

TRANSPORTATION COMMISSION
OF COLORADO
WORKSHOPS & REGULAR
MEETING AGENDA

July 15-17, 2014

Transportation Commission
July 16 & 17, 2014
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Ed Peterson, Chairman
Lakewood, District 2

Shannon Gifford
Denver, District 1
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5
Kathy Connell, Vice Chair
Steamboat Springs, District 6

Douglas E. Aden
Grand Junction, District 7
Sidny Zink
Durango, District 8
Les Gruen
Colorado Springs, District 9
William Thiebaut
Pueblo, District 10
Steven Hofmeister
Haxtun, District 11

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Tuesday, July 15, 2014

9:00 a.m. Transportation Commission Retreat [Hyatt Place Cherry Creek, Rm 3]
4:00 p.m. Adjournment

Wednesday, July 16, 2014

9:00 a.m. Transportation Commission Retreat [Hyatt Place Cherry Creek, Rm 2&3]
12:00 p.m. HPTE Lunch Meeting [Room 225]
1:00 p.m. HPTE Board Meeting
2:00 p.m. Program Management Workshop (Scott Richrath, Josh Laipply, Heather Paddock) Tab 01
3:00 p.m. Audit Review Committee (Barb Gold) Tab 02
3:45 p.m. T&I Committee (Mark Imhoff) Tab 03
4:20 p.m. Adjournment

Thursday, July 17, 2014

7:30 a.m. Breakfast Meeting [Room 262]

TRANSPORTATION COMMISSION MEETING

- 9:00 a.m. 1. Call to Order, Roll Call
- 9:00 a.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes
- 9:05 a.m. 3. Comments of Individual Commissioners
- 9:10 a.m. 4. Executive Director's Report (Don Hunt)
- 9:15 a.m. 5. Chief Engineer's Report (Josh Laipply)
- 9:20 a.m. 6. HPTE Director's Report (Michael Cheroutes)
- 9:25 a.m. 7. FHWA Division Administrator Report (John Cater)
- 9:30 a.m. 8. STAC Report (Vince Rogalski)
- 9:35 a.m. 9. Act on Consent Agenda Tab 04
- a) Resolution to Approve the Regular Meeting Minutes of June 19, 2014
(Herman Stockinger) Consent Agenda 01
- b) Resolution to Approve Map-21 Reauthorization Policy Priorities (Kurt
Morrison)..... Consent Agenda 25
- c) Resolution to Repeal Policy Directive 81.0 and 82.0 Drug and Alcohol
Policy (Daryl Lingk)..... Consent Agenda 29
- d) Resolution to Repeal Policy Directive 1005.0 Removal of Wildlife
Carcasses (Kyle Lester) Consent Agenda 35
- 9:40 a.m. 10. Discuss and Act on the Resolution to Approve the Transition
Contingency (Scott Richrath) Tab 05
- 9:50 a.m. 11. Discuss and Act on 1st Supplement to the FY'2015 Budget (Scott
Richrath)..... Tab 06
- 9:55 a.m. 12. Discuss and Act on the Resolution to Approve the Greeley COP (Scott
Richrath)..... Tab 07
- 10:00 a.m. 13. Discuss and Act on the Resolution to Refer I-70E to HPTE Board for
Procurement (Michael Cheroutes) Tab 08
- 10:10 a.m. 14. Acknowledgements:
- American Lung Association Award
 - Region 1 Guard Rail Presentation

10:20 a.m. 15. Discuss Senate Bill 228 (State Budget Director Henry Sobanet)

10:50 a.m. 16. Other Matters

10:50 a.m. 17. Adjournment

BRIDGE ENTERPRISE BOARD OF DIRECTORS Tab 09

10:55 a.m. Call to Order and Roll Call

10:55 a.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes

11:00 a.m. Act on Consent Agenda Bridge Enterprise 03
a) Resolution to Approve Regular Minutes from
June 19, 2014 (Herman Stockinger)

11:05 a.m. Discuss and Act on 1st Budget Supplement for FY2015
(Scott Richrath) Bridge Enterprise 07

11:10 a.m. Discuss and Act on Resolution to Accept asset ownership of bridges
previously transferred from CDOT to Bridge Enterprise and their
assigned new Bridge IDs (Scott Richrath)..... Bridge Enterprise 10

11:15 a.m. Discuss and Act on Resolution to Accept asset ownership of bridges
budgeted with FASTER funding and completed within FY2014
(Scott Richrath) Bridge Enterprise 13

11:20 a.m. Acknowledgements of Board Elections and Appointment of CDOT Chief
Engineer (Scott McDaniel) Bridge Enterprise 15

11:25 a.m. Monthly Progress Report (Scott McDaniel) Bridge Enterprise 16

11:35 a.m. Adjournment



Memorandum

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
Josh Laipply, Chief Engineer
DATE: July 17, 2014
SUBJECT: Program Management Update and RAMP workshop

Purpose

This workshop and memorandum provide the Commission with

- (1) A program update on Asset Management. This includes Schedule Performance Index (SPI) for the 2014 and 2015 Asset Management programs
- (2) A presentation on the program management reporting tool for flood projects.
- (3) An update on the RAMP Partnership and Operations Local Agency project, including the first assessment of Schedule Performance Index (SPI) for the RAMP Local Agency projects as well as the status of Local Agency IGA's.
- (4) Information on a RAMP project in the budget supplement for this month.

Action Requested

The program management 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.

Details

Program Management Update

A primary performance metric for the integration of Cash Management and Program Management is the cash balance. Attached is a diagram reporting actual cash balances for all CDOT funds—including Local Agency, Flood, etc.—from July 2012 through May 2014, including the Enterprises and cash equivalents. The diagram on page 2 of the PowerPoint also illustrates target cash balances through December 2017.



This month's presentation includes updates of Schedule Performance Index (SPI) for three programs, Asset Management, RAMP Partnership and Operations and Flood, as well as a new SPI for RAMP Partnership and Operations Local Agency projects. Over the last few months, we discussed that the Transportation Commission would receive updates monthly for all programs. A more focused update will be provided for each program. This month we focus on Flood and RAMP Local Agency Projects. These updates are included in the attached PowerPoint presentation.

This month, the Schedule Performance Index (SPI) is calculated for the RAMP P&O Local Agency Projects. The calculated SPI, and first assessment of the RAMP Local Agency Projects, is 0.73. This is for both pre-construction and construction.

For projects currently under construction, planned expenditure curves have been developed for each project and program using historical data from over 1000 past CDOT projects. A modified SPI is then calculated comparing the project's (or program's) actual progress to its planned performance. A project on schedule or forecasted to complete as planned would have an SPI = 1.0. An SPI \leq 1.0 means the project is not on schedule to complete as planned. An SPI \geq 1.0 indicates the project is forecasted to be completed ahead of schedule. The program goal is an SPI \geq 0.90.

Similar to last month, a status update of Significant Projects or those projects greater than \$25 M is provided.

Update on the RAMP Partnership and Operations Local Agency Projects

The entire RAMP consists of 84 total projects with a total of 54 IGA's being tracked and reported on, of these there are a total of twenty four (24) Locally Administered projects that require IGA's within the RAMP Partnership and Operations program.

Execution of the Intergovernmental Agreements (IGAs) with our public partners is a key step for completion of the RAMP Partnership and Operations projects. CDOT staff imposed a target date of June 30, 2014 to execute these IGAs without delaying the program. This update gives the Transportation Commission status of RAMP IGA's being executed for those projects where the locals are managing the design, advertisement and/or construction of the project. Not all of the IGAs are expected to be complete by the target date, but substantial progress has been made. An exception to the target date of June 30 will be considered if the project schedule shows that executing the IGA at a later date will not delay the project.

As shown last month, each RAMP Partnership and Operations project has been categorized based on advertisement date, from highest priority to low priority. Each of these IGA's is then tracked individually from the submittal of the IGA package from the region staff through to execution.

The current status of the 24 Locally Administered projects IGA's is as follows:

Overall IGA Progress



- 25% (6) have been fully executed, with (1) project currently under construction
- 13% (3) have been signed by the LA and being routed for Final Signatures
- 21% (5) are being reviewed by the Local Agency and pending LA signature
- 29% (7) are still in Procurement or region staff is in coordination with LA
- 13% (3) have yet to submit all documents needed to process the IGA request

By Advertisement Date

- Six (6) IGAs have been executed.
- Three (3) others are devolution IGAs with the Locals.
- Four (4) projects are forecasting Ad Dates in Calendar Year 2014.
- One (1) project is forecasting an Ad Date in Calendar Year 2015.
- Four (4) projects are forecasting Ad Dates in Calendar Year 2016.
- And, Six (6) projects have yet to update their forecasted Ad Dates in SAP, but it is anticipated that the IGA will not impact project or schedule delivery at this point.

Budget Supplement Information

US40 Berthoud Pass Remote Avalanche Control System Pilot Program (RAMP Operations Project 3-51) is included in the budget supplement this month. This project requires additional funding and CDOT has a commitment from the local partner (Winter Park) for them to fully fund the additional cost. The project has gone to advertisement on the basis that it the additional cost is 100% local funded. The budget supplement action by the Transportation Commission allows the project to proceed and the equipment be installed this season. An Intergovernmental Agreement (IGA) will be executed to formalize this local funding commitment.

Next Steps

CDOT staff will continue to make regular Program Management updates through workshops on the Commission agenda. These workshops will be jointly developed 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. A priority of the new Chief Engineer will be to establish a Program Management Office.

Attachments

- (1) PowerPoint presentation





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Transportation

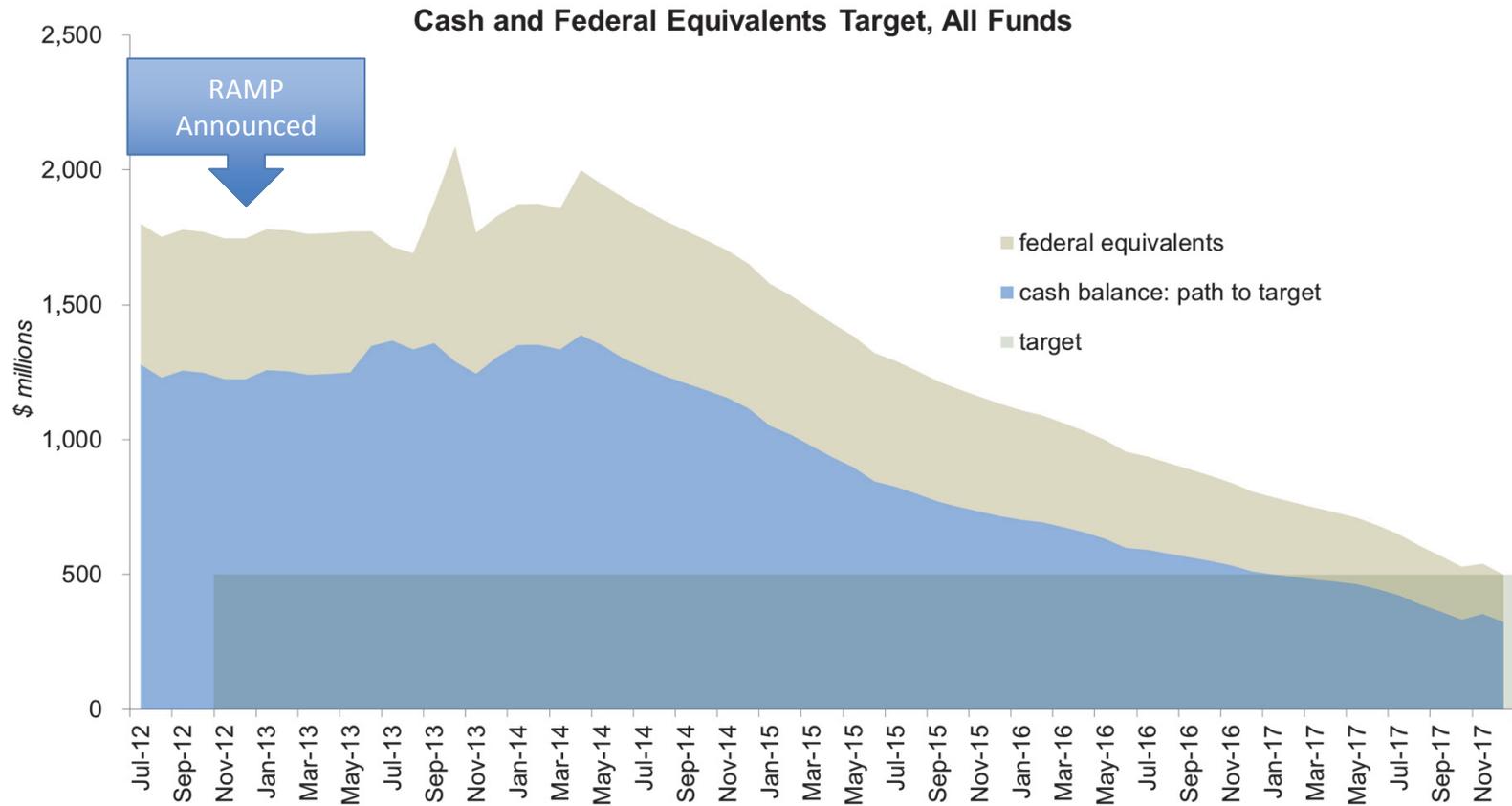


Program Management Update

July 17, 2014



Cash & Equivalents Target Balance



As of July 8, 2014



Accelerating Project Delivery

- Develop FY 2018 Surface Treatment projects now, advancing into 2017
- Address workload in the specialty units, including ROW, IGA, and utilities
 - Divert staff resources
 - Reprogram projects that make intensive use of the specialty units to later in the program
- Consider alternative delivery options
 - Bundle several similar projects in a region into a single package
 - Let packages early using innovative delivery
- Develop immediate response plan to address rejected bids
- Modify obligation/authorization process
 - Current process maintains perpetual \$500 million Cash Equivalents level



Highway Trust Fund Insolvency Update

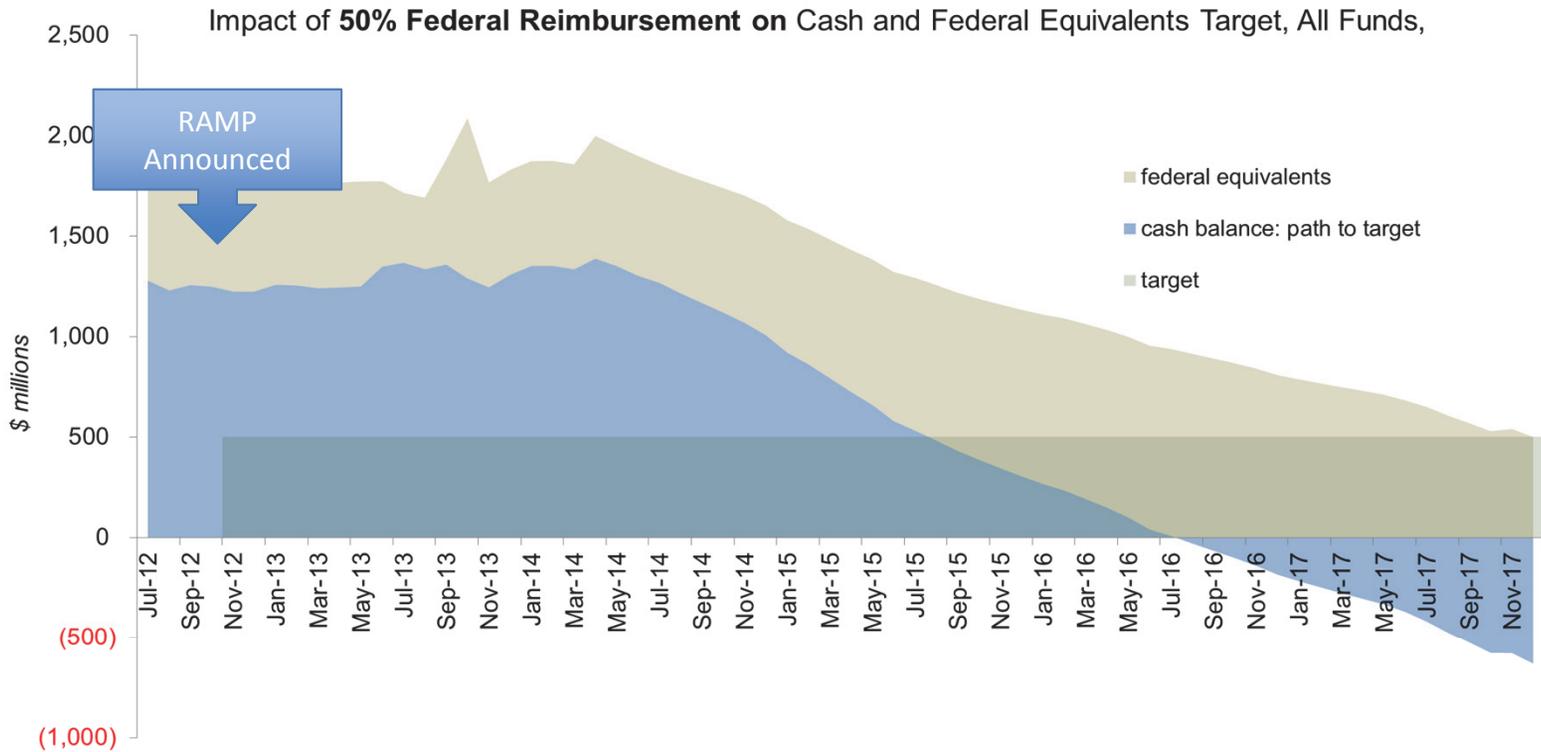
- Bi-monthly allocations will be established for all states beginning in August
- HTF shortfall will not impact Emergency Relief, ARRA, TIGER or TIFIA
- Upon solvency, the Department expects full payment retroactively
- Estimated June FY15 closing cash balance is projected to approximate \$700M

	Aug 2014	Sept	Oct	Nov	Dec	Jan 2015	Total
Estimated FY15 Federal Receipts	72,119,838	72,918,945	81,130,096	57,566,760	78,270,152	57,987,934	419,993,724
Estimated Federal Cash Allocations to CDOT	32,640,000	32,640,000	32,640,000	32,640,000	32,640,000	32,640,000	195,840,000
Estimated Cash Impact	(39,479,838)	(40,278,945)	(48,490,096)	(24,926,760)	(45,630,152)	(25,347,934)	(224,153,724)

Row 1 - 80% of total CDOT estimated expenditures by month (the amount eligible to be reimbursed by the Feds)
 Row 2 - Estimated reimbursement to CDOT based on our 1.36% allocation of the available federal cash
 Row 3 - Estimated reduction in CDOT cash balance to cover the shortfall (6 months of data shown)
 Assume monthly federal program reduced to \$2.4 billion.



Highway Trust Fund Insolvency Update





PMO Reporting Overview by Program

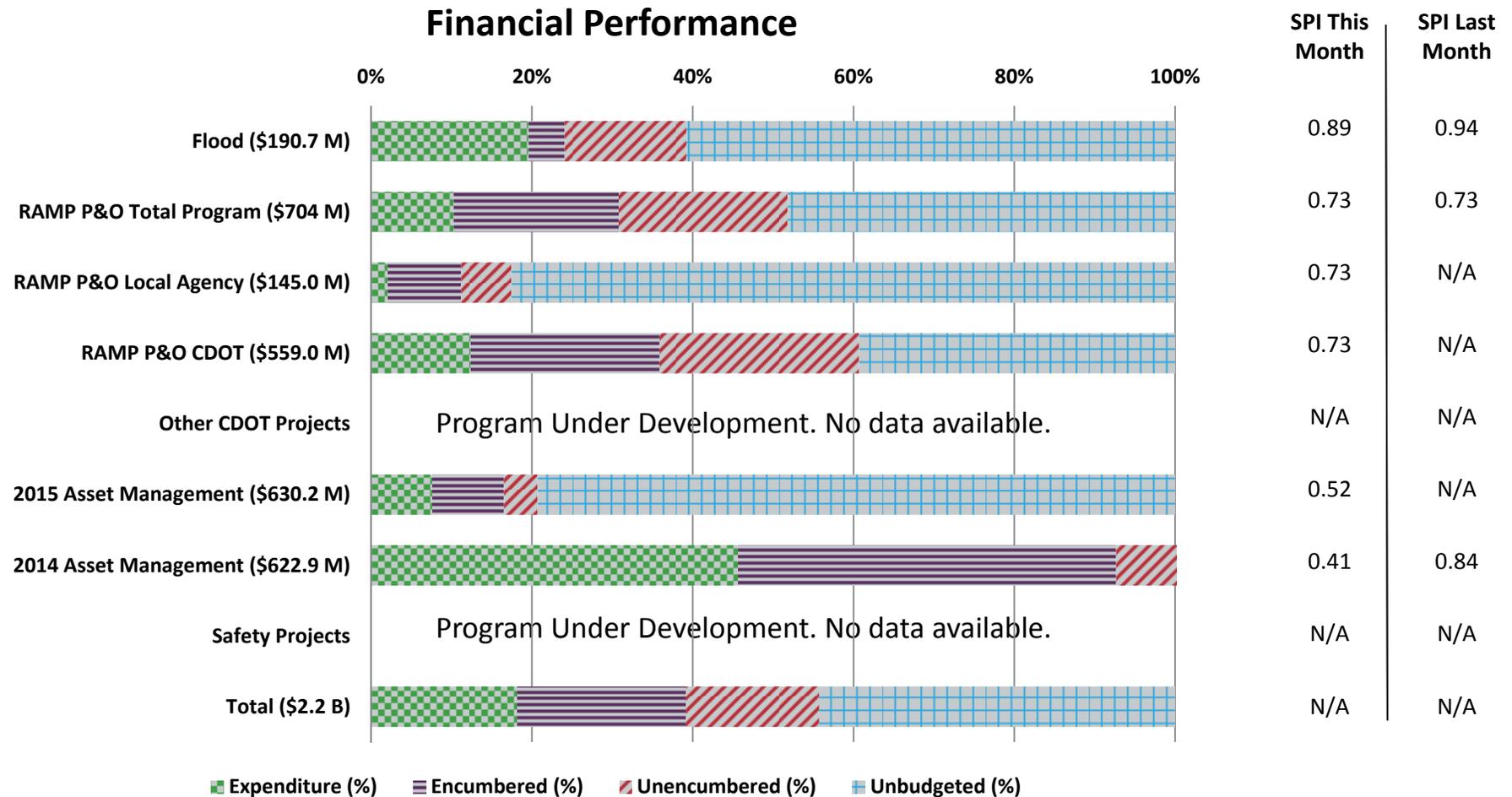
Program	Financial Performance (\$Millions)			Schedule	Quarterly Rotation
	Program Expenditure through 5/27/2014	Program Expenditure through 6/23/2014	\$ Change	SPI	
Flood	N/A	\$94.3	N/A	0.89	July
RAMP P&O (Local Agency)	N/A	\$1.0	N/A	0.73	July
RAMP P&O (CDOT)	N/A	\$71.1	N/A	0.73	August
RAMP P&O (Overall)	\$25.8	\$72.1	\$46.3	0.73	August
Other CDOT Projects	N/A	N/A	N/A	N/A	August
2014/2015 Asset Management	\$303.2	\$342.0	\$38.8	0.41/0.52	Sept.
Safety Projects	N/A	N/A	N/A	N/A	Sept.
Totals	\$329.0	\$508.4			

Notes: Asset Management expenditures are a combination of 2014 and 2015. Asset Management expenditures include MLOS and Roadway Equipment while these are excluded in the overall program SPI. N/A - Program in development and data not available at this time.

As of June 23, 2014



PMO Reporting Overview by Program



Total Cumulative Program Amounts are for the duration of the program. Program amounts and duration vary for each program.

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

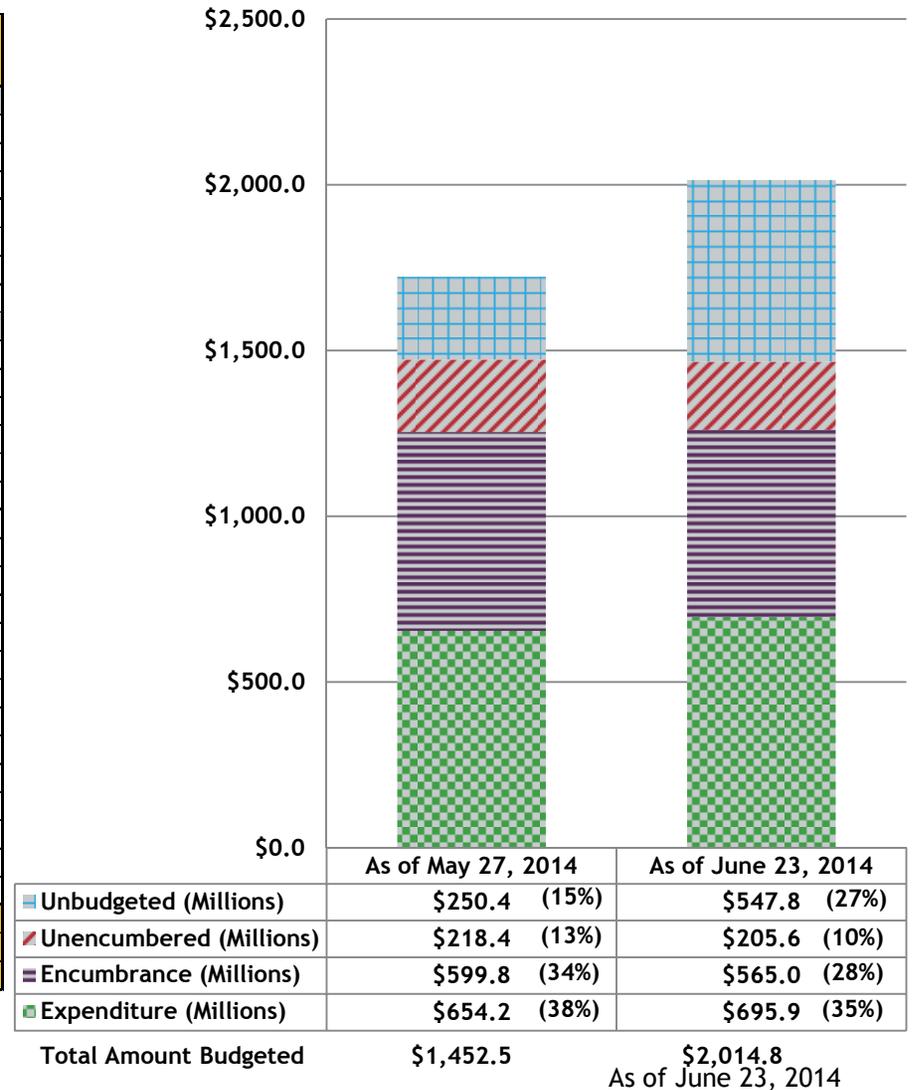
Note: Asset Management expenditures include MLOS and Roadway Equipment while these are excluded in the overall program SPI.

As of June 23, 2014



Status of Significant Projects

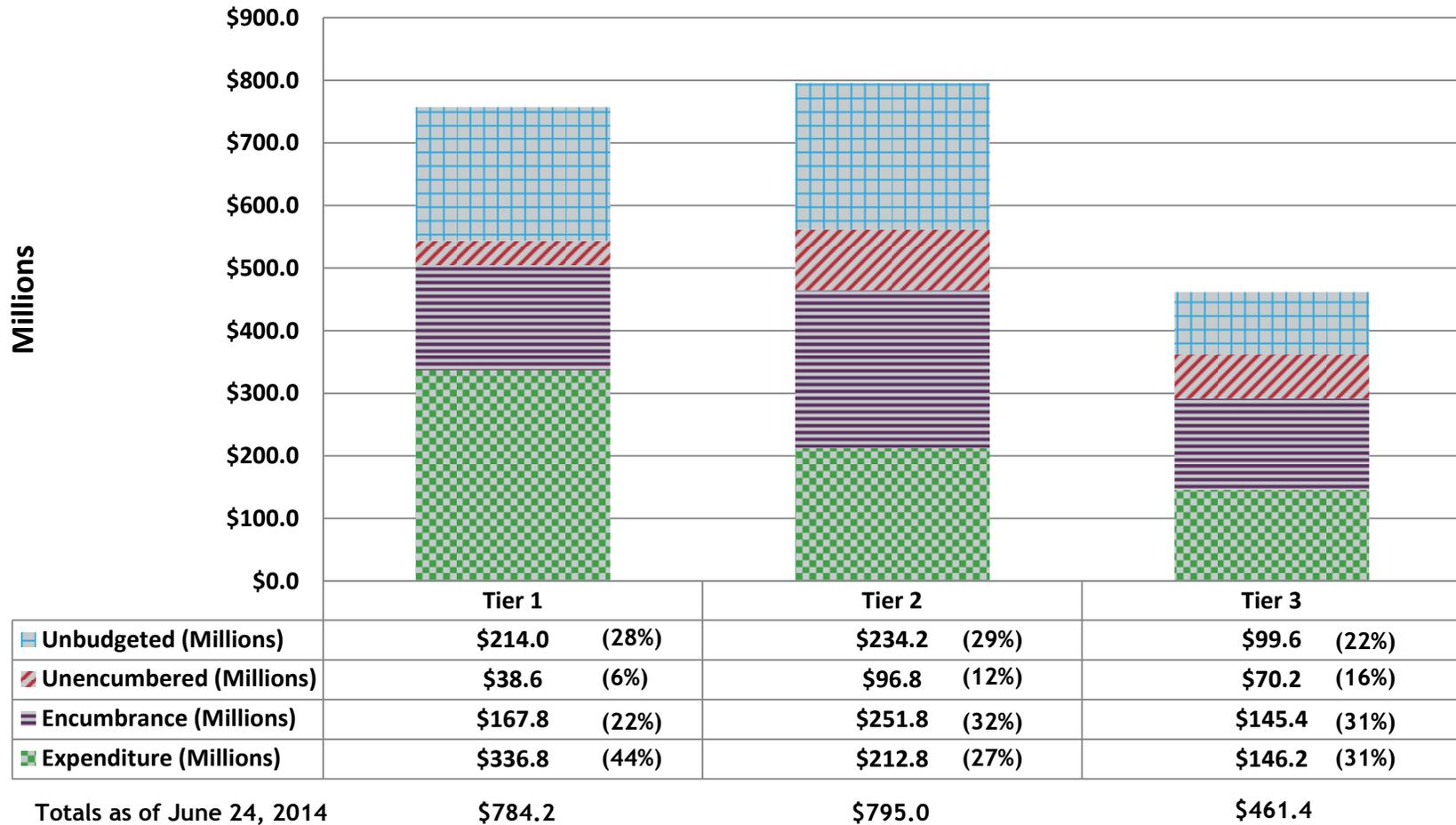
Project Name		Reg.	SPI	Total Project Cost Estimate (Millions)	Expenditure %	Phase
Tier 1	C-470 Managed Lanes, Kipling to I-25	1	N/A	\$214.0	0%	D
	US36 Managed Lane Reconstruction (Phase 1 & 2)	1	N/A	\$304.8	65%	C
	US6 Bridges Design-Build	1	N/A	\$132.0	39%	C
	I-70 EB Twin Tunnel Widening Project	1	N/A	\$106.4	82%	C
Tier 2	I-25 & Cimarron Interchange Recon D-B (RAMP)	2	0.68	\$95.0	2%	D
	I25A Pueblo Ilex Design Build (RAMP)	2	N/A	\$79.2	0%	D
	I-70 East Corridor	1	N/A	\$77.0	38%	D
	I-25 and Arapahoe Rd Interchange CMGC (RAMP)	1	0.17	\$68.0	0%	D
	Grand Avenue Bridge, Glenwood	3	0.85	\$98.6	12%	D
	Twin Tunnels WB Widening Pkg 1 (RAMP HPTE)	1	0.50	\$55.0	20%	D
	I-25 Managed Lanes: US 36-120th Ave	1	N/A	\$71.4	16%	C
	I-25 Widening North of Colorado Springs	2	N/A	\$71.1	65%	C
	I-225 Parker Road to Mississippi Ave	1	N/A	\$62.9	73%	C
	120TH Ave Connection Phase II	1	N/A	\$59.8	47%	C
	HPTE US 36 Phase II to Foothills Blvd	1	N/A	\$57.5	50%	C
	Tier 3	SH 9 Grand Co Safety Improv (RAMP)	3	0.88	\$46.0	0%
I-25 Santa Fe Alameda Interchange Recons		1	N/A	\$31.9	0%	D
Federal Blvd: 6th to Howard Recon & Improv (RAMP)		1	1.00	\$29.2	0%	D
I-76:East of Crook to Sedgwick Phase I		4	N/A	\$26.3	13%	D
EJMT Fire Suppression Sys D-B (RAMP)		1	1.00	\$25.8	2%	D
US6 & SH93: 19th St. Intersection Grade Sep (RAMP)		1	1.00	\$25.0	0%	D
I-76 Fort Morgan to Brush (Phase III)		4	N/A	\$46.9	67%	C
Woodmen-I 25 to Powers		2	N/A	\$36.0	82%	C
Peoria-Smith: Grade Separation		1	N/A	\$33.8	14%	C
I-25:Santa Fe Interchange Reconstruction		1	N/A	\$33.8	80%	C
US6: Wadsworth Interchange & 4-14th Ave		1	N/A	\$32.5	67%	C
US 287:SH1 to LaPorte Bypass (RAMP)		4	N/A	\$32.2	31%	C
I-70 Tower to Colfax		1	N/A	\$31.9	23%	C
SH88: Cherry Creek Bridge Repair - FBR		1	0.92	\$30.1	36%	C
Totals				\$2,014.3	38%	
Number of Projects in Design as of June 23, 2014						13
Number of Projects in Construction as of June 23, 2014						16





Status of Significant Projects

Total Allocation as of June 23, 2014 = \$2,014M



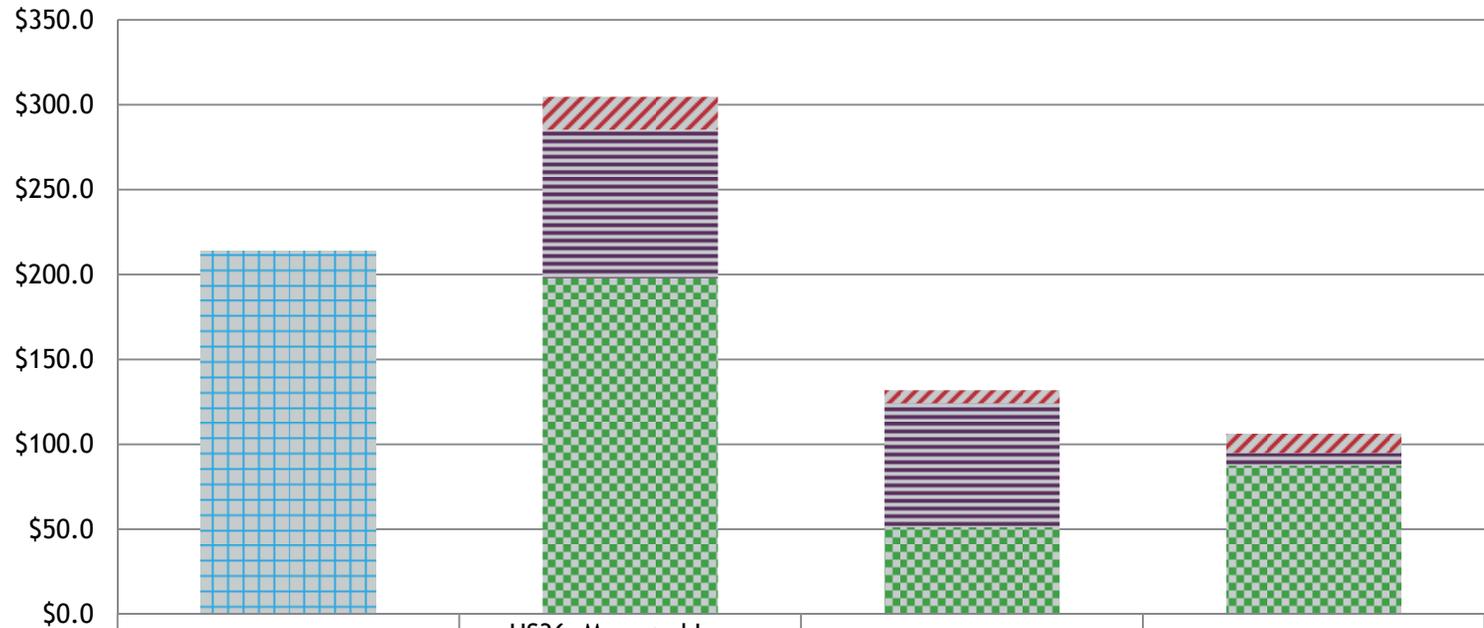
Note: Percentages shown are percentages of the total allocation.

As of June 23, 2014



Status of Significant Projects

Tier 1 (Greater than \$100M)



	C-470 Managed Lanes, Kipling to I-25 Design	US36 Managed Lane Reconstruction (Phase 1 & 2) Construction	US6 Bridges Design-Build Construction	I-70 EB Twin Tunnel Widening Project Construction
Unbudgeted (Millions)	\$214.0	\$0.0	\$0.0	\$0.0
Unencumbered (Millions)	\$0.0	\$19.5	\$7.7	\$11.4
Encumbrance (Millions)	\$0.0	\$87.5	\$73.0	\$7.4
Expenditure (Millions)	\$0.0	\$197.9	\$51.3	\$87.6

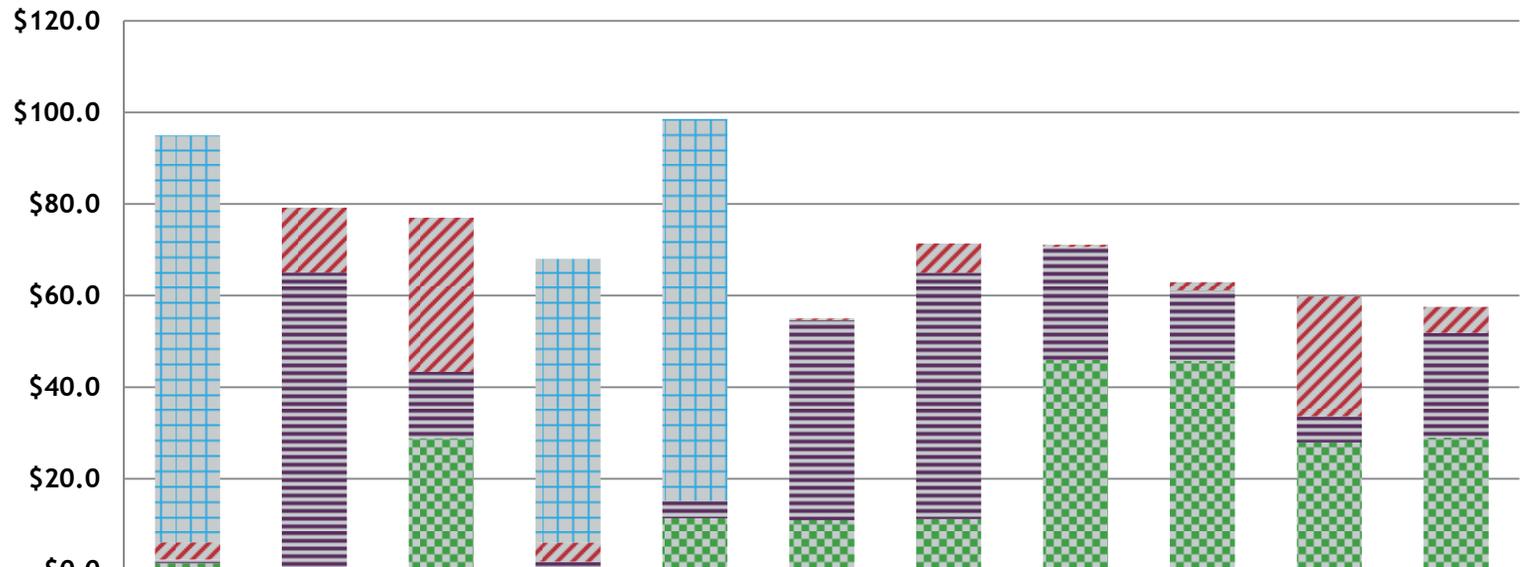
Note: C-470 Managed Lanes, Kipling to I-25 is a new project added to list.

As of June 23, 2014



Status of Significant Projects

Tier 2 (Between \$50M and \$100M)



	I-25 & Cimarron Interchange Recon D-B (RAMP)	I25A Pueblo Ilex Design Build (RAMP)	I-70 East Corridor	I-25 and Arapahoe Rd Interchange CMGC (RAMP)	Grand Avenue Bridge, Glenwood	Twin Tunnels WB Widening Pkg 1 (RAMP HPTE)	I-25 Managed Lanes: US 36-120th Ave	I-25 Widening North of Colorado Springs	I-225 Parker Road to Mississippi Ave	120TH Ave Connection Phase II	HPTE US 36 Phase II to Foothills Blvd
	Design	Design	Design	Design	Design	Design	Const.	Const.	Const.	Const.	Const.
Unbudgeted (Millions)	\$88.9	\$0.0	\$0.0	\$61.9	\$83.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Unencumbered (Millions)	\$3.8	\$14.2	\$33.7	\$4.2	\$0.0	\$0.4	\$6.4	\$0.5	\$1.8	\$26.2	\$5.7
Encumbrance (Millions)	\$0.8	\$65.0	\$14.4	\$1.8	\$3.8	\$43.7	\$53.8	\$24.7	\$15.4	\$5.7	\$22.8
Expenditure (Millions)	\$1.5	\$0.0	\$28.9	\$0.2	\$11.4	\$11.0	\$11.2	\$46.0	\$45.8	\$27.9	\$29.0

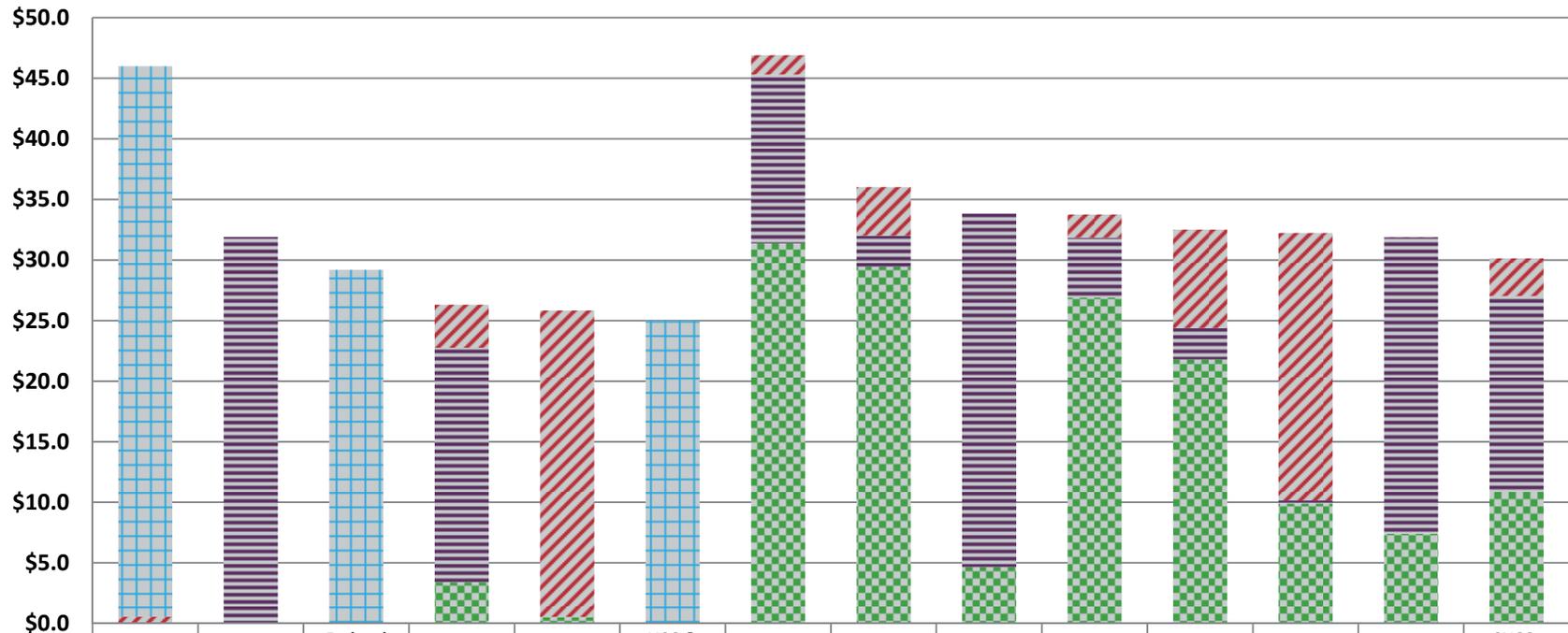
Note: Grand Avenue Bridge, Glenwood is a new project added to list.

