

Transportation Commission of Colorado
Regular Meeting Minutes
January 16, 2014

Chairman Doug Aden convened the meeting at 12:18am in the auditorium of the headquarters building in Denver, Colorado.

PRESENT WERE: Doug Aden, Chairman, District 7
Shannon Gifford, District 1
Ed Peterson, District 2
Gary Reiff, District 3
Heather Barry, District 4
Kathy Gilliland, District 5
Kathy Connell, District 6
Sidny Zink, District 8
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

ALSO PRESENT: Don Hunt, Executive Director
Gary Vansuch, Director of Process Improvement
Debra Perkins-Smith, Director of Division of Transportation
Scott McDaniel, Acting Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
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
David Gordon, Aviation Director
Ryan Rice, Director of Operations Division
Darrell Lingk, Director of Office of Transportation Safety
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
John Cater, FHWA
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

AND: Other staff members, organization representatives,
the public and the news media

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

Audience Participation

Chairman Aden noted that there were no comments from the audience.

Individual Commissioner Comments

Commissioner Thiebaut stated that he traveled extensively over the holidays and noted that Colorado had some very fine roads and was the state with the most construction going on in the states that he had traveled. He stated that this is a compliment to CDOT that they do such outstanding work with limited resources.

Commissioner Gilliland wished everyone a happy 2014.

Commissioner Zink stated that she was able to meet with Montezuma County Commissioners. The Commissioners were very happy with the projects that CDOT had completed in their areas. She also mentioned the rock falls that closed US 550. She stated that safety must come first. Even though the closure is a huge inconvenience to drivers, safety demands that the road stay closed for a while.

Commissioner Connell stated that she has traveled heavily on I-70 over the previous month. Due to the increased snow and traffic, there have been significant backups. There has been a record 78 inches of snow in a week and a half. She complimented the staff who has been working to keep the roads open. They are sorely understaffed for I-70, and she would support whatever is necessary to get more help there. Tourists who are not accustomed to driving in these conditions and chain restriction violations create traffic nightmares. It took two hours to get from Silverthorne to the Tunnel. She stated that anything the Commission can do to support CDOT and pressure Highway Patrol to do more should be done.

Commissioner Barry thanked the City of Brighton who hosted her for Bagels with Barry. She spent time with Adams County discussing the RAMP projects.

Audience Participation

Chairman Aden returned to the Audience Participation portion of the meeting because Mayor Michael Hillman of Idaho Springs and Commissioner Tim Mauck of Clear Creek County had arrived.

Commissioner Mauck thanked the Commission for the 1-70 Eastbound Bore and asked the Transportation Commission to agree to do the same to I-70 Westbound. He stated that not many people would have believed that Clear Creek County would advocate for further construction through the community but that the request speaks volumes to the job that Director Hunt, Tony DeVito, Region 1, Angie Drumm and the contractors have done on this project. They ran the project like a shuttle launch. It could not have been better. Clear Creek County appreciates that and appreciates the Commission considering further improvements along the corridor. He stated that this queues projects to streamline major improvements along I-70 in the future. He thanked everyone for their hard work.

Mayor Hillman thanked the Commission for the Eastbound Tunnel. He stated that even though it was difficult as a resident and business owner on the back side of the project, the project was done very well. He stated that it was great that the Commission decided to move forward with the Westbound project now rather than waiting and having to come back later. He also thanked the Commission for the acceptance of their Colorado Blvd RAMP project proposal. This project will have a large impact on the future economic growth of the community.

Executive Director's Report:

Executive Director Hunt stated that gubernatorial elections are coming up, and Governor Hickenlooper recently outlined his successes over the last three years of his administration. CDOT was prominently featured in his list of accomplishments. The Governor mentioned that the entire state was indebted to CDOT due to the Department's efforts in Flood Recovery, and he mentioned CDOT's lean process effort, including a 19% decrease in contracting timelines and savings with other contract initiatives close to \$2 million. CDOT has repealed or modified approximately 20 rules. The Governor mentioned the RAMP program and the Twin Tunnel projects.

The Executive Director stated that MPACT 64 is a group across the state that started a conversation about multi-modal transportation program for the future with a sales tax base. He stated that he was disappointed to report the polling had come back and there was not enough public support for the sales tax to go to the ballot in 2014. This will not stop the Department's discussion about Colorado's need for more transportation money. It would be very difficult to get new tax sources through Congress. There are 15-20 states have raised or are in the process of raising statewide taxes in order to invest in transportation. It is necessary for Colorado to find its way inside of TABOR to remain competitive.

High Performance Transportation Enterprise (HPTE) Director's Report

Michael Cheroutes stated that HPTE had its regular board on January 15, 2014. The Board discussed the I-70E project with the Commission in order to determine the best direction forward. US-36 will close in the near future, and C-470 is still on a front burner. HPTE has important decisions to make regarding I-25N and will be turning to that soon. Brenda Smith from Colorado Springs is a new member on the Board. She has a wealth of accounting and management experience, which will be valuable to the Board.

FHWA Division Administrator Report

John Cater stated that there are many federal requirements that are necessary to go through for transportation projects, including Financial Plans. Financial Plans are required for every project that is over \$100 million, according to statutory law passed in 2005 as part of SAFETEA-LU. There must be an initial plan prior to construction and a requirement to do an annual update. He stated that the process is to ensure the Department has a handle on the funding for the large projects. There were some visible failures nationally, so it has become a point of emphasis for Federal Highways.

He stated that this will be a more visible issue going forward, so the Commission is likely to hear about Financial Plans in the future.

ON January 28 & 29, there will be a peer exchange in Colorado discussing low volume roads and cost effective surface treatments for those roads. Representatives from Nevada, Utah, Montana, North Carolina and Washington will attend. The focus will be on cost effective ways to extend pavement life and getting the largest return on investment for these treatments. There will be a two day session to develop best practices to use in Colorado and elsewhere.

Chairman Aden asked Director Hunt who from CDOT was attending the peer exchange. He stated that this would be valuable learning experience for whoever could attend. Director Hunt stated that he encouraged all staff who are involved in surface treatment to participate. The Director and the Chairman thanked John Cater and the FHWA for putting the peer exchange together. Chairman Aden stated that he would like a report on the ideas and best practices that come out of the exchange.

STAC Report

Vince Rogalski stated that STAC met on January 10, 2014, and reviewed the federal and state legislative update. MAP-21 expires later this calendar year, and there will likely be a continuing resolution until there can be a reauthorization. This may include a gas tax increase, but that is uncertain.

STAC also discussed Program Distribution. They discussed that Scenario 1 made sense and allows for flexibility, with the remaining variance going into TC Contingency. They discussed the history of the TRANS bonds and the current state of RPP.

STAC passed a motion to urge the TC to allocate the revenue going to TRANS bonds to RPP, which will restore the historic RPP levels.

STAC discussed FASTER-Safety and the improved metrics to document what is happening with the safety projects in terms of FASTER money.

He then stated that Tony DeVito presented the I-70 Westbound Tunnel presentation, discussing the potential savings of moving the project forward this season. After very little discussion, STAC passed a motion to advise the TC to approve the \$48 million in RAMP that was refunded previously.

He stated that Mark Imhoff discussed the various projects for FY'2015. STAC recommended unanimously to pass a motion to approve those FY2015 projects which should come before the Commission in February 2015.

STAC had the presentation on AGS and ICS that the Commission saw earlier during the day.

Scott McDaniel updated STAC in terms of RAMP and the flood. As of January 10, 2014, CDOT had received 35 of 43 RAMP letters. As of the January Commission meeting, CDOT had received 41 letters.

STAC had a presentation about Colorado's Strategic Highway Safety Plan, especially crash models demonstrating how highway fatalities can be reduced through education, fixing the roads and driver behavior.

Act on Consent Agenda

Chairman Aden stated that Item F was removed from the Consent Agenda because it will require action by the Commission at a later date. Chairman Aden entertained a motion to approve the Consent Agenda items A-E. Commissioner Hofmeister moved to approve the Consent Agenda Items A-E, and Commissioner Gilliland seconded the motion. By vote of the Commission, the Consent Agenda passed unanimously.

Resolution #TC-3125

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes of December 19, 2013, are hereby approved as published in the official agenda of January 15 & 16, 2013.

