

Transportation Commission  
June 18 & 19, 2014  
Meeting Schedule & Agenda  
4201 East Arkansas Avenue  
Denver, Colorado 80222

Douglas E. Aden, Chairman  
Grand Junction, District 7

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Wednesday, June 18, 2014

12:00 p.m. HPTE Lunch Meeting [Room 225]  
1:00 p.m. HPTE Board Meeting  
2:00 p.m. I-70E PCL Project Workshop (Ben Stein) ..... Tab 01  
2:45 p.m. Program Management Workshop (Scott Richrath) ..... Tab 02  
3:15 p.m. FHWA Insolvency and Federal Reauthorization Workshop (Scott Richrath and Kurt Morrison)..... Tab 03  
3:45 p.m. PD 703 Workshop (Scott Richrath) ..... Tab 04  
4:30 p.m. CDOT HQ Relocation Options Workshop (Heidi Humphreys).. Tab 05  
5:00 p.m. Adjournment

Thursday, June 19, 2014

7:30 a.m. Breakfast Meeting [Room 262]  
9:00 a.m. Asset Management Committee (Debra Perkins-Smith).. ..... Tab 06  
9:30 a.m. Statewide Plan Committee (Debra Perkins-Smith)..... Tab 07  
10:30 a.m. HSIP Effectiveness Workshop (Charles Meyer) ..... Tab 08

10:45 a.m. I-70 Mountain Corridor Winter Performance (Ryan Rice).....Tab 09

11:15 a.m. Break

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TRANSPORATION COMMISSION MEETING

12:00 p.m. 1. Call to Order, Roll Call

12:00 p.m. 2. Audience Participation; Subject Limit:  
10 minutes; Time Limit: 3 minutes

12:00 p.m. 3. Comments of Individual Commissioners

12:05 p.m. 4. Executive Director's Report (Don Hunt)

12:10 p.m. 5. HPTE Director's Report (Michael Cheroutes)

12:15 p.m. 6. FHWA Division Administrator Report (John Cater)

12:20 p.m. 7. STAC Report (Vince Rogalski)

12:25 p.m. 8. Act on Consent Agenda .....Tab 10

a) Resolution to Approve the Regular Meeting Minutes of April 17, 2014  
(Herman Stockinger)..... Consent Agenda 01

b) Resolution to Approve the 2014 State Highway System Names (Kurt  
Morrison)..... Consent Agenda 20

c) Resolution to Approve the FY15 over \$50,000 Project List  
Kyle Lester)..... Consent Agenda 22

d) Resolution to Approve Policy Directive 1903.0 on Hazardous Material  
Routing Procedure (Herman Stockinger)..... Consent Agenda 34

e) Resolution to Approve the FASTER Redistribution  
(Mark Imhoff)..... Consent Agenda 42

12:30 p.m. 9. Discuss and Act on 13<sup>th</sup> Supplement to the FY'2014 Budget (Scott  
Richrath)..... Tab 11

12:35 p.m. 10. Discuss and Act on the Resolution to Approve the HPTE Loan  
(Scott Richrath) ..... Tab 12

12:40 p.m. 11. Discuss and Act on the Re-Appropriation of Federal Funds to Bridge  
Enterprise (Scott Richrath) ..... Tab 13

12:45 p.m. 12. Discuss and Act on the Resolution to Approve the SIB Rate (Scott  
Richrath)..... Tab 14

12:50 p.m. 13. Other Matters: Election of Officers

12:55 p.m. 14. Acknowledgements:

- Environmental Awards
- GIS Acknowledgement
- I-70 Mountain Corridor Employees
- Tom Wrona Recognition

1:00 p.m. 15. Adjournment

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

1:05 p.m. Call to Order and Roll Call

1:05 p.m. Audience Participation  
Subject Limit: 10 minutes; Time Limit: 3 minutes

1:05 p.m. Act on Consent Agenda ..... Bridge Enterprise 03  
a) Resolution to Approve Regular Minutes from  
May 15, 2014 (Herman Stockinger)

1:10 p.m. Discuss and Act on 10<sup>th</sup> Budget Supplement for FY2014  
(Scott Richrath) ..... Bridge Enterprise 10

1:15 p.m. FY2015 Bridge Enterprise Budget Approval Request  
(Scott Richrath) ..... Bridge Enterprise 13

1:20 p.m. Monthly Progress Report (Scott McDaniel) ..... Bridge Enterprise 17

1:30 p.m. Adjournment

# MEMORANDUM



**COLORADO**  
Department of  
Transportation

## Office of Major Project Development

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

DATE: June 19, 2014

TO: Transportation Commission

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

SUBJECT: I-70 East Project Workshop

### **Purpose**

The workshop is to review and update the Transportation Commission on efforts associated with the I-70 East Project. The workshop will review the project need, scope, identified phases, costs, communications, outreach, and the advantages and disadvantages of the two delivery method options under consideration (Public Private Partnership or Design-Build). The discussion of delivery methods will also include the rationale for the staff's recommendation on the delivery method to use. The presentation is in a separate document; and the HPTE Board has been invited to participate.

### **Action Required**

No action required. Action is anticipated in July.

### **Background**

In December, January, February, and April, Transportation Commission workshops were conducted to discuss the I-70 East project. This workshop will discuss delivery method options and provide a staff recommendation for your consideration.

### **Next Steps**

In July, staff will ask the Transportation Commission to refer the I-70 project by resolution to the HPTE for implementation as a P3. The resolution will include certain requirements, e.g. regular reporting to the TC, continuing evaluation of future budgeting by the TC and BE, disadvantaged and small business utilization, HOV policy, and review by the TC of primary contract terms.

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

Attachment: Presentation



**COLORADO**

Department of  
Transportation



# I-70 East Partially Covered Lowered (PCL) Alternative

Transportation Commission, June 2014



# Table of Contents

1. Project Overview
2. Project Phasing and Costs
3. Potential Sources of Funds
4. Value for Money
5. Example Funding Scenario
6. Public Private Partnership Considerations
7. Outreach and Communications
8. Next Steps



# Project Need

- The I-70 East / Viaduct Replacement Project (the “Project”) has been under consideration for more than a decade.
- Preventative maintenance of the viaduct, while a short-term option, fails to fully address safety, capacity requirements and has long-term cost implications
- Replacement is the option that best meets all three stated Project goals:
  - Improve safety
  - Improve access
  - Improve mobility



# Proposed Project



- The SDEIS will recommend the Partially Covered Lowered (PCL) Alternative as the preferred alternative
- PCL is the only concept to receive broad community and political support since the start of Project
- Full project includes two express toll lanes in each direction from Brighton Blvd to Tower Rd.



# I-70 East PCL Alternative Project Phases

## Base (\$1.05 Billion)

- Brighton Blvd. to Dahlia St. (“Viaduct only”) constructed to full width but initially striped for only one managed lane in each direction
- Temporary slip ramps between Dahlia St. and Holly St.

## Extended to 270 (\$350 million)

- Construct EB I-270 to EB I-70 flyover connection
- Brighton Blvd. to I-270 constructed to full width with two managed lanes in each direction
- Taper to one managed lane in each direction between Quebec St. and I-270

## Extended to Pena (\$40 Million)

- Brighton Blvd. to Quebec St. constructed to full with two managed lanes in each direction
- Taper to one managed lane in each direction between Quebec St. and I-270
- Extend one managed lane from I-270 to Pena Blvd.

## Full to Pena (\$200 million)

- Brighton Blvd. to Pena Blvd. constructed to full width with two managed lanes in each direction

## Full to Pena with direct connects (\$160 million)

- Construct managed lane direct connections as applicable



# I-70 East PCL Alternative Project Phases and EIS Estimated Costs<sup>1</sup>

Total Project by Phases	Additional Cost	Total Cost
Base Project	\$1.05B	\$1.05B
Extended Project to I-270	\$350M	\$1.40B
Extended Project to Pena	\$40M	\$1.44B
Full Project to Pena	\$200M	\$1.64B
Full Project to Pena with Direct Connectors	\$160M	\$1.80B

- Note that the are estimates above are based upon traditional EIS estimating practices. They do not align with the dollar amounts presented later in this presentation as the proposed funding package for this project. Competition is relied upon to achieve desired project scope.

<sup>1</sup> Estimated dollar amounts correspond to EIS estimating practices and are subject to change depending upon project size, procurement and delivery method selected.



# I-70 East PCL Alternative Potential Funding Sources<sup>1</sup>

The following have been identified as potential funding sources for the Project:

## 1) Annual Bridge Enterprise Revenues (\$850M<sup>2</sup>)

- Funds available only for bridge related elements of the base project
- Some elements of the base project not eligible for Bridge Enterprise funds
- Includes milestone payments during construction and annual Performance Payments

## 2) DRCOG/STP-Metro/CMAQ (\$50M)

- Funds needed within the base project to cover non Bridge Enterprise eligible items

## 3) SB09-228 Funds (\$271M)

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

## 4) CDOT and/or HPTE will need to fund approximately \$97M<sup>3</sup> in Operations Maintenance, & Rehabilitation (OMR) costs for the general purpose lanes for first 30 years. The specific funding source for OMR payments not yet identified.

<sup>1</sup> Sources assumed for the Value for Money Analysis with 30 year concession

<sup>2</sup> Note: CBE funds are shown in NPV.

<sup>3</sup> Note: funds are shown in NPV.



# Value for Money

- Value for Money Analysis (VFM) completed 2013 and previously provided to the TC and the HPTE Board
- VFM considered three different P3 models
  - Toll Risk
  - Annual Performance Payments
  - Design, Build, Finance
- Projected toll revenues do not generate sufficient revenues to cover capital costs or all operating costs
  - Express lane tolls primary use is to manage traffic
- VfM analysis completed by Macquarie suggests that DBFOM procurement will result in an 12.0% reduction in the NPV compared to a DB procurement in construction costs and a 16.4% reduction in the NPV of total payments including OMR cost savings<sup>1</sup>
- **A combination of construction milestone payments and annual performance payment model currently under consideration**

<sup>1</sup> VfM analysis completed by Macquarie assumed a 30 June 2046 concession end date (25.5 year operating term) compared to the 35-year operating term currently contemplated



# Performance P3 V DB

## Risk Transfer

- Private partner responsible for performance and over the projects entire life not simply during construction.
- OMR costs funded and performance assurance built into the agreement, preventing deterioration and poor performance
- Achieve greater schedule and cost certainty without contingencies held by the state

Private Sector Risk	DB	P3
	Design-Build	Design-Build-Finance-Operate-Maintain
Design Risk	Private	Private
Construction Risk	Private	Private
Maintenance Risk	Public	Private
Operations Risk	Public	Private
Financing Risk	Public	Private
Revenue Risk	Public	Public



## Performance P3 v. Toll Risk P3

- In a performance payment P3 unlike a revenue risk model
  - the number of years for the concession are controlled by the payment profile preferences of the public sponsor.
  - The need for non compete provisions is eliminated as the public sponsor bears the revenue risk
  - Compensation events are far more limited and relate to events that increase concessionaire costs outside of agreed upon specifications in the concession agreement



# I-70 East PCL Alternative Project Timing - Milestone vs. Performance Payments

- The timing of payments has a major impact on project cost and risk transfer
  - Numerically, the lowest cost is to pay the private partner as early as possible
  - However, risk transfer is best achieved through payment in arrears after performance has been demonstrated rather than upfront.
    - Private partner is incentivized to complete construction as early as possible to reduce interest during construction and earn payments as early as possible
- To balance between lowest cost and effective risk transfer milestone payments are best based upon:
  - The percentage of work completed, including materials and mobilization
  - The completion of milestone events
  - Private partner is funding some proportion of construction costs prior to payments
  - Private partner has significant “backload” of payments to ensure a long term commitment to build the project with life cycle and maintenance cost in mind



# Indicative Payment Timing

Indicative Construction Milestone Payments. Does not include annual performance payments<sup>1</sup>

	TOTAL	2016	2017	2018	2019	2020
CBE	\$349M	\$63M	\$64M	\$64M	\$79M	\$79M
SB 09-228 Payments	\$271M	-	\$135M	\$136M	-	-
DRCOG	\$50M	\$15M	\$15M	\$20M		
O&M Performance Payment (CDOT)	\$35M	\$6M	\$11M	\$6M	\$6M	\$7M
<b>Total</b>	<b>\$704M</b>	<b>\$83M</b>	<b>\$225M</b>	<b>\$226M</b>	<b>\$85M</b>	<b>\$86M</b>

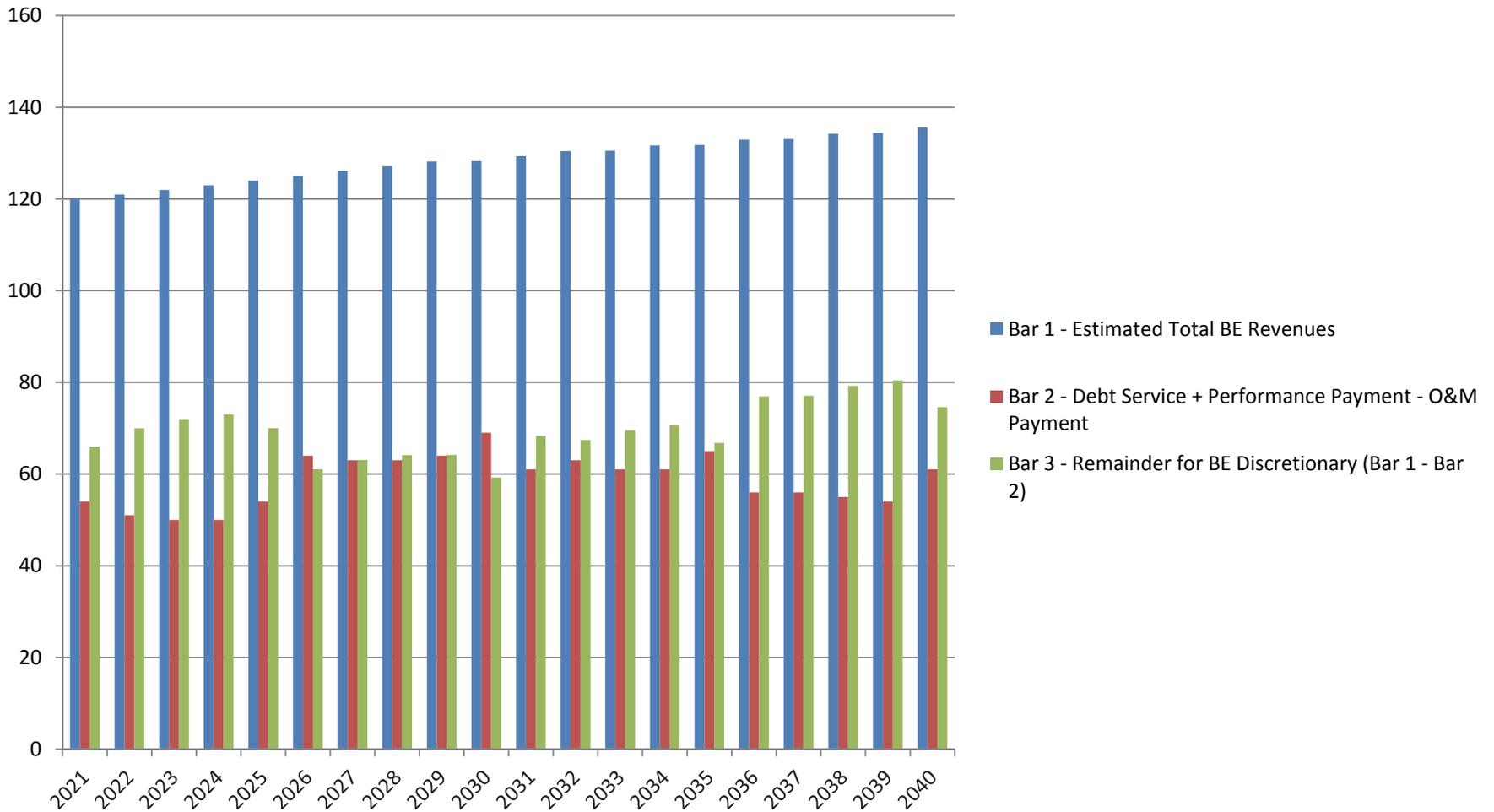
## Indicative Annual Capital and OMR Performance Payments during operations



<sup>1</sup> All dollars are nominal; rounding accounts for errors in calculation  
 VfM assumed January 2016 construction start date; current schedule suggests June 2016 financial close.



# Estimated Impact on Bridge Enterprise





# I-70 East PCL Alternative Project Scope

- The following scope represents the minimum project to request in the RFP. The cost of this project varies from the EIS estimates noted earlier but using competition to drive value this is believed achievable.
- Anticipated Procurement Scope to discuss with potential bidders includes the following:
  - Base Project: Brighton Blvd. to I-270 constructed to full width but initially striped for only one managed lane in each direction.<sup>1</sup>
  - Extended Project to I-270: Construct EB I-270 to EB I-70 flyover connection also initially striped for only one managed lane in each direction<sup>1</sup>
  - Extended Project to Pena: Develop one managed lane each direction from I-270 to Pena Blvd.<sup>1</sup>
- If this is scope is achievable as a minimum project, the request for proposals may also include a scope ladder of a limited number of Additional Requested Elements (AREs) that will materially improve the functionality of the project to expand closer to the full project build out.

<sup>1</sup> Operationally cannot compress from two lanes to none, so initially constructing just one. Doing this bidirectionally will minimize confusion.



# Public Private Partnership

## Lifecycle Considerations

- P3 project considers the whole life cycle of the asset and integrates design and construction with operations and maintenance to achieve cost savings and asset performance.
- Outcome based design, construction and operational effort with an emphasis on opportunities for innovation through the use of Alternative Technical Concepts (ATCs) that focus on total lifecycle costs rather than completion of construction.
  - While ATCs are common in DB procurements, in a P3 whole of life considerations are taken into account resulting in better ATC's that generate savings during operations as well as in construction.



# Overview of US P3s Performance Payment Projects

There have been 6 performance payment transportation P3 projects to reach financial close in the US

Project	Public Department(s)	% Savings	\$ Savings
Eagle P3 Project	Denver RTD	13%	\$300M
I-595 Corridor Roadway Improvements	Florida DOT	14%	\$300M
Ohio River Bridges East End Crossing	Indiana DOT	20%	\$230M
Port of Miami Tunnel	Florida DOT	12%	\$120M
Presidio Parkway (Phase 2)	Caltrans	20%	\$120M
Goethals Bridge Replacement	Port Authority of NY & NJ	14%	\$225M



# Support for the PCL Alternative

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



## EIS Outreach

- Monthly “Community Leaders” Meetings
- Continued coordination with City of Denver and City of Commerce City on key design elements for EIS
- 45-day comment period and public hearings following release of SDEIS (Summer 2014)
  - Aurora
  - Commerce City
  - Denver



# HPTE Outreach

**“New Era” Presentation w/CDOT (See information item in TC packet)**

- DRCOG, JEFFTAAG, NATA, etc.

**1<sup>st</sup> Public Town-Hall Meeting**

July 8<sup>th</sup>

Swansea Recreation Center

**Telephone Town Hall**

June 25<sup>th</sup>

Calls to I-70 Corridor residents, surrounding communities and users



## Next Steps

- HPTE town halls (June, July)
- Release of SDEIS (summer 2014)
- Delegate project administration to HPTE (July TC Action)
- Finish reorganization of staff
- Bring on additional consultants as required
- Hold industry forum (3Q14)
- Release RFQ (4Q14)



## MEMORANDUM

**DATE:** June 19, 2014  
**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
Scott McDaniel, Acting Chief Engineer  
**SUBJECT:** Program Management Update and RAMP workshop

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### Purpose:

This workshop and memorandum provide the Commission with (1) a program update for Asset Management, (2) an update on the RAMP Partnership and Operations policies, (3) a request to approve RAMP Operations Projects, and (4) an overview of price risk in relation to recently rejected bids.

### 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.

The Commission is requested to pass a resolution to authorize the budgeting of RAMP funding outlined below for recommended projects. Staff has displayed in Group1 (Green) and 2 (Yellow) any projects it recommends to obtain Commission approval.

### Executive Summary:

- (1) A program update on Asset Management. This includes Schedule Performance Index (SPI) for the 2014 program.
- (2) An update on the RAMP Partnership and Operations policy revisions.
- (3) Staff recommends budgeting RAMP funding for nine additional Operations projects that were approved for project development at the March meeting.
- (4) An overview of price risk mitigation due to rejected bids



## Details

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

A primary performance metric for the integration of Cash Management and Program Management is the cash balance. Similar to last month, attached is an updated diagram reporting actual cash balances for all CDOT funds—including Local Agencies, Flood, etc.—from July 2012 through April 2014, including the Enterprises. The diagram also illustrates the forecast through December 2017 using current information (letting dates and construction costs) for all programs.

CDOT will grow its construction program in FY2014 by more than 20%. RAMP will continue the increased construction program through December 2017 so that we eventually reach a cash balance of \$300 million, or approximately 180 days of cash.

This month's presentation includes our second report on Schedule Performance Index (SPI) for a program. 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 Asset Management. These updates are included in the attached PowerPoint presentation.

This month, the second Schedule Performance Index (SPI) is calculated for the 2014 Asset Management Program. This is for both pre-construction and construction. Over 80% of the projects identified in the 2014 Asset Management program have been advertised for 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. The calculated SPI is 0.84 for the program. 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.

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 IGA's being executed for the entire program as well as a focus on those projects where the locals are managing the construction. 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.

In an effort to streamline the IGA process, each RAMP Partnership and Operations project has been categorized into seven categories 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.

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 Policy Revisions:*

The RAMP Partnership and Operations program will be managed with both program and project level budgeting restrictions that can bring items forward for Transportation Commission action in the future. In the previous Commission meetings, a draft PD703.0 was presented to the Commission for review and comment. One of the comments presented by the Commission was to apply approval thresholds for RAMP projects. In response to this comment, the following thresholds are being proposed.

- If the total estimate for one segment of the RAMP program (the three segments being Public-Private, Public-Public and Operations) exceed the total project costs or the RAMP funding amount approved by the Transportation Commission for that segment by greater than 3.5%, the approval of the Transportation Commission will be required to increase the amount of funding for that segment.
- As long as the program requirement above is met, the following project-level restrictions will apply.
  - A RAMP Partnership and Operations project can be advertised if the Engineer's Estimate just prior to advertisement does not exceed by more than the lesser of 7.5 percent or \$1,000,000 the total project cost approved by the Transportation Commission or the lesser of 7.5 percent or \$1,000,000 of the RAMP project funding authorized by the Transportation Commission. If the Engineer's Estimate exceeds either authorization but not by more than the lesser of 7.5 percent or \$1,000,000, the project must have approval of both the Chief Engineer and Chief Financial Officer before it can be advertised. No project can proceed to advertisement if the Engineer's Estimate exceeds these limitations without receiving Transportation Commission approval or its scope must be reduced so that it meets these restrictions. If the Commission action would be for \$100,000 or less, it does not have to have Commission action if both the Chief Engineer and Chief Financial Officer approve.
  - If the programmatic restriction is satisfied, a RAMP Partnership and Operations project can be awarded if it is within the lesser of 7.5 percent or \$1,000,000 of the total project cost approved by the Transportation Commission and the lesser of 7.5 percent or \$1,000,000 of the RAMP project funding authorized by the Transportation Commission. No contract for a project can be awarded if the lowest responsible bid exceeds these limitations without receiving Transportation Commission approval or its scope must be reduced and re-advertised so that it meets these restrictions. If the Commission action would be for \$100,000 or less, it does not have to have Commission action if both the Chief Engineer and Chief Financial Officer approve.
- If all of a Transportation Commission authorization for a project is not required for an approved project, the project-level RAMP funding that is not required will be returned to the program-level funding of that segment to manage the program within the 3.5% restriction described above.