As of June 23, 2014



Status of Significant Projects

Tier 3 (Between \$25M and \$50M)



	SH 9 Grand Co Safety Improv (RAMP)	I-25 Santa Fe Alameda Interchange Recons	Federal Blvd: 6th to Howard Recon & Improv (RAMP)	I-76:East of Crook to Sedgwick Phase I	EJMT Fire Suppression Sys D-B (RAMP)	US6 & SH93: 19th St. Intersection Grade Sep (RAMP)	I-76 Fort Morgan to Brush (Phase III)	Woodmen-I 25 to Powers	Peoria-Smith: Grade Separation	I-25:Santa Fe Interchange Reconstruction	US6: Wadsworth Interchange & 4-14th Ave	US 287:SH1 to LaPorte Bypass (RAMP)	I-70 Tower to Colfax	SH88: Cherry Creek Bridge Repair - FBR
	Design	Design	Design	Design	Design	Design	Const.	Const.	Const.	Const.	Const.	Const.	Const.	Const.
Unbudgeted (Millions)	\$45.5	\$0.0	\$29.2	\$0.0	\$0.0	\$25.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Unencumbered (Millions)	\$0.5	\$0.0	\$0.0	\$3.6	\$25.3	\$0.0	\$1.6	\$4.0	\$0.0	\$1.9	\$8.1	\$22.1	\$0.0	\$3.1
Encumbrance (Millions)	\$0.0	\$31.9	\$0.0	\$19.4	\$0.0	\$0.0	\$13.9	\$2.6	\$29.2	\$5.0	\$2.6	\$0.3	\$24.5	\$16.2
Expenditure (Millions)	\$0.0	\$0.0	\$0.0	\$3.4	\$0.5	\$0.0	\$31.4	\$29.4	\$4.7	\$26.9	\$21.8	\$9.9	\$7.4	\$10.8

As of June 23, 2014



Local Agency Projects – RAMP IGAs Listed by Region (page 1 of 2)

RAMP Program - Locally Administered Projects										As of: 7/8/2014 10:38
Project Information			Advertisement		IGA Progress					
RAMP Tracking Number	WBS (PCN or SAP)	Project Name	Locally Admin. Project	Ad Date	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / LA Signatures	IGA Executed	
Region 1	1.14	19970	SH 2 in Commerce City Widening and Devolution (Recently Added)	Commerce City	6/29/2016					
	1.15	19896	US 6 and SH 93: 19th St. Intersection Grade Separation	City of Golden	9/18/2014					
	1.19	17219	Colorado Blvd. in Idaho Springs: Phase 2 & Phase 3, and Devolution	Idaho Springs	Devolution					
	1.37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	City of Denver	7/21/2016					
Region 3	3.31	19874	US 40 Improvements in Fraser	Town of Fraser	10/15/2014					
Region 4	4.06	19893	US 34 in Estes Park Improvements and Devolution	Town of Estes Park & CFL	Devolution					
	4.20	18401	US 287: (North College) - Phase 2: Conifer to Willox	City of Ft Collins	7/17/2014					
		19561	US 287: (North College) - Phase 3: Pedestrian Path North of Willox	City of Ft Collins	4/23/2015					
	4.25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	Larimer County	3/28/2016					
	4.28	19891	SH 392 and CR 47 Intersection Safety Improvements	Weld County	1/28/2016					
	4.29	19890	US 34 and CR 49 Intersection Safety Improvements	Weld County	5/2/2014					

As of July 8, 2014



Local Agency Projects – RAMP IGAs Listed by Region (page 2 of 2)

RAMP Program - Locally Administered Projects As of: 7/8/2014 10:48

Project Information			Advertisement		IGA Progress					
RAMP Tracking Number	WBS (PCN or SAP)	Project Name	Locally Admin. Project	Ad Date	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / LA Signatures	IGA Executed	
Region 4 (cont.)	4.30	19892	SH 392 and CR74 Intersection Safety Improvements	Weld County	1/1/2016					
	4.34	19894	Turning Lanes at US 34 and Yuma County Road H	Yuma County	3/20/2017					
	4.51	20204	Turning Lanes at US 385 & YCR 33.6	Yuma County	Not in SAP					
	4.52	20203	Turning Lanes at US 34 & YCR J	Yuma County	Not in SAP					
	4.54	18397	SH 119 Diagonal: 30th to Foothills Parkway	City of Boulder	5/7/2015					
	4.58	19888	SH 119: Boulder Canyon Trail Extension	Boulder County	7/29/2016					
Region 5	5.10	19902	US 160 / Wilson Gulch Road Extension	City of Durango	7/26/2014					
Operations	1.09	19474	I-70 Eastbound Peak Period Shoulder Lanes / Greenway Design Only	Clear Creek County	7/17/2014					
	1.41	19978	State Highway Signal Upgrades - Phase I - Colfax Signals	City of Denver	12/14/2014					
	1.42	19979	State Highway Signal Upgrades - Phase III - Denver Slipfit (Alameda & Knox)	City of Denver	9/24/2015					
	1.44	19980	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	City of Denver	8/28/2014					
	4.35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	City of Loveland	7/25/2016					
	4.36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	City of Loveland	10/24/2014					
Count	24	Number of Locally Administered Projects				3	7	5	3	6

Percentage Complete

13%

29%

21%

13%

25%

As of July 8, 2014



Local Agency Projects – RAMP IGAs Listed by Ad Date (page 1 of 2)

RAMP Program - Locally Administered Projects											As of: 7/8/2014 11:04
Project Information			Advertisement		IGA Progress						
RAMP Tracking Number	WBS (PCN or SAP)	Project Name	Locally Admin. Project	Ad Date	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / LA Signatures	IGA Executed		
Fully Executed IGAs	4.29	19890	US 34 and CR 49 Intersection Safety Improvements	Weld County	5/2/2014						
	4.20	18401	US 287: (North College) - Phase 2: Conifer to Willox	City of Ft Collins	7/17/2014						
	1.15	19896	US 6 and SH 93: 19th St. Intersection Grade Separation	City of Golden	9/18/2014						
	3.31	19874	US 40 Improvements in Fraser	Town of Fraser	10/15/2014						
	4.54	18397	SH 119 Diagonal: 30th to Foothills Parkway	City of Boulder	5/7/2015						
	1.42	19979	State Highway Signal Upgrades - Phase III - Denver Slipfit (Alameda & Knox)	City of Denver	9/24/2015						
Devolution IGAs	1.19	17219	Colorado Blvd. in Idaho Springs: Phase 2 & Phase 3, and Devolution	Idaho Springs	Devolution						
	4.06	19893	US 34 in Estes Park Improvements and Devolution	Town of Estes Park & CFL	Devolution						
	1.14	19970	SH 2 in Commerce City Widening and Devolution (Recently Added)	Commerce City	6/29/2016						
2014 Ad Dates	1.09	19474	I-70 Eastbound Peak Period Shoulder Lanes / Greenway Design	Clear Creek County	7/17/2014						
	5.10	19902	US 160 / Wilson Gulch Road Extension	City of Durango	7/26/2014						
	1.44	19980	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	City of Denver	8/28/2014						
	1.41	19978	State Highway Signal Upgrades - Phase I - Colfax Signals	City of Denver	12/14/2014						

As of July 8, 2014



Local Agency Projects – RAMP IGAs Listed by Ad Date (page 1 of 2)

RAMP Program - Locally Administered Projects											As of: 7/8/2014 11:04
RAMP Tracking Number	WBS (PCN or SAP)	Project Name	Advertisement		IGA Progress						
			Locally Admin. Project	Ad Date	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / LA Signatures	IGA Executed		
2015 Ad Dates	4.20	19561	US 287: (North College) - Phase 3: Pedestrian Path North of Willox	City of Ft Collins	4/23/2015						2015 Ad Dates
2016 Ad Dates	4.28	19891	SH 392 and CR 47 Intersection Safety Improvements	Weld County	1/28/2016						2016 Ad Dates
	4.25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	Larimer County	3/28/2016						
	1.37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	City of Denver	7/21/2016						
	4.58	19888	SH 119: Boulder Canyon Trail Extension	Boulder County	7/29/2016						
Ad Dates Not in SAP	4.36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	City of Loveland	10/24/2014						Ad Dates Not in SAP
	4.30	19892	SH 392 and CR74 Intersection Safety Improvements	Weld County	1/1/2016						
	4.35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	City of Loveland	7/25/2016						
	4.34	19894	Turning Lanes at US 34 and Yuma County Road H	Yuma County	3/20/2017						
	4.51	20204	Turning Lanes at US 385 & YCR 33.6	Yuma County	Not in SAP						
	4.52	20203	Turning Lanes at US 34 & YCR J	Yuma County	Not in SAP						
Count	24		Subtotals			3	7	5	3	6	

IGAs Complete (%) compared to Total # of Locally Administered Projects (w/ IGAs)

13% 29% 21% 13% 25%



Flood Recovery Dashboard

Demonstration of Flood Recovery Dashboard

Heather Paddock, Flood Recovery Office Director,
presenting for Johnny Olson,
Region 4 Transportation Director

As of July 3, 2014



PMO Coming Attractions

- Update of Cash Balance
- Overview of RAMP Partnership and Operations Projects
- Overview of Other CDOT Projects

As of July 3, 2014

**Transportation Commission of Colorado
Audit Review Committee
Meeting Agenda
Wednesday, June 16, 2014
4201 East Arkansas Avenue**

**Gary Reiff, Chair
District 3, Englewood**

**Les Gruen
District 9, Colorado Springs**

**Ed Peterson
District 2, Lakewood**

**Bill Theibaut
District 10, Pueblo**

**Sidny Zink
District 8, Durango**

All commissioners are invited to attend this Committee meeting.

- 1. Call to Order**
- 2. Approval of April, 2014 Minutes p1**
- 3. Election of Audit Chair.....verbal**
- 4. Status of Audit Plan 2015**
 - **Quarterly Schedule – Status and Revisions*p4**
 - **Audit Division Metrics*.....p5**
- 5. Completed Audit Work**
 - **Review of CDOT Indirect Cost Rate..... p6**
 - **Fuel Card Audit – Phase Ip16**
 - **Flood Recovery.....p18**
- 6. Audit Work In Progress - Summaries**
 - **FASTER - DTR p31**
 - **Requirements of CDOT Boards..... p31**
 - **Prequalification Audit Program*..... p31**
 - **A-133 Audit Program p31**
 - **Consultant Reviews.....p32**
 - **Indirect Cost Rate Reviews*.....p32**
 - **RAMP.....p33**
 - **GRC Implementation.....p33**
- 7. Outstanding Audit Recommendations.....p34**
- 8. Fraud Hotline Statistics.....p36**

9. Action Items

- **Update on the older Outstanding Recommendations.....verbal**
 - **Fraud Hotline.....verbal**
 - **Independence Statement.....p37**
 - **Audit Charter.....p38**
- 10. ARC Questions, Requests, Discussion Items.....verbal**

THE 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
April 17, 2014
4:30 P.M. – 5:00 P.M.
CDOT Headquarters Auditorium

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

ALSO PRESENT: Barbara Gold, Audit Director; Scott Richrath, Chief Financial Officer; Herman Stockinger, Director of Office of Policy and Government Relations; Naomi Smith, Audit Manager; Trent Josten, Audit Supervisor; Daniel Pia, IT Auditor

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

1. Call to Order

ARC Chairman Reiff called the meeting to order on April 17, 2014, at 4:41 P.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 February 20, 2014. Commissioner Zink requested that the spelling of her last name be corrected. Ms. Gold apologized and assured her it would be corrected. Approval of the minutes was moved by Commissioner Gruen, and seconded by Commissioner Thiebaut. The minutes were adopted as published in the agenda.

3. Audit Report Presentations

A. Presentation of the Acquisition and Relocation Audit Findings

Trent Josten discussed how there were no significant findings of fraud, waste or abuse. They are moving forward with implementing the recommendations in the report. Chairman Reiff questioned the difference of opinion related to Recommendation 2b “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.” Mr. Josten assured Chairman Reiff that it was a merely a difference of opinion and they chose to revise the manual versus adding another form. Commissioner Peterson made a motion to release; it was seconded by Commissioner Gruen. All voted to release with no opposition.

B. Audit Division Plan

1. Project Dashboard

Ms. Gold discussed the dashboard for the plan used to report progress of the current projects and make any changes requested by the Commission. Chairman Reiff explained the Division was transitioning to a brief narrative only asking relevant questions without a great deal of discussion surrounding each report. Chairman Reiff stated that the dashboard look was extremely helpful to him.

2. Audit Matrix

The matrix form was evaluated by the Commission as well.

3. Audit Feedback Form

The feedback form was reviewed. Chairman Reiff asked regarding item number 2 on the form, “Auditors Appear to Work as a Team”, whether that referred to Auditors working with managers and the management group and not the Auditors working together as a team. Ms. Gold explained that in the past there had been comments that the audit group appeared not to work as a team, but yes there needs to be collaboration with the auditee. However, clarification would be added to the form to alleviate any confusion.

Commissioner Gruen asked if some of the factors were more important than others. Ms. Gold said that yes, she felt “Adds Value” was most important and “Scheduling” would be the least important. Commissioner Gruen then explained that this skewed the rating scale if certain areas held more weight than others. Ms. Gold said that she would get input from the Senior Management team regarding this matter since their feedback is being sought.

Chairman Reiff made a motion to adopt the Audit Plan. Commissioner Peterson motioned for adoption; Commissioner Thiebaut seconded the motion. The Audit Plan passed unanimously.

C. Outstanding Recommendations

Ms. Gold went over some of Outstanding Recommendations to clarify some of the items requested by the Executive Director. There were several older items on the Outstanding Recommendations list that were questioned by Chairman Reiff. Ms. Gold explained that these recommendations were recently discovered and she will be better prepared to present progress on those at the next meeting.

D. Fraud Hotline Report

The pie chart showing the different aspects of the Fraud Hotline was reviewed. Ms. Gold discussed how she intends to consolidate the areas into fewer, cleaning things up a bit. She committed to having that done by the next reporting cycle.

E. Risk Assessment Methodology Form

Ms. Gold explained how the risk assessment was determined that helped to decide which projects received higher priority versus others.

4. Other Items

Commissioner Peterson extended his thanks to Ms. Gold for spending time with him explaining the Audit Plan, etc. He complemented the entire Audit Division.

Scott McDaniel pointed out that there were zero findings on the Property Controls: Acquisitions and Relocations Audit and wanted to recognize their hard work and the great controls they have in place.

5. Adjournment

Chairman Reiff announced that the meeting was adjourned at 5:03 p.m.

Action Items

Update on the progress related to the older Outstanding Recommendations.
Consolidation of the various areas of the Fraud Hotline.

Type	Q1 Apr - Jun	Q2 Jul - Sep	Q3 Oct - Dec	Q4 Jan - Mar
Internal Audit Services	Flood	WIMS - Division of Aeronautics	<i>Flood - from Q2 and Q3</i>	FASTER
	Fuel Card Audit - Phase 1	Fuel Card Audit - Phase 2	Fuel Card Audit - Phase 3	Fuel Card Audit - Phase 4
	Requirements of CDOT Boards	<i>Requirements of CDOT Boards</i>		Contracts/Procurement
	CDOT Indirect Rate			
	Fraud	Fraud	Fraud	Fraud
	Special Requests - <i>FASTER DTR</i>	Special Requests - <i>FASTER DTR</i>	Special Requests	Special Requests
	Outstanding Recommendations	Outstanding Recommendations	Outstanding Recommendations	Outstanding Recommendations
External Audit Services	A-133 Reviews	A-133 Reviews	A-133 Reviews	A-133 Reviews
	Disputes and Claims	Disputes and Claims	Disputes and Claims	Disputes and Claims
	Consultant <i>Audits Prequalifications</i>	Consultant Prequalifications	Consultant Prequalifications	Consultant Prequalifications
	Indirect Cost Rate Reviews	Indirect Cost Rate Reviews	Indirect Cost Rate Reviews	Indirect Cost Rate Reviews
	Sole Source Reviews	Sole Source Reviews	Sole Source Reviews	Sole Source Reviews
	Cognizant Audits	Final Cost Audits	Final Cost Audits	
Data Analytics	Fuel	<i>Fuel Purchase Analytics Purchase Cards Indirect Cost/Dollar of Construction</i>	<i>Fuel Purchase Analytics Duplicate Payments Employee Turnover Employee Leave</i>	<i>Fuel Purchase Analytics</i> Fleet Use of Consultants
Advisory Internal Processes	RAMP	RAMP	RAMP	RAMP
	GRC Implementation	Lean Collaboration	Dispute Program	Peer Reviews
	Lean Collaboration	Final Cost Audit Program	Lean Collaboration	Lean Collaboration
	A-133 Program Revision	Indirect Cost Rate Program		
	Sole Source Program	Outstanding Recommendations		
	Data Analytic Program	Fraud Hotline Peer Reviews		
Legend:	Complete In Progress <i>Proposed Changes</i>			

Audit Division Metrics						
	Goal	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	YTD
Audits Completed	9	3				
Requests for Audit Services	6	1				
A-133	230	1				
Financial Packages / Prequalifications	150	38/162				
Other External	29	7				
Internal Audit Processes	9	3				
Data Analytics	8	1				
Regional visits	6	1				
Department-Wide Communications	1	0				
Report Delivered When Committed	Within 2 weeks	1				
Add Value Rating	3 or above	n/a				
Budget/Actual Audit Hours	75% or more	68%				

REPORT OF REVIEW

Colorado Department of Transportation

AUDIT DIVISION

Barbara J. Gold, CPA, CISA



Audit Team:

Trent Josten, CPA

Daniel Pia

Naomi Smith

Area of Review:

CDOT Indirect Costs

Report Date: May 30, 2014

Audit Number 14-004

Distribution List:

Don Hunt, Executive Director
Scott McDaniel, Acting Chief Engineer
Scott Richrath, Chief Financial Officer
Maria Sobota, Budget Director

EXECUTIVE SUMMARY

Scope and Objectives

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. The CDOT indirect cost rate is re-calculated each year and approved by the Federal Highway Administration (FHWA).

The scope of our review is the indirect labor hours CDOT charges for Fiscal Year 2012.

Our audit objectives for this review include:

- Determine what guidelines are currently in place for charging direct to project and indirect.
- Determine what positions are included and charged to direct to project and indirect for each major business function.

What We Found

We found that CDOT has not developed specific criteria for charging labor hours to the indirect cost centers. Rather CDOT uses the Federal Regulation 2 C.F.R. 225 as their criteria. This regulation provides general guidelines for indirect costs. In addition, indirect costs for Fiscal Year 2012 were approximately \$60 million. The number of employees who charged all or a portion of their time to indirect cost centers for Fiscal Year 2012 was 1,086, about one third of all CDOT employees.

Recommendations to Management

Without specific criteria it is difficult to document and provide information to management on the following:

- Labor hours charged to indirect are consistent across Regions.
- Labor hours charged to indirect are allowable and appropriate.
- Only those costs eligible to be included in the indirect cost rate are included.

In order to provide the information needed for the above items, we recommend the Chief Financial Officer and the Chief Engineer work together to develop, implement and enforce specific criteria for charging time to the indirect cost centers.

Details of the Report

Background

The Executive Director of CDOT requested the Audit Division to review the makeup of the labor force being charged to the indirect cost pool. Indirect costs are those costs attributable to multiple projects. CDOT's indirect costs were approximately \$60 million for Fiscal Year 2012. The number of employees who charged all or a portion of their time as indirect costs for Fiscal Year 2012 was 1,086 about one third of all CDOT employees.

Scope and Objectives

The scope of our review is the indirect labor hours CDOT charges for Fiscal Year 2012.

We calculated the labor ratios of employees that charged to indirect and direct to project. The analysis is for headquarters and each region. Headquarters is broken down by division/department. Each region is broken down into: business office, engineering, Right of Way (ROW), Environmental and Other as applicable. Our review focused on CDOT indirect labor hour charges and not on indirect costs such as office supplies and consultants. Our review also did not include Maintenance or the Tunnel Unit since these business units do not charge to the indirect cost centers. Our audit objectives for this review include:

- Determine what guidelines are currently in place for charging direct to project and indirect.
- Determine what positions are included and charged to direct to project and indirect for each major business function.

Audit Procedures

During our review we obtained evidence to support our findings and recommendations. This evidence came from interviewing CDOT employees; reviewing Federal regulations; and analyzing SAP data.

Audit Findings – Lack of Criteria Used for Charging Indirects

We found that CDOT has not developed specific criteria for charging time to the indirect cost centers. Rather, CDOT uses the Federal Regulation 2 C.F.R. 225 as their criteria. This regulation provides general guidelines for indirect costs. Federal regulations state that:

“...there is no universal rule for classifying certain costs as either direct or indirect under every accounting system. A cost may be direct with respect to some specific service or function, but indirect with respect to the Federal award or other final cost objective. Therefore, it is essential that each item of cost be treated consistently in like circumstances either as a direct or an indirect cost”.

The general guideline provided by 2 C.F.R. 225 is that indirect costs are those costs incurred for a common or joint purpose benefitting more than one cost objective, and not readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved.

Without specific guidelines it is difficult to document and provide information to management on the following:

- Labor hours charged to indirect are consistent across Regions.
- Labor hours charged to indirect are allowable and appropriate.

- Only those costs eligible to be included in the indirect cost rate are included.
- Labor hours are charged to projects rather than indirect to the maximum practical extent.

Charges to indirect would be more consistent with specific criteria. When employees follow specific guidelines, management can have more reliance on charges to both direct and indirect labor charges. Without specific criteria management cannot ascertain if the rate is too high or too low. Examples of specific criteria could include:

- Requirements on the number of projects an employee charges time to before charging time as indirect.
- A maximum percentage of time an employee spends on a specific project in a day before charging time as indirect.

Management Response:

The Chief Financial Officer agrees that increased transparency and guidance related to indirect charges will improve reporting throughout the Department. While the Division of Accounting and Finance (Division) does have guidance in place regarding charging labor hours to indirect cost centers, the Division concurs with the recommendation that the guidance in place could be made clearer and communicated more widely. The existing guidance will be updated as part of next annual indirect cost allocation update (August-September 2014) to clarify the criteria for charging labor hours as indirect costs and communicated to the regions.

The Indirect Rate Allocation Plan is recalculated annually and submitted to the Federal Highway Administration (FHWA) for approval. Once FHWA approves the indirect rate and allocation plan, CDOT uses an automated process to define and accumulate costs for activities chargeable to highway projects but not attributable to a single project. This allows the Department to recover its costs and allocate them back to benefiting projects.

Throughout the year and as part of the annual Indirect Rate Allocation Plan, the Division systematically analyzes the total actual costs incurred for indirect activities as compared to the indirect costs allocated to projects. The formula used in the analysis is:

$$\text{Total Indirect Cost Center Costs} / \text{Total Direct Project Indirect Eligible Expenses} \times 100\% = \text{Indirect Allocation Percentage Rate}$$

This analysis is used to determine whether the rate in place is adequate to fully allocate CDOT's indirect costs for reimbursement by FHWA, and make adjustments as necessary.

In clarifying, implementing and enforcing specific criteria for charging time to the indirect costs centers, the Chief Financial Officer and the Chief Engineer (under the direction of the Chief Operating Officer) will be cognizant not to create an excessive administrative burden for CDOT staff related to time tracking. Specifically, determining whether to charge labor hours to indirect costs should not become overly complicated to the extent that it may reduce the benefit of using a cost pool.

The Chief Financial Officer and Chief Engineer believe this should address any concerns regarding consistency among regions.

Implementation Date: October 2014

Persons Responsible for Implementation: Scott Richrath, Chief Financial Officer and Scott McDaniel, Acting Chief Engineer

How CDOT Labor Hours Have Been Charged

We have included information about CDOT’s indirect and direct costs, which is shown in the chart below. The Office of Human Resources groups each employee into three personnel subareas. We analyzed the indirect labor hour data from SAP using the following three personnel subareas: Engineering, Program Support, and Project Support. The following chart reflects the percentages of labor charges for Fiscal Year 2012 for Engineering, Program Support, and Project Support by region and for headquarters. These percentages are based on actual hours recorded in SAP. The percentages for time coded to the State Fund are not included in the charts for this report and the costs for the construction engineering pool are included in the direct costs; therefore, total time charged will not equal 100 percent.

CDOT Audit - Indirect Charges							
Allocation of Hours by Area							
Fiscal Year 2012							
	R1	R2	R3	R4	R5	R6	HQ
Time Coded to:							
Engineering							
Number of Employees	124	112	112	121	63	215	
Direct	55.82%	54.59%	41.87%	57.70%	40.26%	61.40%	
Indirect	30.68%	38.47%	42.08%	24.60%	43.99%	26.42%	
Program Support							
Number of Employees	18	19	17	20	14	37	237
Direct	15.57%		5.41%	4.57%		4.38%	
Indirect	83.50%	88.46%	81.08%	83.15%	82.73%	89.00%	18.59%
Project Support							
Number of Employees							405
Direct							30.93%
Indirect							46.73%

Source: Audit analysis of SAP data

Based on this chart, charges to the indirect cost centers do not appear to be consistent as noted by the percentages for Engineering in the regions ranging from 24.60 percent to 43.99 percent. Program Support appears to be more consistent in the charges to the indirect cost center; however, there are inconsistencies in the charges to the direct cost center. The data reflects that Regions 2 and 5 did not charge direct to projects and the other regions charged between 4.38 percent and 15.57 percent.

Region Analysis

The previous chart reflects a high level analysis of the charges to direct and indirect. To further analyze the percentages and make-up of the work unit employees within a region, we selected one region as an example to drill down to identify how each position charges to direct and indirect cost centers. We selected Region 3 for further analysis because it was comparable to Regions 1, 2, and 4; whereas, Regions 5 and 6 were considered outliers based on the number of employees. Further, Region 3 had the largest labor hour charges to indirect of the other comparable regions.

Our general observations of the information in the charts reflected that there are some consistencies in how positions charge their time in a sub-group, but there are inconsistencies when comparing the percentages charged between sub-groups. In order for CDOT to determine if labor hours charged are appropriate, they need to view the nature of the work being performed by each work unit.

Region 3 Engineering:

Region 3 has 33 organizational units within the Personnel Subarea “Engineering”. Based on our review of these units we broke down “Engineering” into the following groups; Project Engineering, Other Construction, Program Engineer, Traffic and Safety, and Right of Way. These five sub-groupings of the organizational units are judgmental determinations based on the titles of the organizational units and our understanding of the CDOT organization. These sub-groups were defined as:

- **Project Engineering:** The organizational unit included the title “Project Engineering”, also based on the titles and review of positions these units are primarily the Engineering residencies for construction, design and the Resident Engineers (Program Engineers are analyzed separately).
- **Other Construction:** Includes bridge enterprise, materials engineering and utilities engineering.
- **Program Engineer:** Just captures the program engineer and related administrative staff.
- **Traffic and Safety:** All organizational units include “Traffic” in the title and all but one includes “Safety”.
- **Right of Way:** All organizational units include “Right of Way” in the title.

We summarized these five sub-groupings of the Personnel Subarea “Engineering” to show the number of employees and how they coded their time in the following table:

CDOT Audit - Indirect Charges					
Percentage of Hours Charged for Engineering					
Region 3 - Fiscal Year 2012					
	Project Engineering	Other Construction	Program Engineer	Traffic and Safety	Right of Way
Number of Employees	57	18	4	18	17
Time Coded to:					
Direct	60.55%	43.68%	0.00%	2.46%	30.45%
Indirect	38.41%	56.11%	100.00%	7.41%	69.23%

Source: Audit analysis of SAP data

In the previous chart, direct and indirect costs were charged evenly at approximately 42 percent; however, when we drill down by subarea in Region 3, it is not as evenly distributed. The data reflects that, between subareas, the range of charges to the indirect cost center is 7.41 percent to 100 percent. In order for CDOT to determine if labor hours charged are appropriate, they need to view the nature of the work being performed by each work unit. For instance, it makes sense that the Program Engineer charges 100 percent to indirect since they oversee the construction program for the region.

Region 3 Project Engineering:

We drilled down further in these sub-groups to document the percentage of time charged by position. Position descriptions are included in appendix A to this report. This sub-grouping primarily consists of the design and construction management and engineering services performed by CDOT staff. It also includes the Resident Engineers. A table of how each position in the Project Engineering sub-group charged their time for fiscal year 2012 is provided below. This chart also shows the breakdown of the indirect and direct rates for Region 3’s Project Engineering sub-group by position titles.

CDOT Audit - Indirect Charges		
Percentage of Hours Charged by Position for Project Engineering		
Region 3 - Fiscal Year 2012		
Position	Direct	Indirect
Admin Asst III	11.53%	74.00%
CEPM I, Construction	87.84%	12.16%
CEPM II, Construction	65.18%	34.82%
EIT I	78.14%	21.86%
EIT II	74.63%	25.37%
EIT III	73.10%	26.90%
EPSA II, Design	100.00%	
EPSA III	31.00%	69.00%
EPST I	70.99%	29.01%
EPST II	80.60%	19.41%
EPST III	71.13%	28.87%
Temp EPSA II	100.00%	
Temp EIT II	78.63%	21.37%
Temp EPST II	97.93%	2.07%
PE I	66.61%	32.50%
PE II, RE	2.18%	97.82%
Source: Audit analysis of SAP data		

The second objective of our review was to determine which positions charge to direct and indirect. The majority of these positions are charging directly to projects. These positions include project managers, engineers in training, and engineering physical assistants and technicians. The only positions not charging most of their time directly to projects are the Administrative assistant, the Engineering/Physical Science Assistant III, and the Resident Engineers.

Region 3 Other Construction:

This sub-group includes Bridge Enterprise/Special Projects, Materials and Utilities engineering. A table of how each position in the Other Construction sub-group charged their time for fiscal year 2012 is provided below. This table shows the breakdown of the indirect and direct rates for Region 3's Other Construction sub-group by position titles.

CDOT Audit - Indirect Charges		
Percentage of Hours Charged by Position for Other Construction		
Region 3 - Fiscal Year 2012		
Position	Direct	Indirect
Admin Asst III	2.81%	97.19%
CEPM I, Utilities	60.35%	39.65%
EPSA III	38.79%	61.21%
EPST I, Materials	62.04%	37.96%
EPST II	59.52%	40.48%
EPST III	28.85%	70.14%
Temp EIT I	32.56%	67.44%
PE I	66.22%	33.78%
PE II	0.03%	99.97%

Source: Audit analysis of SAP data

The charges in the last chart for Project Engineering reflected a majority of positions charging directly to projects; however, in the Other Construction sub-group, the charges are inconsistent within the group as well as between the two sub-groups.

Within this group, the higher-level positions consistently charge to the indirect cost center. However, when comparing these positions to the other sub-group of Project Engineering, the percentage of indirect charges are not similar, in fact, they are opposite. For example, in the Other Construction sub-group, the EPST III and Temp EIT I charge primarily to indirect, but these same positions in Project Engineering charge primarily to direct.

In order for management to determine if labor hours charged are appropriate, they need to view the nature of the work being performed by each work unit.

Region 3 Program Engineer:

Region 3 had two Program Engineers and two Program Assistants for fiscal year 2012. All four of these employees charged 100 percent of their time to the indirect cost pool.

Region 3 Traffic and Safety:

This sub-group includes seven organizational units. Only one of those units, "Grd Jct Traffic/Safety Project Engineer 1" charged time to the indirect cost pool. A table of how each position in the Traffic and Safety sub-group charged their time for fiscal year 2012 is provided below:

CDOT Audit - Indirect Charges		
Percentage of Hours Charged by Position for Traffic and Safety		
Region 3 - Fiscal Year 2012		
Position	Direct	Indirect
EIT III, Traffic		27.66%
PE I, Traffic	10.82%	21.99%
PE II, Traffic		11.76%

Source: Audit analysis of SAP data

Region 3 Right of Way:

The Right of Way sub-group includes acquisitions and relocations as well as surveying of right of way. A table of how each position in this sub-group charged their time for fiscal year 2012 is provided below:

CDOT Audit - Indirect Charges		
Percentage of Hours Charged by Position for Right of Way		
Region 3 - Fiscal Year 2012		
Position	Direct	Indirect
Admin Asst III	5.96%	94.04%
G Prof II, ROW	27.96%	72.04%
G Prof IV, Appraiser	17.38%	82.62%
G Prof V, ROW		100.00%
G Prof VII, ROW Mgr		100.00%
Land Survey Intern II	48.13%	51.87%
Prof Land Surveyor I	61.22%	38.10%
Prof Land Surveyor II	20.25%	79.00%

Source: Audit analysis of SAP data

The Professional Land Surveyor I is the only position in this group that charges primarily to the direct cost center.

Region 3 Program Support:

Region 3 has seven organizational units within the Personnel Subarea “Program Support”. Each of these units only has one to two employees with the exception of Planning and Environmental with six employees. As the name implies, this is primarily a support function and the majority of hours are charged to indirect, which appears reasonable.

Headquarters Analysis

The two areas reviewed for this report are Program Support and Project Support. Headquarters also includes the Personnel Subarea “Maintenance Support”, which is not included in the scope of this review.

Headquarters Program Support:

There are 65 organizational units in the Headquarters Program Support Personnel Subarea. The Audit Division determined ten sub-groupings of these organizational units. These are judgmental determinations based on the titles of the organizational units and the Audit Divisions understanding of the CDOT organization. The ten sub-groups and their related percentages of charges are as follows:

CDOT Audit - Indirect Charges Allocation of Hours Charged for Program Support Headquarters - Fiscal Year 2012			
Description	# of emp.	% Direct	% Indirect
Division of Audit	12		26.92%
Division of Accounting and Finance	58		31.59%
Division of Human Resources and Administration	126	3.49%	15.43%
Office of Traffic and Safety	7		7.83%
Office of Public Relations	14	15.41%	20.44%

Source: Audit analysis of SAP data

The divisions within Program Support charge more to indirect than to direct, with only a couple divisions charging directly to projects.

Headquarters Project Support:

There are 115 organizational units in the Headquarters Project Support Personnel Subarea. The Audit Division determined ten sub-groupings of these organizational units. These are judgmental determinations based on the titles of the organizational units and the Audit Division's understanding of the CDOT organization. The ten sub-groups and their related percentages of charges to are as follows:

CDOT Audit - Indirect Charges Allocation of Hours Charged for Program Support Headquarters - Fiscal Year 2012			
Description	# of emp.	% Direct	% Indirect
Chief Engineer	2		12.59%
Division of Transportation Development	106	63.47%	36.51%
Division of Transit and Rail	20	52.97%	14.03%
Office of Traffic and Safety	16	57.94%	9.69%
Staff Engineer - Bridge	55	60.93%	38.59%
Staff Engineer - Business Office	9		97.60%
Staff Engineer - Contracts and Market Analysis	30	0.09%	99.57%
Staff Engineer - Materials	58	28.81%	70.90%
Staff Engineer - Project Development	27	0.04%	94.86%
Staff Engineer - Traffic and Safety	28	5.93%	94.01%

Source: Audit analysis of SAP data

This chart reflects that just under half the divisions in this group charge more directly to projects than to the indirect cost center.

DATE: June 18, 2014
TO: Kyle Lester, CDOT Director of Highway Maintenance
FROM: Trent Josten, Audit Supervisor
SUBJECT: Fuel Card Audit (Audit No. 14-020)

Purpose of Review

The purpose of our audit is to determine whether the Colorado Department of Transportation's (CDOT) Maintenance and Operations Branch (M&O) has sufficient processes in place to detect suspicious fuel card activity and prevent fraudulent transactions.

After discussions with management and due to the various functions and complexity of the fuel card program, we will perform this audit in four separate phases. This phased approach will provide the most benefit to CDOT because we will provide more timely recommendations and management will be able to implement recommendations as we continue to audit additional areas. At the completion of each phase, we will issue a memo to M&O identifying areas to improve and recommendations for the branch. The four separate phases will audit internal controls in the following areas:

1. Exception reports;
2. Fuel PINs;
3. Fuel cards; and
4. Reconciliation processes over fuel purchases.

After all phases are complete, a final audit report will be issued containing the results, M&O's responses and the implementation status of the recommendations from the previous phases. This final report will be presented to the Transportation Commission's Audit Review Committee. We will complete each phase over the next four quarters with a final report issued April 2015.

This audit began during CDOT's recent reorganization of management. As part of this reorganization, the fuel program moved from under the Chief Engineer to the Director of Highway Maintenance. As a result, the responsibility of any recommendations will transition from Scott McDaniel to Kyle Lester.

Background

A large fraud involving CDOT fuel purchases occurred in 2010. The fraud included a CDOT employee and two others who stole in excess of \$450,000 of fuel. The CDOT Audit Division conducted audits over the use of fuel cards in the Regions and six CDOT Divisions at headquarters. Reports for these audits were released in April 2012. Our current audit will follow up on recommendations made from those reports and determine if CDOT has adequate internal controls over the use of its fuel cards.

As a result of the fraud and the audit reports issued, CDOT agreed to implement new controls to improve the monitoring of fuel card purchases, approved a new policy directive and procedural directive in February 2013, and revised the CDOT Fuel Card Usage and Reporting Standard Operating Guide (Fuel Guide).

Fuel monitoring is the responsibility of M&O. The M&O currently has a full time Fuel Coordinator to oversee all of CDOT's fuel purchases (referred to as the "CDOT Fuel Coordinator" in subsequent reports). Each Region and Division of CDOT also has multiple Fuel Coordinators to oversee fuel purchases in their respective areas. Management stated that the intent of revising the Fuel Guide was to define:

- Responsibilities for the M&O Fuel Coordinator as well as the Fuel Coordinators.
- Define processes for fuel reconciliations, issuance of fuel cards and PINs.
- Define the use of the Wright Express (WEX) system including exception reporting.

Since implementation of the new procedures, M&O reported that they have detected several improper fuel transactions. In all of these instances, the employee involved received a corrective or disciplinary action.

C: Scot Cuthbertson, Deputy Director, Chief Operating Officer
Scott McDaniel, Acting Chief Engineer
David Wieder, CDOT Maintenance and Operations Branch Manager
Roy Smith, Maintenance and Operations Fleet Manager
Aeron Beck, CDOT Fuel Coordinator

REPORT OF REVIEW

Colorado Department of Transportation

AUDIT DIVISION

Barbara J. Gold, CPA, CISA, Director



**Audit Team
Naomi Smith
Daniel Pia
Dawn Olson**

AREA OF REVIEW:

Flood – Incident Command Center (ICC)

Report Date: June 4, 2014

Audit No: 14-016

Distribution List:

Don Hunt, Executive Director
Johnny Olson, Incident Commander
Scott Richrath, Chief Financial Officer
Scott Young, ICC Admin and Finance Chief

EXECUTIVE SUMMARY

Flood – Incident Command Center (ICC)

Purpose of Review

Our primary objectives were to assist CDOT in maximizing its federal reimbursement and provide assurance to CDOT Management that the procedures established by CDOT and /or the Incident Command Center were being followed.

Background and Audit Objectives

The 2013 Colorado floods began on September 9, 2013, and Governor John Hickenlooper declared a disaster emergency. President Barack Obama declared a state of emergency authorizing federal search and rescue teams, as well as supplies such as food, water, cots, generators, and emergency flood control measures. The CDOT Executive Director established the infrastructure recovery force (IR Force) as a single point of focus and coordination for flood recover operations. Our audit objectives include:

1. General Understanding of the Reimbursement Process –Conduct a gap analysis of what the reimbursement cycle should be and the current processes in place.
2. Limited Invoice Review – Select and test a sample of invoices for compliance with policies and procedures.
3. Data Management Plan – Review for consistency and completeness.
4. Fraud Procedures –Follow current procedures in place to investigate and report fraud
5. Detailed Damage Inspection Report – Review the process in place to create DDIRs.

Conclusions and Recommendations

We determined that the controls around the payment of invoices at the ICC during our review period are working effectively. We have also submitted a management letter to CDOT governance. In addition to the items submitted on the management letter, we will consider the following areas while conducting our work in the planning phase of our next flood audit.

- Ensuring invoices are properly supported, confirming that all flood invoices are reviewed by the force account group, and flood related expenditures are properly recorded as such.
- Addressing the fraud risk throughout the audit process.
- Testing the accuracy and completeness of the DMP.
- Testing of the DDIRs.

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I. Purpose of Review

Our primary objectives were to assist CDOT in maximizing its federal reimbursement and provide assurance to CDOT Management that the procedures established by CDOT and /or the Incident Command Center were being followed.

