

Recommendation a, c and d): Property Management currently submits evidence of fair market value to the individual delegated to sign leases (currently the Maintenance and Operations Manager). The market analysis was not always included in the hard copy of the final lease file. CDOT Property Management will create a checklist for documentation to be included in every lease file.

Recommendation b): Property Management prides itself on its level of customer service. The Region's spoke out loudly against another required form. Property Management will continue to allow Regions to submit the required documents using various methods. CDOT Property Management will include a checklist of required submittal documents in the Right of Way Manual. Property Management will create and implement a checklist internally to verify complete submittals and include the checklist when it routes the documents for signature.

### **Person Responsible for Implementation:**

David Fox, CDOT Property Management Program Real Estate Specialist

**Implementation Date:** April 30, 2014

### **Reviews of Leases and Disposals**

The ROW manual contains review requirements of the lease or disposal package. The package is described as the “supporting documentation” including the Real Estate Services Request Form. The Real Estate Services Request Form captures the other documents required in the ROW Manual. Outside of the package review the ROW Manual does not provide specific review criteria for leases or disposals. 23 CFR 710.201(b) states:

*Program oversight. The STD [State Transportation Department] shall have overall responsibility for the acquisition, management, and disposal of real property of Federal-aid projects. This responsibility shall include assuring that acquisitions and disposals by a State agency are made in compliance with legal requirements of State and Federal Laws and regulations.*

In the previous findings the initiation of the lease or disposal was missing or inconsistent, concurrence from all regional functions to dispose and the market analysis of lease payments was not in the file. The ROW manual mentions a review of the package, but does not provide specific review criteria for leases or disposals. When all of the required supporting documents are not available at the time of review the branch manager stated he returned the documents to staff so missing documents can be obtained prior to final approval

Not having clearly defined criteria on how to review documentation can increase the risk that documents are not adequately reviewed and that required documents and/or steps maybe missing.

### **Segregation of Duties**

Property Management uses the following process beginning with the creation of the lease to the collection of lease payments.

1. Property Management Lease Manager or assistant or an individual from the Region ROW office creates the lease.
2. The Maintenance and Operations manager reviews the lease.
3. The Property Management Lease Manager or an assistant enters lease conditions data into SAP.
4. CDOT Accounting at headquarters receives lease payments via mail then records the payment in SAP against the lease conditions entered by Property Management and deposits the check.

Based on this process there is no control to prevent the same employee who creates the lease to enter the lease conditions into SAP. CDOT Accounting relies on lease conditions entered into SAP by Property Management to verify lease payments are accurate. Accounting does not have copies of the leases.

The Iowa investigation identified segregation of duties issues surrounding leases. In Iowa, the Property Manager was responsible to ensure amounts of leases were

appropriate, properly billed, collected and deposited. The report stated that more than \$170,000 of rent was not collected for leases. The Iowa State Auditor recommended that decisions made and actions taken by Property Managers should be reviewed by other DOT staff members in a reasonable time during the course of normal operations to allow timely detection of irregularities.

Although CDOT's segregation of duties within CDOT's Property Management are stronger than in Iowa, the ability for the same individual to create the lease and enter the lease conditions into SAP is not an adequate segregation of duties. Adequate segregation of duties is an essential check to prevent errors and/or fraud.

**Recommendation 3:**

- a) Revise Chapter 7 of the ROW Manual to include review criteria for leases and disposals. This could include the use of a checklist for all required documentation prepared by the individual compiling the lease or disposal package and signed off by the reviewer certifying that all supporting documentation is included and sufficient. The review criteria should also include who is responsible for each step of the review.
- b) Establish and implement a segregation of duties between the individuals who create the lease and the individuals who enter the lease conditions into SAP.

**Management Response:**

Recommendation a): Property Management submits all supporting documents including Region request letters and fair market value analysis to management for review and execution. Not all documentation has been maintained in the hard copy lease and disposal files. Property Management will create and implement a checklist to verify complete submittals and include the checklist when the documents are routed for signature. The checklist and supporting documents will be included in the permanent lease or disposal file. Recommendation b): CDOT Property Management will segregate duties between the individuals who create the lease and the individuals who enter the lease conditions into SAP. The segregation of duties will be documented on the existing SAP data entry form.

**Person Responsible for Implementation:**

David Fox, CDOT Property Management Program Real Estate Specialist

**Implementation Date:** April 30, 2014

**Real Property Inventory**

We reviewed the process to maintain the inventory list of property considered excess to project needs. As part of our review we obtained Property Management's current inventory list. We reviewed the process and documentation to see if the inventory list met the guidelines in the ROW manual and Federal regulations. We found that Property Management has not been receiving an updated listing annually from the Region ROW offices of those excess and remainder parcels which are no longer needed as required in ROW Manual Section 7.1.4.3.

According to the Property Management Disposal manager two of the Regions inventories are not up to date. 23 CFR 710.201(f)(2) states: *Property management records shall include inventories of real property considered excess to project needs.* This agrees with ROW Manual 7.1.4 3A and 3C. A limited or inaccurate inventory list increases the likelihood for unidentified uses or unapproved encroachments. It might also create lost opportunities for deriving income from leases or sales, among other unwanted or avoidable breakdowns.

#### **Reconciliation of Disposals**

We requested documentation for all ROW disposals made in Fiscal Year 2013 for testing. As part of our testing we compared the list of disposals for Fiscal Year 2013 provided by the Property Disposal Manager to the sales listed as being sold in SAP. We found a \$420,500 difference between the list we received from Property Management and the list we generated from SAP. The difference was a property sold on August 1, 2012 that was in SAP, but not provided in the list we received from Property Management. This property was not included in the original sample because it was paid through a direct deposit and the Property Management Disposal Manager only pulled cash transmittals for the time frame requested.

#### **Recommendation 4:**

The Region ROW offices and Property Management should improve controls over inventory of excess property by

- a) Require Regions to submit annual inventory lists to Property Management as required, and ensure these assets are recorded SAP.
- b) Reconciling all disposals to the SAP transaction code FBL3N for G/L Code 7530400060 at least annually to ensure all disposal records are maintained.

#### **Management Response:**

Recommendation a): SAP does not currently have the capacity to record excess property assets. CDOT Property Management has developed an inventory system outside of SAP. CDOT Property Management met with the Region Right of Way Managers in January, 2014 and developed a plan to obtain newly acquired excess parcel inventories on a quarterly basis. Recommendation b): Property Management will use FBL3N to reconcile property disposal at the end of FY14, and every year going forward.

#### **Person Responsible for Implementation:**

David Fox, CDOT Property Management Program Real Estate Specialist

**Implementation Date:** March 31, 2014/July 31, 2014

#### **Policy and Procedural Directives for ROW Leases and Disposals Need Updating**

We reviewed Policy and Procedural directives 1300-0, 1300-1, 1300-2 and 1307-0 related to property disposals, leases and inventory. We found that these Policy and Procedural Directives are referenced in Chapter 7 of the ROW Manual. Federal regulation 23 CFR 710.201(c)(2) and (3) requires the ROW Manual to be updated to

reflect changes in operations and these updates need FHWA approval. Specifically this regulation states:

*“Every five years the STD shall certify to the FHWA that the current ROW operations manual conforms to existing practices and contains necessary procedures to ensure compliance with Federal and State real estate law and regulation. The STD shall update the manual periodically to reflect changes in operations and submit the updated materials for approval by the FHWA.”*

The ROW Manual was approved by FHWA less than five years ago; however, based on our review the ROW Manual references policy and procedural directives that are more than 15 years past their respective review or sunset dates. An incorrect statute number was also identified in the Authority section of Chapter 7 of the manual. Statute number C.R.S. 24-30-1300 does not exist. Updating the policy and procedural directives periodically will move CDOT into compliance with the Federal regulation, assist CDOT in ensuring that lease and disposal procedures reflect changes in operations, and align Property Management practices to the business environment that exists when updates are implemented.

**Recommendation 5:**

Review and update Policy and Procedural Directives 1300-0, 1300-1, 1300-2 and 1307-0 to ensure that the authority references which governs the ROW manual conforms to existing practices and updated procedures that comply with regulatory requirements. At a minimum, each directive should be reviewed every five years in compliance with Federal regulations. Document updates should be completed as appropriate.

The authority section of Chapter 7 of the ROW manual should be updated to change the statute currently listed as 24-30-1300 to 24-30-1301.

**Management Response:**

Property Management completed a thorough revision to all Property Management related PD's approximately two years ago. The edits were submitted to Management, but the revised PD's were never adopted. Property Management will make any necessary changes to the edited PD's and submit them for adoption. The statute reference will be corrected in the ROW Manual.

**Person Responsible for Implementation:**

David Fox, CDOT Property Management Program Real Estate Specialist

**Implementation Date:** June 30, 2014

**Lease payments from Oil and Gas companies**

Within Property Management, oil and gas companies lease property from CDOT for mineral rights. Payment for these leases includes royalties from oil production, and the lease terms require payment of \$400 an acre plus 1/6 of the oil royalties. In Fiscal Year

2013, oil and gas lease revenue was approximately \$3 million. This revenue accounts for more than 75 percent of all lease revenue Property Management receives.

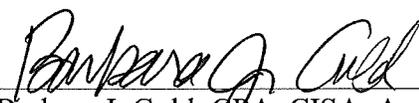
We requested documentation for a sample of three oil and gas leases of the thirty-three that had payments in Fiscal Year 2013. The audit sample represented \$2,746,473 of oil and gas revenues in Fiscal Year 2013. When we pulled the oil and gas leases from Property Management's files we found that Property Management converted individual oil and gas leases for a company into one master lease for the company within SAP. A master lease consolidates all payments in SAP from one company even though that company may have multiple oil and gas leases with CDOT. We discussed the nature of the master leases and Property Management's review process of oil and gas payments with the Property Management Lease Manager. Property Management relies on regulation performed by the Colorado Oil and Gas Conservation Commission to monitor the oil and gas companies.

We contacted the Colorado Oil and Gas Conservation Commission to gain an understanding of how it monitors the oil and gas companies. This commission referred us to the Colorado State Land Board (SLB), a division of the Colorado Department of Natural Resources. The SLB has a Royalty Accounting Unit to process mineral royalty revenue and executes related audit and compliance programs. The audits performed by SLB are designed to verify unit prices and production rates. We found that many of the companies that SLB audits also have leases with CDOT. We consider the audit work performed by SLB to provide adequate assurance that oil and gas companies are being monitored for accurate royalty payments for CDOT. Property Management's reliance on the Colorado Oil and Gas Conservation Commission and the State Land Board for payment monitoring is sufficient.

## **VII. Conclusion**

We found no instances of fraud within CDOT's Property Management. We identified areas that Property Management should improve its internal controls in order to reduce the risk of fraud. The internal control weaknesses we identified related to recordkeeping and the review process, increase CDOT's risk for losses similar to those found in the Iowa DOT. Our recommendations identify areas for Management to improve and ensure Property Management has adequate control procedures in place to safeguard assets and prevent fraud and abuse. Property Management agrees with these recommendations. In addition, Property Management recently had an employee vacancy and took the opportunity to revise the PDQ from an appraiser to a real estate specialist, specifically to address documentation and recordkeeping of lease and disposal files.

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

  
Barbara J. Gold, CPA, CISA, Audit Division Director

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Division of Audit  
4201 East Arkansas Avenue  
Shumate Building  
Denver, Colorado 80222  
(303) 757-9661  
FAX (303) 757-9671



February 11, 2014

Mr. Ed Hefner  
Audit Manager  
CH2M Hill, Inc.  
9494 S. Jamaica Street  
Englewood, CO 80112

Dear Mr. Hefner

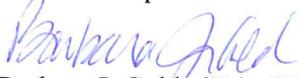
We have performed a cognizant review of the audit, and supporting workpapers, of the indirect cost rates of CH2M Hill, Inc. as presented in the Schedules of Federal Acquisition Regulation Compliant Indirect Cost Rates (Field Office and Home Office) for the year ended December 31, 2012 in accordance with our role as Cognizant Agency as defined in 23 U.S.C. 112(b)(2)(c) and 23 CFR 172.3 and 172.7. The audit was performed by the independent CPA firm KPMG LLP. The CPA represented that the audit was conducted in accordance with the *Government Auditing Standards*, as promulgated by the Comptroller General of the United States of America, and the audit was designed to determine that the indirect cost rates were established in accordance with Cost Principles contained in the Federal Acquisition Regulation, 48 CFR Part 31. Our cognizant review was performed in accordance with the *AASHTO Review Program for CPA Audits of Consulting Engineers' Indirect Cost Rates*.

In connection with our cognizant review, nothing came to our attention that caused us to believe that the audit, and supporting workpapers for the indirect cost rates, and the related Accountant's Reports, we reviewed did not conform in all material respects to the aforementioned regulations and auditing standards.

Our cognizant review revealed that the executive compensation analysis performed by CH2M Hill, Inc. can be improved to meet the guidance set forth in the *AASHTO Uniform Audit & Accounting Guide*. CH2M Hill, Inc. management has agreed to implement these improvements for future cognizant reviews. Based on our review we accept the December 31, 2012 rates as audited with the expectation that these improvements will be made the following year.

Accordingly, we recommend acceptance of the following rates:

Home Office: 111.4%  
Field Office: 100.4%  
Facilities Capital Cost of Money (FCCM): 0.307%

  
Barbara J. Gold, CPA, CISA  
CDOT Audit Division Director

C: Neil Yuan, KPMG LLP

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

**Meeting Agenda**

**Thursday, April 17, 2014 – 9:00 A.M. – 9:45 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**

- **Intro/Approve March meeting minutes - 5 minutes .....Page 2**
- **FASTER Transit Program/fund redistribution concepts –  
30 minutes.....Page 4**
- **CDOT Interoperability on RTD rail network/technical  
evaluation – 5 minutes .....Page 18**
- **Interregional Express Bus update - 5 minutes.....Page 20**

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

## Transit & Intermodal Committee Meeting Minutes

March 19, 2014

Committee Members Attending: Ed Peterson (Chair), Shannon Gifford, Kathy Gilliland, Kathy Connell, and Bill Thiebaut

Also attending were DTD Director Debra Perkins-Smith; Multi-Modal Planning Branch Manager Sandi Kohrs; Bike/Ped Section Manager, Betsy Jacobsen; and Safe Routes to School Program Manager Leslie Feuerborn

Chairman Peterson called the meeting to order at 4:20 pm.

1. **Approval of Minutes:** The minutes of the January meeting were approved unanimously as written.
2. **Bicycle Strategy Presentation:** In November, DTD presented six strategies to help Colorado become the Number One Bicycle Friendly State. This presentation by Betsy Jacobsen provided additional information on which the Committee provided feedback.
  1. Establish a statewide bicycle advisory committee that would be appointed by the Governor to advise on policy and issues affecting the state. **ACTION:** DTD was directed to draft a letter from Executive Director Don Hunt to Governor Hickenlooper asking that the Governor's office establish this committee.
  2. Adopt a statewide bicycling mode share goal. This strategy would encourage integration of bicycle transportation needs into all transportation and land use policies. CDOT can work with MPOs to develop a mode share goal and add it to PD 14. Additionally, continued expansion of CDOT's Bike/Ped Counting Program will provide more accurate data regarding actual usage. **ACTION:** DTD should look at this in various stages. DTD is to start collecting data from its planning partners regarding their mode share goals and information regarding bicycle and pedestrian usage. Additionally, once a Bicycle Advisory Committee is established, DTD would also work with it to establish a recommended goal. Expansion of the Bicycle/Ped counting program can feed into the decision, but is a separate issue.
  3. Dedicate Funding for Safe Routes to School. MAP-21 eliminated dedicated funding. There is currently a state legislative bill working through the House that asks for general funds be directed to support the program. It passed the Transportation and Energy Committee and is now in Appropriations. We will wait until the outcome of this bill is determined before any further discussion is needed. No additional action was suggested from the Committee.
  4. Implement AASHTO's US Bike Route System. This is a developing network of routes throughout the United States (much like the Interstate System is for motorized vehicles). CDOT would need to coordinate with local agencies and neighboring states to determine the best routes. CDOT is currently developing a TIGER grant to provide planning funds for this project. No additional action was suggested from the Committee.
  5. Add bicycle safety to the Strategic Highway Safety Plan. Bicycle safety has already been identified as one of the seven emphasis areas of the Plan. The Committee emphasized the importance of this strategy. No additional action was suggested from the Committee.

6. Implement Performance Measures. This strategy has two major components: 1) developing an inventory of bicycle/pedestrian facilities to measure the extent of the system, and 2) develop a method of identifying funds spent on bike/ped projects when they're part of a larger project. It was stated that this is one of the most important strategies because it will help determine our progress, as well as how we speak to the public about multi-modalism. ACTION: DTD to move forward on this strategy.
  
3. Safe Routes to School Presentation: Leslie Feuerborn, CDOT's Safe Routes to School Program Manager, provided background on the 2014 project selection process and the list of proposed projects. She explained that with the Committee's approval, the projects would go forward for the full Commission's approval on March 20. ACTION: Committee unanimously approved.

The meeting was adjourned at 5:00 pm.



**DATE:** April 7, 2014  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** FASTER Transit: Redistribution of Funds / Fund Award Process

### Purpose

The purpose of this memo is to brief the Transit & Intermodal Committee on progress to-date in exploring policy and administrative changes to the way FASTER Transit funds are distributed and awarded.

### Action Requested

No action is requested in April; the agenda item is for information only, and T&I input is sought. The FASTER Redistribution recommendations will be brought to the Transportation Commission in a May Workshop, and June for approval.

### Executive Summary

Division of Transit & Rail (DTR) staff has been working to develop scenarios for a redistribution process for allocating the FASTER Transit funds to begin in FY 2016, with emphasis on achieving the PD 14 performance objectives:

- Performance Goal, Infrastructure Condition; Transit Asset Condition.
- Performance Goal, System Performance; Transit Utilization and Transit Connectivity.

We have continued a process through the Transit & Rail Advisory Committee (TRAC), and including the Region Planners and CASTA, to devise a more effective project selection process. Using PD 14 objectives, and four related guiding principles developed in January 2014, DTR seeks Transit & Intermodal Committee input on concepts/themes to be incorporated in scenario development and preliminary recommendations:

- FASTER local pool should be primarily directed to bus replacements
- Establish an operating assistance category limited to locally provided regional service; small pool with strict criteria and annual performance monitoring.
- Stipends used to streamline and continue partnerships with large transit agencies
- \$1.0- \$2.0 Million should be retained in a competitive statewide pool.

### Background

In the past, FASTER Local funds were distributed to the Regions by formula, and each Region selected the respective projects following an application process and working in conjunction with the local MPOs and TPRs. FASTER Statewide funds were distributed based upon a statewide



competition, using an application and evaluation process. Both the FASTER Local and Statewide processes followed a two-year planning horizon.