Resolution #TC-3126

Resolution # TC-3126

Approved January 16, 2014

Adoption of Policy Directive 600.0 “Equal Employment Opportunity and Affirmative Action”

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

WHEREAS, CDOT is required to comply with Title VII of the Civil Rights Act, 42 U.S.C. § 2000e, and related statutes as a recipient of federal funds from the U.S. Department of Transportation; and

WHEREAS, CDOT is required to comply with the Colorado Anti-Discrimination Laws under § 24-34-401, *et seq.*, C.R.S.; and,

WHEREAS, Policy Directive 600.0 seeks to fulfill the Federal Highway Administration’s requirement to have a policy in place with regard to equal opportunity employment practices and prohibition of discrimination, which practices will be implemented through all phases of CDOT’s Affirmative Action Plan; and,

WHEREAS, Policy Directive 600.0 updates and replaces Policy Directive 600.0, “Equal Opportunity and Non-Discrimination Policy” adopted on June 18, 2008; and

WHEREAS, updated Policy Directive 600.0 confirms CDOT’s commitment to equal opportunity in employment and the prohibition of discrimination in employment.

NOW THEREFORE BE IT RESOLVED, the Commission herein adopts Policy Directive 600.00 “Equal Employment Opportunity and Affirmative Action.”

Norman F. Stockinger III

Transportation Secretary

1-22-14

Date

Resolution #TC-3127

Resolution # TC-3127

Approved January 16, 2014

Adoption of Policy Directive 603.0 “Policy Prohibiting Sexual Harassment”

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

WHEREAS, CDOT is required to comply with Title VII of the Civil Rights Act, 42 U.S.C. § 2000e, and related statutes as a recipient of federal funds from the U.S. Department of Transportation; and

WHEREAS, CDOT is required to comply with the Colorado Anti-Discrimination Laws under § 24-34-402, C.R.S., and 4 CCR 801-1, Personnel Board Rules and Personnel Director’s Administrative Procedures; and,

WHEREAS, CDOT is required to comply with the Equal Employment Opportunity Commission (“EEOC”) requirement to have a Policy in place with regard to the prohibition of sexual harassment in the workplace; and,

WHEREAS, this Policy Directive updates and replaces Policy Directive 603.0, “Sexual Harassment” adopted on August 16, 2007; and

WHEREAS, this updated Policy Directive 603.0 confirms CDOT’s commitment to the prohibition of sexual harassment in the workplace.

NOW THEREFORE BE IT RESOLVED, the Commission herein adopts Policy Directive 603.00 “Policy Prohibiting Sexual Harassment.”

Herman F. Stockinger III

Transportation Secretary

1-22-14

Date

Resolution #TC-3128

Resolution # TC-3128

Approved on January 16, 2014

Adoption of Policy Directive 604.0 “Policy on Non-Discrimination” and Repeal of Policy Directive 611.0 “Disadvantaged Business Enterprise Program”

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

WHEREAS, The Colorado Department of Transportation (“CDOT”) is required to comply with Title VI of the Civil Rights Act, 42 U.S.C. § 2000d, and related statutes as a recipient of federal funds from the U.S. Department of Transportation; and

WHEREAS, CDOT is required to comply with Title II of the Americans with Disabilities Act of 1990, 42 U.S.C. §12101-12213, and related statutes as a recipient of federal funds from the U.S. Department of Transportation; and

WHEREAS, CDOT is required to comply with the Civil Rights Restoration Act of 1987, Pub L. No. 100-259, 102 Stat. 28, as a recipient of federal funds from the U.S. Department of Transportation; and

WHEREAS, CDOT created the Civil Rights and Business Resource Center to coordinate with regional civil rights staff to ensure compliance with civil rights laws; and

WHEREAS, revised Policy Directive 604.0 updates and replaces Policy Directive 604.0, “Non-Discrimination in Federally Funded Programs Policy” adopted on July 1, 2004; and

WHEREAS, Policy Directive 604.0 includes the policy specifications regarding the Disadvantaged Business Enterprise Program and thus, replaces the need for Policy Directive 611.0, “Disadvantaged Business Enterprise Program” adopted on April 15, 2010.

NOW THEREFORE BE IT RESOLVED, the Commission herein approves updated Policy Directive 604.00 “Policy on Non-Discrimination.”

BE IT FURTHER RESOLVED, the Commission repeals Policy Directive 611.0 "Disadvantaged Business Enterprise Program" as its terms have been consolidated into updated Policy Directive 604.0.

Norman F. Stockings III

Transportation Commission Secretary

1-22-14

Date

Resolution #TC-3129

Resolution #TC-3129

Approved on January 16, 2014

PROJECT #: F006-1(2)

PARCEL: 33-EX

LOCATION: SH 85 Greeley

COUNTY: Weld

WHEREAS, the Colorado Department of Transportation acquired 33-EX in 1949 for SH 85 right of way; and

WHEREAS, Parcel 33-EX contains 2.136 acres and is located in the southeast quadrant of the SH 85 Bypass and SH 85 Business interchange in northern Greeley, Weld County, Colorado; and

WHEREAS, CDOT Region 4 has made the determination that Parcel 33-EX is no longer needed for transportation purposes; and

WHEREAS, CDOT Region 4 desires to sell Parcel 33-EX for fair market value in accordance with Colorado Revised Statute 43-1-210 (5) ; and

WHEREAS, the sale of Parcel 33-EX will not affect the design, construction or utility of SH 85; and

WHEREAS, the Department of Transportation, Region 4, recommends that the property described as 33-EX of Project F006-1(2) be declared excess property; and

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

WHEREAS, the Department of Transportation, has declared through its Chief Engineer, that Parcel 33-EX is no longer needed for transportation; and

WHEREAS, the Transportation Commission concurs with the Chief Engineer that Parcel 33-EX is no longer needed for transportation purposes.

NOW THEREFORE BE IT RESOLVED, that the Department of Transportation be given authority to dispose of Parcel 33-EX of Project F006-1(2) containing

2.136 acres more or less as shown in Exhibit A and contained in the official agenda.

NOW THEREFORE BE IT FURTHER RESOLVED, that funds from the sale of the property shall be disbursed in accordance with Section 7.2.15 of the CDOT Right-of-Way Manual.



Herman Stockinger, Secretary
Transportation Commission of Colorado

1-22-14

Date

Discuss and Act on the 7th Supplement to the FY2014 Budget

Scott Richrath stated that there were two walk-ons for the January Commission meeting. The first walk-on is for Region 5 for a US550-160 continuous flow intersection in Durango. There were no bids in the first opening for this project. There was a single competitive bid in the second opening, which was after the mailing of the Commission's January packet. This bid came was more than 15% more than the allotted budget amount, which then requires the approval of the Commission. This project is part of the Highway Safety Improvement Program approved list. Transportation Systems Management and Operations have signed off on the project.

He stated the second of the walk-ons is related to the funding of the Region 4 Greeley Headquarters project, which the Commission approved in November. The staff had agreed in November to come back to the Commission with a funding alternative. Initially, the \$20 million would be financed through Certificates of Participation (COP). The staff decided it was possible to manage cash finances effectively to fund that project internally. The staff recommendation was altered from the one in the packet and requests permission from the Commission to advance budgeting to fund the project.

He then discussed the Twin Tunnels project in the supplemental packet. Tony DeVito provided a presentation, and local partners spoke to the Commission earlier about it. The staff sought funding through the supplemental process for \$47 million of what would have been HPTE RAMP funding and \$7 million of Region 1 Regional Priority Program advanced from next year.

He then outlined five surface treatment projects that are part of the Asset Management's approved FY'2014 project list.

Chairman Aden entertained a motion to approve the Supplement including the two walk-on requests. Commissioner Connell moved to approve the resolution, and the Commissioner Zink seconded the motion. By vote of the Commission, the resolution was unanimously approved.

Resolution #TC-3130

Resolution Number #TC-3130

Approved by the Colorado Transportation Commission on January 16, 2014

Approve the 8th Budget Supplement to the FY'2014 Budget

WHEREAS, pursuant to C.R.S. 43-1-211, CDOT is authorized to purchase land and/or build buildings suitable for offices for housing machines, tools, and equipment and pursuant to C.R.S. 43-1-212, CDOT may enter into rental or leasehold agreements under which the department may acquire title to such buildings with the approval of the Governor, the Chief Engineer, the Director of the Office of State Planning and Budgeting and a majority of the Transportation Commission; and,

WHEREAS, a Facility Needs Assessment was completed by CDOT Property Management indicated that CDOT Region 4 Headquarters Building located in Greeley, CO, currently has facility deficiencies; and

WHEREAS, the building deficiencies include, but are not limited to, fire and other safety hazards, size constraints, inefficient access and site circulation; and

WHEREAS, CDOT Property Management and Region 4 contracted with real estate brokerage firm CRBE, Inc. to analyze and identify viable alternative relocation sites for the Region 4 Headquarters Building; and

WHEREAS, after a thorough analysis, CDOT and CRBE have identified a site located in Greeley, CO, and on the US 34 Business Loop as the preferred alternative location to build a new CDOT Region 4 Headquarters facility; and

WHEREAS, the current baseline budget for the new Region 4 Headquarters building and sufficient space for the Colorado State Patrol to purchase from CDOT as a part of this transaction is \$19,866,735, which includes LEED certification as required by C.R.S. 24-30-1301(13); and

WHEREAS, relocating the Region 4 Headquarters will also require that a new vehicle maintenance and regional storeroom supply facility be built; and

WHEREAS, CRBE's and CDOT's study of this issue has identified the best location for this facility to be on land that CDOT already owns in Gilcrest, CO, with the cost of erecting this facility included in the dollar amount specified in the prior paragraph; and

WHEREAS, in November 2013, the Transportation Commission approved the advancement of \$2M of FY15 Property Management Capital Construction

sufficient space for the Colorado State Patrol, subject to arrival at a mutually satisfactory interagency agreement with the Colorado State Patrol to reimburse CDOT for the State Patrol's pro rata share of the facility.