II. Background

The 2013 Colorado floods began on September 9, 2013. Governor John Hickenlooper declared a disaster emergency for the following counties: Adams, Arapahoe, Broomfield, Boulder, Chaffee, Clear Creek, Crowley, Denver, El Paso, Fremont, Gilpin, Jefferson, Lake, Larimer, Lincoln, Logan, Morgan, Otero, Park, Pueblo, Prowers, Sedgwick, Washington and Weld.

On September 12, 2013, President Barack Obama declared a state of emergency authorizing federal search and rescue teams, as well as supplies such as food, water, cots, generators, and emergency flood control measures. President Obama also declared a major disaster specifically for Boulder County. This additional declaration authorized federal recovery assistance such as temporary housing, home repairs, and low-cost loans.

On September 19, 2013, Governor Hickenlooper and CDOT Executive Director Hunt established an infrastructure recovery force (IR Force) as a single point of focus and coordination in rebuilding Colorado's flood-damaged roads and bridges. On September 24, the Incident Command Center (ICC) set up its operations in Loveland, Colorado to manage the flood efforts. The ICC performed the following activities, related to the flood disaster: review force account requirements for all the emergency repair invoices, review and approve invoices and supporting documents, and process payments for all emergency repair invoices. Additionally, the ICC coordinates responses, ensures stakeholders have accurate data, and ensures projects are coordinated with the Federal Highway Administration (FHWA) and the Federal Emergency Management Agency (FEMA) to ensure full reimbursements. The ICC organizational structure is included as appendix C.

The ICC provided CDOT management with a weekly report called the "Weekly Situation Report" that relays information such as critical issues by area, expenditures versus encumbrances, details on construction projects, FEMA, FHWA and local agency updates for each division of the ICC.

III. Scope and Objectives

The scope of our review was on the Incident Command Center and the work completed on the emergency flood work for the period September 16, 2013 through January 17, 2013. Based on the level of risk of noncompliance and the potential for errors that could decrease federal reimbursement, we identified the following areas to review and established objectives for those areas.

1. General Understanding of the Reimbursement Process –Conduct a gap analysis of what the reimbursement cycle should be (from the flood event to actual reimbursement) and the current processes in place.
2. Limited Invoice Review – Select and test a sample of invoices for compliance with policies and procedures.
3. Data Management Plan – Review the progress of this plan for consistency and completeness.
4. Fraud Procedures –Follow current procedures in place to investigate and report incidents of fraud if and when they are reported.
5. Detailed Damage Inspection Report – Review the process currently in place to create these documents.

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 Incident Command Center (ICC), Regions and Headquarters (HQ); reviewing manuals; and contacting other states regarding disaster recovery procedures. We also met with the Vermont Department of Transportation to get their insight as to audit’s role and the risks they experienced with Hurricane Irene.

V. Auditing Standards

We did not conduct 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. However, the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

VI. Audit Results

1. General Understanding of the Reimbursement Process

In order to gain an understanding of the reimbursement process we began by attending meetings and interviewing personnel from the ICC areas/division of CDOT (Headquarters and Regions), as well as consultants assisting on the flood efforts. We also met with the representatives for Federal Highway Administration (FHWA) and Federal Emergency Management Agency (FEMA) to ascertain information regarding federal regulations on emergency relief. As a result of the above procedures, we identified and documented processes involved in the reimbursement process from its inception of awarding a contract until the federal reimbursement is received (See appendix A).

Method of Construction

Highway projects are awarded to construction contractors in an open, competitive bidding process. At times, however, work on a transportation construction project is

performed by a method other than this competitive bid process. The CDOT Construction Manual, Section 120.8, discusses the processes to be used for Emergency Construction Projects. For many emergency responses, the rapid response required and the unknown details of the work will dictate that the work be done on a force account basis. Force account is a contractual method for paying for work on a "time and materials" basis. The use of the force account is permitted for emergency work, as in the case of the Colorado's flood emergency.

The following chart shows a comparison of the competitive low bid process versus the force account process (non-competitive bid):

Competitive Low Bid Method	Force Account Method
Competitive Bidding Requirements.	Competitive Bidding Requirements are waived by FHWA.
No additional approval from FHWA is required.	These projects require FHWA approval .
Labor, Equipment, Material and supplies are under control of private contractor .	Labor, Equipment, Material and supplies are under control of CDOT .
This is the prefer method.	This method should be used when: <ul style="list-style-type: none"> • Lack of Competition • Unacceptable bidding • Cost effective during emergency situations

After comparing the two methods, we understand that the usage of the force account method requires more scrutiny from FHWA and CDOT, knowing the bidding requirements are waived; and that CDOT is controlling the labor, equipment, materials and supplies.

2. Limited Invoice Review

Our second objective included testing a sample of invoices. As part of this process, we tested a sample of invoices for compliance with invoice payment procedures, and whether invoices were properly supported.

After interviewing key personnel at the ICC from the Administration and Finance division, we were able to identify and document the different processes involved in the payment of invoices related to the flood event (See appendix B). One of the main processes is the force account review. The review is performed by the force account review group and is located at the ICC. The group is composed mainly of sub-consultants with the oversight of the ICC Administration and Finance personnel. This group reviews all the supporting documents such as materials, rental equipment and payroll that are attached to the invoice prior to issuing the payment.

We tested a sample of invoices for compliance with invoice payment procedures, and invoices properly supported. In addition, we reviewed the ICC force account review process. According to SAP as of November 7, 2013, the ICC had paid 292 invoices

related to the flood. These payments total approximately \$5 Million. The sample of invoices was determined based on judgmental selection. We tested 11 out of 292 invoices from September 16, 2013 through November 7, 2013 totaling \$4,061,893 (80 percent of the \$5,023,020 paid to contractors). After reviewing 11 invoices, we confirmed that the payment procedures were properly followed and the invoices were properly supported.

Our procedures also included discussions with management about the importance of ensuring invoices are properly supported, confirming that all flood invoices are reviewed by the force account group, and flood related expenditures are properly recorded as such. We will follow up with management regarding these areas on the next phase of our flood audits.

3. Data Management Plan (DMP)

During our audit, the ICC was in the process of creating a Data Management Plan (DMP). The purpose of the DMP is to capture how documents and data will be managed throughout the emergency response cycle and transition into the recovery and permanent construction phases. The ICC plans to achieve the following objectives, which mitigate associated risks through the implementation of the DMP:

- Provide safe storage of all documents in a project library;
- Provide clarity regarding which version of a document and/or deliverable is the latest version;
- Provide a record of approved deliverables over the life of the project;
- Provide measures to maintain restricted access to confidential documents;
- Provide an accurate and complete archive of project documents to the organization at the end of the project; and
- Provide assurance that complete data is maintained throughout project closeout.

The DMP also establishes the applicability of the plan as follows:

- The collection of data;
- The quality assurance and quality control of data;
- The storage and safeguarding of data; and
- The analysis and dissemination of data.

We attended the ICC organized weekly meetings around the status and progress of the different areas of the DMP. In addition to these meeting, we interviewed personnel in the ICC Planning division and in the Division of Transportation Development to obtain a better understanding of the DMP. Based on these procedures, we were able to confirm that the DMP objectives cover essential areas regarding document retention. Some of those areas include: secure repository, version tracking, quality assurance / control of data as well as accurate and complete projects documents.

We agreed with management that maintaining an organized and detailed system is instrumental to maximize the federal reimbursement. At the time of our review

management was in the process of developing the DMP. We will follow up with management regarding this area on the next phase of our flood audits.

4. Fraud

The Government Auditing Standards require us to look for fraud risk throughout the entire audit process. 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.

The flood disaster poses a higher risk for fraud because of several factors. Some of these factors include the use of emergency procurement procedures, the complexity of the force account process, the need to move quickly on rebuilding roads and bridges to safe conditions, the amount of work involved, the number of projects being completed at one time, and the volume and the dollar amount of transactions. During the next phase of our flood audit, we will continue to communicate with management the reasons as to why fraud awareness is important, and we will address the fraud risk throughout the audit process.

5. Detail Damage Inspection Report (DDIR)

The ICC uses Detail Damage Inspection Reports (DDIR). This is also referred to as Form 1547 that documents the eligible damage and emergency relief cost estimates. The DDIR is a brief, but inclusive, description of the scope of work needed and estimated costs to complete the work. In most cases, one DDIR is written per disaster site. It is a preliminary cost estimate used as a determination of eligibility for reimbursement.

Based on the Federal Highway Administration (FHWA), the DDIR must include:

- The Federal-Aid Highway, specific location;
- The nature and extent of the damage;
- The affected county;
- Estimates for both the emergency repair and the permanent repair;
- An environmental determination by the National Environmental Policy Act;
- The identified method(s) of work;
- The cost and quantity estimates;
- FHWA and State recommendations;
- State and Local Agency concurrence;
- Photos and sketches of the site;
- Cost summaries; and
- Maps, investigative reports and FHWA approvals.

The DDIRs are instrumental in the reimbursement process. We will include the testing of the DDIRs on the next phase of our flood audit. As of January 15, 2014, the ICC prepared 49 DDIRs for emergency repair projects.

VII. Conclusion

We determined that the controls around the payment of invoices at the ICC during our review period are working effectively. We have also submitted a management representation letter to CDOT governance. In addition to the items submitted on the management representation letter, we will consider the following areas while conducting our work in the planning phase of our next flood audit.

- Ensuring invoices are properly supported, confirming that all flood invoices are reviewed by the force account group, and flood related expenditures are properly recorded as such.
- Addressing the fraud risk throughout the audit process.
- Testing the accuracy and completeness of the DMP
- Testing of the DDIRs

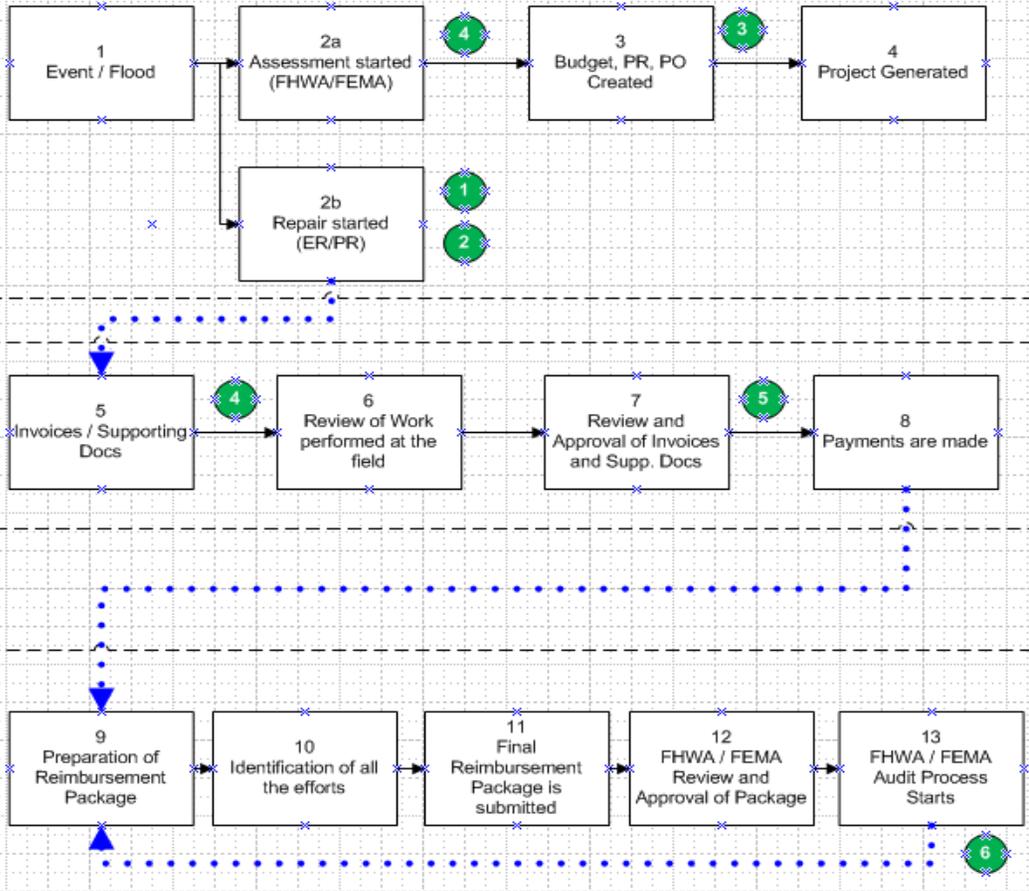
We would like to thank ICC Commander, ICC Director of Accounting & Finance Chief, and CDOT personnel involved on the flood recovery efforts (ICC, HQ, Regions) as well as any consultants for their cooperation and for providing us with an understanding on the different flood aspects.

Approved: _____
Barbara J. Gold, CPA, CISA, Audit Division Director

APPENDIX

Flood Reimbursement Process

Procedures / Controls



Procedures

- 1) The event was declared on 9/11/2013
- 2a) Assessment started, 1547 (FHWA) and work sheets (FEMA) are developed. FHWA and FEMA approval.
- 2b) Emergency Repair started with Force Account and Permanent Repair will follow with a normal construction bidding process.
- 3) Once the initial 1547 / Work Sheet were created this will trigger the creation of the budget within SAP.
- 4) The creation of the budget will be followed by the creation within SAP of the projects by sub account numbers and cost centers.
- 5) Construction Companies submit invoices with complete and accurate supporting documents.
- 6) Project Engineers (PE) and Resident Engineers (RE) review and approve the supporting documents.
- 7) The Force Account Group within the ICC performs a review of the supporting documents. This group was created for the flood emergency.
- 8) The A/P area of the ICC/HQ/Regions review / approve for payment.
- 9) All the supporting documents should be uploaded to the Data Management System.
- 10) CDOT (Finance, FHWA, FEMA, etc.) will review, identify the different type of expenditures (ER/PR) and prepare a reimbursement package.
- 11) The Reimbursement package is submitted to FHWA/FEMA.
- 12) FHWA/FEMA review and approve the package. CDOT receives reimbursement.
- 13) FHWA/FEMA starts an Audit Process on the supporting documents of the expenditures submitted for reimbursement.

Controls

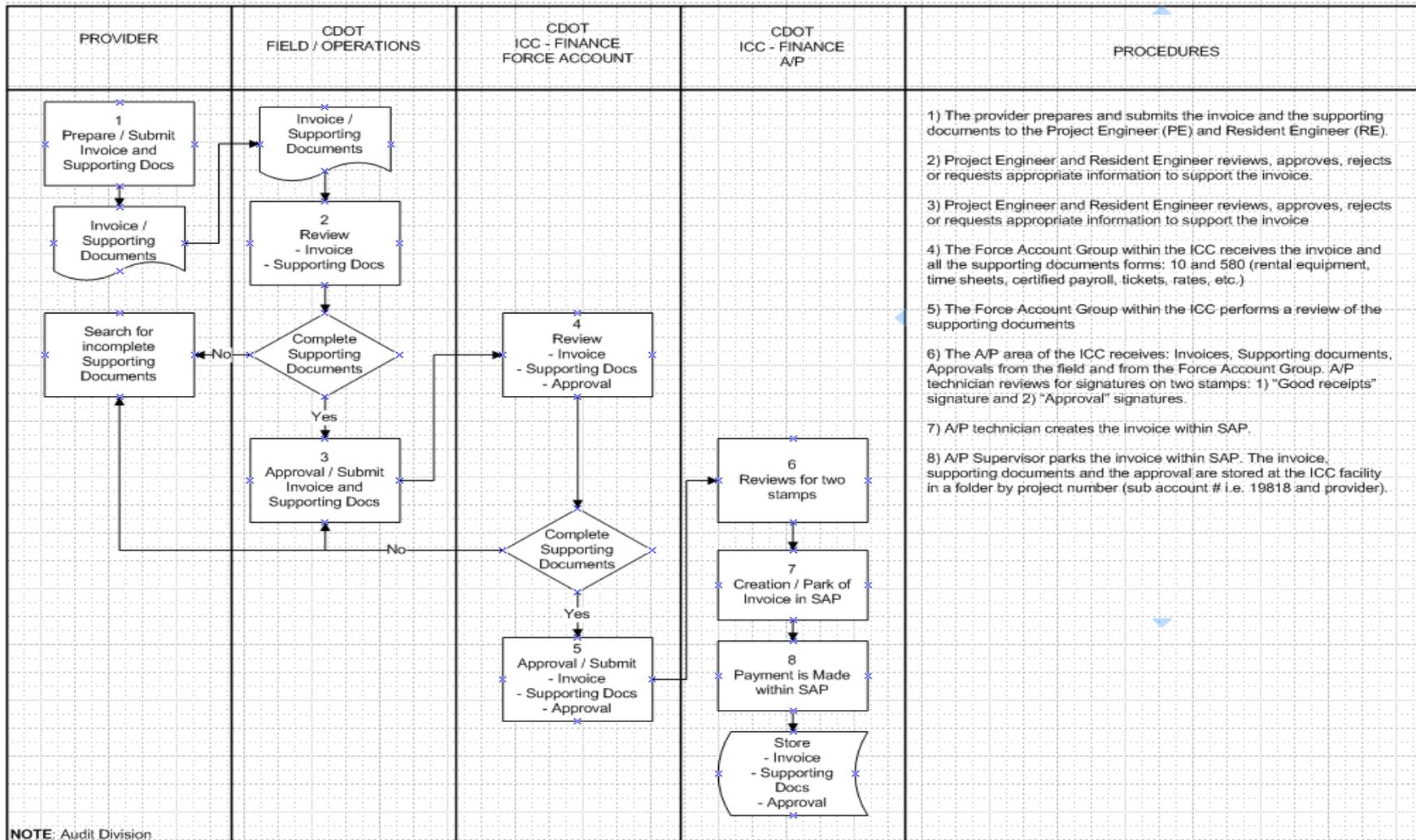
- 1) Emergency Repair, Procurement procedures (Waiver, Force Account, PE etc.)
- 2) Permanent Repair, Procurement procedures, PE, RE review, normal bidding process, site manager, etc.)
- 3) CDOT OFMB
- 4) Review and Approval of 1547 / work sheets
- 5) Review and Approval of Invoices and supporting documents prior payments.
- 6) Audit Process from FHWA / FEMA

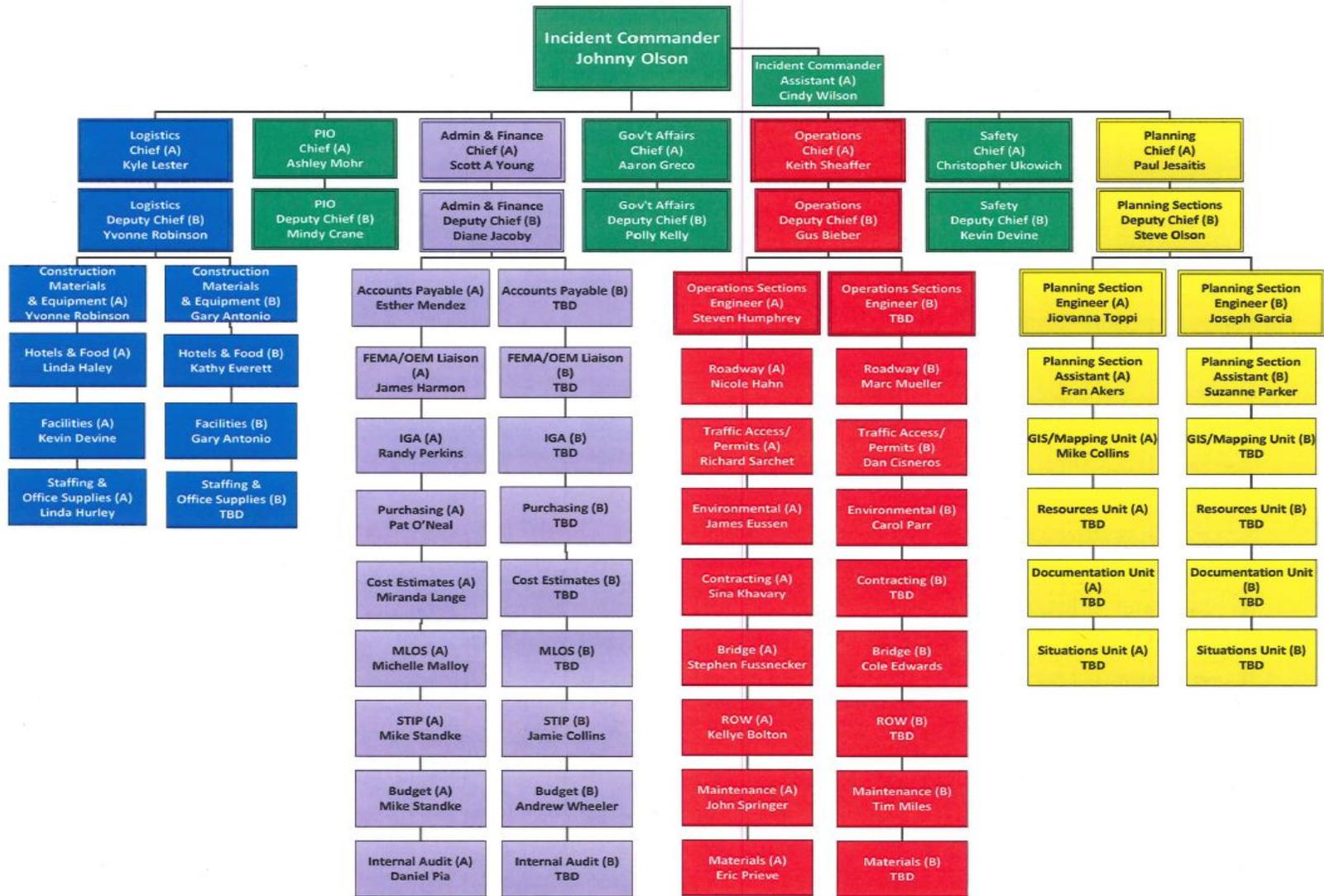
CDOT Audit Division- Control Reviews:

- General Understanding of the Project
- Construction Projects – Limited Invoice Review
- Data Management Plan
- Potential Fraud / 1547 Process

NOTE: Audit Division

**Colorado Department of Transportation
ICC – Payment Process
Audit Division**





Audit Work in Progress Summaries

Division of Transit and Rail's Processes and Reporting Over FASTER Funds – Review

The Audit Division is reviewing the Division of Transit and Rail's (DTR) internal processes and reporting capabilities to assist DTR in being more accountable over their FASTER Transit grant program. This will include a review of current policies and procedures over the program, as well as the current reports the Division utilizes. We will also research additional SAP reports that may be available to meet DTR's needs. The expected completion date for this review is July 2014.

Requirements of CDOT Boards - Audit

The boards within the scope of this audit are the Transportation Commission, High Performance Transportation Enterprise (HPTE), Colorado Bridge Enterprise (CBE), and the Aeronautics Board. We will be auditing the Board's compliance with the Open Meetings Law for meetings, held between January 1, 2013 and April 30, 2014. We are in the fieldwork phase and expect to have the audit completed by the end of July 2014.

Prequalification Audit Program

CDOT developed new Pre-Qualification procedures for Architect and Engineering (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 the Contracts section will have a pre-qualified list of applicants prior to awarding contracts. Having a prequalified list increases the efficiency of the award process.

A-133 Single Audit Reviews

Entities that receive more than \$500,000 in federal grant monies from CDOT are required to submit, annually, an Audit Compliance Certification Form and a copy of their single audit. The Audit Division reviews the report and form for exceptions on programs impacting CDOT. We send letters in July to sub-recipients requesting copies of the single audit, if applicable, and a completed Audit Compliance Certification Form. Upon receipt of the reports and form, we perform our review and upload the results for CDOT management. The bulk of our audit work is performed October – March. The table below reflects the number of sub-recipient reviews we completed for 2012 and the expected number of reviews we anticipate completing for 2013.

	A-133 2012	A-133 2013	Comments
# of Sub-recipients	286	329 (*)	During 2014 we are combining 3 reports to more accurately capture the entire sub-recipient population.
# of Reviews completed	286	1	N/A

Consultant Reviews

Audit provides an essential service to management in contract processing and protects the public interest by providing assurance that costs submitted by the A/E are properly supported and reasonable. Audit conducts financial and compliance audits of the professional service firms who participate in CDOT programs. These audits provide assurance that the professional service firms use State and Federal funds in compliance with applicable laws, rules and regulations and in accordance with the specific contract terms. Audits are conducted in accordance with Generally Accepted Government Auditing Standards issued by the United States General Accounting Office (GAO) to determine if reasonable assurance exists that consultants are compensated for services at fair and reasonable amounts pursuant to compliance requirements. The work includes, at the minimum, the analysis of various financial records, Internal Control questionnaires, accounting systems, tax returns, payroll summaries, etc.

We conduct audits by furnishing analysis, appraisals and recommendations to the Contracts section. We examine and evaluate the adequacy and effectiveness of the organization's system of internal control to make certain the firm is able to capture all of its expenses and if they have a system in place to determine which expenses are not allowable. The reviews can be and often are quite lengthy. As previously reported in our Audit Metrics we conducted 38 audits of "Prime Consultants" which also included an additional review of 162 "subconsultants."

Audit performs various types of reviews under the Consultant program, currently we are focusing on the pre-qualification program. The Pre-qualification program reviews are performed to determine if consulting engineers proposing to provide services to the Department maintain accounting systems, which are adequate to support billings under cost reimbursement type agreements and to establish a fair and equitable indirect cost rate for billing purposes. With the development of the Prequalification program, we are starting to collect data to identify and address the risks present in this program so we can make improvements to our procedures to help mitigate the risk to CDOT. In our next ARC report, we will include statistics of this program.

Indirect Cost Rate Reviews

It is CDOT's responsibility to monitor the activities of local governments and non-profit entities as necessary to ensure that awards are used for authorized purposes and in compliance with Federal regulations. As part of this responsibility the Audit Division reviews the reasonableness of indirect cost rate proposals submitted by these entities. The table below summarizes these reviews for April-June.

Entity	Status
Transportation Solutions	Completed
Northwest Colorado Council of Governments	Completed
36 Commuting Solutions	Review
Senior Resource Development Agency	Completed
Downtown Denver Partnership	Review
Upper Arkansas Area Council of Governments	Completed
Denver Regional Council of Governments	Fieldwork

RAMP

Beginning in July 2012, Audit has participated in RAMP discussions. These discussions began with CDOT's cash balance and the related outstanding State Auditor's recommendation. In the beginning, our participation focused included preparing graphs and charts for CDOT management, and researching trends and analysis of cash components, cash spending and reviews of how other states managed to effectively decrease their excess cash balances. During 2013 Audit officially transferred one FTE to the Staff Branches Division to focus full time on cash management and RAMP. Audit's current participation is at the Governance level with the focus on RAMP.

Governance, Risk and Compliance (GRC) Implementation

The primary purpose of adding the GRC module to SAP is to improve and automate segregation of duties in developing our access roles with in SAP. The Audit Division participated in Phase I of the GRC implementation to understand the impact this module will have in SAP and how the system will improve user access management. We did not participate in Phase II of the GRC implementation because CDOT hired a consultant for the implementation. We will continue to cooperate with CDOT in Phase III of the GRC implementation.

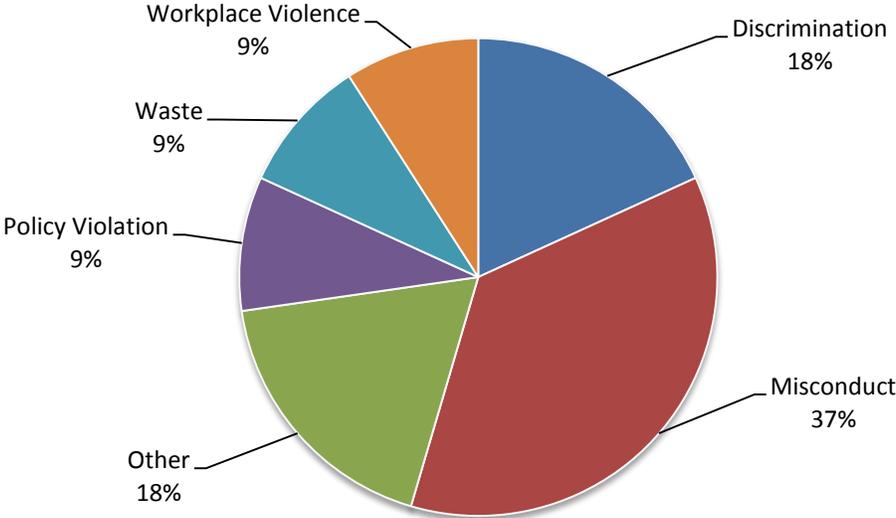
	Recommendations 7/1/12-6/30/13	Recommendations 7/1/13-6/30/14	Outstanding Recommendations 6/30/2014
Office of the State Auditor (OSA)	4	-	3
Federal Auditors (FHWA/FTA)	10	-	4
CDOT Internal Audit (CDOT)	9	5	12
Total Recommendations Issued	23	5	19

#	Auditor	Recommendation	Area	Planned Implementation
1	OSA	Outdoor Advertising - 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.	Chief Engineer	July/November 2014*
2	OSA	3b. Review the fee schedule for outdoor advertising permit applications and renewals.	Chief Engineer	November 2014*
3	OSA	SAP Information Technology – (3b) Ensure that the disaster recovery plan includes all components required by State Cyber Security Policies.	OIT	August 2014*
4	CDOT	Document Retention - Update Procedural Directives for proper record retention.	DTD	August 2014
5	CDOT	Payment Card Security – 3b-Scan the web application for SQL injection and XSS threats.	OIT	September 2014
6	CDOT	SAP Basis Security – (3) Work with OIT and the Business Process Architect to create policy and procedures for reviewing SAP log data.	OIT	December 2014
7	CDOT	Work with OIT and (5a) review administrator accounts assignment for appropriateness ; Work with OIT and (5b) set up domain subgroup and reassign domain administrators accordingly. (5c) Set up different authentication groups.	OIT	December 2014
8	CDOT	Intelligent Transportation System – (1b) Reconfigure the network to allow only authorized traffic.	OIT	September 2014
9	CDOT	Overpayment of Contract Funds – (2) CDOT Project Development should develop controls related to local agency billing reimbursements	Chief Engineer	July 2012
10	CDOT	(3) 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	July 2014

#	Auditor	Recommendation	Area	Planned Implementation
11	CDOT	(4) 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	July 2014
12	CDOT	Right of Way Leases and Disposals – 2c. Ensure all files are accounted for and maintained.	Director of Administrative Services	July 2014
13	CDOT	3a – Revise Chapter 7 of the ROW Manual to include review criteria for leases and disposals. 3b-Implement a segregation of duties between the lease creator and those that enter the lease conditions into SAP	Director of Administrative Services	July 2014
14	CDOT	4b- Reconcile all disposals to SAP	Director of Administrative Services	July 2014
15	CDOT	(5) 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. (DRAFT PD Completed May 2014)	Director of Administrative Services	July 2014
16	FTA	Title VI Compliance Review – (2) Language Access to LEP Persons: Insufficient Oversight	Director of Administrative Services	August 2014
17	FTA	(3) Title VI Complaint Procedures: Insufficient Oversight	Director of Administrative Services	December 2014
18	FTA	(9) Statewide Planning Activities: No existing basis for Title VI Certification	Director of Administrative Services	June 2014
19	FTA	(10) Program Administration: No record of funding requests maintained	Director of Administrative Services	August 2013

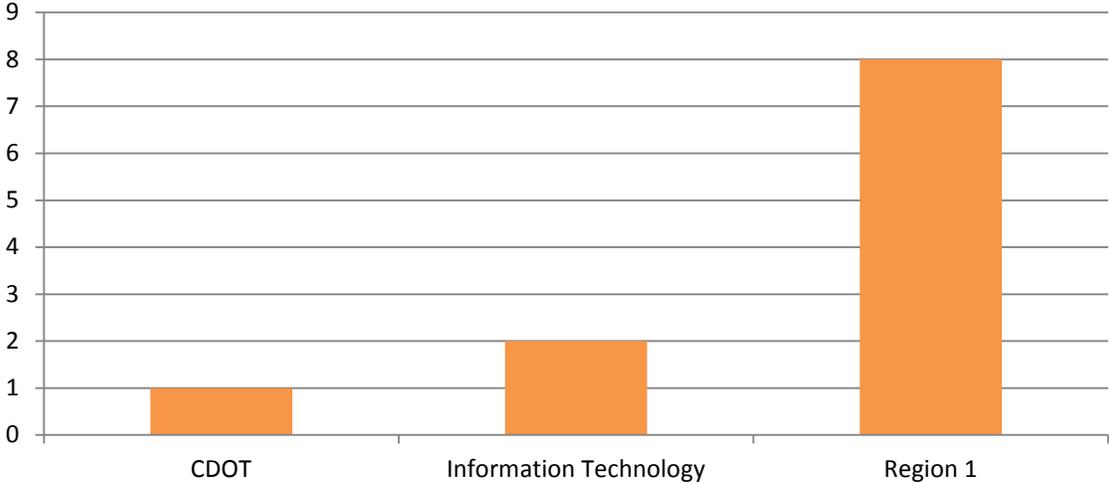
**Implementation dates revised from the original planned implementation dates as stated in the OSA Audit Report.*

**CDOT Audit Division
11 Hotline Incidents by Type
April 1, 2014-June 30, 2014**



Source: Hotline Data obtained by Audit Division

**CDOT Audit Division
11 Hotline Incidents as Reported by Location
April 1, 2014-June 30, 2014**



Source: Hotline Data obtained by Audit Division

**Colorado Department of Transportation
Audit Division
Annual Independence Statement**

INDEPENDENCE GENERAL STANDARD: *In all matters relating to the audit work, the audit organization and the individual auditor, whether government or public, must be independent. Independence comprises independence of mind and independence in appearance (GAGAS 3.02 and 3.03).*

The internal audit activity is free from interference by any element in the organization, including matters of audit selection, scope, procedures, frequency, timing, or report content to permit maintenance of a necessary independent and objective mental attitude.

Internal auditors have no direct operational responsibility or authority over any of the activities audited. Accordingly, they do not implement internal controls, develop procedures, install systems, prepare records, or engage in any other activity that may impair internal auditor's judgment.

Internal auditors exhibit the highest level of professional objectivity in gathering, evaluating, and communicating information about the activity or process being examined. Internal auditors make a balanced assessment of all the relevant circumstances and are not unduly influenced by their own interests or by others in forming judgments.

I confirm that the Auditor(s) and Audit Management are free of personal and external impairments to independence as prescribed by GAGAS 3.02 through 3.59, IIA Standards 1100 and AICPA standards AU 220.



Audit Director

4-17-14

Date

I. Audit Division Charter

INTRODUCTION:

Internal auditing is an independent and objective assurance and consulting activity guided by a philosophy of adding value to improve the operations of the Colorado Department of Transportation (CDOT). It assists CDOT in accomplishing its objectives by bringing a systematic and disciplined approach to evaluate and improve the effectiveness of the organization's governance, risk management, and internal controls.

ROLE:

The Audit Division is an independent appraisal function within CDOT that examines and evaluates agency activities as a service to management, the Audit Review Committee, and the Transportation Commission.

PROFESSIONALISM:

The Audit Division governs itself by adherence to the Government Accountability Office's guidance of Generally Accepted Government Auditing Standards (GAGAS). This guidance constitutes principles of the fundamental requirements for the professional practice of internal auditing and for evaluating the effectiveness of the internal audit activity's performance.

In addition, the Audit Division's activity adheres to CDOT relevant policies and procedures and the Audit Division's audit manual.

AUTHORITY:

The internal audit activity, with strict accountability for confidentiality and safeguarding records and information, is authorized full, free, and unrestricted access to any and all of CDOT records, physical properties, and personnel pertinent to carrying out any engagement. The internal audit activity will also have free and unrestricted access to the ARC.

All Appointing Authorities are responsible for notifying the Audit Division of external audits as soon as notification is received. The Audit Director, or his or her designee, shall be the designated representative on behalf of CDOT concerning Qualifying Services resulting in written recommendations to all external auditors performing audits on CDOT operations.

ORGANIZATION:

Pursuant to § 43-1-106(12)(e), C.R.S., it is the intent of the General Assembly to shift reporting of, supervision of, and control of the Department's internal auditor to the Transportation Commission.

Pursuant to § 43-1-106(12)(c), C.R.S., the Commission shall establish an audit review committee from the Commission membership which shall oversee the operations of the

internal auditor and his or her staff.

The Director of the Audit Division will report functionally to the ARC and administratively (i.e. day to day operations) to the Executive Director.

The ARC will:

- Approve the Audit Division Charter.
- Approve the risk based audit plan.
- Receive communications from the Director of the Audit Division on the internal audit activity's performance relative to its plan and other matters.
- Approve decisions regarding the appointment and removal of the Director of the Audit Division.
- Approve the remuneration of the Director of the Audit Division.
- Make appropriate inquiries of management and the Director of the Audit Division to determine whether there is inappropriate scope or resource limitations.

The Director of the Audit Division will communicate and interact directly with the ARC, including in executive sessions when warranted and between ARC meetings as appropriate.

INDEPENDENCE AND OBJECTIVITY:

The internal audit activity will remain free from interference by any element in the organization, including matters of audit selection, scope, procedures, frequency, timing, or report content to permit maintenance of a necessary independent and objective mental attitude.

Internal auditors will have no direct operational responsibility or authority over any of the activities audited. Accordingly, they will not implement internal controls, develop procedures, install systems, prepare records, or engage in any other activity that may impair internal auditor's judgment.

Internal auditors will exhibit the highest level of professional objectivity in gathering, evaluating, and communicating information about the activity or process being examined. Internal auditors will make a balanced assessment of all the relevant circumstances and not be unduly influenced by their own interests or by others in forming judgments.

The Director of the Audit Division will confirm to the ARC, at least annually, the organizational independence of the internal audit activity.

RESPONSIBILITY:

The scope of internal auditing encompasses, but is not limited to, the examination and evaluation of the adequacy and effectiveness of the organization's governance, risk management, and internal controls as well as the quality of performance in carrying out assigned responsibilities to achieve the organization's stated goals and objectives. This includes:

1. Review organizations and functions within the Department at appropriate intervals to determine whether they are efficiently and effectively carrying out their functions of planning, organizing, directing, and controlling in accordance with management instructions, policies, and procedures, and in a manner that is in agreement with both department objectives and high standards of administrative practice.
2. Determine the adequacy and effectiveness of the Department's systems of internal accounting and operating controls.
3. Evaluating risk exposure relating to achievement of the organization's strategic objectives.
4. Monitoring and evaluating governance processes.
5. Monitoring and evaluating the effectiveness of the organization's risk management processes.
6. Performing consulting and advisory services related to governance, risk management and control as appropriate for the organization.
7. Review the reliability and integrity of financial information and the means used to identify, measure, classify, and report such information.
8. Review the established systems to ensure compliance with those policies, plans, procedures, laws, and regulations which could have a significant impact on operations and reports, and determine whether the organization is in compliance. Suggest policy where required.
9. Review the means of safeguarding assets and, as appropriate, verify the existence of such assets.
10. Evaluate the effectiveness and efficiency with which resources are employed, identify opportunities to improve operating performance, and recommend solutions to problems where appropriate.
11. Review operations and programs to ascertain whether results are consistent with established objectives and goals and whether the operations or programs are being carried out as planned.
12. Coordinate audit efforts with those of auditors outside of the Department as required.
13. Participate in an advisory or consultant role in the planning, design, development, implementation, and operation of major computer-based systems to determine whether:

- a. Adequate controls are incorporated in the systems;
 - b. Thorough system testing is performed at appropriate stages;
 - c. System documentation is complete and accurate; and
 - d. The needs of user organizations are met.
14. Review compliance with the State's and the Department's guidelines for ethical conduct and see that the highest standards of personal and government performance are met.
 15. Reporting periodically on the internal audit activity's purpose, authority, responsibility, and performance relative to its plan.
 16. Reporting significant risk exposures and control issues, including fraud risks, governance issues, and other matters needed or requested by the ARC or management.
 17. Provide investigative services for the Transportation Commission or CDOT management related to allegations of fraud, waste, abuse, or employee misconduct.
 18. Perform External audits on persons/firms entering into contracts with CDOT.
 19. Perform post audits of contracts for completed work as deemed appropriate.
 20. Provide audit services in support of requirements external to the CDOT as approved by CDOT management or the Transportation Commission.

AUDIT PLAN:

At least annually, the Director of the Audit Division will submit to senior management and the ARC an audit plan for review and approval. The audit plan will consist of a work schedule as well as budget and resource requirements for the next performance year. The Director of the Audit Division will communicate the impact of resource limitations and significant interim changes to senior management and the ARC.

The audit plan will be developed based on a prioritization of the audit universe using a risk-based methodology, including input of senior management, the Federal Highway Administration, and the ARC. The Director of the Audit Division will review and adjust the plan, as necessary, in response to changes in the organization's business, risks, operations, programs, systems, and controls. Any significant deviation from the approved audit plan will be communicated to senior management and the ARC through periodic activity reports.

REPORTING AND MONITORING:

A written report will be prepared and issued by the Director of the Audit Division or designee following the conclusion of each internal audit engagement and will be

distributed as appropriate. Internal audit results will also be communicated to the ARC.

The internal audit report will include management's response and corrective action taken or to be taken in regard to the specific findings and recommendations. Management's response will include a timetable for anticipated completion of action to be taken and an explanation for any corrective action that will not be implemented. Auditors will evaluate any plans or actions taken to correct reported conditions for satisfactory disposition of audit findings. If the corrective action is considered unsatisfactory, they will hold further discussions to achieve acceptable disposition.

The internal audit activity will be responsible for appropriate follow-up on engagement findings and recommendations. All findings will remain open until implemented.

The Director of the Audit Division will periodically report to senior management and the ARC on the internal audit activity's purpose, authority, and responsibility, as well as performance relative to its plan. Reporting will also include significant risk exposures and control issues, including fraud risks, governance issues, and other matters needed or requested by senior management and the ARC.

QUALITY ASSURANCE AND IMPROVEMENT PROGRAM:

The internal audit activity will maintain a quality assurance and improvement program that covers all aspects of the internal audit activity. The program will include an evaluation of the internal audit activity's conformance with GAGAS. The program also assesses the efficiency and effectiveness of the internal audit activity and identifies opportunities for improvement.

The Director of the Audit Division will communicate to senior management and the ARC on the internal audit activity's quality assurance and improvement program, including results of ongoing internal assessments and external assessments conducted at least every three years.