The guiding principles discussed in January 2014 were:

- Transit Utilization - Fund the highest priority transit projects throughout the state.
- Transit Asset Condition – Utilizing the capital inventory of local bus fleets, identify a replacement schedule for all small urban and rural transit vehicles (excluding RTD). Focus the FASTER Transit Local funds, in combination with the FTA capital programs, toward replacing local vehicles when needed. Over time the goal would be to replace all transit vehicles (subject to funding availability); this is thought to be an equitable distribution of FASTER Local transit funds.
- Transit Connectivity – The annual allocation of FASTER Statewide Transit funds to the Interregional Express bus program is a key element of the redistribution. In addition, encouragement to local entities to provide more regional services is sought; through an annual allocation of Statewide Transit funds as operating assistance to local transit providers that operate regional service.
- Streamline the FASTER Transit distribution process if possible.

The guiding principles listed above were developed to guide staff and the TRAC Sub-Committee in re-structuring the distribution of FASTER Transit funds beginning in FY 2016.

### Details

This section provides additional information about the discussions and TRAC subcommittee suggestions for the preliminary recommendations developed to-date.

- FASTER local pool should be primarily directed to bus replacements:
  - MAP-21 significantly reduces capital (bus) funding available for small urban and rural systems, hence the FASTER Local program will play an increasingly important role in ensuring a safe bus fleet and managing bus replacement backlog.
  - Estimates of future need suggest the potential for a deficit in funding vehicle replacements and meeting the PD14 goal ( $\geq 65\%$  fair/good/excellent condition).
  - Strong support from the TRAC Sub-Committee for buses being the *primary* purpose for local FASTER funds, with other capital uses being eligible, but at a lower priority and pending funding availability.
- Establish an FASTER Statewide operating assistance category limited to locally provided regional and inter-regional services only:
  - In total, local transit operating budgets (excluding RTD) are estimated at \$130 Million annually. The TRAC subcommittee recognizes that FASTER funds do not and will not make an appreciable difference in local operations funding.
  - From the *Inter City and Regional Bus Study*, over \$21 Million in regional and interregional bus service needs were identified. The TRAC subcommittee recognizes this need cannot be met, but that a small program focused on the highest priority routes and substantial local funding commitment would begin to make needed regional connections and expand the integration of the overall statewide network. Operations funding would be an on-going commitment, and



would require a partnership between CDOT and the local transit entity. Projects would be chosen very carefully to meet statewide needs, and would be subject to performance review to ensure that it is a good use of limited funds.

- The operating assistance dialogue has ranged from \$1.0 to \$1.5M annually.
- Stipends should be used to streamline and continue partnerships with large transit agencies:
  - Large urban (>200,000 population) transit agencies receive their federal capital funding directly from FTA; RTD, Colorado Springs Mountain Metro and Fort Collins Transfort. We strive to manage the overall “transit program” through the combined FTA and FASTER funding streams. The large urban systems complicate the methodology, but they deserve a fair share of FASTER funding.
  - The large urban systems are required by FTA to have robust asset management programs, including a schedule of vehicle replacements. Large transit agencies typically make large vehicle/fleet purchases.
  - Annual stipends for the large urban systems are proposed to be used in lieu of the vehicle replacement schedule that will direct FASTER Local funds to small urban and rural systems.
  - The annual stipend would be required to go for documented capital expenditures, likely not buses. There is higher value for the State to participate in state-significant projects such as Denver Union Station, MAX BRT, etc., than in applying a “bus only” standard for capital funding to larger transit agencies. The large urban systems would provide lists of projects, which would be considered eligible for FASTER funding, thereby retaining the intent that FASTER funds are selected for good projects meeting criteria.
  - Stipends would be a mechanism to reduce administrative process, provide more flexibility of capital uses for large agencies, and achieve a more noteworthy partnership in projects of statewide value.
  - Mountain Metro Transit and Transfort would be defined as local systems and their stipend would come from the FASTER Local pool; preliminary estimate of \$0.5-\$1.0M in total for both. RTD would be defined as a regional system and their stipend would come from the FASTER Statewide pool; preliminary estimate of \$3.0M annually.
- \$1.0-\$2.0 Million should be retained in a competitive statewide pool:
  - The above-listed recommendations result in more money being programmed for statewide uses, according to performance measures; the remainder reserved for competitive projects.
  - TRAC committee members feel there is high value in at least \$1.0 Million being retained for competitive purposes, for special, one-time projects, and for exceptional circumstances / opportunities which may arise.

### Key Benefits

Beginning in 2016, achieve a better utilization of the FASTER Transit funds, alignment with the PD 14 performance objectives and coordination with the award of FTA capital funds.



### Next Steps

A revised distribution program will continue to be developed through this spring using the guiding principles listed above for use in distributing FY 2016 FASTER Transit funds. Recommendations will be brought to the Transportation Commission June 2014.





**COLORADO**

Department of  
Transportation



# **FASTER Re-Distribution**



**COLORADO**

Department of  
Transportation

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## **FASTER Transit Redistribution**

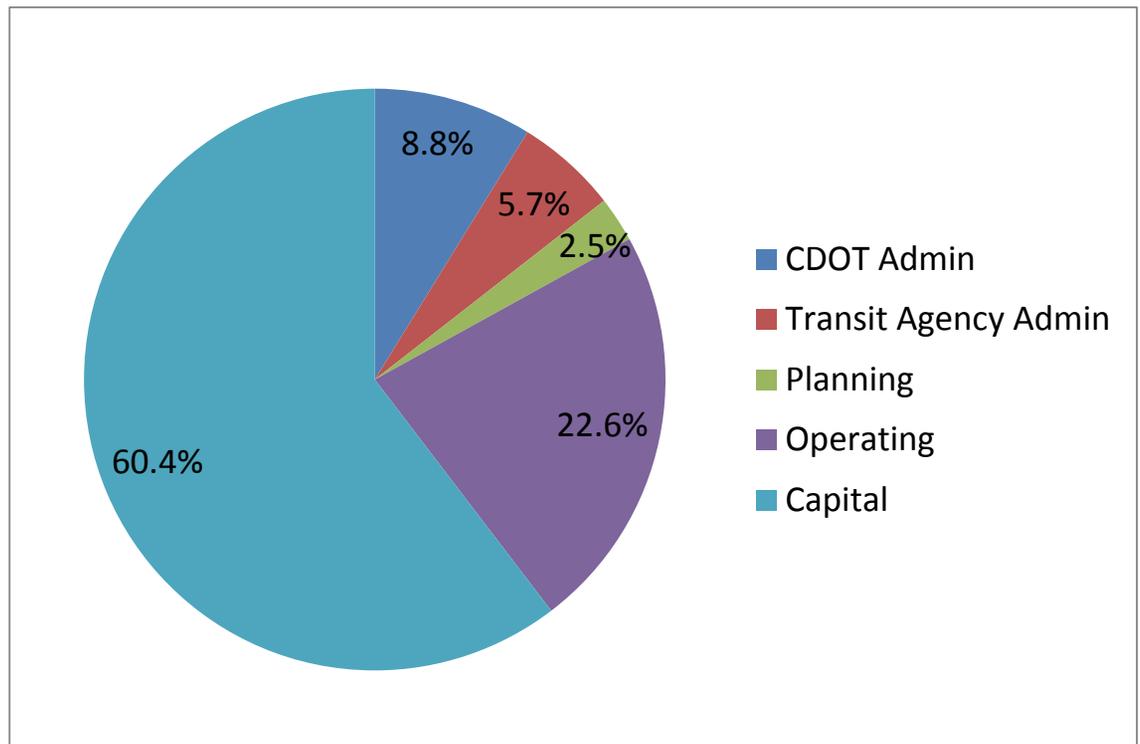
- Overview
- Bus Replacements
- Operating Assistance
- Streamlining Grant Process
- Stipends
- Conceptual Scenario for Discussion
- Schedule / Next Steps



## Overview

- Federal FTA and State FASTER Dollars Work Together
- 60% of both funding sources go to bus & capital replacement
- 25% of FTA Dollars are already pass-through funds to local operations
- 20% of FASTER Dollars are programmed FY15+ for Interregional Express Bus

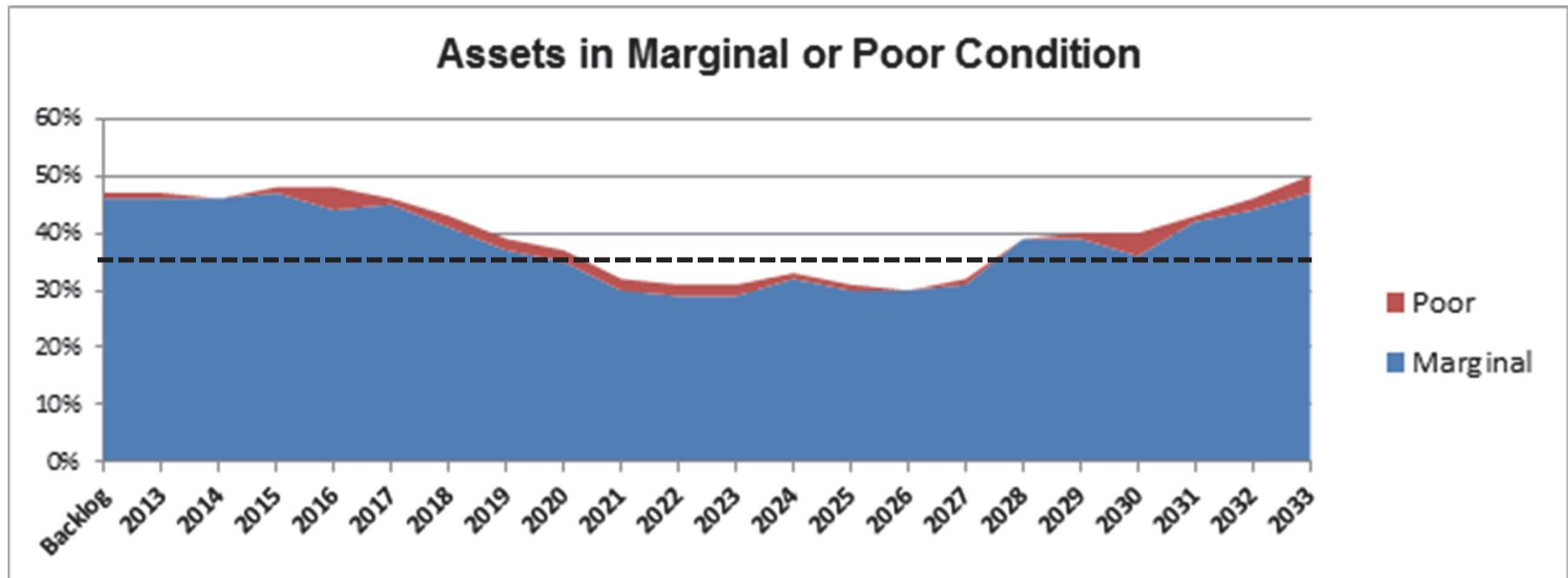
Fund Use	FTA	FASTER	FTA & FASTER
CDOT Admin	7.7%	10.0%	8.8%
Agency Admin	1.8%	10.0%	5.7%
Planning	1.8%	3.3%	2.5%
Operating	25.0%	20.0%*	22.6%
Capital	63.7%	56.7%	60.4%





## Bus Replacement Concept

- **Goal:  $\geq 65\%$  Fair, Good, Excellent Condition =  $< 35\%$  Marginal or Poor**
  - Most years bus replacement backlog will exceed funding
  - Due in part to FTA funding shift in MAP-21 with less funds for replacements
  - FASTER funding plays a big role in future bus replacements
- **FASTER local pool primarily directed to bus replacement**





## Operating Assistance Concept

- **\$130 Million annual operating budget non-RTD transit agencies**
  - FASTER use for local operating is not being considered
  - Transit agencies concur that local operating is not a good place for limited FASTER “operating assistance” funding to be applied
  
- **“Operating Assistance” to high priority regional services**
  - TRAC Sub-Committee consensus: needed to expand integration of overall statewide network - i.e. connectivity
  - Regional operating needs estimated at \$21M/year
  - Small program focused on highest priority routes - \$1.0-1.5M/year
  - Partnership between CDOT and local transit agency
  - Operating assistance commitments monitored and subject to regular performance review ...best projects, best use of FASTER \$\$



## Stipend Concept

- **RTD, Mountain Metro, TransFort, RFTA**
  - Large transit agencies compete well for funding
  - Four largest transit agencies represent nearly 80% of historic funding and state population
  
- **Value in having FASTER funding go to visible projects with statewide benefits...MAX BRT, DUS, US 36**
  
- **Use stipends to streamline and continue partnerships with large transit agencies**



## Stipend Concept

- **RTD, Mountain Metro, TransFort**
  - Large urban transit systems-direct capital FTA funding
    - Robust asset management systems
  - Largest urban transit systems represent nearly 75% of historic funding and state population
- **Stipends in lieu of vehicle replacement program**
- **Value in having FASTER funding go to visible projects with statewide benefits...MAX BRT, DUS, US 36**
- **MMT and TransFort Local pool - \$0.5-1.0M/year**
- **RTD Statewide pool - \$3.0M/year**



## Streamlining FASTER Grant Process

- **If streamlining actions are taken, they could move more FASTER dollars out of year-by-year competitive requests into stable, programmed, recurring funding:**
  - \$5 Million / year Local Pool programmed to bus replacements
    - Includes \$0.5-1.0M/year MMT and TransFort stipends
  - \$3 Million / year Interregional Express Bus Operations
  - \$1 Million / year Administration & Planning
  - \$1-1.5 Million / year estimated for Regional Bus Operations
  - \$3 Million / year for RTD stipend
  - \$13-13.5 Million / year in recurring funding
  
- **Maintain \$1.0-2.0 M in a competitive capital pool**



## Conceptual FASTER Redistribution Scenario – For Discussion Only

- \$4.0 - 4.5 Million to local capital replacement
- \$0.5- 1.0 Million local capital stipends (MMT, Transfort)
- 
- \$5.0 Million Local Pool
  
- \$1.0 Million continued for Administration, Planning, Tech. Assist.
- \$3.0 Million for IX Bus Service
- \$1.0 Million for new Regional Bus Service Operating Assistance
- \$3.0 Million for RTD / Denver Region Stipend
- \$2.0 Million Statewide Competitive Capital Pool
- 
- \$10.0 Million Statewide Pool



## FASTER Redistribution Schedule

Month	Action
February	Initiate subcommittee
March	Subcommittee develops recommendation <ul style="list-style-type: none"> <li>- Meeting #2 March 14, 1:30-3:00 PM</li> <li>- Meeting #3 March 24, 10-11:30 AM</li> <li>- Meeting #4 April 10, 10-11:30 AM</li> </ul>
April	Policy Options Workshops, April 8-18 <sup>th</sup> Full STAC consideration, April 11 <sup>th</sup> Full TRAC consideration, April 11 <sup>th</sup> CDOT T&I Committee Briefing, April 16/17 <sup>th</sup>
May	CDOT Commission Workshop, May 14/15 <sup>th</sup>
June	CDOT Commission Approval, June 19 <sup>th</sup>
July	Draft Call for Projects
August/ September	Release Call for Projects





**DATE:** April 7, 2014

**TO:** Transit & Intermodal Committee

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

**SUBJECT:** Interregional Connectivity Study: Inter-Operations Assessment and Tier I EIS Next Steps

### Purpose

The purpose of this memo is present the follow-on efforts to the Interregional Connectivity Study (ICS), to include an Inter-Operations Assessment and to potentially pursue FRA grant funding for a Tier 1 EIS along the Front Range.

### Action Requested

No action is requested; item is for information only, and T&I input is sought.

### Executive Summary

The Interregional Connectivity Study (ICS) is complete. The consultant has completed the original scope without using the budgeted contingency and the Federal Railroad Administration (FRA) has suggested using contingency funds for a closer look at inter-operations opportunities with the Regional Transportation District (RTD); RTD is supportive of this effort. The analysis will be technical in nature, and better define how realistic it would be to operate intercity trains on RTD track, and what the implications would be to RTD and CDOT if a shared-use operating agreement were pursued in the future. This is desirable for purposes of leveraging existing infrastructure, and more accurately assessing the benefit/cost (B/C) risks for each agency.

The FRA has also notified CDOT that additional planning funds will become available, competitively, later in 2014 (late summer or fall likely). This opportunity would allow CDOT to upgrade the ICS study to a “Tier I” EIS. A Tier I EIS would provide a longer “shelf life” for the work done to-date, would support local/regional prioritization of potential intercity rail investments, and advance CDOT’s readiness to compete for future federal funding should intercity rail also become a priority at the state level.

### Background

The ICS concludes that the highest benefit/cost system along the Front Range would skirt the Denver metropolitan area with direct access to DIA. During the ICS effort, local governments who served on the Project Leadership Team (PLT) provided significant feedback that reaching Denver Union Station or similar downtown Denver destination with intercity train service should also be a goal. The PLT understands and agrees that high-speed track would not be built parallel



to RTD track for cost and community impact reasons. The PLT agrees with high-speed service to DIA, but has requested further consideration of “A” and “B” operating lines, A – Airport, B – Business, likely with high-speed to the airport, and commuter-rail speeds over RTD track to the central business district. This would provide the maximum of connectivity for all travelers, potentially for the least cost, and with the least amount of transfers required.

Further, FRA and the Federal Transit Administration (FTA) have advised that they will be issuing joint policy guidance for shared-track operations later this year. CDOT and RTD are well-positioned from a policy standpoint to engage both federal agencies at this juncture and to be clear with local stakeholders what the realities are of exploring this opportunity. The FRA Tier 1 EIS will define a segment by segment phasing strategy, and the RTD interoperability possibilities/constraints will be an important input.

#### Details

CDOT will draft a scope of work for this effort. CDOT, RTD, FRA, and FTA will review and agree on a finalized scope, agree what questions to answer, agree to review timelines, and agree what staff / in-kind resources each agency will offer during the effort. CDOT would then issue a final Task Order for the ICS project.

#### Next Steps

The Inter-Operations Assessment is expected to begin in the next few months and take 3-6 months to complete.

The Tier I EIS effort will benefit from the Inter-Operations Assessment. A decision to pursue Tier I EIS and a matching fund request would likely be brought to the TC later this year, and be considered on its own merits at that time.





**DATE:** April 7, 2014  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** Interregional Express Bus Operational Status Report

Purpose

The purpose of this memo is to brief the Transit & Intermodal Committee on the status of the Interregional Express (IX) Bus implementation.

Action Requested

This memo is for information only; no action.

Background

On January 16, 2014 the Transportation Commission approved the implementation of the Interregional Express Bus system creating Colorado's first state provided transit service. The IX's primary mission is to connect population/employment centers and interconnect with the State's largest transit systems along the Front Range and in the I-70 Mountain Corridor.

During the approval process, the Division of Transit & Rail recommended the Transit & Intermodal Committee serve as the oversight Operating Committee for the IX. DTR committed to quarterly IX status reports to the T&I Committee, and this memo serves as the first.

Details

Instead of reinventing the wheel, RTD has offered, and DTR has agreed to utilize RTD's long experience in vehicle and service contractor procurement. To save time and labor, DTR is revising RTD documents as templates for CDOT going forward. However, during this process we discovered procurement language, methodology, and procedures between the two entities are quite different thereby we needed to slow down the process to ensure we are getting it right, the first time. This may push our start-up timeline forward possibly into 2015.