**Budgeting RAMP Funds for Recommended Operations Projects:**

1. Attached is a list of Operations projects for Commission consideration to authorize for RAMP budgeting. These projects were approved by the Commission in the March meeting (Resolution TC-3149) to adopt into the RAMP program.
2. As before, the projects get separated into four groups.

Group 1 (Green)	These projects do not have substantive changes from the scope, schedule and budget presented in the application. These projects are presented for Commission action and will be discussed only if the Commission has questions.
Group 2 (Yellow)	These projects have changes which staff does not consider substantive from the application, but do have changes that the Commission should be aware of. These projects are presented for Commission action and staff will discuss the changes.
Group 3 (Red)	These projects require additional Staff development such as scope adjustments to meet the original budget or alignment of non-RAMP funding. Staff continues to develop these projects and the Commission will be updated on the progress.
Group 4 (Black)	These projects have either been withdrawn by the local partner or are recommended by Staff for withdrawal from the RAMP program. No further work is being done to develop these projects.

3. Nine Operations Projects are recommended this month for RAMP budgeting ('Green'). The recommended projects have developed scope, schedule and cost estimates that meet the objectives of the projects and the program.
4. One project from the March list remains for further staff development. This project (RAMP ID 1-77) is scalable and staff is reviewing scope and cost further before recommending.
5. After careful review and for the reasons described above, the staff recommends the Commission grant budget authority for all RAMP projects in Groups 1 and 2 shown on the attachment labeled "Partnership and Operations Projects - Staff Recommendation List 6/20/2014" with further Commission action.
6. A complete list of the status of RAMP budgeting is included in the Budget Supplement section.



### ***Price Risk Mitigation due to Rejected Bids:***

At the previous Commission meeting, the topic was raised regarding price risk mitigation, particularly in regards to rejected bids. These price increases are a major risk for an increased program. When RAMP was being developed we consulted with the contracting community and determined that there probably was adequate capacity at that time. Since then, the economy in Colorado has out-paced our contractors' ability to keep up with demand. Among others, a big contributor to this increased demand is the oil and gas industry. Due to the developing nature of the RAMP program and asset management we are also advertising many projects later in the season than normal. As a result, the small and medium contractors have become saturated. This has resulted in fewer contractors bidding on work and increased prices on bids. When a small contractor is operating at capacity for his current staffing and equipment levels, he must increase his bids to account for equipment rentals and new employee training.

By statute, CDOT must reject bids if there are fewer than three bidders and if the low bid is more than 10% over the engineer's estimate. Since March 2014, 16 bids have been rejected across the state due to these reasons. In an effort to mitigate this risk further, CDOT will look to use design-build delivery on larger projects with a guaranteed maximum price (GMP) and for complex projects, Construction Manager/General Contractor (CM/GC) project delivery, with a construction agreed price (CAP) could be used. Smaller projects will be re-scoped, shelved and rebid in the fall as appropriate. CDOT will communicate with bidders to understand what is driving price increases and redesign accordingly.

### 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
- (2) Draft Resolution for RAMP budgeting
- (3) Partnership and Operations Projects - Staff Recommendation List 6/20/2014



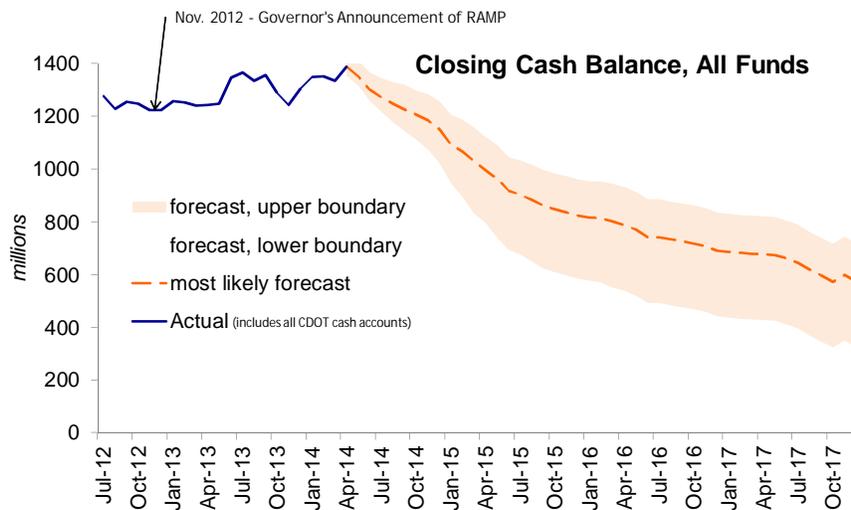


**COLORADO**  
Department of  
Transportation

## Program Management Update



## Cash Balance



Note: Starting July 1<sup>st</sup>, staff will begin tracking and reporting the Actual Cash Balance (solid blue line) vs. Forecasted Cash Balance (dashed orange line) as separate lines for comparison / analysis purposes



## PMO Reporting Overview by Program

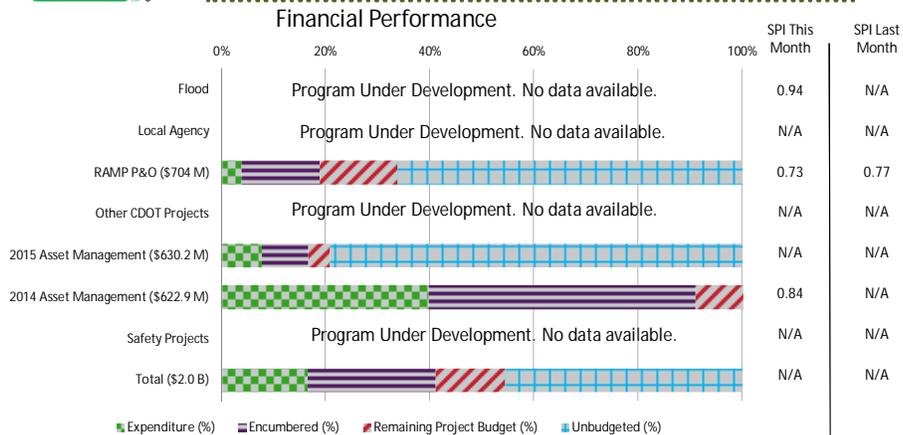
Program	Financial Performance (\$Millions)			Schedule	Quarterly Rotation
	Prior Month Expenditure	Current Month Expenditure	\$ Change	SPI	
Flood	N/A	N/A	N/A	0.94	July
Local Agency	N/A	N/A	N/A	N/A	July
RAMP P&O	\$21.2	\$25.8	\$4.6	0.73	August
Other CDOT Projects	N/A	N/A	N/A	N/A	August
Asset Management	\$228.4	\$247.0	\$18.6	0.84	June
Safety Projects	N/A	N/A	N/A	N/A	June
<b>Total</b>	<b>\$249.6</b>	<b>\$272.8</b>	<b>\$23.2</b>		

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

Notes: Asset Management prior month expenditure corrected. Asset Management and Flood SPI are new this month.



## PMO Reporting Overview by Program



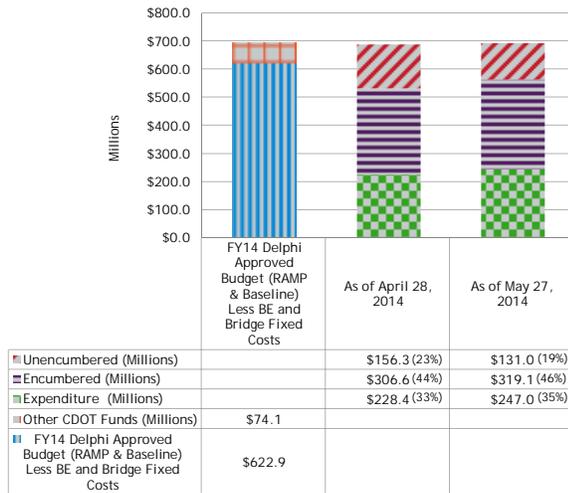
Total Cumulative Program Amounts are for the duration of the program. Program amounts and duration vary for each program.

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



## Status of 2014 Asset Management

### 2014 Asset Management Financial Status

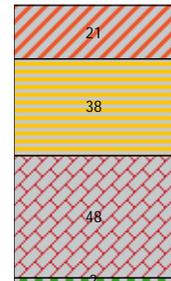


81% of Projects have been Advertised (88 Projects)

7% of Advertised projects have had bids rejected (8 Total)

Asset Management Projects (109 Total)

■ Complete    ■ In Construction  
■ In Bid/Award    ■ In Design

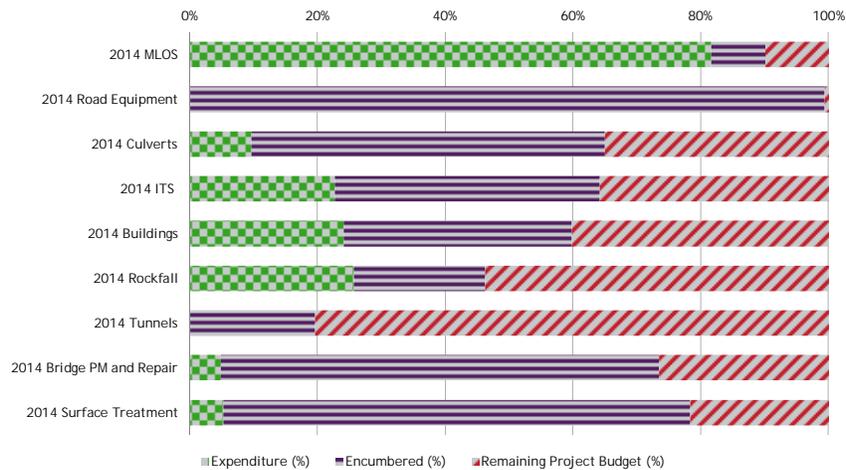


As of May 27, 2014



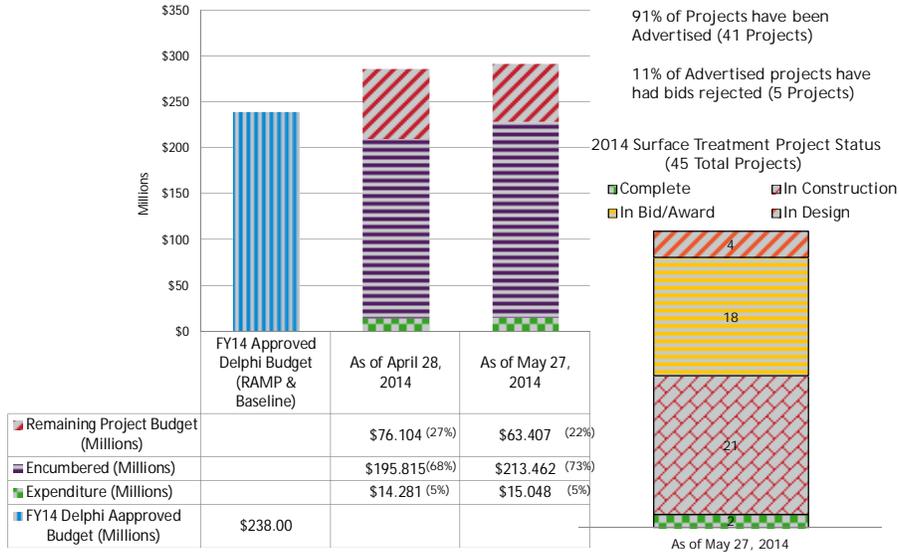
## Status of 2014 Asset Management

### 2014 Asset Category Overview



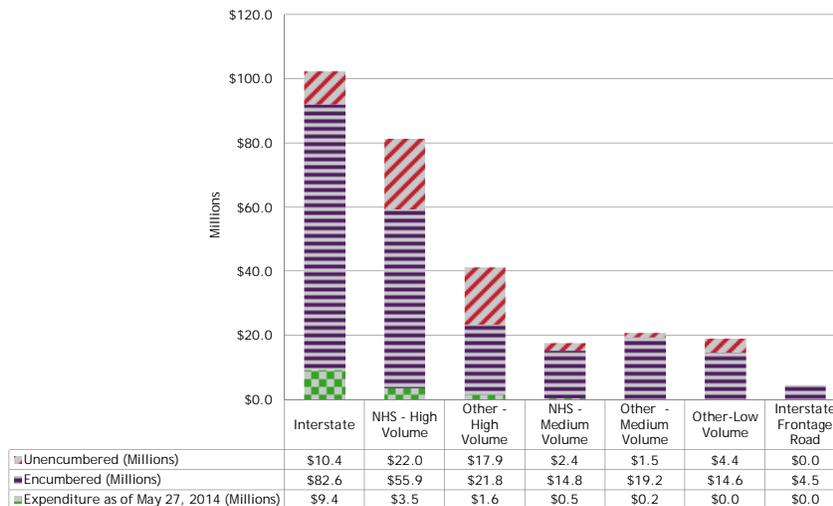


## Status of 2014 Surface Treatment



## Status of 2014 Surface Treatment

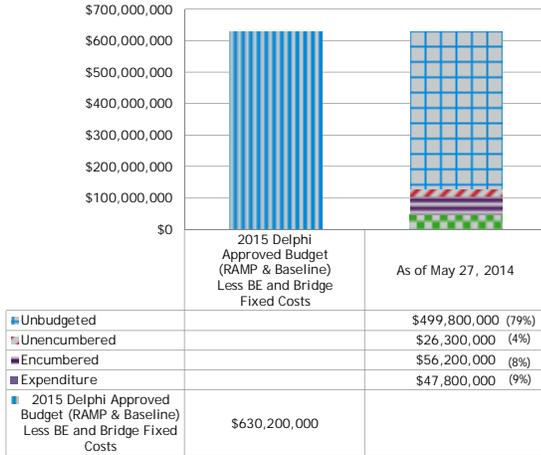
### 2014 Surface Treatment by Facility





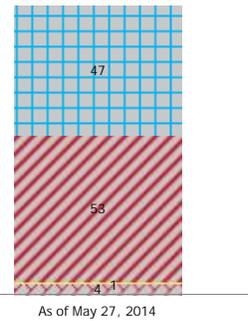
## Status of 2015 Asset Management

### 2015 Asset Management Financial Status



### 2015 Asset Management Project Status (105 Projects Identified as of May 27, 2014)

- In Construction
- In Bid/Award
- In Design
- Not Budgeted

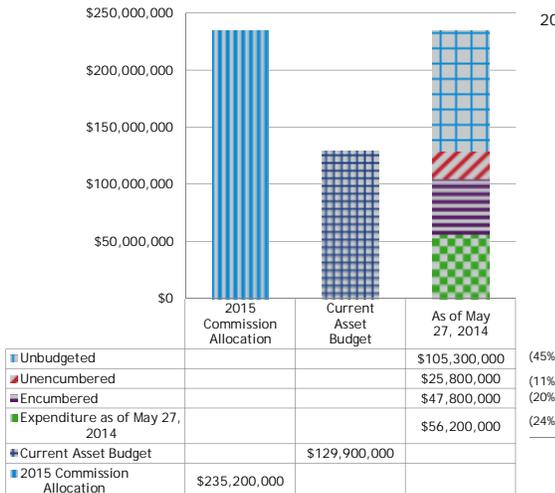


Percentages show are out of 2015 Delphi Approved Budget (Less BE and Bridge Fixed Costs)



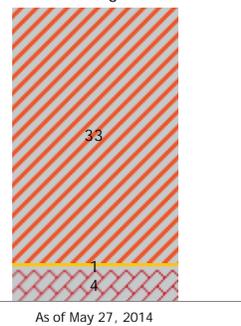
## Status of 2015 Surface Treatment

### 2015 Surface Treatment Asset Status



### 2015 Surface Treatment Project Status (38 Total Projects)

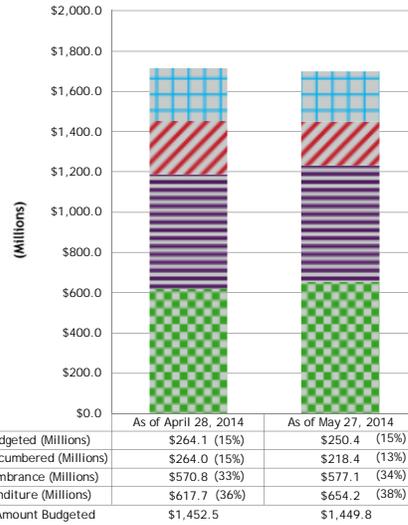
- In Construction
- In Bid/Award
- In Design





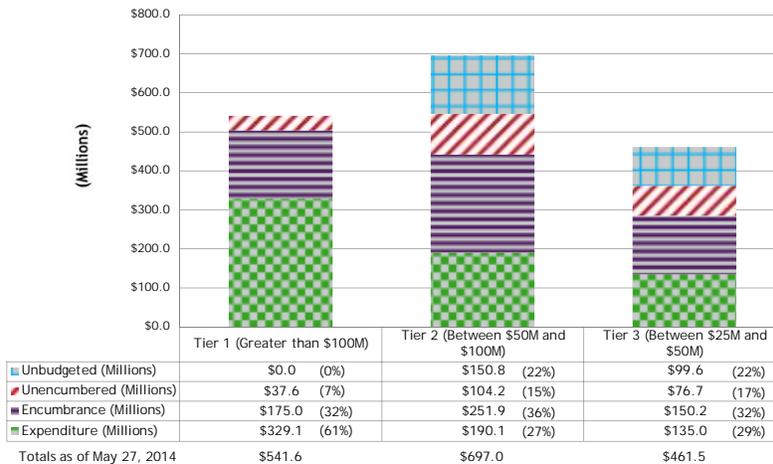
## Status of Significant Projects

Project Name	Region	Project Allocation (Millions)	Expenditure %	Phase
<b>Tier 1 (Greater than \$100M)</b>				
US36 Managed Lane Reconstruction (Phase 1 & 2)	1	\$303.5	66%	C
US6 Bridges Design-Build	1	\$131.8	34%	C
I-70 EB Twin Tunnel Widening Project	1	\$106.4	82%	C
<b>Tier 2 (Between \$50M and \$100M)</b>				
I-25 & Cimarron Interchange Recon D-B (RAMP)	2	\$95.0	1%	D
I-25A Pueblo Ilex Design Build (RAMP)	2	\$79.2	0%	D
I-70 East Corridor	1	\$77.0	35%	D
I-25 Managed Lanes US 36-120th Ave	1	\$71.4	13%	C
I-25 Widening North of Colorado Springs	2	\$71.1	65%	D
I-25 and Arapahoe Rd Interchange CMGC (RAMP)	1	\$68.0	0%	C
I-225 Parker Road to Mississippi Ave	1	\$62.9	71%	C
I-20TH Ave Connection Phase II	1	\$59.8	46%	D
HPTE US 36 Phase II to Foothills Blvd	1	\$57.5	50%	C
Twin Tunnels WB Widening Pkg 1 (RAMP/HPT)	1	\$55.0	11%	C
<b>Tier 3 (Between \$25M and \$50M)</b>				
I-76 Fort Morgan to Brush (Phase III)	4	\$46.9	63%	C
SM 9 Grand Co Safety Improv (RAMP)	3	\$46.0	0%	D
Woodmont I-25 to Powers	2	\$36.0	82%	D
Poncha-Smith Grade Separation	1	\$33.8	7%	C
I-25 Santa Fe Interchange Reconstruction	1	\$33.8	75%	D
US6 Wadsworth Interchange & 4-14th Ave	1	\$32.5	66%	D
US 287/SH1 to LaPorte Bypass (RAMP)	4	\$32.2	30%	D
I-25 Santa Fe Interchange Reconstruction	1	\$33.8	75%	C
I-70 Tower to Colfax	1	\$31.9	19%	C
SH88: Cherry Creek Bridge Repair - FBR	1	\$30.1	33%	C
Federal Blvd: 6th to Howard Recon & Improv (RAMP)	1	\$29.2	0%	D
I-76 East of Crook to Sedgwick Phase I	4	\$26.3	2%	C
EMT Fire Suppression Sys D-B (RAMP)	1	\$25.8	2%	C
US6 & SH93: 19th St Intersection Grade Sep (RAMP)	1	\$25.0	0%	D
		\$1,700.2		
Number of Projects in Design as of May 27, 2014				12
Number of Projects in Construction as of May 27, 2014				15



## Status of Significant Projects

Total Allocation as of May 27, 2014 = \$1,700M

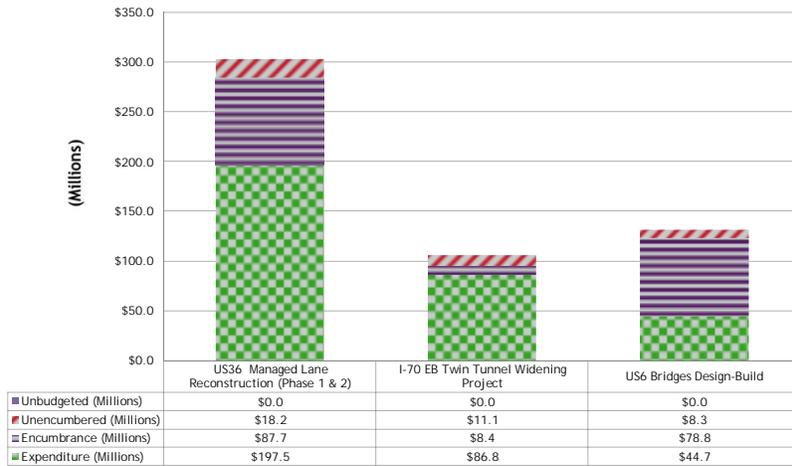


Note: Percentages shown are percentages of the total allocation.