IT IS FURTHER RESOLVED that the Transportation Commission authorizes CDOT to market and sell in accordance with 43-1-210(5) the existing CDOT Region 4 Headquarters Site and the residencies located in Evans, CO, and Loveland, CO, and authorizes that the funds received from the sale of these properties be returned to the Transportation Commission for it to allocate, or if so permitted by the covenants associated with any potential Certificates, to accelerate the pay down of the balance of the Certificates of Participation issued for the new Region 4 Headquarters project.

IT IS FURTHER RESOLVED that the primary source for the repayment of any potential certificates not repaid from the sale of these properties or the payments toward the cost of the facility reimbursed by the Colorado State Patrol (to the extent permitted by the covenants of the Certificates) shall be repaid through annual allocations made as a part of the annual budget process as approved by the Transportation Commission.



Transportation Secretary



Date

Discuss and Act on a Resolution for the COP for the Relocation of Region 4 Headquarters

Chairman Aden stated that due to the fact that Region 4 Headquarters request was included in the Budget Supplement, this item would be removed from the agenda.

Discuss and Act on a Resolution for the Adoption of Temporary Tunnel Rules and a Resolution for Promulgation of Permanent Tunnel Rules

Tony DeVito requested the Commission to adopt the proposed rules on a temporary basis so that they can be in place for the remaining winter months of this year. If the Commission chose not to adopt the rules on a temporary basis, the permanent rules would not go into effect until July 2014. He also asked the Commission to open the rule-making process for the Tunnel Rules. The Commission has authority of 13 sets of administrative rules, and the Tunnel Rules are among those.

Tony DeVito stated that the Commission last adopted Tunnel Rules in 1986. He read the definition of "combustible liquid" out of the previous set of rules to demonstrate that it was too technical to be understood by a majority of drivers who need to know what is restricted and what is not.

While these rules govern all the tunnels on the state highway system, the most important sections concern the Eisenhower Johnson Memorial Tunnel (EJMT). The

rules state which HAZMAT materials are prohibited at all times from using the EJMT and which HAZMAT may go through the EJMT when Loveland Pass is closed. Loveland Pass closes on average 20 times a year due to snow and avalanche conditions. During those periods HAZMAT vehicles must be accommodated through the EJMT, typically on the top of the hour except during peak period operations. HAZMAT transportation statewide is under the authority of the Colorado State Patrol (CSP) with the exception of CDOT tunnels.

The rules that the Commission is asked to approve will make many improvements to the existing rules. The new rules will be placard based, colored on top with either red or green demonstrating what is never allowed in the EJMT and what is allowed when Loveland Pass is closed. These new rules are clear, concise and interpretable.

The temporary rules also correct federal regulations in the old set of rules that were improperly referenced.

This is a culmination of a year-long process working with CSP, Colorado Motor Carriers, the Colorado-Wyoming Petroleum Marketers Association (who included a letter of support), the ski areas, the I-70 Coalition and the US Forest Service. He requested the Commission to approve both the temporary and the permanent rules making processes.

Chairman Aden entertained a motion to approve a resolution to open the Tunnel Rules and to approve a separate resolution to adopt temporary Tunnel Rules. Commissioner Gilliland moved to approve both resolutions, and Commissioner Connell seconded that motion. By vote of the Commission, the resolutions passed unanimously.

Resolution #TC-3131

Resolution # TC-3131

Approved by the Colorado Transportation Commission on January 16, 2014

Open Rule-Making Regarding Revisions to the Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8 and Delegate Authority to an Administrative Hearing Officer to Hold a Public Rule-Making Hearing.

WHEREAS, § 43-1-106(8)(k), C.R.S., § 42-4-106 (7)(a) and (b), C.R.S., § 42-20-301(3), authorize the Transportation Commission of Colorado (the "Commission") to promulgate rules governing the use of tunnels on Colorado state highways ("Tunnel Rules"); and

WHEREAS, the Commission adopted the Tunnel Rules in 1986, with a subsequent adoption making minor corrections in 2008; and

WHEREAS, the current rules require updating in order to conform to current federal regulations and provide clearer guidance to the travelling public; and

WHEREAS, pursuant to Governor Hickenlooper's Executive Order D 2012-002, the proposed rules are drafted in clear language to make them accessible to CDOT personnel, Colorado State Patrol, motor carriers and the travelling public; and

WHEREAS, following the measures taken by the Department to comply with the Administrative Procedure Act, the proposed Rules will be submitted to the Commission for approval and adoption.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission herein opens the rule-making process and delegates authority to an administrative hearing officer to preside over a public rule-making hearing on the modifications to the Rules.

Norman F. Stockinger III
Transportation Commission Secretary

1-22-14
Date

Resolution #TC-3132

Resolution # TC-3132

Approved by the Colorado Transportation Commission on January 16, 2014

Adopt Temporary Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8 and Direct the Department to Comply with all Requirements of the State Administrative Procedure Act.

WHEREAS, § 43-1-106(8)(k) C.R.S., § 42-4-106 (7)(a) and (b), and C.R.S., § 42-20-301(3), authorize the Transportation Commission of Colorado (the "Commission") to promulgate rules governing the use of tunnels on Colorado state highways; and

WHEREAS, the current rules were last updated in 1986, with minor revisions in 2008; and

WHEREAS, the current rules require updating in order to conform to current federal regulations, eliminate obsolete information and provide clearer guidance to the travelling public; and

WHEREAS, pursuant to Governor Hickenlooper's Executive Order D 2012-002, the proposed rules are drafted in clear language to make them accessible to CDOT personnel, Colorado State Patrol, motor carriers and the travelling public; and

WHEREAS, the Commission finds that temporary adoption of the Tunnel Rules is imperatively necessary for the health, safety and welfare of the travelling public so that the Rules will be immediately in conformance to federal regulations; and

WHEREAS, immediate adoption is necessary so that clear guidance is provided to CDOT tunnel personnel, the Colorado State Patrol, motor carriers and members of the travelling public during the inclement weather in the remaining winter and early spring months of 2014; and

NOW THEREFORE BE IT RESOLVED, the Transportation Commission herein adopt temporary rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8 and directs the Department to take all necessary steps to comply with the State Administrative Procedure Act.

Norman F. Stocking III
Transportation Commission Secretary

1-22-14
Date

Discuss and Act on a Resolution to Approve the Interregional Express (IX) Bus Plan and Implementation

Mark Imhoff stated that he was requested the Commission's approval of the Interregional Express Bus Plan and Implementation. There have been more than a year of outreach efforts and a very active subcommittee of the Transit and Rail Advisory Committee leading to this resolution. There have been presentations along both corridors.

Part of the resolution describes the funding sources for FY2014, including \$10.9 million from a combination of unallocated FASTER and unallocated Senate Bill 1 transit funds. He also requested authorization for \$3 million each year from the FASTER Statewide Transit Pool. Included in that would be a reserve fund that would never grow more than \$3 million, which the Transportation Commission would control.

He stated that as part of the expenditure, CDOT will purchase 13 over the road coaches for an estimated cost of \$7.8 million, contracted with a private operator for three years with two one-year options. That is estimated at \$5.85 million for the three years. Park and ride improvements will cost \$1 million, and miscellaneous capital, operating expenses and an initial deposit into the IX Reserve will be approximately \$1.5 million.

He requested the Commission to designate the T&I Committee as the IX Bus Operating Committee. As soon as buses are delivered, there will be a 30 day testing period. Service will open late in 2014 or early in 2015, as soon as the fleet becomes available. The system will be established so that there is a three year operational assessment for the Commission, at which time the service will be evaluated to be continued, modified or canceled.

Director Hunt stated that it will be necessary to obtain an operator within the Operating Cost Plan that was put forward by the Transit Division. He stated that he and Mark Imhoff are working to limit CDOT's financial exposure until the time that CDOT receives a successful bid from an operator within the financial constraints of the operating plan. Bus purchases, employee hires and similar expenditures will be limited until that bid is received.