Approved _____ Date _____

Gary Reiff
Audit Review Committee Chairman

_____ Date _____

Barbara J. Gold
Audit Division Director

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

**Meeting Agenda
Wednesday, July 16, 2014**

**4201 East Arkansas Avenue
Denver, Colorado**

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

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

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

**Shannon Gifford
District 1, Denver**

**Kathy Gilliland
District 5, Livermore**

**Kathy Connell
District 6, Steamboat Springs**

**Bill Thiebaut
District 10, Pueblo**

- **INTRODUCTIONS/APPROVAL OF APRIL MINUTES - ED PETERSON,
5 MINUTES PAGE 02**
- **ELECTION OF T&I COMMITTEE CHAIR- ED PETERSON,
5 MINUTES**
- **IX PROCEDURAL DIRECTIVE - MARK IMHOFF, 10 MINUTES ..PAGE 04**
- **IX QUARTERLY UPDATE – MIKE TIMLIN, 10 MINUTES PAGE 10**

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

Transit & Intermodal Committee Meeting Minutes
April 17, 2014

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

Commissioners also attending: Doug Aden, Les Gruen, Steven Hofmeister, Gary Reiff, and Sidny Zink.

Senior Staff Present & Others: STAC Chair Vince Rogalski, DTR Director Mark Imhoff, DTD Director Debra Perkins-Smith, Region 1 Director Tony DeVito, R2 Director Tom Wrona, R5 Director Kerrie Neet, Director of Administrative Services Heidi Humphries, Director of Staff Branches Scott McDaniel, CFO Scott Richrath, and Director of Policy / Commission Secretary Herman Stockinger.

Chairman Peterson called the meeting to order at 9:03 am.

1. **Approval of March 2014 Minutes:** The minutes of the meeting were approved with a revision to strike bicycle mode share goal language as going beyond T&I committee intent. Moved by Commissioner Gifford, 2nd by Commissioner Gilliland. Approved with revisions, unanimously.
2. **FY 2015 FASTER Transit Project Recommendations / Future Years FASTER Redistribution:** Mark Imhoff gave brief history and context for the \$15 Million of FASTER Transit funding, \$5 Million in a local pool, and \$10 Million in a statewide competitive pool. Mark noted that today's meeting was about evolving concepts, with scenarios to come at the May meeting.

The Division of Transit & Rail (DTR) jointly uses FTA and FASTER funds in an attempt to manage the transit program as a whole. With regard to vehicle replacements, Colorado transit agencies fared well in the era before MAP-21. Colorado under MAP-21 has \$8 to \$9 Million less per year compared to the prior era to allocate for vehicle replacements. Where FASTER dollars used to "fill around the edges", it now needs to be focused more on vehicle replacements.

Mark introduced that three agencies in Colorado, Mountain Metro (Colorado Springs), TransFort (Fort Collins) and RTD (Denver area) receive vehicle replacement funding directly from FTA. It is more appropriate, therefore, for FASTER Transit funds to these agencies to be directed to large system assets such as equipment and facilities (stations, park-n-rides, maintenance facilities, etc). Further CDOT's use of FASTER Transit funds for these types of projects provides more visibility and benefit, from a statewide perspective, than funding a few vehicles of their large transit fleets per year. Commissioners at the meeting agreed that this appeared to be an equitable way to support large systems, while maintaining funding stability for local / rural systems throughout the state.

Mark discussed the concept of operating assistance and noted agreement from transit agencies / grant partners that limited FASTER funds should not be used for local operations. The *Intercity & Regional Bus Plan* has identified a need and support for state-and-local partnerships to operate regional and inter-regional service. Commissioners expressed concerns about "slippery slope" issues both of transit agencies progressively requesting "just a little bit more" and of operating assistance being an "indefinite subsidy." To the "slippery slope" concern, Mark responded that FASTER Transit dollars are fixed, not inflation adjusted, and that there is no ability to expand. This point is clear to all transit agencies. To the "indefinite subsidy" concern, Mark said that if inter-regional routes continue to perform well, this shouldn't be an issue. Any that don't perform well would be cut-back or eliminated. Mark offered that DTR could bring several versions of how this might work to the May meeting.

3. **AGS/ICS Studies & High Speed Transit Vision for Colorado:** Following from January T&I update where long term benefits appear favorable, but funding is unavailable for high speed transit systems, David Krutsinger presented proposed next steps. The next steps will use remaining ICS planning dollars to look more closely at the inter-operations potential with RTD, of operating different kinds of equipment over RTD track. Mark Imhoff noted this will answer important FTA & FRA jurisdictional issues. It was clarified that inter-operation would mean high-speeds outside the RTD system, and RTD speeds within the RTD system, leveraging, but not upgrading existing investments. It was also noted that past proposals for an “eastern bypass” for freight rail are not likely to happen, so current thinking does not make the assumption that passenger trains could operate on existing freight track.

The interoperations assessment work will answer pro/con questions about partnerships among RTD, FTA, and FRA, and also prepare CDOT to potentially pursue additional planning funds that may become available through FRA later in 2014. CDOT would wait to see the criteria for those funds and seek T&I guidance at that time about whether to pursue those funds. At best, it is unclear whether the new federal transportation bill will include any further funding for rail construction money, or whether any such funding is likely in the next 10 years given the more basic need to solve Highway Trust Fund revenue gap of \$15 Billion first.

4. **Interregional Express (IX) Bus Service:** Mark Imhoff gave the update and noted Mike Timlin, lead for the project, was present to answer questions. The bus procurement is complete and Motor Coach Industries (MCI) has been awarded the bid to deliver 13 over-the-road coach buses for the IX service. Mark provided a reminder for those not in-attendance at the prior meeting that the IX branding is complete, and will be rolled-out more publicly as CDOT approaches the beginning of operation. The operator request-for-proposal is nearing completion, pending review by the Attorney General’s office, and expected to be out for bid by around the end of April. Work is also continuing towards future contracts and agreements to make park-and-ride improvements at the Harmony Road in Fort Collins, and Woodmen Road in Colorado Springs.

The meeting was adjourned at 9:43 AM.



4201 E. Arkansas, Room 227
Denver, CO 80222

MEMORANDUM

TO: June 27, 2014
FROM: Transit & Intermodal Committee
DATE: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Policy Directive; Interregional Express Bus Program

Purpose

The purpose of this memo is to present a new Policy Directive which establishes the Division of Transit & Rail (“DTR”) reporting procedures to the Transit & Intermodal Committee (“Committee”) of the Colorado Transportation Commission (“Commission”) regarding the Interregional Express Bus service (“IX Program”). The Policy Directive follows this memo.

Action Requested

No action in July; this is a discussion item for the T&I Committee. This Directive will be placed on the consent agenda in August and approval will be requested from the Transportation Commission.

Executive Summary

DTR and the Policy Office recognized the need for a governing document to address the new IX Bus Service Program. The goal in setting forth these roles and responsibilities is to make the program transparent and to provide a framework for the new program. This directive sets forth the process and reporting requirements by which DTR will report to the Transit & Intermodal Committee and the Transportation Commission. Further, this directive provides guidance to the DTR, the Transit & Intermodal Committee and the Transportation Commission on the scope of their roles and responsibilities, and emphasizes the importance of transparency and accountability as this Program develops.

Background

In 2009, the General Assembly passed Senate Bill 2009-094, which created the Division of Transit & Rail. The legislation, codified at 43-1-117.5, sets forth the powers and duties of the Division under the Executive Director, including the operation of interregional transit service, and establishing schedules and fares. The Policy Directive adheres to the statutory framework and further sets forth the reporting requirements with the Transit & Intermodal Committee and the Transportation Commission.

At the January 2014 meeting, the Transportation Commission passed Resolution #TC-3133 approving the Implementation of the Interregional Express Bus program. Throughout the development of the IX program, the discussion included a governance model with DTR administering the program, the T&I Committee providing oversight and the Transportation Commission retaining ultimate control of critical business decisions. The resolution also included a provision to monitor the success of the program for three years of operation, and give the Transportation Commission the option at that time to continue service, modify service or cancel service.



This Directive has been reviewed and approved by the Senior Management Team. The aim was to provide a broad framework of responsibilities without including too much information on the day-to-day processes of the program.

Details

The Policy Directive follows this memo, and identifies the powers, duties, responsibilities and reporting requirements of the Transportation Commission, the Transit & Intermodal Committee and DTR.

Key Benefits

The Policy Directive defines roles and responsibilities associated with the IX Bus program, and provides transparency and accountability for internal processes and external information.

Next Steps

The Interregional Express Bus Program Policy Directive will be brought to the Transportation Commission in August for approval.



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		Number
Interregional Express Bus Service (IX Service) Program		TBD
Effective	Supersedes	Originating Office
TBD	n/a	Division of Transit and Rail

I. Purpose

To establish the Division of Transit and Rail (“DTR”) reporting procedures to the Transit and Intermodal Committee (“Committee”) of the Colorado Transportation Commission (“Commission”) regarding the interregional express bus service (“IX Program”).

The Division of Transit and Rail (“DTR”) IX Program was developed to augment and connect population and employment centers and local bus systems along the I-25 and I-70 Mountain Corridors and connecting routes to better integrate with a statewide transit system.

II. Authority

Executive Director, § 43-1-103, C.R.S.

§ 43-1-117.5(3)(a)(II), C.R.S.

§ 43-4-811 and 812, C.R.S.

III. Applicability

This Policy Directive applies to the CDOT Division of Transit and Rail (“DTR”).

IV. Procedure

A. General Provisions

1. The IX Program was developed to augment CDOT’s commitment to provide the best multi-modal transportation system in the country. The IX Program fills a critical need by connecting with local bus systems serving populations and employment centers to better integrate a statewide transit system.
2. DTR shall initiate the IX Program on a base budget of \$3 m/yr. (FASTER Transit funds) for operations expenditures. The IX Program will be limited to this annual allocation plus collected fare revenue and shall cover the total annual operating costs of the service using these funds.
3. DTR shall set targets for fare box recovery with the goal of attracting ridership to the IX Program and providing an alternative to driving that entices riders to reduce driving. The IX Program shall thus set a goal of achieving a minimum fare box recovery of 20% of operating costs within two years of service start up.

Subject Interregional Express Bus Service (IX Service) Program	Number TBD
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4. DTR shall manage the IX Program, oversee the service Contractor, monitor performance, and remain flexible to adjust the service in order to maximize performance, increase effectiveness, and achieve farebox recovery goals.

5. DTR, with the Office of Communications, shall develop a public outreach program to regularly solicit input from the public on the service in general, and specifically solicit input before implementing any route, service or fare modifications.

B. Powers, Duties and Responsibilities

1. Transportation Commission Oversight. The Commission shall:

a) Monitor the performance and success of the Program for three years of operation from the service start-up date (see Resolution TC-3133, “Approving the Implementation of the Interregional Express Bus, Service” dated January 16, 2014). The Commission shall determine at this time whether to continue, modify or cancel it.

b) Review and determine whether the need for capital expenditures beyond the approved IX Program (\$3 million plus fare revenue) is warranted.

c) Approve all expenditures from the Cumulative Reserve fund.

2. Transit and Intermodal Committee Oversight. The Committee shall:

a) Meet a minimum of four times a year;

b) Monitor the performance of the Program and serve as the recommending body for any substantial modification, addition or deletion of services, including capital needs;

c) Evaluate reports and monitor the progress of DTR meeting milestones;

d) Recommend the IX Program budget annually to the Commission, including the review of any capital expenditures which vary from those previously approved;

e) Recommend to the Commission allocations from the cumulative reserve beyond the IX Program annual budget; and

f) Provide status updates at least annually to the Commission.

3. DTR Responsibilities.

a) The Director of DTR will manage the Program, monitor performance, remain flexible to adjust to maximize performance, be responsible for all day-to-day decision-making, and oversee all components of the Program, including, but not limited to:

Subject	Number
Interregional Express Bus Service (IX Service) Program	TBD

- (1) Updating the CDOT Chief Engineer and Executive Director on a regular basis by apprising him/her of the status of performance goals and service changes;
- (2) Overseeing compliance with all applicable federal and state laws and regulations, including those arising from the Americans with Disabilities Act;
- (3) Implementing Intergovernmental Agreements and Memoranda of Understanding with governmental and partner entities;
- (4) Setting schedules and fare structures;
- (5) Conducting an annual IX Program assessment (or twice annually if needed) of service coverage, routes, schedules and fares; and modify the service plan when justified.
- (6) Preparing an annual budget (fiscal year);
- (7) Purchasing of buses and other capital infrastructure elements;
- (8) Negotiating and managing contractual agreements with a private provider for the annual operations and maintenance;
- (9) Coordinating a communication plan with the Office of Communications;
- (10) Implementing a public outreach program with the Office of Communications to regularly solicit input from the public on the IX Program in general, and specifically solicit input before implementing any route, service or fare modifications;
- (11) Implementing a customer service plan with providers;
- (12) Facilitating Park-n-Ride improvements with regions;
- (13) Monitoring Contractors' Performance;
- (14) Monitoring Risk Assessment; and
- (15) Developing an annual work plan;

b) Director of DTR Reporting. The Director of DTR shall report to the Committee on a quarterly basis. The quarterly performance reports shall include the following data by corridor and Program total based on the fiscal year:

- (1) Ridership;
- (2) Fare box revenue;

<small>Subject</small> Interregional Express Bus Service (IX Service) Program	<small>Number</small> TBD
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- (3) Fare box recovery ratio;
- (4) On-time performance;
- (5) Safety: collisions per 100,000 miles; and
- (6) Public input received.

V. Implementation Plan

- 1. This Policy Directive will be effective immediately upon signature.
- 2. The Originating Office shall confirm within one week of the effective date that all employees in the DTR have received a copy of this Policy Directive.

VI. Review Date

This Policy Directive shall be reviewed on or before May, 2018.

 Secretary, Transportation Commission

 Effective Date



4201 E. Arkansas, Room 227
Denver, CO 80222

MEMORANDUM

TO: July 3, 2014
FROM: Transit & Intermodal Committee
DATE: 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

The April 17, 2014 IX status report to the Transit & Intermodal Committee meeting included:

- Motor Coach Industries submitting the winning bid for the IX bus procurement.
- The IX brand (Bustang) has been established and communication/marketing plans have been initiated.
- DTR is collaborating with the Office of Policy and Government Relations to develop a Procedural Directive formalizing DTR's responsibilities and reporting procedures to the T & I Committee and Transportation Commission, including key performance measures.
- Physical modifications of Harmony Rd. Transfer Center (Ft. Collins) and Woodmen Rd. Park & Ride (Colorado Springs) were in process with Regions 2 & 4 as well as the Cities of Ft. Collins and Colorado Springs.
- Next Steps:
 - Finalize contract with MCI and issue Notice to Proceed
 - Finalize Service Provider Scope of Work of RFP and advertise.
 - Develop Scope for Work for Quality Control Inspector.
 - Identify and develop individual MOU/IGA Scopes for our partner transit agencies and governmental entities.

Details

As of July 1, 2014, we present the following accomplishments/progress:

- Motor Coach Industries (MCI) has been given Notice to Proceed. Bus delivery is tentatively scheduled for November 2014.
- Service Provider procurement - Proposals were received on June 10, 2014. Three experienced transportation companies submitted proposals. On June 30, 2014 one Company was eliminated by the technical evaluation committee. Interviews with best and final price proposals will be held on July 21, 2014.
- The Office of Policy and Governmental Relations recommended the IX Procedural Directive be modified and considered a Policy Directive, and is on your agenda for review and comment today. As a reminder, Procedural Directives are adopted by the Executive Director and are often more administrative in nature, while Policy Directives are adopted by the Transportation Commission and are more policy in nature, or articulate how the Transportation Commission is involved in a particular department process.
-
- Park and Ride modifications:



- Harmony Rd. - The PNR has 250 parking spaces, is well utilized and often overflowing. Expansion has been evaluated, deemed unreasonable and not necessary; however, access and enforced use will be required. It is serving as a collection facility for the VanGo van pool program, a use we want to encourage and continue. The PNR also is being advertised and used by two private shuttles, Super Shuttle and Green Ride, which provide shuttle service to Denver International Airport. The airport service creates long term use of the PNR and limits the intended day-use potential. In addition, access agreements with insurance requirements for private, for-profit entities conducting commerce on state owned park and ride facilities are nonexistent. We have begun discussions and exploration with the Attorney General's Office:
 - Consideration for managing parking rather than physical expansion (user fees for long term parking only) is being explored.
 - CDOT's statutory authority to charge for parking is being explored.
 - Procedures to execute Access Agreements with the commercial airport shuttle entities, with possible common area maintenance fees, are being explored.
 - Expansion will be explored in partnership with the private entities if they are interested; however, environmental issues with the City of Fort Collins and lease agreements on adjacent land will be problematic to expand prior to the beginning of IX service.
- Woodmen Rd. - The existing PNR will be utilized, but our studies show bus maneuverability within the site would require removal of a significant number of parking spaces.
 - The plan is to repave and restripe the lot for parking only. The bus will utilize an on-street stop with access to/from I-25 to Woodmen Rd. or South Rockrimmon Blvd. depending on direction of travel.
- A Quality Control Inspector will be procured to assist in inspection and quality control assurance during the bus manufacturing process, and bus maintenance compliance from the private operator throughout the life of the operator contract. An Invitation for Bid (IFB) has been developed with advertisement scheduled for the week of July 7.
- Defining scope(s) for MOU/IGA for each transit partner and governmental entity has begun. This is a lengthy and evolved process thereby the process will be ongoing with a completion goal of January 15, 2015.

Next Steps

- Finalize the parking management and operational recommendations for Harmony Rd.
- Select bus stop location at Woodmen Rd.
- Select a Service Provider
- Select Quality Control Inspector
- Continue to identify and develop individual MOU/IGA scopes for our partner transit agencies and governmental entities
- Continue communication/marketing planning



Transportation Commission of Colorado
Regular Meeting Minutes
June 19, 2014

Chairman Doug Aden convened the meeting at 12:15pm in the auditorium of the headquarters building in Denver, Colorado.

PRESENT WERE: Doug Aden, Chairman, District 7
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

EXCUSED: Shannon Gifford, District 1
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
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 the 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
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

Tom Peterson from the Colorado Asphalt and Pavement Association (CAPA) stated that he wanted to make comments about the workshop from June 18 on rejected bids. He stated that Colorado was well-represented the previous week in Washington, D.C., as part of the national fly in to the Capital with one simple message: fix the Trust Fund. There were 15 contractors, as Kurt Morrison previously stated. They met with each delegation or their staff. They had an hour of undivided attention from Senator Bennet, who serves on Appropriations, and a private dinner with Cory Gardner. Although they went with questions and concerns, they left the same way. Without long term stability in funding at the federal level, there is a lack of confidence from contractors making those purchases of plants, pavers and investing in equipment. This is a topic they will remain interested in as they move forward.

He also stated that with respect to rejected bids, there was good news: three projects on July 17 all were awarded. This was the third week in a row that all projects were awarded. Sixteen projects in over the last couple of months. With respect to the six asphalt projects, they could not agree more that there is a need to get the work out earlier. Historically, the surface treatment program has been programmed and out the door in the November to March time frame. Delay in the work in the tight labor market with fixed project schedules results in higher prices and less bidders, especially in an improving economy with increased demand for construction services and construction materials. In addition, three of the six had other major multiple items. There was bridge work, which changes the dynamic of a project. A paving contractor either subs the bridge work or manages a bridge contractor – that was a dynamic in three of them. Another significant factor is the lack of availability of subs and DBEs. On one of the significant projects, there was only one quote from an out of state sub. In order to meet the schedule, his prices were extremely high. On the DBEs, there are contractors who have said that if they cannot meet the DBE goal, they will not bid the project. CAPA is in discussions with staff on a good faith effort process, and those discussions should continue. But if there is a lack of DBEs and there are contractors who will not bid projects if they cannot meet the goal, everyone needs to continue to work through that and discuss that.

He stated that long term accuracy of the Engineer's Estimate is a given, but they support getting the program out earlier. They also know there are a lot of factors that led to the lateness this year. They also support continued discussion on the DBE requirement.

Individual Commissioner Comments

Commissioner Reiff stated that he had an opportunity to participate in one of the Denver MPO Telephone Town Halls. He thanked staff for doing a spectacular job in the preparation and for providing suggested answers along the way for some of the more unique questions. It was a great experience, and he appreciated all the work from staff. He also stated that he wanted to take a moment to thank Ben Stein for all he has done for CDOT and for the state of Colorado in his many roles. He stated that Ben has been a tremendous asset. He stated that everyone would sorely miss Ben in that role. He wished Ben the best of luck in his next job. He also stated that this is the last meeting for Chairman Aden as Chair of the Commission. He expressed his appreciation for Commissioner Aden's tremendous leadership of the Commission.

There have been some very complex and nuanced issues. Commissioner Aden's experience, insights and acumen have been invaluable.

Commissioner Peterson stated that he also had the opportunity to participate in on the Telephone Town Halls. He thanked staff and other partners in transportation for facilitating that. He stated that the Telephone Town Halls get the word out to people and that they are great opportunities to communicate with the constituency and the citizens. He also stated that he shared Commissioner Reiff's admiration of Ben Stein. He thanked Ben for the contributions to the state of Colorado, for this Commission and for him personally to assist in understand very complex issues. He stated that Ben would be greatly missed. He stated thanked Chairman Aden for his leadership over the last year.

Commissioner Gruen also thanked Ben Stein for all his contributions to CDOT and the state of Colorado. He stated that it had been a pleasure to work with Chairman Aden as the Chair of the Commission and looked forward to continuing to work together. He stated that Region 2 RTD Tom Wrona is also moving onto bigger and better things. He stated that Tom helped both him and Commissioner Thiebaut. He wished Tom all the best for all he had done for the citizens of Region 2.

Commissioner Connell supported the previous Commissioners' comments. She stated that she had heard the previous day that there were more employees who had been injured on the job. She stated that more than being staff members or commissioners, each person is a human being. When a member of the family is hurt trying to do his or her job to improve the safety for all the citizens of Colorado, she wanted them to know how much the Commission appreciates them.

Commissioner Gilliland stated that she had the opportunity to participate in two Telephone Town Halls for the Upper Front Range and the North Front Range MPOs. She stated that she could not say enough times how much she appreciated the ability to have teleconferences that reach so many people at one time. The workshop stated that the Telephone Town Halls have reached over 46,000 people. That is incredible outreach. Even after the Town Hall is over, the staff takes the questions and responds to citizens individually for questions that could not be answered. She complimented the Communications Department and CDOT for pulling those meetings together. It is a valuable way to reach a lot of people on very important subjects that they would not necessarily be able to hear otherwise. She also extended her gratitude to Sandi Kohrs who is retiring from CDOT. She stated that she and Sandi had worked together at the North Front Range MPO, and she thanked Sandi for her service. She also thanked Tom Wrona who had worked for CDOT for 30 years. It can be hard to leave after that many years, and she wished Tom the best. She stated that she worked with Ben through both CDOT and HPTE. She stated that Ben would leave a big void for everyone. She also thanked Chairman Aden for his leadership over the last year. She state that he provided strong leadership for the Commission through many changes.

Commissioner Barry stated that she also agreed with all the comments from the Commissioners. She thanked everyone and wished everyone the best. She stated that it had been a pleasure working with everyone who was departing. It seemed like every month they were saying the same things, and she said that it is always sad. But she thanked them for their service, for their leadership and for the commitment they

made to CDOT. She gave Chairman Aden kudos and compliments for the last year of his leadership. She stated that there have been challenges and great peaks – peaks and valleys on the road of the last year. She thanked Chairman Aden for his leadership and stated that they were looking forward to Vice Chairman Peterson’s leadership.

Chairman Aden thanked everyone for their kind words. He stated that he attended an event with Governor Hickenlooper and Executive Director Don Hunt to celebrate the fifth anniversary of the FASTER legislation and the completion of the 100th bridge by the Bridge Enterprise. Former Colorado State Senator Dan Gibbs and former State Representative Joe Rice, who were the principal sponsors of that legislation in the legislature, were in attendance. It was great to see them to reminisce and discuss the great things that the state of Colorado had accomplished. The Governor had very kind things to say about CDOT and the great work that everyone does. He thanked Ben Stein for the great work that Ben did for CDOT over the years. He also wished Sandi Kohrs the best, stating she has been a great asset to the Department and to DTD.

Executive Director’s Report

Executive Director Hunt stated that Governor Hickenlooper vetoed Senate Bill 197. The Governor felt that the bill had some implications for the Public-Private Partnership market in Colorado on an ongoing basis. To have aspects that would require business terms to go back to the legislature for approval would have a chilling effect on the P3 market in Colorado. That was the substance and the basis of the veto. This is a positive for CDOT and gives the Department the ability to move forward. It also gives CDOT additional responsibility. Governor Hickenlooper issued an Executive Order that incorporated all the transparency requirements of Senate Bill 197. CDOT will need to live up to that and continue to do a good and even better job of communicating with the public not only the kind of project that we are doing and the construction schedule of that project but also the delivery and financing method of that project. It makes the job of CDOT harder, but the Department is up for the challenge.

He stated that he has also spent a lot of time over the last month on the I-70 Denver project. He stated CDOT has come a long way with the City and County of Denver. Mayor Hancock has been a great leader along with the city council resolution. It is never easy to work with a central city. They do not always speak clearly with one voice, but CDOT has a great partner on that project. There are a lot of challenges going forward, including convincing the Denver Regional Council of Governments that it is a wise investment of \$50 million.

He stated that he attended the national AASHTO conference. The most interesting item there was the presentation from director of the Iowa Department of Transportation Paul Trombino on freight logistics. They are looking beyond truck volumes to the supply chain – where do the goods come from, where are they processed, do they move out of state, do they move back into state? How can you use supply chain analysis to develop critical transportation facilities? Also looking at the economic development side, is it possible to make investments to improve the supply chain in the state? He stated that he hoped to work with DTD and Deb Perkins-Smith

to bring Paul Trombino here to discuss freight logistics and how that could be applied in Colorado.

He stated that it is a sad day when CDOT has to say good bye to Ben Stein, Sandi Kohrs and Tom Wrona. But after a long process of trying to find the right candidate to be the new Transportation Program Director and Chief Engineer, the committee selected a candidate. Director Hunt congratulated current bridge engineer Josh Laipply on getting the job as CDOT's new Chief Engineer.

Josh Laipply stated that there are many challenges in front of CDOT with the PMO implementing further Asset Management and spending the cash down. He stated that he looked forward to working with the RTDs, Executive Director Hunt and the Commission.

Executive Director stated that he had four great Chairpersons over his tenure and that Chairman Aden had a steady hand on the rudder through some difficult challenges. It had been a pleasure working with him.

High Performance Transportation Enterprise (HPTE) Director's Report

Ben Stein stated thanked everyone for their kind words. He stated that the most important thing to discuss today is the draft transparency report. Part of the veto of Senate Bill 14-197 was the Executive Order for Transparency. On June 18, 2014, the HPTE approved a transparency policy. It is now posted on the HPTE's website for public comment for feedback before implementation. The HPTE Board and the Director are taking the responsibility very seriously, understand that transparency is vital and plan to see that through. There will be another update next month after the public comment period.

He stated that he would discuss projects that are moving forward. There was a workshop on the I-70E Denver project on June 18, 2014, so he stated that he would not go into detail on that. The project on C-470 is progressing nicely. There is a Level 3 T&R Consultant selection finished. There should be Level 2 results soon. That should start moving forward. On I-25N the segment up to 120th is under construction. Work is under way to figure out how to operationalize that. A lot of work is going into ensuring that CDOT will be able to run that, as well as the peak period shoulder land, when they are completed.

He thanked everyone for their time and support during his years at CDOT.

FHWA Division Administrator Report

John Cater stated that there were a few things he wanted to highlight. First, he stated that the Right of Way program has generating savings over the last few years. They are using a technique called Waiver Valuations, also known as Value Findings. Instead of doing a formal appraisal of a parcel where there is a partial take (i.e., taking five feet off the top of an agricultural parcel), it is possible to do this Waiver Valuation. It is for parcels that are under \$10,000 and up to \$25,000 in certain circumstances. CDOT does not have to go through the time and the expense of hiring an appraiser and the rest of the process. It has actually saved CDOT over \$3.5

million over the last five years. He acknowledged Christine Rees and the others in the Right of Way program who have used this innovative technique.

He also stated that his right thumb nail was painted red. The reason it is painted red is for the program Red Thumb Awareness. The point is that if someone's thumb is red and he or she starts to text while they are driving, they will notice their red thumb and remember they should not text while they drive. It is a reminder, trying to help people think before they do it. It is a great way to talk to friends and neighbors about the campaign. He credited Amy and the Communications Department for spreading the word that texting and driving is a bad idea.

He congratulated Josh Laipply on the Chief Engineer's position. He stated that Sandi, Ben and Tom are all pillars in their own areas. Each one would have the answers people looked for, and they will all be greatly missed. He wished all three the best in their future endeavors.

STAC Report

Vince Rogalski stated that the STAC met on June 12, 2014. They first discussed the CDOT reorganization. One of the first questions was about what CDOT was doing to improve communication between the each one of the divisions and sections. STAC stated that communication is important. If people cannot communicate with one another, it slows down all the processes and things get behind. One of the things that STAC is concerned about is communication besides the reorganization. Another issue is the Office of Emergency Management and centralizing that. They believe that local people understand the situation better and more quickly, and they wanted to know how this centralized office would communicate with local emergency management.

There was an update from Kurt Morrison about federal and state legislation. Kurt discussed the fact that they have gotten together a list of principles that the Congressional leaders are looking for. They want STAC to tell them some of the things that STAC sees that the Congressional leaders need to look for in some of the new legislation that may or may not be coming. STAC then discussed Senate Bill 197. One member brought up the new way of looking at earmarks and brought up TIGER Grants. STAC wanted to know if Colorado fared as well or better than in the old system.

STAC then discussed the Highway Trust Fund. Everyone is waiting and watching. There have been a number of articles in the paper lately talking about the possibilities of insolvency and what Congress and Senate are going to do.

With a new fiscal year coming up, STAC discussed the rules and responsibilities for the Committee. Because new members have come in, they wanted to review bylaws, rules and regulations. The bylaws call for an election of officers, so STAC will have an election in August. They will take about 45 minutes to an hour to talk about rules, regulations and responsibilities. Again, one of the things that comes up is communication between STAC, Commission and staff. STAC will be looking at improving that communication.

STAC then discussed FASTER Transit and the plan for distributing the \$5 million and the \$10 million. Commission has also seen that so it is mostly an informational item.

Maria Sobota discussed cash management. One of the topics that came up was bids that have come in higher than expected. Commission also had that presentation so he did not go into further details.

Michelle Scheuerman gave a presentation on the Statewide Plan and how that is going. There was short review about www.coloradotransportationmatters.com and some of the new things on the website. STAC discussed how the public can get more information and be part of the planning process as CDOT begins to approve the Long Range Plan. He stated that it is exciting with the web-based statewide plan for people to see the transparency and what is being planned for each of the regions and municipalities.

The last item STAC discussed was the bike map. Colorado has slipped in bike ratings but is still moving forward in biking and bike planning. This includes bike maps to inform people where there are trails and various routes. There is a brochure that has been produced to distribute that, and that brochure is also on the web. STAC thought this was a great process, and they look forward to the increase of biking in Colorado. Jeff Sudmeier discussed the annual contracts going out to the TPRs would be going out this week. One of the things that is being done differently is to identify more specifics like STAC representatives and alternatives and what is and is not allowed in terms of submitting expenses. These are going out and will hopefully come back with all the proper documentation.

Act on Consent Agenda

Chairman Aden entertained a motion to approve the Consent Agenda. Commissioner Connell moved to approve the Consent Agenda, and Commissioner Gilliland seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-3163

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for May 15, 2014, are approved as published in the official agenda of the June 18 & 19, 2014, meeting.

Resolution #TC-3164

Resolution #TC-3164

Confirming state highway component memorializing and designation resolutions enacted by the General Assembly during the 2014 legislative session

Approved by the Transportation Commission on June 19, 2014

WHEREAS, the Transportation Commission adopted Policy Directive 803 to establish a consistent statewide process regarding designation or memorializing of a highway, bridge, or any other highway component; and

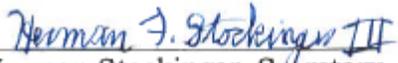
WHEREAS, the Colorado General Assembly has the authority, by Act or Resolution, to approve designations or memorialize highways, bridges, or other components of the state highway system; and, the Transportation Commission has the authority to confirm such requests from the Colorado General Assembly; and

WHEREAS, in 2014, during the Second Regular Session, the State of Colorado's Sixty-ninth General Assembly adopted the following resolutions:

- Senate Joint Resolution 14-015, designating the State Highway 207 bridge spanning the Arkansas River approximately 1.5 miles north of Manzanola in Otero County with signs stating "SSG Justin L. Vasquez Memorial Bridge";
- Senate Joint Resolution 14-016, designating the Interstate 70 Twin Tunnels in Clear Creek County with signs stating "Veterans Memorial Tunnels"; and
- Senate Joint Resolution 14-025, designating the U.S. Highway 85 and Southern Street pedestrian overpass in Adams County with signs stating "Arreda Hamilton Overpass".

NOW THEREFORE BE IT RESOLVED, that the Transportation Commission hereby confirms SJR 14-015, SJR 14-016, and SJR 14-025.

NOW THEREFORE BE IT FURTHER RESOLVED, that CDOT shall print and install signs to mark the stated locations provided in each resolution.


Herman Stockinger, Secretary
Transportation Commission of Colorado

6-23-14
Date

Resolution #TC-3165

Resolution #TC-3165

Fiscal Year 2015 over \$50,000 project list approval

Approved by the Transportation Commission on June 19, 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 projects to be done in Fiscal Year 2015 as detailed in the memorandum entitled; FY 15 over \$50,000.00 project list dated June 2, 2014; and

WHEREAS, the funding for these projects are contained in the Fiscal Year 2015 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.

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

6-23-14
Date

Resolution #TC-3166

Resolution # TC-3166

Adoption of Policy Directive 1903.0 "Hazardous Materials Routing Procedure"

Approved by the Transportation Commission on June 19, 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, The Commission, pursuant to § 42-20-302, C.R.S., is required to approve the submission of Petitions by the Department to the Colorado State Patrol for the designation or a change in the designation as a hazardous materials route of any public road within CDOT's jurisdiction; and

WHEREAS, the Commission adopted Policy Directive 1903.0 "Hazardous Materials Routing Procedure" on May 10, 2010 to provide a process by which the Department would consider routing changes requested by local governments, private industry or the Department staff to hazardous materials routes on roads maintained by the Department; and

WHEREAS, the Department recommends minor changes to the existing Policy Directive 1903.0 as a result of reviewing applications for several years and in the interest of improving the process; and

WHEREAS, Procedural Directive 1903.1 "Hazardous Materials Routing Procedure" has been updated and approved by the Executive Director on May 27, 2014; and

NOW THEREFORE BE IT RESOLVED, the Commission herein approves Policy Directive 1903.0 "Hazardous Materials Routing Procedures."

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

6-23-14
Date

Resolution #TC-3167

Resolution #TC-3167

FY 2016 – 2018 FASTER Transit Distribution

Approved by the Transportation Commission of Colorado on June 19, 2014

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

WHEREAS, the Commission directed the Division of Transit and Rail to enhance and improve the Distribution of FASTER Transit funds through performance planning; and

WHEREAS, the Division of Transit & Rail, through C.R.S. 24-1-128.7 (2013) re: State of Colorado Government and C.R.S. 43-1-117.5 (2013) re: duties and powers of Division of Transit & Rail, is responsible for the planning, development, operation, and integration of transit and rail, including, where appropriate, advanced guideway systems, into the statewide transportation system; shall, in coordination with other transit and rail providers, plan, promote, and implement investments in transit and rail services statewide; and

WHEREAS, the Division of Transit & Rail has engaged transit partners through both a CDOT subcommittee known as the Transit & Rail Advisory Committee (TRAC) and through many briefings in various forums to gather input and refine the methodology; and

WHEREAS, the Division of Transit & Rail has followed the guidance of Policy Directive 14, regarding state of good repair for capital assets such as vehicles, equipment, and facilities; and also regarding the goals of efficiency (ridership) and connectivity (revenue service miles of regional, inter-regional, and inter-city service); and

WHEREAS, the Commission previously approved and adopted in January 2014 (TC-3133), the Interregional Express Bus service as a CDOT commitment of \$3.0 Million per year in operating expenditures; and

WHEREAS, the intent of the FASTER Transit Distribution method is to implement performance-based allocation of funds, and fulfill federal requirements of performance-based planning and administration of Federal funds alongside State FASTER funds, and

WHEREAS, the intent of the FASTER Transit Distribution method should guide decisions for at least a three-year period FY 2016 – 2018 prior to re-evaluation; and

WHEREAS, the FASTER Transit Distribution method arrived at through the above actions, input, and collaboration, is as follows:

\$4.1 Million small agency capital (all except MMT, Transfort, RTD)

\$0.9 Million large urban capital (MMT & TransFort)

\$5.0 Million Local Pool

\$1.0 Million for DTR Administration, Planning, Tech. Assistance

\$3.0 Million for CDOT Interregional Express (IX) Bus Service

\$1.0 Million Operating Assistance for Other Regional / Interregional Bus Service

\$3.0 Million for large urban capital (RTD)

\$2.0 Million Statewide Competitive Capital Pool

\$10.0 Million Statewide Pool

NOW THEREFORE BE IT RESOLVED, the Commission approves the FY 2016 – 2018 FASTER Transit Distribution methodology listed above for use in accepting and reviewing applications for the award of these funds, and to guide the development of the 2016 STIP; and

FURTHER BE IT RESOLVED, that the Commission will annually review the award and allocations of these FASTER Transit funds to ensure the effectiveness of the use of funds, and the Commission reserves the option to alter the award and allocation of the funds.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

Discuss and Act on the Resolution for Approval of the RAMP Project List

Scott Richrath stated that there had already been a workshop that reviewed new operations projects that were ready to move forward for 100% budgeting in accordance with the schedule that Commission approved three months ago when the Commission approved those projects. Commission asked that staff add language about the consistency of the delivery of RAMP projects within the overall program that looks much like a local agency program in the case of RAMP. Staff made amendments to the resolution, and that revised version was distributed to Commission. He entertained any questions about those changes and requested Commission's adoption of the resolution.

Chairman Aden entertained a motion for the approval of the RAMP Project List. Commissioner Gilliland moved for approval, and Commissioner Connell seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-3168

Resolution #TC-3168

Authorizing specified budget for certain projects in the Operational Improvements component of the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program and Establishing Program Management for Partner Financial Participation.

Approved by the Transportation Commission on June 19, 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-3149, 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

WHEREAS, per Resolution TC-3149, 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

WHEREAS, per Resolution TC-3149, 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

WHEREAS, per Resolution TC-3149, 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; and

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

WHEREAS, the Transportation Commission established the Public-Public Partnership and the Public-Private Partnership components of the RAMP Program based on the financial participation of Local Agency Partners; and

WHEREAS, the actual cost of projects may vary from the estimated amount as previously authorized by the Transportation Commission and the Local Agency Partner has agreed that their financial contribution shall be reevaluated during project development at Final Office Review (FOR), which is a time when the estimated cost is recalculated; and

WHEREAS, the Transportation Commission considers that this financial commitment of the partners extends to additional cost so that this program maintains its intent of a partnership;

NOW THEREFORE BE IT RESOLVED, the Chief Financial Officer is authorized to budget funds for the projects on the "RAMP Partnership and Operations Projects – Staff Recommendation List 6/20/2014" with non-substantive changes without further Commission consideration or approval; and

NOW THEREFORE BE IT FURTHER RESOLVED, that the Chief Engineer and the Chief Financial Officer shall not advertise a RAMP Partnership project when the Final Office Review cost estimate is above the authorized amount without corresponding financial participation of the Local Agency Partner or without further Transportation Commission authorization; and

NOW THEREFORE BE IT FURTHER RESOLVED, that any cost variance discovered after the Final Office Review (FOR) will be the responsibility of CDOT on a project administered project by CDOT, and that the CDOT contribution will not increase after the Final Office Review on a project administered by the Local Agency Partner; and that any addition of a "betterment" at the request of the Local Agency Partner is the responsibility of the Local Agency Partner.



Herman Stockinger, Secretary
Transportation Commission of Colorado

6-23-14
Date

Discuss and Act on the 13th Supplement to the FY2014 Budget

Scott Richrath stated that there were a couple of projects that are routine supplement requests in Region 3. One is for the culverts program. One is FASTER Safety dollars that comply with new criteria of FASTER Safety. Those funds are going toward a maintenance facility that was part of a realignment and part of a larger FASTER Safety project. Then there is a \$350,000 for State Highway 127. This is a request against the Contingency. This is a case where there are not Asset Management funds dedicated to that particular project. In Region 4 there is a \$1.2 million request for a shoulder widening on State Highway 93. This is a shared effort on the part of the local and the state for additional FASTER Safety funds on the state

side and additional local dollars. There is an adjustment that is more of an accounting adjustment rather than a request for salary increase. The Aeronautics Board approved a reorganization of the Aeronautics Division on the staff side. Under the salary cap rules, CDOT holds itself to a lower limit than is actually budgeted. There was an accounting issue whereby the realignment of that organization still within the salary cap required movement of operating dollars to the personal services side to allow for personal service budget for the Aeronautics Board. This does not grow the overall salary of the Department of Transportation nor does it grow the budget of the Aeronautics Board. These are all “above the line” projects, ones that would continue to come before the Commission even under the new Policy Directive 703.

He then stated that under a new Policy Directive 703 the next projects would not come before the Commission. These are on approved lists, and the Commission has already seen those lists. These are requests to add additional budget with permission already granted from the asset manager of those programs or the request is to bring dollars forward from a future year in order to cash manage for those projects. Normally, about two-thirds of the projects would go away under the new policy directive. This month it is about 50% that under a new policy directive would not come before the Commission.

There was a brief discussion about a program management need that is becoming a regular occurrence. This is the transition from a revenue, budget-based organization into an expenditure, cash management-based organization. There are certain projects that are going out to bid that are have authority under prior budget rules or prior rules regarding a specific program like FASTER Safety. An engineering decision was made that an element should be added to the project or the bid comes in over the estimate and it is necessary to add additional dollars. Under the new procedures, the project no longer has eligibility under Asset Management rules or the rules of a new program. So there is a transition occurring right now that can hopefully be remedied over the next year. In meeting with resident engineers, program engineers, RTDs and the Executive Director the \$10 million request, they believed they could alleviate some of the administrative burden on the regions by providing a funding mechanism called a “Transition” or “Legacy” fund. As CDOT transitions from a budget and revenue-based program to an expenditure and cash-based program, the regions will still have some of the flexibility they had previously when programs were directed within their region. The proposal before the Commission is the usage of \$10 million of the Contingency, which was not reflected in the reconciliation of the Contingency distributed in the packet. In August 2014, there will be a resolution that will include eligibility and criteria. The reason for the request of \$10 million in July is that CDOT is at a critical point on some projects because this is the middle of the construction season. Projects should not be held up because there are new rules on those projects.