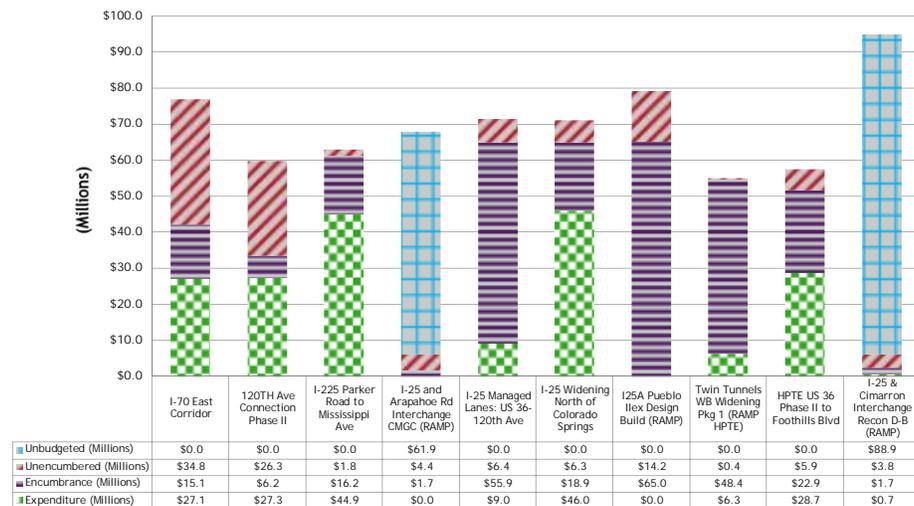
## Status of Significant Projects

Tier 1 (Greater than \$100M)



## Status of Significant Projects

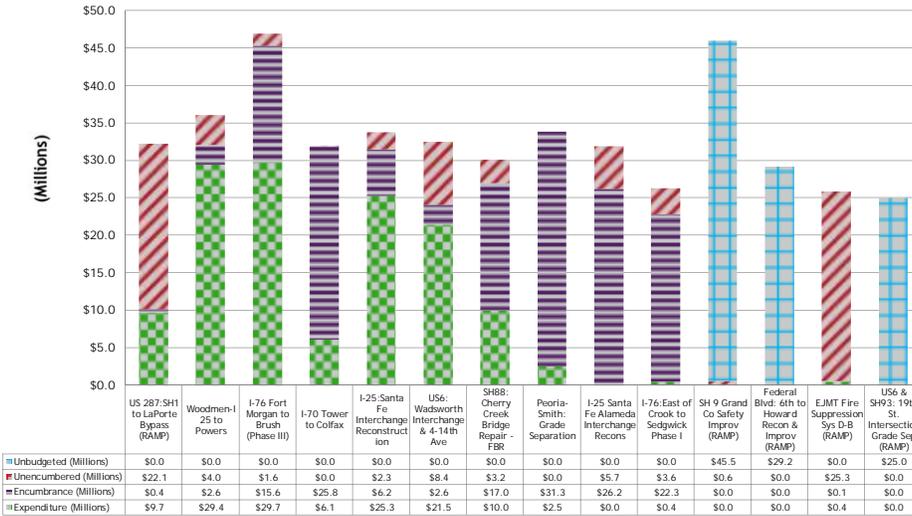
Tier 2 (Between \$50M and \$100M)





## Status of Significant Projects

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



## RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Page 1 of 3

As of June 9<sup>th</sup>, 2014

Project Information		IGA Status		IGA Progression			Impact to Project Delivery Schedule			
RAMP Tracking Number	WBS (PCN or SAP)	Project Name	Description	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	Ad Date	At Risk of Missing the June 30th IGA Deadline & Scheduled Ad Date
<b>Status of IGA poses High Risk of Impacting Project Delivery Schedule (Ad Date within 45 days)</b>										
4.29	19890	US 34 and CR 49 Intersection Safety Improvements	Local Agency has signed contract, being routed for State signatures						5/22/2014	High Risk
2.31	19205 / 19208 / 19408	I-25 Hex to 1st St. in Pueblo	Draft IGA in Procurement							IGA not required to proceed (DB) High Risk
4.20	18401	US 287: (North College) Conifer to Willow	Amendment to Existing IGA for 18401 to with Local Agency						7/17/2014	High Risk
2.21	19039	I-25 and Cimarron Interchange Reconstruction	Revision made to Draft IGA copies; Sent to Locals for final review / signature						7/24/2014	High Risk
2.22	18367	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	Revision made to Draft IGA copies; Sent to Locals for final review / signature						7/24/2014	High Risk
2.23	19522	SH 21 / Old Ranch Rd. Interchange Completion	Revision made to Draft IGA copies; Sent to Locals for final review / signature						7/31/2014	High Risk
<b>Status of IGA poses Moderate Risk of Impacting Project Delivery Schedule (Ad Date is within 90 days)</b>										
2.01	19564	SH 67 in Victor Devolution (cash payment)	Devolution (cash payment to Locals)						6/26/2014	Moderate
2.07	19965	US 24 Business Route Devolution (cash payment)	Devolution (cash payment to Locals)						6/26/2014	Moderate
3.06	20087	SH 6/SH 13 in Rifle Devolution	Pending RAMP Devolution Template approval						6/26/2014	Moderate
1.09	19474	I-70 EB PPSL - Greenway Design	Draft IGA in Procurement						7/17/2014	Moderate
5.10	19902	US 160 / Wilson Gulch Road Extension	Draft IGA being finalized with the Locals, pending signature						8/26/2014	Moderate
1.44	19980	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	Local Agency has approved IGA contract, Pending second reading before approval for execution						8/28/2014	Moderate
1.15	19896	US 6 and SH 93: 19th St. Intersection Grade Separation	Local Agency has reviewed the IGA, minor revisions; pending final signature						9/18/2014	Moderate

Note: These IGAs have been prioritized based on their Forecasted AD Dates and Local Agency requirements.



# RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Page 2 of 3

As of June 9<sup>th</sup>, 2014

RAMP Tracking Number	WBS (PCN or SAE)	Project Information	IGA Status	IGA Progression				Impact to Project Delivery Schedule		
		Project Name	Description	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	Ad Date	At Risk of Missing the June 30th IGA Deadline & Scheduled Ad Date
<b>Status of IGA poses Low Risk of Impacting Project Delivery Schedule (Ad Date is 90+ days)</b>										
3.40	18244 / 19950	SH 9 Grand County Safety Improvements	Local Agency has signed contract, being routed for State signatures.						9/25/2014	Low
2.33	19056 / 19751	US 50 / SH 45 Interchange, Wills to Purcell-Pueblo	Draft IGA in Procurement						10/9/2014	Low
3.31	19874	US 40 Improvements in Fraser	Under Review by the Locals, Pending LA signatures						10/15/2014	Low
4.36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	Draft IGA in Procurement						10/24/2014	Low
1.41	19978	State Highway Signal Upgrades - Phase I - Colfax Signals	Local Agency has approved IGA contract. Pending second reading before approval for execution.						12/14/2014	Low
4.20	19561	US 287 (North College) Pedestrian Path North of Willow	IGA Request Form submitted for 19561, Pending PMO Review						4/23/2015	Low
4.54	18397	SH 119 (Diagonal) 30th to Foothills Parkway Multi-modal Improvements Project	Draft IGA in Procurement						5/7/2015	Low
2.20	19906	US 50 / Dozier / Steinmeier Intersection / Signal Improvements	Draft IGA in Procurement						5/14/2015	Low
3.24	19911	I-70 Horizon Drive	Local Agency has signed contract, being routed for State signatures.						6/5/2015	Low
4.52	20203	Turning Lanes at US 34 & YCR J	Unable to Draft Exhibit C until Design Phase can be determined						Local Agency	Low
<b>Status of IGA poses Low Risk of Impacting Project Delivery Schedule (Ad Date in FY2016)</b>										
5.08	19908	SH 172 / 151 Signalization	Local Agency has reviewed the Draft IGA, minor revision; pending signature.						7/16/2015	Low
1.42	19979	State Highway Signal Upgrades - Phase III - Denver Split (Alameda & Knox)	Local Agency has approved IGA contract. Pending second reading before approval for execution.						9/24/2015	Low
5.06	19909	US 550 Sky Rocket Box Culvert Replacement	Draft IGA with region for LA review/comments						10/1/2015	Low
4.30	19892	SH 392 and CR74 Intersection Safety Improvements	Draft IGA in Procurement						1/1/2016	Low
4.28	19891	SH 392 and CR 47 Intersection Safety Improvements	Draft IGA in Procurement						1/28/2016	Low
1.46	19192	I-25 and Arapahoe Rd. Interchange	Draft IGA in Procurement						1/29/2016	Low
1.02	18999	C-470 Managed Tolloed Express Lanes: Kipling to I-25	Draft IGA in Procurement						2/17/2016	Low



# RAMP IGA Prioritization – Project Tracking & Progress Form

Snapshot of IGA Tracking Form – Page 3 of 3

As of June 9<sup>th</sup>, 2014

RAMP Tracking Number	WBS (PCN or SAE)	Project Information	IGA Status	IGA Progression				Impact to Project Delivery Schedule		
		Project Name	Description	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / Signatures	IGA Executed	Ad Date	At Risk of Missing the June 30th IGA Deadline & Scheduled Ad Date
<b>Status of IGA poses Low Risk of Impacting Project Delivery Schedule (Ad Date in FY2016) - (continued)</b>										
2.05	19954	US 160 Turnouts	Draft IGA in Procurement						2/24/2016	Low
1.19	17219	Colorado Blvd. in Idaho Springs: Phase 2 & Phase 3, and Devolution	Draft IGA in Procurement						2/28/2016	Low
3.12.29	19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment	MDU for Frisco is complete. Draft MDU for Summit pending signature.						3/24/2016	Low
4.25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	Draft IGA in Procurement						3/28/2016	Low
4.06	19893	US 34 in Estes Park Improvements and Devolution	Draft IGA in Procurement						5/1/2016	Low
1.14	19970	SH 2 in Commerce City Widening and Devolution	Under PMO Review (added to Local Agency Project list)						6/29/2016	Low
<b>Status of IGA poses Low Risk of Impacting Project Delivery (Ad Date in FY2017)</b>										
1.37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	Draft IGA being finalized with the Locals, pending 1st reading CCD						7/21/2016	Low
4.35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	Draft IGA in Procurement						7/25/2016	Low
4.58	19888	SH 119: Boulder Canyon Trail Extension	Draft IGA in Procurement						7/29/2016	Low
4.34	19894	Turning Lanes at US 34 and Yuma County Road H	Draft IGA in Procurement						3/20/2017	Low
5.15	19411	SH 62 Ridgway Street Improvements	Local Agency has signed contract, being routed for State signatures.						3/30/2017	Low
4.51	20204	Turning Lanes at US 385 & YCR 33.6	Unable to Draft Exhibit C until Design Phase can be determined						Local Agency	Low
<b>Status of IGA is Not Applicable (IGA Fully Executed)</b>										
3.14	19551 / 19459	I-70 Eagle Interchange Upgrade	Fully Executed IGA						IGA executed 12/26/13	N/A
5.13	19397	SH 145 at CR P Safety Improvements	Fully Executed IGA						IGA executed 4/7/14	N/A
3.09	19094	I-70 Vail Underpass (Simba Run)	Amendment to Existing IGA Executed						IGA executed 6/10/14	N/A
5.14	18972	US 285 Antonito Storm Drain System Replacement	Fully Executed IGA						IGA executed 4/24/14	N/A
5.18	19643	US 24 Enhancement Project in Buena Vista	Fully Executed IGA						IGA executed 6/6/2014	N/A



## RAMP Partnership and Operations

Thresholds for Transportation Commission approval

Threshold	RAMP	Current PD 703
Minimum Amount	< \$100,000	< \$250,000
Percentage	> 7.5%	> 15%
Maximum	> \$1,000,000	None

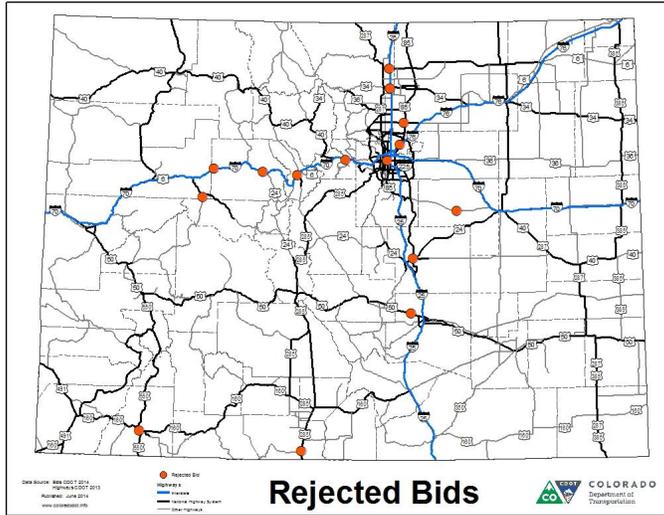


## Rejected Bids – March to May, 2014

	Project Name	Type of Work	County	Budget
1	SH14: I-25 East to Weld CR 23	Surface Treatment	Weld	\$12,300,000
2	I-70 Eagle Vail Bridges (F-11-AB & AC)	Bridge Rehabilitation	Eagle	\$12,700,000
3	SH 133 Safety Improvements - Carbondale	Safety and Operational Improvements	Garfield	\$7,000,000
4	US 85 Park & Ride, Ft. Lupton and Evans	Park and Rides	Weld	\$2,800,000
5	US 285 Antonito Reconstruction and Storm Drain	Storm Drainage and Roadway Reconstruction	Conejos	\$7,300,000
6	I-70 EB Climbing Lane Vail and Straight Creek	Surface Treatment	Summit	\$8,700,000
7	R3 Various Bridge Repair	Bridge Rehabilitation	Eagle	\$1,400,000
8	US 40 Federal to Speer	Surface Treatment	Denver	\$3,200,000
9	US 50 West of I-25 Congestion Relief	Operations and Congestion Relief	Pueblo	\$300,000
10	SH 21 Acceleration/Deceleration Lanes	Safety and Operational Improvements	El Paso	\$3,300,000
11	SH 103 Overlay	Surface Treatment	Clear Creek	\$5,100,000
12	I-76 & C470 Cable Rail Barrier	Safety	Adams	\$1,200,000
13	R5 FY14 Rock Fall Mitigation	Rockfall Mitigation	La Plata	\$2,000,000
14	R4 FY14-RAMP-BR: I-25 MP 256 to MP 281	Bridge Rehabilitation	Larimer	\$3,000,000
15	SH 86 Ramah Rd. East	Surface Treatment	Elbert	\$5,500,000
16	PR Sour Bridge Repairs #2	Scour Mitigation	Weld	\$3,100,000
<b>Total</b>				<b>\$78,900,000</b>



## Rejected Bids – March to May, 2014



**Resolution Number TC- XXXX**

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

**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.

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

**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.

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Herman Stockinger III, Secretary  
Transportation Commission of Colorado

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Date



**COLORADO**

**Department of Transportation**

Division of Accounting and Finance

4201 East Arkansas, Room 262  
Denver, CO 80222

## MEMORANDUM

**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
Herman Stockinger, Director, Office of Policy and Government Relations  
**DATE:** June 18, 2014  
**SUBJECT:** Highway Trust Fund Update

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### **Purpose:**

As requested by the Commission, this memorandum provides a more comprehensive overview of the current Highway Trust Fund shortfall and potential insolvency. Possible strategies for dealing with delayed, partial or non-existing payments due to a shortfall are also presented.

### **Action Requested:**

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

### **Background:**

The federal Highway Trust Fund (HTF), funded primarily by the federal gas tax, is the primary cash account supporting federal highway and transit programs. This pot of funds is the source of state department of transportation (DOT) apportionments from the federal government. The HTF operates by providing reimbursements to state DOTs upon expending dollars to that state, as opposed to offering up front cash payments. In recent years, HTF has lagged in revenue collections and currently, its outlays far outpace collections. As it approaches insolvency, payments are delayed and should the HTF reach total insolvency, payments to state DOTs will be halted altogether.

Since the HTF cannot run a deficit, Congress has provided short term fixes to this problem by periodically transferring federal General Fund dollars to the HTF. This amounts to over \$52.1 billion since 2008 in order to retain the HTF's solvency. However, given reduced transportation revenue collections, and the existing MAP-21



spending levels which eclipse total revenues, the shortfall is a problem that is regularly revisited in Washington.

**What is the Current Shortfall Amount?** Currently, our federal-aid appropriations are prescribed by the MAP-21 Act which is a 27-month authorization bill, providing spending authority through September 30, 2014. This authorization covers two full federal fiscal years and the remaining three months of the current federal fiscal year (FFY). In this year alone, the HTF will spend \$53 billion as authorized under MAP-21. However, the HTF is only anticipated to collect \$38 billion in revenue, creating a \$15 billion HTF deficit. This summer the HTF is again on pace to deplete its balance. Current projections are that the HTF will be insolvent at some point in August 2014.

**What Does the Shortfall Mean for State DOTs?** If not corrected by Congress before insolvency is reached (likely in August), the shortfall means that federal reimbursements to state DOTs will be impeded. As a result, two immediate problems will arise:

- Beginning in August 2014, there will be delays to state DOTs for federal reimbursements for costs that are already incurred; and
- Since current federal commitments far exceed the HTF cash balance, there will be a full elimination of the new federal funding commitments. Beginning in October 2014 and continuing for the full federal FY 2014-15, the remaining HTF revenue collected throughout the year will go to state DOTs for projects that have already been committed.

**How Can Congress Correct the Shortfall?** There are multiple scenarios that may play out in the coming weeks to provide more revenue before the HTF hits a zero baseline. There are four main options that Congress can consider:

1. Allow the HTF to run dry, resulting in slowdowns and shutoffs in project work;
2. Enact an increase of the federal gas tax or some other federal revenue enhancer;
3. Enact another transfer from the General Fund to the HTF; or
4. Enact a much smaller transfer from the General Fund that will provide the HTF with enough money so that Congress may revisit the issue following the November elections.

Based on recent history, the third or fourth options are the most likely scenario. Recently, the House majority leadership posed an option to fund the HTF through savings generated largely by eliminating U.S. Postal Service deliveries on Saturdays. However, this option does not appear to have traction at this point. No other alternatives have been posed at this point by key members.

**What This Could Mean For CDOT:** Should Congress not take action to correct the shortfall, the Transportation Commission and the Department may be faced with difficult choices. The following is an overview of how HTF insolvency will affect the



annual budget, the federal reimbursement process and overall program and project delivery.

**Annual Budget:** Colorado’s federal highway apportionments are estimated to be \$517.0 million in FFY 2013 and \$522.4 million in FFY 2014. The Commission may determine that the FY 2014-15 budget is based on a set of assumptions - specifically the collection of several hundred million dollars in federal reimbursements - that are invalid, and may wish to consider amending the existing fiscal year budget.

**Federal Reimbursement:** Using general figures over the past five years Federal reimbursements have ranged from \$600 million to \$700 million, including debt service on the TRANS BONDS of \$140 million, and Construction Engineering and Indirect allocations of \$100 million. The balance of approximately \$400 million is project construction and pre-construction costs. Some daily receipts can be as high as \$40 million or \$50 million.

In the event the Department does encounter non-payment, partial payments, or delay in payments due to a HTF shortfall, the Department will maintain the daily billing schedule and continue to submit a Rapid Approval State Payment System (RASPS) invoice to FHWA, until such time as notification from FHWA staff to terminate is acknowledged. **See Attachment 2.**

**Program and Project Delivery:** CDOT could be facing delays to further construction as early as October 1<sup>st</sup>. In order to continue awarding projects and not delay program delivery any further, the Department plans to use Advance Construction (AC). AC is a Federal-Aid funding tool that will allow the Department to move forward with both large and small projects, even in the absence of full Federal-Aid obligation authority. While the current process involves using AC to fund and award, without federal obligation in site, the Department does face the risk of drawing down its cash balance much quicker than anticipated.

#### **Update on the Transportation Commission Contingency Reserve Fund (TCCRF):**

Last month, the Department provided the Commission with a reconciliation of the Contingency Reserve Fund. Based on the Commission’s feedback, the reconciliation has been updated to include an estimate for exposure related to railroad owned land. In addition, the annual contingency reserve has been added to the current reconciliation for review and discussion.

#### **Summary of Discussion:**

While the Highway Trust Fund is on track to go insolvent at some point in August, the exact date is unknown. If Congress does not take action to backfill the HTF for the next fiscal year that starts at the beginning of October, then the Department will have to rely on its cash balance to replace those missing federal dollars to fund projects



that are already underway. At this point new projects will be put on hold. If several months into FY 2015 there is still no foreseeable solution from Congress, then staff will have to begin to consider further project cutbacks.

**Staff Recommendation:**

With recent improvements in the economy, we would expect that Congress will find a way to continue transportation spending. At this point, staff has no recommended action but rather suggests that any actions would be best held until July when a more complete picture of Congress's intentions is available. Staff including the Executive Director has used September 30, 2014, the expiration of federal authorization, as a date after which the Department could postpone advertising of construction projects and await clarity of the federal revenue and reimbursement outlook.

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](mailto:scott.richrath@state.co.us).

**Attachement 1: Highway Trust Fund Ticker**

**Attachement 2: Federal Receipts and Project Expenditures**

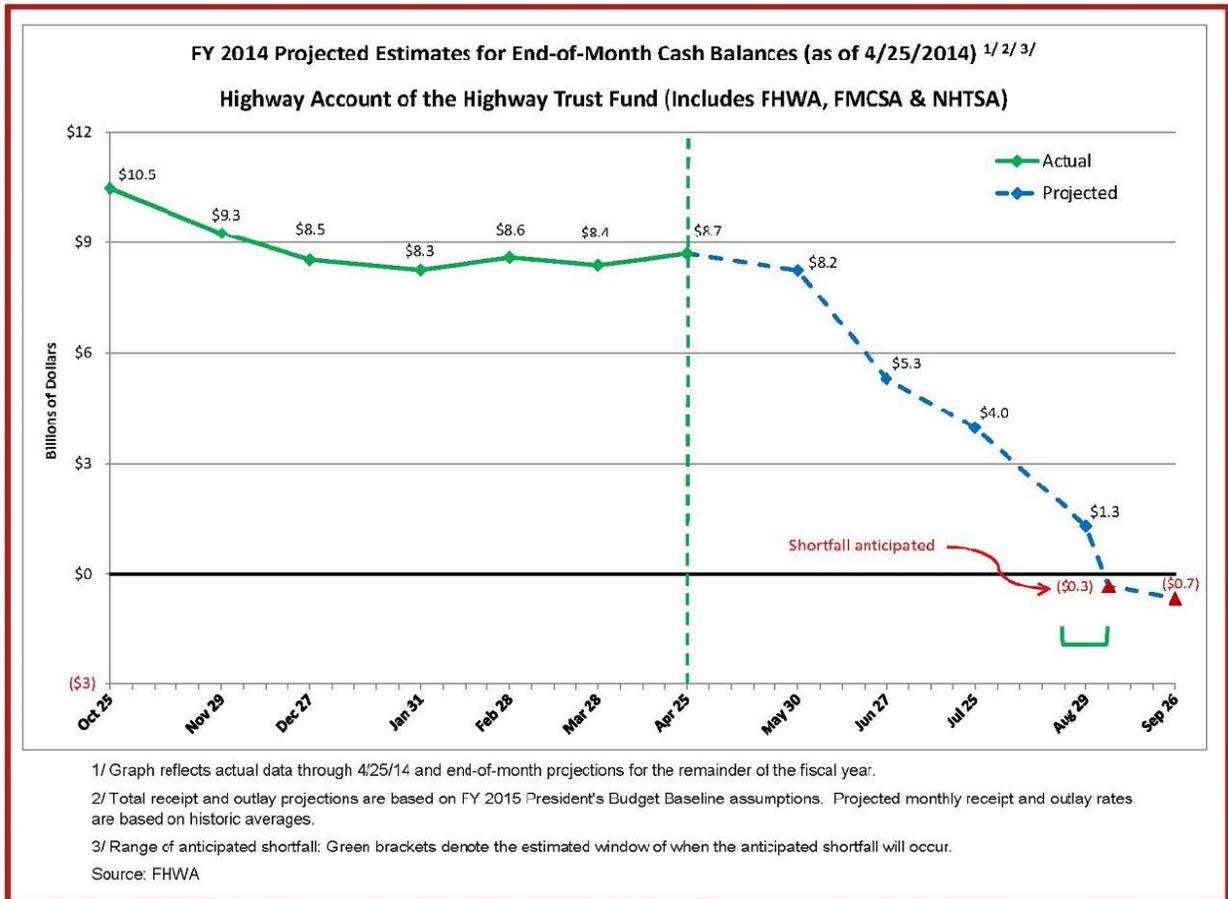
**Attachement 3: Number of Projects Awarded/Total Dollars Awarded**



## Attachement 1: Highway Trust Fund Ticker

Based on current spending and revenue trends, the U.S. Department of Transportation estimates that the Highway Account of the Highway Trust Fund will encounter a shortfall before the end of fiscal year (FY) 2014.