Since January 16, 2014 DTR has accomplished or is process of accomplishing:

- The bus procurement bid is complete and the winning manufacturer is Motor Coach Industries model D-4500. Their bid was \$7.27M on a budget of \$7.8M. Motor Coach Industries (MCI) has been in business since 1928 and is headquartered in Des Plaines, IL. MCI also provides RTD's model D-4500's.
- The IX brand has been established and was unveiled at the March TC meeting. The Communications Office and DTR have now engaged the Attorney General office to assist with registering the trademark; a trademark search which has been completed.
- The Service Provider Scope of Work is nearly complete. The RFP will be issued as soon as RTD approves CDOT (via our IX provider) to contract with their bulk diesel



fuel provider in their next diesel fuel procurement. This will allow CDOT to provide fuel as a pass-through to negate the risk of proposers budgeting wide fluctuations of fuel in their cost proposals. Current CDOT fuel purchase methods do not fit into the transit operational model.

- DTR is collaborating with the Office of Policy and Governmental Relations to develop a recommended Procedural Directive formalizing DTR's responsibilities and reporting procedures to the IX Operating Committee (T&I Committee), including key performance measures for the IX service.
- Priority Park-and-Ride Issues:
  - Harmony Road – The existing Park-and-Ride is at capacity and requires expansion. The North I-25 EIS/ROD allows the expansion of 100 spaces to the north into the Arapahoe Bend Nature Area (with approval of the Ft. Collins City Council). Discussions between DTR, Region 4, and the City of Ft. Collins have begun on the expansion plans along with operational discussions to solve the overcrowding caused in large part by DIA shuttle parking. A TIP Amendment is being prepared by Region 4 for the expansion.
  - Woodmen Rd. – Region 2 is planning to land survey the existing Park-and-Ride entrance to determine whether the entrance can be altered to accommodate a 45 foot bus. If not, the backup plan is to place bus shelters at the Mountain Metropolitan Transit stop adjacent to the Park-and-Ride. This facility will also need pavement resurfacing and striping.

#### Next Steps

- Complete contract with MCI and issue notice to proceed.
- Finalize Service Provider RFP and advertise.
- Develop Scope of Work for the Quality Control Inspector.
- Identify and develop individual MOU/IGA scopes for our partner transit agencies and governmental entities.



Transportation Commission  
April 16 & 17, 2014  
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.

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TRANSPORTATION COMMISSION MEETING

- 11:05 a.m. 1. Call to Order, Roll Call
- 11:05 a.m. 2. Audience Participation; Subject Limit:  
10 minutes; Time Limit: 3 minutes
- 11:05 a.m. 3. Comments of Individual Commissioners
- 11:10 a.m. 4. Executive Director's Report (Don Hunt)
- 11:15 a.m. 5. HPTE Director's Report (Michael Cheroutes)
- 11:20 a.m. 6. FHWA Division Administrator Report (John Cater)

- 11:25 a.m. 7. STAC Report (Vince Rogalski)
- 11:30 a.m. 8. Act on Consent Agenda ..... Tab 08
- a) Resolution to approve the Regular Meeting Minutes of March 20, 2014  
    (Herman Stockinger) ..... Consent Agenda 01
- b) Resolution to Approve Additional Planning Project for TIGER VI Grant  
    Round (Herman Stockinger) ..... Consent Agenda 22
- c) Resolution to Approve Additional over \$50,000 projects for Region 4  
    Maintenance Section 1 (Scott McDaniel)..... Consent Agenda 26
- 11:35 a.m. 9. Discuss and Act on 11<sup>th</sup> Supplement to the FY'2014 Budget (Scott  
Richrath)..... Tab 09
- 11:40 a.m. 10. Discuss and Act on the Resolution to Approve Distribution Formulas  
(Deb Perkins-Smith) ..... Tab 10
- 11:45 a.m. 11. Other Matters:
- 11:45 p.m. 12. Acknowledgements: E&A Committee Members (Gary Vansuch)
- 11:45 p.m. 13. Adjournment

**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 18<sup>th</sup>, 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 9<sup>th</sup> 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

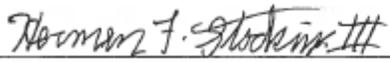
**WHEREAS**, the Chief Engineer and the Department of Transportation are authorized pursuant to C.R.S. 43-1-106(8)(n); 43-1-110; 43-1-114(3) and 43-1-210(5) to make determinations regarding land to be declared excess and not needed for transportation purposes now or in the foreseeable future; and

**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

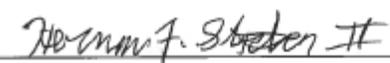
**WHEREAS**, Policy Directive 602.0 "Diversity Policy" should be repealed as it provides for the implementation of diversity in CDOT's workforce, and contains a requirement that separate diversity plans be developed throughout CDOT; and

**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

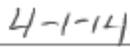
**WHEREAS** the HPTE and CDOT planned on solidifying a strategy for the I-25N corridor by the April 7, 2014 RAMP deadline. To that end, on December 2 – 3, 2013, HPTE and CDOT conducted meetings with five private sector firms that are involved in Public Private Partnership (P3) development across the 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.

<b>(In Millions)</b>	<b>FY15 Delphi Baseline Budget</b>	<b>Adjustments</b>	<b>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>

(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
<b>Total</b>	<b>\$583.0</b>	<b>\$6.9</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. 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

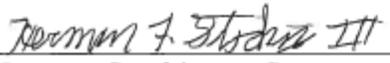
**BE IT FURTHER RESOLVED**, the Chief Financial Officer is authorized to budget, without further Commission action, an amount not to exceed 10% of the total RAMP funding budget for the Interstate 25 Tolled Express Lanes; and

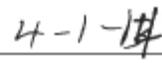
**BE IT FURTHER RESOLVED**, that the Transportation Commission hereby adopts the list shown in the document titled "RAMP Operations Projects – Recommendations 3/20/2014" as contained in the official agenda and the document is incorporated by reference into this Resolution; and

**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 10<sup>th</sup> 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 10<sup>th</sup> 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

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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
			<b>Region 4-Greeley Total</b>	<b>\$1,620,672</b>
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
			<b>Region 3 - Craig total</b>	<b>\$1,647,081</b>
			<b>State Total</b>	<b>\$3,620,672</b>

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.

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<b>Region 4 – Greeley</b>				
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
			<b>Region 4-Greeley Total</b>	<b>\$1,620,672</b>

<b>Region 3 – Craig</b>				
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
			<b>Region 3 – Craig total</b>	<b>\$1,647,081</b>
			<b>State Total</b>	<b>\$3,620,672</b>

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

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Herman Stockinger, Secretary  
Transportation Commission of Colorado



**COLORADO**  
Department of Transportation  
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262  
Denver, CO 80222-3400  
(303) 757-9793

DATE: April 24, 2014  
TO: Transportation Commission  
FROM: Scott Richrath, Chief Financial Officer  
SUBJECT: Eleventh 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.

Per Transportation Commission direction, Emergency Relief project updates are included in the Budget Supplement.

As requested by the Transportation Commission, the RAMP Partnership and Operations master summary report, with activity through March 2014, is included with this supplement. There is one Region 1 project located on US 40 that is ready to move from Yellow to Green this month and requires Transportation Commission review and approval. Project details are provided on page 3 of this document.

In FY 2013, the Transportation Commission approved \$86,000,000 of Surface Treatment Program projects for advancement using FY 2014 funding. As a result, the FY 2014 Surface Treatment Program requires advancement of future years' funds to maintain a whole budget.

The Surface Treatment projects in this Supplement request FY 2015 and FY 2016 advance budget. Under cash management principles that will become part of future budget policy, staff will advance budget Surface Treatment funds as needed. CDOT staff will be demonstrating progress towards expending the advance budgeted surface treatment funds. Progress will be reported at the Program Management monthly workshops.

This report now reflects year of budget and year of expenditure detail.

**Region 1**

- \$540,234 – **Regional Priority Program** – A settlement agreement has been reached between the CDOT and the Regional Transportation District (RTD), regarding joint National Environmental Protection Act (NEPA) processes initiated by the agencies in FY 2002 for two corridor projects, I-70 East and US 36. According to the settlement, CDOT and RTD will each provide \$540,234 to fulfill their obligations as agreed to in the executed interagency agreements (IGA). (13599/100194020 and 14133/100194201)
- \$1,500,000 – *US 6: Rock Fall Mitigation* – **Rock Fall Mitigation** – This action budgets the construction phase of work to provide rock fall mitigation along US 6 in Clear Creek Canyon. Construction advertisement is scheduled for June 2014. (20110/1000193885)

**US 6: Rock Fall Mitigation (MP 260.300 - 271.400)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action			Total Request	Revised Budget	Expended Budget
			Year of Budget					
			FY 2014	FY 2015	FY 2016			
Construction	<i>Rock Fall</i>	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0
	<b>Total Construction</b>	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0
	<b>Total Project Budget</b>	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$1,500,000	\$0	\$1,500,000		

*Per guidance provided under Transportation Commission resolution approved in March 2014, this request for project budget requires Transportation Commission approval.*

## RAMP

### Responsible Acceleration of Maintenance and Partnerships

#### Operational

#### Region 1

- \$1,000,000 – FASTER Safety – *US 40: Berthoud Pass – Remote Avalanche Control System Pilot Program* – This action budgets for the miscellaneous and construction phases of work. Construction advertisement is scheduled for May 2014. RAMP comprises 96% of project budget. (19086/10001...)

#### US 40: Berthoud Pass – Remote Avalanche Control System Pilot Program (MP 235 - 253)

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	<i>Regional Priority</i>	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$28,519
	<b>Total Design</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$28,519</b>
Miscellaneous	<i>FASTER Safety</i>	\$0	\$495,000	\$0	\$0	\$495,000	\$495,000	\$28,519
	<b>Total Miscellaneous</b>	<b>\$0</b>	<b>\$495,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$495,000</b>	<b>\$495,000</b>	<b>\$28,519</b>
Construction	<i>FASTER Safety</i>	\$0	\$505,000	\$0	\$0	\$505,000	\$505,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$505,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$505,000</b>	<b>\$505,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$50,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,050,000</b>	<b>\$28,519</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$1,000,000	\$0	\$1,000,000		

#### RAMP Funding Criteria

Scope	Schedule	Cost Estimate	Letter of Commitment
Yes	Under Review	Under Review	N/A

*Per Transportation Commission (TC) resolution TC-3149, approved in March 2014, this RAMP budget action requires TC approval to move from Yellow to Green.*

**The new Transportation Commission budget policy directive would not require the projects that follow to be approved in a monthly budget supplement.**

**Region 1**

- \$189,000 – I-70/US 40: Grapevine Road Interchange – **Regional Priority Program**  
 – This action budgets the construction phase of work to widen the eastbound on-ramp. Construction advertisement is scheduled for May 2014. (20089/1000193884)

**I-70/US 40: Grapevine Road Interchange (MP 255.00 - 257.00)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	<i>Regional Priority</i>	\$0	\$189,000	\$0	\$0	\$189,000	\$189,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$189,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$189,000</b>	<b>\$189,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$0</b>	<b>\$189,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$189,000</b>	<b>\$189,000</b>	<b>\$0</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$189,000	\$0	\$0	\$189,000		

*Under PD703 and prior to 06/30/2013 Regional Priority Program (RPP) projects would individually obtain Transportation Commission approval for an initial project request through the supplemental budget process. Under draft PD70X projects funded by the RPP would not require individual project approval by the Transportation Commission.*

- \$531,000 – SH 391: Signal Reconstruction @ Kentucky and Dartmouth – **Highway Safety Improvement Program**  
 – This action budgets the construction phase of work. Construction advertisement is scheduled for June 2014. This project is included in the approved Integrated Safety Plan for FY 2014. (19717/1000193874)

**SH 391: Signal Reconstruction @ Kentucky and Dartmouth (MP 0.510 and MP 3.522)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	<i>Highway Safety Improvement</i>	\$39,000	\$0	\$0	\$0	\$0	\$39,000	\$0
	<b>Total Design</b>	<b>\$39,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,000</b>	<b>\$0</b>
Construction	<i>Highway Safety Improvement</i>	\$0	\$531,000	\$0	\$0	\$531,000	\$531,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$531,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$531,000</b>	<b>\$531,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$39,000</b>	<b>\$531,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$531,000</b>	<b>\$570,000</b>	<b>\$0</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$531,000	\$0	\$0	\$531,000		

*Under PD703 and prior to 06/30/2013 projects funded by the Highway Safety Improvement Program (HSIP), FASTER Safety Program, Hot Spot Program, and Hazard Elimination Program did not require Transportation Commission approval to budget a project. PD70X treats projects funded by a safety program(s) in the same manner and would not require individual project approval by the Transportation Commission.*

- \$900,000 – *SH 88 & Hampden Avenue, I-70 Eastbound On-Ramp, Chambers Road* – **Highway Safety Improvement Program** – This action budgets the construction phase of work for signal improvements at various locations. Construction advertisement is scheduled for June 2014. This project is included in the approved Integrated Safety Plan for FY 2014. (19766/1000193878)

**Signal Improvements at Various Locations**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	<i>Highway Safety Improvement</i>	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$11,158
	<b>Total Design</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$11,158</b>
Construction	<i>Highway Safety Improvement</i>	\$0	\$0	\$900,000	\$0	\$900,000	\$900,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$900,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$100,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$1,000,000</b>	<b>\$11,158</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$900,000	\$0	\$900,000		

*Under PD703 and prior to 06/30/2013 projects funded by the Highway Safety Improvement Program (HSIP), FASTER Safety Program, Hot Spot Program, and Hazard Elimination Program did not require Transportation Commission approval to budget a project. PD70X treats projects funded by a safety program(s) in the same manner and would not require individual project approval by the Transportation Commission.*

- \$901,758 – *C470: Ramps over I-25 Bridge* – **Bridge Program** – This action budgets the construction phase of work for bridge repairs. Construction advertisement is scheduled for May 2014. Staff Bridge has reviewed and concurs with this funding request for structures F-17-IQ and F-17-IT. (19589/1000193877)

**C470: Ramps over I-25 Bridge (MP 26.060 - 26.194 and MP 194.171 - 194.391)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	<i>Bridge</i>	\$706,234	\$901,758	\$0	\$0	\$901,758	\$1,607,992	\$0
	<b>Total Construction</b>	<b>\$706,234</b>	<b>\$901,758</b>	<b>\$0</b>	<b>\$0</b>	<b>\$901,758</b>	<b>\$1,607,992</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$706,234</b>	<b>\$901,758</b>	<b>\$0</b>	<b>\$0</b>	<b>\$901,758</b>	<b>\$1,607,992</b>	<b>\$0</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$901,758	\$0	\$0	\$901,758		

*Under PD703 and prior to 06/30/2013 On-System Bridge Program projects would individually obtain Transportation Commission approval for an initial project request through the supplemental budget process. Under draft PD70X projects funded by the On-System Bridge Program would not require individual project approval by the Transportation Commission as this program utilizes an existing model or system for prioritizing projects to guide project selection.*

- \$1,224,000 – I-76 and C470: Cable Rail Barrier – **FASTER Safety** – This action budgets the construction phase of work to install cable rail barrier in the median. Construction advertisement is scheduled for May 2014. (19760/1000193921)

**I-76 and C470: Cable Rail Barrier (MP 13.139 - 16.034, MP 25.800 - 26.194, MP 3.850 - 4.156)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	FASTER Safety	\$206,000	\$0	\$0	\$0	\$0	\$206,000	\$26,027
	<b>Total Design</b>	<b>\$206,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$206,000</b>	<b>\$26,027</b>
Construction	FASTER Safety	\$0	\$0	\$0	\$1,224,000	\$1,224,000	\$1,224,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,224,000</b>	<b>\$1,224,000</b>	<b>\$1,224,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$206,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,224,000</b>	<b>\$1,224,000</b>	<b>\$1,430,000</b>	<b>\$26,027</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$1,224,000	\$0	\$1,224,000		

*Under PD703 and prior to 06/30/2013 projects funded by the Highway Safety Improvement Program (HSIP), FASTER Safety Program, Hot Spot Program, and Hazard Elimination Program did not require Transportation Commission approval to budget a project. PD70X treats projects funded by a safety program(s) in the same manner and would not require individual project approval by the Transportation Commission.*

- \$1,500,000 – I-70: Eastbound Peak Period Shoulder Lane – **Surface Treatment Program, Regional Priority Program, Strategic Corridor Program** – This action augments the design phase of work. The advancement of FY 2016 Surface Treatment Program funds is required as FY 2014 and FY 2015 funds have been fully budgeted. This project is on the approved FY 2015 Surface Treatment list, and the Materials and Geotechnical Branch Manager has verified the use of Surface Treatment funds on this project meets the Drivability Life (DL) requirement. Construction advertisement is scheduled for July 2014. Note: This project is located within a strategic corridor (SSP4126). (19474/1000193875)

**I-70: Eastbound Peak Period Shoulder Lane (MP 229.000 - 243.000)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	Regional Priority	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0
	Surface Treatment	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,500,000	
	Strategic Corridor	\$4,050,000	\$0	\$0	\$0	\$0	\$4,050,000	\$0
	<b>Total Construction</b>	<b>\$5,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$7,050,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$5,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$7,050,000</b>	<b>\$0</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$1,500,000	\$0	\$1,500,000		

*Under PD703 and prior to 06/30/2013 projects located on one of the 28 strategic corridors would require Transportation Commission approval of the initial project budget action as well as any subsequent budget adjustments, regardless of program funding. PD70X would not require individual project approval by the Transportation Commission.*

- \$1,540,000 – *Exit Ramp Overhead Signing: Various Locations* – **Highway Safety Improvement Program, FASTER Safety** – This action budgets the construction phase of work. Construction advertisement is scheduled for May 2014. This project is included in the approved Integrated Safety Plan for FY 2014. (19376/1000193986)

**Exit Ramp Overhead Signing**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	<i>FASTER Safety</i>	\$278,700	\$0	\$0	\$0	\$0	\$278,700	\$124,061
	<b>Total Design</b>	<b>\$278,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$278,700</b>	<b>\$124,061</b>
Construction	<i>Highway Safety Improvement</i>	\$0	\$1,540,000	\$0	\$0	\$1,540,000	\$1,540,000	\$0
	<i>FASTER Safety</i>	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0
	<b>Total Construction</b>	<b>\$1,500,000</b>	<b>\$1,540,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,540,000</b>	<b>\$3,040,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$1,778,700</b>	<b>\$1,540,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,540,000</b>	<b>\$3,318,700</b>	<b>\$124,061</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$1,540,000	\$0	\$0	\$1,540,000		

*Under PD703 and prior to 06/30/2013 projects funded by the Highway Safety Improvement Program (HSIP), FASTER Safety Program, Hot Spot Program, and Hazard Elimination Program did not require Transportation Commission approval to budget a project. PD70X treats projects funded by a safety program(s) in the same manner and would not require individual project budget approval by the Transportation Commission.*

- \$6,350,000 – *I-25 and I-70: Pavement Markings* – **Highway Safety Improvement Program** – This action budgets the construction phase of work to replace pavement markings. Construction advertisement is scheduled for June 2014. This project is included in the approved Integrated Safety Plan for FY 2014. (20144/1000193987)