Commissioner Gilliland stated that she is very excited about CDOT's opportunity to invest in transit to this extent. It will provide a sustainable backbone service for the state. This will include the I-25 and I-70 West. She stated that she hopes for success and hopes that CDOT continues to move forward.

Chairman Aden entertained a motion to approve the resolution for the Interregional Express Bus Plan and Implementation. Commission Gilliland moved to approve the resolution, and Commissioner Gruen seconded the motion. By vote of the Commission, the resolution passed unanimously.

Chairman Aden stated that this is a historic occasion for CDOT. Over the years, the discussion around CDOT's role in transit has evolved. It is an exciting time, and a big step forward.

Resolution #TC-3133

Resolution #TC-3133

Approved by the Transportation Commission on: January 16, 2014

Approving Implementation of the Interregional Express Bus

WHEREAS, the CDOT mission is to “provide the best multi modal transportation system for Colorado”; and

WHEREAS, the Colorado Legislature created the Division of Transit & Rail in 2009 (Senate Bill 09-094) vesting in CDOT the authority to develop, operate and integrate transit service into the statewide transportation system, and to establish and modify fares and schedules for transit services provided directly by the state or contracted for by the state; and

WHEREAS the FASTER legislation (Senate Bill 09-108, Section 43-4-206) provides ten million dollars per year for statewide transit including the maintenance, operation, or administration of transit-related projects; and

WHEREAS transit service connectivity is lacking due to service gaps exist between local transit systems; and

WHEREAS the I-25 and I-70 corridors carry high volumes of travelers and experience high levels of congestion, and therefore have significant transit demands; and

WHEREAS the Transportation Commission directed the development of an interregional express bus plan in December, 2012; and

WHEREAS the development of an interregional express bus plan included stakeholder outreach.

WHEREAS, upon approval by the Transportation Commission, CDOT is prepared to begin interregional express bus service in FY 2015 after it contracts with an operator and obtains fleet vehicles.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves that CDOT shall provide interregional express bus service, through a contract with a private operator, and approves that service will be initiated in the following areas:

- o I-25 corridor between Colorado Springs and Denver, and Fort Collins and Denver.
- o The I-70 corridor between Glenwood springs and Denver.

BE IT FURTHER RESOLVED that an initial FY 2014 Start-Up Fund of \$10.9 Million shall be established from the following sources:

Other Matters

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

Acknowledgements

Chairman Aden stated that there are not acknowledgements.

Adjournment

Chairman Aden announced that the meeting was adjourned at 1:00pm.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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



Date: January 27, 2014

To: Scott McDaniel, Acting Chief Engineer

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

Subject: Additions to the FY 14 approved over \$50,000.00 project list

The projects listed below are in addition to the projects approved by the Transportation Commission in June of 2013. According to state law and PD 1000.0, projects such as this must be approved by the Transportation Commission before the work can be undertaken. I request that this addendum be presented for approval at the February 2014 Transportation Commission meeting so that the work can commence as soon as possible.

Region 1 – Aurora				
Highway	Begin MP	End MP	Type	Estimated Cost
C-470 Ramps	9.9	10.46	Mill & Fill	\$127,733
C-470 Ramps	7.9	8.2	Mill & Fill	\$120,048
8A	4.74	4.94	Mill & Fill	\$106,727
8A	6.60	6.90	Mill & Fill	\$106,727
C-470	13.91	13.59	Mill & Fill	\$106,390
Hwy 6	277.5	278.25	Mill & Fill	\$149,138
Hwy 75	5.9	6.25	Mill & Fill	\$77,947
Hwy 285	263.18	263.65	Mill & Fill	\$53,424
74A	0.7	1.4	Machine Patch	\$63,525
46A	1.0	2.0	Machine Patch	\$87,120
46A	4.9	5.9	Machine Patch	\$87,120
40C	280.56	280.95	Machine Patch	\$52,272
40A	256.00	256.85	Machine Patch	\$111,078
128	0.0	1.3	Machine Patch	\$143,000
			Region 1 – Aurora Total	\$1,392,249
Region 2 – Pueblo				
9B	56.0	60.0	Chip Seal	\$133,274.00
285D	218.6	222.0	Chip Seal	\$122,086
			Region 2 – Pueblo	\$255,360

			Total	
Region 4 – Greeley				
Highway	Begin MP	End MP	Treatment	Estimated Cost
71	167.715		Full bridge deck replacement Str D-22-C	\$150,000.00
			Region 4 – Greeley total	\$150,000.00
			State Total	\$ 1,797,609

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

Resolution #TC-

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

Approved by the Transportation Commission on: February 20, 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 this project is contained in the Fiscal Year 2014 Budget.

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

Region 1 – Aurora				
Highway	Begin MP	End MP	Type	Estimated Cost
C-470 Ramps	9.9	10.46	Mill & Fill	\$127,733
C-470 Ramps	7.9	8.2	Mill & Fill	\$120,048
8A	4.74	4.94	Mill & Fill	\$106,727
8A	6.60	6.90	Mill & Fill	\$106,727
C-470	13.91	13.59	Mill & Fill	\$106,390
Hwy 6	277.5	278.25	Mill & Fill	\$149,138
Hwy 75	5.9	6.25	Mill & Fill	\$77,947
Hwy 285	263.18	263.65	Mill & Fill	\$53,424
74A	0.7	1.4	Machine Patch	\$63,525
46A	1.0	2.0	Machine Patch	\$87,120
46A	4.9	5.9	Machine Patch	\$87,120
40C	280.56	280.95	Machine Patch	\$52,272
40A	256.00	256.85	Machine Patch	\$111,078

128	0.0	1.3	Machine Patch	\$143,000
			Region 1 – Aurora Total	\$1,392,249
			Region 2 – Pueblo	
9B	56.0	60.0	Chip Seal	\$133,274.00
285D	218.6	222.0	Chip Seal	\$122,086
			Region 2 – Pueblo Total	\$255,360
			Region 4 – Greeley	
Highway	Begin MP	End MP	Treatment	Estimated Cost
71	167.715		Full bridge deck replacement Str D-22-C	\$150,000.00
			Region 4 – Greeley total	\$150,000.00
			State Total	\$ 1,797,609

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

Herman Stockinger, Secretary
Transportation Commission of Colorado

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



DATE: February 12, 2014
TO: Transportation Commission
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: FY 2015 FASTER Transit Project Recommendations

Purpose

The purpose of this memo is to request approval of the FY 2015 FASTER Transit projects.

Action Requested

It is requested that the Transportation Commission approve the attached resolution which contains the FY 2015 FASTER Transit project recommendations.

Executive Summary

The Division of Transit & Rail is submitting for Commission approval the recommended list of FASTER projects for Fiscal Year 2015. Attached to the Commission resolution are the tables listing statewide and local projects recommended for funding, as well as supporting tables. The tables are as follows:

- Table A lists the recommended Statewide pool projects.
- Table B lists the recommended Local pool projects.
- Table C lists the key evaluation factors for projects not recommended for full FASTER Transit funding.
- Table D lists any special conditions to awards that must be met by an applicant.

Background

In February, 2013 the Commission approved a list of projects funding FY 2014 FASTER Transit projects, and a tentative (preliminary) list of projects for FY 2015. Over the past few months, DTR has gone through a process to confirm and augment the preliminary list of projects. The recommended FY 2015 project lists and attached to the Resolution following this memo.

We are in the midst of developing recommendations for a redistribution process for allocating the FASTER Transit funds beginning in FY 2016, based on the PD 14 performance objectives. We have begun a process through the Transit & Rail Advisory Committee (TRAC), and including the Region Planners, CASTA, and the

Transit & Intermodal Committee, to devise a more effective project selection process, based on certain guiding principles.

Details

The FASTER Transit program has two elements:

- \$10 million per year is dedicated for “statewide, interregional and regional” transit projects. Recommended projects totaling \$6 million for FY 2015 are shown in Table A; in addition, \$1 million is budgeted for DTR Administration, and \$3 million has been allocated for the Interregional Express Bus operations.
- \$5 million per year are dedicated for “local” transit projects; recommended projects totaling the full \$5 million for FY 2015 and shown in Table B.

Table C lists the key evaluation factors for projects not recommended for full FASTER Transit funding, and Table D lists any special conditions to awards that must be met by an applicant.