### Highway Account

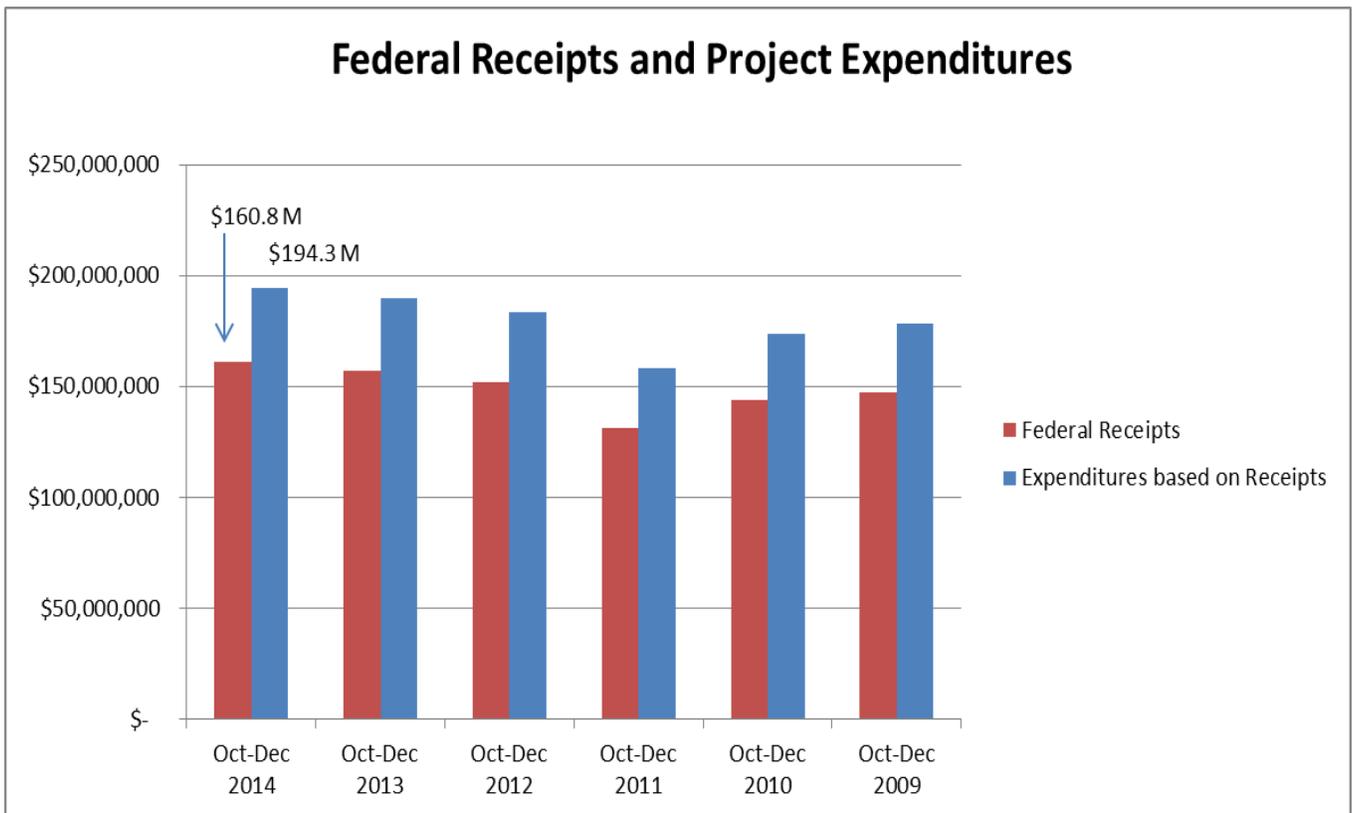


- The Highway Account began FY 2014 with approximately \$1.6 billion in cash
- A \$9.7 billion transfer from the General Fund to the Highway Account was processed shortly after the start of the fiscal year (\$10.4 billion authorized in MAP-21, reduced by sequestration)
- The cash balance has dropped by nearly \$3.2 billion since the General Fund transfer occurred. As of April 25, 2014, the Highway Account cash balance was \$8.7 billion
- <http://www.dot.gov/highway-trust-fund-ticker>



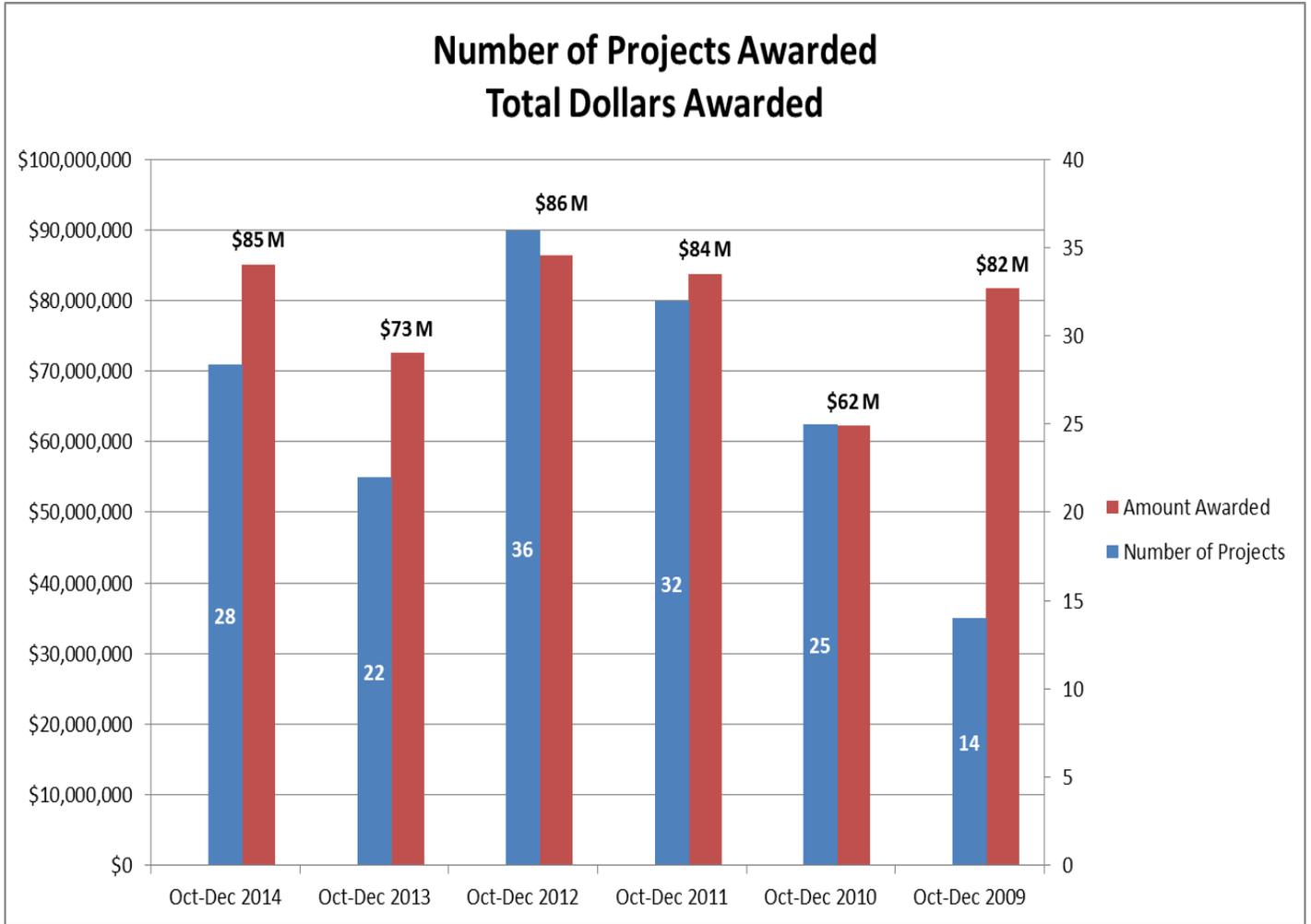
## Attachment 2: Federal Receipts and Amount of Expenditures

The graph below represents actual federal receipts and the related cash outlay expenditures for a three month period October through December by fiscal year 2009 through 2015. Fiscal year 2015 (October through December 2014), is a projection of the average of the last five years with a 10% increase. Excluded from the totals are debt service payments which are normally collected on December of each year.



### Attachment 3: Number of Projects Awarded/ Total Dollars Awarded

The graph below represents number of projects and total dollars awarded for a three month period October through December by fiscal year 2009 through 2015 Fiscal year 2015 (October through December 2014), data is a projection of the average of the last five years with a 10% increase.

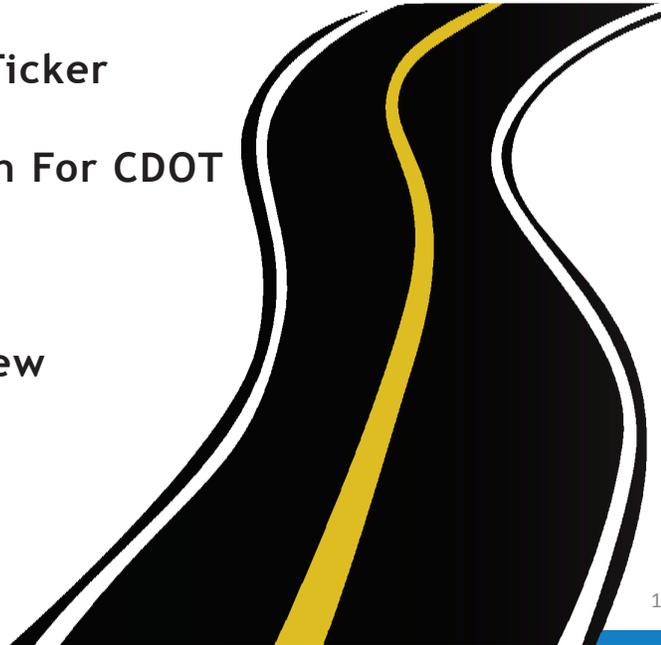




## FHWA Insolvency Update

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- Highway Account Details
- Highway Trust Fund Ticker
- What This Could Mean For CDOT
- Insolvency Summary
- TC Contingency Review



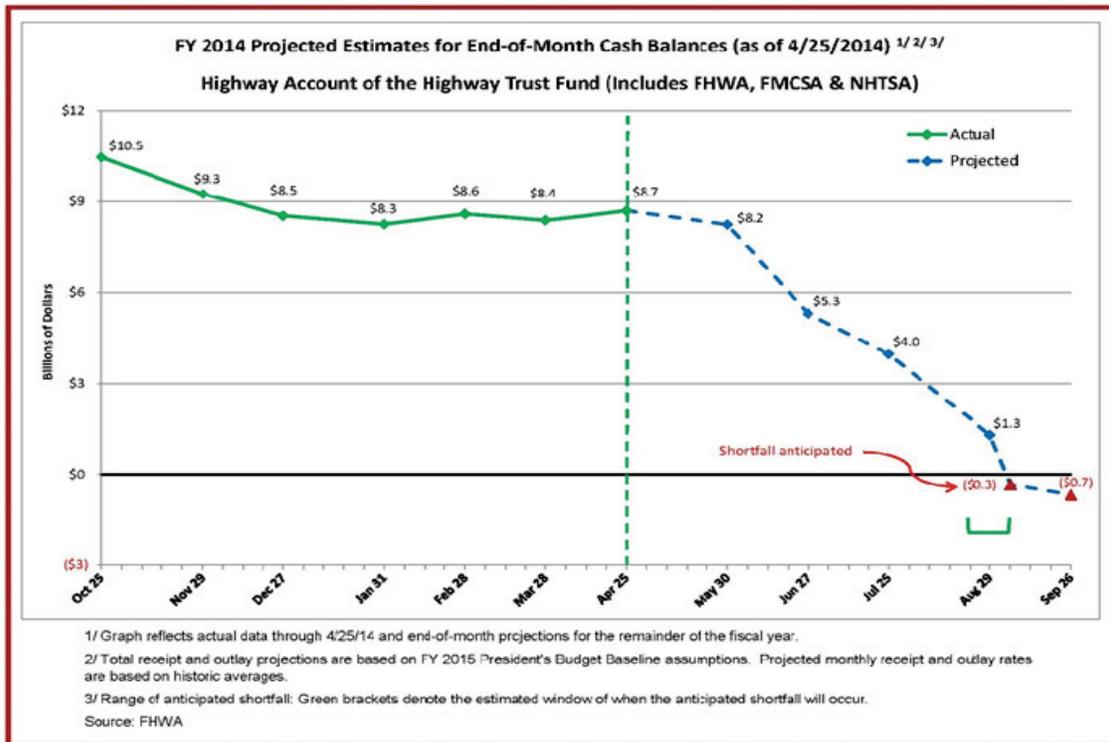
## Highway Account Details

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- Based on current spending and revenue trends, the U.S. Department of Transportation estimates that the Highway Trust Fund (Highway Account) will encounter a shortfall of approximately \$15 billion before the end of federal fiscal year (FFY) 2014.
- The Highway Account began FFY 2014 with approximately \$1.6 billion in cash.
- A \$9.7 billion transfer from the General Fund to the Highway Account was processed shortly after the start of the fiscal year (\$10.4 billion authorized in MAP-21, reduced by sequestration).
- The cash balance has dropped by nearly \$3.2 billion since the General Fund transfer occurred. As of April 25, 2014, the Highway Account cash balance was \$8.7 billion.



# Highway Trust Fund Ticker (Highway Account)



<http://www.dot.gov/highway-trust-fund-ticker>



## What This Could Mean for CDOT

Should Congress not take action to correct the shortfall, the Transportation Commission (TC) and the Department may be faced with making difficult choices that affect the following areas:

- **Annual Budget:** The FY 2014-15 budget is based on the assumption of several hundreds million dollars in federal reimbursement money. If the HTF goes insolvent, the TC may consider the budget invalid and consider amending the existing fiscal year budget.
- **Federal Reimbursement:** CDOT could encounter non-payment, partial payments or a delay in payment. Daily receipts currently range from \$40 to \$50 million.
- **Program and Project Delivery:** CDOT could be facing delays to further construction as early as October 1<sup>st</sup>. Advance Construction (AC) will be used to continue awarding projects and reduce delays to program delivery. Without federal obligation, cash balance may be drawn down much quicker than expected.



# Insolvency Summary

- The Highway Trust Fund (HTF) will go insolvent at some point in August, but the exact date is unknown.
- If Congress does not backfill the fund with enough dollars for the next federal fiscal year, beginning October 1<sup>st</sup>, CDOT will have to draw on its cash balance to replace federal dollars and fund projects already underway.
- If there is no fix from Congress several months into FY 2015, CDOT will have to begin looking at project cutbacks.
- At this time, it is expected that Congress will find a way to continue transportation spending.



Given the uncertainty of the situation, the Department recommends that any action would be best held until July, when a more complete picture of Congress's intentions is available



## Contingency Balance Reconciliation

May FY 2014 TC Contingency Balance	\$70,704,453	
Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$45,000,000)	(\$61,000,000)
Annual Budget Allocation	\$20,808,475	
Railroad Exposure	(\$10,000,000)	
Pending June Supplement Item	(\$350,000)	
Federal Reimbursement of US550; Return of Transit & HPTE loans; and Other Impacts	\$0 (Reconciliation Report in July)	
Baptist Road Liability	Low Estimate	High Estimate
	\$0	(\$5,000,000)
FY 15 Contingency Estimate	Low Balance	High Balance
	\$15,162,928	\$36,162,928
Contingency Target Balance	\$25,000,000	

Highway Trust Fund Insolvency FY15 Cash (Outflow) Estimate	(\$900,000,000)
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**COLORADO**

**Department of Transportation**

Office of Policy and Government Relations

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

**DATE:** June 9, 2014  
**TO:** Transportation Commission  
**FROM:** Kurt Morrison, Office of Policy & Government Relations  
**RE:** MAP-21 Reauthorization – Principles

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### **Action Needed**

No action needed at this time. Item is for discussion and questions. Potential action may occur in July at the Commission's direction.

### **MAP-21 Reauthorization**

The current federal transportation bill – Moving Ahead for Progress in the 21<sup>st</sup> 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.



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

<b>Principle</b>	<b>Justification/Description</b>
<b>General Policy Principles</b>	
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
<b>Title: Federal-aid Highways</b>	
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
Continue current prohibition on earmarks	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 MPOs under 500,000 in population, 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)
<b>Title: Public Transportation/Transit</b>	
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**

<b>Principle</b>	<b>Justification/Description</b>
<b>General Policy Principles</b>	
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](mailto:kurtis.morrison@state.co.us).



## MEMORANDUM

**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
**DATE:** June 18, 2014  
**SUBJECT:** Policy Directive 703.0 (PD703.0)

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### Purpose:

At the request of the Transportation Commission (TC) to the Division of Accounting and Finance (DAF), this memo serves to clarify changes under the new PD703.0. June's workshop will detail parameters governing specific programs as well as project approval processes.

### Action Required:

The TC is being asked to review the presentation and provide feedback to me at today's workshop, by phone or email no later than June 30<sup>th</sup>. Feedback is particularly critical regarding the revised definition of "Substantive" and new "Substantive" threshold amounts.

### Background:

After viewing the first draft of the policy directive and the supporting materials in April 2014, the Transportation Commission 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.

**Discussion:**

Based on the feedback received from the Commission in May, this month the department will be presenting information to the TC that will address those concerns including:

- How “Substantive” shall be defined and how, when and by whom those “Substantive” thresholds will be established
- The need for dollar and percentage overrun amounts
- The importance of dual signature requirements for Moderate Risk items (eg: flood budgeting)

Based on comments in prior workshops on program and project approvals that have been outlined in the presentation, the Department staff has created a draft project approval matrix which provides a detailed level of oversight required for all programs and projects. The draft matrix recommends RPP to be managed at the staff level. FASTER safety, for which you recently adopted new allocation, shall be recommended to mirror most other programs. The Department plans to use this draft matrix to ensure consistent application of the principles outlined in PD 703.0.

**See Attachment 1.**

The thresholds established in the matrix are being designed to reflect the Department’s intention to more efficiently manage the number of individual projects that the TC is asked to approve through the budget supplement process. The new PD 703.0 asks the Commission to exercise a high level of oversight over routine budget matters, shifting focus to exceptional budget matters that involve substantive or high financial risk. The matrix is intended to help summarize guidance on supplemental budget actions that will continue to require TC approval, thus enabling the Department and staff to maintain a consistent and appropriate level of project level oversight.

In addition, the Department will discuss repealing PD 1000.0 and consolidating topics covered in this PD into PD 703.0. PD 1000.0 addresses Commission approval for maintenance work. Required approvals for the Commission’s considerations are included in the power point and the approval matrix.

**See Attachment 1.**



**Staff Recommendation:**

The Department recommends that the Commission review and provide feedback by June 30<sup>th</sup> so that the comments can be integrated and presented in July. The Department will seek adoption in July or August, depending on feedback and the amount of unresolved issues.

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

**Attached: Budget Action Approval Type Determination Matrix**



Budget Action Approval Type Determination Matrix - DRAFT

Project Type	Initial Project Funding	Pre-Award Adjustment and Contract Modification Orders (to the currently approved project budget)			Closure Adjustment	
		> \$1 million; or > 15% and > \$500,000	Between 15%-10% or between \$500,000-\$250,000	< 10% or < \$250,000		
2013 Emergency Relief and Permanent Repairs	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Allotment Advice	
Emergency Requests (from the Transportation Commission Contingency Relief Fund or other programs)	Requires Commission chairperson approval for Confirmation Item	Requires Commission chairperson approval for Confirmation Item	Requires Commission chairperson approval for Confirmation Item	Requires Commission chairperson approval for Confirmation Item	Allotment Advice	
Non-emergency Transportation Commission Contingency Relief Fund Requests (e.g. Snow and Ice)	TC Approval Required	TC Approval Required	TC Approval Required	TC Approval Required	TC Approval Required	
Asset Management Programs -Rockfall Mitigation, Tunnels, Walls, Bridge On-System, Culverts, Surface Treatment, Property Management *including RAMP projects	TC Approval Required if not on Approved List	TC Approval Required	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Allotment Advice	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List					
Transportation Systems Management & Operations -New Capital	TC Approval Required	TC Approval Required	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	TC Approval Required	Allotment Advice	
Transportation Systems Management & Operations -Replacement	Allotment Advice	TC Approval Required	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	TC Approval Required	Allotment Advice	
Maintenance Levels of Service	No Commission Approval Required for any action					
Strategic Projects (e.g. 7 <sup>th</sup> Pot)	TC Approval Required	TC Approval Required	TC Approval Required	TC Approval Required	Allotment Advice	
Highway Safety Improvement Program	TC Approval if not on Approved List	TC Approval Required	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Allotment Advice	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List					
FASTER Safety Program	TC Approval if not on Approved List	TC Approval Required	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Allotment Advice	Allotment Advice	
	Allotment Advice if on Transportation Commission Approved List					
Regional Priority Program	No Commission Approval Required for any action					
Other State Administered Programs -Congestion Relief, Hot Spots and Railroad Crossings	No Commission Approval Required for any action					
Federal Discretionary Grants	State match required	TC Approval Required	TC Approval Required	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Allotment Advice	Allotment Advice
	No state match required	No Commission Approval Required for any action				
Local contributions to state project	No Commission Approval Required for any action					

**Budget Action Approval Type Determination Matrix - DRAFT**

Local Administered Programs	No Commission Approval Required for any action				
Transit and Rail	TC Approval Required	TC Approval Required	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Allotment Advice	Allotment Advice
Bridge Enterprise	Enterprise Board Approval Required if not on Approved List	Enterprise Board Approval Required	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Allotment Advice	Allotment Advice
	Allotment Advice if on Bridge Enterprise Board Approved List				
High Performance Transportation Enterprise	HPTE Board Approval Required	HPTE Board Approval Required	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Allotment Advice	Allotment Advice

<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>Closure Adjustment</u>
	> \$1,000,000 above the Original Approved amount or > 7.5% if more than \$100,000	< 7.5% or < \$100,000 above the Original Approved amount	> \$1,000,000 above the Original Approved amount or > 7.5% if more than \$100,000	< 7.5% or < \$100,000 above the Original Approved amount	
RAMP Operations and Partnership	TC Approval Required	Allotment Advice	TC Approval Required	Allotment Advice	Allotment Advice

<u>Transaction Type</u>	
Maintenance Projects	Structure Repairs, overlays, seal coats and all work where the total cost exceeds \$50,000
	Emergency Relief
	Work where the total cost is < \$50,000
Transfers between regions	TC Approval Required if exceeds \$1,000,000 year to date
Transfers between programs	TC Approval Required if exceeds \$1,000,000 year to date
Transfers between cost centers and program pools	TC Approval Required if exceeds \$1,000,000 year to date
Transfers between cost center personal services, operation or capital	TC Approval Required if exceeds \$1,000,000 year to date
Transportation Commission Contingency Reserve Fund	TC Approval Required

**Glossary:**

**Transportation Commission Approved List-** A list of projects approved by the Transportation Commission for an Annual Program per processes established with the approval of the TC.