**I-25 and I-70: Pavement Markings (MP 163.400 - 229.113 and MP 214.155 - 332.004)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	<i>Highway Safety Improvement</i>	\$0	\$1,750,000	\$4,600,000	\$0	\$6,350,000	\$6,350,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$1,750,000</b>	<b>\$4,600,000</b>	<b>\$0</b>	<b>\$6,350,000</b>	<b>\$6,350,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$0</b>	<b>\$1,750,000</b>	<b>\$4,600,000</b>	<b>\$0</b>	<b>\$6,350,000</b>	<b>\$6,350,000</b>	<b>\$0</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$1,750,000	\$4,600,000	\$0	\$6,350,000		

*Under PD703 and prior to 06/30/2013 projects funded by the Highway Safety Improvement Program (HSIP), FASTER Safety Program, Hot Spot Program, and Hazard Elimination Program did not require Transportation Commission approval to budget a project. PD70X treats projects funded by a safety program(s) in the same manner and would not require individual project budget approval by the Transportation Commission.*

- \$8,400,000 – SH 86: I-25 to Woodlands Boulevard – **Surface Treatment Program, Hot Spot (Safety)** – Reconstruction – This action budgets the construction phase of work. The advancement of FY 2016 Surface Treatment Program funds is required as FY 2014 and FY 2015 funds have been fully budgeted. This project is on the approved FY 2015 Surface Treatment list, and the Materials and Geotechnical Branch Manager has verified the use of Surface Treatment funds on this project meets the Drivability Life (DL) requirement. Construction advertisement is scheduled for June 2014. (19273/1000193920)

**SH 86: I-25 to Woodlands Boulevard (MP 100.000 - 101.210)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
ROW	Surface Treatment	\$400,752	\$0	\$0	\$0	\$0	\$400,752	\$569
	<b>Total ROW</b>	<b>\$400,752</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,752</b>	<b>\$0</b>
Design	Surface Treatment	\$208,382	\$0	\$0	\$0	\$0	\$208,382	\$31,055
	<b>Total Design</b>	<b>\$208,382</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$208,382</b>	<b>\$31,055</b>
Construction	Surface Treatment	\$0	\$0	\$0	\$8,000,000	\$8,000,000	\$8,000,000	\$0
	Hot Spot (Safety)	\$0	\$400,000	\$0	\$0	\$400,000	\$400,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$8,000,000</b>	<b>\$8,400,000</b>	<b>\$8,400,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$609,134</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$8,000,000</b>	<b>\$8,400,000</b>	<b>\$9,009,134</b>	<b>\$31,055</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$400,000	\$8,000,000	\$0	\$8,400,000		

*Under PD703 and prior to 06/30/2013 projects funded by the Surface Treatment Program and/or Highway Safety Improvement Program (HSIP), FASTER Safety Program, Hot Spot Program, and Hazard Elimination Program did not require Transportation Commission approval to budget a project. PD70X treats projects funded by the Surface Treatment Program or a safety program(s) in the same manner and would not require individual project budget approval by the Transportation Commission.*

*The Hot Spot Program is a program established to allow the regions to quickly address small scale safety issues as they arise throughout the year has historically not required Transportation Commission’s approval of individual projects.*

- \$32,150,000 – I-25: Lincoln Avenue to County Line Road – **FASTER Safety Program, STP Urban Program, Hot Spot (Safety) Program, Strategic Corridor Program, Local Entity** – This action budgets the construction phase of work to widen I-25 one lane in each direction. Construction advertisement is scheduled for May 2014. Note: This project is located within a strategic corridor (SSP4127). (16602/10001...)

**I-25: Lincoln Avenue to County Line Road (MP 191.420 - 194.790)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
ROW	<i>Strategic Corridor</i>	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$1,294,493
	<b>Total ROW</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600,000</b>	<b>\$1,294,493</b>
Utility	<i>Strategic Corridor</i>	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$579
	<b>Total Utility</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$579</b>
Design	<i>Regional Priority</i>	\$390,000	\$0	\$0	\$0	\$0	\$390,000	\$390,000
	<i>Strategic Corridor</i>	\$25,016	\$0	\$0	\$0	\$0	\$25,016	\$25,016
	<b>Total Design</b>	<b>\$415,016</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$415,016</b>	<b>\$415,016</b>
Construction	<i>FASTER Safety</i>	\$0	\$0	\$0	\$15,850,000	\$15,850,000	\$15,850,000	\$1,904,000
	<i>STP Urban DRCOG</i>	\$0	\$0	\$3,750,000	\$6,400,000	\$10,150,000	\$10,150,000	\$22,443,855
	<i>Hot Spot (Safety)</i>	\$0	\$400,000	\$0	\$0	\$400,000	\$400,000	\$5,065,682
	<i>Douglas County</i>	\$0	\$0	\$0	\$5,750,000	\$5,750,000	\$5,750,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$3,750,000</b>	<b>\$28,000,000</b>	<b>\$32,150,000</b>	<b>\$32,150,000</b>	<b>\$29,413,537</b>
<b>Total Project Budget</b>		<b>\$2,015,016</b>	<b>\$400,000</b>	<b>\$3,750,000</b>	<b>\$28,000,000</b>	<b>\$32,150,000</b>	<b>\$34,265,016</b>	<b>\$31,123,625</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$400,000	\$3,750,000	\$28,000,000	\$32,150,000		

*Under PD703 and prior to 06/30/2013 projects located on one of the 28 strategic corridors would require Transportation Commission approval of the initial project budget action as well as any subsequent budget adjustments, regardless of program funding. PD70X would not require budget approval by the Transportation Commission.*

*The Hot Spot Program is a program established to allow the regions to quickly address small scale safety issues as they arise throughout the year and has historically not required Transportation Commission's approval of individual projects.*

**Region 2**

- \$720,000 – US 50: Cotopaxi – **Bridge Program** – This action budgets the construction phase of work for bridge rehabilitation on structure K-14-B. Construction advertisement is scheduled for May 2014. (20066/1000192603)

US 50 @ Cotopaxi (MP 245.350 - 245.590)

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
ROW	<i>Bridge</i>	\$5,001	\$0	\$0	\$0	\$0	\$5,001	\$0
	<b>Total ROW</b>	<b>\$5,001</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,001</b>	<b>\$0</b>
Utility	<i>Bridge</i>	\$5,001	\$0	\$0	\$0	\$0	\$5,001	\$0
	<b>Total Utility</b>	<b>\$5,001</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,001</b>	<b>\$0</b>
Design	<i>Bridge</i>	\$72,370	\$0	\$0	\$0	\$0	\$72,370	\$713
	<b>Total Design</b>	<b>\$72,370</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$72,370</b>	<b>\$713</b>
Construction	<i>Bridge</i>	\$0	\$720,000	\$0	\$0	\$720,000	\$720,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$720,000</b>	<b>\$720,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$82,372</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$720,000</b>	<b>\$802,372</b>	<b>\$713</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$72,000	\$648,000	\$0	\$720,000		

*Under PD703 and prior to 06/30/2013 On-System Bridge Program projects would individually obtain Transportation Commission approval for an initial project request through the supplemental budget process. Under draft PD70X projects funded by the On-System Bridge Program would not require individual project approval by the Transportation Commission as this program utilizes an existing model or system for prioritizing projects to guide project selection.*

\$4,170,000 – *I-25 North: Colorado Springs – Widening – **Surface Treatment Program, Strategic Corridor Program, FASTER Safety, STP Urban, Air Quality Program*** – This action augments the construction budget for a change modification order (CMO) for this design-build project to address soft spot preventative measures, Middle Tributary improvements, the Ackerman Overlook relocation, thin shoulder areas, and schedule acceleration costs. The Attorney General’s office has reviewed and determined that additional monies are owed to the contractor. The sources of these additional funds are Region 2 and Region 3 Surface Treatment design funds and a related strategic corridor preconstruction project. Note: This project is located within a strategic corridor (SSP4227). (18842/10001...)

**I-25: North - Colorado Springs (MP 148.8 - 160.7)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Program Area	Current Budget	Eleventh Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Utility	<i>Strategic Corridor</i>	\$24,984	\$0	\$0	\$0	\$0	\$24,984	\$0
	<b>Total Utility</b>	<b>\$24,984</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,984</b>	<b>\$0</b>
Design	<i>Regional Priority</i>	\$390,000	\$0	\$0	\$0	\$0	\$390,000	\$390,000
	<i>Strategic Corridor</i>	\$25,016	\$0	\$0	\$0	\$0	\$25,016	\$25,016
	<b>Total Design</b>	<b>\$415,016</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$415,016</b>	<b>\$415,016</b>
Construction	<i>Regional Priority</i>	\$1,904,000	\$0	\$0	\$0	\$0	\$1,904,000	\$1,904,000
	<i>Strategic Corridor</i>	\$36,083,494	\$1,921,569	\$0	\$0	\$1,921,569	\$38,005,063	\$22,443,855
	<i>Surface Treatment</i>	\$5,283,898	\$2,248,431	\$0	\$0	\$2,248,431	\$7,532,329	\$5,065,682
	<i>FASTER Safety</i>	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000	\$0
	<i>STP Urban Pikes Peak</i>	\$11,015,506	\$0	\$0	\$0	\$0	\$11,015,506	\$11,015,506
	<i>Congestion Relief</i>	\$2,207,400	\$0	\$0	\$0	\$0	\$2,207,400	\$2,207,400
	<b>Total Construction</b>	<b>\$66,494,298</b>	<b>\$4,170,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,170,000</b>	<b>\$70,664,298</b>	<b>\$42,636,443</b>
<b>Total Project Budget</b>	<b>\$66,934,298</b>	<b>\$4,170,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,170,000</b>	<b>\$71,104,298</b>	<b>\$43,051,459</b>	
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$4,170,000	\$0	\$0		\$4,170,000	

*Under PD703 and prior to 06/30/2013 projects located on one of the 28 strategic corridors would require Transportation Commission approval of the initial project budget action as well as any subsequent budget adjustments, regardless of program funding. PD70X would not require individual project approval by the Transportation Commission.*

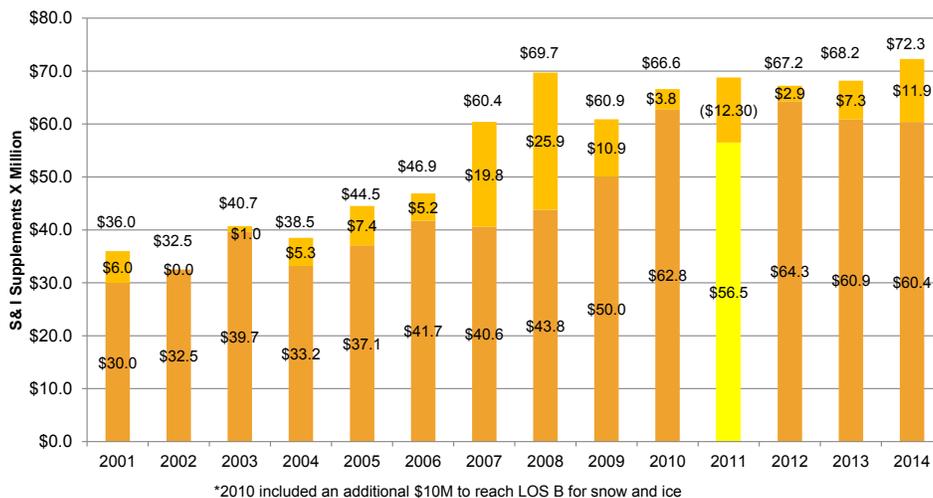
**Staff Maintenance**

- \$3,591,500 – **Transfer from the Transportation Commission Contingency Reserve Fund (TCCRF) to the Snow and Ice Contingency Reserve Fund** – Supplemental funds are required from the TCCRF, as the annual \$10 million set-aside for Snow & Ice reserve was depleted in March 2014. Note: Approximately 17% of the winter season remains. (PST-TCS-14/10001...)

**FY 2014 Snow and Ice Contingency Request  
 April 2014 Supplemental Request**

Greeley Maintenance	\$ 534,891
Grand Junction Maintenance	\$ 1,504,458
Pueblo Maintenance	\$ 451,891
Aurora Maintenance	\$ 768,307
Craig Maintenance	\$ 327,966
Greeley Traffic	\$ 785
Durango Traffic	\$ 3,202
	<hr/>
	\$ 3,591,500

**Snow and Ice History  
 Starting Budgets and Contingency Usage**



## For Informational Purposes

### **Office of Information Technology (OIT)**

- \$689,900 – **Transfer from Capital to Operating** – In the Fall of 2012, OIT began implementing a proposed plan to consolidate all agency data centers into a statewide data center called eFort. As part of this process, CDOT hired an independent third-party to conduct a study about the risk/benefit of moving all current environments to effort. Their recommendations included not moving CDOT-specific applications to eFort but instead looking for third-party vendors that specialize in hosting these environments. Based on these findings, CDOT has decided to move SAP and AASHTOWare software applications to hosting vendors that specialize in these areas. The move to eFort is happening now, and the move to these vendors needs to happen likewise.

Since we will be moving to a leased environment instead of an owned environment, budget needs to move from capital to operating. The details of the moves needed for this fiscal year are as follows:

\$263,840	Sap implementation and hosting services through 06-30-2014 to CenturyLink
\$222,060	SAP database virtualization software from Delphix (annual license)
\$150,000	Oracle database licenses needed for AASHTOWare hosting (one time purchase)
<u>\$ 54,000</u>	AASHTOWare hosting services through 06-30-2014
\$689,900	

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**Eleventh  
Supplement**

**Fiscal year 2013-2014**

**Dated: April 24, 2014**

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**RESOLUTION NO. TC –**

**“BE IT RESOLVED, That the Eleventh Supplement to the Fiscal Year 2013-2014  
Budget be approved by the Commission”**

## Project Detail

### Bridge Rehabilitation

**Region 1**

SDR6739	025A/470A	C470: Ramps over I-25 Bridge	✔	19589	Douglas	C	\$ 706,234	\$	901,758
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**Region 2**

SR25164	050A	US 50: Cotopaxi	✔	20066	Fremont	R,U,D,C	\$ 82,372	\$	720,000
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\$ 1,621,758

### Environmental

**Region 1**

SDR5394/6405/6641/7110	070A	I-70: East Corridor - EIS	✔	13599	Denver	U,D,M	\$ 37,310,000	\$	238,521
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SDR5765/SDR6641	036B	US 36: EIS	✔	14133	Adams/Boulder/Jefferson	D	\$ 20,787,376	\$	301,713
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\$ 540,234

### Reconstruction

**Region 1**

SSP4126	070A	I-70: Eastbound Peak Period Shoulder Lane	✔	19474	Clear Creek	C	\$ 5,550,000	\$	1,500,000
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SR15215/SR16683	086B	SH 86: I-25 to Woodlands Boulevard	✔	19273	Douglas	R,D,C	\$ 609,134	\$	8,400,000
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SSP4127	025A	I-25: Lincoln Avenue to County Line Road	✔	16602	Douglas	R,U,D,C	\$ 2,015,016	\$	32,150,000
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**Region 2**

SSP4227/SPP6450	025A	I-25 North: Colorado Springs	✔	18842	El Paso	U,C,C	\$ 66,934,298	\$	4,170,000
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\$ 46,220,000

### Safety

**Region 1**

SDR6641	070A	I-70/US 40: Grapevine Road Interchange	✔	20089	Jefferson	C	\$ -	\$	189,000
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SDR6731	391A	SH 391: Signals @ Kentucky and Dartmouth	✔	19717	Jefferson	D,C	\$ 39,000	\$	531,000
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SDR6731	088A	Signal Improvements at Various Locations	✔	19766	Adams/Arapahoe	D,C	\$ 100,000	\$	900,000
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SR16719	040A	US 40: Berthoud Pass - Remote Avalance Control	✔	19086	Clear Creek/Grand	D,C	\$ 50,000	\$	1,000,000
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SDR7065/SR17002	076A/470A	I-76 and C470: Cable Rail Barrier	✔	19760	Adams/Douglas/Jefferson	D,C	\$ 206,000	\$	1,224,000
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SDN6678	006G	US 6: Rock Fall Mitigation	✔	20110	Jefferson	C	\$ -	\$	1,500,000
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SDR7065	006G/070A/025A	Exit Ramp Overhead Signing: Various Locations	✔	19376	Various	D,C	\$ 278,700	\$	1,540,000
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SDR6731	025A/270A								
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SDR6731	025A/070A	I-25 and I-70: Pavement Markings	✔	20144	Various	C	\$ -	\$	6,350,000
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\$ 13,234,000

### Maintenance

Transportation Commission Contingency Reserve	PST-TCC-14			\$ 83,480,475	\$ (3,591,500)
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Greeley Maintenance					\$ 534,891
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Grand Junction Maintenance					\$ 1,504,458
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Pueblo Maintenance					\$ 451,891
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Aurora Maintenance					\$ 768,307
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Craig Maintenance					\$ 327,966
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Greeley Traffic					\$ 785
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Durango Traffic					\$ 3,202
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\$ -