In a January memo and presentation to the Transit & Intermodal Committee, DTR provided a background on the FASTER Transit funds, and outlined the process we used for selecting projects for FY 2015 award recommendation. We provided tables showing recommended projects for review and no concerns were presented at that time. However, DTR and Region 4 have made two minor changes to the lists in the meantime, as follows:

- The East Central Council of Governments submitted a request for funds with which to match a federal grant. Due to ECCOG’s switch from Region 1 to Region 4, it is recommended that the ECCOG request for \$13,5000 be funded from the Region 4 FASTER Local share. To accommodate that change, it is further recommended that the amount recommended for award to the Northeast Colorado Association of Local Governments (NECALG) be reduced by \$13,500. DTR will in turn award FTA funds to NECALG in that approximate amount from the Section 5311 program. Region 4 concurs with this change. These changes are reflected in Tables A and B, attached.

**Resolution # TC –
Award of FY 2015 FASTER Transit Funds
February 20, 2014**

WHEREAS, pursuant to 43-4-811 (2) the Department will receive, from the State share of the FASTER program, ten million dollars for state fiscal year 2015 and for each succeeding state fiscal year, to be used by the Department, pursuant to 19.43-4-206, “for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of transit related projects, including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure needed to integrate different transportation modes within a multimodal transportation system, that enhance the safety of state highways for transit users,” herein referred to as the FASTER Transit Statewide funds; and

WHEREAS, pursuant to 43-4-811 (c)(2) the Department will receive, from the Local share of the FASTER program, five million dollars for state fiscal year 2015 and for each succeeding state fiscal year, to be used by the Department “to provide grants to local governments for local transit projects,” herein referred to as the FASTER Transit Local funds; and

WHEREAS, a portion of the FASTER Transit Statewide funds, not to exceed \$1.0 million, will be used for administrative expenses associated with the Division of Transit & Rail for FY 2015; and, by means of Resolution 3133, dated January, 16, 2014, \$3.0 million per year is allocated, beginning in FY 2015, from FASTER Transit Statewide program funds to be used for the operation, maintenance and capital needs associated with the Interregional Express Bus program; and

WHEREAS, the Transportation Commission, in Resolution No. 1906, dated September 16, 2010, established written guidelines to be followed in offering, distributing and awarding the FASTER Transit funds, and those guidelines were later revised to make them more consistent with guidelines established for Federal capital improvement grant programs in order to establish a more uniform capital improvement program; and

WHEREAS, Division of Transit and Rail staff distributed these guidelines and issued a call for projects throughout the state; and

WHEREAS, the Commission, by means of Resolution , dated February 21, 2013, tentatively awarded \$4.6 million for Fiscal Year 2015 from the FASTER Transit Statewide program and \$4.5 million for Fiscal Year 2015 from the FASTER Transit Local program, pending later written confirmation that such projects remain eligible and ready for implementation as proposed; and

WHEREAS, staff has confirmed that such projects remain eligible and ready for implementation as proposed, removed any projects that were not eligible or were

not ready for implementation, and considered new requests for funds still remaining available; and

WHEREAS, the Division of Transit & Rail evaluated and scored the applications considered best suited for consideration for the FASTER Transit Statewide funds and developed a list of projects recommended for funding, attached hereto as Table A; and

WHEREAS, the CDOT Engineering Regions evaluated and scored the applications considered best suited for FASTER Transit Local funds and developed a list of projects recommended for funding, attached hereto as Table B; and

WHEREAS, Division of Transit & Rail staff and the CDOT Engineering Regions provided key evaluation factors associated with the projects which were awarded no funding or less funding than requested, attached hereto within Table C; and

WHEREAS, Division of Transit & Rail staff established certain conditions to be met by all local agencies receiving FASTER funds, as well as specific conditions to be met by certain local agencies, in order to ensure prompt and appropriate project implementation within FASTER and standard grant guidelines, attached hereto within Table D;

NOW THEREFORE BE IT RESOLVED, the Commission directs staff to:

- 1) award \$6.0 million in FASTER Statewide Transit funds for Fiscal Year 2015 using “Table A: Projects Recommended for FY15 FASTER Transit Statewide Funding,” dated February 5, 2014;
- 2) award \$5.0 million in FASTER Local Transit funds for Fiscal Year 2015 using “Table B, Projects Recommended for FY15 FASTER Transit Local Funding,” dated February 5, 2014;
- 3) provide to all applicants the key evaluation factors for projects awarded no funding or less funding than requested, using “Table C: Key Factors in the Evaluation of Proposed Projects Not Recommended for Full FY15 FASTER Transit Funding,” dated February 5, 2014;
- 4) provide to all applicants the appropriate conditions that will be applied to their projects, as set forth in “Table D: Conditions for Recommended FY 15 FASTER Projects,” dated February 5, 2014.

Table A: Projects Recommended for FY15 FASTER Transit Statewide Funding, 2/5/2014

Applicant (agency rank if more than one application)	Project	FY15 request	FY15 recommended award
NFRMPO (a)	Vanpool replacement vehicles (36)	\$64,000	\$64,000
RTD 2	Thornton Park-n-Ride Expansion	\$997,404	\$997,404
Mountain Metro 2	Vanpool Vehicle Replacements (9)	\$216,000	\$216,000
DTR	Service Development Plan for North Front Range Commuter Rail	\$95,100	\$95,100
Superior/Louisville	DDI Transit Improvements	\$463,610	\$463,610
Aspen 1	Rubey Park Transit Center Redevelopment	\$1,000,000	\$1,000,000
Thornton	SH 7 at I-25 Carpool Lot	\$521,988	\$521,988
City of Greeley	Greeley Evans Transit Regional Transfer Facility (b)	\$1,509,920	\$1,176,035
RTD 6	Church Ranch P-n-R Boarding Platforms Relocation	\$2,604,781	\$1,265,863
City of Fort Collins	Preventative Maintenance for FLEX	\$200,000	\$200,000
Totals		\$7,672,803	\$6,000,000

NOTES:

(a): Denotes funds that will be used to match federal grant funds
(b): Remainder of City of Greeley project funded from FASTER Local (Table B)

Table B: Projects Recommended for FY15 FASTER Transit Local Funding, 2/5/2014

Applicant (agency rank)	Project	FY15 request	FY 15 Recommended Awards
Region 1: \$2,535,750 available			
Breckenridge 2	Replacement buses (2)	\$637,500	\$450,000
Douglas County	Replacement Vehicles to be Leased to private operator (4)	\$0	\$48,000
Seniors' Resource Center 2 (a)	Replacement Vehicles (4)	\$24,720	\$24,000
Summit County 2	Bicycle Racks	\$0 (c*)	\$13,405
Arvada 2	Olde Town Arvada Bus Transfer Facility phase 2	\$1,338,521	\$1,338,521
RTD 1	Civic Center Station Phase II	\$594,879	\$594,879
Seniors' Resource Center 1 (a)	Vehicle Replacements - SRC Urban and A-Lift (8)	\$48,000	\$48,000
Totals		\$2,643,620	\$2,516,805

Region 2 \$765,500 available			
Mountain Metro 4	Fixed Routed Vehicle Replacment (4)	\$1,216,000	\$765,000
Totals		\$1,216,000	\$765,000

Region 3 \$608,250 available			
Allpoints 1 (a)	Replacement Buses (7)	\$46,883	\$46,883
Crested Butte 3	Replacement 38 foot bus #28	\$132,000	\$132,000
Eagle County	Cutaway Replacement (3)	\$0 (c*)	\$50,000
Mesa County 1 (a)	Grand Valley Transit bus replacement (7)	\$521,737	\$239,367
Snowmass 2	Light-Duty Medium-Sized Cutaway Vans (4)	\$100,000	\$40,000
Town of Avon	Bus Replacements (3)	\$656,000	\$100,000
Totals		\$1,456,620	\$608,250

Region 4 \$830,050 available			
Boulder 2	Boulder Transit Stop Enhancements	\$54,800	\$54,800
Fort Collins 2	Implementation of Network Management System	\$120,000	\$120,000
Greeley 3 (a)	Fixed Route Service Vehicle Replacements (3)	\$179,478	\$179,478
Greeley 4 (a)	Paratransit/Demand Response Vehicle Replacements (4)	\$47,099	\$47,099
NECALG	Vehicle Replacements (3)	\$81,288	\$81,288
EEOG (a)	Vehicle Replacement	\$13,500	\$13,500
City of Greeley	Greeley Evans Transit Regional Transfer Facility (b)	\$1,509,920	\$333,885
Totals		\$2,006,085	\$830,050

Region 5 \$260,450 available			
Durango 2	Type I vehicle replacement	\$0	\$64,000
SUCAP 1 (a)	Road Runner Transit Fixed Route Bus Repl. (3)	\$11,200	\$11,200
Town of Mountain Village 1	Gondola - Main Drives and Motors End-of-Service-Life Replacement	\$466,000	\$176,741
Totals		\$477,200	\$251,941
Grand Total			\$4,972,046

NOTES:

- | |
|--|
| (a): Denotes funds that will be used to match federal grant funds |
| (b): Remainder of City of Greeley project funded from FASTER Statewide (Table A) |