**Allotment Advice-** Project level budget actions within SAP, initiated by regions, that is approved by OFMB staff without Commission approval

**TC Approval Required-** Project level budget actions within SAP, initiated by regions, that require Commission approval as part of a budget supplement packet

**Confirmation Item-** Approved action prior to TC meeting, but included on formal Budget Supplement document



## PD 703.0- Workshop Agenda

- Reprise of PD 703.0-What's New (★)
- Glossary of Key Terms
- Levels of Review and Approval
- Defining Levels of Agency Risk
- Overall Financial Position
- Additional Budget Funding Areas
- Program Management & Project Funding
- Project Delivery & Other
- Summary of Approved and Non-Approved Projects
- PD 703.0 Next Steps



1



## Reprise of PD 703.0 - What's New

- ★ Items defined as “Substantive” will require TC approval
- ★ \$ and % thresholds and dual signature requirements have been added
- ★ Content from Policy Directive 1000.0 (Maintenance work) has been consolidated into PD 703.0



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## Glossary of Key Terms

★ **Substantive:** Defined in PD703.0, "Substantive" shall be used to mean exceeding the approved amount over a scope, schedule or budget threshold set annually by the Transportation Commission.

**Non-Substantive:** Individual items that pose low risk to the agency; therefore, the TC's interest in these items pertain more to their aggregate effect rather than on the minor effect of individual items. The TC need only review and approve the program, i.e. the group of items.

**TC Directed:** Program funding directed by the TC. Includes control over the majority of the State Highway Funds.

**Federally/Statutorily Directed:** Applies to funds that must be spent in a particular way. The TC has limited authority over the kinds of activities for which these funds can be spent. Federal funds must be expended according to the most current authorizing legislation (MAP21). Many state funds are directed by particular statutes. Examples include FASTER and SB-228 Funds.

**Decision Item:** A proposed significant change in the upcoming fiscal year budget requiring TC approval (>than \$1 million); whereas changes affecting the Administrative (legislatively appropriated budget) are presented to the General Assembly via the Joint Budget Committee (JBC) and do not require TC approval.

**Contingency:** TC funds that are set aside to address unforeseen needs or circumstances (e.g., emergency relief).

**Roll Forwards:** Budget pool fund balances not spent in the current fiscal year are automatically rolled forward to the next and do not require TC approval. Cost center balances do not automatically roll forward, with a few exceptions. Any request to roll forward cost center funds beyond these exceptions requires TC approval. Examples of automatic cost center roll forwards are: heavy equipment, ITS, FASTER transit, Bridge Enterprise & HPTE Funds.

**FTE:** Full Time Equivalent. The term applies to positions within CDOT both filled and vacant. A position is classified as either full time or part time. The total number of FTE for CDOT is the sum of all of these.



## PD 703.0 Levels of Review and Approval



### TC Review and Approve

Individual items categorized as posing a high agency risk will continue to require the review and approval of the Transportation Commission.



### Executive Director (or Designee) Report To and Inform TC

Items categorized as posing a moderate agency risk will be managed by the Executive Director or Designee. To maintain open communication and flow of information, details regarding these individual items will be reported to the Transportation Commission.



### Staff Manage

Individual items categorized as posing a low agency risk will be managed by the Executive Director or Designee, overseen at the staff level, and will not appear before the TC.



## Defining Levels of Agency Risk



Under PD 703.0, the Commission will focus attention on exceptional budget matters that involve significant materiality or high risk to the agency, while items categorized as moderate or low risk will be managed by Executive Director or Designee. Levels of agency risk are defined by the following criteria:

High Risk Criteria	Moderate Risk Criteria	Low Risk Criteria
<ul style="list-style-type: none"> <li>Not on an approved project list</li> <li>Implications of decisions regarding "Substantive"<sup>1</sup> items</li> <li>TC approval is mandated by existing statute</li> <li>Change that will trigger a loan</li> <li>Items that have high probability of political, legal and financial ramifications</li> </ul>	<ul style="list-style-type: none"> <li>On an approved project list</li> <li>Funding and project changes for non-"Substantive"<sup>1</sup> items</li> <li>Overrun thresholds are established and approved annually</li> <li>Items that have a moderate probability of political, legal or financial ramifications</li> </ul>	<ul style="list-style-type: none"> <li>On an approved project list</li> <li>No funding or project changes</li> <li>Decisions that follow approved standardized business processes that are in place and utilized by staff, including the annual budget</li> <li>Items that have low probability of political, legal or financial ramifications</li> </ul>

<sup>1</sup> For definitions of "Substantive" and non "Substantive", see glossary of key terms

## Overall Financial Position

	High Risk: TC Review and Approve		Moderate Risk: ED (or Designee) & CFO Report To and Inform TC		Low Risk: Staff Manage Annually
	Monthly	Annually	Quarterly	Annually	
Revenue-Based Budget		Annual Budget- November - review draft budget, March - adopt final Annual STIP Amendments	Quarterly review of the staging area: revenue forecast updates	June- Review final budget including legislative items	
Cash-Based Expenditures	Budget increases > 10% of program		Quarterly review of the staging area; expenditure forecasts and 'plan' vs. 'actual' analyses		
Loans	Change that will trigger a loan and require Legislative Authority		★ Requires Dual Signature		Payment schedule included in quarterly and annual reports
Cash Balances		Annual Risk Assessment	Quarterly reports on construction lettings	Annual reports on attenuation measures	OCM limit on construction lettings each month
FTE Requests	Increasing the total # of FTE's		★ Requires Dual Signature		Filling existing vacancies

## Additional Budget Funding Areas

	High Risk: TC Review and Approve Monthly	Moderate Risk: ED (or Designee) & CFO Report To and Inform TC Quarterly	Low Risk: Staff Manage Annually
Contingency	Any expenditure from TC Contingency Account	★ Project contingencies allotted in projects but managed collectively (ie: 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)	
Decision Items	Greater than \$1 million (Annual Process)	★ Less than \$1 million (Annual Process) (requires dual signature)	
Roll Forwards	Cost center roll forwards (Annual Process)		Budget pool fund balances and automatic cost center roll (Annual Process)
Other Programs (Administration & Operations)	To be reviewed on a biennial basis (FY 2015 total budget allocation of \$276,507,411)		

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## Project Delivery & Other

	High Risk: Review and Approve Monthly	Moderate Risk: ED (or Designee) & CFO Report To and Inform TC Quarterly	Low Risk: Manage and Oversee Annually
Project 4-year budget		Quarterly report of allotments to projects  Annual forecast of amounts required to complete projects	As programmed in STIP or as shown in staging area for STIP amendments and budget supplements
Scope, schedule and costs: 4 year plan	To be recommended by Executive Director and Program Management Office		
Revisions to project budget (unless otherwise detailed in the matrix)	★ Substantive change: > \$1 million; or > 15% and > \$500,000	★ Between 15%-10% or between \$500,000-\$250,000	★ < 10% or < \$250,000
Revisions to scope schedule or cost	To be recommended by Executive Director and Program Management Office		
★ <b>Maintenance</b>	Structure repair, overlays, seal coats and all work where the total cost exceeds \$50,000	Emergency relief	Work where the total cost is < \$50,000

★ Per project over run grid

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## Program Management & Project Funding

	High Risk: Review and Approve Monthly	Moderate Risk: Report To and Inform TC Quarterly	Low Risk: Manage and Oversee Annually
Approved Programs & Projects		Individual projects within programmed amounts	Approved yearly upon acceptance of the Delphi
Not Approved Programs & Projects	Individual projects will continue to require approval through a monthly budget supplement		
Regional Priority Projects	★ No Commission approval required for any action		
Safety	★ Project is <b>not</b> on an Approved ISP	★ Project > Approved ISP but < than established tolerance level	★ Project in the Approved ISP
FASTER Safety	★ Project is <b>not</b> on an Approved List	★ Project > Approved List but < than established tolerance level	★ Project is on an Approved List
RAMP Partnership & Operations	★ Budget action > than 7.5% or > \$1 million		★ Budget action < than 7.5% and < \$100,000

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## Summary of Approved & Non-Approved Programs



Based on comments in prior workshops on program and project approvals, the Department staff has created a draft project approval matrix which provides a detailed level of oversight required for all programs and projects.

The concept of project level budget actions in this presentation has been detailed in a Budget Action Approval Type Determination Matrix (see memo for full matrix).

Project Type	Initial Project Funding	Pre-Award Adjustment and Contract Modification Orders (to the currently approved project budget)			Closure Adjustment
		Less than 10% or less than \$250,000	Between 10%-15% or between \$250,000-\$500,000	Greater than 15% if more than \$500,000	
2013 Emergency Relief and Permanent Repairs	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Requires 2 Signatures from Executive Director, Chief Engineer, CFO	Allotment Advice
Emergency Requests (from the Transportation Commission Contingency Relief Fund or other programs)	Requires Commission chairperson approval for Confirmation Item	Requires Commission chairperson approval for Confirmation Item	Requires Commission chairperson approval for Confirmation Item	Requires Commission chairperson approval for Confirmation Item	Allotment Advice
Non-emergency Transportation Commission Contingency Relief Fund Requests (e.g. Snow and Ice)	TC Approval Required	TC Approval Required	TC Approval Required	TC Approval Required	TC Approval Required

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## PD 703.0- Next Steps

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- A new draft of the PD will be presented in July
- Finalize the draft Budget Action Approval Type Determination Matrix
- Depending on feedback and amount of unresolved issues, the Department will seek adoption in July or August





## MEMORANDUM

TO: Transportation Commission  
FROM: David Fox, Property Management Deputy Program Manager  
DATE: June 19, 2014  
SUBJECT: Denver Headquarters Relocation Potential

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### Purpose:

In May, 2013 CDOT completed building evaluation and siting reports that included four CDOT campuses:

- Denver HQ (4201 East Arkansas)
- Region 4 HQ
- Region 2 HQ
- Old Aurora R1 HQ

The Region 4 HQ relocation project was approved by the Transportation Commission and funded in January, 2014. The Old Region 1 Campus is currently undergoing a master planning initiative via a RAMP funded Property Management Project. As a result of the Region realignment, the R1 project is much smaller in scope than the original building evaluation report recommended. It is limited to solving existing drainage problems and reconstructing deficient maintenance buildings on the site.

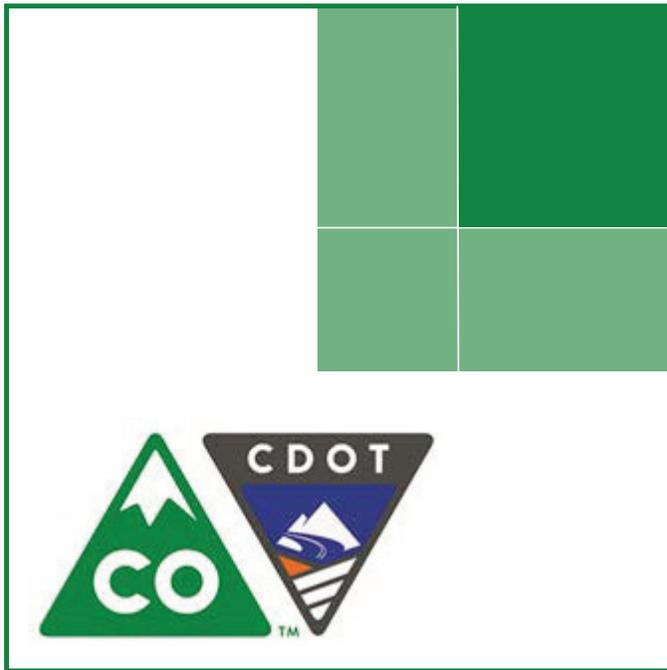
The Region 2 and Denver HQ Projects were determined to be the next highest priorities. Staff has previously made presentations to the Commission on Region 2 relocation Possibilities.

At the direction of Executive Director Don Hunt, Staff worked with Jones Lang LaSalle, the State Awarded Brokerage Firm, to develop a high level review of sites and budget estimates for a potential relocation of the existing Denver HQ campus. The attached presentation provides an outline of the current situation, a comparison of costs required to upgrade the current facility to a Class B office environment versus moving to a new location and some potential relocation site options.

### Action Requested:

There is no requested action at this time. This workshop item is intended for informational purposes only.





## Defining the future

Headquarter location study  
Presented to the Colorado Department of Transportation

June 18, 2014



## Current situation

4201 East Arkansas



Details	
Size	Approximately 190,000 SF
Lot size	13.43 acres
Year built	1955
Functions	<ul style="list-style-type: none"> <li>• Headquarters office building</li> <li>• Motor Pool</li> <li>• Print shop</li> <li>• Erosion control</li> <li>• Fleet parking</li> </ul>
Zoning	<ul style="list-style-type: none"> <li>• CMP – E12 (campus – education institution)</li> <li>• S – MX – 5 (suburban – mixed use – five stories)</li> </ul>
Comments	<ul style="list-style-type: none"> <li>• Not highest and best use of property</li> <li>• Congested access via Colorado Boulevard</li> <li>• Ample retail amenities</li> </ul>

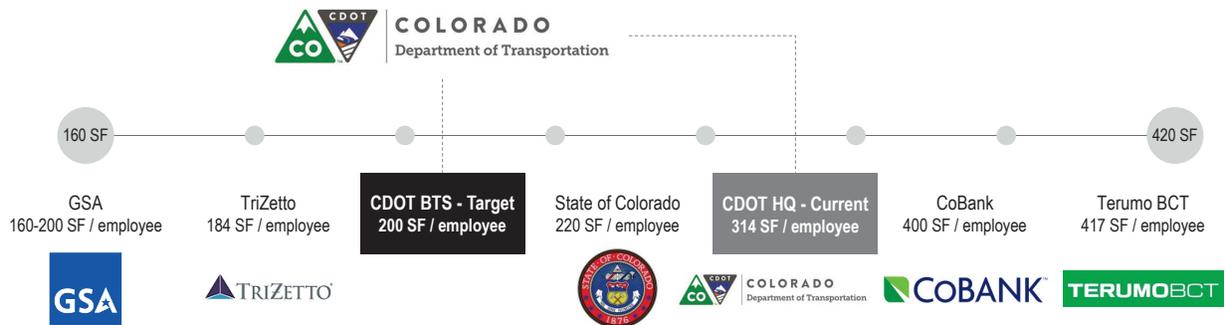
# Rational for moving

- Employee experience
  - Collaborative workspace – encourage creativity and increase productivity
  - Recruit and retain top level talent – compete with private sector
  - Provide easy access to major CDOT transportation facilities (efficiency)
  - Close to amenities
- Energy efficiency (LEED certified)
- Multi-modal access
  - Light rail, bus, bike and pedestrian
- Economic development
  - Align relocation with activation of underutilized site
- Visible to traveling public
- Potential co-locations
  - Headquarters
  - Camp George West
  - Traffic Operation Center
- Potential relocations to KOA site (Aurora)
  - Motor Pool
  - Print shop
  - Erosion control



# Rational for moving

Square feet per employee



CDOT build-to-suit potential co-locations		
Function	Employees	Total SF
Headquarters	486	97,200 SF
Camp George West	25	5,000 SF
Traffic Operation Center	41	8,200 SF
	<b>552</b>	<b>110,400 SF</b>



# 20 year financial comparison

## Summary

### Summary of Costs - 20 Year Financial Comparison (Estimated)

	Baseline - Renovate HQ	Build to Suit - Buy
Square Footage	190,000	110,400
Total Cost	(\$16,322,758)	(\$44,062,880)
Less: Sale of Existing Facility	\$0	\$11,540,740
Total Net Cost	(\$16,322,758)	(\$32,522,140)
Total Cost Over Term	(\$75,302,008)	(\$76,081,450)
Less: Projected Residual Value	\$18,978,032	\$32,691,240
Total Net Cost	(\$56,323,976)	(\$43,390,210)
NPV of Total Costs Over Term @ 5%	(\$46,646,194)	(\$47,600,519)
Less: NPV of Projected Residual Value	\$6,996,148	\$12,051,447
Total Net NPV	(\$39,650,046)	(\$35,549,072)



# 20 year financial comparison

## Assumptions

Assumptions	Notes	Renovate HQ	Notes	BTS
Total SF	A	190,000	A	110,400
Up Front Cost / SF	B	\$0	B	\$30
Total Project Cost / SF	C	\$70	C	\$370
Total Project Cost / SF (Escalated)	D	\$86	D	\$370
Total Cost / SF	E	\$86	E	\$399
Total Cost	F	\$16,322,758	F	\$44,062,880
Sale of Existing Facility	G	\$0.00	G	(\$11,540,740)
Total Net Cost	H	\$16,322,758	H	\$32,522,140
Projected Residual Value	I	(\$18,978,032)	I	(\$32,691,240)
COP Rate	J	5.0%	J	5.0%
COP Amortization	K	20	K	20
Year 1 Operating Expenses	L	\$9.60	L	\$8.00
Operating Expense Annual Escalation	M	2.0%	M	2.0%
Capital Reserve PSF	N	\$1.26	N	\$1.10

A	Current facility SF
B	Included in Total Cost
C	JF Sato report - March 2012
D	22.5% increase
E	Up Front Cost PSF + Total Project Cost PSF
F	Total Cost
G	None
H	Total Cost - Sale of Existing Facility
I	Current (land) value escalated by 2.5% annually
J	Based on current market estimates
K	Based on current market estimates
L	20% higher than BTS
M	Based on current market estimates
N	10% of estimated market operating expenses

A	552 employees x 200 SF / employee
B	Furniture = \$25, Data = \$3, Move = \$1.50
C	Hard Cost = \$240 PSF, Soft Cost = \$50 PSF Land Cost = \$64 PSF
D	Based on current costs estimates
E	Up Front Cost PSF + Total Project Cost PSF
F	Total Cost
G	\$23.58 PSF of land less \$3.85 PSF of abatement
H	Total Cost - Sale of Existing Facility
I	Total Project Cost escalated by 2.5% annually discounted by depreciable life
J	Based on current market estimates
K	Based on current market estimates
L	Based on current market rates excluding property tax
M	Based on current market estimates
N	10% of estimated market operating expenses



# Potential relocation sites / light rail infrastructure

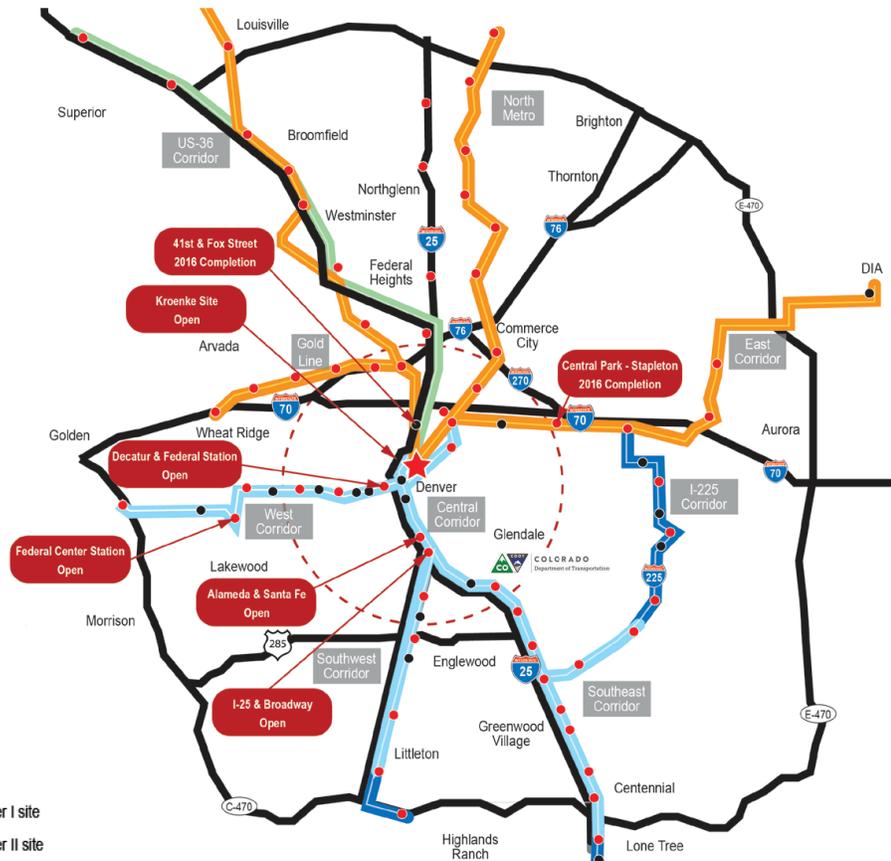


## New facility preferences:

- Within a 5 mile radius of State Capitol
- Located within walking distance to light rail
- New / improved facility for 21<sup>st</sup> century
  - Enhanced service delivery to the public
  - Increased efficiency / higher quality work experience for CDOT employees
- Highly visible to the public
- Easy access to major highways
- 4 : 1,000 SF surface parking



## Tier I sites



**Transportation Commission of Colorado  
Transportation Asset Management Committee  
Meeting Agenda  
Thursday, June 19, 2014  
4201 East Arkansas Avenue**

**William Johnson, Branch Manager  
Transportation Performance Branch**

**Les Gruen, Chair  
District 9, Colorado Springs**

**Kathy Connell  
District 6, Steamboat Springs**

**Heather Barry  
District 4, Westminster**

**Sidny Zink  
District 8, Durango**

**Steven Hofmeister  
District 11, Haxtun**

**Scott McDaniel  
Acting Chief Engineer**

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

**All commissioners are invited to attend this Committee meeting.**

- 1. Report Out from Commissioner Gruen – 5 minutes**
  - **Approval of February, 2014 Minutes ..... p4**
- 2. Moving to a Geohazard Management Plan, Ty Ortiz – 10 minutes.. p6**
- 3. Project Status Report, William Johnson – 10 minutes ..... p18**
  - **Status Report by Asset Category..... p19**
  - **Next month – PD 14 refinement**
- 4. Asset Management Updates, William Johnson, 5 minutes**
  - **FY17 & FY18 Delphi Workshop in September..... p25**
  - **CDOT TAM Workshop ..... p26**
  - **Asset Management Brochure..... p26**
  - **10<sup>th</sup> National Conference on Transportation Asset Management.... p26**

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



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

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

TO: Transportation Commission

FROM: Debra Perkins-Smith, Division of Transportation Development  
William Johnson, Transportation Performance Branch, DTD

DATE: June 6, 2014

RE: Transportation Asset Management Committee

Purpose

This memorandum summarizes the discussion planned for the June meeting of the Colorado Transportation Commission Asset Management Committee.

There are four attachments in support of this meeting:

1. A PowerPoint Presentation covering the meeting topics, which include:
  - a. Moving to a Geohazard Management Plan
  - b. Asset Management Project Status Report
  - c. Asset Management Updates including the Delphi Workshop planned for August for FY17 & FY18, the CDOT TAM Workshop in June, and the TAM Brochure, and an update on the 10<sup>th</sup> National Asset Management Conference.
2. A memorandum discussing the Geohazard Management Plan
3. The minutes from the February TC AM Meeting.
4. TAM Taxonomy Summary

Action Requested

- Approval of the February Minutes.
- Approval of FY15 Geohazard Management Plan.

Background

In September 2012 the Colorado Transportation Commission formed the Asset Management Committee to facilitate a more detailed discussion on asset management with a smaller group. The initial priorities of the group were to seek alternative surface treatment analysis, improve fleet equipment management and develop a budget tradeoff tool. Commissioners emphasized that asset management must be incorporated into the FY14 budget discussion.



Details

Geohazards Plan:

CDOT Geotechnical staff are using a Risk Based Corridor approach to achieve more efficient risk reduction, and are focusing on a more encompassing approach rather than rockfall only. The geotechnical staff propose calling the program the Geohazard Program, rather than the Rockfall Program.

Project Status Report:

The Project Management Office has provided an analysis of the FY14 financial performance for each asset for the Commissioners to review.