**Grand Total** \$ 61,615,992

**Transportation Commission Contingency Reserve Fund  
Eleventh Supplement FY 2014 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
May-13	<i>Final Balance 12S13</i>		<b>\$ 49,301,722</b>	
	<i>project closure (16984)</i>	\$ 380,000		1000176263
	<i>rollforward adjustment for FY 2013 (R15MS-010)</i>	\$ 187,950		1000176365
	<i>write off funds adjustment FY 13 COPS refunding</i>	\$ (1,752,173)		1000178381
June-13	<i>Balance 1S14</i>		<b>\$ 48,117,499</b>	
July-13	<i>Balance 2S14</i>		<b>\$ 48,117,499</b>	
	<i>FY 2014 Resource Allocation</i>	\$ 25,890,107		1000178359
	<i>project surpluses returned to TCCRF (14959 and 16444)</i>	\$ 2,383,359		1000178942-178949/180532
	<i>transfer to Region 4 for US 36 Phase II</i>	\$ (3,000,000)		1000181817
	<i>transfer to Office of Transportation Safety</i>	\$ (900,000)		1000182746
	<i>transfer to Region 2 for US 24 Flooding - August 2013</i>	\$ (5,500,000)		1000182745
August-13	<i>Balance 3S14</i>		<b>\$ 66,990,965</b>	
	<i>OPN/OPS unbudgeted prior year funds</i>	\$ 7,910,747		1000176367
	<i>final repayment of October 2012 loan to DTR</i>	\$ 7,885,914		1000183736
	<i>FY 2013 carry forward from cost centers</i>	\$ 8,746,118		1000183782/183783
	<i>bond refunding</i>	\$ 8,231,926		1000179817/179819
	<i>project surplus returned to TCCRF</i>	\$ 3,008		1000183839
	<i>FY 2013 Federal redistribution</i>	\$ 25,515,737		1000183914
	<i>Worksman's Comp (E0176-010)</i>	\$ (6,969,138)		1000183966
	<i>FHWA Emergency Relief</i>	\$ 5,000,000		1000184146
	<i>allocation to SW Emergency Relief project</i>	\$ (5,000,000)		1000184281
	<i>Xcel invoice</i>	\$ (100,000)		1000185027
September-13	<i>Balance 4S14</i>		<b>\$ 118,215,277</b>	
	<i>FHWA Emergency Relief</i>	\$ 25,000,000		1000184618
	<i>allocation to SW Emergency Relief project</i>	\$ (25,000,000)		1000184618
	<i>return 2013 Snow and Ice contingency balance to TCCRF</i>	\$ 2,668,831		1000184993
	<i>fund roll forward decision items</i>	\$ (8,238,709)		1000183782/183783
	<i>FY 2014 cost center allocation reconciliation</i>	\$ (3,964,560)		1000185350
	<i>net revenue adjustment for FY 2013 (after required program distribution adjustments)</i>	\$ 3,506,401		1000185373
	<i>return of project surplus</i>	\$ 52,238		1000185393
	<i>US 24 flood repairs/restoration supplemental request to that approved August 2013</i>	\$ (2,213,000)		1000186199/186201/202/203/204
	<i>transfer to Emergency Flood Response Administration cost center - September 2013</i>	\$ (1,000,000)		1000185115
	<i>September 2013 Emergency Relief projects</i>	\$ (9,477,847)		1000185264
	<i>SH 72 @ 78th, SH 128 near SH 93, SH 93 and SH 74 flood repairs - September 2013</i>	\$ (48,817,937)		1000185345/394/819/821
	<i>US 24 request for future flood mitigation measures</i>	\$ (4,600,000)		1000186200
	<i>radio console upgrades for CTMC and EJMT</i>	\$ (600,000)		1000186205
	<i>fund TSM&amp;O expand program delivery/services</i>	\$ (2,600,000)		1000186206
	<i>loan to DTR for contract authority until FTA grants are received by CDOT</i>	\$ (5,305,665)		1000186207
October-13	<i>Balance 5S14</i>		<b>\$ 37,625,029</b>	
	<i>FHWA Emergency Relief reimbursement</i>	\$ 3,287,538		1000187385
	<i>surplus from project closure (14551)</i>	\$ 1,292,731		1000187389
	<i>additional allocation to ER flood</i>	\$ (6,399,597)		1000186652/10001187389
November-13	<i>Balance 6S14</i>		<b>\$ 35,805,701</b>	
	<i>net adjusting entries to ER projects this reporting period</i>	\$ (3,361)		1000188244/189154
	<i>closure</i>	\$ 212		1000188246
	<i>transfer to STP-Metro, CMAQ, TAP to keep FY 2013 programs whole</i>	\$ (6,716,637)		1000189826/189929
December-13	<i>Balance 7S14</i>		<b>\$ 29,085,915</b>	
	<i>2013 Local funds for match to FY 2013 transfer above</i>	\$ 1,269,366		1000189926/100190125
	<i>net adjusting entries to ER projects this reporting period</i>	\$ (779,182)		1000189974/
January-14	<i>Balance 8S14</i>		<b>\$ 29,576,099</b>	
	<i>Federal-aid Emergency Relief (ER) allocation</i>	\$ 110,000,000		1000190712
	<i>distribution to Statewide Emergency Relief Pool</i>	\$ (110,000,000)		1000190713
	<i>partial repayment of short-term Emergency Relief (ER) loan for September 2013 Flooding</i>	\$ 55,025,773		1000189926/100190125
	<i>repayment of Emergency Relief (ER) loan for Region 2</i>	\$ 3,200,000		1000191440
	<i>net adjusting entries to ER projects this reporting period</i>	\$ (15,787)		1000191532/1001191534
	<i>rock fall mitigation US 550: Red Mountain Pass (Ruby Walls) 20114</i>	\$ (173,588)		1000191618
	<i>miscellaneous adjustment</i>	\$ (40)		
February-14	<i>Balance 9S14</i>		<b>\$ 87,612,457</b>	
	<i>additional budget to supplement Snow and Ice operations</i>	\$ (1,922,502)		1000193321
March-14	<i>Balance 10S14</i>		<b>\$ 85,689,955</b>	
	<i>required match for permanent restoration project</i>	\$ (275,360)		1000192838
	<i>to DTR for Interregional Bus</i>	\$ (500,000)		1000193025
	<i>additional budget for ER debris removal</i>	\$ (1,434,120)		1000193262
	<i>additional budget to supplement Snow and Ice operations</i>	\$ (3,591,501)		pending
April-14	<i>Projected Balance 11S14</i>		<b>\$ 79,888,974</b>	

**Transportation Commission Contingency Snow & Ice Fund Reconciliation  
Eleventh Supplement FY 2014 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
	<i>Carry forward from FY 2013</i>		\$ 2,668,831	
	<i>transfer carry forward to TCCRF</i>	\$ (2,668,831)		1000180500
	<i>2014 Allocation</i>	\$ 10,000,000		1000178359
July-13	<i>Balance 1S14</i>		\$ 10,000,000	
	<i>to MLOS cost centers</i>	\$ (6,597,612)		1000191679
February-14	<i>Balance 9S14</i>		\$ 3,402,388	
	<i>additional transfer from TCCRF</i>	\$ 1,922,502		1000193121
	<i>to MLOS cost centers</i>	\$ (5,324,890)		1000193841
March-14	<i>Balance 10S14</i>		\$ -	1000193841
	<i>additional transfer from TCCRF</i>	\$ 3,591,500		<i>pending</i>
	<i>to MLOS cost centers</i>	\$ (3,591,500)		<i>pending</i>
April-14	<i>Projected Balance 11S14</i>		\$ -	

## Current Status of Flood Projects after Receipt of \$140 Million Emergency Relief Funding September 11, 2013 Flood Disaster

### Temporary Emergency Relief Projects

Reg	State		Project Description	County	Prior	Budget		Total
	Highway	Mileposts			Contribution	TCCRF	Federal ER	
SW			ER Debris Removal 18 Counties*		\$ 5,100,250	\$ 1,434,120	\$ -	\$ 6,534,370
Total Temporary Emergency Relief					\$ 5,100,250	\$ 1,434,120	\$ -	\$ 6,534,370

\*FEMA will reimburse at 75%

### Permanent Restoration Emergency Relief Projects

Reg	State		Project Description	County	Prior	Budget		Total
	Highway	Mileposts			Contribution	TCCRF	Federal-aid ER	
4	Various	Various	PR Scour Bridge Repairs #2	Boulder/Larimer/Weld	\$ -	\$ 275,360	\$ 1,324,640	\$ 1,600,000
Total Permanent Restoration					\$ -	\$ 275,360	\$ 1,324,640	\$ 1,600,000
<b>Grand Total All Emergency Relief</b>					<b>\$ 5,100,250</b>	<b>\$ 1,709,480</b>	<b>\$ 1,324,640</b>	<b>\$ 8,134,370</b>

# April FY14 Contingency Balance Reconciliation

March FY14 TC Contingency Balance	\$ 85,689,955
Emergency Relief Reimbursement	
September 2013 Flood	\$ 0
Flooding Prior to 09/2013	\$ 0
Emergency Relief Project Allocation	
Temporary Relief	(\$ 1,434,120)
Permanent Restoration	(\$ 275,360)
Pending April Supplement Items	(\$ 0)
Other Adjustments	(\$ <u>4,091,501</u> )
April FY14 TC Contingency Balance	\$ 79,888,974



Partnership and Operations Projects - Status Through March 2014 TC Meeting

Public-Private (HTPE) Partnership Projects

Key	
	TC Approved or Staff Recommends Budgeting Funds (Group 1)
	Staff Recommends Budgeting Funds (Group 2)
	Staff Recommends Further Development (Group 3)
	Projects that have been Withdrawn or Removed (Group 4)

Numbers are shown as a COST VARIANCE	
-\$4,800.00	Numbers shown in red or with a negative represent an overage
\$6,000.00	Numbers shown in green represent an underage

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014
Group 1	N/A	WB Twin Tunnels Expansion	\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$7,000,000	\$0	RAMP Funding Approved by TC in February
	TC Approved or Staff Recommends Budgeting Funds (Group 1)		\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$0	\$7,000,000	\$0

Tracking #	Project Name	Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014
Group 2													None
	Staff Recommends Budgeting Funds (Group 2)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Tracking #	Project Name	Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014	
Group 3	1-2	C-470 Managed Toll Express Lanes: Kipling to I-25	\$200,000,000	\$237,000,000	-\$37,000,000	\$100,000,000	\$137,000,000	-\$37,000,000	\$10,000,000	\$5,500,000	\$0	\$84,500,000	\$0	Staff Recommends Further Development
	4-5a	I-25: Tolloed Express Lanes: 120th to SH 7	\$1,040,000,000	\$1,040,000,000	\$0	\$55,000,000	\$55,000,000	\$0						RAMP Funding of 10% granted by TC in March for continued preconstruction activity.
	4-5b	I-25: Tolloed Express Lanes: SH 7 North to SH 14				\$35,000,000	\$35,000,000	\$0						
	N/A	HTPE P3 Development Fund	\$200,000,000	\$200,000,000	\$0	\$40,000,000	\$40,000,000	\$0	\$0	\$0	\$0	\$160,000,000	\$0	Staff Recommends Further Development
4	Staff Recommends Further Development (Group 3)		\$1,440,000,000	\$1,477,000,000	-\$37,000,000	\$230,000,000	\$267,000,000	-\$37,000,000	\$10,000,000	\$5,500,000	\$0	\$244,500,000	\$0	

4	SUB-TOTAL Public-Public Partnership Projects		\$1,495,000,000	\$1,532,000,000	-\$37,000,000	\$278,000,000	\$315,000,000	-\$37,000,000	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
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Tracking #	Project Name	Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014
Group 4													None
	Projects that have been Withdrawn (Group 4)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

4	TOTAL Partnership Projects: HTPE P3 Projects		\$1,495,000,000	\$1,532,000,000	-\$37,000,000	\$278,000,000	\$315,000,000	-\$37,000,000	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
	Percentage over Transportation Commission Approved Amount				2.42%			11.75%						

Partnership and Operations - Status Through March 2014 TC Meeting

Public-Public Partnership Projects

Key	
TC Approved or Staff Recommends Budgeting Funds (Group 1)	
Staff Recommends Budgeting Funds (Group 2)	
Staff Recommends Further Development (Group 3)	
Projects that have been Withdrawn or Removed (Group 4)	

Numbers are shown as a COST VARIANCE	
-\$4,800.00	Numbers shown in red or with a negative represent an overage
\$6,000.00	Numbers shown in green represent an underage

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014	
Group 1	1-7	Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System	\$25,000,000	\$25,000,000	\$0	\$9,000,000	\$9,000,000	\$0	\$5,000,000	\$0	\$0	\$11,000,000	\$0	RAMP Funding Approved by TC in February
	1-14	SH 2 in Commerce City Widening and Devolution	\$20,800,000	\$18,610,000	\$2,190,000	\$13,600,000	\$13,600,000	\$0	\$5,100,000	\$0	\$0	\$0	\$2,190,000	RAMP Funding Approved by TC in February
	1-15	US 6 and 19th St. Intersection Grade Separation	\$25,000,000	\$25,000,000	\$0	\$20,000,000	\$20,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-19	Colorado Blvd. in Idaho Springs Final Phase and Devolution	\$21,900,000	\$21,900,000	\$0	\$21,900,000	\$21,900,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-37	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	\$29,203,881	\$29,181,821	\$22,060	\$23,363,105	\$23,341,821	\$21,284	\$5,840,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-46	I-25 and Arapahoe Rd. Interchange	\$74,000,000	\$74,000,000	\$0	\$50,400,000	\$50,400,000	\$0	\$16,400,000	\$0	\$0	\$7,200,000	\$0	RAMP Funding Approved by TC in February
	2-1	SH 67 in Victor Devolution (cash payment)	\$307,702	\$307,702	\$0	\$307,702	\$307,702	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-5	US 160 Turnouts	\$1,015,000	\$1,015,000	\$0	\$840,000	\$840,000	\$0	\$0	\$175,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-7	US 24 Business Route Devolution (cash payment)	\$2,602,475	\$2,602,475	\$0	\$2,602,475	\$2,602,475	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-20	US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project 2-9)	\$1,500,000	\$1,500,000	\$0	\$1,200,000	\$1,200,000	\$0	\$300,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-22	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	\$21,300,000	\$23,300,000	-\$2,000,000	\$11,000,000	\$11,700,000	-\$700,000	\$7,000,000	\$0	\$1,300,000	\$4,600,000	\$0	RAMP Funding Approved by TC in February
	2-23	SH 21 / Old Ranch Rd. Interchange Completion	\$9,266,000	\$10,333,779	-\$1,067,779	\$600,000	\$600,000	\$0	\$8,000,000	\$0	\$600,000	\$1,733,779	\$500,000	RAMP Funding Approved by TC in February
	2-31	I-25 Ilex to 1st St. in Pueblo (includes devolution match in RAMP request)	\$33,200,000	\$33,200,000	\$0	\$22,000,000	\$22,000,000	\$0	\$1,200,000	\$0	\$0	\$10,000,000	\$0	RAMP Funding Approved by TC in February
	2-33	US 50 / SH 45 Interchange, Wills to Purcell-Pueblo (companion project 2-10)	\$10,000,000	\$10,000,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	RAMP Funding Approved by TC in February
	3-6	SH 6/SH13 in Rifle Devolution	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-9	I-70 Simba Run Underpass	\$20,800,000	\$20,800,000	\$0	\$14,600,000	\$14,600,000	\$0	\$6,000,000	\$0	\$0	\$200,000	\$0	RAMP Funding Approved by TC in February
	3-12/29	SH 9 - Frisco to Breckenridge: Iron Springs Phase and Vail Pass Multi-Use Path Devolution	\$21,985,000	\$22,013,668	-\$28,668	\$17,500,000	\$17,528,668	-\$28,668	\$0	\$4,485,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-14	I-70 Eagle Interchange Upgrade	\$9,887,365	\$9,887,365	\$0	\$3,500,000	\$3,500,000	\$0	\$3,437,364	\$0	\$0	\$2,950,001	\$0	RAMP Funding Approved by TC in February
	3-24	I-70 Exit 31 Horizon Drive	\$5,000,000	\$5,250,000	-\$250,000	\$4,000,000	\$4,200,000	-\$200,000	\$1,000,000	\$0	\$50,000	\$0	\$0	RAMP Funding Approved by TC in February
	3-31	US 40 Improvements in Fraser	\$1,950,390	\$2,145,320	-\$194,930	\$1,267,754	\$1,394,458	-\$126,704	\$682,636	\$0	\$68,226	\$68,226	\$0	RAMP Funding Approved by TC in February
3-40	SH 9 Grand County Safety Improvement Project	\$46,000,000	\$46,000,000	\$0	\$36,222,000	\$36,222,000	\$0	\$9,722,000	\$0	\$0	\$56,000	\$0	RAMP Funding Approved by TC in February	
4-6	US 34 in Estes Park Improvements and Devolution	\$16,000,000	\$16,005,000	-\$5,000	\$4,200,000	\$4,200,000	\$0	\$0	\$0	\$0	\$11,805,000	\$5,000	RAMP Funding Approved by TC in February	
4-20	North College / US 287 Conifer to Laporte Bypass	\$36,000,000	\$36,000,000	\$0	\$17,500,000	\$17,500,000	\$0	\$4,400,000	\$0	\$0	\$14,100,000	\$0	RAMP Funding Approved by TC in February	

Partnership and Operations - Status Through March 2014 TC Meeting

Public-Public Partnership Projects

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014	
4-28	SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$3,685,180	\$0	\$1,842,590	\$1,842,590	\$0	\$1,842,590	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-29	US 34 & CR 49 Intersection Safety Improvements	\$2,200,000	\$2,200,000	\$0	\$1,500,000	\$1,500,000	\$0	\$700,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-30	SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$2,249,875	\$0	\$1,000,000	\$1,000,000	\$0	\$1,249,875	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-34/51/52	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	\$1,752,000	\$1,752,000	\$0	\$944,200	\$944,200	\$0	\$0	\$807,800	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-54	SH 119 Diagonal: 30th to Foothills Parkway Multi-modal Improvements Project	\$5,570,000	\$5,570,000	\$0	\$4,456,000	\$4,456,000	\$0	\$1,114,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-6	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000	\$0	\$1,600,000	\$1,600,000	\$0	\$400,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-8	SH 172 / 151 Signalization	\$1,800,000	\$1,800,000	\$0	\$1,430,000	\$1,430,000	\$0	\$370,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-10	US 160 / Wilson Gulch Road Extension	\$6,400,000	\$6,400,000	\$0	\$4,288,000	\$4,288,000	\$0	\$2,112,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-13	SH 145 at CR P Safety Improvements	\$1,660,194	\$1,660,194	\$0	\$1,577,185	\$1,577,185	\$0	\$83,036	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-14	US 285 Antonito Storm Drain System Replacement	\$2,742,429	\$2,742,429	\$0	\$2,193,944	\$2,193,944	\$0	\$100,000	\$448,485	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-15	SH 62 Ridgway Street Improvements (pending approval of local match)	\$13,291,257	\$13,291,257	\$0	\$10,494,509	\$10,494,509	\$0	\$2,000,000	\$796,748	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
5-18	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,497,090	\$0	\$1,997,090	\$1,997,090	\$0	\$500,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-25	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	\$2,100,000	\$2,100,000	\$0	\$1,680,000	\$1,680,000	\$0	\$420,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March	
4-58	SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$5,466,350	\$0	\$4,373,080	\$4,373,080	\$0	\$1,093,270	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March	
2-21	I-25 and Cimarron Interchange Reconstruction	\$95,000,000	\$95,000,000	\$0	\$24,000,000	\$24,000,000	\$0	\$6,000,000	\$0	\$0	\$65,000,000	\$0	RAMP Funding Approved by TC in March	
38	TC Approved or Staff Recommends Budgeting Funds (Group 1)	\$586,732,188	\$588,066,505	-\$1,334,317	\$349,579,634	\$350,613,722	-\$1,034,088	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000		
Group 2	Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014
														None
		Staff Recommends Budgeting Funds (Group 2)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Group 3	Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014
														None
		Staff Recommends Further Development (Group 3)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
38	SUB-TOTAL Public-Public Partnership Projects		\$586,732,188	\$588,066,505	-\$1,334,317	\$349,579,634	\$350,613,722	-\$1,034,088	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000	
Group 4	Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014
	2-27	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544			\$110,544		\$110,544						Local Agency Withdrew Project in December
	2-29	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307			\$155,307		\$155,307						Local Agency Withdrew Project in December
2	Projects that have been Withdrawn (Group 4)		\$265,851	\$0	\$0	\$265,851	\$0	\$265,851	\$0	\$0	\$0	\$0	\$0	
40	TOTAL Public-Public Partnership Projects		\$586,998,039	\$588,066,505	-\$1,334,317	\$349,845,485	\$350,613,722	-\$768,237	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000	
	Percentage over Transportation Commission Approved Amount				0.23%			0.22%						

## Partnership and Operations Projects - Status Through March 2014 TC Meeting

### Operations Projects

Key
TC Approved or Staff Recommends Budgeting Funds (Group 1)
Staff Recommends Budgeting Funds (Group 2)
Staff Recommends Further Development (Group 3)
Projects that have been Withdrawn or Removed (Group 4)