Table C: Key Factors in the Evaluation of Proposed Projects Not Recommended for Full FY15 FASTER Statewide Transit Funding

Applicant	Project	FY15 request	FY 15 Recommended Award	Key Factors
RTD 6	Church Ranch P-n-R Boarding Platforms Relocation	\$2,604,781	\$1,031,978	Partial award - large request relative to amount of funding available; consider additional funding if any other funds are returned
Blackhills Stage Lines	Vehicle Replacement (1)	\$448,800	\$0	Route might be profitable enough for private funding; will be considered for FTA funding; DTR would have to sponsor, as FASTER cannot be awarded to a for-profit entity
Burlington Trailways	Vehicle Replacement (1)	\$497,970	\$0	Route might be profitable enough for private funding; DTR would have to sponsor and lease bus, as FASTER cannot be awarded to a for-profit entity; will be considered for FTA funding
Colorado State University	University Station MAX/BRT Bike Shelter and Wayfinding	\$115,709	\$0	Considered a lower priority overall, especially as an expansion; unsure of impact on transit ridership; unsure of how many bike securements used by transit riders as opposed to general student population
Vride	Public/Private Vanpool Partnership	\$289,075	\$0	No local match proposed; DTR essentially asked to sponsor the project but is not prepared to do so; needs further review; expansion project

Table D:

Conditions for Recommended FY 2015 FASTER Projects

February 5, 2014

Below are conditions that apply to all projects to be funded as well as conditions for specific projects. Rather than deny funding to projects that raised concerns or were deficient or incomplete in a particular area, CDOT is choosing to establish conditions that must be met in order for those projects to proceed. Funding recommendations and awards are subject to the conditions listed below.

APPLICANT: ALL Applicants awarded funding

- A. In general, projects must demonstrate progress towards implementation. Funding may be withdrawn by CDOT from a project failing to begin project implementation within a reasonable period of time or failing to at least demonstrate considerable and sustained progress towards implementation, provided a reasonable opportunity is provided to the project sponsor to prove its compliance. Specifically, projects awarded funds will be expected to begin developing a scope of work in cooperation with CDOT in the spring of 2014 and begin procurement (for equipment projects) or final design (for construction-related projects) no later than November of 2014. Exceptions to the above must be approved by DTR.

If a project has not shown significant progress towards scope development by October 31 of that fiscal year, as demonstrated by the lack of match or a clear path towards project completion, DTR or a Region may determine that the project should be withdrawn and funded instead from a future year's allocation, or withdrawn indefinitely. In such cases, whether it is a statewide or local pool project, there will be formal, written communication about the impending withdrawal between CDOT and the Local Agency.

- B. If FASTER funds were proposed to be used to match a Federal grant and the Federal grant is not yet awarded, CDOT's expectation is that the Federal grant award is committed no later than November of 2014; otherwise, CDOT may move the funding to the ensuing year's allocation or withdraw the awarded FASTER funds if Federal funding is in doubt.
- C. The Division of Transit and Rail and the CDOT Engineering Regions will negotiate scopes of work for the projects and will establish timelines and expectations related to the project.
- D. All Local Agency projects must have a 20 percent local match acceptable to DTR. Local match must be in cash or property linked directly to the project. Local match for equipment must be in cash. Professional construction oversight may be accepted as in-kind local match. Federal funds may not be used as local match, but the FASTER funds may be used to match a Federal grant.
- E. No FASTER funds may be used to pay for Local Agency staff unless otherwise allowed by CDOT in the scope of work.
- F. Division of Transit and Rail staff shall work in collaboration with the CDOT Engineering Regions to implement the projects, based on the type of project. Equipment-related projects, studies and projects that are part of a larger Federal Transit Administration grant will normally be administered by DTR. Construction-related projects will be administered and overseen by the CDOT Engineering Regions as pass-through Local Agency projects.
- G. CDOT funding commitments will be held to the dollar amount awarded herein, not to the final project cost. Recipients will be responsible for any increased costs to finalize and accomplish the project as proposed in its application.
- H. Any reductions or revisions in original scope, or change in project sponsorship, must be formally requested of the DTR Director and approved by CDOT.

- I. If a local agency does not plan to use Federal funds for the project, this shall be explicitly stated in the negotiated scope of work. In such cases, Federal funds may not later be used for the project, given that it would be too late to comply with Federal regulations.
- J. Awards for FY 15 will be subject to the availability of FASTER funds as well as to sufficient demonstration by the applicant that the project remains ready to proceed with implementation in FY 2015, in terms of meeting the local match requirement, completing final design, meeting the minimum useful life standards of the Federal Transit Administration, as well as meeting any other commitments made in the original application for FASTER funds.

APPLICANT: Regional Transportation District PROJECT: Church Ranch PnR Platform Relocation

As proposed, some elements of this project are incompatible with current CDOT Bus On Shoulder policies and design standards. As such, the following conditions must be met before CDOT would enter into a contract for FASTER Transit funds:

1. The new platform location needs to accommodate accel/decel ramps that meet full standard, including a Weave Analysis, without any design variance for the Preferred Alternative as shown in the US 36 FEIS.
2. An agreement must be signed assuring that any additional costs of implementing the full US 36 FEIS Preferred Alternative due to this change will be paid by RTD.
3. The design needs to be reviewed by the Design-Build team (Ames-Granite Joint Venture) to determine all project impacts and a Rough Order of Magnitude (ROM) estimate from the team needs to be completed.
4. The US 36 Phase II Concessionaire, Plenary Roads, needs to sign off that the change in the platform design does not result in any future maintenance costs during the 50-year Concession time period.

APPLICANT: Douglas County PROJECT: Replacement Vehicles to be leased to a private operator

Douglas County: The County has not yet executed its FY 2014 contract due to staffing and funding changes, so therefore has not yet complied with conditions set forth in FY 2014 award. Those conditions remain in place but are modified and updated to read as follows: Award of funds for bus purchases will be contingent upon agreement among three parties (CDOT, Douglas County, and private operator to whom the buses will be leased) on the amount of credit to be provided to the County and other public entities when contract services are provided by the private operator. Furthermore, the County will be required to provide the local match rather the private operator, as was proposed in the application.

Resolution # TC-XXXX

Resolution to authorize the Colorado Department of Transportation to budget the Responsible Acceleration of Maintenance and Partnership (RAMP) projects.

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, the State Highway System is an essential component of Colorado’s integrated transportation system which is focused on safely moving people and goods to enhance the economic wellbeing, quality of life, and environment of the citizens of Colorado; and

WHEREAS, numerous studies have documented that there are significant unmet maintenance or preservation needs and capacity or mobility needs on the State Highway System; and

WHEREAS, the Colorado Department of Transportation (“Department”) has implemented in SAP an Enterprise Resource Planning system which can support an expenditure based approach to project planning and budgeting; and

WHEREAS, and the Department is in the process of further refining its ability to fund and manage the capital construction program enabled by this change in planning and budgeting; and

WHEREAS, Governor John Hickenlooper and the Department’s of Transportation Executive Director Don Hunt announced on December 14, 2012, the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program which is a new approach to budgeting and planning that will accelerate completion of transportation projects and create or sustain more than 10,500 jobs over five years; and

WHEREAS, per Resolution TC-3106 the Commission adopted the projects listed in the document titled “RAMP Partnership and Operations Projects” dated October 16, 2013); and

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, the projects included in the staff recommendation list are included in the document titled "RAMP Partnership and Operations Projects" dated and approved by the Transportation Commission on October 16, 2013; and

WHEREAS, the Chief Engineer has extended deadlines to April 7, 2014 for projects in flood damaged areas as identified in the "RAMP Partnership and Operations Projects – Staff Recommendation List 2/20/14"; and

WHEREAS, the Department has provided the Commission with a list of projects with staff recommendation to begin budgeting funds for those projects that have non-substantive changes in scope, schedule or budget estimates; and

WHEREAS, the Department has provided the Commission with projects that require further review and discussion within the Department or with local agency partners to be reviewed and approved by the Commission at a future Transportation Committee Meeting; and

WHEREAS, Policy Directive 703.0 would otherwise require staff to obtain budget approval for certain individual projects such as these through the monthly Budget Supplement process; and

WHEREAS, the Commission has considered staff recommendation for the projects set forth in the "Partnership and Operations Projects - Staff Recommendation List 2/20/2014",

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 2/20/2014” with non-substantive changes without further Commission consideration or approval.

Transportation Secretary

Date

Resolution #TC-

Approving the Compliance Agreement required by TIFIA Lender for U.S. 36 Concession Project.