Asset Management Updates:

Staff is planning to have a Delphi Workshop in August for FY17 and FY18 Asset Management Budget setting. Staff is having an offsite TAM Workshop on June 10 & 11 for approximately 300 employees to communicate the importance of Asset Management at CDOT. Staff is putting together a TAM Brochure. William and other staff members attended the 10<sup>th</sup> National Asset Management Conference in May and will provide a report out to the Committee.

Next Steps

The Transportation Commission Asset Management Committee will meet again in July, 2014 to discuss Policy Directive 14 and Asset Management Performance Metrics.



# ASSET MANAGEMENT COMMITTEE

## DRAFT MINUTES

**Date:** February 19, 2014

**Committee Members Attending:** Commissioners Gruen, Barry, Connell, Hofmeister and Zink.

**Others Attending:** Commissioners Aden, Gifford, Gilliland, Peterson, Reiff, Thiebaut; Debra Perkins-Smith, Scott Richrath, William Johnson, Bill Schiebel, Joshua Laipply, David Wieder, Ty Ortiz, Marcella Broussard, Saeed Sobhi, David Eller, Kerrie Neet, Myron Hora, Tom Wrona, Anthony Devito, Darius Pakbaz

### Minutes:

- Minutes for January meeting were approved.
- William Johnson and the Asset Managers presented the requests and results from the Staff led FY16 Delphi Workshop held on January 30. The following comments were noted:

#### **Road Equipment**

- If a vehicle is over 120% useful life, what is the process for replacement? The Committee should review these recommendations

Goal is average useful life of the fleet is 70%:

- **Replacement Rule 1:** The vehicle is currently over 120% UL and is requiring more than 30% of its replacement cost to maintain each year.
- **Replacement Rule 2:** If a vehicle is currently between 60 and 120% UL and it is requiring more than 40% of its replacement cost to maintain.
- **Replacement Rule 3:** If a vehicle is between 0-60% UL and is requiring more than 20% of its replacement cost to maintain each year.
- **Replacement Rule 4:** If a vehicle is currently over 120% UL and under 30% replacement cost to maintain then it should be replaced.
- There is concern about the cuts that this asset has versus what the other assets got in funding. Road Equipment is underfunded and is this funding level enough to make meaningful progress? Probably Not; however, the current funding level is in-line with CDOT's vendors ability to deliver equipment.
- Commissioners liked the new data presented on road equipment.
- Commissioners noted that these are just recommendations and the commission can adjust.

#### **Property Management**

- Commissioners noted that this asset took the same cut as some of the other smaller assets. Which areas are likely to be cut with the Delphi budget recommendation? Most likely Building Projects would be cut, maintenance would not.

#### **Culverts and Tunnels**

- Hanging Lake Tunnels East Bound Entrance; there is very rough pavement that can cause car damage. Dave Eller will evaluate.

#### **Traffic Signals**

- Are there any other technological advantages of upgrading traffic signals?  
Connected Vehicle technologies that are coming out will integrate with new traffic signals.

### **Overall Comments**

- Underserved assets (such as ITS and signals) are critical to traffic flow, managing congestion and the overall operation of the system. Better attention of these 2<sup>nd</sup> class assets are needed, because it can be extremely disruptive when they fail.
  - Were Walls and Signals in another asset category before this year? NO.
  - In another analysis of this process, Surface Treatment and MLOS received a larger percentage of funds than last year, as measured as a percent of the total funding.
  - All Commissioners should review the funding recommendations and then make budgetary decisions during FY 16 budget allocation planning.
    - Commissioners need to make decisions that prioritize safety and minimize disruption risks.
  - Question to the RTDs: In the past, have these 2<sup>nd</sup> Class asset recommendations been paid for from RPP? Yes, RPP has paid for some of these in the past. RPP could be a solution to some of the risks due to lower funding.
    - RPP funds need approval from TPR's. FSA money usually performed the same function as well.
  - Commissioners with concerns should address these quickly with the limited time available before a final decision is reached.
  - Even though there are many long term scenarios, Commissioners need to be aware that the planning process is in effect and the Commission can revisit these recommendations every year to make adjustments.
- RB AMP update:
    - Program distribution chart will be updated following discussion on Thursday, Feb. 20.
    - Cliff notes version is being developed.
    - The Commissioners request that a final version be sent to them when the document is complete.



Geotechnical  
 4670 Holly Street Unit A  
 Denver, CO 80216

MEMORANDUM

TO: SCOTT MCDANIEL, CHIEF ENGINEER  
 SCOTT RICHRATH, CHIEF FINANCIAL OFFICER  
 FROM: BILL SCHIEBEL, MATERIALS AND GEOTECHNICAL BRANCH MANAGER  
 DATE: MAY 30, 2014  
 SUBJECT: FY15 Geohazard Program Spending Plan

The FY15 Rockfall Program budget is \$9.1M consisting of \$5.1M of baseline funding and \$4.0M of RAMP funding. These funds were approved by the Transportation Commission for FY15 in November, 2013. Concurrence is requested for the following spending plan. The plan is in line with the working draft of the Geohazards Management Plan (GMP), which incorporates asset management practices to allocate and manage program resources. The GMP outlines two primary components of geohazard management.

- Corridor Risk Reduction,
- Emergency Response and Geohazard Management

Corridor Risk Reduction

The GMP recommends mitigation of corridors rather than individual sites and uses risk based asset management principles to prioritize the corridors. The idea is that greater statewide risk reduction will be achieved using this approach. The anticipated locations earmarked FY15 funding are listed in Table 1. It should be understood that the site list may change in response to conditions associated with working outside of CDOT right-of-way. Significant changes to the site list will be within the spirit and intent of the Asset Management Investment System and will be presented as they arise.

Table 1: Corridor and Risk Reduction

Type of work	Location
Construction	R1 Clear Creek Canyon Corridor (US6, SH119)
Construction	R2 Raton Pass Corridor (I-70)
Construction	R2 Ute Canyon Corridor (US24)
Construction	R3 DeBeque Canyon
Construction	R3 Glenwood Canyon
Const1 / Design	Geohazard Management System Development
Design	Clearances and Design (Statewide)
Operations	Internal operating costs
<b>TOTAL Allocation = \$6.8M</b>	



Emergency Response and Geohazard Management

The intent of moving toward a Geohazard Program is to acknowledge the need for assistance during emergency events beyond rockfall. Assistance and evaluation are also needed for geohazards such as rockslides, debris flow, landslides, sink holes and embankment failures. Recent incidents of sinkholes and debris flows highlight the need to transition toward a more encompassing geohazard management system. To address this need, the spending plan allocates resources to investigate and mitigate other geohazards in addition to rockfall that exceed the emergency response capacities of Region Engineering and Maintenance. The FY15 funding for emergency response is based on FY14 emergency response work and needs anticipated by geohazard personnel.

Additional needs for managing geohazards include updating existing mitigation devices throughout their useful life cycle. In some cases, existing mitigation methods may need to be updated if performance falls below target levels.

Table 2: Emergency Response Allocation

Type of work	Location
Construction	Statewide Rock Scaling
Instrumentation	Statewide Geohazard Event Logging and Slope Monitoring
Oversight/Design/ Construction	Statewide Emergency Investigation and Mitigation
Oversight/Design/ Construction	Other Emergency response as required
Operations	Internal operating costs
Inspection	Statewide device inspection and database development
Construction	Statewide device updates
Operations	Internal operating costs
<b>TOTAL \$2.3</b>	

Funding listed in tables 1 and 2 is approximate. Exact funding needs will not be known until mitigation designs are complete and estimated or until an event occurs resulting in emergency response efforts or mitigation updates.

For efficiency and in accordance with Policy Directive 703, formal requests will be made if budget changes to either of the management categories exceed 10%. For more information please contact me or Ty Ortiz.

Management Categories:

- Corridor Risk Reduction \$6.8M
  - Emergency Response and Geohazard Management \$2.3M
- Total \$9.1M



cc: Maria Sobota, Office of Financial Management and Budget  
CK Su, Soils and Rockfall Program Manager  
Bob Group, Geohazards Program  
Ty Ortiz, Geotechnical Program Manager  
Shane Gendron/Scott Young, HQ Business Office Manager



# DOT Structure and TAM Implementation

## Internal and external organizational structure

Do you have a commission which oversees or approves all or part of the capital investment program?	
Transportation Commission	No Commission
Arizona	Alaska
California	Connecticut
Colorado	Louisiana
Florida	Minnesota
Iowa	New York
Michigan	North Dakota
Montana	Ohio
Nevada	
North Carolina	
Pennsylvania	
South Dakota	

State	What percentage of your NHS (as defined under MAP-21) is owned/operated by:		
	State DOT	Toll Authorities	Local Governments
Alaska	100		
Arizona	70		30
California	55	1	44
Colorado	90	1	9
Connecticut	97		3
Florida	95		5
Iowa	99		1
Louisiana	94	0	6
Michigan	75		25
Minnesota	97	0	3
Montana	100		
Nevada	95		5
New York	72	14	14
North Carolina	100	0	0
North Dakota	95	0	5
Ohio	90	1	9
Pennsylvania	88	9	2
South Dakota	99	0	1

Does your state have an asset management coordinating council? All states said "no" except for: LA, MI, OH, PA and SD.

Does your state have shared responsibility for the NHS network with local (city, town, county) governments? All states said they mostly manage separately except for: AK, MI, MT and NC.

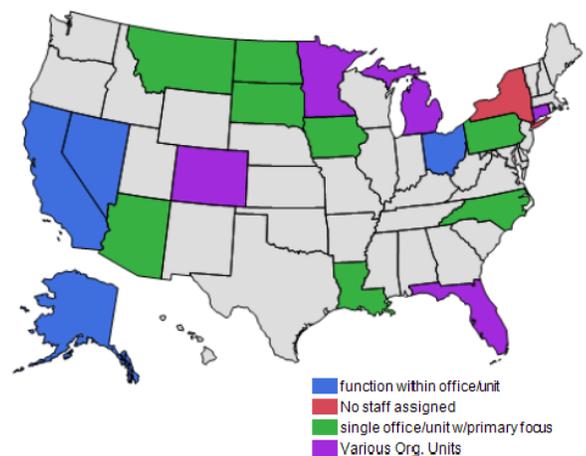
How does your state work with Metropolitan Planning Organizations (MPOs)? All states said they share resources but operate independently except for: AK, CT, MI, ND and OH.

What is the role of your agency executive leadership in asset management implementation?

All states said their executives are actively engaged in asset management implementation and are providing leadership in our implementation efforts except for: AK, MO, NC, ND and PA.

What is the internal TAM governance structure in your state? All states said they have a steering committee that sets TAM policy and/or direction except for: AZ, IA, MI, NC and PA.

How does your agency staff asset management efforts?



How does your DOT headquarters (HQ) work with regions/districts on asset management efforts? All states said they distribute investment decision-making between headquarters and the regions/districts except for: AZ, CA, CT and NV.

## Funding Sources

Does your agency receive specific (dedicated) funding for any of the following areas?																		
	AK	AZ	CA	CO	CT	FL	IA	LA	MI	MN	MT	NV	NY	NC	ND	OH	PA	SD
Capital improvements / Capacity	N	Y		Y	Y	Y	Y	Y		Y	N	N	N	Y	Y	Y	Y	N
System renewal / Modernization	N			N	Y	Y	Y			Y	Y	N	N	N	Y	Y	N	N
System preservation	N			Y	Y	Y	Y	Y		Y	Y	N	N	Y	N	Y	Y	Y
Operations / Maintenance	Y	Y		N	Y	Y	Y			Y	Y	N	Y	Y	Y	Y	Y	Y

## Performance Expectations

Does your agency have well established performance measures related to asset condition or system performance? All states said yes except for: AK and IA.

Reason for establishing performance measures																		
	AK	AZ	CA	CO	CT	FL	IA	LA	MI	MN	MT	NV	NY	NC	ND	OH	PA	SD
Mandated by an outside body (Statewide)	X			X			X	X		X		X		X				
In response to a crisis									X								X	
As part of the agency's MMS	X		X	X				X	X	X	X			X				X
Developed by different asset managers		X	X	X							X	X		X	X		X	X
Other					X	X			X	X			X	X		X		

Do your agency's performance measures include targets for asset management?																		
	AK	AZ	CA	CO	CT	FL	IA	LA	MI	MN	MT	NV	NY	NC	ND	OH	PA	SD
Pavements	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Bridges	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y
Culverts	N	N	Y	Y	N	N	N	N	N	Y	N	N	N	Y	N	Y	N	Y
Retaining walls	N	N		N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
Tunnels	N	N		Y	N	N	N	N	N	Y	N	N	N	N	N	N	N	N
Signs	N	N		Y	N	N	N	N	Y	N	N	N	N	Y	Y	N	N	N
Pavement markings	N	N		Y	N	N	N	N	N	N	N	N	N	Y	N	N	N	N
Traffic operations	N	N	Y	Y	N	N	N	N	N	Y	N	N	N	Y	N	Y	N	N
Safety (crashes)	Y	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y

## Data Infrastructure

Does your agency have an Enterprise Resource Management (ERP) system? All states do except: AK, AZ, CA, FL, IA, NV, OH and SD.

Does any agency other than FHWA set policies and standards for asset management data? All responded no except: CA, MN, MO and PA.

Does your agency have an enterprise asset management system? All states said no except for: CO, LA, NC and SD.

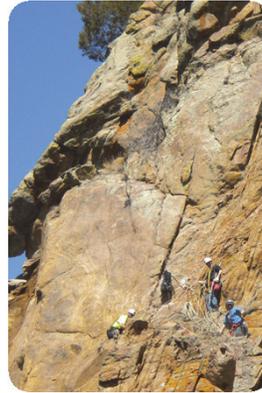
Does your agency have an enterprise asset management system ( E ) or a separate centralized management systems ( X )																		
	AK	AZ	CA	CO	CT	FL	IA	LA	MI	MN	MT	NV	NY	NC	ND	OH	PA	SD
Pavements		X	X	E/X	X	X	X	E/X	X	X	X	X	X	E	E/X	E/X	X	E
Bridges	X	X	X	E/X	X	X	X	E/X	X	X	X	X	X	E	E/X	E/X	X	E
Tunnels or ERS				E		X							X				X	X
Culverts			X	E	X	X			E	X			X	E		E	X	X
Signs/Markings				E		X			E					E			X	X
Maintenance/Operations	X	X		E	X	X			E		X	X	X	E		X	X	X
ITS		X	X	E		X			X								X	X
Fleet	X	X	X	E	X	X			X		X	X	X	X	X		X	X
Facilities		X	X	E		X			E/X			X			X			X

These states are **procuring** an asset management system: AK, MI and NY.

These states are **building** an asset management system: CA, IA, MN, MO, NV and ND.



**COLORADO**  
Department of  
Transportation



**Transportation Asset Management Committee**  
**June 2014**

1



**COLORADO**  
Department of  
Transportation

## Agenda

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Moving to a Geohazard Management Plan

Project Status Report

Asset Management Updates



**COLORADO**  
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# Agenda



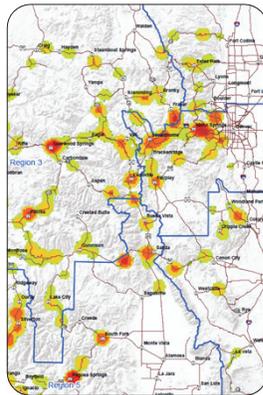
Moving to a Geohazard Management Plan

Project Status Report

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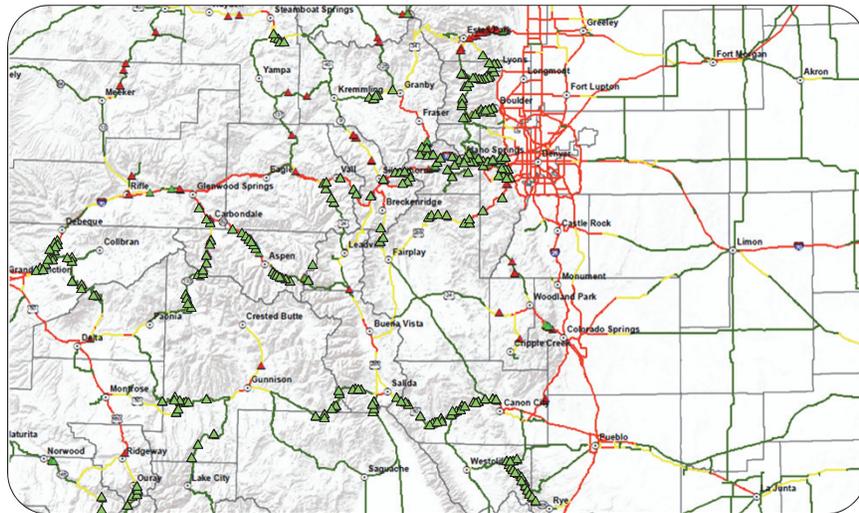
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## Geohazard Management – June 2014



## Mitigation by Corridor



**COLORADO**  
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Transportation

*Not all sites fit into a corridor approach. Sites that pose a significant threat to risk will be addressed individually.*



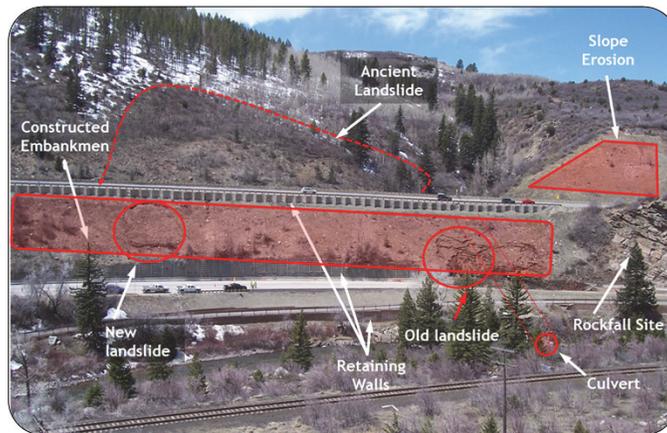
## Geohazard Management



Incidents not captured by Rockfall Management only



## Geohazard Inventory



Multiple hazards and assets per location

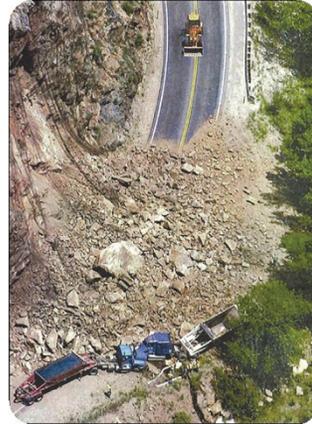


## Geohazard Management Plan

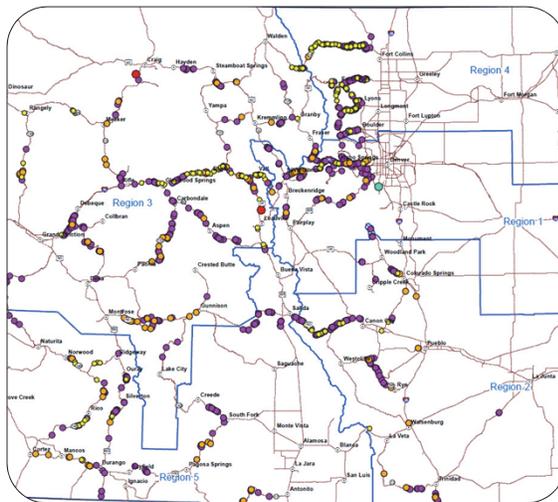
*Emphasizes mitigating a slope fully rather than focusing on an individual component.*

Geohazards that affect us:

- Debris Flow
- Embankment Distress
- Landslides
- Rockfall
- Rockslides
- Sink Holes



## Geohazard Map



### EXPLANATION

Type of Hazard and Number of Features

- Debris Flow (239)
- Landslide (123)
- Rock Slide (41)
- Rockfall (866)
- Embankment Distress (3)
- Subgrade Distress (1)
- Sinkhole (3)
- Highway
- CDOT Region Boundaries



## Risk Based Performance

Likelihood x Consequence



## Likelihood Measures



The likelihood a car will be affected by the failure of the hazard:

- Condition of the hazard
- Length of the hazard
- Traffic volume
- Mitigation Reduction (*existing mitigation effectiveness*)



# Consequence Measures

## I-70 gets rocked to a halt

3 slides deposit 1,500 tons of rock on the road west of Idaho Springs

### HOURS OF DELAYS

CDOT crews hope to have the debris cleared and the right-of-way widened by I-70 stabilized today.

By Michelle Walker and Jim Kingberg Denver Post Staff Writers

West of Idaho Springs — Demolition crews blasted boulders on Interstate 70 on Sunday to help clear away rock that fell overnight, closing the westbound lanes and backing up traffic for 10 miles.

One boulder was estimated at 100 tons and slammed in front of a truck by its tow, and another was about six tons and the size of a Chevrolet Blazer.

A lot of rock slides Saturday night and Sunday morning.

Several miles west of the Ridge Mountains on the road just west of Idaho Springs.

The westbound lanes remain closed between the west side of Idaho Springs and the top of a ridge covered in boulders.

CDOT crews hope to have the debris cleared and the right-of-way widened by I-70 stabilized today.

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Interstate 70 motorists stretch their legs and wait Sunday as boulders are blasted to clear debris from a series of rock slides.