Executive Director Hunt thanked the Commission for considering the supplement request so quickly. It is important to keep the program moving forward through this transition period.

Chairman Aden entertained a motion to approve the 13th supplement to the FY’2014 budget. Commissioner Reiff moved to approve the resolution, and Commissioner Peterson seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

Resolution #TC-3169

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

Discuss and Act on the Resolution to Approve the HPTE Loan

Scott Richrath stated that the next resolution was a loan from the Transportation Commission to the High Performance Transportation Enterprise. This is a loan that has happened for a number of years. On June 18, 2014, the HPTE Board approved the request of a \$1 million annual loan from the Commission to the Enterprise. This resolution is the approval of that request.

He stated that one important part of the resolution was the SIB rate. In the next agenda item, the Commission would be approving a change in the SIB rate from 2.5% to 2.75%. Because the loan will be for FY'2015, the loan will be at the newly approved rate.

Chairman Aden entertained a motion to approve the resolution for a loan to the HPTE. Commissioner Peterson moved to approve the resolution, and Commissioner Gilliland seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

Resolution #TC-3170

Resolution Number TC-3170

Approving a Loan for Operating Expenses to HPTE

Approved by the Transportation Commission on June 19, 2014

WHEREAS, the Transportation Commission is charged with formulating the general policy with respect to the management, construction and maintenance of public highways and other transportation systems in the State; and

WHEREAS, the Transportation Commission promulgates and adopts all budgets for the Colorado Department of Transportation (CDOT) and state transportation programs; and

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

WHEREAS, although the I-25 express lanes generated excess revenue for HPTE, such revenue is restricted and not available for payment of HPTE's operating expenses; and

WHEREAS, revenue from the US 36 Managed Lanes will not be available to HPTE for some time due to expenditures related to establishing the concession agreement and HPTE therefore has no unrestricted revenues available to pay for on-going operating expenses; and

WHEREAS, C.R.S. 43-4-806(4) authorizes the Transportation Commission to transfer money from the state highway fund to HPTE to defray expenses of HPTE and provides, notwithstanding any state fiscal rule or generally accepted accounting principle to the contrary, such a transfer shall be treated as a loan and shall not be considered a grant for purposes of TABOR; and

WHEREAS, the Transportation Commission recognizes and respects the legal principle that it cannot bind future Transportation Commissions with respect to budgetary and policy decisions, recognizes it cannot agree, in advance, to allocate and transfer state highway funds to the HPTE in future years for operating expenses and agrees that any decision as to whether or not to allocate and transfer such funds to the HPTE shall be made by the Transportation Commission, in its sole discretion, in the year in which the transfer occurred.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission of Colorado approves and authorizes CDOT entering into a Loan Agreement to provide funds for HPTE's operating expenses in the total amount of \$1 million, which total amount shall incur interest at the rate charged by the State Infrastructure Bank on the effective date of the loan. Such funds are anticipated to be sufficient to cover HPTE's operating expenses for FY2015 with future HPTE operating expenses funding requests to be considered by the Transportation Commission, in its sole discretion, in the year in which HPTE's operating expense loan is requested.

Norman J. Stockinger III
Herman Stockinger, Secretary
Transportation Commission of Colorado

6-23-14
Date

Discuss and Act on the Re-appropriation of Federal Funds to Bridge Enterprise

Scott Richrath stated that this is another annual request. In 2010 when the Bridge Enterprise was bonded, the program was also federalized. This allowed for a better interest rate on the program. In doing this, the Transportation Commission pledged \$15 million dollars in that initial year and has done so in each subsequent year. This is the annual request for a \$15 million transfer from the Commission to the Bridge Enterprise. It has already been reflected in the draft budget that will be reviewed in the Bridge Enterprise Board meeting today. It was also part of the budget that the Commission approved for FY'2015 for CDOT. This resolution formalizes that transfer.

Chairman Aden entertained a motion for approval of the resolution to transfer federal funds to the Bridge Enterprise. Commissioner Gruen moved to approve the resolution, and Commissioner Connell seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

Resolution #TC-3171

Resolution #TC-3171

Transfer of eligible federal funds from CDOT to Colorado Bridge Enterprise for the purpose of advancing the business purpose of the Colorado Bridge Enterprise

Approved by the Transportation Commission on June 19, 2014

WHEREAS, the Transportation Commission is charged with formulating the general policy with respect to management, construction and maintenance of public highways and other transportation systems in the State; and

WHEREAS, the Transportation Commission promulgates and adopts all budgets for the Colorado Department of Transportation (CDOT) and state transportation programs; and

WHEREAS, CDOT has the responsibility to plan, develop, construct, coordinate and promote an integrated transportation system within the State; and

WHEREAS, the Colorado General Assembly created the Colorado Bridge Enterprise in C.R.S. 43-4-805 as a government-owned business within CDOT for the business purpose of financing, repairing, reconstructing, and replacing Designated Bridges, defined in C.R.S. 43-4-803(10) as those bridges identified as structurally deficient or functionally obsolete and rated poor; and

WHEREAS, the Colorado General Assembly declared and provided that the Colorado Bridge Enterprise shall constitute an "enterprise" for purposes of TABOR, section 20 of article X of the Colorado Constitution, so long as it retains the authority to issue revenue bonds and receives less than ten percent of its total revenue in grants from all Colorado State and local governments combined; and

WHEREAS, the Colorado General Assembly has excluded federal funds, regardless of whether such federal funds pass through the state or any local government prior to receipt by an enterprise from the definition of "grants" pursuant to C.R.S. 24-77-102(7); and

WHEREAS, CDOT receives federal bridge funds from the US Department of Transportation for purposes of repairing, reconstruction, and replacing bridges; and

WHEREAS, in November 2010, the Transportation Commission adopted TC Resolution #TC-1925 approving the policy of transferring federal bridge funds from CDOT to the Colorado Bridge Enterprise for purposes of advancing the business purposes of the Colorado Bridge Enterprise and this continues to be the policy of the current Transportation Commission; and

WHEREAS, requested by the CDOT Executive Director, the reallocation and transfer of \$15 million (\$15,000,000) of eligible federal bridge funds from CDOT to Colorado Bridge Enterprise is reflected in the approved CDOT and Colorado Bridge Enterprise Fiscal Year 2014-2015 budget

NOW THEREFORE BE IT RESOLVED, the Transportation Commission of Colorado hereby allocates and transfers from CDOT to the Colorado Bridge Enterprise fifteen million dollars (\$15,000,000) of eligible federal funds for Fiscal Year 2014-2015 for purposes of advancing the financing, repair, reconstruction and replacement of Designated Bridges by the Colorado Bridge Enterprise.

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

6-23-14
Date

Discuss and Act on a Resolution to Approve the SIB Rate

Scott Richrath stated that this is the semi-annual revisiting of the State Infrastructure Bank rate. Like in the Colorado Springs Airport loan request, financial advisors Stifel were brought to the table in conjunction with staff member Will Ware to give an analysis of the historic rate and where interest rates are at the present time. He thanked Stifel, Will Ware and Maria Sobota for their work on the resolution. The movement of the interest rate is self-explanatory from 2.5% to 2.75%. This is indicative of where ten year rates have trended over the last six months.

The second component may require some discussion. In bringing the Colorado Springs Airport application through the process, CDOT did incur a small amount of expense. The Aeronautics Board and staff agreed to pay that expense. But on the financial analysis side, some of the applications coming through are more complicated than they were when this legislation was initially passed; therefore, it was necessary to bring in external financial expertise. With the departure of Ben Stein, there will be a great void. This resolution will allow for the possibility of recovering some of that expense should that be necessary on future loans through a modest loan origination fee. The request to the Commission is to approve not only the rate but also the loan origination fee.

Commissioner Reiff stated that 10 year rate was currently 2.62%, so the 2.75% was a good number. He stated that the 5 million threshold does not address the issue that came up in the Colorado Springs Airport application because the loan was in the mid \$2 million. There would not have been an origination fee on that loan according to this recommendation. He stated that it would be worthwhile to consider origination fees on lower dollar amounts.

Scott Richrath stated that there would be a scheduled rate. The Colorado Springs loan would have received .75%. That application was initially a \$9 million request. At the \$9 million amount, it would have been .25%. It is possible to graduate that.

Commissioner Reiff stated that he read the resolution as a graduation scale as 1% on the first million and then graduating above it, which makes more sense 1% on a \$9 million loan. That would be excessive on the part of CDOT.

Chairman Aden entertained a motion for amending and adopting the resolution. Chairman Reiff moved to adopt the resolution with the amendment to the provisions of the origination fee for applications over \$5 million to provide that an origination fee would be imposed of 1% for loan proceeds of up \$1 million, for the proceeds of a loan from \$1 million to \$2.5 million of .75%, for loan proceeds from \$2.5 million to \$5 million of .5% and for loan proceeds over \$5 million of .25%. The intent will be a graduated scale based on loan proceeds as has been noted. Commissioner Connell seconded the motion. Upon a vote of the Commission, the motion passed unanimously.

Resolution #TC-3172

Resolution #TC-3172

Approval of the Change to the State Infrastructure Bank Interest Rate

Approved by the Transportation Commission of Colorado on June 19, 2014

WHEREAS, the Colorado State Infrastructure Bank (bank) is a transportation investment bank with the ability to make loans to public and private entities for the formation of public transportation projects within the state; and

WHEREAS, the General Assembly has passed Legislation (43-1-113.5 CRS) that made certain provisions for the bank and established within the bank, a highway account, a transit account, an aviation account and a rail account; and

WHEREAS, the Transportation Commission has adopted rules, pursuant to 43-1-113.5 CRS, regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and

WHEREAS, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is required to set the bank's interest rate and the origination fee on loans no later than June 30, of each year for loans originating during the ensuing months of July; August; September; October; November; December of the next fiscal year; and

WHEREAS, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission, at its discretion, may assess an origination fee based on the following schedule:

- 1.0% for loan proceeds up to \$1 million
- 0.75% on the loan proceeds amount over \$1 million up to \$2.5 million
- 0.50% on the loan proceeds amount over \$2.5 up to \$5 million
- 0.25% on the loan proceeds amount over \$5 million

WHEREAS, based on current market conditions, the Office of Financial Management and Budget (OFMB) has recommended an interest rate of two and three quarter percent (2.75%) on all loans and that, at the discretion of the Transportation Commission, the adopted origination fee schedule be assessed on bank assistance for the first half of the State fiscal year 2015.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes the Chief Financial Officer (CFO), under the terms and provisions set forth in the adopted rules, to assess an interest rate of two and three quarter percent (2.75%) on all bank loans and at its discretion assess the adopted origination fee schedule on bank loans for the first half of the State fiscal year 2015.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

Other Matters

Chairman Aden stated that he appointed a nominating committee to consist of Commissioner Reiff as chair, Commissioner Gifford, Commissioner Gruen and Commissioner Zink. He asked the committee if they had a report and recommendation. Commissioner Reiff stated that the nominating committee met. On behalf of the nominating committee, he nominated officers for the Transportation

Commission effective July 1, 2014, serving for a term expiring on June 30, 2015, as follows: Ed Peterson for Chair, Kathy Connell as Vice Chair and Herman Stockinger as Secretary. Chairman Aden thanked the committee and entertained a motion to approve the officers. Commissioner Reiff moved for approval, and Commissioner Zink seconded the motion. Upon a vote of the Commission, the selection of officers was unanimously approved. Chairman Aden congratulated everyone.

Acknowledgements

Deb Perkins-Smith stated that she is Director of for the Division of Transportation Development, which includes the Environmental Programs Branch. There were three categories of awards.

The first category is the project of a team that incorporated progressive environmental strategies into the design, implementation, construction or operation of a project or program. The winner of this award was the Federal Blvd- 6th to Alameda Avenue/Barnum Park Four Bay Construction. She congratulated Joe Snyder from Western States, John Murnam from Scott Contracting and Laura Rice-Archuleta and Ronald Clem from CDOT for their work on this project.

The second category is innovative environmental processes, which was for a team developed or implemented an innovative process or procedure demonstrating a strong commitment to environmental stewardship. The winner of this award was State Highway 9/Colorado River South Wildlife and Safety Improvements. She congratulated from Colorado Parks and Wildlife Michelle Cowardin and Chad Bishop; Blue Valley Ranch George Fascia; Grand County Gary Baumgartner; Citizens for Safe Highway 9 Mike Richard, Larry Banman, Megan Ledin; from CDOT Jason Smit; and Grand County Commissioners James Newberry and Merrit Link. She stated that she hoped to see the team back in a few years after the project has been completed as an award in the project category.

The third is maintenance, which is for a team that developed or implemented a process, procedure or project within the scope of maintenance activity that enhances or demonstrates exceptional awareness of or concern for the environment. The winner from this category was the Noodle Box from Region 3 Montrose. The Noodle Box is a device that can be hung on any piece of CDOT equipment that can collect any leaking hydraulic fluid. When the fluid needs to be disposed of, the Noodle Box can be removed from the equipment, taken inside and disposed of properly. This has saved clean up time and costs, as well as containing pollutants. It has been replicated 300 times in CDOT. She congratulated Joshua Davis, Jared Garcia, Vance Kelso and Eric Langford for their work on this project.

Deb Perkins-Smith stated that she wanted to recognize CDOT employees who won awards at the AASHTO GIS-Transportation Symposium in Baltimore. They give out five awards nationally. CDOT won two awards and received an honorable mention in a third. CDOT received first place in the Official Transportation Map and the Web Map Application for the bike map. And CDOT received an Honorable Mention in Use of Information for a Compressed Natural Gas map of Colorado. She congratulated Betsy Jacobson, Allison Bejarano, Nick Mesenbrinck and Shahida Mirza.

Chairman Aden congratulated everyone who won awards on their outstanding performance.

Ryan Rice stated that he was the Director of Transportation, Systems, Management and Operations for CDOT. The past winter was an exceptionally challenging on the I-70 Mountain Corridor. January and February saw a 163% increase in snowfall compared to the previous year. Delays culminated in a three hour delay between Silverthorne and the Eisenhower Tunnel and 11 hours of hard closure of I-70 on February 9. In response to a situation that escalated into a legitimate public safety emergency, CDOT and its partners responded quickly in six days and changed operational procedures that resulted in 67% decrease in vehicle hours of delay and 90% decrease in spun out vehicles. CDOT employees and partners in the corridor showed great courage, stamina and flexibility through this long winter. He congratulated Ronnie Young from ITS Maintenance; Phillip Anderle, Rod Mead and their staff from the Traffic and Incident Management Branch; Steve Hersey, Clark Roberts, Ben Kiene and their staff from Region 1 Traffic Engineering; Zane Znamenacek, Rich Sarchet and their staff from the Region 3 Traffic Engineering Section; Amy Ford and her staff from the CDOT Communications; Major Barry Bratt, Captain Rich Duran and Captain Brad Mattson from Colorado State Patrol; Chief Handschmidt from Silverthorne PD; and all CDOT's local partners from in law enforcement, fire and EMS services. He gave a special thanks and recognition to Dwayne Gaymon, the Deputy Maintenance Superintendent in Region 3, Maintenance Section 2 – a special thanks to him and all his employees for their continued commitment and sacrifice this winter.

Tony DeVito stated that as part of the merger of the regions that it was necessary to be a movable force and to utilize all the technologies and storm predictions. He thanked Patrol 35 out of Golden and Patrol 27 out of Morrison. They are a small representation of the paradigm change, moving up the mountain and responding. He also acknowledged the Eisenhower Tunnel team. He congratulated Mike Solomon on his retirement after 37 years at CDOT.

Dave Eller thanked all the effort and support from the traffic engineers, the maintenance superintendents and the deputies. It can be difficult to try new things in the middle of winter, but he applauded everyone in the regions working together. He recognized the ten people who went up every weekend to help on the corridor, each person who volunteered. The mechanics were on seven days straight one week, time away from their families. He thanked everyone who does the jobs that no one else notices.

Executive Director Hunt stated that Tom Wrona moved to Pueblo as a child and graduated from the University of Colorado Boulder with a degree in Civil Engineering in 1983. Tom started at the Colorado Department of Highways in August 1983 as a Temporary Engineering Aide A. He was hired as a full time employee in December 1983. He was promoted to a Highway Engineer B in December 1984. He became a Resident Engineer in Pueblo and became South Program Engineer in 1998. He became an RTD on September 1, 2011. Director Hunt stated that he could not thank Tom enough for his service to CDOT and to the state of Colorado.

Tom Wrona thanked Director Hunt, Chairman Aden, Commissioner Gruen and the rest of the Commission for their kind words. He stated that it has been a great career.

He spent 30 years with CDOT, and it has been enjoyable and rewarding. He thanked his fellow RTDs who have been a huge help along the way in the role he has had for the last three years: Tony DeVito, Dave Eller, Johnny Olson, Kerrie Neet and Scott McDaniel as well. He stated that he will greatly miss the people in Region 2 because he spent most of his career there. He was glad he could play a small part in delivering some important major project improvements in Southeastern Colorado.

Adjournment

Chairman Aden announced that the meeting was adjourned at 1:30pm.



COLORADO

Department of Transportation

Office of Policy and Government Relations

4201 East Arkansas Avenue, Room 275
Denver, CO 80222-3406

DATE: July 1, 2014
TO: Transportation Commission
FROM: Kurt Morrison, Office of Policy & Government Relations
RE: MAP-21 Reauthorization – Principles

Action Needed

Request approval by resolution of Colorado principles and policies to be communicated to the Colorado congressional delegation for the federal transportation reauthorization bill under consideration by Congress.

MAP-21 Reauthorization

The current federal transportation bill – Moving Ahead for Progress in the 21st Century Act (MAP-21) – is set to expire on September 30, 2014. This summer, Congress begins the process of crafting new legislation to replace MAP-21 and reauthorize federal transportation programs for future years. The Colorado congressional delegation, on this and past transportation bills, asked that the state provide a priority list of legislative points of most importance to Colorado. In response, CDOT will provide to the delegation a list of requested priorities for consideration for the new transportation bill. This memorandum summarizes those policy priorities.

The Office of Policy & Government Relations solicited reauthorization needs and requests both internally and from our stakeholder partners in the state, including CASTA, RTD, CCA, ACEC, MOVE Colorado, Bicycle Colorado, Colorado Railroad Passenger Association, MPOs, CML, CCI, and motor carrier and freight industry groups. Furthermore, OPGR has been an active participant in the AASHTO Reauthorization Steering Committee. Table 1 summarizes priorities recommended for approval and communication to Congress.

PRIIA Reauthorization

There is also the possibility that Congress reauthorizes the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). This bill sets national rail priorities, and, specifically, authorizes funding for the National Passenger Railroad Corporation, also referred to as Amtrak. Priorities for the PRIIA are summarized in Table 2. Should Congress move ahead with a PRIIA reauthorization bill, a separate resolution shall be presented for the Commission's consideration.



**Table 1
Recommendations for MAP-21 Reauthorization
Colorado Policy Priorities**

Principle	Justification/Description
General Policy Principles	
Provide a long-term reauthorization	Allows for state DOTs to provide greater responsiveness in implementing the law and more continuity for staff to become educated on and in implementing MAP-21 programs
Ensure continuity of programs	Continues the existing MAP-21 programs in a substantially similar, or identical, role; thereby providing adequate time to continue work already underway to implement MAP-21 requirements and measures
Title: Federal-aid Highways	
Continue federal highway and transit spending at current levels at minimum, and retain existing program formula shares	Ensures continuity of state DOT projects and guarantees that, at minimum, existing funds will remain flat
Examine new revenue options (i.e. vehicle miles traveled, sales tax, etc.) and prevent language curbing or prohibiting such studies	Encourages (or does not prohibit) states and the federal government to investigate future revenue sources as the gas tax continues to decline as a revenue source for transportation infrastructure projects and maintenance
Allowing private development in federal aid highway right-of-ways/utilizing Performance-based P3s for rest areas	Permits state DOTs to tap a new source of revenue by leasing highway right-of-way to allow motorist service businesses and other private enterprises to locate at closer proximity to public roadways
Provide increased alternative funding options (i.e. TIFIA) and additional flexibility for Performance-based P3 opportunities, including tolling	Authorizes state DOTs to tap new or expanded sources of financing, thereby accelerating more projects
Support prohibition on earmarking and provide greater use of formula grants to disburse federal funds	Allows for states to have greater flexibility in the use of federal funds and ensures more reliable funding for the states
Maintaining MPO classification for smaller MPOs under 200,000 in population	During consideration of MAP-21, the House version sought to eliminate less populous MPOs. This would have eliminated over half of all MPOs nationwide including Grand Valley and Pueblo
Non-motorized safety performance goals	Establishes a new performance goal requiring state DOTs to track both motorized and non-motorized fatalities and serious injuries (current law does not differentiate between motorized and non-motorized data recorded)
Title: Public Transportation/Transit	
Maintain New Starts program and provide robust funding	Protects the New Starts program, since, as a General Fund program, it may be targeted for savings; the program is essential for successful implementation of the RTD Eagle project and future FasTracks projects, as well as other agencies' projects around the state
Change New Starts program definition of "BRT" and revert to original SAFETEA-LU definition	Allows transit agencies in Colorado to compete for New Starts funds, makes a broader set of potential future BRT corridors within the Denver region potentially eligible for New Starts funding
Restore capital funding for transit to pre-MAP-21 levels.	Before MAP-21, the state's small urban and rural agencies lost about \$8 million to \$9 million per year. The old program was discretionary and Colorado did well. MAP 21 eliminated the \$980 million competitive Bus and Bus Facilities program moving \$423 million to a formula Bus program (Section 5339) and \$557 million to a Rail State of Good Repair program (Section 5337). The net loss to bus capital funding under MAP 21 was \$557M or 57 percent

**Table 2
Recommendations for PRIIA Reauthorization
Colorado Policy Priorities**

Principle	Justification/Description
General Policy Principles	
Retain existing Amtrak service routes	Prevents Amtrak service erosion or elimination of lines such as the Southwest Chief or California Zephyr, both of which provide Colorado service

If you have questions or require additional information, please contact Kurt Morrison at (303) 757-9703 or kurtis.morrison@state.co.us.

Resolution Number TC-_____
Establishing advocacy policies and priorities for the Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorization bill.

Approved by the Transportation Commission on:

WHEREAS, on July 6, 2012, the President of the United States signed into law a new transportation reauthorization bill, referred to as the “Moving Ahead for Progress in the 21st Century Act” or “MAP-21” (Public Law 112-141); and

WHEREAS, the MAP-21 is the primary federal law governing highway, bridge, transit, and transportation safety programs; and

WHEREAS, the MAP-21 will expire on October 1, 2014; and

WHEREAS, the White House and U.S. Department of Transportation transmitted to the U.S. Congress the “Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act” or “GROW AMERICA ACT”; and

WHEREAS, the U.S. Senate has introduced and begun hearings on S. 2322, referred to as the “MAP-21 Reauthorization Act”;

NOW THEREFORE BE IT RESOLVED, that the Transportation Commission hereby approves the twelve policy priorities delineated in the following table for legislation reauthorizing the MAP-21.

NOW THEREFORE BE IT FURTHER RESOLVED, that the Department staff communicate the approved policy priorities to the Colorado congressional delegation members and staff.

Herman Stockinger, Secretary
Transportation Commission of Colorado

**MAP-21 Reauthorization
Colorado Policy Priorities**

Principle	Justification/Description
General Policy Principles	
Provide a long-term reauthorization	Allows for state DOTs to provide greater responsiveness in implementing the law and more continuity for staff to become educated on and in implementing MAP-21 programs
Ensure continuity of programs	Continues the existing MAP-21 programs in a substantially similar, or identical, role; thereby providing adequate time to continue work already underway to implement MAP-21 requirements and measures
Title: Federal-aid Highways	
Continue federal highway and transit spending at current levels at minimum, and retain existing program formula shares	Ensures continuity of state DOT projects and guarantees that, at minimum, existing funds will remain flat
Examine new revenue options (i.e. vehicle miles traveled, sales tax, etc.) and prevent language curbing or prohibiting such studies	Encourages (or does not prohibit) states and the federal government to investigate future revenue sources as the gas tax continues to decline as a revenue source for transportation infrastructure projects and maintenance
Allowing private development in federal aid highway right-of-ways/utilizing Performance-based P3s for rest areas	Permits state DOTs to tap a new source of revenue by leasing highway right-of-way to allow motorist service businesses and other private enterprises to locate at closer proximity to public roadways
Provide increased alternative funding options (i.e. TIFIA) and additional flexibility for Performance-based P3 opportunities, including tolling	Authorizes state DOTs to tap new or expanded sources of financing, thereby accelerating more projects
Support prohibition on earmarking and provide greater use of formula grants to disburse federal funds	Allows for states to have greater flexibility in the use of federal funds and ensures more reliable funding for the states
Maintaining MPO classification for smaller MPOs under 200,000 in population	During consideration of MAP-21, the House version sought to eliminate less populous MPOs. This would have eliminated over half of all MPOs nationwide including Grand Valley and Pueblo
Non-motorized safety performance goals	Establishes a new performance goal requiring state DOTs to track both motorized and non-motorized fatalities and serious injuries (current law does not differentiate between motorized and non-motorized data recorded)
Title: Public Transportation/Transit	
Maintain New Starts program and provide robust funding	Protects the New Starts program, since, as a General Fund program, it may be targeted for savings; the program is essential for successful implementation of the RTD Eagle project and future FasTracks projects, as well as other agencies' projects around the state
Change New Starts program definition of "BRT" and revert to original SAFETEA-LU definition	Allows transit agencies in Colorado to compete for New Starts funds, makes a broader set of potential future BRT corridors within the Denver region potentially eligible for New Starts funding
Restore capital funding for transit to pre-MAP-21 levels.	Before MAP-21, the state's small urban and rural agencies lost about \$8 million to \$9 million per year. The old program was discretionary and Colorado did well. MAP 21 eliminated the \$980 million competitive Bus and Bus Facilities program moving \$423 million to a formula Bus program (Section 5339) and \$557 million to a Rail State of Good Repair program (Section 5337). The net loss to bus capital funding under MAP 21 was \$557M or 57 percent



MEMORANDUM

To: Transportation Commission

From: Herman Stockinger / Darrell Lingk / Mark Imhoff

Re: Repeal of Policy Directives 81.0 and 82.0

Date: July 3, 2014

-
1. Name of Policy Directives: 81.0 “Drug and Alcohol Policy” and 82.0 “Implementation of FTA Regulations for a Drug and Alcohol Free Workplace”
 2. Dates of Directives Proposed for Repeal: 81.0: June 19, 2003 and 82.0: May 23, 2013
 3. Executive Summary:

As a result of recent changes in state law regarding the legalization of marijuana, the Department undertook a wholesale review of its existing Policies and Procedural Directives governing drug and alcohol testing. As part of the initiative to reduce the number of directives, one Procedural Directive has been developed to replace five existing Directives two Policy Directives and three Procedural Directives). Working closely with the Office of the Attorney General, the new Procedural Directive sets out the process that will be followed for both safety-sensitive and non-safety-sensitive employees. It also meets federal requirements, including those specific to the Federal Transit Administration.

Regarding Policy Directive 82.0, the Commission approved this directive on May 23, 2013 in order to comply with a finding by the Federal Transit Administration (“FTA”) that the existing policies did not meet all requirements. Policy Directive 82.0 was adopted as a stopgap measure to comply with FTA requirements and in order to revise all existing CDOT directives related to drug and alcohol within one year. Additional time was needed given the change in state law regarding marijuana.

The Department recommends that the Transportation Commission repeal Policy Directive 81.0 and 82.0 which are no longer necessary.

4. Directive has been reviewed by: The Office of the Attorney General and Senior Management including Heidi Humphreys, Herman Stockinger, Darrell Lingk, Mark Imhoff, Regional Transportation Directors, and Maintenance Superintendents.
5. Action Requested: Repeal Policy Directive 81.0 and 82.0



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject Drug and Alcohol Policy			Number 81.0
Effective 6/19/03	Supersedes N/A	Originating office CDOT Statewide Safety Committee	

PURPOSE

The Colorado Department of Transportation has a vital interest in maintaining a safe, healthful and efficient working environment; free of drugs, alcohol and other controlled substances, for its employees, clients and the public.

AUTHORITY

- Governor’s Executive Order EO D-000291, Drug-Free Workplace
- Drug-Free Workplace Act of 1988 (P.L. 100-690, Title V, Sub-Title D)
- Omnibus Transportation Employee Testing Act of 1991
- 49CFR Part 40, Procedures for Transportation Workplace Drug and Alcohol Testing Programs
- 49CFR Part 382. Controlled Substance and Alcohol Use and Testing
- Substance Abuse Policy for Colorado State Employees

POLICY

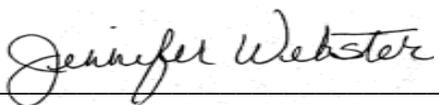
The State of Colorado and the Colorado Department of Transportation has a vital interest in maintaining a safe, healthful and efficient working environment for its employees, clients and the public. Employees impaired by alcohol or other drugs during work hours may pose safety and health risks, not only to themselves, but also to others.

Therefore, to ensure a safe working environment, it is the policy of the State of Colorado and the Colorado Department of Transportation that the use of alcohol, other drugs or controlled substances that result in job impairment is prohibited. Likewise, it is the policy of the State of Colorado and the Colorado Department of Transportation that illegal possession, manufacture, use, sale or transfer of controlled substances on state property or during work hours by its employees is prohibited. Furthermore, it is the policy of the Colorado Department of Transportation to conduct controlled substance and alcohol testing for their employees. All CDOT employees are subject to Reasonable Suspicion testing. Positions requiring Commercial Driver’s License shall also be subject to Pre-employment, Random, Post-Accident, Return-to-Duty, and Follow-up testing.

Violations of this policy will be just cause for management/supervision intervention that shall result in referral to counseling and/or treatment and may result in corrective or disciplinary actions up to and including termination.

REVIEW DATE:

This policy should be reviewed before June 2010.



 Transportation Commission Secretary

06/19/03

 Date

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Implementation of FTA Regulations for a Drug and Alcohol Free Workplace		Number 82.0
Effective 5.23.13	Supersedes N/A	Originating office Division of Transit and Rail / Transit Programs Section

I. PURPOSE

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

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

II. AUTHORITY

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

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

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

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

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

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

III. APPLICABILITY

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

IV. DEFINITIONS

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

V. POLICY

- A. The unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace.
- B. If convicted of a drug statute violation occurring in the workplace, employees are required to report such to the employer in writing no later than five days after such conviction.
- C. All Division of Transit and Rail CDOT employees and all Contractors and Grantees must abide by the terms of this Policy as a condition of employment and funding.
- D. All Division of Transit and Rail CDOT employees, Contractors and Grantees shall follow applicable federal regulations with regard to drug and alcohol testing. Contractors or Grantees may obtain a copy of the federal regulations from the Manager of the Transit Grants Unit, Division of Transit and Rail, or his designee, or the Director of the Office of Transportation Safety, or his designee, at CDOT Headquarters.
- E. In the event this Policy Directive conflicts with any state or federal law or regulation, the state or federal law shall control. For purposes of construction, all relevant federal laws and regulations are herein incorporated by this reference.
- F. The Manager of the Transit Grants Unit, Division of Transit and Rail, or his designee, shall be the designated person to answer questions from Contractors or Grantees about the requirements under this Policy Directive. For CDOT employees, the Director of the Office of Transportation Safety or his designee shall be the designated person to answer questions.

VI. IMPLEMENTATION PLAN

- A. The Office of Policy and Government Relations shall post this Policy Directive on the intranet webpage within one week of adoption.
- B. The Manager of the Transit Grants Unit shall distribute this Policy Directive to all Division of Transit and Rail employees, contractors and grantees within thirty (30) days of adoption.
- C. The Manager of the Transit Grants Unit and the Office of Procurement and Contract Services will ensure that appropriate language in conformance with federal regulations is contained in all contracts and agreements.
- D. The Manager of the Transit Grants Unit will reference this Policy Directive in its State Management Plan and in any applicable manuals and other guidance.
- E. The Manager of the Transit Grants Unit shall monitor all contractors and grantees for ongoing compliance with this Policy Directive.

VII. REVIEW DATE

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

Herman J. Stockinger III
Secretary, Transportation Commission

5-23-13
Date of Approval

Resolution # TC-

Repeal of Policy Directives 81.0 “Drug and Alcohol Policy” and 82.0 “Implementation of FTA Regulations for a Drug and Alcohol Free Workplace”

WHEREAS, Policy Directive 81.0 and Policy Directive 82.0 were adopted by the Transportation Commission on June 19, 2003 and May 23, 2013 respectively; and

WHEREAS, both Directives concern the Department’s commitment to maintain a drug and alcohol free workplace in adherence to requirements under federal and state law; and

WHEREAS, as a result of recent changes in state law regarding the legalization of marijuana, the Department undertook a wholesale review of its existing Policies and Procedural Directives governing drug and alcohol testing; and

WHEREAS, as part of the initiative to reduce the number of departmental directives, one Procedural Directive has been developed to replace five existing Directives, including 81.0 and 82.0; and

WHEREAS, Policy Directive 82.0 was adopted by the Commission in order to comply with a specific finding by the Federal Transit Administration as a stopgap measure until a comprehensive Directive could be finalized that met both Federal Transit Administration and Federal Highway Administration requirements; and

WHEREAS, both Policy Directive 81.0 and 82.0 are no longer necessary given the Department’s consolidated Directive.

NOW THEREFORE BE IT RESOLVED, the Commission herein repeals 81.0 “Drug and Alcohol Policy” and 82.0 “Implementation of FTA Regulations for a Drug and Alcohol Free Workplace” as being no longer necessary given the Department’s comprehensive Directive governing all CDOT employees with regard to maintaining a drug and alcohol-free workplace.



To: Transportation Commission

From: Herman Stockinger / Kyle Lester

Re: Repeal of Policy Directive 1005.0 “Removal and Disposal of Wildlife Carcasses from State Highways and Rights-of-Way”

Date: July 3, 2014

-
1. Name of Policy Directive: 1005.0 “Removal and Disposal of Wildlife Carcasses from State Highways and Rights of Way.”
 2. Date of Document Proposed for Repeal: June 15, 2005.
 3. Executive Summary: This Directive sets forth the policy CDOT follows to remove wildlife carcasses from state highways and rights-of-way. As part of the Department-wide initiative to reduce the number of Policy and Procedural Directives, this Policy Directive should be repealed because it does not constitute a high-level policy issue and the companion updated Procedural Directive reflects the current process CDOT and other departments follow for removal of dead wildlife.

In 2005, this Policy Directive required the Department to develop a memorandum of understanding with the Division of Wildlife (“DOW”) to memorialize the shared responsibilities for removal. The Department successfully developed a protocol with both the DOW and the Colorado State Patrol to effectively manage dead wildlife. While it did not conclude this process by memorializing it in writing, it is currently a well-functioning process. The Department does not foresee the need for a written agreement. Essentially, the responsibility for removal of wildlife on state highways and rights-of-way belongs to the Department; however, the DOW is notified if the animal is a species that DOW tracks. If the animal is still alive, the Colorado State Patrol is contacted to euthanize it. The regions have confirmed that this is a functioning system with shared responsibilities and good working relationships.
 4. Policy Directive Review: The repeal of Directive 1005.0 has been approved by senior management including the Regional Transportation Directors, the maintenance superintendents and region maintenance staff.
 5. Action Requested: Repeal 1005.0 “Removal and Disposal of Wildlife Carcasses from State Highways and Rights of Way.”



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject REMOVAL AND DISPOSAL OF WILDLIFE CARCASSES FROM STATE HIGHWAYS AND RIGHTS OF WAY		Number 1005.0
Effective 06/15/05	Supersedes 11/18/99	Originating Office Staff Maintenance

PURPOSE

To establish a policy concerning the responsibility of the Colorado Department of Transportation (CDOT) concerning the removal and disposal of large dead wildlife from state highways.

AUTHORITY

Section 43-2-102 C.R.S.

POLICY

It is the policy of the Department to provide the users of the State Highway System a roadway that is free from obstacles. When a large wild animal is struck and killed by a motorist, the carcass shall be removed from the traveled portion of the roadway.

The Department further recognizes that wildlife carcasses on the state highway right of way may create an unpleasant experience for highway travelers, pedestrians and bicyclists adjacent to the highways, residents of nearby homes and owners, workers and visitors to nearby businesses. The Department shall remove the carcasses of wildlife from rights of way adjacent to state highways in unincorporated populated areas, area adjacent to bike and walking paths and any area where residents or visitors have expressed a concern about wildlife carcasses.

The Transportation Commission considers the responsibility for dead large wild animals on state highways to be shared between the Department of Transportation and the Division of Wildlife. Therefore the Commission directs the Department to develop a current Memorandum of Understanding with the Division of Wildlife which reflects a sharing of responsibility.

Implementation of this policy shall be on an operational level. Implementation shall be by a procedural directive. The Maintenance Sections shall be responsible for the implementation of this policy.

REVIEW DATE

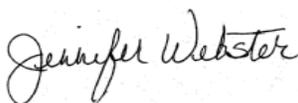
This policy shall be reviewed in June, 2010.



06/15/05

Thomas E. Norton, Executive Director

Date



06/15/05

Transportation Commission Secretary

Date

Resolution # TC-

Repeal of Policy Directive 1005.0 “Removal and Disposal of Wildlife Carcasses from State Highways and Rights-of-Way”

WHEREAS, Policy Directive 1005.0 was adopted by the Transportation Commission on June 15, 2005; and

WHEREAS, Policy Directive 1005.0 set forth the policy CDOT follows to remove wildlife carcasses from state highways and rights-of-way; and

WHEREAS, Policy Directive 1005.0 served its purpose in 2005 by requiring the Department to work collaboratively with the Division of Wildlife and the Colorado State Patrol to develop a working process for the efficient removal of dead wildlife from state highways and rights-of-way; and

WHEREAS, as part of the Department-wide initiative to reduce the number of Policy and Procedural Directives, the Department recommends that Policy Directive 1005.0 should be repealed because the companion Procedural Directive 1005.1 has been updated to reflect current protocol.

NOW THEREFORE BE IT RESOLVED, the Commission herein repeals Policy Directive 1005.0 “Removal and Disposal of Wildlife Carcasses from State Highways and Rights-of-Way” as being no longer necessary.



COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 235
Denver, CO 80222

MEMORANDUM

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
DATE: July 17, 2014
SUBJECT: Creation of a Transportation Commission Transition Fund

Purpose:

This memo summarizes information related to the authorization and creation of a \$10 million dollar Transportation Commission (TC) Transition Fund.

Action Requested:

It is requested that the TC review the information regarding the Transition Fund and adopt the resolution authorizing a transfer in the amount of \$10 million from the balance of the Transportation Commission Contingency Reserve Fund (TCCRF) for the creation of the Transportation Commission Transition Fund.

Background:

The Transition Fund was suggested by Executive Director Don Hunt and previously authorized by the TC in June. Proposed as a solution to help move projects forward that saw changes to program eligibility during the transition to Cash Management; the Transition Fund will provide funding for projects that now have no other source for additional funding.

Summary Narrative:

The Office of Financial Management and Budget has drafted eligibility criteria, forms, and other policies regarding the creation of the fund and presented them to the Program Management Governance Committee for review. The Committee has recommended qualifications pertaining to the usage of the funds and it is intended that Policy Directive 703.0 will define the requisite approval levels for both the TCCRF and the proposed Transportation Commission Transition Fund. As such, approval to



fund projects using Transition Fund money will require the approval of both Chief Engineer and Chief Financial Officer.

Transportation Commission Decision Request

The Transportation Commission is being asked to adopt the resolution authorizing the creation of the Transportation Commission Transition Fund.

If you have any questions, please feel free to contact me by phone at (303) 757-9793 or email at scott.richrath@state.co.us.



**Transportation Commission of Colorado
July 17, 2014**

Resolution Number TC-XXX

Approving the creation and implementation of a \$10 million Transportation Commission Transition Fund

WHEREAS, pursuant to § 43-1-106(8)(h), C.R.S., the Colorado Transportation Commission (“Commission”) is charged with promulgating and adopting all Department budgets; and

WHEREAS, the Transportation Commission Contingency Reserve Fund (“TCCRF”) was established to provide the Commission with discretionary funding; and

WHEREAS, pertaining to certain programs, budgetary resources have ceased and/or selection criteria have changed; and

WHEREAS, projects utilizing these programs were selected and initially funded based on previous criteria; and

WHEREAS, the Commission and the Department staff recognize the need to anticipate and plan for unexpected increases to projects within these programs; and

WHEREAS, the Program Management Governance Committee has recommended qualifications pertaining to the usage of the proposed Transportation Commission Transition Fund; and

WHEREAS, the Commission intends that Policy Directive 703.0 will define the requisite approval levels for both the TCCRF and the proposed Transportation Commission Transition Fund; and

NOW THEREFORE BE IT RESOLVED, the Commission authorizes a transfer in the amount of \$10 million from the balance of the TCCRF for the implementation of the Transportation Commission Transition Fund.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date



COLORADO
Department of Transportation

Division of Accounting and Finance

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

MEMORANDUM

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
DATE: July 17, 2014
SUBJECT: First Supplement - FY 2015

This supplement budgets projects for FY '15 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 current RAMP Partnership and Operations Master Summary Report is included with this supplement. **See Attachment 1.**

Region 2

- \$216,163– *US-50 NEAR PARKDALE, EMBANKMENT REPAIR* – **TCCRF**-Additional funds to award project originally approved for Transportation Commission Contingency Reserve Funds in October 2013. Approximately 1,000 feet of road embankment was washed away due to inadequate drainage and post fire conditions. Repairs will consist of slope reconstruction and additional cross culverts to prevent/control frequent roadway overtopping and road closure. (19897/ 10001...)

US-50 NEAR PARKDALE, EMBANKMENT REPAIR

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Program Area	Current Budget	First Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
ROW	<i>TCCRF</i>	\$1,000	(\$704)	\$0	\$0	(\$704)	\$296	\$296
	Total ROW	\$1,000	(\$704)	\$0	\$0	(\$704)	\$296	\$296
Design	<i>TCCRF</i>	\$112,000	(\$8,238)	\$0	\$0	(\$8,238)	\$103,762	\$75,704
	Total Design	\$112,000	(\$8,238)	\$0	\$0	(\$8,238)	\$103,762	\$75,704
Construction	<i>TCCRF</i>	\$887,000	\$225,105	\$0	\$0	\$225,105	\$1,112,105	\$0
	Total Construction	\$887,000	\$225,105	\$0	\$0	\$225,105	\$1,112,105	\$0
Total Project Budget		\$1,000,000	\$216,163	\$0	\$0	\$216,163	\$1,216,163	\$76,000
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
			\$216,163	\$0	\$0	\$216,163		

RAMP
Responsible Acceleration of Maintenance and Partnerships

Operations

Region 1

- \$225,000 – *REMOTE PREVENTATIVE AVALANCHE SYSTEMS*– **Regional Priorities Program**– This action requests additional construction funding from the region’s baseline allocation to install automated avalanche control equipment. CDOT has a commitment from the local partner (Winter Springs) for them to fully fund the additional cost. The budget supplement action by the TC allows the project to proceed and the equipment be installed this season. An Intergovernmental Agreement (IGA) will be executed to formalize this local funding commitment. Upon completion of IGA the RPP funds will return to the region. RAMP Operations ID #3-51. (19086/ 10001...)