Numbers are shown as a COST VARIANCE	
-\$4,800.00	Numbers shown in red or with a negative represent an overage
\$6,000.00	Numbers shown in green represent an underage

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014	
Group 1	1-27	SH-74 South of El Rancho Safety Shoulders	\$57,947	\$55,000	\$2,947	\$57,947	\$55,000	\$2,947	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
	1-41	State Highway Signal Upgrades: Phase I - Colfax Signals	\$2,495,000	\$3,246,557	-\$751,557	\$2,200,000	\$2,200,000	\$0	\$0	\$295,000	\$751,557	\$0	\$0	RAMP Funding Approved by TC in February
	1-42	State Highway Signal Upgrades: Phase III - Denver Slipfit												RAMP Funding Approved by TC in February
	1-44	State Highway Signal Upgrades: Phase I - Santa Fe and Evans												RAMP Funding Approved by TC in February
	1-51	Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT)	\$2,575,000	\$2,529,035	\$45,965	\$2,575,000	\$2,529,035	\$45,965	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
	1-63	I-70 at Grapevine Rd. (MP 256.0)	\$189,000	\$189,000	\$0	\$189,000	\$189,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-08	US 24 / Judge Orr Rd. Intersection Improvement	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-09	US 50 / Dozier Ave. Intersection Improvement (companion project Partnership 2-20)	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-10	US 50 / Purcell and US 50 / McCulloch Intersection Improvement (companion project Partnership 2-33)	\$1,200,000	\$1,200,000	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-17	US 50 / 32nd Ln., US 50 / Cottonwood Ave., US 50 / 34th Ln. Intersection Improvements	\$1,500,000	\$2,500,000	-\$1,000,000	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	RAMP Funding Approved by TC in February
	3-33	I-70 Vail Chain Station Improvements	\$4,500,000	\$4,500,000	\$0	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-34	I-70 Glenwood Canyon Variable Speed Signing	\$2,200,000	\$1,996,800	\$203,200	\$2,200,000	\$1,996,800	\$203,200	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-13	Adaptive signals on US 85 Bypass in Greeley	\$750,000	\$750,000	\$0	\$600,000	\$600,000	\$0	\$0	\$150,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-41	Adaptive signals on US 34 Bypass in Greeley	\$500,000	\$500,000	\$0	\$400,000	\$400,000	\$0	\$0	\$100,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-35	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	\$250,000	\$250,000	\$0	\$200,000	\$200,000	\$0	\$50,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-36	Loveland Road Weather Information System (RWIS) Update / Expansion	\$380,000	\$380,000	\$0	\$304,000	\$304,000	\$0	\$76,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-42	Fiber Optics and ITS Devices on I-76	\$11,000,000	\$11,003,607	-\$3,607	\$5,000,000	\$5,003,607	-\$3,607	\$0	\$0	\$0	\$6,000,000	\$0	RAMP Funding Approved by TC in February
	4-50	Fiber Optic Communication from I-25 to CDOT West Yard	\$1,700,000	\$1,700,000	\$0	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-44/4-49	Adaptive Signals on SH 119 Airport Rd. to Zlaten Dr. in Longmont / Adaptive Signals on SH 119: I-25 to WCR 3.5	\$1,850,000	\$1,850,000	\$0	\$1,680,000	\$1,680,000	\$0	\$0	\$170,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-66	Adaptive Traffic Signals System along US 287 (Main St.) in Longmont	\$1,760,000	\$1,760,000	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$660,000	-\$60,000	\$0	\$60,000	RAMP Funding Approved by TC in February
5-03	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	\$3,757,844	\$3,753,865	\$3,979	\$3,757,844	\$3,753,865	\$3,979	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
0-01	Fiber Optic Backbone - I-25(Pueblo to Walsenburg); and US 285 (C-470 to Conifer)	\$7,000,000	\$7,000,000	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	RAMP Funding Approved by TC in February	

## Partnership and Operations Projects - Status Through March 2014 TC Meeting

### Operations Projects

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014	
29	O-02	I-70 Mountain Corridor Wireless Improvement	\$5,300,000	\$5,300,000	\$0	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$3,600,000	\$0	RAMP Funding Approved by TC in February
	O-03	CDOT ITS Information Kiosks- Pilot Project	\$480,000	\$480,000	\$0	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	O-04	Regional Satellite Solar Powered Cameras (LiveView)	\$1,750,000	\$1,750,000	\$0	\$1,750,000	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	O-06	Enhanced Traffic Incident Management Software	\$7,000,000	\$3,700,000	\$3,300,000	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$700,000	\$0	RAMP Funding Approved by TC in February
	1-53	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	\$1,060,000	\$1,060,000	\$0	\$1,060,000	\$1,060,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	1-54	I-76 at 88th Ave. Interchange Improvements (MP 10)	\$1,050,000	\$1,034,348	\$15,652	\$1,050,000	\$1,034,348	\$15,652	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	1-56	US 285 at Mount Evans Blvd./Pine Valley Rd. (MP 229)	\$422,000	\$422,000	\$0	\$422,000	\$422,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
29	Staff Recommends Budgeting Funds (Group 1)		\$63,726,791	\$61,910,212	\$1,816,579	\$45,125,791	\$44,857,655	\$268,136	\$126,000	\$1,375,000	\$691,557	\$13,800,000	\$1,060,000	

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014
Group 2													None
	Staff Recommends Budgeting Funds (Group 2)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014	
Group 3	1-09	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$44,000,000	-\$10,000,000	\$20,000,000	\$20,000,000	\$0	\$500,000	\$0	\$0	\$23,500,000	\$0	Staff Recommends Further Development
	O-7	Enhanced Incident Management Software - Phase II	\$2,000,000			\$2,000,000								Staff Recommends Further Development
	O-8	Integration of CAD Dispatch Systems - Phase I	\$250,000			\$250,000								Staff Recommends Further Development
	O-9	Upgrade Snow Plows with Advanced Instrumentation	\$300,000			\$300,000								Staff Recommends Further Development
	O-10	Maintenance Decision Support System (MDSS)	\$250,000			\$250,000								Staff Recommends Further Development
	O-11	I-25: Expansion of Traffic and Weather Surveillance	\$2,200,000			\$2,200,000								Staff Recommends Further Development
	O-12	I-70: Expansion of Traffic and Weather Surveillance	\$2,500,000			\$2,500,000								Staff Recommends Further Development
	O-13	Enhancing Incident Detection Capabilities	\$300,000			\$300,000								Staff Recommends Further Development
	O-14	Operation Data Integration	\$500,000			\$500,000								Staff Recommends Further Development
	O-15	On-Scene Incident Command Vehicles Communication Equipment	\$182,000			\$182,000								Staff Recommends Further Development
	1-77	New Ramp Meters and Ramp Meter Upgrades	\$965,000			\$965,000								Staff Recommends Further Development
3-51	US 40 Berthoud Pass Remote Avalanche Control System Pilot Program	\$1,000,000			\$1,000,000								Staff Recommends Further Development	
12	Staff Recommends Further Development (Group 3)		\$44,447,000	\$44,000,000	-\$10,000,000	\$30,447,000	\$20,000,000	\$0	\$500,000	\$0	\$0	\$23,500,000	\$0	

41	SUB-TOTAL Operations Projects		\$108,173,791	\$105,910,212	-\$8,183,421	\$75,572,791	\$64,857,655	\$268,136	\$626,000	\$1,375,000	\$691,557	\$37,300,000	\$1,060,000	
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Tracking #	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of March 20, 2014	
Group 4	1-59	SH 86 Intersection Improvement at Crowfoot Valley Rd.	\$516,000			\$516,000		\$516,000	\$0	\$0	\$0	\$0	\$0	CDOT Staff Recommends Withdrawing Project; TC Informed in March
	1	Projects that have been Withdrawn (Group 4)		\$516,000	\$0	\$0	\$516,000	\$0	\$516,000	\$0	\$0	\$0	\$0	

41	TOTAL Operations		\$108,689,791	\$105,910,212	-\$8,183,421	\$76,088,791	\$64,857,655	\$784,136	\$626,000	\$1,375,000	\$691,557	\$37,300,000	\$1,060,000	
		Percentage over Transportation Commission Approved Amount				7.73%		1.21%						



**COLORADO**  
**Department of Transportation**

Division of Transportation Development

Multimodal Planning Branch  
4201 E. Arkansas Ave.  
Denver, CO 80222-3400

TO: Transportation Commission

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

DATE: April 16, 2014

RE: **Formula Programs**

Purpose: To approve allocation methodologies for some formula programs for the 2040 Statewide Transportation Plan and the next Statewide Transportation Improvement Program (STIP).

Action Requested: Approval of allocation methodologies starting in FY 16 for STP-Metro, Metro-PL, TAP, and CMAQ funds.

Background: The allocation methodologies for formula programs are revisited and updated with each Statewide Plan cycle. A STAC Subcommittee on Program Distribution met between May and October to develop recommendations for the allocation of formula programs. Further discussions were held at full STAC meetings and recommendations made. These recommendations were taken forward to the TC. The TC discussed formula program allocations in workshops over the past several months. RPP and FASTER safety distribution is still being discussed but these other formula programs are presented for approval by the Commission.

Details: A summary of the allocation methodology for the formula programs presented for approval is as follows:

- 1) Surface Transportation - Metro (STP-M): Pursuant to federal statute, based on population of Urbanized Areas with a population greater than 200,000;
- 2) Metropolitan Planning (Metro-PL): Based on population of Urbanized Areas over 50,000, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO and \$350,000 for PACOG, as agreed by CDOT and MPOs and approved by FHWA;
- 3) Transportation Alternatives Program (TAP): 50% of funds based on population pursuant to federal statute and 50% of funds based on 45% VMT / 40% Lane Miles / 15% Truck VMT;
- 4) Congestion Mitigation and Air Quality Improvement Program (CMAQ): Off the top funds to statewide CEO program in FYs 14-17, with remaining funds allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas with a minimum base for each rural recipient of \$200 (federal



and local) (if minimum base is reached, PM-10 funds are split 50% to urban recipients and 50% to rural recipients), with allocations to Ozone and CO areas based on 75% population and 25% on and off-system NHS VMT.

The following materials are provided for approval. Attachments are based on FY 15 budget amounts for illustrative purposes, however, the first year of Program Distribution is FY 16.

- **Attachment A** provides an overview of each of the four programs, along with an explanation of the distribution methodology and an example allocation based on FY 15 budget amounts for example purposes.
- **Attachment B** is a summary table showing estimated allocations using FY 15 budget for example purposes.
- **Attachment C** is a draft resolution of adoption, reflecting the allocation methodologies outlined in Attachment A.

Next Steps: After adoption, staff will prepare MPO and Region allocations for these formula programs.



**FY 2016 – 2040 Program Distribution  
Allocation Methodologies  
April 16, 2014**

**Allocation methodologies are applied to FY 15 Budget amounts in the tables below for illustrative purposes only. Actual FY 15 allocations may differ from what is presented here.**

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

**FY 15** = \$48.1 M (federal and local)

**Program Goal:** Address metropolitan area transportation issues.

**Program Overview:** Flexible funding source to fund transportation improvements in Transportation Management Areas (TMAs), which are defined as urban areas with populations greater than 200,000.

**Distribution Methodology:** Per federal statute, funds are suballocated to MPOs that are TMAs on the basis of the population of the TMA Urbanized Areas (UZAs).

Example - FY 15 Estimated STP-Metro			
Recipient	%	Example \$ Total	Example \$ Federal
DRCOG MPO	74.2%	\$ 35,713,568	\$ 29,567,263
NFR MPO	8.3%	\$ 3,978,172	\$ 3,293,529
PPACG MPO	17.5%	\$ 8,414,820	\$ 6,966,630
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 48,106,560</b>	<b>\$ 39,827,421</b>

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

**FY 15** = \$45.5 M (federal and local) (including \$8.5 M (federal and local) for Statewide CNG Program)

**Program Goal:** Support activities with air quality benefits.

**Program Overview:** CMAQ is a 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 non-attainment and maintenance areas (see attached map). In addition, MAP-21 allows funding for natural gas (NG) vehicle refueling stations or electric vehicle (EV) charging stations statewide. In December 2013, the Transportation Commission (TC) approved funding a \$30 M statewide NG/EV program in FYs 2014-2017. The Statewide NG/EV program is funded at \$10 M (federal) in FY 14, \$7 M in FY 15 and FY 16, and \$6 M in FY 17. The remaining funds are allocated to recipients in air quality non-attainment or maintenance areas.

**Distribution Methodology:** Per federal statute, funds go to air quality non-attainment or maintenance areas, or any location in the state for NG vehicle refueling stations or EV charging stations. The TC directs the allocation of funds to eligible areas. For allocated funds, funds are allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas, consistent with past CMAQ distributions. The 80%/15%/5% weightings identified previously reflect the size of air quality areas, but also reflect a desire to put more emphasis on Ozone areas, which are in non-attainment, as opposed to CO and PM-10 areas, which are maintenance areas. There is a minimum dollar base of \$200,000 (federal and local) for each rural PM-10 recipient. If the minimum dollar base is met, PM-10 funds are divided evenly between urban recipients (DRCOG) and rural recipients. Ozone and CO funds are distributed on the basis of the population of air quality areas (75%) and on and off-system NHS VMT (25%).

Example - FY 15 Estimated CMAQ*			
Recipient	%	Example \$ Total	Example \$ Federal
DRCOG MPO	82.8%	\$ 30,694,119	\$ 25,411,661
NFR MPO	10.3%	\$ 3,808,083	\$ 3,152,712
PPACG MPO	2.5%	\$ 939,649	\$ 777,935
UFR TPR	1.7%	\$ 642,620	\$ 532,025
Canon City PM-10 (Region 2)	0.5%	\$ 200,000	\$ 165,580
Aspen/Pitkin County, Steamboat Springs/Routt County PM-10 (Region 3)	1.1%	\$ 400,000	\$ 331,160
Pagosa Springs, Telluride/Mountain Village PM-10 (Region 5)	1.1%	\$ 400,000	\$ 331,160
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 37,084,471</b>	<b>\$ 30,702,233</b>

\*Assumes \$7 M (federal) Statewide NG/EV Program in FY 15.

**Transportation Alternatives Program (TAP)**

**FY 15** = \$13.4 M (federal and local) (includes \$1.6 M for Recreational Trails)

**Program Goal:** Implement alternative transportation projects and environmental mitigation activities.

**Program Overview:** TAP wraps pre-MAP-21 programs into a single, flexible funding source 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 mitigation; Recreational Trails program; Safe Routes to School program.

**Distribution Methodology:** Per federal statute, 50% of funds can be spent anywhere in the state, and 50% of funds must be spent in areas on the basis of population. As required by federal statute for the population-based funds, the Transportation Management Area (TMA) MPOs (defined as having a population greater than 200,000) 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 TC directs the allocation of the remaining funds. The remaining population-based funds are distributed to the Regions on the basis of population. Funds that can be spent anywhere in the state are allocated to the Regions using 45% VMT / 40% Lane Miles / 15% Truck VMT.

Example - FY 15 Estimated TAP							
Recipient	50% Population Based		50% Any Location		Total TAP		
	%	Example \$ Total	%	Example \$ Total	%	Example \$ Total	Example \$ Federal
Region 1	1.3%	\$ 153,206	15.9%	\$ 1,886,992	17.2%	\$ 2,040,197	\$ 1,632,158
Region 2	4.0%	\$ 470,395	9.2%	\$ 1,089,953	13.2%	\$ 1,560,347	\$ 1,248,278
Region 3	4.5%	\$ 534,640	8.5%	\$ 1,009,382	13.0%	\$ 1,544,022	\$ 1,235,218
Region 4	6.9%	\$ 817,684	12.0%	\$ 1,418,703	18.9%	\$ 2,236,387	\$ 1,789,109
Region 5	1.5%	\$ 182,275	4.4%	\$ 522,499	5.9%	\$ 704,775	\$ 563,820
DRCOG MPO	23.6%	\$ 2,798,291	0.0%	\$ -	23.6%	\$ 2,798,291	\$ 2,238,633
NFR MPO	2.6%	\$ 311,705	0.0%	\$ -	2.6%	\$ 311,705	\$ 249,364
PPACG MPO	5.6%	\$ 659,333	0.0%	\$ -	5.6%	\$ 659,333	\$ 527,466
<b>TOTAL</b>	<b>50.0%</b>	<b>\$ 5,927,529</b>	<b>50.0%</b>	<b>\$ 5,927,529</b>	<b>100.0%</b>	<b>\$11,855,057</b>	<b>\$ 9,484,046</b>

**Metropolitan Planning (Metro- PL)**

**FY 15** = \$7.7 M (federal and local)

**Program Goal:** Meet federal MPO transportation planning requirements.

**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:** Per federal statute, funds are suballocated to MPOs. The TC directs the suballocation, which is based on the methodology agreed to by FHWA, FTA, CDOT, and MPOs in fall 2012. The methodology is based on the population of MPO Urbanized Areas (UZAs), with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO, and \$350,000 for PACOG.