The threat **failure of the hazard** poses to Safety, Mobility and Maintenance:

- Safety - number of accidents
- Mobility - hours of delay and detour length
- Maintenance - cost to repair/mitigate/remove



# Spending Plan

## Spending Categories

### Corridor Risk Reduction

Type of work	Location
Construction	R1 Clear Creek Canyon Corridor (US6, SH119)
Construction	R2 Raton Pass Corridor (I-70)
Construction	R2 Ute Canyon Corridor (US24)
Construction	R3 DeBeque Canyon
Construction	R3 Glenwood Canyon
Const1 / Design	Geohazard Management System Development
Design	Clearances and Design (Statewide)
Operations	Internal operating costs
TOTAL Allocation = \$6.8M	

### ER and Geohazard Management

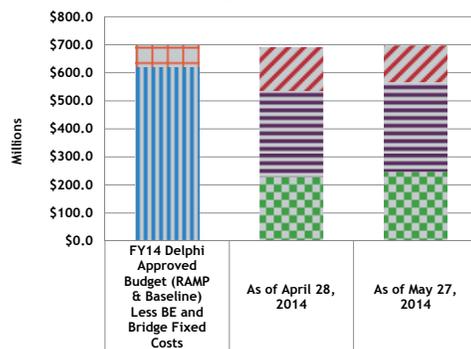
Type of work	Location
Construction	Statewide Rock Scaling
Instrumentation	Statewide Geohazard Event Logging and Slope Monitoring
Oversight/Design/ Construction	Statewide Emergency Investigation and Mitigation
Oversight/Design/ Construction	Other Emergency response as required
Operations	Internal operating costs
Inspection	Statewide device inspection and database development
Construction	Statewide device updates
Operations	Internal operating costs
TOTAL \$2.3	

Category spending changes over 10% will be presented for approval



## Status of 2014 Asset Management

### 2014 Asset Management Financial Status

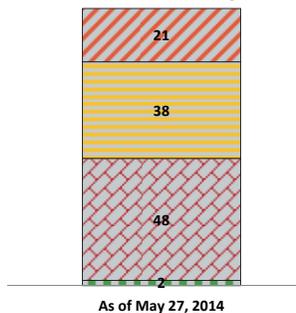


81% of Projects have been Advertised (88 Projects)

7% of Advertised projects have had bids rejected (8 Total)

**Asset Management Projects (109 Total)**

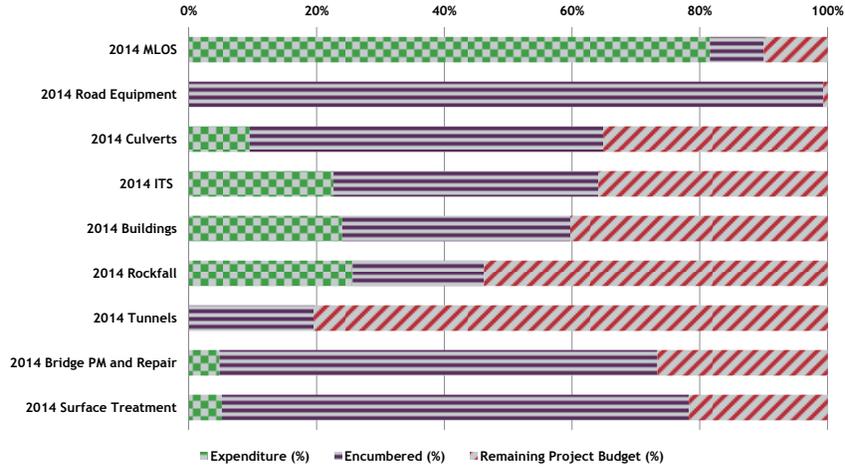
■ Complete    ■ In Construction  
■ In Bid/Award    ■ In Design





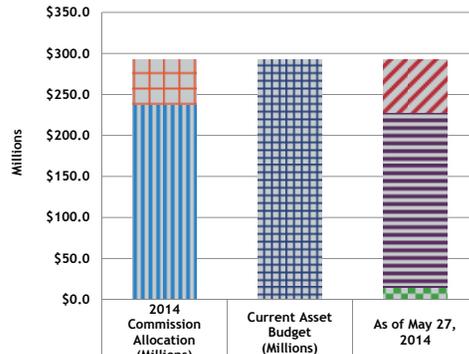
## Status of 2014 Asset Management

### 2014 Asset Category Overview



## Status of 2014 Surface Treatment

### 2014 Surface Treatment Financial Status

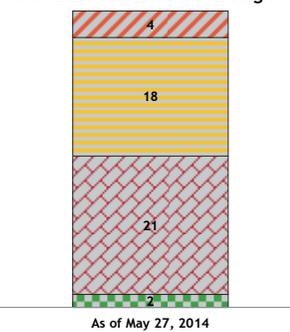


91% of Projects have been Advertised (41 Projects)

11% of Advertised projects have had bids rejected (5 Projects)

### 2014 Surface Treatment Project Status (45 Total Projects)

Complete In Construction  
In Bid/Award In Design



Other CDOT Funds (Millions)	\$53.9		
Unencumbered (Millions)			\$63.4 (22%)
Encumbered (Millions)			\$213.5 (73%)
Expenditure (Millions)			\$15.0 (5%)
Current Asset Budget (Millions)		\$291.9	
2014 Commission Allocation (Millions)	\$238.0		



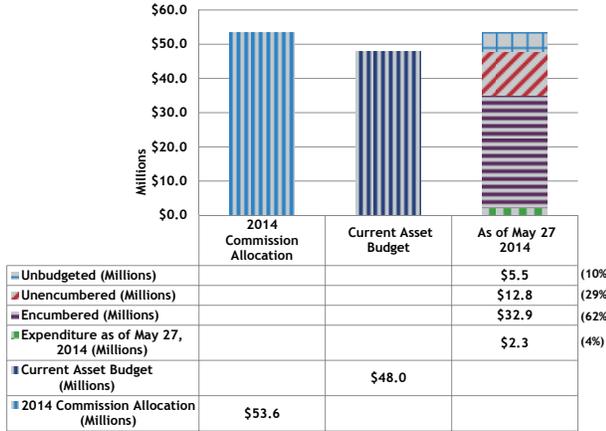
## Status of 2014 Bridge Preventative Maintenance & Repair

43 Projects totaling 218 bridges

81% of Projects have been Advertised (35 Projects)

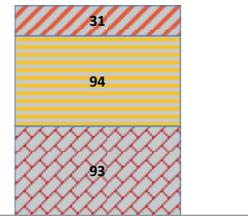
5% of Advertised projects have had bids rejected (2 Projects)

### 2014 Bridge Financial Update



### 2014 Bridge Project Status (218 Total Bridges)

- In Construction
- In Bid/Award
- In Design



As of May 27, 2014

Percentages are based on 2014 Commission Allocation Amount

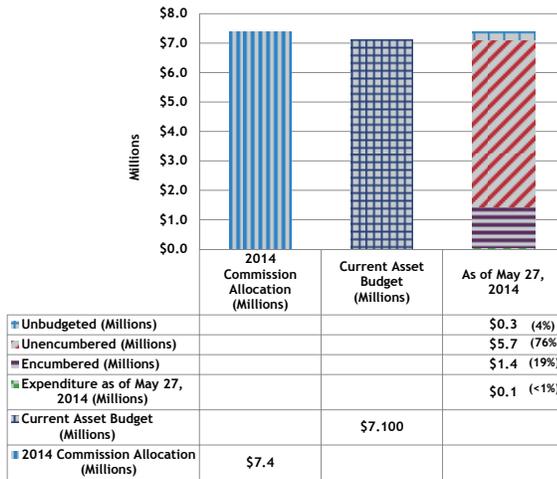


## Status of 2014 Tunnels

33% of Projects have been Advertised (1Project)

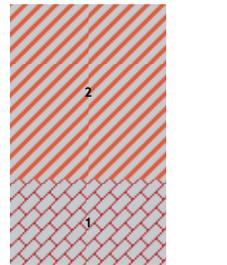
0% of Advertised projects have had bids rejected

### 2014 Tunnels Financial Status



### 2014 Tunnels Project Status (3 Total Projects)

- In Construction
- In Design



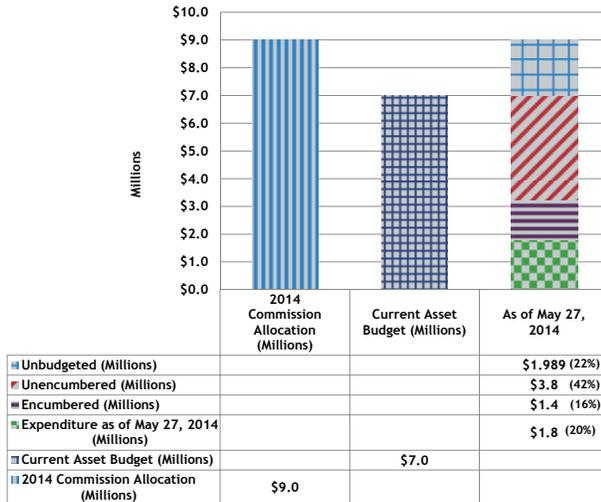
As of May 27, 2014

Percentages are based on 2014 Commission Allocation Amount



## Status of 2014 Rockfall

### 2014 Rockfall Financial Status

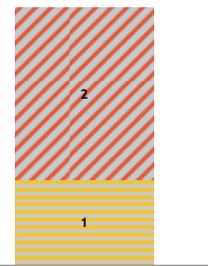


33% of Projects have been Advertised (1 Project)

100% of Advertised projects have had bids rejected (1 Project)

### 2014 Rockfall Project Status (3 Total Projects)

■ In Bid/Award ■ In Design

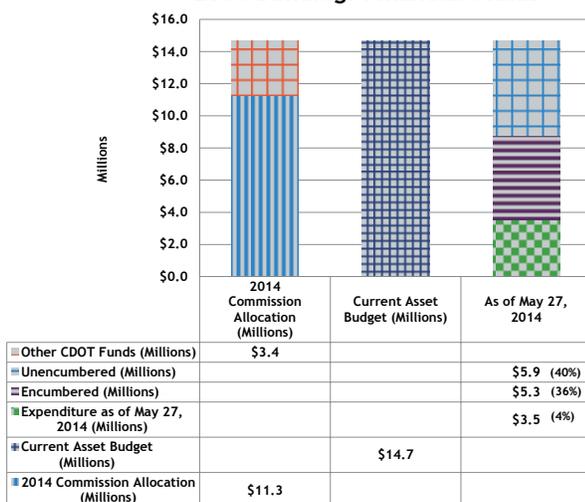


Percentages are based on 2014 Commission Allocation Amount



## Status of 2014 Buildings

### 2014 Buildings Financial Status

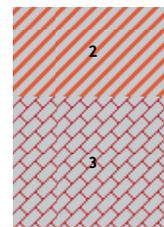


60% of Projects have been Advertised (3 Projects)

0% of Advertised projects have had bids rejected

### 2014 Buildings Project Status (5 Total Projects)

■ In Construction ■ In Design

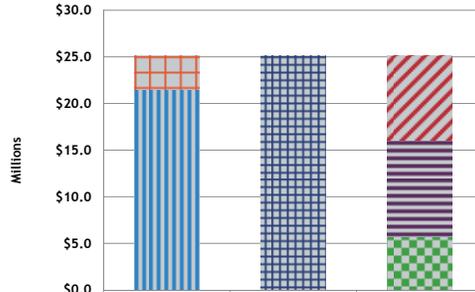


Percentages are based on Current Asset Budget Amount



## Status of 2014 ITS

### 2014 ITS Financial Status



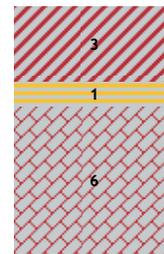
Other CDOT Funds (Millions)	\$3.6		
Unencumbered (Millions)			\$9.0 (36%)
Encumbered (Millions)			\$10.4 (41%)
Expenditure as of May 27, 2014 (Millions)			\$5.7 (23%)
Current Asset Budget (Millions)		\$25.1	
2014 Commission Allocation (Millions)	\$21.5		

70% of Projects have been Advertised (7 projects total)

0% of Advertised projects have had bids rejected

### 2014 ITS Project Status (10 Total Projects)

- ▨ In Construction
- ▨ In Bid/Award
- ▨ In Design



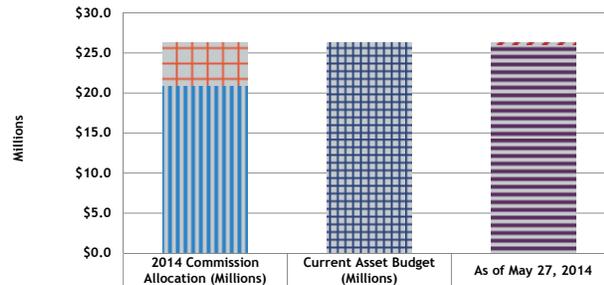
As of May 27, 2014

Percentages are based on Current Asset Budget Amount



## Status of 2014 Road Equipment

### 2014 Road Equipment Financial Status



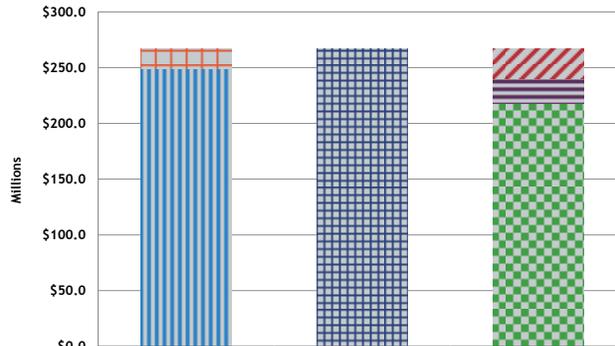
Other CDOT Funds (Millions)	\$5.3		
Unencumbered (Millions)			\$0.2 (1%)
Encumbered (Millions)			\$26.0 (99%)
Expenditure as of May 27, 2014 (Millions)			\$0.0 (0%)
Current Asset Budget (Millions)		\$26.2	
2014 Commission Allocation (Millions)	\$20.9		

Percentages are based on Current Asset Budget Amount



## Status of 2014 MLOS

### 2014 MLOS Financial Status



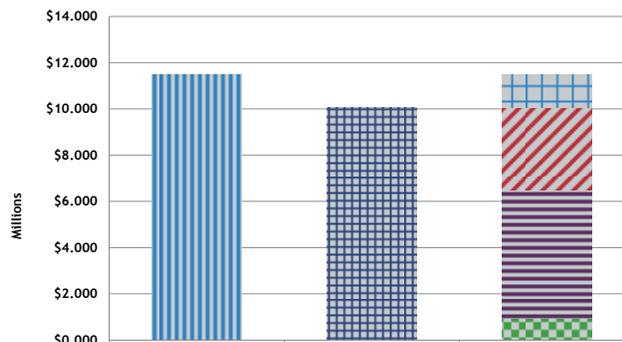
	2014 Commission Allocation (Millions)	Current Asset Budget (Millions)	As of May 27, 2014
Other CDOT Funds (Millions)	\$17.9		
Unencumbered (Millions)			\$26.7 (10%)
Encumbered (Millions)			\$22.6 (8%)
Expenditure as of May 27, 2014 (Millions)			\$217.7 (82%)
Current Asset Budget (Millions)		\$266.9	
2014 Commission Allocation (Millions)	\$249.0		

Percentages are based on Current Asset Budget Amount



## Status of 2014 Culverts

### 2014 Culvert Financial Status



	2014 Allocation (Millions)	Current Asset Budget (Millions)	As of May 27, 2014
Unbudgeted (Millions)			\$1.450 (13%)
Unencumbered (Millions)			\$3.531 (8%)
Encumbered (Millions)			\$5.565 (48%)
Expenditure as of May 27, 2014 (Millions)			\$0.954 (8%)
Current Asset Budget (Millions)		\$10.050	
2014 Allocation (Millions)	\$11.500		

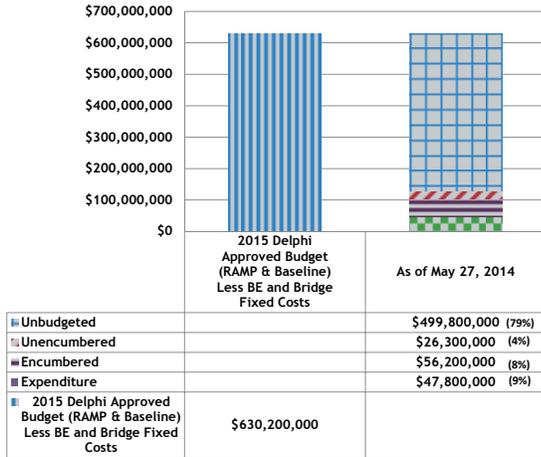
Percentages are based on FY14 Commission Allocation Amount.

Note: Culverts are chosen from a candidate list throughout the year and are not identified as individual projects on a pre-approved list. These projects are not included in the overall project count.



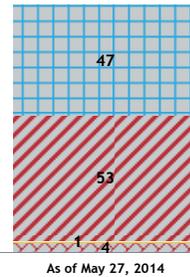
## Status of 2015 Asset Management

### 2015 Asset Management Financial Status



### 2015 Asset Management Project Status (105 Projects Identified as of May 27, 2014)

- ▨ In Construction
- ▨ In Bid/Award
- ▨ In Design
- ▨ Not Budgeted

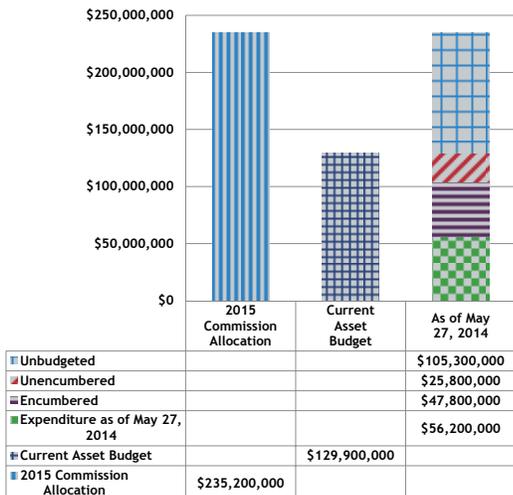


Percentages show are out of 2015 Delphi Approved Budget (Less BE and Bridge Fixed Costs)



## Status of 2015 Surface Treatment

### 2015 Surface Treatment Asset Status



### 2015 Surface Treatment Project Status (38 Total Projects)

- ▨ In Construction
- ▨ In Bid/Award
- ▨ In Design





## FY17 & FY18 Delphi Workshop

- CDOT Workshop for FY17 and FY18 Asset Management budgets to be held in August, 2014
- Representatives from Planning, Finance, Regions, Engineering will attend (same reps as FY16 Workshop)
- Asset managers are preparing now; some data will be the same as FY16 workshop due to the data cycle
- Senior Mgmt will set baseline budget amount and TransBond amount assumptions in the next month, in line with Program Distribution



## CDOT TAM Workshop and TAM Brochure

### TAM Workshop

- June 10 & 11 Offsite
- Expected attendance: 300+ staff from across Colorado

### TAM Brochure

- In Progress

31



## 10<sup>th</sup> National Conference on Transportation Asset Management

### Conference Update

- Held every 2 years
- Scott R on Planning Committee
- 5 staff presented
- Change Management at CDOT: Interest from DOTs
- Takeaways:
  - TAM Taxonomy Summary
  - NCHRP 08-91: Cross-Asset Resource Allocation

32

**Rocking Out**  
with the

**RB-AMP**  
Risk-Based Asset Management Plan

**CDOT**

**COLORADO**  
Department of  
Transportation

**Risk-Based Asset  
Management Plan**  
Info Guide | June 2014

## What Is Asset Management ?

A risk-based approach to create a safe and usable statewide transportation system maintained at the lowest life-cycle cost.

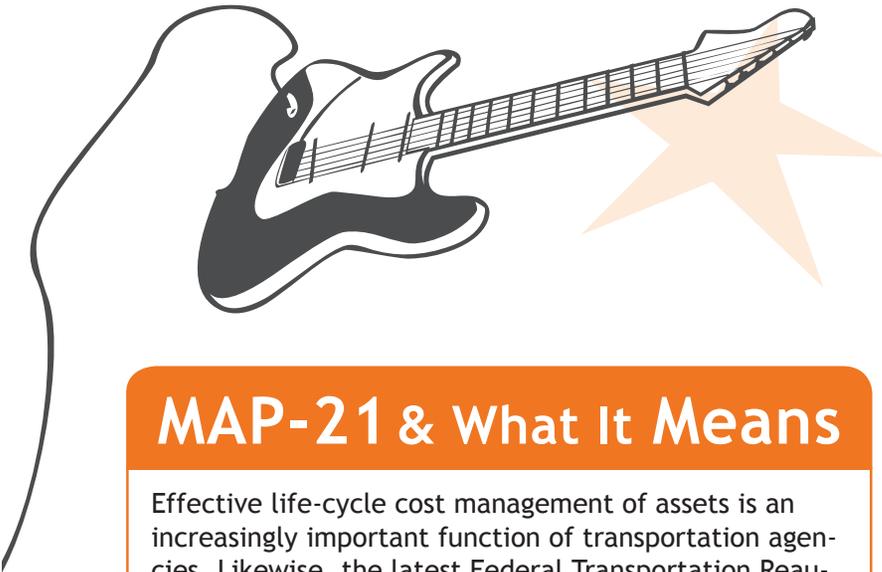
## Why Transportation Asset Management ?

Increased demand and diminished funding means that previous approaches to maintaining the transportation system are no longer sufficient. At the same time, citizens are demanding greater accountability in the use of public funds. In response, CDOT is developing more efficient strategies to make funding decisions based on the performance of assets. These strategies will direct funding to the Department's most critical projects. Transportation Asset Management (TAM) represents a new way of doing business at CDOT and will ensure that the Department reaps the greatest possible return on its investments.



## What CDOT Is Doing

- Recently completed and published the CDOT Risk-Based Asset Management Plan (**RB-AMP**), which is the foundation of the future state of TAM at CDOT.
- Developing more efficient strategies to make funding decisions based on the performance of assets.
- Developing and documenting the program distribution, project selection and project tracking process.
- Refining and developing new asset management models.
- Addressing identified gaps between the current state and future state of Transportation Asset Management in the Department as part of the **RB-AMP** implementation phase.



## MAP-21 & What It Means

Effective life-cycle cost management of assets is an increasingly important function of transportation agencies. Likewise, the latest Federal Transportation Reauthorization, the *Moving Ahead for Progress in the 21st Century Act* (MAP-21), is further institutionalizing asset management by requiring that all state departments of transportation (DOTs) develop a **RB-AMP** for the National Highway System (NHS).

FLEET

TUNNELS

## What Assets Are Included in the **RB-AMP**



### PAVEMENT

- CDOT is responsible for a 9,106 centerline-mile highway system.
- The main measure of pavement condition is “Drivability Life.”
- CDOT’s performance target is to maintain 80% high/moderate Drivability Life for Interstates and the NHS.



### BRIDGES

- CDOT owns and maintains 3,438 bridges.
- CDOT’s performance target is to maintain the percent of NHS and state bridge total deck area that is not structurally deficient at or above 90%.
- There are three investment strategies identified in the **RB-AMP** to consider with asset management activities for bridge.



### MAINTENANCE

- Maintenance owns and maintains a large number of assets through the nine Maintenance Program Areas (MPAs).
- Condition of maintenance activities is expressed through letter grades for MLOS.
- CDOT’s performance target is to maintain a Maintenance Levels of Service (MLOS) grade of B for overall maintenance of the state highway system, and a B in snow and ice control.
- The Maintenance Operations and Traffic Operations (MOTO) Task Force is determining how life-cycle management practices should be applied to various underserved assets.

MORE

BUILDINGS

## More Assets That Are Included in the RB-AMP ...



### BUILDINGS

- CDOT owns 1,174 buildings, and 34 new sand sheds will be built from 2013–2017.
- CDOT is employing new evaluation methods that include criteria such as physical condition, employee satisfaction and efficiency. Buildings are graded (A–F) as a result of multiple factors that are weighted, totaled and averaged.
- The performance target is to maintain 90% of buildings at a C grade or better.



### INTELLIGENT TRANSPORTATION SYSTEMS

- CDOT has 2,024 Intelligent Transportation System (ITS) devices throughout the state.
- CDOT uses “useful life” as its performance target for ITS equipment. Current condition is at 104% useful life for all devices.
- CDOT is committed to tracking ITS devices with the ITS Management Database in SAP.
- There are three strategies identified in the RB-AMP used to manage ITS equipment.



### ROADWAY EQUIPMENT

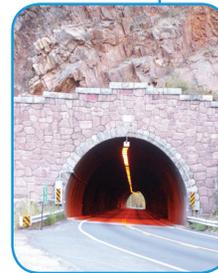
- CDOT manages a fleet of 3,299 vehicles, which are used for road construction, maintenance and general purposes.
- CDOT assesses the condition of road equipment in terms of age and usage. CDOT is also modifying current assessments to incorporate the costs of maintenance and repair of vehicles in evaluating condition.
- Average age of roadway equipment is 13 years.
- Preventative maintenance is a primary strategy for fleet management.

[MORE](#)

CULVERTS

PAVEMENT

## More Assets That Are Included in the RB-AMP ...



### TUNNELS

- CDOT maintains 21 tunnels with a total length of 6.9 miles.
- CDOT’s performance target focuses on the life-cycle analysis on the four manned tunnels throughout the state and currently, tunnels as a whole are in “good” condition.
- CDOT’s focus is on replacing critical systems on a regular cycle in manned tunnels.