REMOTE PREVENTATIVE AVALANCHE SYSTEMS

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	First Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
Miscellaneous	<i>RPP</i>	\$48,000	\$0	\$0	\$0	\$0	\$48,000	\$35,405
	<i>FASTER Safety</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Misc	\$48,000	\$0	\$0	\$0	\$0	\$48,000	\$35,405
Construction	<i>RPP</i>	\$2,000	\$225,000	\$0	\$0	\$225,000	\$227,000	\$0
	<i>FASTER Safety</i>	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0
	Total Construction	\$1,002,000	\$225,000	\$0	\$0	\$225,000	\$1,227,000	\$0
Total Project Budget		\$1,050,000	\$225,000	\$0	\$0	\$225,000	\$1,275,000	\$35,405
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
			\$225,000	\$0	\$0	\$225,000		

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

Region 1

- \$2,500,000 – *R1 CULVERT REPAIRS*– **Culverts**– This action requests construction funding to repair and rehab 9 culverts on multiple routes throughout the region. (20158/1000198021)

R1 CULVERT REPAIRS

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	First Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
Construction	<i>Culverts</i>	\$0	\$2,500,000	\$0	\$0	\$2,500,000	\$2,500,000	\$0
	Total Construction	\$0	\$2,500,000	\$0	\$0	\$2,500,000	\$2,500,000	\$0
Total Project Budget		\$0	\$2,500,000	\$0	\$0	\$2,500,000	\$2,500,000	\$0
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
			\$2,500,000	\$0	\$0	\$2,500,000		

Per guidance provided under Transportation Commission resolution approved in March 2014, this request for project budget does not require Transportation Commission approval as a statewide Asset Management model and prioritization process exists for the Culvert program. Project Support has confirmed this project is consistent with the Statewide prioritization models.

Region 5

- \$300,000 – *R5 FY15 PRIORITY CULVERT DESIGN* – **Culverts**– This action requests design funding to repair or replace 6 culverts on multiple routes throughout the region. (20326/1000...)

R5 FY15 PRIORITY CULVERT DESIGN RW

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	First Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
Design	<i>Culverts</i>	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000	\$0
	Total Design	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000	\$0
Total Project Budget		\$0	\$300,000	\$0	\$0	\$300,000	\$300,000	\$0
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
			\$300,000	\$0	\$0	\$300,000		

Per guidance provided under Transportation Commission resolution approved in March 2014, this request for project budget does not require Transportation Commission approval as a statewide Asset Management model and prioritization process exists for the Culvert program. Project Support has confirmed this project is consistent with the Statewide prioritization models.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**First
Supplement**

Fiscal year 2014-2015

Dated: July 17, 2014

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

**“BE IT RESOLVED, That the First Supplement to the Fiscal Year 2014-2015
Budget be approved by the Commission”**

**Transportation Commission Contingency Reserve Fund Reconciliation
First Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-14	<i>Final Balance 13S14</i>		\$63,398,117	
	<i>state match for ER permanent repair projects</i>	\$ 125,009		1000197455-1000198070
	<i>to ER Cost Center for FEMA related expenses</i>	\$ (265,096)		1000198056
	<i>FY15 Budget Allocation</i>	\$ 20,808,485		1000198107
	<i>Transfer to Transportation Commission Legacy Fund</i>	\$ (10,000,000)		Pending
	<i>US-50 NEAR PARKDALE, EMBANKMENT REPAIR</i>	\$ (216,163)		Pending
July-14	<i>Balance 1S15</i>		\$73,850,352	

**Transportation Commission Contingency Snow & Ice Fund Reconciliation
First Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-14	<i>Carry forward from FY 2014</i>		\$0	
	<i>FY 2015 allocation</i>	\$10,000,000		1000198107
July-14	<i>Balance 1S15</i>		\$10,000,000	

**Transportation Commission Transition Fund Reconciliation
First Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
	<i>Transfer from TCCRF</i>	\$10,000,000		Pending
July-14	<i>Balance 1S15</i>		\$10,000,000	

Transportation Commission Contingency Reserve Fund

September 11, 2013 Flood Related Monthly Activity Report

Provides detail level information for any (disbursements from)/reimbursements to the TCCRF

First Supplement 2015, as of July 1, 2014

Temporary Repair Emergency Relief-Nonparticipating costs (not reimbursable if expended)

State Reg	Highway	Mileposts	Project Description	County	Total Budget TCCRF
No transactions this month					

Temporary Repair Emergency Relief-Debris removal and other reimbursable costs (reimbursable at maximum 75% of participating costs from FEMA)

State Reg	Highway	Mileposts	Project Description	County	Total Budget TCCRF
HQ	NA	NA	Drake Facility	Larimer	\$ (260,000)
4	007A	9.800-11.800	ER SH 7 St. Malo, MP 11	Boulder	\$ (5,096)
Total Temporary Emergency Relief					\$ (265,096)

Permanent Repair Emergency Relief-Nonparticipating costs and state match (not reimbursable if expended)

State Reg	Highway	Mileposts	Project Description	County	Total Budget TCCRF
6	225A	7.100-11.740	PR I-225:Miss to I-70 Flood Repairs	Adams/Arapahoe	\$ (9,561)
2	025A	154.500-155.500	ER I-25 MP 155 R2	El Paso	\$ 431,044
2	115A	39.000-42.000	ER SH 115 MP 39 to 42 R2	El Paso	\$ 29,990
4	Various	Various	PR Emergency Fence Project East I-25	Logan/Morgan/Weld	\$ 4,165
4	034A	114.000-116.000	PR US 34A MP 114 to MP 116	Weld	\$ (206,520)
4	036B	7.000-19.000	PR US 36 Phase 2 MP 7.7 - 18.6	Boulder/Larimer	\$ (141,620)
4	066B	46.470-47.150	PR SH66B Permanent Flood Repairs	Weld	\$ (8,652)
4	007A	19.000-33.079	PR SH7 Flood Repair MP 19-33	Boulder	\$ 3,594
4	034A	64.100-87.700	PR US 34 Big Thompson Canyon	Larimer	\$ 22,569
Total Permanent Restoration					\$ 125,009

Grand Total TCCRF Activity for Flood Relief Since Last Reporting **\$ (140,087)**



July FY 2015 Contingency Balance Reconciliation

June FY 2014 TC Contingency Balance	\$63,398,117
Emergency Relief Reimbursement	
September 2013 Flood	\$491,362
Emergency Relief Project Allocation	
Temporary Relief	(\$265,096)
Permanent Restoration	(\$366,353)
Annual Budget Allocation	\$20,808,475
Pending July Supplement Items: Establish Transition Fund and US50 Embankment Repair	(\$10,000,000) (\$216,163)
July FY15 TC Contingency Balance	\$73,850,352



FY15 Contingency Balance Projection

July FY15 TC Contingency Balance	\$73,850,352	
FY2015 State Match for Emergency Relief/Permanent Recovery (will be updated in August)	Low Estimate	High Estimate
	(\$10,000,000)	(\$30,000,000)
Railroad Exposure	(\$10,000,000)	
Federal Reimbursement of US550; Return of Transit & HPTE loans; and Other Impacts	Max Reimbursement Estimate	Min Reimbursement Estimate
	\$15,000,000	\$10,000,000
FY 15 Contingency Estimate	High Balance	Low Balance
	\$68,850,352	\$43,850,352

Partnership and Operations Projects - Status Through June 2014 TC Meeting

Public-Private Partnership

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 #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June TC	
Group 1	N/A	19879	WB Twin Tunnels Expansion	\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$0	\$7,000,000	\$0	RAMP Funding Approved by TC in February
1	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 #	PCN	Project Name	Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June TC
Group 2														None
Staff Recommends Budgeting Funds (Group 2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Tracking #	PCN	Project Name	Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June TC	
Group 3	1-2	18999	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	19626	I-25: Tolled 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	14276 18319 18357 18844	I-25: Tolled 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 #	PCN	Project Name	Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June TC
Group 4														None
Projects that have been Withdrawn (Group 4)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

5	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	
					2.47%			13.31%						

Percentage over Transportation Commission Approved Amount

2.47%

13.31%

Partnership and Operations Projects - Status Through June 2014 TC Meeting

Public-Public Partnership

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 #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status as of June TC	
Group 1	1-7	17810	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	19970	SH 2 in Commerce City Widening and Devolution	\$20,800,000	\$18,700,000	\$2,100,000	\$13,600,000	\$13,600,000	\$0	\$5,100,000	\$0	\$0	\$0	-\$2,100,000	RAMP Funding Approved by TC in February
	1-15	19896	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	17219	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	19957	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	19192	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	19964	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	19954	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	19965	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	19906	I-25: Tolloed Express Lanes: 120th to SH 7	\$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	18367	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	\$1,300,000	\$7,000,000	\$1,300,000	\$3,300,000	\$0	RAMP Funding Approved by TC in February
	2-23	19522	SH 21 / Old Ranch Rd. Interchange Completion	\$9,266,000	\$10,333,779	-\$1,067,779	\$600,000	\$600,000	\$0	\$8,600,000	\$0	\$600,000	\$1,133,779	\$467,779	RAMP Funding Approved by TC in February
	2-31	19205 19208 19408	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	19056 19751	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	20087	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	19094	I-70 Vail Underpass (Simba Run)	\$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	19930	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	19459	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	19911	I-70 Exit 31 Horizon Drive	\$5,000,000	\$5,250,000	-\$250,000	\$4,000,000	\$4,200,000	-\$200,000	\$1,050,000	\$0	\$50,000	\$0	\$0	RAMP Funding Approved by TC in February
	3-31	19874	US 40 Improvements in Fraser	\$1,950,390	\$2,145,320	-\$194,930	\$1,267,754	\$1,394,458	-\$126,704	\$750,862	\$0	\$68,226	\$0	\$0	RAMP Funding Approved by TC in February
	3-40	19910	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	19893	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	12372 18401 19561	North College / US 287 Conifer to Laporte Bypass	\$36,000,000	\$36,157,682	-\$157,682	\$17,500,000	\$17,500,000	\$0	\$4,648,500	\$0	\$248,500	\$14,009,182	-\$90,818	RAMP Funding Approved by TC in February
4-28	19891	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	19890	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	19892	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	19894 20204 20203	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	18397	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	

Partnership and Operations Projects - Status Through June 2014 TC Meeting

Public-Public Partnership

Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June TC	
Group 1 (cont.)	5-6	19909	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	19908	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	19902	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	19397	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	18972	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	19411	SH 62 Ridgway Street Improvements (pending approval of local match)	\$13,791,257	\$13,291,257	\$500,000	\$10,494,509	\$10,494,509	\$0	\$2,000,000	\$796,748	\$0	\$0	-\$500,000	RAMP Funding Approved by TC in February
	5-18	19643	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	19889	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	19888	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	19039	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)		\$587,232,188	\$588,314,187	-\$1,081,999	\$349,579,634	\$350,613,722	-\$1,034,088	\$92,333,497	\$13,713,033	\$2,266,726	\$131,653,962	-\$2,218,039		
Group 2														None	
	Staff Recommends Budgeting Funds (Group 2)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Group 3														None	
	Staff Recommends Further Development (Group 3)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
38	SUB-TOTAL Public-Public Partnership Projects		\$587,232,188	\$588,314,187	-\$1,081,999	\$349,579,634	\$350,613,722	-\$1,034,088	\$92,333,497	\$13,713,033	\$2,266,726	\$131,653,962	-\$2,218,039		
Group 4	2-27	-	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544	\$110,544	\$110,544	\$110,544	\$110,544						Local Agency Withdrew Project in December 2013	
	2-29	-	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307	\$155,307	\$155,307	\$155,307	\$155,307						Local Agency Withdrew Project in December 2013	
	2	Projects that have been Withdrawn (Group 4)		\$265,851	\$265,851	\$265,851	\$265,851	\$265,852	\$265,851	\$0	\$0	\$0	\$0	\$0	
40	TOTAL Public-Public Partnership Projects		\$587,498,039	\$588,580,038	-\$816,148	\$349,845,485	\$350,879,574	-\$768,237	\$92,333,497	\$13,713,033	\$2,266,726	\$131,653,962	-\$2,218,039		
	Percentage over Transportation Commission Approved Amount				0.14%			0.22%							

Partnership and Operations Projects - Status Through June 2014 TC Meeting

Operations

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 #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of June TC
1-27	20063	SH-74 South of El Rancho Safety Shoulders	\$57,947	\$55,000	\$2,947	\$57,947	\$55,000	\$2,947	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
1-41	19978	State Highway Signal Upgrades: Phase I - Colfax Signals	\$2,495,000	\$3,246,557	-\$751,557	\$2,200,000	\$2,200,000	\$0	\$0	\$1,046,557	\$751,557	\$0	\$0	RAMP Funding Approved by TC in February
1-42	19979	State Highway Signal Upgrades: Phase III - Denver Slipfit												
1-44	19980	State Highway Signal Upgrades: Phase I - Santa Fe and Evans												
1-51	20070	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	\$0	RAMP Funding Approved by TC in February
1-53	20182	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	19958	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	20071 20302	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
1-63	20089	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	19905	I-25: Tolloed Express Lanes: 120th to SH 7	\$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	19906	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	19751	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	19884	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	\$1,000,000	\$1,000,000	RAMP Funding Approved by TC in February
3-33	19490	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	19875	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
3-51	19086	US 40 Berthoud Pass Remote Avalanche Control System Pilot Program	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	Project included in July Budget Supplement: Local Partner has committed additional funds.
4-13	19960	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	19959	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	19886	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	19887	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	19963	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	19962	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	19961	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	20059	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	\$600,000	-\$60,000	\$60,000	\$60,000	RAMP Funding Approved by TC in February
5-03	20061	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
O-01	20179	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
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

Partnership and Operations Projects - Status Through June 2014 TC Meeting

Operations

	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of June TC
Group 1 (cont.)	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	20222	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	20181	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	-\$3,300,000	RAMP Funding Approved by TC in February
	O-07	20234	Enhanced Incident Management Software - Phase II	\$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 June thru Budget Supplement
	O-08	20233	Integration of CAD Dispatch Systems - Phase I	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-09	20249	Upgrade Snow Plows with Advanced Instrumentation	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-10	20251	Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-11	19782 20166	I-25: Expansion of Traffic and Weather Surveillance	\$2,200,000	\$5,200,000	-\$3,000,000	\$2,200,000	\$2,200,000	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	RAMP Funding Approved by TC in June thru Budget Supplement
	O-12	20236	I-70: Expansion of Traffic and Weather Surveillance	\$2,500,000	\$2,500,000	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-13	20232	Enhancing Incident Detection Capabilities	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-14	20238	Operation Data Integration	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
	O-15	20250	On-Scene Incident Command Vehicles Communication Equipment	\$182,000	\$182,000	\$0	\$182,000	\$182,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June thru Budget Supplement
39	Staff Recommends Budgeting Funds (Group 1)			\$73,208,791	\$74,392,212	-\$1,183,421	\$54,607,791	\$54,339,655	\$268,136	\$126,000	\$2,066,557	\$691,557	\$17,860,000	\$760,000	
Group 2	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June TC
	Staff Recommends Budgeting Funds (Group 2)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Group 3	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June TC
	1-09	19474 19984 20306	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$49,000,000	-\$15,000,000	\$20,000,000	\$20,000,000	\$0	\$500,000	\$0	\$0	\$28,500,000	\$15,000,000	Staff Recommends Further Development
	1-77	20202	New Ramp Meters and Ramp Meter Upgrades	\$965,000	\$1,036,000	-\$71,000	\$965,000	\$1,036,000	-\$71,000	\$0	\$0	\$0	\$0	\$0	Staff Recommends Further Development
2	Staff Recommends Further Development (Group 3)			\$34,965,000	\$50,036,000	-\$15,071,000	\$20,965,000	\$21,036,000	-\$71,000	\$500,000	\$0	\$0	\$28,500,000	\$15,000,000	
41	SUB-TOTAL Operations Projects			\$108,173,791	\$124,428,212	-\$16,254,421	\$75,572,791	\$75,375,655	\$197,136	\$626,000	\$2,066,557	\$691,557	\$46,360,000	\$15,760,000	
Group 4	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of June TC
	1-59	20090	SH 86 Intersection Improvement at Crowfoot Valley Rd.	\$516,000	\$516,000	\$516,000	\$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	\$516,000	\$516,000	\$516,000	\$516,000	\$516,000	\$0	\$0	\$0	\$0	\$0	
42	TOTAL Operations			\$108,689,791	\$124,944,212	-\$15,738,421	\$76,088,791	\$75,891,655	\$713,136	\$626,000	\$2,066,557	\$691,557	\$46,360,000	\$15,760,000	
						Percentage over Transportation Commission Approved Amount	14.48%	-0.94%							



MEMORANDUM

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
DATE: July 17, 2014
SUBJECT: Potential Certificates of Participation:
Timing and Reimbursement Resolution Considerations

Purpose:

You may recall that I first requested financing approval for the Region 4 Greeley Headquarters (R4 HQ) property several months ago when staff obtained your approval to move forward on development of that property. Executive Director Hunt and I withdrew that request, opting to finance from existing cash balances and return to the Commission if and when we are ready to bundle that property with the financing of a second property. Since that withdrawal, staff has met with CDOT financial advisors and bond counsel and has learned that should the Department ever wish to finance the Region 4 property with Certificates of Participation (COPs), staff must obtain your formal approval now. Staff would return to you again for approval of terms and conditions of the financing agreement if and when necessary.

The goal of this memorandum therefore is to provide general information to the Transportation Commission on the COP issuance process. Specifically, it will address the potential issuance of COPs for the financing of other potential projects at a future date. This memorandum will address timing considerations for the issuance of the COPs, the reimbursement rules as well as the need for a reimbursement resolution for the R4 HQ project currently underway. Information on the various projects and potential issues related to the financing of the related properties is also outlined.

Summary Of Discussion:

Considering the timing rules relating to reimbursements from COP proceeds, the Department, in consultation with its Financial Advisor, Stifel, Nicolaus & Company, Incorporated, recommends the adoption of a reimbursement resolution at its July or August meeting in order to maximize the amount of reimbursable expenses associated with the R4 HQ building. Through timely finalization of financing plans, the Department will be able to structure a



flexible plan of finance that may permit the Department to enter into a single COP financing to provide necessary funding not only for the Greeley R4 HQ building but also for any additional future projects. The current project budget is \$20.4M. The reimbursement resolution effectively limits the total amount the project can be reimbursed. Stifel, Nicolaus & Company have also recommended approving the resolution to include additional contingency in the project.

Options For TC Consideration:

1. Approve the reimbursement resolution for \$22M to include the additional contingency recommended by Stifel, Nicolaus & Company and require that staff return to TC if and when staff is ready to bundle the Greeley financing with another property. Funding of the properties is then defrayed over a 10+ year time period.
2. Reject resolution and preclude CDOT from ever financing the Greeley R4 HQ project, instead using surplus cash from other programs or several years worth of Property Management funding.
3. Request staff to provide additional analysis and return next month, still within the construction window for approval.
4. Approve the reimbursement resolution for the original project budget of \$20.4M and require that staff return to TC if and when staff is ready to bundle the Greeley financing with another property or requires additional funds in the Greeley project. Funding of the properties is then defrayed over a 10+ year time period.

Staff Recommendation:

The Department recommends Option 1.

Action Requested:

The Commission is asked to review the information presented in the memo and approve a resolution that will allow COP financing if and when CDOT is ready to do so.

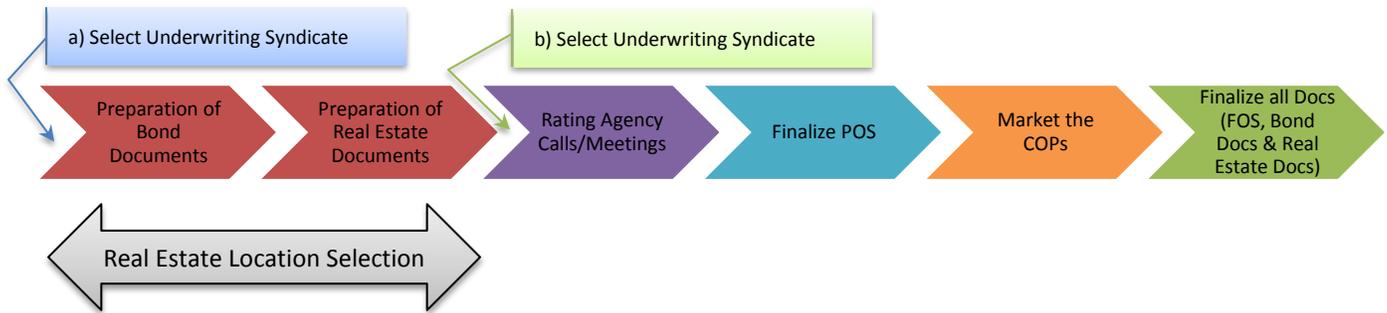
Context:

The current plan of finance contemplates the use of proceeds of the COPs to reimburse the Department for expenditures paid prior to the issuance of the COPs in connection with the project presently underway in Greeley; and to finance any other projects at a future date.

Timing Considerations:

Given the timing uncertainty associated with other potential buildings and projects at a future date, and given the imminent construction of the Greeley R4 HQ building, the Department has at least two initial choices to structure its financing schedule: (1) select the underwriting

syndicate at the beginning of the process, to work in conjunction with the financing team, through completion of the financing; or (2) utilize the existing financing team to prepare the necessary lease and real estate documents while the real estate matters (including site selection) are being concluded, and hire the underwriting syndicate towards the end of the process to access the capital markets. The following diagram highlights these two alternatives with a generic schedule of events:



Reimbursement Resolution Discussion For Greeley R4 HQ:

The “reimbursement rules” of the federal tax code set forth two important timing requirements, and two exceptions, relating to the Department’s ability to use proceeds of the COPs to reimburse itself for capital expenditures paid prior to the date the COPs are issued.

First, the Department may not reimburse itself for capital expenditures originally paid more than 60 days prior to the date on which the Department adopts a “reimbursement resolution” (or, if later, the date on which the Department enters into the lease financing). A reimbursement resolution sets forth the Department’s intent to use COP proceeds to reimburse itself and establishes the date of the earliest reimbursable expenditures. The Department’s bond counsel will be able to prepare the reimbursement resolution.

Second, a reimbursement from COP proceeds is only permitted if the Department enters into the lease financing and formally allocates COP proceeds to the reimbursement not later than 18 months after the later of (a) the date of the original expenditure or (b) the placed-in-service date of the property to which the reimbursement relates; provided that in no case may that allocation occur more than three years after the date of the original expenditure. For example, COPs may be issued and their proceeds applied to reimburse capital expenditures made on a project placed in service 18 months prior to the date of issuance of the COPs, but only for capital expenditures that were made not more than 18 months before the placed-in-service date (three years before the issuance date).

The first exception to these two timing rules is that the rules do not apply to reimbursements that are solely for “preliminary expenditures” (also referred to as soft costs). Soft cost only

include costs that are paid prior to commencement of the project and include expenditures for architectural, engineering, surveying, soil testing, costs of issuance and similar costs that are incurred before the commencement of acquisition, construction or rehabilitation of the project. Soft costs do not include land acquisition, site preparation and similar costs related to the start of construction. Not more than 20% of the aggregate amount of the COPs may be used to reimburse for soft costs. The second exception is that the two rules do not apply to reimbursements if the total amount of such reimbursements is not more than \$100,000.

TIMELINE DETAILS

DATE	MILESTONE
6/20/14	Beginning Date for Greeley HQ Expenses ¹
8/19/14	Begin Construction (Greeley HQ) ²
8/11/14	Land Closing (Greeley HQ) ²
7/17/14	TC Meeting – July 17th
8/21/14	TC Meeting – August 21st (Adopt Reimbursement Resolution)
8/12/15	Construction Complete (Greeley HQ) ²
8/13/15	Greeley HQ Placed In Service ³
2/28/17	Final Possible Issuance/Reimbursement Date ⁴

The following timeline is a graphical depiction of the assorted milestones relating to the reimbursement of capital expenditures related to the Greeley HQ4 building. The timeline also contemplates the funding for additional projects, to be aggregated into one COP financing for all of the projects. The timing show below is an estimate and is subject to change.

CDOT COP Estimated Timeline



and occupancy of the building will not occur until 9/13/15

⁴ Based on an approximation of the lesser of three years from initial expenditure or 18 months from the placed-in-service date

Additional Considerations:

In addition to the adoption of a reimbursement resolution for the Greeley HQ4 building, there are several other issues to be aware of as the Department moves forward with these projects;

Municipal Bond Spend Down Requirements⁵: The Department must reasonably expect that at least 85% of the net proceeds of the COPs will be used to finance governmental purposes within three years of the date the COPs are issued.

Sale of CDOT-Owned Property: As the Department is aware, anytime plans are made to dispose of a property (either through a sale or lease), the property must first be offered at a market rate to adjacent property owners and to political subdivisions of the State within whose boundaries the property lies (C.R.S. 43-1-210.5).⁶ The Department anticipates encountering issues associated with this statute in connection with the conveyance to the trustee for the COPs of the property that is to be the subject of the COP lease at closing. Sufficient time should be set aside to permit the Department and the working group to structure the financing to accommodate the statute.

Timing Considerations Associated with Aggregate COP Financing: The February 2017 issuance date for the COPs is relevant for determining the earliest expenditures that may be reimbursed for the Greeley HQ4 building. The issuance date, however, does not otherwise limit the issuance of the COPs. If the timing for any additional projects slips, a single aggregate COP financing may still be accomplished, but a portion of the expenditures paid by the Department for the Greeley HQ4 building will no longer be eligible for reimbursement from proceeds of the COPs. Alternatively, the Department could decide to complete the COP financing for the Greeley HQ4 building before beginning the COP financing for any remaining projects.

If you have any questions, please feel free to contact me by phone at (303) 757-9793 or email at scott.richrath@state.co.us.

⁵ <http://www.irs.gov/pub/irs-pdf/p4079.pdf>

⁶ <http://www.lexisnexis.com/hottopics/colorado?app=00075&view=full&interface=1&docinfo=off&searchtype=get&search=C.R.S.+43-1-210.5>

**Transportation Commission of Colorado
June 19, 2014**

Resolution Number TC-XXX

A RESOLUTION OF THE COLORADO STATE TRANSPORTATION COMMISSION DECLARING THE OFFICIAL INTENT OF THE COLORADO DEPARTMENT OF TRANSPORTATION TO REIMBURSE ITSELF FROM THE PROCEEDS OF A FUTURE LEASE PURCHASE FINANCING FOR CAPITAL EXPENDITURES AND PROVIDING CERTAIN OTHER MATTERS IN CONNECTION THEREWITH

WHEREAS, the Colorado Department of Transportation (“CDOT”) is an executive department of the State of Colorado; and

WHEREAS, the Colorado State Transportation Commission (the “Commission”) is the governing body of CDOT; and

WHEREAS, CDOT presently intends to acquire, renovate and construct certain properties to house CDOT operations (the “Project”), including but not limited to facilities in Greeley Colorado; and

WHEREAS, CDOT currently intends and reasonably expects to participate in a lease purchase financing to finance the Project, including an amount of approximately \$[_____] (the “Reimbursement Amount”) for reimbursing CDOT for capital expenditures made by CDOT for the Project prior to the date when funds for the Project are available from such financing; and

WHEREAS, the initial expenditure of funds of CDOT for the Project occurred on a date that is within 60 days prior to the date hereof; and

WHEREAS, such lease purchase financing is to occur within 18 months of either the date that CDOT first expended funds for the Project or the date that the Project is placed in service, whichever is later (but in no event more than three years after the date of the original expenditure of CDOT funds for the Project); and

WHEREAS, the Commission hereby desires to declare the official intent of CDOT, pursuant to 26 C.F.R. § 1.150-2, to reimburse itself for the expenditure of CDOT funds for the Project from the proceeds of a future lease purchase financing of CDOT;

NOW, THEREFORE, BE IT RESOLVED BY THE COLORADO STATE TRANSPORTATION COMMISSION:

Section 1. Dates of Capital Expenditures. All of the capital expenditures covered by this Resolution were or will be made not earlier than 60 days prior to the date of this Resolution.

Section 2. Declaration of Official Intent. CDOT presently intends and reasonably expects to participate in a lease purchase financing within 18 months of either the date of the first expenditure of funds by CDOT for the Project or the date that the Project is placed in service, whichever is later (but in no event more than three years after the date of the original expenditure of CDOT funds for the Project), and to allocate an amount approximately equal to the Reimbursement Amount of the proceeds thereof to reimburse CDOT for its expenditures in connection with the Project.

Section 3. Confirmation of Prior Acts. All prior actions of the officials and agents of CDOT that are in conformity with the purpose and intent of this Resolution and in furtherance of the Project shall be and the same hereby are in all respects ratified, approved and confirmed.

Section 4. Effective Date of Resolution. This Resolution shall take effect immediately upon its passage.

INTRODUCED AND ADOPTED at a regular meeting of the Commission on July 17, 201

**Herman Stockinger, Secretary
Transportation Commission of Colorado**

MEMORANDUM



COLORADO
Department of
Transportation

Office of Major Project Development

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

DATE: July 17, 2014

TO: Transportation Commission

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

SUBJECT: I-70 East Project Action

Purpose

The Transportation Commission is asked to refer the procurement of I-70 East project to the High Performance Transportation Enterprise (HPTE) Board to further pursue Public-Private Partnership opportunities for the I-70 East Project.

Action Requested

Approve the referral of the I-70 East Project to the HPTE Board.

Background and Staff Recommendation

In December, January, February, April, and June, Transportation Commission workshops were held to discuss the I-70 East project. Information presented at these workshops discussed a range of options to procure this complex major project. The options include:

- Performance based design/build/operate/maintain/finance concept (Performance Based Public-Private Partnership)
- Toll-risk based design/build/operate/maintain/finance concept
- Design/build/finance concept
- Design/build public funding approach

The use of all these options will call for financing of the project in some form. Accordingly, the HPTE will play a central role in the development and financing of this project regardless of the procurement methodology ultimately selected.

Based on the financial information presented to the Transportation Commission, CDOT staff recommends the Performance based design/build/operate/maintain/finance concept (Performance Based Public-Private Partnership). The HPTE Board has concurred with this recommendation and is prepared to proceed along this path on behalf of the department and the Bridge Enterprise.

CDOT staff recommends the Performance Based Public Private Partnership option because:

- The Performance Based option has the potential to create large project savings in the \$200 million range when compared to a design/build procurement.
- The Performance Based option will provide a second corridor, beyond US 36, for long term operations and maintenance guarantees. Over the long term, using some performance "leases" to ensure long term infrastructure quality is a prudent business practice for CDOT.

HPTE will report to the Transportation Commission the progress of the procurement and will provide quarterly reports to the Transportation Commission regarding the status of the I-70 East project and the related procurement efforts. If the HPTE identifies a need to alter the procurement methodology, it will promptly inform the Transportation Commission of its reasons to do so.

Next Steps

1. HPTE will, in administering the I-70 East Project procurement:
 - conduct an updated value for money analysis prior to issuing a Request for Qualifications,
 - provide primary contract terms to the Transportation Commission for its review prior to contract finalization, and,
 - prepare, in cooperation with the Office of Major Project Development, quarterly reports to the Transportation Commission regarding the status of the I-70 East Project and the related procurement efforts.
2. The Transportation Commission will continue to evaluate all future budgeting for the I-70 East Project.
3. CDOT Staff will develop a comprehensive program addressing disadvantaged and small business utilization and workforce training in administering the procurement for the I-70 East Project and provide the details of this program to the Transportation Commission.
4. Staff will consider and recommend an HOV policy for the I-70 East Project that provides system continuity with existing and proposed express lanes and is responsive to input from corridor stakeholders.

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

Attachment: Resolution

Resolution #TC-

Approving referral of the I-70 East Project to the Colorado High Performance Transportation Enterprise to pursue Public-Private Partnership opportunities in the procurement of the I-70 East Project.

Approved by the Transportation Commission on: _____

WHEREAS the Transportation Commission is responsible, pursuant to Section 43-1-106(8), C.R.S., for formulating the general policy with respect to the management, construction, and maintenance of public highways of the Colorado Department of Transportation (CDOT); and

WHEREAS the General Assembly created the Colorado High Performance Transportation Enterprise (HPTE), pursuant to Section 43-4-806, C.R.S., as a government-owned business within CDOT to pursue innovative means of more efficiently financing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system; and

WHEREAS such innovative means of financing projects include, but are not limited to, public-private partnerships, operating concession agreements, user fee-based project financing, and availability payment and design-build contracting; and

WHEREAS CDOT, in conjunction with HPTE and the Colorado Bridge Enterprise, has investigated various delivery methods that can be utilized in delivering an important surface transportation project that includes replacing the I-70 viaduct between Brighton Blvd and Colorado Blvd with a Partially Covered Lowered (PCL) highway and other improvements reaching as far east as Tower Road (I-70 East Project); and

WHEREAS the delivery methods reviewed for the I-70 East Project have included (i) a performance based design/build/operate/maintain/finance concept (Performance Based Public-Private Partnership); (ii) a toll-risk based design/build/operate/maintain/finance concept; (iii) a design/build/finance concept; and (iv) a design/build public funding approach; and

WHEREAS based on initial value for money analysis considered by the Transportation Commission, other financial information available to the public, and public input received to date, the Performance Based Public-Private Partnership appears to give CDOT the best value for its money in delivering the I-70 East Project in a timely and efficient manner;

WHEREAS the Transportation Commission has determined that HPTE, the entity statutorily authorized to pursue innovative means of financing surface transportation projects, is uniquely suited to handle the procurement efforts

related to implementing the I-70 East Project, with the support of the Office of Major Project Development; and

WHEREAS the Transportation Commission supports the efforts of HPTE to involve the public as it evaluates financing options for I-70 East Project and to continue to solicit and consider public input.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby refers the procurement of the I-70 East Project to HPTE to further pursue Public-Private Partnership opportunities for the I-70 East Project; and

BE IT FURTHER RESOLVED, the Transportation Commission requests that HPTE, in administering the I-70 East Project procurement, conduct an updated value for money analysis prior to issuing a Request for Proposal, provide primary contract terms to the Transportation Commission for its review prior to commercial close, and, in cooperation with the Office of Major Project Development, prepare quarterly reports to the Transportation Commission regarding the status of the I-70 East Project and the related procurement efforts; and

BE IT FURTHER RESOLVED, the Transportation Commission will continue to evaluate all future budgeting for the I-70 East Project; and

BE IT FURTHER RESOLVED, the Transportation Commission directs staff to develop a comprehensive program addressing disadvantaged and small business utilization and workforce training in administering the procurement for the I-70 East Project and to provide the details of this program to the Transportation Commission; and

BE IT FURTHER RESOLVED, the Transportation Commission directs staff to consider and recommend an HOV policy for the I-70 East Project that provides system continuity with existing and proposed express lanes and is responsive to input from corridor stakeholders.

Bridge Enterprise Board of Directors
Regular Meeting Agenda
Thursday, July 17, 2014
4201 East Arkansas Avenue
Denver, Colorado 80222

Ed Peterson, Chairman
Lakewood, District 2

Shannon Gifford
Denver, District 1
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5
Kathy Connell, Vice Chair
Steamboat Springs, District 6

Douglas E. Aden
Grand Junction, District 7
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 Board agenda are an estimate and subject to change. Generally, upon the completion of each agenda item, the Board will immediately move to the next item. However, the order of agenda items is tentative and, when necessary to accommodate the public or the Board's schedules, the order of the agenda items is also subject to change.

Documents are posted at <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 Board.

BRIDGE ENTERPRISE BOARD OF DIRECTORS Tab 09

- 10:55 a.m. Call to Order and Roll Call
- 10:55 a.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 11:00 a.m. Act on Consent Agenda Bridge Enterprise 03
 - a) Resolution to Approve Regular Minutes from June 19, 2014 (Herman Stockinger)
- 11:05 a.m. Discuss and Act on 1st Budget Supplement for FY2015 (Scott Richrath) Bridge Enterprise 07
- 11:10 a.m. Discuss and Act on Resolution to Accept asset ownership of bridges previously transferred from CDOT to Bridge Enterprise and their assigned new Bridge IDs (Scott Richrath)..... Bridge Enterprise 10

- 11:15 a.m. Discuss and Act on Resolution to Accept asset ownership of bridges budgeted with FASTER funding and completed within FY2014 (Scott Richrath) Bridge Enterprise 13
- 11:20 a.m. Acknowledgements of Board Elections and Appointment of CDOT Chief Engineer (Scott McDaniel) Bridge Enterprise 15
- 11:25 a.m. Monthly Progress Report (Scott McDaniel) Bridge Enterprise 16
- 11:35 a.m. Adjournment

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, June 19, 2014**

PRESENT WERE: Doug Aden, Chairman, District 7
Ed Peterson, District 2
Heather Barry, District 4
Kathy Gilliland, District 5
Kathy Connell, District 6
Sidny Zink, District 8
Les Gruen, District 9

EXCUSED: Shannon Gifford, District 1
Gary Reiff, District 3
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
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 the 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
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.

Chairman Aden convened the meeting at 1:35p.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 Connell moved for approval of the Consent Agenda. The motion was seconded by Director Peterson. Upon vote of the Board, the motion passed unanimously.

Resolution #BE-159

Approval of Regular Meeting Minutes for May 15, 2014.

BE IT SO RESOLVED THAT, the Minutes for the May 2014, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the June 18 & 19, 2014, meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on the 10th Budget Supplement for FY'2014

Scott Richrath stated that there are two projects, and he reminded the Commission that Bridge Enterprise is not programming newly eligible bridges but moving forward with those that had previously become eligible. The I-70 Havana Bridge is moving from design work to construction work. There is a \$757,000 request to allow for bids that came in over the original budget.

Chairman Aden entertained a motion to approve the budget supplement. Director Gruen moved to approve the resolution, and Director Gilliland seconded the motion. Upon vote of the Board, the resolution was approved unanimously.

Resolution #BE-160

BE IT SO RESOLVED THAT, the 10th Budget Supplement for FY'2014 is hereby approved by the Bridge Enterprise Board.

FY'2015 Bridge Enterprise Budget Approval Request

Scott Richrath stated that annually a budget for CDOT is adopted, a budget for HPTE is adopted and a budget for Bridge Enterprise is adopted. The Enterprise budgets tend to have very few rows without much granularity when they are sent downtown for approval by the Legislature as part of the Long Bill and signed off by the Governor in June of each year as the next fiscal year begins. The enterprises have had a tradition of coming back with additional granularity, which is included in this resolution. This is a request for the detailed, line-item budget for the Bridge Enterprise.

He stated that the Bridge Enterprise projects number is a summary of the three numbers above it. The total expenses at \$114 million ties to the revenue number near the top of the page of \$114 million. Revenue minus expenses demonstrates a balanced budget.

Chairman Aden noted that this budget includes the \$15 million that was approved during the Transportation Commission meeting. Chairman Aden entertained a motion to approve the FY'2015 budget. Director Peterson moved to approve the resolution, and Director Connell seconded the motion. Upon vote of the Board, the resolution passed unanimously.

Resolution #BE-161

Resolution #BE-161

The FY 2014-2015 Program Budget and Acceptance of the transfer of eligible federal funds from CDOT to Colorado Bridge Enterprise for the purpose of advancing the business purpose of the Colorado Bridge Enterprise

Approved by the Colorado Bridge Enterprise on June 19, 2014

WHEREAS, the Colorado Bridge Enterprise is charged with the reconstruction rehabilitation, and replacement of Designated Bridges, as defined in C.R.S. 43-4-803 (10), on the state's transportation system; and

WHEREAS, the Colorado Bridge Enterprise promulgates and adopts an annual budget; and

WHEREAS, the Colorado General Assembly created the Colorado Bridge Enterprise in C.R.S. 43-4-805 as a government-owned business within CDOT for the business purpose of financing, repairing, reconstructing, and replacing Designated Bridges, defined in C.R.S. 43-4-803(10) as those bridges identified as structurally deficient or functionally obsolete and rated poor; and

WHEREAS, the Colorado General Assembly declared and provided that the Colorado Bridge Enterprise shall constitute an "enterprise" for purposes of TABOR, section 20 of article X of the Colorado Constitution, so long as it retains the authority to issue revenue bonds and receives less than ten percent of its total revenue in grants from all Colorado State and local governments combined; and

WHEREAS, the Colorado General Assembly has excluded federal funds, regardless of whether such federal funds pass through the state or any local government prior to receipt by an enterprise from the definition of "grants" pursuant to C.R.S. 24-77-102(7); and

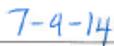
WHEREAS, CDOT receives federal bridge funds from the US Department of Transportation for purposes of repairing, reconstruction, and replacing bridges; and

WHEREAS, the Colorado Bridge Enterprise has accepted previous authorized transfers of federal bridge funds from CDOT for the purposes of advancing the business purposes of the Colorado Bridge Enterprise,

NOW THEREFORE BE IT RESOLVED, The Colorado Bridge Enterprise Board approves the Fiscal Year 2014-2015 budget and accepts the allocation and transferring of fifteen millions dollars (\$15,000,000) of eligible federal funds for purposes of advancing the financing, repair, reconstruction and replacement of designated bridges by the Colorado Bridge Enterprise.



Herman Stockinger, Secretary
Colorado Bridge Enterprise



Date

Monthly Progress Report

Scott McDaniel stated that there is not a substantial report. He entertained questions about the information distributed in the Commission packets.

Director Connell thanked Scott McDaniel for stepping up during the period of transition. Chairman Aden also thanked him for rising to challenge and helping keep a critical part of the program while the search for a Chief Engineer was ongoing. Director Gruen echoed his thanks as well.

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 1:42p.m.



COLORADO
Department of Transportation
Statewide Bridge Enterprise

DATE: July 17, 2014
TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, CFO
SUBJECT: First Supplement to the FY 2015 Bridge Enterprise Budget

Enclosed is the First Supplement to the FY 2015 Bridge Enterprise Budget.

REGION 1

- \$15,520,900 -US6 ML over Garrison in Jefferson County (old F-16-ER) (new F-16-FW)
 Establish the construction budget for this design/build project. RFP Date August 2014
 (19473/10001...)