Example - FY 15 Estimated Metro-PL			
Recipient	%	Example \$ Total	Example \$ Federal
DRCOG MPO	67.4%	\$ 5,211,288	\$ 4,314,426
GV MPO	4.3%	\$ 330,000	\$ 273,207
NFR MPO	9.7%	\$ 749,210	\$ 620,271
PPACG MPO	14.2%	\$ 1,096,327	\$ 907,649
PACOG MPO	4.5%	\$ 350,000	\$ 289,765
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 7,736,826</b>	<b>\$ 6,405,318</b>

**Regional Priority Program (RPP)**

**FY 15** = \$50.0 M (state and federal)

**Program Goal:** Regionally important projects identified through the transportation planning process.

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

**Distribution Methodology:** Per TC allocation to Regions based on formula. Formula TBD.

**Estimated Allocations for Formula Programs**  
*(does not include statewide programs)*  
**Based on FY 15 Budget Amounts**  
**April 16, 2014**

Formula %s and \$s																
	STP-Metro (federal and local match)		CMAQ* (federal and local match)		TAP						Metro- PL (federal and local)		RPP (federal and state)		FASTER Safety (state only)	
					TAP 50% Pop. Based** (federal and local match)		TAP 50% Any Location (federal and local match)		TAP TOTAL*** (federal and local match)							
Recipient	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$
Region 1	0.0%	\$ -	0.0%	\$ -	1.3%	\$ 153,206	15.9%	\$ 1,886,992	17.2%	\$ 2,040,197	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Region 2	0.0%	\$ -	0.0%	\$ -	4.0%	\$ 470,395	9.2%	\$ 1,089,953	13.2%	\$ 1,560,347	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Region 3	0.0%	\$ -	0.0%	\$ -	4.5%	\$ 534,640	8.5%	\$ 1,009,382	13.0%	\$ 1,544,022	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Region 4	0.0%	\$ -	0.0%	\$ -	6.9%	\$ 817,684	12.0%	\$ 1,418,703	18.9%	\$ 2,236,387	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Region 5	0.0%	\$ -	0.0%	\$ -	1.5%	\$ 182,275	4.4%	\$ 522,499	5.9%	\$ 704,775	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
DRCOG MPO	74.2%	\$ 35,713,568	82.8%	\$ 30,694,119	23.6%	\$ 2,798,291	0.0%	\$ -	23.6%	\$ 2,798,291	67.4%	\$ 5,211,288	0.0%	\$ -	0.0%	\$ -
GV MPO	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	4.3%	\$ 330,000	0.0%	\$ -	0.0%	\$ -
NFR MPO	8.3%	\$ 3,978,172	10.3%	\$ 3,808,083	2.6%	\$ 311,705	0.0%	\$ -	2.6%	\$ 311,705	9.7%	\$ 749,210	0.0%	\$ -	0.0%	\$ -
PPACG MPO	17.5%	\$ 8,414,820	2.5%	\$ 939,649	5.6%	\$ 659,333	0.0%	\$ -	5.6%	\$ 659,333	14.2%	\$ 1,096,327	0.0%	\$ -	0.0%	\$ -
PACOG MPO	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	4.5%	\$ 350,000	0.0%	\$ -	0.0%	\$ -
UFR TPR	0.0%	\$ -	1.7%	\$ 642,620	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Canon City PM-10 (Region 2)	0.0%	\$ -	0.5%	\$ 200,000	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Aspen/Pitkin County, Steamboat Springs/Routt County PM-10 (Region 3)	0.0%	\$ -	1.1%	\$ 400,000	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
Pagosa Springs, Telluride/Mountain Village PM-10 (Region 5)	0.0%	\$ -	1.1%	\$ 400,000	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -
TBD	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	100.0%	\$ 50,000,000	100.0%	\$ 47,900,000
<b>TOTAL</b>	<b>100.0%</b>	<b>\$ 48,106,560</b>	<b>100.0%</b>	<b>\$ 37,084,471</b>	<b>50.0%</b>	<b>\$ 5,927,529</b>	<b>50.0%</b>	<b>\$ 5,927,529</b>	<b>100.0%</b>	<b>\$ 11,855,057</b>	<b>100.0%</b>	<b>\$ 7,736,826</b>	<b>100.0%</b>	<b>\$ 50,000,000</b>	<b>100.0%</b>	<b>\$ 47,900,000</b>

\*Assumes \$7 M (federal) Statewide CMAQ Program in FY 15. Total FY 15 CMAQ of \$45.5 M (federal and local).

\*\*DRCOG, NFRMPO, and PPACG, as TMAs, receive a TAP suballocation. GVMPO and PACOG are not TMAs and do not receive a suballocation.

**Resolution # TC –**

**FY 2016 – 2040 Program Distribution Allocation Methodologies for Formula Programs  
Transportation Commission of Colorado**

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

**WHEREAS**, the Commission adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

**WHEREAS**, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

**WHEREAS**, the Commission adopted Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040 on February 14, 2014 (TC Resolution 3139); and

**WHEREAS**, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

**WHEREAS**, the Commission, as part of Program Distribution, also adopts allocation methodologies for certain programs allocated by formula;

**WHEREAS**, federal statute requires the obligation of a portion of Surface Treatment Program (STP) funds in Urbanized Areas with a population greater than 200,000 (Transportation Management Areas (TMAs)) on the basis of population; and

**WHEREAS**, federal statute requires the allocation of Metropolitan Planning (Metro-PL) funds on the basis of a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator; and

**WHEREAS**, federal statute requires that 50% of Transportation Alternatives Program (TAP) funds be obligated in certain population categories on the basis of population, including to Urbanized Areas with a population greater than 200,000 (TMAs); and

**WHEREAS**, the Commission elects to allocate by formula the TAP funds remaining after allocation to TMAs to the CDOT Regions; and

**WHEREAS**, federal statute requires that Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds be spent in air quality non-attainment or maintenance areas, or natural gas refueling stations or electric vehicle charging stations at any location in the state; and

**WHEREAS**, a statewide CMAQ funded Colorado Energy Office (CEO) natural gas station/electric vehicle charging station program in Fiscal Years (FYs) 14-17 was approved by the Commission in December 2013 (TC Resolution 3120); and

**WHEREAS**, the Commission elects to allocate by formula remaining CMAQ funds to the eligible recipients (MPOs and TPRs or to CDOT Regions for PM-10 areas) in air quality non-attainment or maintenance areas; and

**WHEREAS**, the FY 2016-2040 Program Distribution allocation methodologies for these formula programs for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) are as follows:

- 1) **Surface Transportation - Metro (STP-M):** Pursuant to federal statute, based on population of Urbanized Areas with a population greater than 200,000;
- 2) **Metropolitan Planning (Metro-PL):** Based on population of Urbanized Areas over 50,000, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO and \$350,000 for PACOG, as agreed by CDOT and MPOs and approved by FHWA;
- 3) **Transportation Alternatives Program (TAP):** 50% of funds based on population pursuant to federal statute; and 50% of funds based on 45% VMT / 40% Lane Miles / 15% Truck VMT;
- 4) **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Off the top funds to statewide CEO program in FYs 14-17, with remaining funds allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas with a minimum base for each rural recipient of \$200,000 (federal and local) (if minimum base is reached, PM-10 funds are split 50% to urban recipients and 50% to rural recipients), with allocations to Ozone and CO areas based on 75% population and 25% on and off-system NHS VMT; and

**NOW THEREFORE BE IT RESOLVED**, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodologies listed above for formula programs for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

**FURTHER BE IT RESOLVED**, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.

Colorado Bridge Enterprise  
April 17, 2014  
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.

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BRIDGE ENTERPRISE BOARD OF DIRECTORS .....Tab 11

11:50 a.m. Call to Order and Roll Call

11:50 a.m. Audience Participation  
Subject Limit: 10 minutes; Time Limit: 3 minutes

11:50 a.m. Act on Consent Agenda ..... Bridge Enterprise 3  
a) Resolution to Approve Regular Minutes from  
March 20, 2014 (Herman Stockinger)

11:55 a.m. Discuss and Act on 9<sup>th</sup> Budget Supplement for FY2014  
(Scott Richrath) ..... Bridge Enterprise 7

- 12:00 p.m. FASTER Lawsuit Appeal Update  
(Scott McDaniel) ..... Bridge Enterprise 10
- 12:05 p.m. Monthly Progress Report  
(Scott McDaniel) ..... Bridge Enterprise 11
- 12:15 p.m. Adjournment

**Bridge Enterprise Board  
Regular Meeting Minutes  
Thursday, March 20, 2014**

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

Chairman Aden convened the meeting at 11:40a.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

## **Audience Participation**

The Chairman stated that no members of the audience wished 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 Peterson moved for approval of the Consent Agenda. The motion was seconded by Director Hofmeister. Upon vote of the Board, the motion passed unanimously.

## **Resolution #BE-154**

Approval of Regular Meeting Minutes for February 20, 2014.

BE IT SO RESOLVED THAT, the Minutes for the February, 2014, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the March 19 & 20, 2014, meeting of the Bridge Enterprise Board of Directors.

## **Discuss and Act on Resolution to Approve the 8<sup>th</sup> Budget Supplement for FY2014**

Scott Richrath stated that there was one project before the Board for their approval. There are no newly eligible bridges being programmed under Bridge Enterprise until decisions about the I-70E corridor have been made, but the Bridge Enterprise is continuing to fund and move ahead on bridges that were deemed poor prior to that decision. This project is one of those structures seeking \$4.67 million for right of way acquisition.

Chairman Aden entertained a motion to approve the 7<sup>th</sup> Supplement to FY2014 budget. Director Connell moved to approve the resolution, and Director Gilliland seconded that motion. Upon a vote of the Board, the resolution was approved unanimously.

## **Resolution #BE-155**

BE IT SO RESOLVED THAT, the 8th Budget Supplement for FY'2014 is hereby approved by the Bridge Enterprise Board.

## **Update on US6 Bridges Design/Build Project**

Matt Pacheco stated the original project scope included a guaranteed maximum price of \$108 million, including replacement of the following bridges: Federal Blvd Bridges; Bryant Street Bridge; US 6 over the Platte bridge, in which the center line of the bridge must be raised ten feet to accommodate future flood needs; the US 6 over I-25; and the US 6 over the BNSF bridge. Other improvements included in the scope of the project are new pavement throughout the corridor, replacement of the Weir Gulch Box Culvert, and improvements to Barnum Park and the installation of a pedestrian bridge that

connects it to Barnum North Park across US6. The neighborhoods are very excited about this to reconnect the neighborhoods.

He stated that because this is a Design Build Project, there was a guaranteed maximum price. There were additionally requested elements that may have fit within the budget. The consultants included not only all our additionally requested elements but also other additional configuration concepts, so the project became an even better value than had been anticipated. The alternative configuration concepts included in the RFP were the replacement of the Knox Court Bridge, the extension of the pavement reconstruction to Knox Court, extension of the drainage and water quality improvements, the fixed price of \$98.5 million and the completion of the project eleven months ahead of the RFP deadline.

He provided some of the large milestones and the challenges of the project to date. He explained that on a traditional design-build project there is a parallel lagging path where approximately 30% of the design commences the contractor will begin building in order to generate cash to ensure they are fungible throughout the project. On this project the contractor decided to a large majority of that design up front. This created a challenge because the agility of the design was limited. It also put the approvals on a critical path with large packages. Large portions of the project were also held up by smaller issues. There also needed to be significant coordination with local partners. An unexpected challenge was demolition of aging infrastructure.

He stated that an opportunity was the closing US6 on February 14 through the weekend that stemmed from a utility need. There was a high power transmission line that needed to be raised, which cannot be raised at night time. Since the road would have to be closed, they determined to do as much during the weekend closure as possible. There were at least 100 employees on site at the time who managed almost a month's worth of closures in a single weekend.

He stated that the project is on pace to spend about \$180,000 per day, approximately \$5.4 million per month. The goal is for completion of the Barnum East project in Spring 2015 and completion if the overall project in September 2015.

Tony DeVito stated that as they visit through the I-25 corridor there is an expectation that traffic improvements will follow the projects. There is a structure on Santa Fe that is a phased approach project. The emphasis was to fix the structure because it was the fifth worst structure in the state. With 200,000 vehicles per day traveling that corridor, there are a lot of complaints about how Santa Fe and I-25 is operating. As the bottleneck is moved North, there are some short term fixes coming. Ramp meters will restrict some of the movements, and they will use hazard elimination funding to restripe the lanes. The ultimate fix is to work with the railroad to relocate that railroad.

Commissioner Reiff stated that there are 200,000 vehicles a day that travel this corridor. CDOT has created a situation where there is worse traffic after an improvement than before. With the advent of the 6<sup>th</sup> Avenue Bridge Project, the problem has been exacerbated. The Commission needs to find a solution to the problem because the current situation is untenable. There is worse traffic today than there was two years ago. The traveling public is being inconvenience substantially. There are 200,000 cars a day, and CDOT has made it worse travel experience for the public.

### **Monthly Progress Report**

Scott McDaniel stated that there was an SPI in January of .92. The actual SPI today is .91. The packet lists the underperforming projects as 13, but there are actual 12 railroad projects. The Grand Avenue Bridge in Glenwood Springs is not considered a railroad project because even though it could be impacted by the railroad, it is not currently being impacted by the railroad.

The highlight is that the SPI dropped to .91.

### **Other Matters**

Chairman Aden stated that there were no other matters for the Board.

### **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 at 12:00p.m.



**COLORADO**  
Department of Transportation  
Statewide Bridge Enterprise

DATE: April 17, 2014  
TO: Bridge Enterprise Board of Directors  
FROM: Scott Richrath, CFO  
SUBJECT: Ninth Supplement to the FY 2014 Bridge Enterprise Budget

Enclosed is the Ninth Supplement to the FY 2014 Bridge Enterprise Budget.

**REGION 2**

- \$1,542,000 - Establish the construction budget for this project. (19304)

**US 50 ML over draw between Cotopaxi and Texas Creek in Fremont County  
Structure K-14-AA (Replacing K-14-J)**

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget				Ninth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
<b>ROW</b>	<i>Bond Proceeds</i>	\$1,134	\$0	\$0	\$1,134	\$0	\$1,134	\$133
	<b>Total ROW</b>	<b>\$1,134</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,134</b>	<b>\$0</b>	<b>\$1,134</b>	<b>\$133</b>
<b>Utilities</b>	<i>Bond Proceeds</i>	\$1,000	\$0	\$0	\$1,000	\$0	\$1,000	\$0
	<b>Total Utilities</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>
<b>Design</b>	<i>Bond Proceeds</i>	\$372,026	\$0	\$0	\$372,026	\$0	\$372,026	\$328,432
	<b>Total Design</b>	<b>\$372,026</b>	<b>\$0</b>	<b>\$0</b>	<b>\$372,026</b>	<b>\$0</b>	<b>\$372,026</b>	<b>\$328,432</b>
<b>Construction</b>	<i>Bond Proceeds</i>	\$0	\$0	\$0	\$0	\$542,000	\$542,000	\$0
	<i>FASTER Funds</i>	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,542,000</b>	<b>\$1,542,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$374,160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$374,160</b>	<b>\$1,542,000</b>	<b>\$1,916,160</b>	<b>\$328,565</b>

**Resolution No. BE-**

**“BE IT RESOLVED, That the Ninth Supplement to the Fiscal Year 2013-2014  
Budget is approved by the Bridge Enterprise Board.”**

**COLORADO BRIDGE ENTERPRISE**  
**Memorandum**

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Colorado Bridge Enterprise  
4201 East Arkansas Avenue  
Denver, Colorado 80222

DATE: April 17, 2014  
TO: Bridge Enterprise Board of Directors  
FROM: Matt Cirulli, Program Manager  
SUBJECT: Update on TABOR Foundation v. CBE Lawsuit

The Colorado Bridge Enterprise (CBE) learned in July 2013 that Denver District Court Judge Michael Martinez ruled in CBE's favor on both issues presented by the TABOR Foundation in its challenge of the CBE. The TABOR Foundation alleged that the bridge safety surcharge fee, which the Legislature enacted as part of the FASTER legislation, was a tax, not a fee, requiring a vote of the people and also challenged bonds issued by CBE as being in violation of TABOR.

The TABOR Foundation had an appeal as of right and filed a Notice of Appeal on September 6, 2013. At present, the record of appeal is complete and the Colorado Court of Appeals issued a briefing schedule. TABOR Foundation's opening brief was received January 21, 2014 and the Transportation Commission/Bridge Enterprise joint answer brief was filed March 12, 2014. Special Assistant Attorney General Mark Grueskin and the Colorado Attorney General's Office will continue to jointly defend this matter.

Copies of the TABOR Foundation's opening brief and Transportation Commission/Bridge Enterprise joint answer brief documents were provided to CBE by Kathy Young/CBE Counsel and have been sent under separate cover to CBE Board members for review.

This item is for your information and is not included for discussion or action.

If you have any questions regarding these statements please do not hesitate to contact me.



**COLORADO**

Department of  
Transportation



## Colorado Bridge Enterprise

April 2014 Monthly Progress Report  
Board of Directors Meeting



## Program Schedule

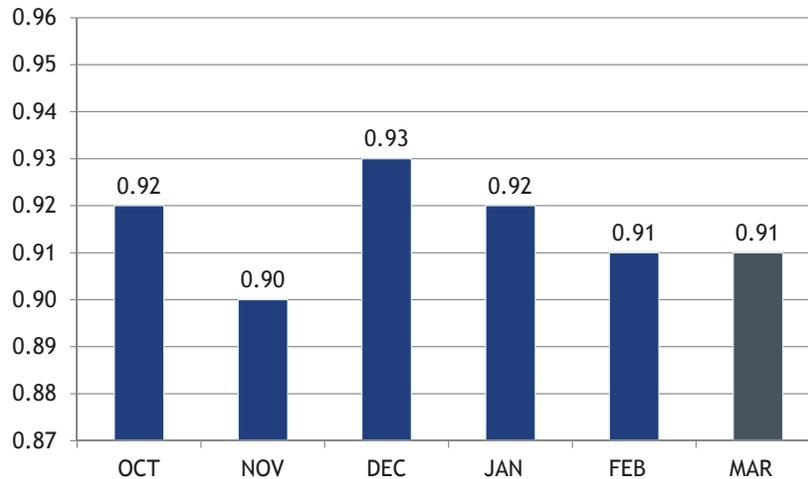
- Program schedule updated for work complete through March 2014
- March Schedule Performance Index (SPI) = 0.91; NO CHANGE from prior month (February SPI = 0.91)
- Over-performing projects
  - 3 projects with \$5.5M in combined Earned Value (EV) greater than planned
  - Increases overall program SPI by 0.01; a 0.01 DECREASE from prior month
- Under-performing projects
  - 12 Railroad projects with \$22.4M in combined lost EV
    - Reduces overall program SPI calculation by 0.05; NO CHANGE from prior month
  - There was 1 non-railroad project with lost EV of 0.010 or greater for this month
    - Region 3 SH82 over I-70, the Colorado R., and UPRR impacting the program SPI by 0.018



## Program Schedule

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### Program SPI by Month



Program Goal SPI  $\geq$  0.90

4/17/2014



## Major Achievements (as of end of March 2014)

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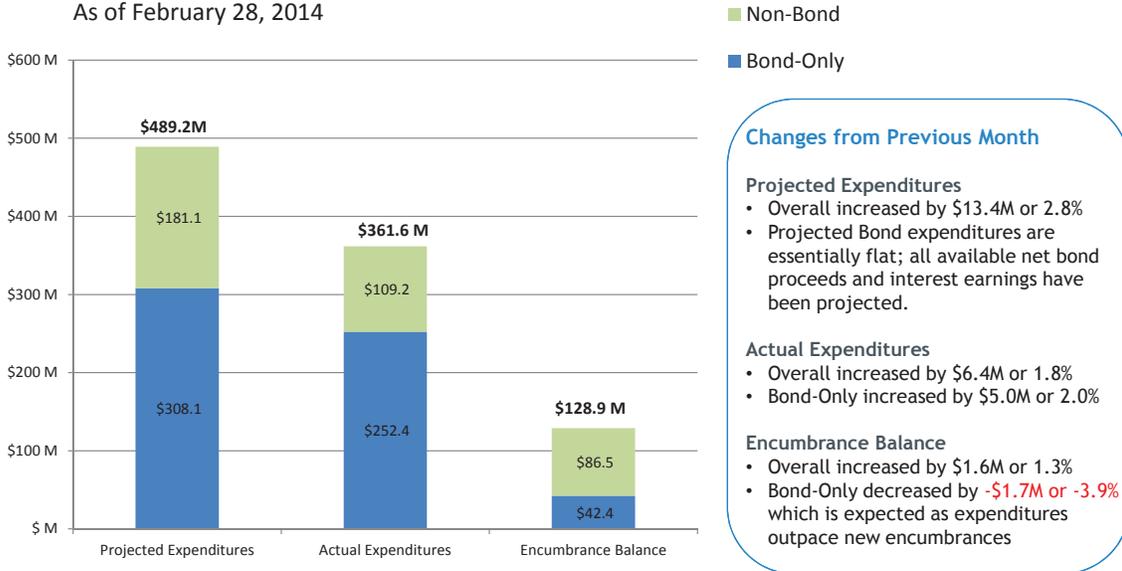
- **Current Program Initiatives**
  - Issued Q4-FY2014 Maintenance Invoice
  - Completed Q2- FY2014 Quarterly Report
- **Innovative Bridge Projects**
  - Region 1
    - F-16-ER: US 6 ML over Garrison
      - Bridge to use Streamlined Design/Build
    - F-14-Y: I-70 Business Route over I-70 ML
      - Bridge to use CM/GC
- **Bridges to Ad (2 Bridges, 1 Project)**
  - Region 1
    - E-17-DC: I-76 ML Eastbound over UPRR(Adams County, CO)
    - E-17-DU: I-76 ML Westbound over UPRR(Adams County, CO)