Approved by the Transportation Commission on: _____

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

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

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

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

6-WHEREAS in order to finalize the concession agreement between HPTE and Plenary Roads Denver, and reach financial close, Plenary Roads Denver LLC must receive a TIFIA loan from the U.S. Department of Transportation (TIFIA Lender); and

7-WHEREAS the TIFIA Lender has requested that CDOT and HPTE enter into a supplemental undertaking that has been labeled a “Compliance Agreement”; and

8-WHERAS the Transportation Commission has been briefed on the scope and requirements of the Compliance Agreement and understands it will require CDOT to provide certain assurances to, and agreements with, TIFIA Lender, including assurances and agreements related to the compliance with certain agreements already authorized by CDOT and applicable laws related to the US 36 project.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves the Compliance Agreement between CDOT, HPTE, and the United States Department of Transportation required for the US 36 Project Concession Agreement financial close and authorizes CDOT’s Executive Director to sign the

Compliance Agreement and any required certificates referenced therein on behalf of CDOT.

MEMORANDUM

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



DATE: February 4, 2014

TO: Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development
Scott Richrath, Chief Financial Officer, Division of Accounting and Finance

SUBJECT: Program Distribution for the Statewide Plan (SWP) and the Statewide Transportation Improvement Program (STIP)

Purpose: Based on input from the January Commission discussion on Program Distribution, review final Program Distribution for adoption and use in SWP and STIP development.

Action Requested: Adoption of Program Distribution for 2016-2040

Executive Summary: Based on Commission workshop discussions in November, December, and January, staff has assigned funds in Program Distribution to various programs in support of Policy Directive 14 asset management performance objectives and based on specific policy direction provided and summarized below:

Policy Direction:

1. Direct funds made available from Transbond debt service retirement to Asset Management.
2. Fund to estimated levels needed to meet PD 14 asset management objectives for Maintenance, Surface Treatment, and Bridge while maintaining other programs at their FY 15 baseline level.
3. In years where there is a positive variance, assign it to TC Contingency in order to provide for flexibility to meet future needs (TC contingency target level has been approximately five percent –this has been achieved by combining the programmed amount plus roll forward from previous years).
4. Focus on the first 10 years of the forecast because beyond that time there is a higher degree of uncertainty about revenues.

Attachment A is a spreadsheet illustrating the 2016-2040 Program Distribution assignments based on the adopted revenue projection. The years 2016-2025 are displayed year by year and the years 2026-2040 are displayed as a total.

Attachment B is a resolution for the adoption of the 2016-2040 Program Distribution.

Background:

Information on state and federal requirements for the Statewide Transportation Plan was included in the December packet to Commission along with the explanation of the assumptions in the FY 15 baseline revenue scenario (SWP committee pages 1-31).

Program Distribution is a part of the Statewide Transportation Plan and outlines the assignment of projected revenues to various program areas for the time period of the Plan (FY 2016-FY 2040). Program Distribution also provides a baseline for the MPOs and Regions to use for development of the next Statewide Transportation Improvement Program (STIP), which begins with FY 2016.

Program Distribution assignments illustrate for planning partners and the public the intended emphasis areas given projected revenue expectations. Program Distribution is for planning purposes only and does not represent a budget commitment by the Commission. Final numbers for each year will be a result of updated revenue estimates and annual budget adoption.

Revenues for Program Distribution are based on the Baseline Revenue Projection for the 2040 Statewide Transportation Plan adopted by the Commission on April 18, 2013. In the Baseline, federal revenues are projected to peak in 2025 and decline each year following. SB 228 revenue is projected in years 2016-2020. Since the April 2013 adoption, gas tax revenues have trended slightly downward and motor vehicle registrations have trended slightly upward.

The Program Distribution spreadsheet reflects the year by year allocations for 2016-2025 and a total allocation for 2026-2040.

Observations for the first ten years include:

1. Funds are sufficient to fund estimated levels needed for the asset management performance objectives for Maintenance, Surface Treatment and Structures. Other asset management programs, as well as "Other TC Directed" programs, are held at FY 15 budget levels with no increases.
2. Any positive revenue variance is assigned to TC contingency. In years 2018-2024 some contingency funds would be available for assignment to program needs based on the assumption that the forecast amount plus contingency roll forward from previous years is more than sufficient to meet the five percent contingency target.
3. Allocations to "restricted programs" are based on the adopted revenue projection and the anticipated revenue level for each program.
4. RAMP asset management funds supplement Surface Treatment and Structures in FY 2016 and 2017 thereby allowing for lower Program Distribution allocations in those years.

Observations for the years 2026-2040 include:

1. Funds are no longer sufficient to meet estimated levels needed to support the asset management objectives for Maintenance, Surface Treatment and Structures.
2. Other asset management programs and "other TC restricted" programs remain at FY 15 budget levels with no increases.
3. Revenues are forecast to be fairly flat in the latter years. This along with the decline in purchasing power will result in a noticeable effect on programs.

Next Steps: Adopt Program Distribution for use in the Statewide Transportation Plan. DTD and OFMB will prepare a summary of the distribution formulas for applicable programs for review in March. DTD and OFMB will develop MPO distribution tables for planning purposes per federal requirements and region distributions for formula programs to aid in TPR plan development.

Attachment B

**Resolution Number TC-XXX
FY 2016 – 2040 Program Distribution
Transportation Commission of Colorado, February 14, 2014**

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

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

WHEREAS, the Commission adopts Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040; 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 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 FY 2016 – 2040 Program Distribution (Attachment A) reflects the intent to support Policy Directive (PD) 14 asset management performance objectives by funding to estimated levels needed to achieve those objectives, while recognizing that data relating to the outcomes and future needs in various categories will be updated periodically and future funding amounts may be adjusted accordingly; and

WHEREAS, the Commission recognizes that in the latter years of the Statewide Transportation Plan horizon (2026-2040) there are insufficient funds to support the PD 14 asset management performance objectives as well as the FY 15 baseline program amounts due to declining revenues and reduced purchasing power.

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2016 – 2040 Program Distribution (Attachment A) for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