US6 Over GARRISON - BRIDGE REPLACEMENT
Structure New (Replacing F-16-ER, New F-16-FW)
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	First Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
Design	<i>Bond Proceeds</i>	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000
	<i>FASTER Funds</i>	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$338,457
	Total Design	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$538,457
Construction	<i>Bond Proceeds</i>	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000	\$0
	<i>FASTER Funds</i>	\$0	\$15,020,900	\$0	\$0	\$15,020,900	\$15,020,900	\$0
	Total Construction	\$0	\$15,520,900	\$0	\$0	\$15,520,900	\$15,520,900	\$0
Total Project Budget		\$1,200,000	\$15,520,900	\$0	\$0	\$15,520,900	\$16,720,900	\$538,457
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
			\$11,408,356	\$4,112,544	\$0	\$15,520,900		

Resolution No. BE-

**“BE IT RESOLVED, That the First Supplement to the Fiscal Year 2014-2015
Budget is approved by the Bridge Enterprise Board.”**



4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, CBE Chief Financial Officer
DATE: July 17, 2014
SUBJECT: Previously Transferred Existing Bridges

A total of 91 bridges have been transferred from CDOT to Colorado Bridge Enterprise to date. These transfers were initially accomplished via a two step process: first, the Transportation Commission approved a resolution transferring the assets from CDOT to Bridge Enterprise; and second, the Bridge Enterprise Board of Directors approved a separate resolution accepting asset ownership of the existing bridges.

The bridges were transferred using their existing bridge ID numbers. However when a bridge is replaced, CDOT retires the existing Bridge ID and the newly replaced structure is assigned its own unique Bridge ID. Since the old structure number is retired this process is not necessary.

As such, the purpose of the attached resolution is two-fold:

- Document existing structures are taken-out-of-service and any remaining book value is written-off CDOT accounting records; and,
- Bridge Enterprise formally acknowledges ownership of the replaced structures and their new Bridge ID.

Please note the following:

- This resolution only addresses replacement structures that are complete and open to traffic; this means the existing Bridge IDs are now officially taken-out-of-service.
- This resolution addresses 18 out of the 91 structures transferred. Previously 42 structures were acknowledged and there will be future resolution(s) addressing the remaining structures when then have been completed.
- Rehabilitated structures are excluded from this resolution as they retain their existing Bridge ID number.



Colorado Bridge Enterprise
July 17, 2014

Resolution Number BE-
Take-out-of-service and write-off previously Transferred “Poor” Bridge Asset and Acceptance of a New Bridge Asset

WHEREAS the General Assembly created the Bridge Enterprise as a government-owned business within CDOT, pursuant to 43-4-805 C.R.S.; and

WHEREAS, PURSUANT TO 43-4-805 C.R.S., the Bridge Enterprise is to operate as a government-owned business within the Department of Transportation and shall constitute an “enterprise” for the purposes of Section 20 of Article X of the Colorado Constitution so long as the Bridge Enterprise retains authority to issue revenue bonds and receives less than ten percent (10%) of its total annual revenue in grants, as defined in 24-77-102(7) C.R.S., from all State and local governments combined; and

WHEREAS, the business purpose of the Bridge Enterprise is to finance, repair, reconstruct, and replace designated bridges in the state; and

WHEREAS, Section 43-4-805(5)(f), C.R.S. authorizes the Bridge Enterprise Board to enter into agreements with the Transportation Commission, or the department to the extent authorized by the Transportation Commission, under which the bridge enterprise agrees to finance, repair, reconstruct, replace, and, if any given agreement so specifies, maintain designated bridges as specified in the agreements; and

WHEREAS, the Bridge Enterprise Board previously accepted ownership of previously existing structures (listed on Attachment A) transferred via Board approved resolution from CDOT to Colorado Bridge Enterprise, and the previously existing structures have been demolished and replaced with a new structure that was assigned its own unique Bridge ID.

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board hereby acknowledges that the previously transferred existing structures have been demolished and taken-out-of-service and any remaining book-value (if any) will be written-off CDOT accounting records, and Bridge Enterprise accepts asset ownership of the replacement structures with their new bridge identification numbers as itemized on Attachment A.

Herman Stockinger

Secretary, Bridge Enterprise Board of Directors

ATTACHMENT A

Transferred Existing Bridge ID	Facility Carried over Featured Intersection	Replacement Structure New Bridge ID
B-17-L	SH 14 ML over Coalbank Creek	B-17-BU
C-09-C	US 40 ML over East Fork Elk River	C-09-AU
D-17-AK	SH 66 ML over St Vrain River	D-17-FK
E-16-FK	SH 121 ML Southbound over US 36 ML	E-16-YB
E-16-FL	County Road / Old Wadsworth over US 36 ML	E-16-YC
E-16-FW	Pecos Street over I 70 ML	E-16-YQ E-16-YZ(ped bridge)
E-16-GQ	SH 95 ML over UP Railroad, Railroad Spur	E-16-YD
E-17-EX	Peoria Street over I 76 ML	E-17-GF
F-08-F	I 70 Service Road over Colorado River (SR)	F-08-AJ
F-16-CS	SH121 ML over Bear Creek	F-16-YR
F-16-DT	I 25 ML Northbound over US 85 ML	F-16-XS
F-16-DW	I 25 ML Southbound over US 85 ML	F-16-XS
F-16-F	US 85 ML Northbound over Dad Clark Gulch	F-16-FA
F-16-FL	US 6 ML over SH 95 ML	F-16-XQ
K-16-K	SH 120 ML over Railroad, Arkansas River	K-16-AL
O-19-H	US 350 ML over Purgatoire River	O-19-R
O-19-J	US 350 ML over Draw	O-19-AH
P-19-AD	SH 239(CO Road 75) ML over Irrigation Canal	P-19-AV



4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, CBE Chief Financial Officer
DATE: July 17, 2014
SUBJECT: Asset Ownership of FASTER funded structures

Colorado Bridge Enterprise currently utilizes an accounting policy that allocates Bridge Enterprise funding through projects that directly pay for the replacement structure and newly assigned Bridge ID. If an existing structure is scheduled for replacement, CDOT no longer transfers the existing bridge ID to Colorado Bridge Enterprise. This is in compliance with CBE Guidance Document (2011 Number 11; dated November 17, 2011) Asset Transfer / Ownership Policy for Replacement of an Existing Bridge.

For document record keeping purposes, Bridge Enterprise needs to formally acknowledge asset ownership of the replacement structure based upon the following criteria:

- The Bridge Enterprise Board approved the allocation of Bridge Enterprise funding via the monthly budget supplement process.
- Structure was completed and open for traffic in fiscal year 2014.

The attached resolution accepts asset ownership for Bridges:

**New Bridge Enterprise
Owned Bridge**

B-17-DF

E-16-HG

G-16-E

G-16-F

Facility Carried over Featured Intersection

US 85 ML(Nunn Bridge) over UP Railroad

SH 58 ML over Ford Street, Wash

US 85 ML over Draw; Cook Ranch to Louviers

US 85 ML over Draw; Cook Ranch to Louviers



Colorado Bridge Enterprise
July 17, 2014

Resolution Number BE-
Acknowledge New Bridge Asset Funded by Bridge Enterprise

WHEREAS the General Assembly created the Bridge Enterprise as a government-owned business within CDOT, pursuant to 43-4-805 C.R.S.; and

WHEREAS, PURSUANT TO 43-4-805 C.R.S., the Bridge Enterprise is to operate as a government-owned business within the Department of Transportation and shall constitute an “enterprise” for the purposes of Section 20 of Article X of the Colorado Constitution so long as the Bridge Enterprise retains authority to issue revenue bonds and receives less than ten percent (10%) of its total annual revenue in grants, as defined in 24-77-102(7) C.R.S., from all State and local governments combined; and

WHEREAS, the business purpose of the Bridge Enterprise is to finance, repair, reconstruct, and replace designated bridges in the state; and WHEREAS, Section 43-4-805(5)(f), C.R.S. authorizes the Bridge Enterprise Board to enter into agreements with the Transportation Commission, or the department to the extent authorized by the Transportation Commission, under which the Bridge Enterprise agrees to finance, repair, reconstruct, replace, and, if any given agreement so specifies, maintain designated bridges as specified in the agreements; and

WHEREAS, Bridge Enterprise no longer transfers an existing Bridge ID that is programmed to be replaced; and currently utilizes an accounting policy that provides FASTER funding directly to the planned replacement structure and newly assigned Bridge ID; and

WHEREAS, the Bridge Enterprise Board previously approved the use of FASTER funding via the monthly budget supplement process to construct the below noted replacement structures which were completed and open to traffic in Fiscal Year 2014; and

New Bridge Enterprise Owned Bridge	Facility Carried over Featured Intersection
B-17-DF	US 85 ML(Nunn Bridge) over UP Railroad
E-16-HG	SH 58 ML over Ford Street, Wash
G-16-E	US 85 ML over Draw; Cook Ranch to Louviers
G-16-F	US 85 ML over Draw; Cook Ranch to Louviers

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board hereby accepts ownership of the new bridges.

Herman Stockinger

Secretary, Bridge Enterprise Board of Directors



COLORADO

Department of Transportation

Statewide Bridge Enterprise

4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Matt Cirulli, Program Manager
DATE: July 17, 2014
SUBJECT: Acknowledgment of New Bridge Enterprise Board Members and CDOT Chief Engineer

At the June 2014 Transportation Commission (TC) meeting, Commissioners Edward Peterson and Kathy Connell were appointed as the new TC Chairman and Vice-Chair, respectively. In the past, the TC Chair and Vice-Chair also served as the Colorado Bridge Enterprise Chair and Vice-Chair.

This memorandum acknowledges and the July 2014 Bridge Enterprise Board meeting minutes will reflect that Bridge Enterprise Directors Edward Peterson and Kathy Connell shall be elected as the Bridge Enterprise Chairman and Vice-Chair, respectively.

This memorandum also acknowledges and the July 2014 Bridge Enterprise Board meeting minutes will reflect newly appointed CDOT Chief Engineer Joshua Laipply.

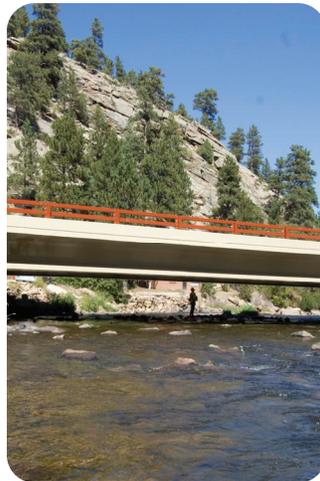
In addition, the TC Secretary, Herman Stockinger, will remain as the Colorado Bridge Enterprise Secretary.





COLORADO

Department of
Transportation



Colorado Bridge Enterprise

July 2014 Monthly Progress Report
Board of Directors Meeting



Program Schedule

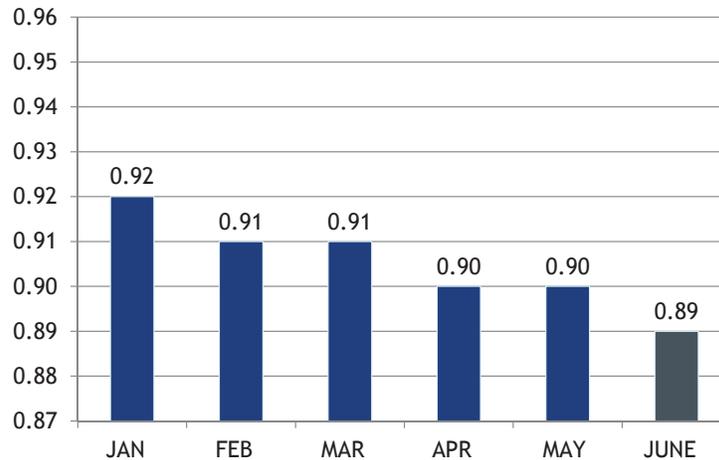
- Program schedule updated for work complete through June 2014
- June Schedule Performance Index (SPI) = 0.89; 0.01 from prior month (May SPI = 0.90)
- Over-performing projects
 - 3 projects with \$3.3M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.007; 0.001 DECREASE from prior month
- Under-performing projects
 - 11 Railroad projects with \$29.2M in combined lost EV
 - Reduces overall program SPI calculation by 0.06; 0.01 DECREASE from prior month
 - One non-Railroad project with lost EV of 0.010 or greater for this month
 - Region 4 SH14 over Cache La Poudre River impacting program by 0.016, 0.02 INCREASE from prior month

7/17/2014



Program Schedule

Program SPI by Month



Program Goal SPI \geq 0.90

7/17/2014



Major Achievements

- **CURRENT PROGRAM INITIATIVES**
 - Completed FY2015 1st Maintenance Invoicing
- **INNOVATIVE BRIDGES**
 - Region 1, F-16-ER: US 6 ML over Garrison Street(Lakewood, CO)
 - Preliminary Schedule released for Streamlined Design/Build Project
- **BRIDGES TO CONSTRUCTION**
 - **Region 1**
 - F-17-GO: US 40 ML Eastbound over Tollgate Creek (Aurora, CO)
 - F-17-GA: US 40 ML Westbound over Tollgate Creek (Aurora, CO)

7/17/2014



Major Achievements

- BRIDGES TO AD

- Region 2

- K-14-J: US 50 ML over Draw, Fremont County
 - K-16-S: SH 120 ML over Draw, UP Railroad, Fremont County
 - L-27-S: US 50 ML over Draw, Prowers County
 - L-28-C: US 50 ML over BNSF Railroad, Prowers County

- Region 4

- B-16-D: SH 14 ML over Cache La Poudre River, Larimer County

- BRIDGES COMPLETED

- Region 1

- E-16-HA: SH 58 ML over Ford Street, Wash, Jefferson County

- Region 2

- K-16-K: SH 120 ML over Railroad, Arkansas River, Fremont County

7/17/2014



Completed FASTER Bridge

Region 1

E-16-HA: SH 58 ML over Ford Street, Wash, Jefferson County



7/17/2014



Completed FASTER Bridge

Region 2

K-16-K: SH 120 ML over Railroad, Arkansas River, Fremont County

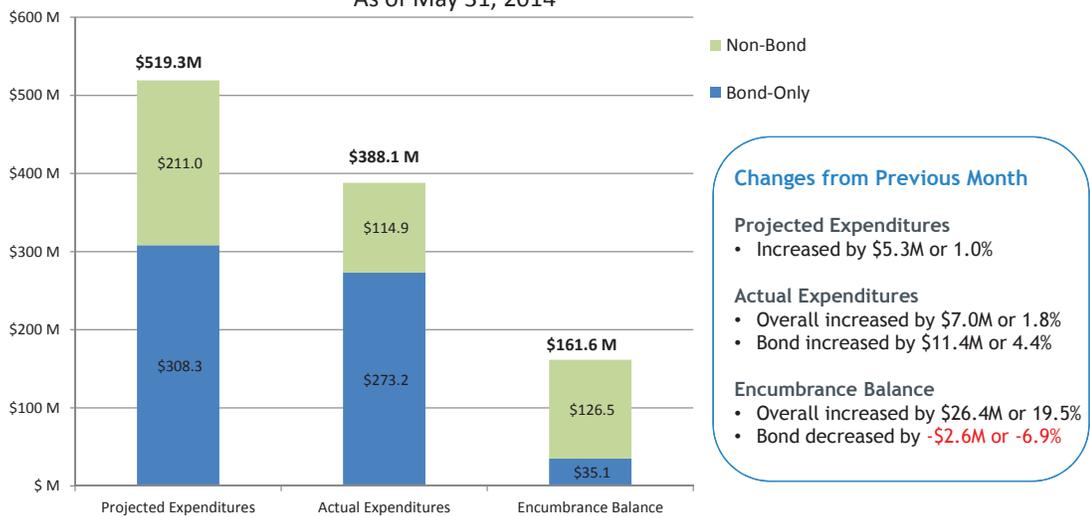


7/17/2014



Total Program Financial Performance

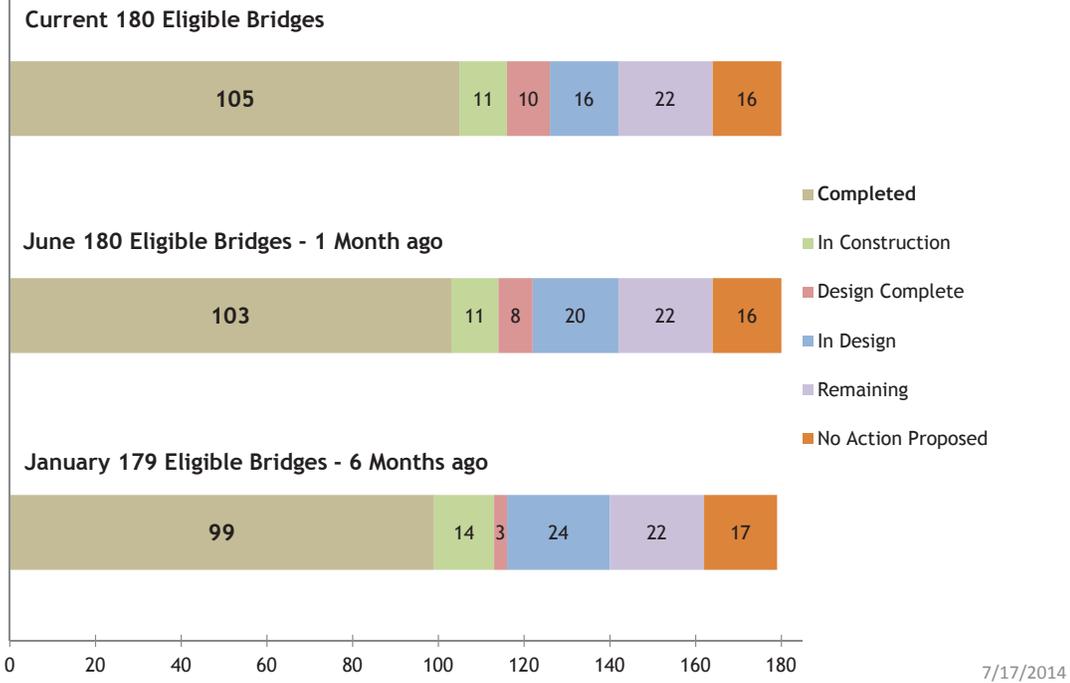
Colorado Bridge Enterprise Total Program Performance
As of May 31, 2014



7/17/2014



Status FASTER Eligible Bridges



Status \$300M Bond Bridges





Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	6*	28*
In Construction	5*	0*
Design Complete	1*	0
In Design	11*	2
Remaining	7	0
Total Addressed	30	30

*Changes from last month:

Original 128:

K-16-K moved from In Construction to Construction Complete

2014 List:

K-16-K moved from In Construction to Construction Complete

E-16-HA moved from In Construction to Construction Complete

B-16-D moved from In Design to Design Complete

7/17/2014



Viaduct Effect on CBE

- To address a prior meeting's question from the Commission regarding the effect of the \$850M Viaduct commitment from Bridge Enterprise, please find the following slide showing the effect to the State Percent Structurally Deficient (SD) Deck Area (originally presented in January 2014)
- The Bridge Enterprise is in the process of updating the 10-year financial plan. The plan update will be an in-depth forecast of the effect of the \$850M commitment to the Viaduct project.

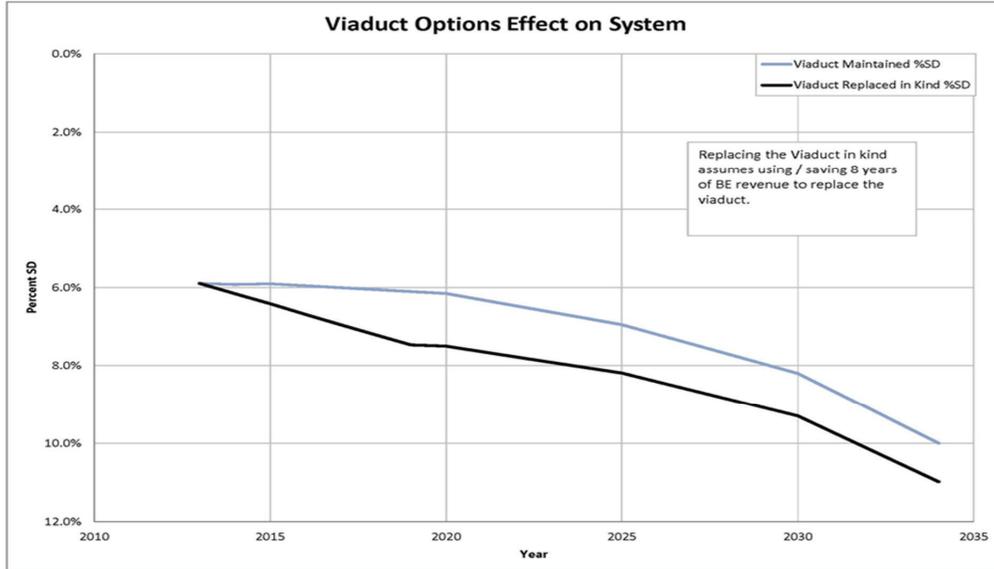
7/17/2014



Viaduct Effect on Percent SD

SD Projections v2
CHART (2)

1/3/2014
2:27 PM



Prepared: January 2014
By: CDOT Staff Bridge



FASTER Q & A

Questions & Answers



COLORADO

Department of Transportation

Division of Accounting and Finance

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

MEMORANDUM

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
Maria Sobota, Budget Director
DATE: July 17, 2014
SUBJECT: Revised Draft of Policy Directive 703.0 (PD703.0)

Purpose:

At the request of the Transportation Commission (TC) to the Division of Accounting and Finance (DAF), this memorandum serves to introduce a revised draft of PD 703.0.

Action Required:

While this memorandum is for informational purposes only, the TC is being asked to review the new draft and provide commentary. Feedback is particularly critical in regards to the overall reorganization of content, revisions to the review and approvals grid and the integration of PD1000.0 into PD703.0. Input is requested from the Commission by July 30th.

Background:

A draft of PD703.0 and supporting materials was first presented to the Transportation Commission in April 2014. Following a review of the information, the TC asked for clarification of several key topic areas including review and approvals, risk management as well as details regarding program management and individual project funding.

In response to this request, May's workshop presented information to the Commission that addressed what items under the new PD will now be presented to the TC for review and approval as opposed to what items will now be presented as informational only or not at all. Also provided was a comprehensive explanation of the level of agency risk associated with those items presented to the Commission as well as how overall agency risk will be defined and managed within the Department as a whole. A glossary of terms related to these topics was also provided for clarification and discussion.

Based on commentary from the Commission in April and May, in June the Department presented material clarifying how "Substantive" shall be defined and how, when and by whom those "Substantive" thresholds will be established. Additionally, dollar and



percentage overrun amounts were suggested and items requiring dual signatures were highlighted. Lastly, based on prior comments with respect to program and project approvals, the Department staff debuted a draft project approval matrix that provided a detailed view of the levels oversight that will be required for all programs and projects. The Department plans to use this draft matrix at the staff level to ensure consistent application of the principles outlined in PD 703.0.

Discussion:

Based on the collective feedback received from the Commission in April, May and June, this month the Department will be presenting a revised draft of PD703.0 for review. Since the April draft version, significant changes have been made to the way the content is formatted; streamlining it into a matrix style grid per the request of the TC in June. The majority of the topics addressed in PD703.0 have now been condensed into four appendices that are as follows:

- A. Definitions
- B. Annual Budget, Revenue, and Financial Position
- C. Project Related Transactions
- D. Other

The “Budget Action Approval Type Determination Matrix” that was presented last month to the Commission, has now been modified and renamed as Appendix C, “Project Related Transactions”. The remaining narrative not captured in the grids being pushed to the procedures that will be developed in coming months by staff. **See Attachment A: PD703.0 Draft**

In addition, the Department will present a resolution to repeal PD 1000.0 and consolidate topics covered in this PD regarding approvals for maintenance work into PD 703.0. Lastly, the “Project Budgeting Process Flowchart” has been included in this month’s packet as a for refresher for the TC and serve an informational purpose only. **See Attachment B: Project Budgeting Process Flowchart.**

Staff Recommendation:

The Department recommends that the Commission review the draft and provide input by July 30th so that the feedback can be integrated and presented in August. In addition, if there are any lingering comments regarding the presentations that have been given over the last few months, please let Scott Richrath know as soon as possible. The Department will seek adoption in August.

If you have any questions, please feel free to contact me by phone at (303) 757-9793 or by email at scott.richrath@state.co.us.

Attachment A: PD703.0 Draft

Attachment B: Project Budgeting Process Flowchart



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

I. PURPOSE

To establish the policy by which the Colorado Department of Transportation will determine and submit the annual budget 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, regions and offices of the Colorado Department of Transportation.

IV. DEFINITIONS

See Appendix A “Definitions”

V. POLICY

A. Scope. This Policy Directive applies to all funds and accounts administered by the Department. 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 applying effective and efficient cash management strategies.

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 programs or groups of projects within the STIP;
- c. Appropriations for construction and maintenance projects are as high as can be justified in conformance with state and federal laws;
- d. 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.

C. Principles.

1. 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.
2. It is necessary to obtain Commission approval for project modifications only when the modification is of high risk as defined by:
 - a. increases in project costs Substantively change the total funds allocated to a program as determined by the Transportation 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.
3. Level of Department and Commission governance is aligned to level of risk. Reference Appendix B "Annual Budget, Revenue, and Financial Position"; Appendix C "Project Related Transactions"; and Appendix D "Other Transactions".

D. Annual Budget.

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 extending over at least 48 months, for use in all of the Department's programs and budgets.
2. Pursuant to § 43-1-113(2), C.R.S., annually, on or before December 15, the Commission shall adopt and the Department shall submit a proposed draft budget allocation plan for the beginning of the fiscal year beginning on July 1 of the succeeding year. No later than April 15 of each year, the Commission

shall adopt and submit a final budget allocation plan to the Office of State Planning and Budget.

3. The level of Department and Commission risk regarding the annual budget shall be defined as outlined in Appendix B.

E. Project Budgets.

1. Projects typically will be managed within a four-year program or programs of projects; for example, a four-year surface treatment program or a four-year FASTER Safety program.
2. The Department shall approve the scope, schedule and cost of each project through development and construction, and shall report to the Commission to obtain initial approval of the scope, schedule and cost of each project; and to approve subsequent substantive changes to the scope, schedule and cost of each project as outlined in Appendix B.

F. Statewide Transportation Improvement Program (STIP).

1. Pursuant to 23 C.F.R. 450.216, the Department is required to develop a STIP.
2. 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.
3. The Department shall develop an eight (8) year STIP every four (4) years.
4. The STIP must list regionally significant projects individually. Other projects will be grouped into programs.
5. The STIP will be amended at least once a year for major changes. Upon the conclusion of a fiscal year, a new fiscal year will be amended into the STIP as the fourth federally recognized year.
6. Minor changes will be made by Administrative Modification which will be approved by the Department Executive Director.

VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE

1. Appendix A – “Definitions”
2. Appendix B – “Annual Budget, Revenue, and Financial Position”
3. Appendix C – “Project Related Transactions”
4. Appendix D – “Other Transactions”

VII. IMPLEMENTATION PLAN

1. The OFMB shall establish procedures to implement this Policy Directive.
2. The OFMB shall train all CDOT employees who are impacted by or involved with this Policy Directive.
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- Definitions

“Allotment Advice” shall mean project level budget actions, initiated by Department staff, that is approved by OFMB staff without Commission approval.

“Approval” shall mean administrative permission to proceed with a project, program, or other anticipated expenditure 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. For purposes of this Policy Directive, 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. CDOT maintains several budgets including those for Colorado Bridge Enterprise, High Performance Transportation Enterprise, the Aeronautics Division, and the core budget of CDOT, all of which are included in the State’s annual budget – the Long Bill.

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

“Confirmation Item” shall mean approved action prior to TC meeting, but included on formal Budget Supplement document.

“Department” shall mean the Colorado Department of Transportation pursuant to § 43-1-103, C.R.S.

“Programs” shall mean a logical grouping of similar projects in scope; or small and miscellaneous in nature.

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

“STIP” shall mean Statewide Transportation Improvement Program – A federally required, fiscally constrained, program that depicts transportation projects for a minimum of four fiscal years up to eight (8) fiscal years.

“STIP Administrative Modification” shall mean minor changes to project costs, funding sources, or initiation dates. “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.

“STIP Amendment” shall mean any major change to a project, including addition or deletion, major change to cost, initiation dates, or scope including amending a year into the STIP.

“TC Approval Required” shall mean project level budget actions, initiated by Department staff requiring Commission approval as part of a budget supplement packet.

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

“Transportation Commission Approved List” shall mean a list of projects approved by the Transportation Commission for an Annual Program per established processes.

DRAFT

Appendix B: "Annual Budget, Revenue, and Financial Position"

Event Type	<u>High Risk: TC Review and Approve</u>	<u>Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO Report To and Inform TC</u>	<u>Low Risk: Staff Manage</u>
STIP	STIP Amendments no less than annually	Quarterly analysis of fiscal constrained project schedule	Administrative Modifications
4-year Program of Projects and Corresponding Budget (see Project Related Transact.)	Acceptance of Asset Management Lists, Integrated Safety Plan and Programs of Projects as they become available	Quarterly report of allotments to projects	Locally and Regionally administered programs; or as programmed in STIP or as shown in project schedule for STIP amendments and budget supplements
		Annual forecast of amounts required to complete projects	
Cash Balances and Revenue Forecasts	Annual Risk Assessment	Quarterly reports on construction lettings and revenue forecasts	OCM limit on construction lettings each month
		Annual reports on attenuation measures	
Revenue-Based Budget	Annual Budget Adoption: November - review draft budget March - adopt final	August - Review final budget including legislative items	Local agency project contributions, Federal Discretionary allocations, State administered grants
Decision Items	Greater than or equal \$1 million (Annual Process)	Less than \$1 million (Annual Process) (requires dual signature)	
Roll Forwards	Cost center roll forwards (Annual Process)	Reclassifications of previous FY funds to RAMP or other programs	Budget pool fund balances and automatic cost center roll (Annual Process)
Project Budgets (see Project Related Transactions)	Individual projects <u>Not</u> on Approved List	Individual projects on Approved List	Individual projects on Approved List
	Additions greater than or equal to 15% and greater than or equal to \$500,000	Additions between 10%-15% or between \$250,000- \$500,000	Additions less than 10% or less than \$250,000
Cash-Based Expenditures	Budget increases greater than or equal to 10% of program and greater than \$1 million	Budget increases less than 10% of program and less than \$1 million	Quarterly review of the project schedule; expenditure forecasts and 'plan' vs. 'actual' analyses

Appendix C: "Project Related Transactions"

<u>Project Type</u>	<u>Initial Project Funding</u>	<u>Pre-Award Adjustment and Contract Modification Orders (to the currently approved project budget)</u>			<u>Project Closure</u>
		Greater than or equal to 15% and greater than or equal to \$500,000 or greater than or equal to \$5,000,000 above the original approved amount	Between 10%-15% and between \$250,000-\$500,000 above the original approved amount	Less than 10% or less than \$250,000 above the original approved amount	
2013 Emergency Relief and Permanent Repairs	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO			Allotment Advice	
Emergency Requests (from the Transportation Commission Contingency Relief Fund or other programs)	Requires Commission Chairperson approval for Confirmation Item			Allotment Advice	
Non-emergency Transportation Commission Contingency Reserve Fund Requests	TC Approval Required				
Asset Management Programs: Geohazard, Tunnels, Walls, Bridge On-System, Culverts, Surface Treatment, Property Management. (Including RAMP.)	TC Approval Required if not on Approved List or Model	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List or Model				
Transportation Systems Management & Operations - Replacement	Allotment Advice	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
Transportation Systems Management & Operations - New Capital	TC Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
Highway Safety Improvement Program	TC Approval Required if not on Approved List or Model	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List or Model				

Appendix C: "Project Related Transactions"

Project Type	Initial Project Funding	Pre-Award Adjustment and Contract Modification Orders (to the currently approved project budget)			Project Closure
		Greater than or equal to 15% and greater than or equal to \$500,000 or greater than or equal to \$5,000,000 above the original approved amount	Between 10%-15% and between \$250,000-\$500,000 above the original approved amount	Less than 10% or less than \$250,000 above the original approved amount	
FASTER Safety Program	TC Approval Required if not on Approved List or Model	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List or Model				
Strategic Projects (e.g. 7th Pot)	TC Approval Required			Allotment Advice	
Federal Discretionary Grants - State Match Required	TC Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
Federal Discretionary Grants - No State Match Required	No Commission Approval Required for any action				
Regional Priority Program	No Commission Approval Required for any action				
Other State Administered Programs - Congestion Relief, Hot Spots and Railroad Crossings, Planning and Research, Safe Routes to School	No Commission Approval Required for any action				
Local contributions to state project	No Commission Approval Required for any action				
Local Administered Programs: CMAQ, TAP, STP-Metro, Bridge Off-System, Metro Planning	No Commission Approval Required for any action				
Maintenance Levels of Service	For all MLOS transactions, including Maintenance Projects, see "Other Transactions"				

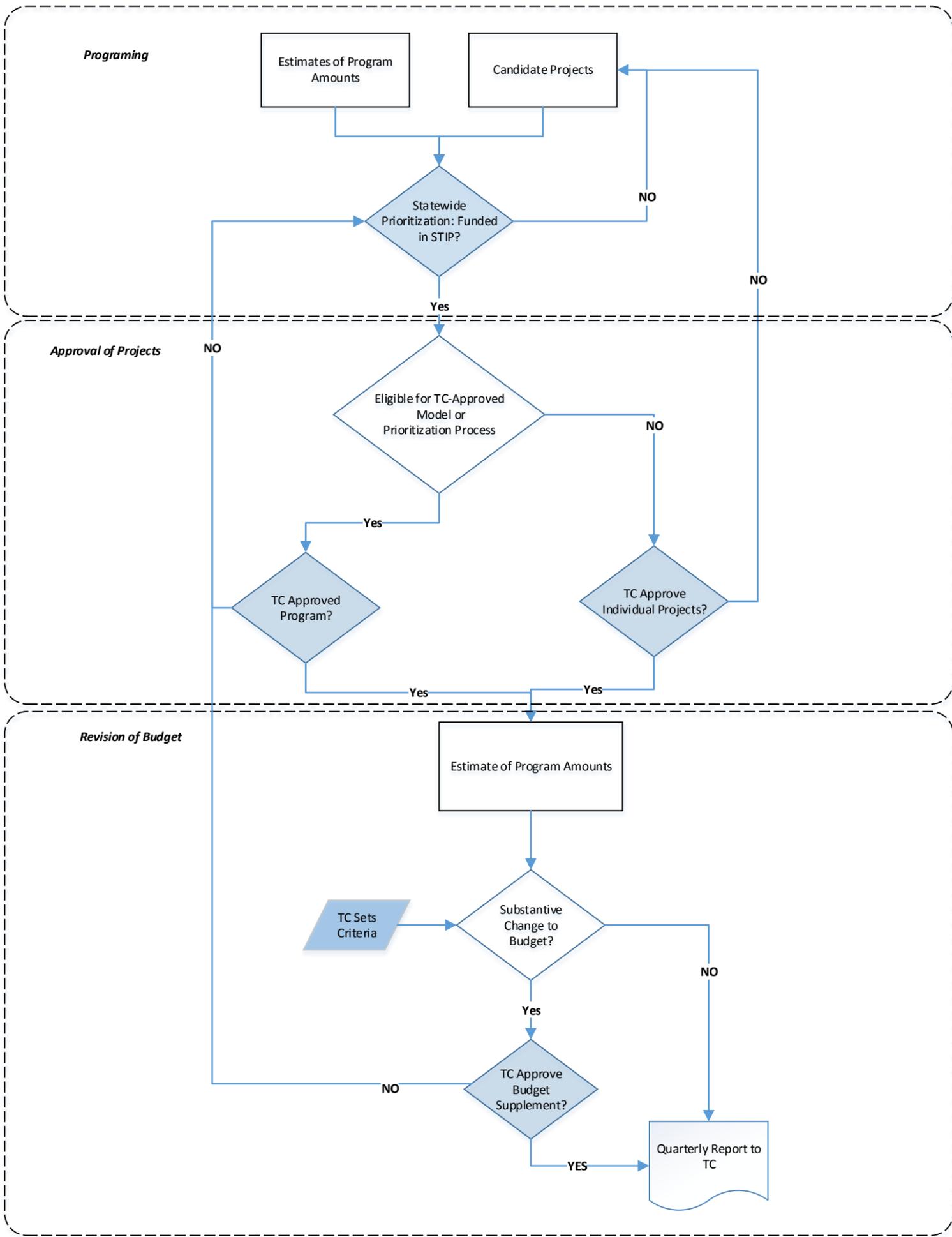
Appendix C: "Project Related Transactions"

Project Type	Initial Project Funding	Pre-Award Adjustment and Contract Modification Orders (to the currently approved project budget)			Project Closure
		Greater than or equal to 15% and greater than or equal to \$500,000 or greater than or equal to \$5,000,000 above the original approved amount	Between 10%-15% and between \$250,000-\$500,000 above the original approved amount	Less than 10% or less than \$250,000 above the original approved amount	
Transit and Rail	TC Approval Required if not on Approved List or Model	TC Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List or Model				
Bridge Enterprise	Enterprise Board Approval Required if not on Approved List or Model	Enterprise Board Approval Required	Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	
	Allotment Advice if on Bridge Enterprise Board Approved List or Model				
High Performance Transportation Enterprise	HPTE Board Approval Required		Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO	Allotment Advice	

Project Type	Initial Project Funding		Pre-Award Adjustment and Contract Modification Orders (to the currently approved project budget)		Project Closure
	Greater than or equal to 7.5% if more than \$100,000 or greater than or equal to \$1,000,000 above the original approved amount	Less than 7.5% or less than \$100,000 above the original approved amount	Greater than or equal to 7.5% if more than \$100,000 or greater than or equal to \$1,000,000 above the original approved amount	Less than 7.5% or less than \$100,000 above the original approved amount	
RAMP Operations and Partnership	TC Approval Required	Allotment Advice	TC Approval Required	Allotment Advice	

Appendix D: "Other Transactions"

Transaction Type	High Risk: TC Review and Approve	Moderate Risk: 2 Signatures ED (or Designee), Chief Engineer, CFO Report To and Inform TC	Low Risk: Staff Manage
FTE Requests	Increasing the total # of CDOT FTE's	Salary cap relief	Filling existing vacancies or Reclassifying to best meet business needs
Loans	Change that will trigger a loan and require Legislative Authority		Payment schedule included in quarterly and annual reports
Transfers between budget lines	TC Approval Required for current year funds	Reclassifications of previous FY funds to RAMP	
Budget Pool Level Transfers between Regions and/or HQ	Regional Priorities Program and 7th Pot	See Project 4 Year Budget for Quarterly report of allotments to projects to include Statewide administered programs (e.g. Asset Management programs, TSM&O, Safety)	Local administered programs (e.g. CMAQ, TAP, Metro)
Transfers between cost centers and program pools	Total Year to Date >= \$1,000,000	Individual Transfers >= \$250,000	Individual Transfers < \$250,000
Transfers between Capital and Operating Budget or Personal Services	Total Year to Date >= \$1,000,000	Individual Transfers >= \$250,000	Individual Transfers < \$250,000
Transfers between Personal Services and Operating Budget		Individual Transfers >= \$250,000	Individual Transfers < \$250,000
Aeronautics	Allocations for administrative costs		
MLOS	Annual Budget including Maintenance Program Areas	Budget transfers across regions	Budget transfers across sections or program areas within a region
Maintenance Projects	Structure Repairs, overlays, seal coats and all work where the total cost exceeds \$50,000	Emergency projects within Maintenance budget	Work where the total cost is < \$50,000
Earmarks and Federal discretionary funds	Application requiring state match not available from current program	State match is available, though project requires additional funds for completion, reference guidelines for other funds	Application requiring no state match
Other Programs (Administration & Operations)	To be reviewed on a biennial basis beginning in FY16 (FY 2015 total budget allocation of \$276,507,411)		
Contingency Funds	Transportation Commission Transition Fund > = \$1,000,000	Transportation Commission Transition Fund < \$1,000,000	Project contingency as part of approved project budget
	Any use of Transportation Commission Contingency Reserve Fund and Snow and Ice Contingency Reserve	Project contingencies allotted in projects but managed collectively (eg: program contingency) (requires dual signature)	
Emergency	Expenditures that require additional budget authority or borrowings	Reimbursable expenditures that can be initiated with existing cash (requires dual signature)	



Attachment 2 - Project Budgeting Process Flowchart



MEMORANDUM

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
DATE: July 17, 2014
SUBJECT: Federal Highway Administration Toll Credit Program

Purpose:

This memorandum provides an overview of the Federal Highway Administration Toll Credit Program.

Action Requested:

No action is required; memorandum is for informational purposes only.

Background:

The Federal Highway Administration (FHWA) Toll Credit Program permits a state to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA, an early predecessor of MAP-21) and US. Code Title 23 which outlines Federal Transportation Regulations.

The Toll Credit the State can earn for any Federal fiscal year is determined by the amount of toll revenue used by toll authorities. The toll facility that generates the Toll Credits must be open to public travel. It may be operated by a public, quasipublic, or private toll authority. The amount of Toll Credit earned is based on toll revenues that the toll authority subsequently spends on eligible capital expenditures to build or improve public highway facilities that serve interstate travel. All such expenditures must have been made entirely from non-Federal sources. Expenditures for routine maintenance, debt service, or costs of collecting tolls cannot be included.

To qualify for the Toll Credits, the State's total non-Federal highway and transit transportation capital expenditures must equal or exceed the average of prior years. Once a



Toll Credit balance amount is appropriately established, the Toll Credit balance will remain available until used by the State.

The Toll Credit provision allows the Federal obligation to be increased up to 100% of project costs to the extent that credits are available.

States may apply Toll Credits toward the non-Federal matching share of any Federal-aid highway project, except for emergency relief projects. Toll credits may also be applied toward the non-Federal matching share of transit projects eligible under Chapter 53 of Title 49.

A project must be matched with non-Federal funds as required for the Federal-aid category of funds requested by the State. Toll Credits, once approved by FHWA, are available to the State for use as a credit against the non-Federal share as match. Toll Credits are simply a means by which a State can convert projects to 100% Federally funded.

Toll Credits are not Federal funds, nor do they increase Federal Appropriation spending limits or Federal Obligation limits. Essentially, the State gives up a dollar of Federal Appropriation and Federal Obligation for every Toll Credit dollar committed to a project. But, despite this limitation, Toll Credits have a usefulness in some Scenarios.