4/17/2014



## Total Program Financial Performance

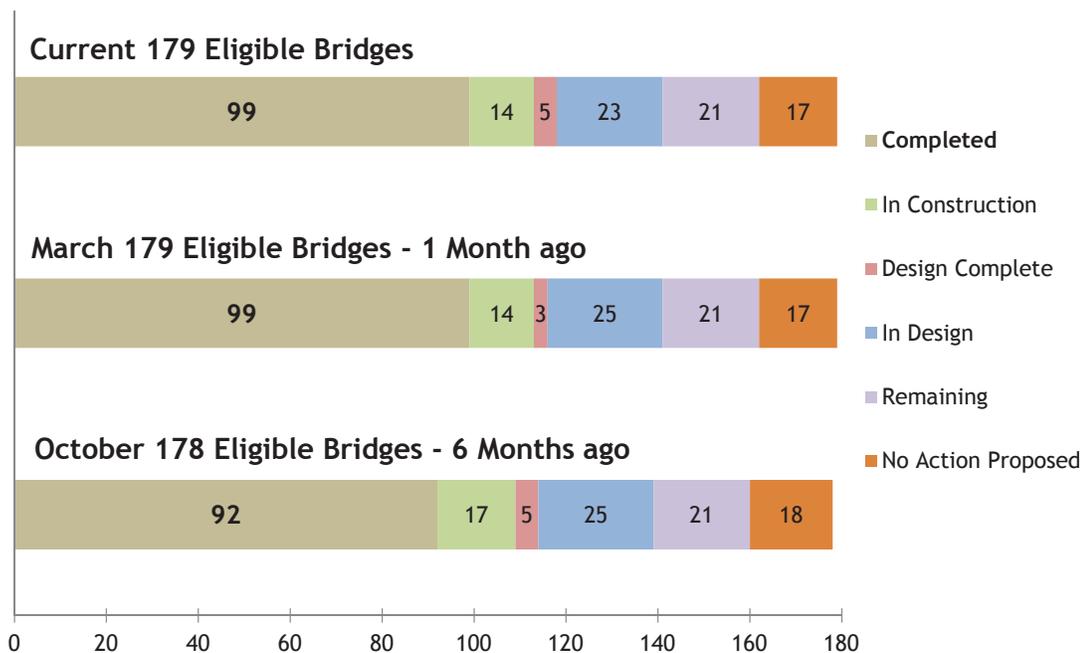
As of February 28, 2014



4/17/2014



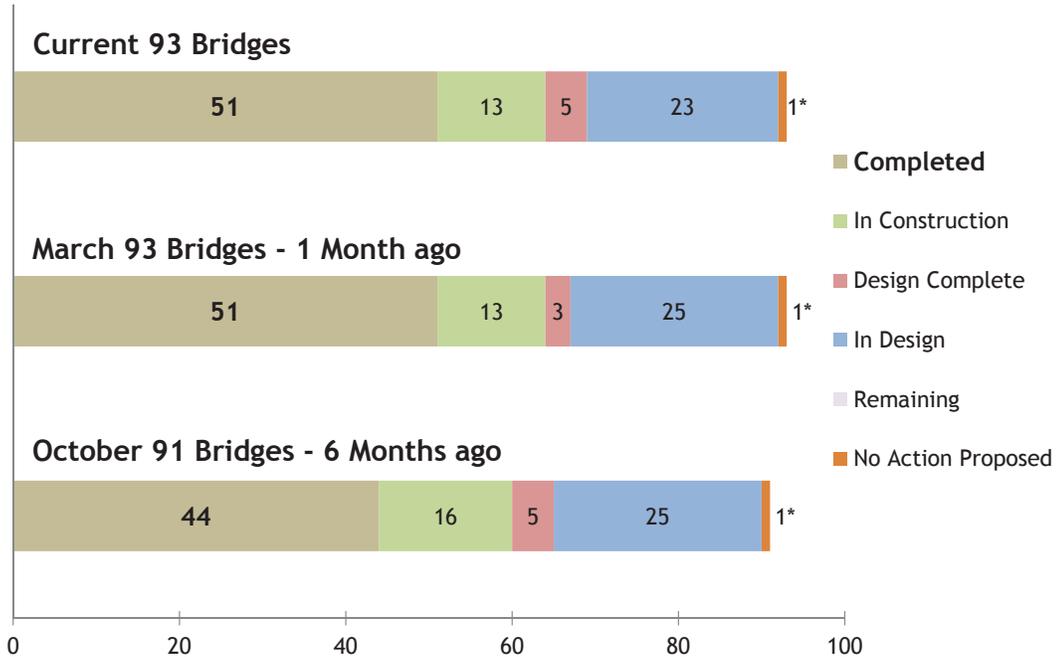
## Status FASTER Eligible Bridges



4/17/2014



## Status \$300M Bond Bridges



\*One project was determined ineligible

4/17/2014



## Status of 30 Most Deficient Bridges

	2013 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	12	27
In Construction	4	1
Design Complete	0	0
In Design	9	2
Remaining	5*	0
Total Addressed	30	30

No Change from last month

*Structure	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	Pending I-70 East FEIS
C-17-B	R4	SH 60 ML over SOUTH PLATTE RIVER	Currently Not Programmed
K-17-F	R2	SH 96 ML over RUSH CREEK	Currently Not Programmed

4/17/2014



## DBE Participation; Quarterly Update

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State & FHWA-funded BE construction contracts continue to help CDOT exceed its overall DBE goal through the following achievements:

### FFY 2014 Period 10/1/2013 - 2/28/2014

- 19\* DBE Subcontracts Awarded = \$ 3,601,972
- Overall DBE Participation on BE Contracts = **14.0%**
- CDOT DBE goal at 13.3%

\*The 19 subcontracts went to 17 individual DBE firms

4/17/2014



## FASTER Q & A

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# Questions & Answers

3/20/2014

# THE DENVER POST

## **A fee or a tax? Guarding TABOR against lawsuits**

**By Brian Vande Krol**

*Guest Commentary*

POSTED: 03/22/2014 05:01:00 PM MDT [23 COMMENTS](#) | UPDATED: 13 DAYS AGO

TABOR author Douglas Bruce collects political signs to be placed in high traffic areas of Colorado Springs rebuffing efforts against Referendum C, amending TABOR, in November 2005. (Chuck Bigger, Special to The Denver Post)

*To fee, or not to fee. That is the question.*

*Whether 'tis Nobler in the wallet to suffer*

*The Fees and Enterprises of outrageous Governance,*

*Or to file suits against CBE,*

*And by opposing end them?*

A Colorado organization has filed an appeal to overturn a Denver District Court finding about the Taxpayer's Bill of Rights (TABOR). We believe the trial court erred in finding that Colorado's Bridge Enterprise (CBE) conforms to TABOR.

In 2010, the legislature created the CBE to repair and maintain bridges. The CBE was called an "enterprise" so it could issue debt without a vote of the people, as is otherwise required by TABOR. The CBE already has issued \$300 million in debt and plans more (up to \$1 billion).

An enterprise is a government-owned, self-supporting business, which is exempt from TABOR restrictions. The legislature also authorized the CBE to impose a new charge on vehicle registrations. Known as the bridge safety surcharge, it was designated for repair and maintenance of state-owned bridges. But the CBE had a problem. Because the charge is not a fee for service, it functioned like a tax, which requires a vote of the people.

Disinclined to allow Colorado's constitution to stand in the way, the CBE called it a fee and hoped the label alone would be enough to avoid a tax election.

In 2012, the TABOR Foundation sued to reverse the tax and stop the issuance of more debt, arguing that the fee is actually a tax, and that the CBE is not a qualified enterprise and cannot issue debt without a vote of the citizens of Colorado.

If the bridge surcharge survives the legal challenge, the courts will have established a method by which government can fund most anything by creating enterprises, assessing fees, and issuing debt. They will have stripped Coloradans of their constitutionally protected rights under TABOR.

"There have been violations of basic common sense and principles of good government," said TABOR Foundation chairman Penn Pfiffner. "The concept and construct of this dishonest and devious scheme must not stand."

Unfortunately, the Denver District Court ruled in favor of the CBE. The TABOR Foundation appealed the decision and filed its opening brief on Jan. 21.

In the appeal, Mountain States Legal Foundation staff attorney Jim Manley, representing the TABOR Foundation, clearly refutes the trial court's conclusions. Citing ample case law, the TABOR Foundation presented an appeal that should be difficult to deny. For example, it demonstrated that the district court's decision would cause an "absurd result."

The court ruled that the bridge surcharge is a fee because it is collected for a specific purpose, but using this illogic, any tax could be called a fee by declaring its specific purpose. For example, school property taxes could become "school fees."

Supporters of TABOR suffered a minor setback on March 7, when a decision by the 10th U.S. Circuit Court of Appeals allowed another lawsuit to proceed. State representatives, including Andy Kerr and Dickie Lee Hullinghorst, sued Gov. John Hickenlooper to eviscerate TABOR and give legislators unchecked power to raise taxes. The lawsuit claims that TABOR violates the U.S. Constitution's guarantee of a republican form of government. However, as constitutional law scholar Rob Natelson wrote, "Although most of the Founders were not devotees of direct democracy, they did make it clear that it was consistent with the republican form for the people to exercise the legislative power directly." The Founders would have acknowledged TABOR as acceptable to a republican form of government.

The decision was only about standing, not the issues. The path to unlikely victory for that lawsuit is a long one. Now that it may return to trial, it will most certainly end up before the Supreme Court. In the meantime, success of the CBE lawsuit will provide a critical and timely check on outrageous governance.

*Brian Vande Krol of Westminster is director of the TABOR Foundation.*

# COLORADO SPRINGS GAZETTE

## Colorado highway funding pie pits urban against rural interests

By [Garrison Wells](#) Updated: April 7, 2014 at 9:04 am • Published: April 7, 2014 | 12:00 am

Officials and lobbying groups are concerned that new formulas being considered for transportation funding in Colorado may shortchange rural areas.

Areas that might feel the pinch if the Colorado Department of Transportation starts using population as one of its gauges for doling out funding include the Western Slope, much of Southern Colorado and Eastern Colorado, including the towns of Calhan and Ellicott in Eastern El Paso County, according to the lobbying groups.

"That is a fear," said Cathy Garcia, president and CEO of Action 22, a coalition of 22 southeast Colorado counties. "If you base it on population, by the time 10 years roll around, rural Colorado will have lost a lot."

The state's three big lobbying groups, Action 22, Club 20 and Progressive 15 have joined forces to do a transportation survey in each of the regions.

The idea is to highlight needs in these areas and suggestions about what can be done to help funding transportation projects.

Much of Colorado transportation funding now is based on vehicle miles traveled.

"The new formulas under discussion all include using population as a funding mechanism which could reduce funding in out-state areas," Garcia said.

One of the questions in the survey asks if a sales tax, income tax or gas tax would help fund transportation needs in Colorado, Garcia said.

Those questions come after a poll in the Denver metro area showed that there wasn't any interest in a .7 percent tax increase for transportation in Colorado, Garcia said. Transportation didn't rank highly for respondents, whose priorities leaned toward economic development.

This latest poll, she said "could get the discussion going again."

"We see this as a major need," Garcia said. "Our transportation infrastructure is very important. We need the roads, we need passing lanes, we need safety issues addressed. There should be no separation from urban and rural roads. It should all be linked."

Not everyone is against population as a measurement for funds.

Using population "would benefit our metropolitan area," said Jason Wilkinson, spokesman for the Pikes Peak Area Council of Governments.

"Any equation you come up with will favor somebody," he said. "The urban areas realize that they have to subsidize the rural areas to an extent. We all enjoy a drive through the mountains or if you are going point-to-point. We get that."

There's little concern about the potential of unfair funding for Woodland Park, west of Colorado Springs on Highway 24.

"It's always an issue now because of the reduction of transportation funds," said David Turley, Woodland Park mayor. "But I'm pretty comfortable that when we need it, we get the funds."

Turley pointed out that Woodland Park also benefits from major urban area projects such as the widening of Interstate 25 from north Colorado Springs to Monument and improvements to the I-25, Cimarron Avenue interchange.

Still, he said, "It has to be balanced."

The transportation department "has had cutbacks in money and they're trying to figure out how to do as much as they can. I'm not too worried about us holding our own. If we don't feel comfortable with what's going on in smaller towns like Woodland Park, we go to PPACG and weigh in on it. PPACG makes a big difference," Turley said.

Among poll questions:

How would you rate the roads in your county?

How would you rate the roads you travel in other parts of Colorado?

Were you aware that the budget for Colorado Department of Transportation's budget has decreased by \$500 million since 2008? Are you willing to pay more money for transportation to improve the state system?

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Read more at <http://gazette.com/colorado-highway-funding-pie-pits-urban-against-rural-interests/article/1517749#X21taYHBzpYVwh8a.99>

# DENVER BUSINESS JOURNAL

Apr 7, 2014, 7:08am MDT

## Highway funding formula change could mean urban vs. rural war in Colorado



**Mark Harden**

News Director-*Denver Business Journal*

A change in the way money for transportation funding is doled out in the state could lead to battles between Colorado's cities and rural areas for highway money.

[The Colorado Springs Gazette reports](#) that the Colorado Department of Transportation is considering using population as one trigger for allocating highway funds.

And that could mean less money for the Western Slope as well as large areas of southern and eastern Colorado.

Mark Harden directs print and digital news content for the Denver Business Journal and writes for the "17th & Lincoln" blog. Email: [mharden@bizjournals.com](mailto:mharden@bizjournals.com). Phone: 303-803-9227.

The following is an email distributed by CLUB 20, Action 22 and Progressive 15. A copy of the survey is also attached.

From: CLUB 20 [mailto:[nicolle@club20.org](mailto:nicolle@club20.org)]  
Sent: Thursday, April 03, 2014 1:34 PM  
To:  
Subject: ALERT:Transportation Survey- Lend Your Voice!

**\*\*ALERT\*\***

Transportation Survey-

Rural Advocacy Groups Look for Solutions

A good, strong transportation system is needed in Colorado and is essential to statewide economic prosperity. CLUB 20, Action 22 and Progressive 15 members recognize the challenges in maintaining state highways as funding sources decline.

The three organizations have been working with the Metro Mayors, CDOT and other statewide stakeholders to identify options for a state-wide funding approach that is sensible for Colorado in addressing the growing maintenance and capacity concerns related to the state highway system.

In an effort to collect information regarding this issue from members and rural communities, Action 22, CLUB 20, and Progressive 15, have joined forces to conduct a survey regarding transportation in each of their perspective regions. The survey can be found at the link below and will be open until midnight on April 15th. The groups are requesting that members share the survey with their networks to get a broad sense of how declining roads throughout Colorado can be better maintained.

The transportation funding formula is also under consideration by the Transportation Commission and modifications may be enacted. The current distribution formula is based on vehicle miles traveled, lane miles and truck miles. New formula considerations include a potential reduction in vehicle miles traveled and lane miles in favor of a population based component, negatively impacting funding in rural Colorado. As rural Colorado has the greatest number of lane miles, those roads could fall into further disrepair. State highways are Colorado assets and, as such, Colorado has an obligation to maintain them throughout the state. State highway funding has been declining in Colorado for a number of years, resulting in 52% of the state's highways declining to "poor" condition. Modifications to the state funding formula will further jeopardize rural roads and economies.

The link to the survey is:

<https://www.surveymonkey.com/s/ruraltransportation>

## Action 22, Club 20 and Pro 15 Transportation Survey

There is discussion going on at a state level on how transportation funding will be allocated throughout the state. It is currently distributed based on a formula of 45% Vehicle Miles Traveled, 40% Lane Miles and 15% truck miles. The new formulas under discussion all include using Population as a funding mechanism which could reduce funding in rural / less populated areas. We want to make sure we are advocating for your best interests and would appreciate your answers to the questions below. Please take the survey and have it back by midnight on April 15, 2014.

As we continue to advocate for funding for out state areas in transportation there are times when we might need stories and examples and possibly testimony. If you would be willing to be help, please e mail us

If you would like to share information with us that is not in the survey and that pertains to transportation, please E mail one of us. Action 22, Cathy Garcia Southeast Colorado and San Luis Valley [cathy@action22.org](mailto:cathy@action22.org)

Club 20. Bonnie Peterson Western Slope [bonnie@club20.org](mailto:bonnie@club20.org)

Pro 15, Cathy Shull Northeast Colorado [cathy@progressive15.org](mailto:cathy@progressive15.org)

### 1. How would you rate the roads in your county?

- Poor
- Fair
- Good
- Very Good
- Exceptional

### 2. How would you rate the roads you travel in other parts of Colorado?

- Poor
- Fair
- OK
- Good
- Excellent

### 3. Were you aware that state gas tax has not been increased since 1992 and the Federal Gas Tax has not been increased since 1993?

- Yes
- No

### 4. Were you aware that the budget for Colorado Department of Transportation's budget has decreased by \$500 million since 2008?

- Yes
- No

**5. Please rate how important you believe transportation is to the following parts of our economy.**

	Not Important	Somewhat Important	Important	Very Important	Extremely Important
Agriculture	<input type="radio"/>				
Energy	<input type="radio"/>				
Education	<input type="radio"/>				
Health Care	<input type="radio"/>				
Economic Development	<input type="radio"/>				
Quality of Life (entertainment, shopping, recreation)	<input type="radio"/>				

**6. Please rank the following on where you believe the priorities should be in state spending. One being the highest and six the lowest.**

- Education
- Health Care
- Business / Jobs
- Transportation
- Environment
- Corrections / Prisons

**7. Please rank the following in importance to you on how transportation dollars should be spent? 1 is the highest and a 7 is the lowest.**

- Safety (shoulders, striping, turn lanes, etc)
- Maintenance and repair of roads
- New roads
- Transit (bus system)
- Walking Trails
- Safe Walk to School Programs
- Bike Lanes

**8. Are you willing to pay more money for transportation to improve the state system? If your answer is no, skip the next question.**

- Yes
- No
- Not Sure

**9. If you are willing to pay more or are not sure, which one of these funding mechanisms would you be willing to consider? Mark all that apply.**

- Sales Tax Increase
- Gas Tax Increase
- VMT Tax (vehicle miles traveled tax)
- Income Tax
- Other (please specify)

**10. In a typical week, about how many miles do you drive?**

- In a typical week, about how many miles do you drive? Less than 10
- 10 - 50 miles
- 50-100 miles
- More than 100 miles

\*

**11. What county do you live in?**

\*

**12. What is your occupation?**