PROGRAM DISTRIBUTION FY 2016 - 2040

2/3/2014

Line	Directed By	DRAFT FY 15 Budget	FY 2016-2025											FY 2026-2040	TOTAL
			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025			
1	Asset Management	\$ 476,396,343	\$ 476,760,247	\$ 518,792,840	\$ 614,789,303	\$ 622,886,092	\$ 631,225,784	\$ 639,815,668	\$ 648,663,247	\$ 657,776,254	\$ 667,162,652	\$ 676,830,641	\$ 9,777,723,187	\$ 15,932,425,915	
2	Maintenance	\$ 251,300,000	\$ 254,400,000	\$ 262,032,000	\$ 269,892,960	\$ 277,989,749	\$ 286,329,441	\$ 294,919,325	\$ 303,766,904	\$ 312,879,911	\$ 322,266,309	\$ 331,934,298	\$ 4,979,014,469	\$ 7,895,425,366	
3	Surface Treatment	\$ 149,500,000	\$ 149,500,000	\$ 155,900,000	\$ 240,000,000	\$ 240,000,000	\$ 240,000,000	\$ 240,000,000	\$ 240,000,000	\$ 240,000,000	\$ 240,000,000	\$ 240,000,000	\$ 3,545,838,555	\$ 5,771,238,555	
4	Structures On-System	\$ 30,700,000	\$ 39,500,000	\$ 55,964,497	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ 579,425,018	\$ 1,154,889,515	
5	Rockfall Mitigation	\$ 5,100,000	\$ 3,000,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 5,100,000	\$ 76,500,000	\$ 125,400,000	
6	Cap.Expenditure (Road Eq./Prop./Cap. Op. Eq.)	\$ 24,996,343	\$ 15,960,247	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 24,996,343	\$ 374,945,145	\$ 615,872,479	
7	TSM&O: ITS Maintenance	\$ 14,800,000	\$ 14,400,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 14,800,000	\$ 222,000,000	\$ 369,600,000	
8	Asset Management- To Be Assigned by TC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
9	Other TC Directed Programs (Flexible)	\$ 105,685,257	\$ 94,886,666	\$ 99,056,081	\$ 137,759,896	\$ 135,149,745	\$ 132,147,825	\$ 124,930,323	\$ 118,791,802	\$ 113,632,468	\$ 107,571,096	\$ 100,826,231	\$ 1,485,841,215	\$ 2,650,593,348	
10	Hot Spots	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 2,167,154	\$ 32,507,310	\$ 54,178,850	
11	Traffic Signals	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 1,472,823	\$ 22,092,345	\$ 36,820,575	
12	TSM&O: Performance Programs and Services	\$ 7,236,795	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 607,619	\$ 9,114,285	\$ 15,190,475	
13	TSM&O: Congestion Relief	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 60,000,000	\$ 100,000,000	
14	Regional Priority Program	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 750,000,000	\$ 1,250,000,000	
15	Capital Expenditure (ITS Investments)	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 150,000,000	\$ 250,000,000	
16	Contingency	\$ 30,808,485	\$ 26,639,070	\$ 30,808,485	\$ 69,512,300	\$ 66,902,149	\$ 63,900,229	\$ 56,682,727	\$ 50,544,206	\$ 45,384,872	\$ 39,323,500	\$ 32,578,635	\$ 462,127,275	\$ 944,403,448	
17	Restricted Programs	\$ 534,178,348	\$ 710,888,063	\$ 679,060,070	\$ 556,837,153	\$ 564,283,626	\$ 568,935,838	\$ 414,870,928	\$ 417,679,404	\$ 419,167,919	\$ 424,026,541	\$ 428,803,857	\$ 6,628,695,037	\$ 11,813,248,435	
18	Highway Safety Investment Program	\$ 29,812,448	\$ 30,110,121	\$ 30,411,222	\$ 30,715,336	\$ 31,022,489	\$ 31,332,713	\$ 31,318,749	\$ 31,348,813	\$ 31,377,196	\$ 31,568,007	\$ 31,759,426	\$ 430,760,712	\$ 741,724,784	
19	Railway-Highway Crossings Program	\$ 3,194,739	\$ 3,226,640	\$ 3,258,905	\$ 3,291,494	\$ 3,324,409	\$ 3,357,653	\$ 3,356,158	\$ 3,359,380	\$ 3,362,421	\$ 3,382,869	\$ 3,403,381	\$ 46,160,868	\$ 79,484,178	
20	FASTER - Safety Projects	\$ 47,900,000	\$ 58,551,555	\$ 60,863,071	\$ 63,197,347	\$ 65,541,041	\$ 67,977,777	\$ 70,455,483	\$ 73,061,072	\$ 75,694,726	\$ 78,342,565	\$ 80,902,710	\$ 1,537,439,930	\$ 2,232,027,277	
21	Safety Education	\$ 9,829,982	\$ 10,037,662	\$ 10,024,516	\$ 10,009,340	\$ 9,992,942	\$ 9,976,760	\$ 9,961,454	\$ 9,945,229	\$ 9,929,813	\$ 9,914,096	\$ 9,898,469	\$ 147,181,492	\$ 246,871,773	
22	Strategic Projects	\$ -	\$ 137,559,751	\$ 139,251,793	\$ 140,491,126	\$ 142,456,598	\$ 141,777,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 701,537,090	
23	Deliver - Program Delivery/Administration	\$ 66,054,659	\$ 73,421,091	\$ 73,552,219	\$ 73,684,656	\$ 73,818,419	\$ 73,953,519	\$ 73,947,436	\$ 73,960,529	\$ 73,972,889	\$ 74,055,987	\$ 74,139,347	\$ 1,092,218,524	\$ 1,830,724,616	
24	Aeronautics	\$ 43,100,000	\$ 46,941,462	\$ 48,168,138	\$ 49,241,136	\$ 50,287,223	\$ 51,361,260	\$ 52,456,192	\$ 53,552,298	\$ 54,640,701	\$ 55,717,011	\$ 56,797,377	\$ 1,010,122,459	\$ 1,529,285,257	
25	Transportation Alternatives	\$ 13,446,709	\$ 13,585,154	\$ 13,724,987	\$ 13,866,214	\$ 14,008,855	\$ 14,152,922	\$ 14,146,442	\$ 14,160,397	\$ 14,173,570	\$ 14,262,179	\$ 14,351,076	\$ 194,075,323	\$ 334,507,119	
26	STP-Metro	\$ 48,106,560	\$ 48,586,899	\$ 49,072,767	\$ 49,563,494	\$ 50,059,130	\$ 50,559,721	\$ 50,537,188	\$ 50,585,700	\$ 50,631,498	\$ 50,939,403	\$ 51,248,282	\$ 695,092,747	\$ 1,196,876,829	
27	Congestion Mitigation/Air Quality	\$ 45,539,598	\$ 45,994,306	\$ 46,454,250	\$ 46,918,792	\$ 47,387,978	\$ 47,861,859	\$ 47,840,530	\$ 47,886,452	\$ 47,929,806	\$ 48,221,281	\$ 48,513,680	\$ 658,002,662	\$ 1,133,011,596	
28	Metropolitan Planning	\$ 7,736,826	\$ 7,834,723	\$ 7,913,070	\$ 7,992,201	\$ 8,072,123	\$ 8,152,844	\$ 8,149,210	\$ 8,157,033	\$ 8,164,417	\$ 8,214,068	\$ 8,263,876	\$ 112,084,928	\$ 192,998,493	
29	Bridge Off-System	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 9,449,367	\$ 141,740,505	\$ 236,234,175	
30	Federal Transit	\$ 23,050,856	\$ 23,521,128	\$ 23,756,340	\$ 23,993,903	\$ 24,233,842	\$ 24,476,180	\$ 24,465,274	\$ 24,488,758	\$ 24,510,929	\$ 24,659,986	\$ 24,809,517	\$ 336,497,410	\$ 579,413,267	
31	Strategic Projects -Transit	\$ -	\$ 15,284,417	\$ 15,472,421	\$ 15,610,125	\$ 15,828,511	\$ 15,753,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,948,565	
32	Transit and Rail Local Grants	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 75,000,000	\$ 125,000,000	
33	Transit and Rail Statewide Grants	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 150,000,000	\$ 250,000,000	
34	Infrastructure Bank	\$ 700,000	\$ 528,812	\$ 503,215	\$ 476,430	\$ 448,915	\$ 420,805	\$ 392,077	\$ 361,224	\$ 330,586	\$ 299,722	\$ 267,349	\$ 2,317,477	\$ 6,346,612	
35	Debt Service	\$ 171,256,604	\$ 171,254,975	\$ 132,183,789	\$ 3,336,192	\$ 3,351,784	\$ 3,371,544	\$ 3,395,368	\$ 2,363,152	\$ -	\$ -	\$ -	\$ -	\$ 319,256,804	
36	TOTAL	\$ 1,116,259,948	\$ 1,282,534,976	\$ 1,296,908,991	\$ 1,309,386,352	\$ 1,322,319,462	\$ 1,332,309,447	\$ 1,179,616,919	\$ 1,185,134,453	\$ 1,190,576,641	\$ 1,198,760,289	\$ 1,206,460,729	\$ 17,892,259,439	\$ 30,396,267,699	
37	Revenue	\$ 1,116,259,948	\$ 1,282,534,976	\$ 1,296,908,991	\$ 1,309,386,352	\$ 1,322,319,462	\$ 1,332,309,447	\$ 1,179,616,919	\$ 1,185,134,453	\$ 1,190,576,641	\$ 1,198,760,288	\$ 1,206,460,729	\$ 17,892,259,441	\$ 30,396,267,699	
38	Variance	\$ -	\$ (0)	\$ -	\$ 0	\$ (0)	\$ 0	\$ 0	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ 1	\$ 0	
39															
40	BRIDGE ENTERPRISE TOTAL	\$ 114,881,900	\$ 130,170,843	\$ 132,301,946	\$ 134,584,860	\$ 136,910,929	\$ 139,349,575	\$ 141,825,144	\$ 144,487,627	\$ 147,188,183	\$ 149,920,435	\$ 152,523,307	\$ 2,574,321,735	\$ 3,983,584,584	
41	Revenue	\$ 114,881,900	\$ 130,170,843	\$ 132,301,946	\$ 134,584,860	\$ 136,910,929	\$ 139,349,575	\$ 141,825,144	\$ 144,487,627	\$ 147,188,183	\$ 149,920,435	\$ 152,523,307	\$ 2,574,321,735	\$ 3,983,584,584	
42	Variance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
43	HPTE TOTAL	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 20,625,000	\$ 34,375,000	
44	Revenue	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000	\$ 20,625,000	\$ 34,375,000	
45	Variance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Assumptions/Notes

- 1) Allocations to Revenue based programs are based on projected revenues from the 2040 Revenue Projection adopted by the TC in April 2013.
- 2) Maintenance is increased 3% annually over the FY 16 base for years 2017-2025, and then remains flat until 2040.
- 3) RAMP funds supplement Asset Management in FY 16 and FY 17.
- 4) Surface Treatment at \$240 M for as long as possible (through 2035). Program Distribution allocations in FY 16 and FY 17 are less than \$240 M due to supplemental funding from RAMP.
- 5) Structures at \$60 M for as long as possible (through 2025). Program Distribution allocations in FY 16 and FY 17 are less than \$60 M due to supplemental funding from RAMP.
- 6) TC Contingency decreased in FY 16 by variance remaining after funding 2), 3), and 4) and increased in FY 2018 - 2025.