One such scenario is the proposed agreement between the State of Colorado Department of Transportation (CDOT) and the U.S. Department of Transportation, Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) to use CDOT's Toll Credits to provide the necessary matching funds for three legacy projects in the Federal Lands Access Program: Guanella Pass Road, Cottonwood Pass Road, and Tarryall Reservoir Road.

These three legacy projects were significantly impacted by the match requirements enacted by MAP-21. The MAP-21 matching requirements will prohibit the completion of these regionally significant corridors, that when completed; will greatly benefit the State highway system as well as the transportation system as a whole.

The first proposed agreement would be to utilize Toll Credits as a portion of the match on the Tarryall Creek and Cottonwood Pass projects.

With execution of this agreement, CFLHD will advertise the projects utilizing 82.79% Federal Lands Access Program funds, 5.0% local match, and 12.21% toll credits. Because this agreement will use CFLHD's Federal Lands Access Program funds, CDOT's Federal Appropriation and Federal Obligation will not be consumed.

If you have any questions, please feel free to contact me by phone at (303)757-9793 or by email at scott.richrath@state.co.us.





MEMORANDUM

TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
DATE: July 17, 2014
SUBJECT: State Infrastructure Bank Activity Report for Fiscal Year 2014

Purpose:

This memo summarizes information related to State Infrastructure Bank activity in the State fiscal year 2015.

Action Requested:

This is for information purposes only. No action is requested or required by the Transportation Commission regarding this item.

Background:

The State Infrastructure Bank was created in 43-1-113.5(3) CRS, and in accordance with Procedural Directive (PD) 0720-1 (21):

The OFMB shall prepare a financial summary and review of the Transportation Infrastructure Revolving Fund (Fund 715) on a periodic basis. The OFMB shall present the report to the Colorado Transportation Commission (TC) at their monthly meeting in August for the period ending June 30th of the previous State fiscal year, and as a mid-year review, in February for the period ending December 31th of the current State fiscal year.

Summary Narrative:

As of June 30, 2014, the Colorado SIB had \$26.9 million in total assets. Of the total assets, 78.9 percent was attributed to the Aeronautics account and 21.1 percent was attributed to the Highway account. The Transit and Rail accounts of the Colorado SIB have never been capitalized.



As of June 30, 2014, there was a total of \$19.3 million available to loan, of which \$14.2 million was in the Aeronautics account and \$5.1 million was in the Highway account.

To date the Colorado SIB has eight outstanding loans totaling \$8.6 million. Seven loans with an outstanding balance of \$7.0 million are from the Aeronautics account and one loan with an outstanding balance of \$0.6 million is from the Highway account.

During this year, the fund's assets increased by 1.9 percent. The primary reason for the increase is due to interest earning. The SIB fund earned a total of \$509,310 from interest on loans and on account in fiscal year 2014. The first half interest rate on all Colorado SIB loans was two and a quarter (2.25) percent. Also, the second half interest rate on all Colorado SIB loans was two and a half (2.5) percent.

During fiscal year 2014, three loans from the aeronautics account were re-paid in full. Pitkin County retired two of the loans; one loan for \$840,000 that originated in fiscal year 2005, and one loan for \$900,000 that was taken in fiscal year 2006. In addition, Gunnison County paid back the loan it took in fiscal year 2004 for \$494,727. As of June 30, 2014, all Colorado SIB loans were current.

Also, in order to pay off its latest loan from the Colorado SIB, Gunnison County requested permission to sell the Airwolf C3 ARFF RIV Fire Truck procured with its fiscal year 2013 loan proceeds. The Colorado SIB Committee has granted permission to Gunnison County and the sell of the vehicle and subsequent pay-off of the loan is pending.

Although there were no new loans recorded in fiscal year 2014, the Transportation Commission approved one loan of \$2,336,000 to the Colorado Springs Airport. This loan is now pending execution of the loan agreement.

Overview of Colorado SIB Assets

As of June 31, 2014

<u>Assets</u>	<u>Aeronautics</u>	<u>Highways</u>	<u>Total</u>
Cash:			
Fund 715 Cash	\$ 14,156,140	\$ 5,132,021	\$ 19,288,161
Authorized Federal Funds	<u>0</u>	<u>0</u>	<u>0</u>
Amount Available to Loan	\$ 14,156,140	\$ 5,132,021	\$ 19,288,161
Accounts Receivable:			
Outstanding Loan Balances	\$ 7,039,021	\$ 545,410	\$ 7,584,430
Accrued Interest	<u>0</u>	<u>0</u>	<u>0</u>
Total Accounts Receivable	\$ 7,039,021	\$ 545,410	\$ 7,584,430
Total Assets	\$ 21,195,160	\$ 5,677,431	\$ 26,872,592
<i>Percent of account / fund Loaned</i>	33.2%	9.6%	28.2%



Colorado SIB Loans Summary

As of June 30, 2014

	Original Loan Date	Loan Amount	Balance Due	Interest Rate	Debt Service	Next Payment Due Date
Aeronautics Account:						
Walker Field Public Airport	Mar 1, 2002	300,000	0	2.00%	104,026	
Arapahoe Co. Public Airport	Apr 5, 2002	400,000	0	2.00%	44,531	
Arapahoe Co. Public Airport	Oct 2, 2007	5,400,000	2,353,090	3.00%	633,045	Oct 2, 2014
Colorado Springs Airport	Jul 3, 2008	600,000	184,274	3.00%	96,304	Jul 3, 2014
Front Range Airport Authority	Aug 13, 2007	1,800,000	784,363	3.00%	211,015	Aug 13, 2014
Front Range Airport Authority	Mar 4, 2002	950,000	0	2.00%	105,760	
Grand Junction Regional Airport	Jun 1, 2009	4,000,000	2,149,163	3.00%	116,122	Sep 1, 2014
Pitkin County	Oct 24, 2002	1,350,000	0	2.00%	150,291	
Pitkin County	Apr 12, 2005	840,000	0	4.00%	103,564	
Pitkin County	Jan 20, 2006	900,000	0	4.00%	110,962	
Eagle County Airport	May 16, 2003	990,000	0	2.00%	110,213	
Meadow Lake Airport	Mar 5, 2004	3,500,000	0	4.00%	180,091	
County of Gunnison	Feb 19, 2004	494,727	0	4.00%	60,995	
County of Gunnison	Jul 23, 2004	150,000	0	4.00%	33,694	
County of Gunnison	Jun 16, 2006	557,095	0	4.00%	68,685	
County of Gunnison	Feb 19, 2004	1,000,000	0	3.25%	355,231	
County of Gunnison	Mar 8, 2013	354,200	313,704	2.00%	9,793	Sep 8, 2015
County of Archuleta	Aug 26, 2004	2,500,000	339,336	4.00%	308,227	Aug 26, 2014
County of Jefferson	Mar 12, 2008	2,100,000	915,090	3.00%	246,184	Mar 12, 2015
Highway Account:						
City of Steamboat Springs	Jun 21, 1999	100,000	0	4.83%	38,063	
City of Cripple Creek	Oct 19, 1999	300,000	0	4.34%	109,398	
City of Glenwood Springs	Jan 23, 2002	1,500,000	0	2.00%	166,990	
City of Central	Oct 20, 2004	700,000	0	4.00%	133,533	
Colorado Springs Airport	Dec 19, 2007	3,500,000	545,410	3.00%	561,772	Dec 19, 2014

Transportation Commission Decision Request

This report is for informational purposes only. The Transportation Commission is not being asked to consider anything pertaining to this matter.

If you have any questions, please feel free to contact me by phone at (303) 757-9793 or email at scott.richrath@state.co.us.





COLORADO
Department of Transportation
 Division of Transportation Development

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

TO: Colorado Transportation Commissioners

FROM: Debra Perkins-Smith, Director, Division of Transportation Development
 William Johnson, Transportation Performance Branch, DTD

DATE: July 3, 2014

RE: Transportation Asset Management Committee July Information

Purpose

This memorandum presents informational topics for the July Transportation Commission Committee on Asset Management.

Discussion

During the June TC Asset Management Committee meeting staff were asked to provide information on two topics:

1. A timeline for further development and implementation of the Asset Investment Management System (AIMS)
2. A timeline for completion of performance metrics and targets for each asset program:

Draft Timeline

AIMS Development - One goal of AIMS was to consistently improve the tool. We currently have 25 tasks identified for calendar year 2014. The table below highlights major milestones in AIMS Development.

Task	Date	Resource	Likelihood for On-Time Completion
Cross-asset optimization - enable functionality to analyze and output condition only program budget recommendations across the seven assets that are ready in AIMS (pavement, bridge, buildings, ITS, roadway equipment, MLOS, culverts) using slider tool that allows simultaneous budget trade-offs.	August 2014	TPB	Med
Culvert analysis - finalize performance and asset deterioration curves for culverts.	August 2014	TPB	High
Road equipment net present value analysis - presented during January Delphi/February TC AM. Adding estimated equipment repair cost capability.	August 2014	TPB	High
Fixed budget business rules - Currently developing minimum program budgets to input as business rules in AIMS (example: Bridge Enterprise funds can only be used on bridges), and	August 2014	TPB	High



adjusting minimum budgets for FY17 and FY18 as applicable.			
Rockfall/Geohazard analysis - The methodology for modelling rockfall had been developed, but not yet implemented in AIMS. The modelling methodology will be expanded to a geohazards approach, and will be implemented in AIMS.	December 2014	TPB	High
Traffic Signals - add signals data and develop analysis, performance and deterioration curves.	December 2014	TPB	Med
Tunnels analysis - review existing data and identify data needs. Develop analysis methodology.	December 2014	TPB	Med
Walls - add walls data and develop analysis, performance and deterioration curves.	December 2018*	TPB	High
Cross-asset optimization - Inclusion of CDOT goals and objectives in asset program budget recommendations from AIMS. This task is outside of the current AIMS scope. It is anticipated that this work will be done under a separate contract.	TBD**	TPB	TBD**

TPB - Transportation Performance Branch

* Inventory expected to take 4.5 years.

** Pending coordination with Statewide Plan team.

Performance Targets - Performance metrics and targets for bridge, surface treatment, MLOS, building, ITS, road equipment, and culverts are complete and documented in table 4.1 of the RB-AMP. The table below highlights major milestones for developing remaining performance metrics and targets.

Program	Date	Resource	Likelihood for On-Time Completion
Rockfall/Geohazards - development of mitigation metric to represent the new geohazards approach.	July 2014	TPB/Geotechnical Branch	High
Signals - development of useful life metric. Program was first funded for FY 16.	July 2014	TPB/TSM&O	High
Road equipment - currently use an average percent useful life metric with an identified aspirational target. Need to develop a fiscally constrained target.	July 2014	TPB/Division of Highway Maintenance	High
Tunnels - development of metric and performance target.	August 2014	TPB/Staff Bridge	Med
Walls- development of metric and performance target. Program was first funded for FY 16.	August 2014	TPB/Staff Bridge	Med

TPB - Transportation Performance Branch

TSM&O - Transportation Systems Management and Operations

Next Steps

It is anticipated that staff will request a joint Asset Management and Statewide Plan Committee meeting or workshop in August to present and discuss next steps in AIMS, performance measures, and PD 14 refinement.



ASSET MANAGEMENT COMMITTEE

DRAFT MINUTES

Date: June 19, 2014

Committee Members Attending: Commissioners Gruen, Connell, Barry, and Zink.

Others Attending: Commissioner Aden, Commissioner Gifford, Debra Perkins-Smith, Scott Richrath, Josh Laipply, Scott McDaniel, Tony DeVito, Kerrie Neet, Dave Eller, Johnny Olson, Tom Wrona, William Johnson, John Vetterling, Robert Haley, Ty Ortiz, and others.

Minutes:

- The minutes from the February meeting were approved, with a request that improvements be made.
- Report Out from Commissioner Gruen.
- Commissioner Gruen informed attendees that the Project Status Report was discussed at the Program Management Workshop, and was removed from the agenda.
- **Delphi Workshop:** Commissioner Gruen requested clarification on the upcoming August Delphi meeting where FY 17 and FY 18 budget recommendations will be made. Specifically, are we relying too much on the Delphi approach instead of the Asset Investment Management System (AIMS) tool? Region Director DeVito asked if the TC could focus concerns with the Delphi process. Commissioner Gruen stated that Transportation Asset Management (TAM) focuses on process and tools, and that Delphi does not necessarily do that. The concern is that continued use of the Delphi method is taking our focus away from development of tools.

William Johnson explained that the current version of AIMS produces budget and optimized trade-off recommendations based on asset condition alone, and does not consider CDOT goals and objectives (e.g. safety, mobility, and economic development). Staff will be using the Delphi method in August while AIMS development continues, which will include adding goals and objectives to output recommendations. Commissioner Gruen requested that a scope and timeline for development of AIMS be delivered to the Committee. Commissioner Gilliland reiterated that we need to have all assets in common tool, and that we need to be able to objectively see the impacts of the TC's investment decisions. Additionally, Commissioners Gruen, Gilliland, and Connell spoke to the willingness of the TC to engage in prioritizing CDOT objectives and goals for use in enhancing tools.
- **Rockfall Program Spending Plan Moving to a Geohazard Management Plan:** Ty Ortiz presented the FY 15 Geohazard Management Plan. The plan contains two primary components, corridor risk reduction (\$6.8M) and emergency response (\$2.3M), and is designed to more effectively manage geohazards. The plan details how emergency response projects require flexibility in use of funds, and that use of funds will be in accordance with Policy Directive 703. Changes to the budget in excess of 10% would be made by formal request to the TC, and that individual emergency response projects do not need to go to the TC for budget approval. Commissioner Gruen stated that staff can assume the TC is comfortable with the plan.
- **Policy Directive 14 Refinement:** William discussed asset performance metrics and targets as they related to the Risk-Based Asset Management Plan (RB-AMP) and Policy Directive 14 (PD 14). Currently, three asset programs have performance targets in PD 14 – bridge, pavement, and MLOS. PD 14 also has language referring to the RB-AMP for other performance targets. The RB-AMP

lacks complete performance targets for five (walls, tunnels, rockfall/geohazards, signals, and a fiscally constrained target for road equipment) of the eleven asset programs. Commissioner Gruen requested that staff develop a level of effort analysis and timeline for development of missing performance targets.

- **CDOT Staff TAM Workshop:** William discussed the TAM Workshop conducted June 10-11 for CDOT staff. Highlights included 2 panel sessions that included Executive Managers and Asset Managers, as well as continued connections between Cash and Program Management initiatives. William also presented the “Cliff’s Notes” to the RB-AMP pamphlet requested by the TC during the February meeting. Commissioner Gilliland requested that the pamphlet be posted to CDOT external website.
- **10th National Conference on Transportation Asset Management:** William discussed staff participation and highlights from the conference that occurred in April. 6 CDOT staff, and 1 FHWA Colorado Division staff, attended – all gave presentations. Two highlights were the Change Management presentation from Gary Vansuch and Michelle Malloy, and a workshop on National Cooperative Highway Research Program (NCHRP) project 08-91 Cross-Asset Optimization tools.

Note: Due to timelines for PD 14 refinement more frequent meetings of the TC Asset Management Committee may be required.

STATEWIDE PLAN COMMITTEE MEETING

Date: June 19, 2014

Committee Members Attending: Commissioner Ed Peterson, Commissioner Kathy Gilliland, Commissioner Gary Reiff, Commissioner Shannon Gifford

Other Commissioners Attending: Commissioner Doug Aden, Commissioner Heather Barry, Commissioner Kathy Connell, Commissioner Sidney Zink, Commissioner Les Gruen

Others Attending: CDOT HQ: Don Hunt, Debra Perkins-Smith, Sandi Kohrs, Michelle Scheuerman, Scott Richrath, Herman Stockinger, Amy Ford, Scott McDaniel, Mark Imhoff, Barbara Gold, Charles Meyer, Gail Hoffman, Mike King, William Johnson, Heidi Humphreys, Tromila Maile. CDOT Regions: Dave Eller, Johnny Olson, Kerrie Neet, Tom Wrona. Other: Vince Rogalski, STAC chair.

- *March 20, 2014, Minutes:* The minutes were approved as written.
- *Statewide Plan Update:* Staff updated Commissioners on the Statewide and Regional Plans; summarized the Telephone Town Halls; and outlined where Policy Directive 14 may be updated or expanded for eventual Transportation Commission adoption.
 - Statewide Plan and 10 Rural Regional Plans: The Statewide Transportation Plan is primarily web-based. One of the main goals of a web-based plan is the capability of rolling out key elements (modules) as they are being developed. Currently the first two modules, the Colorado Transportation Story, and Introduction and Planning Process are on the website, www.coloradotransportationmatters.com. Committee members were provided with background information and a demonstration of the Introduction and Planning Process (Module 2) via Prezi, an interactive media tool. The last two modules are the Transportation Needs and Revenues; and Plan Results, Moving Forward, and Implementation. Drafts are anticipated to be ready this fall.

For the 10 rural Regional Transportation Plans, drafts of four of the six chapters have been completed: 1 – Regional Transportation Story; 2 – State and National Trends (policies, initiatives, and programs); 3 – Plan Purpose and Planning Process; and 4 – Regional Priority Corridors. The sixth meeting of the Transportation Planning Regions will take place in June and July, and will provide content for Chapter 5 – Transportation Needs and Revenues; and Chapter 6 – Plan Results, Moving Forward, and Plan Implementation.

- Telephone Town Halls Summary for 10 Rural Transportation Planning Regions: Staff thanked the Commissioners for their participation as co-hosts of the Telephone Town Halls. The

Telephone Town Halls were conducted for the 10 rural TPRs in April and May to gain input in feedback which will help shape Statewide and Regional Plan Development. Highlights of key benefits were shared. Staff noted that town hall polling questions were developed with input from other parts of the Department to maximize Department messaging and in obtaining feedback from the public on information that could be used throughout the Department.

One Commissioner suggested CDOT investigate using radio for future Telephone Town Halls. Staff noted that some radio pitching was done; however, further investigation on the use of this media will be done. Commissioner Doug Aden will record an outgoing message to thank Telephone Town Hall participants and to ask two quick polling questions about the usefulness of the Telephone Town Hall and areas for possible improvement.

- Policy Directive 14 Status and Potential Revisions: Staff said Commissioners will be asked at the next meeting to begin giving their input on possible additions and updates to PD 14 due to several plans that have been completed or will be soon on safety, asset management, operations, freight, and bicycle and pedestrian, as well as the Notice of Proposed Rulemaking for Statewide and Metropolitan planning released on June 2. One Commissioner noted that rail is one of the transportation modes, but PD 14 doesn't discuss it. Integrating all modes, including rail, will be among the topics for next month's meeting.
- *CDOT Senior Management Futures Forum*: A Futures Forum for CDOT senior management took place April 3 to discuss future visioning and trends, how CDOT could be affected, and what CDOT can do to best prepare for these changes. The group focused on three items: extreme weather, technology, and demographics. As a result of the forum, a Futures Leadership Group will be convened to maintain momentum for planning for the future, and Futures Work Groups will be formed to look at issues in depth. Committee members were pleased that staff are being proactive and considering future trends and role of the Department.
- *Projects and Funds Available*: Staff told Commissioners that projects totaling in the \$12-\$13 billion range are in the Statewide Transportation Improvement Program (STIP), the 2035 Statewide Transportation Plan, or have had some preliminary planning work such as studies and environmental assessments. Yet the program distribution totals for the 2016-2040 Statewide Transportation Plan total only \$2.068 billion in inflated dollars. The magnitude of planned projects, and funding needs for the I-70 Viaduct, mean that difficult decisions will need to be made for the next STIP. The I-70 Viaduct project could use a substantial portion of the SB 228 funds that CDOT is projected to receive. This means that some projects in the 2035 Plan will either have to be deleted or postponed. All of these factors will need to be taken into consideration as the CDOT Regions hold county meetings with their planning partners to develop the STIP.



COLORADO
Department of Transportation
Division of Transportation Development

Director's Office
4201 E. Arkansas Avenue, Room 262
Denver, CO 80222-3400

TO: Statewide Plan Committee of the Transportation Commission

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

DATE: July 16, 2014

RE: Results of Metropolitan Planning Organization (MPO) Telephone Town Halls

Purpose: This memorandum serves to provide results for the metropolitan area telephone town halls that occurred between May 15, 2014 through June 26, 2014. The rural telephone town halls all occurred in April through May 2014. (See the June 2014 Statewide Plan [SWP] Committee Memorandum on rural Transportation Planning Region [TPR] telephone town hall results for more details on the rural TPR calls).

Action Requested: None. Information only.

Background: Telephone town halls were used as an organizational partnering effort, and as outreach to the public to gain input that will inform development of the Regional Transportation Plans (RTPs) and the SWP.

Details:

Focus Areas

Metropolitan area telephone town halls, as with the rural calls, focused on three major elements: CDOT key messaging (education), polling participants, and fielding live questions from callers. Specific transportation topics included: a transportation vision discussion, limited transportation funding, transportation priorities, and transportation and the local economy. For the metropolitan areas, four polling questions, built off of earlier online MPO survey questions (on the SWP website), were asked during these calls (with input via the telephone key pad). Results of the polling were shared with the participants during the call. Recordings of the town halls were posted on the SWP website shortly after the calls occurred.

Participation

The participation rates at metropolitan area telephone town halls substantially exceeded those at the public open houses used during the development of the 2035 Statewide Transportation Plan. A high level of attendance at traditional open house meetings ranged from 30 to 40 people, not including CDOT or consultant staff. Participation on the call at these MPO telephone town halls ranged from 3,162 to 9,790 people, with peak attendance rates for those on the call at one point in time ranging from 488 to 2,826 attendees. Overall, it is estimated that over 57,000 people participated on these calls including both the rural and urbanized areas across the state. The national average of minutes for those on a telephone town hall is 10 minutes. In total, the CDOT MPO calls resulted in averages ranging from seven to 13 minutes. Calls were made to randomly generated land line numbers in the call area to reach potential participants. (Note that the Denver Regional Council of Governments (DRCOG) had two calls, with different sets of outbound calls to land lines for each event). Paid advertising was also used including a toll free call-in number, but was considered unsuccessful as it resulted in negligible participation. See **Attachment A** for more details on participation and polling results for the MPO telephone town halls.



Live questions asked by the participants during the MPO calls totaled between 13 and 26, and related to a variety of topics including: local traffic operation, safety, pavement condition, extreme weather conditions, multimodal concerns, and funding. These questions were addressed during the calls by the panel members that generally included a local elected official, the CDOT Regional Transportation Director (RTD), a Transportation Commissioner, and a representative from the MPO's transit agency. CDOT staff was present to help screen calls and to provide information to the panel members.

For callers who did not get their question answered during the call, they had the opportunity at the end of the call to leave a voicemail with their questions for CDOT to answer. CDOT's Statewide Planning staff then followed up with all voicemails by listening to the messages, and then forwarding the questions to specific CDOT staff with subject matter expertise surrounding the questions (i.e., transit questions would be forwarded onto the Division of Transit and Rail, and specific operations questions would be submitted to the Division of Transportation Systems Management and Operations) for responses. Statewide Planning staff would later be notified when questions were responded to.

Cost Comparison

A significant cost savings (roughly 50%) resulted from using telephone town halls compared to the traditional public meetings conducted during the development of the 2035 Statewide Transportation Plan. For more details on comparative costs and savings see the June 2014 SWP Committee Memorandum on rural TPR telephone town hall results.

Key Benefits: Several key benefits resulted from conducting telephone town halls, for both the rural and urban areas, compared to traditional public meetings that include:

- Reach a substantially broader audience
- More use of in-house staff vs. consultants
- Forum for informal discussion with key decision makers
- Opportunity to deliver CDOT's key messages
- Other parts of the Department will have access to this valuable information, (i.e., Division of Transit and Rail, the Office of Policy and Government Relations, and the Communications Office, to name a few)
- Cost effectiveness
- Events may be revisited (calls are recorded)

Next Steps: A mini-poll to find out more about the telephone town hall participant experience and to get information on suggestions for improvements have been uploaded to the SWP website. The results of the calls, taken from questions raised and the polling, will be used to inform the identification of priorities in the RTPs and the SWP.

Attachments: Attachment A - MPO Telephone Town Hall Participation & Polling Report



Attachment A
Metropolitan Planning Organization (MPO) Telephone Town Hall
Participation and Polling Report
July 1, 2014

Participation Information

MPO	Date	Overall Outgoing Calls	Total Attendees	Peak Attendees	Peak Number of Attendees on Call after 10 Minutes	Peak Number of Attendees on the Call after 30 Minutes	# of Live Questions on the Call	Avg. # of Minutes on the Call*
DRCOG 1	5/15/2014	69,957	9,107	2,826	1,979	338	13	7
DRCOG 2	5/20/2014	69,897	9,790	2,463	1,843	340	26	7
NFR MPO	5/22/2014	47,397	7,387	1,203	724	236	15	7
PACOG	5/27/2014	19,326	3,184	610	472	366	13	13
PPACG	6/24/2014	48,753	7,826	1,114	726	797	22	7
Grand Valley MPO	6/26/2014	17,473	3,162	488	353	217	19	7

*National Average is 10 minutes

DRCOG = Denver Regional Council of Governments

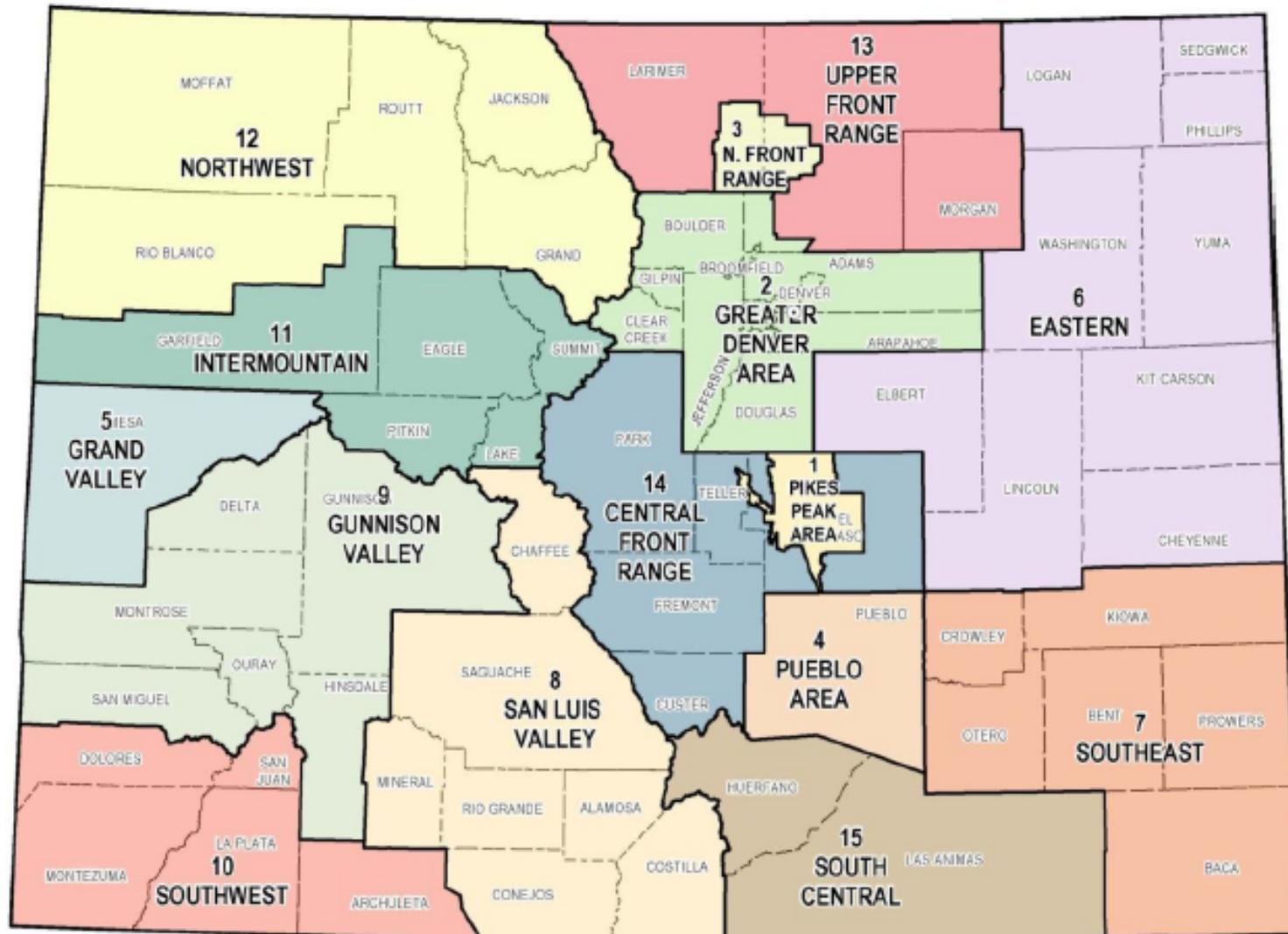
NFR MPO = North Front Range Metropolitan Planning Organization

PACOG = Pueblo Area Council of Governments

PPACG = Pikes Peak Area Council of Governments

Attachment A
Metropolitan Planning Organization (MPO) Telephone Town Hall
Participation and Polling Report
July 1, 2014

Transportation Planning Region Map



Attachment A
Metropolitan Planning Organization (MPO) Telephone Town Hall
Participation and Polling Report
July 1, 2014

Polling Question Responses

Question 1: What is most important to you about transportation?

MPO	Safety	Gets me to work and vital services	Economic Development	Let's me live my life the way I want	Another reason
DRCOG 1	17%	32%	4%	42%**	6%
DRCOG 2	19%	21%	7%	48%**	6%
NFR MPO*	50%	0%	50%	0%	0%
PACOG	44%	26%	11%	16%	3%
PPACG	45%	25%	13%	9%	8%
Grand Valley MPO	35%	32%	7%	18%	5%

* NFR MPO had only two people responding to this question.

**Response was "Options besides a car" for DRCOG events.

DRCOG = Denver Regional Council of Governments

NFR MPO = North Front Range Metropolitan Planning Organization

PACOG = Pueblo Area Council of Governments

PPACG = Pikes Peak Area Council of Governments

Question 2: How should CDOT invest limited dollars?

MPO	Maintaining the existing system	Safety improvements	More travel options
DRCOG 1	28%	20%	52%
DRCOG 2	42%	22%	36%
NFR MPO	40%	50%	10%
PACOG	22%	44%	34%
PPACG	40%	19%	41%
Grand Valley MPO	45%	19%	36%

Question 3: What approach is most reasonable to better address Colorado's transportation needs?

MPO	Use Available Funds to maintain system	Add Toll lane next to existing free lanes	Partner with Private Companies for new capacity Projects	Increase Gas or Sales Tax
DRCOG 1	18%	20%	23%	40%
DRCOG 2	20%	17%	14%	49%
NFR MPO	18%	18%	13%	52%
PACOG	24%	24%	32%	21%
PPACG	26%	23%	20%	30%
Grand Valley MPO	35%	18%	26%	21%

Attachment A
Metropolitan Planning Organization (MPO) Telephone Town Hall
Participation and Polling Report
July 1, 2014

Question 4: Which kinds of transportation improvements can best help the economy in your area?

TPR/MPO	Improving the pavement	Improving transit service	Improving airport service	Better bike and pedestrian options	Reducing Congestion
DRCOG 1	12%	45%	3%	10%	31%
DRCOG 2	13%	37%	4%	7%	39%
NFR MPO	31%	13%	9%	6%	40%
PACOG	23%	23%	11%	15%	28%
PPACG	15%	20%*	13%	8%	43%**
Grand Valley MPO	40%	26%	14%	10%	10%***

* Response was “better bus service” for Pikes Peak area.

** Response was “improve roadway capacity or connections” for Pikes Peak area.

*** Response was “improving rail freight service” for Grand Valley MPO.

DRCOG = Denver Regional Council of Governments

NFR MPO = North Front Range Metropolitan Planning Organization

PACOG = Pueblo Area Council of Governments

PPACG = Pikes Peak Area Council of Governments



TO: Statewide Plan Committee of the Transportation Commission

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

DATE: July 16, 2014

RE: Statewide and Other Plan Integration

Purpose: The purpose of this memo is to update the Statewide Planning Committee on how the various modal and program plans that have been either completed or are nearing completion are being integrated into the 10 rural Regional Transportation Plans (RTPs) and the Statewide Transportation Plan (SWP).

Background: Several CDOT plans need to be reflected in the RTPs and SWP. The completed modal plans are: Colorado Aviation System Plan, Bicycle and Pedestrian Plan Phase I, and State Freight and Passenger Rail Plan. The completed program plans are: Bridge Enterprise 10-Year Program Plan, Transportation Systems Operations Plan, Risk-Based Asset Management Plan, and Performance, Cash, and Program Management Plan, as well as Annual Performance Reports.

The modal plans nearing completion are: Statewide Freight Plan, Bicycle and Pedestrian Plan Phase II, Statewide Transit Plan, the Regional Coordinated Transit and Human Services Plans for each of the 10 rural Transportation Planning Regions, and the 10 rural Regional Transportation Plans. The Colorado Strategic Highway Safety Plan is the one program plan nearing completion. For a list of the anticipated completion dates of these plans, see **Attachment A**.

The five Metropolitan Planning Organizations are developing their plans separately. Critical elements from their plans will be incorporated into the Statewide Transportation Plan. In some cases, those elements will need to be incorporated after the Statewide Transportation Plan is adopted.

A tentative schedule for completion of the SWP was in the Statewide Plan Committee materials for last month.

Action Requested: No action. Information only.

Details:

Statewide Transportation Plan

This is how the various plan modules integrate or will integrate the modal and program plans.

- The Colorado Transportation Story video - This includes high-level references to various modes of travel (aviation, rail, bicycles, walking, transit) and freight movement.
- The Introduction and Plan Process interactive Prezi presentation - The Prezi presentation references all the CDOT modal and program plans. Links to the completed modal and program plans and brief discussions about them are included.
- Needs and Gap Analysis - This will include a detailed analysis of how operational improvements can help defer large capacity projects, as well as safety data. Costs to meet needs for transit, asset management, freight, rail, and bicycle/pedestrian will be included as applicable and in coordination with the CDOT plan leaders.

- Plan Results, Moving Forward and Implementation - All the modal and program plans will be integrated at a policy level and will include key implementation items. The modal and program plans will be used to help illustrate measures CDOT is taking to meet the Statewide Plan vision and goals and the federal and state planning factors. For example, statewide plan overarching goals will include those relevant from the other modal and program plans such as goals related to operational strategies, the consideration of transit and bicycle/pedestrian concerns, and safety recommendations, among others related to freight, asset management, etc. In addition, statewide implementation actions will also reflect consideration of other modes and recommendations from the other relevant plan elements.

Regional Transportation Plans (RTP)

The RTPs will include content from some of the modal and transportation related plans and will be included in the Statewide Plan as detailed below.

- CDOT Plans - Elements from the plans will be included as applicable, particularly if there are specific actions suggested at the corridor level. An example is a reflection of multimodal, safety, freight, and operational concerns in the Priority Corridor chapter (Chapter 4) of the RTPs.
- Transit - Regional Coordinated Transit and Human Services Plans have been developed for each of the rural Transportation Planning Regions and therefore will be integrated into the Regional Transportation Plans at a more detailed level: transit vision and goals, accomplishments, transit needs and revenues, and implementation.
- RTP Integration with Statewide Plan - Needs expressed through project lists in the RTPs are being integrated into the Needs and Gaps Analysis module of the Statewide Transportation Plan, for example, by making sure statewide highway expansion needs, based on safety and congestion concerns, correlate to priority corridors selected by the TPRs. Key outcomes and coordination among various departments with CDOT (i.e., Traffic Safety, Mobility, Performance Management, Freight, and Operations), will be discussed in the Plan Results, Moving Forward and Implementation module regarding the priority corridors.

Metropolitan Planning Organization (MPO) Plans

MPO plan integration will occur in several Statewide Transportation Plan modules.

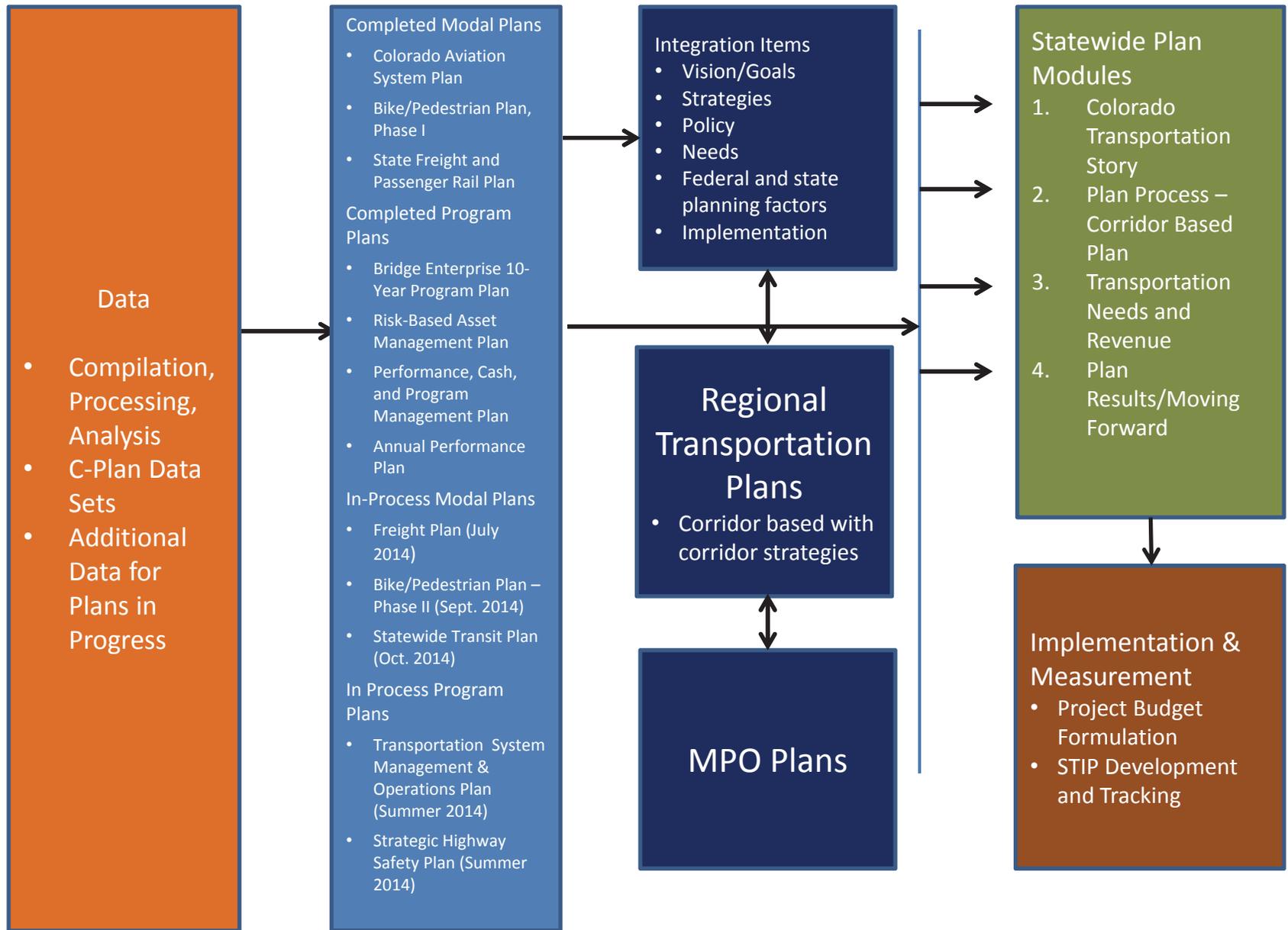
- MPO Plan Integration - The general topic of integrating the MPO plans is in the Introduction and Plan Process module.
- MPO Project Lists - These will be included in the analysis leading to the Needs and Gaps Analysis module.
- MPO Key Outcomes and Coordination - These will be added to the Plan Results, Moving Forward and Implementation module, including a discussion about transportation priorities.

Key Benefits: Both the Statewide Transportation Plan and the RTPs will reflect the most current information from the Department as a whole, by integrating various goals, strategies, implementation activities and other relevant recommendations identified throughout different areas of the Department.

Next Steps: Plan integration is in progress for the last two remaining chapters of the RTPs: Chapter 5 - Transportation Needs and Revenue, and Chapter 6 - Plan Results, Moving Forward and Implementation. The two corresponding Statewide Transportation Plan modules are: Module 3 - Transportation Needs and Revenue and Module 4 - Plan Results, Moving Forward and Implementation. These will be brought to the committee as they are developed.

Attachment A

Plan Integration Workflow





COLORADO

Department of Transportation

Division of Transportation Development

Multi-Modal Planning Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400

DATE: July 16, 2014
TO: Transportation Commission
FROM: Darrell Lingk, Director, Office of Transportation Safety
Betsy Jacobsen, CDOT Bike/Ped Section Manager
RE: 2014 Bike Month

Purpose

This memo is to share information regarding CDOT's efforts involving bicycle safety.

Action Requested

None at this time.

Background

At the last Safety Committee of the Transportation Commission, Commissioner Gilliland asked about CDOT's efforts regarding bicycle safety. This memo is an overview of current programs provided by the Bicycle/Pedestrian/Scenic Byways Section.

Details

The Bicycle/Pedestrian/Scenic Byways Section of DTD implements various strategies to improve bicycle safety:

- We sponsor annual classes targeting engineers and planners on the latest aspects of bicycle and pedestrian infrastructure. In addition to opening the class to CDOT employees, we also offer seats to local jurisdictions. To date, we have had more than 600 people attend the class. It's become so popular that we typically have a waiting list for participants.
- We conduct an annual "Share the Road" campaign focusing on the importance of being courteous, patient and respectful of all road users. The campaign targets the highest crash rate areas in the state and tries to mitigate tensions among different road users. Sometime this campaign is in the form of advertising; other times it's building coalitions within communities focusing on specific issues.
- We produce and distribute roughly 40,000 Colorado Bicycle Manuals to schools, visitor centers, libraries, city and county offices and individuals. The manual provides information about bicycle laws, equipment, traffic rules, helmet safety, etc. This coming year, we'll be updating it and also making it available in Spanish.
- We also provide a printed and on-line Colorado Bicycle Map that identifies our roadways by shoulder width and traffic volume. Visitors and residents use the map to determine their routes throughout the state.
- We frequently work with CDOT and local engineers to provide guidance on geometrics of road design to accommodate bicyclists.
- Our Safe Routes to School Program includes education and encouragement projects that focus on teaching children K-8 how to safely bike and walk to school.

Key Benefits

By implementing these strategies, we're trying to make it safer and easier for more people to bicycle in Colorado.



Next Steps

None required

Attachments

None