### CULVERTS

- There are currently 6,668 minor structures on the state highway system.
- CDOT’s performance target for culverts is moving from a “Good, Fair, Poor” rating to a “Structurally Deficient” and “Not Structurally Deficient” system.
- CDOT employs preventative maintenance as the primary strategy for culverts and is transitioning to a full asset management plan.



### ROCKFALL MITIGATION SITES

- Currently CDOT manages 760 rockfall mitigation sites.
- CDOT’s performance target for rockfall sites is being developed and will include a new risk-based approach as well as the currently used Vehicle Exposure Score (based on AADT, likelihood of occurrence and effective rating of existing mitigation).
- Regular preventative maintenance is required to reduce life-cycle cost.

BRIDGES

# The Future of TAM

TAM is about change. Tasks performed by a staff working committee significantly changed existing asset management models and additional models are being developed. Improved project-selection processes have been recommended and life-cycle treatments are being implemented to ensure that CDOT focuses on its most critical projects. TAM principles are moving from mere concepts to being implemented as better ways of doing business.

# Implementation !

Much work remains. TAM is a continual improvement process and CDOT is refining an implementation plan to address gaps identified in the **RB-AMP**. Below are the next steps for improving the Transportation Asset Management program at CDOT. These steps are based on an analysis of gaps between the current state of asset management in the Department and the state envisioned for the future.

## DEVELOP AND DOCUMENT BUDGET DISTRIBUTION, PROJECT SELECTION AND PROJECT TRACKING PROCESS

→ Each asset manager will deliver a standalone document describing the processes for assessing asset condition and for selecting projects and equipment. The document also will provide a summary of funds for the asset, a current project and equipment list, and the forecasted project and equipment needs contained in the asset manager's three- to five-year plan. The document will be continuously updated.

[MORE](#)

# Implementation !

## INTEGRATE RISK ANALYSIS INTO PLANNING AND PROGRAMMING PROCESSES

→ CDOT will develop mitigation strategies for the prioritized list of risks identified in the **RB-AMP** and quantify the costs and benefits of those strategies.

## DEVELOP STRATEGIES TO MANAGE PROJECT AND PROGRAM DELIVERY RISKS

→ CDOT has performed extensive research to identify significant process improvements that will ensure projects are delivered on time and as intended. This research will help the Department avoid overprogramming or underprogramming projects, thereby helping to reduce costs.

## ESTABLISH RISK FRAMEWORK

→ The Transportation Asset Management program's overall investment analysis should weigh risk-based investments and performance outcomes. A methodology for doing this has been proposed.

## BUDGET TRADE-OFFS

→ CDOT's management systems can produce performance curves for each asset category showing performance achieved with different funding levels. The ability to analyze the trade-offs between different categories also is important. Such analyses allow CDOT to see where value is added or where cost savings from trade-offs occur. This allows the Department to evaluate how overall value is maximized.

[MORE](#)

# Implementation !

## IMPROVE PROJECT SCOPING AND OPTIMIZATION

→ The project scoping process must be improved to ensure there is a direct link between intended investments and actual spending. CDOT has introduced and will continue to improve tools that assist in project scoping and optimization.

## INCORPORATE LIFE-CYCLE ANALYSIS

→ While many assets at CDOT incorporate life-cycle information into their analyses, there are areas for improvement. For example, the pavement and pavement maintenance groups are currently evaluating how surface treatment projects and maintenance activities can be managed more cohesively for each corridor. Many other areas have been identified for future improvements.

## CLARIFY THE ROLE OF TARGET SETTING

→ It is essential to have the tools and processes that enable decision makers to make investment trade-offs, set targets across programs with confidence, and then communicate the results. For CDOT, this involves analyzing return on investment (ROI), budget trade-offs, and performance goals for the asset categories.

## IMPLEMENT STRATEGIC MANAGEMENT FRAMEWORK

→ CDOT is implementing the Plan, Do, Check, Act (PDCA) framework in its approach to managing TAM. Several improvements will be implemented over the next few years that will enhance the effectiveness of this framework significantly.

[MORE](#)

# Implementation !

## COMMUNICATE BENEFITS OF TAM

→ While CDOT has employed an asset management strategy for years, the shift from using funding formulas to providing funds to regions based on statewide need is new and requires significant change in how CDOT does business. The benefits to the citizens of Colorado are clear. Higher levels of funding can be directed to areas of the state where the highway system needs it most.

# Let's Get Rocking !

The mission of the Colorado Department of Transportation is to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods and information. Through the **RB-AMP** and under the direction of the Transportation Commission, CDOT will implement TAM principles that ensure the most effective use of limited funds to maintain assets in support of CDOT's mission.



COLORADO  
Department of  
Transportation



Download the plan at:

[http://coloradotransportationmatters.com/  
wp-content/uploads/2013/04/CDOT\\_RBAMP.pdf](http://coloradotransportationmatters.com/wp-content/uploads/2013/04/CDOT_RBAMP.pdf)



For more information, please contact:

William Johnson  
CDOT Transportation Performance Branch Manager  
303.512.4808  
[will.johnson@state.co.us](mailto:will.johnson@state.co.us)

**Transportation Commission of Colorado  
Statewide Plan Committee Meeting**

**Meeting Agenda  
Thursday, June 19, 2014 – 9:30-10:30 am  
4201 East Arkansas Avenue  
Denver, Colorado**

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

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

**Shannon Gifford  
District 1, Denver**

**Kathy Gilliland  
District 5, Livermore**

**Steven Hoffmeister  
District 11, Haxtun**

**Gary Reiff  
District 3, Englewood**

- **Approve minutes of March Statewide Plan Committee -  
Ed Peterson - 2 minutes**
- **Statewide Plan update – Debra Perkins-Smith/Michelle Scheuerman  
- 30 min**
  - **Statewide and Regional Plan update ..... p4**
  - **Telephone Town Hall summary ..... p5**
  - **PD 14 potential updates ..... p12**
- **Futures Forum Summary - Debra Perkins-Smith - 10 min..... p14**
- **Projects and Funds available - Debra Perkins-Smith - 10 min..... p16**
- **Adjourn**

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



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

Division of Transportation Development  
Multimodal Planning Branch  
4201 E. Arkansas Ave.,  
Denver, CO 80222-3400

DATE: June 18, 2014  
TO: Statewide Plan Committee of the Transportation Commission  
FROM: Debra Perkins-Smith, Division of Transportation Development Director  
RE: Statewide and Regional Transportation Plan Development Update

Purpose: This memorandum provides a high-level overview of the Statewide Transportation Plan (SWP) and Regional Transportation Plan (RTP) development, including a SWP project schedule (see Attachment A). A web-based demonstration of Module 2 of the SWP will be presented at the June SWP Committee meeting.

Action Requested: None. Information only.

Background: Areas of focus and format for both the Statewide and Regional Transportation Plans are presented below.

***Statewide Plan Areas of Focus***

The 2040 SWP is primarily a “web-based plan”, using both traditional and current communication tools and technology for presentation and dissemination. It will include four main components internally called “modules”:

- Colorado Transportation Story Video;
- Introduction and Planning Process;
- Transportation Needs & Revenues; and,
- Plan Results, Moving Forward, and Implementation

The modules are/will be presented in varying formats, i.e., video, interactive presentation (Prezi), or in a brochure/written document. In addition, a brochure SWP Executive Summary will be a component of the SWP. Modules 1 and 2 of the SWP will be “living” components as the content of these modules will grow and change as the Statewide Plan progresses to completion. Once the SWP has been completed, these modules will be updated and finalized.

***Regional Transportation Plans***

The Transportation Planning Regions (TPRs) are in the process of updating their plans (Regional Transportation Plans [RTPs]), and these roll up into the Statewide Transportation Plan (SWP). Ten of the 15 TPRs are rural and CDOT assists them in development of their plans. The Metropolitan Planning Organizations (MPOs) develop their own plans, and CDOT coordinates closely with them in order to incorporate major components of urban RTPs into the Statewide Transportation Plan.

Details: Staff last provided a Plan development update to the Statewide Plan Committee in January 2014. Since then the following activities have occurred:

***SWP Accomplishments***

- For the SWP, the Colorado Transportation Story is a video, and the Introduction and Planning Process component is a Prezi presentation. Both are available on the SWP website. The other modules are under development and drafts are anticipated to be ready by September 2014.
- Module 2 of the Statewide Plan is an overview of Planning Process. It includes the introduction to the Plan (a discussion of what the Plan is and its purpose) and provides a background to the planning process (how the Plan was developed). Module 2 is in an interactive web-based format called Prezi.



This allows users to view the module as a presentation or click through it at their own pace. The format is more engaging for the reader/viewer compared to a printed plan chapter, which was the format for the prior plan and can be updated as the plan proceeds.

- The SWP website is updated regularly. There have been 9,399 visits recorded to the SWP website since its launch back in October 22, 2013. SWP website updates since January include:
  - Mini-polls that ask simple one or two questions to keep the public engaged and receive feedback on SWP activities to date;
  - Results from the regional surveys;
  - Telephone town hall information and recordings (see separate memo provided on this subject in June); and
  - Factsheets and the beginning pieces of a "Transportation Data Story" section that explains the factors driving needs for future transportation improvements.

#### ***RTP Accomplishments***

- Drafts of four of the six RTP chapters: 1 - Regional Transportation Story, 2 - State and National Trends (policies, initiatives and programs), 3 - Plan Purpose and Planning Process, 4 - Regional Priority Corridors, have been developed with the TPRs being heavily involved in the development of these chapters.
- TPR meeting number six is scheduled to occur in June/July to discuss remaining plan content for Chapters 5 - Transportation Needs and Revenue and Chapter 6 - Plan Results, Moving Forward, and Plan Implementation, i.e., that will include discussions on Regional Priority Program (RPP) funding for both the baseline revenue scenario and the low revenue scenario, and plan implementation actions.

Key Benefits: The SWP will serve as a multi-format, clearly articulated, fun and convenient source of reference for the Transportation Commission and CDOT customers. The SWP will reflect statewide priorities (compiled from Regional Transportation Plans) that will inform and guide future CDOT decision making. Implementation actions outlined in these plans will assist with plan monitoring processes.

Next Steps: The next steps for the development Statewide and Regional Transportation Plans include:

- Develop the remaining elements of the SWP.
- For RTPs, conduct the sixth set of TPR meetings through June/July.
- Michelle Scheuerman, CDOT Statewide Planning Manager, has been invited by WASHTO to give a presentation in July on Colorado's innovative and unique Statewide Transportation Plan.

Attachments: Attachment A - SWP Schedule



# Attachment A

## Statewide Transportation Plan Schedule - June 2014 to STIP - (June 2, 2014 Draft)

Web-based Statewide Transportation Plan (SWP) Contents:

**Module 1:** Colorado Transportation Story - Video

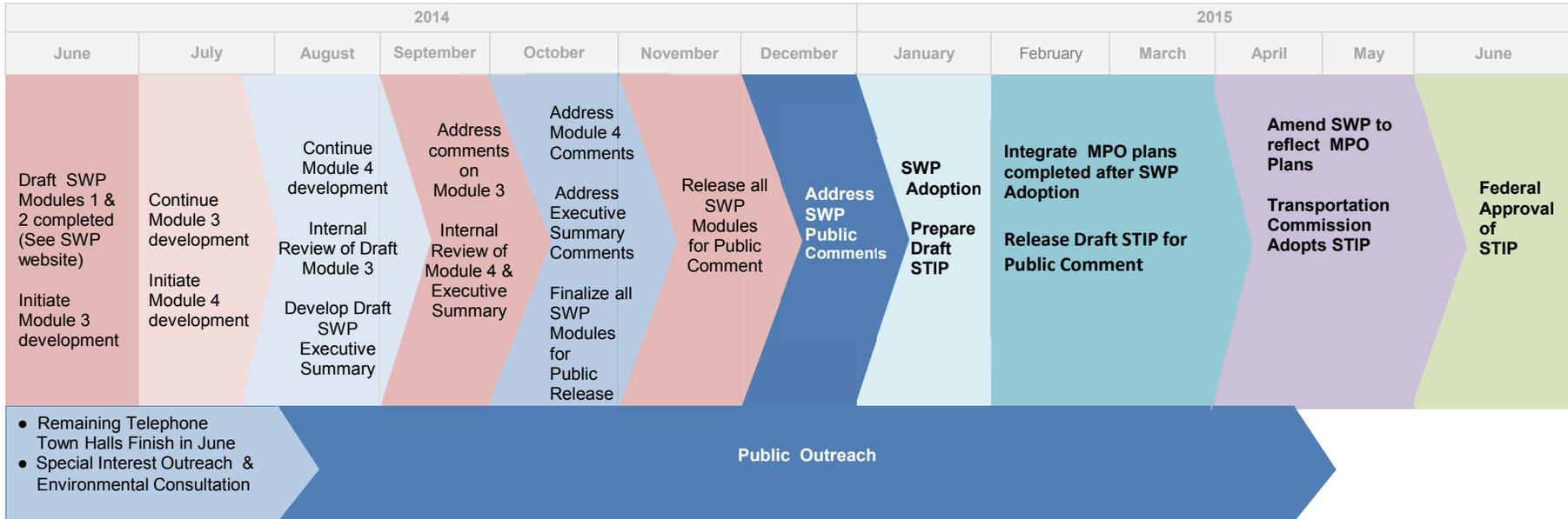
**Module 2:** Introduction and Planning Process - Prezi

**Module 3:** Transportation Needs & Revenue - Document

**Module 4:** Plan Results, Moving Forward and Implementation - Video & Short Document

**Executive Summary** - Brochure & Video

SWP website address: [www.Coloradotransportationmatters.com](http://www.Coloradotransportationmatters.com)



MPO = Metropolitan Planning Organization

TIP = Transportation Improvement Program

STIP = Statewide Transportation Improvement Program



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

Division of Transportation Development  
Multimodal Planning Branch  
4201 E. Arkansas Avenue  
Denver, CO 80222-3400

TO: Statewide Plan Committee of the Transportation Commission

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

DATE: June 18, 2014

RE: Results of Rural Transportation Planning Region (TPR) Telephone Town Halls

Purpose: This memorandum serves to provide results for the rural TPR telephone town halls that occurred in April and May. The Metropolitan Planning Organization (MPO) telephone town halls have initiated and will finish in late June 2014. See Attachment A for a schedule of the telephone town halls.

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 and the Statewide Transportation Plan.

Details:

***Focus Areas***

Telephone town halls 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. Three polling questions, built off of earlier online TPR 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 are posted or will be posted on the Statewide Plan website shortly after the calls occur.

***Participation***

The participation rates at telephone town halls greatly 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 telephone town halls ranged from 567 to 3,251 people, with peak attendance rates for those on the call at one point in time ranging from 92 to 933 attendees. Overall, it is estimated that over 17,000 people participated on these calls. The national average of minutes for those on a telephone town hall is 10 minutes. The CDOT calls resulted in averages from 9 to 15 minutes. Calls are made to randomly generated land line numbers in the call area to reach potential participants. Paid advertising was also used including a toll free call-in number, but was considered unsuccessful as it resulted in negligible participation. See Attachment B for more details on participation and polling results.

Live questions asked by the participants during the calls totaled between 10 and 21, 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), and a Transportation Commissioner. CDOT staff was present to help screen calls and to provide information to the panel members.

***Cost Comparison***

Analysis of outreach efforts conducted for the current Statewide Plan compared to the 2035 Statewide Plan identified substantial cost savings. During the 2035 Statewide Transportation Plan development, a total of 22 public meetings occurred counting regional forums and joint public outreach meetings, compared to only 16 telephone town halls occurring for the current Statewide Transportation Plan. In addition, a traditional open house with consultant assistance costs approximately \$9,000, while an average telephone town call costs only \$4,500, an estimated savings of roughly 50 percent.

Key Benefits: Several key benefits resulted from conducting telephone town halls 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 have access to this valuable information
- Cost effectiveness
- Events may be revisited (calls are recorded)

Next Steps: Transportation Commissioners, CDOT staff and the Telephone Town Hall vendor will conduct, record, and document results of the remaining MPO telephone town halls. A mini-poll to find out more about the telephone town hall participant experience and to get information on suggestions for improvements will be uploaded to the SWP website soon. The results of the calls taken from questions raised and the polling will be used to inform the identification of priorities in the Regional Transportation Plans and the Statewide Transportation Plan.

Attachments: Attachment A - Rural TPR Telephone Town Hall Schedule  
Attachment B - Rural TPR Telephone Town Hall Participation & Polling Report



# Attachment A

## Rural TPR Telephone Town Hall Schedule:

- **April 2, 2014**, Gunnison Valley TPR, Host – Transportation Commissioner, Doug Aden /Co-Host – Vince Rogalski (STAC Chair)
- **April 8, 2014**, San Luis Valley TPR, Host – Transportation Commissioner, Sidney Zink/Co-Host – George Wilkinson (TPR Chair)
- **April 10, 2014**, Eastern TPR, Host – Transportation Commissioner, Steven Hofmeister /Co-Host, Trent Bushner (TPR Chair)
- **April 22, 2014**, Southwest TPR, Host – Transportation Commissioner, Sidney Zink/Co-Host – Robert “Bobby” Lieb Jr. (TPR Chair)
- **April 24, 2014**, Southeast TPR, Host – Transportation Commissioner, Bill Thiebaut /Co-Host – Dan Tate (TPR Chair)
- **May 1, 2014**, Intermountain TPR, Host – Transportation Commissioner, Doug Aden /Co-Host – Thad Noll (TPR Chair)
- **May 6, 2014**, South Central TPR, Host – Transportation Commissioner, Bill Thiebaut / Co-Host – County Commissioner, Mack Louden
- **May 8, 2014**, Central Front Range TPR, Host – Transportation Commissioner, Les Gruen/Co-Host – County Commissioner, Mark Dowaliby
- **May 13, 2014**, Northwest TPR, Host – Transportation Commissioner, Kathy Connell /Co-Host – County Commissioner, Steve Ivancie
- **May 21, 2014**, Upper Front Range, Host – Transportation Commissioner, Kathy Gilliland/Co-Host – County Commissioner, Tom Donnelly

All telephone town halls were hosted within the TPR at CDOT region offices, or local municipal buildings, and the start time for all Telephone Town Hall meetings was 7:00 p.m. The calls lasted one hour.

## MPO Telephone Town Hall Schedule:

- **May 15, 2014**, Denver Regional Council of Governments (DRCOG) , Host – Transportation Commissioner, Ed Peterson /Co-Host – County Commissioner, Jack Hilbert
- **May 20, 2014**, DRCOG , Host – Transportation Commissioner Gary Rieff /Co-Host – County Commissioner, Jack Hilbert
- **May 22, 2014**, North Front Range MPO, Host – Transportation Commissioner, Kathy Gilliland/Co-Host – County Commissioner, Sean Conway
- **May 27, 2014**, Pueblo MPO, Host – Transportation Commissioner, Bill Thiebaut/Co-Host – County Commissioner, Buffie McFadyen
- **June 24, 2014**, Pikes Peak MPO, Host – Transportation Commissioner, Les Gruen/Co-Host – County Commissioner, Dennis Hisey
- **June 26, 2014**, Grand Valley MPO, Host – Transportation Commissioner, Doug Aden/Co-Host – County Commissioner, Steve Acquafresca

**Attachment B  
Rural TPR Telephone Town Hall  
Participation and Polling Report  
June 1, 2014**

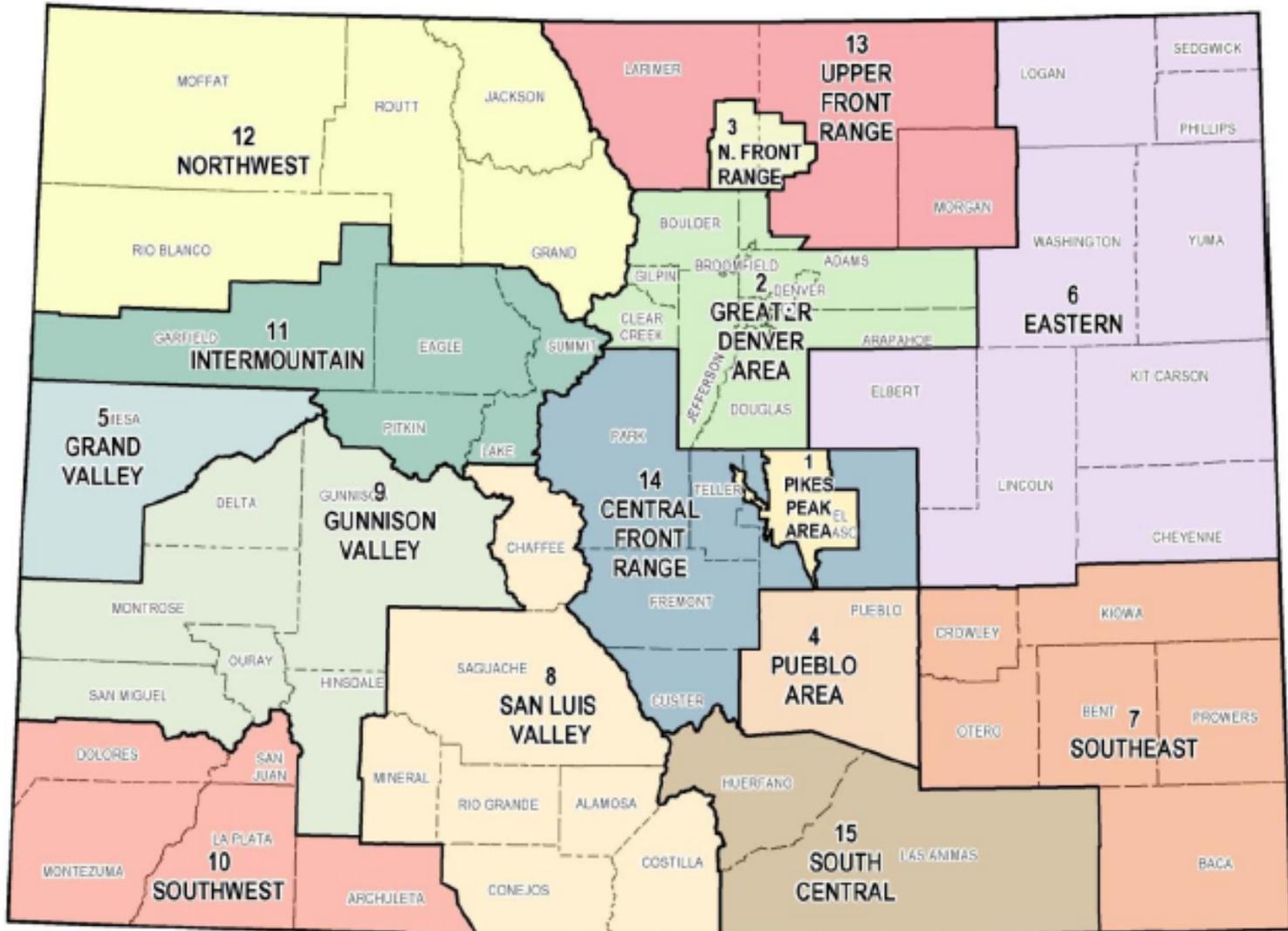
**Participation Information**

<b>Transportation Planning Region (see map on next page)</b>	<b>Overall Outgoing Calls</b>	<b>Total Attendees</b>	<b>Peak Attendees</b>	<b>Peak Number of Attendees on Call after 10 Minutes</b>	<b>Peak Number of Attendees on the Call after 30 Minutes</b>	<b># of Live Questions on the Call</b>	<b>Avg. # of Minutes on the Call*</b>
Central Front Range	9,875	1,708	316	176	90	17	11
Eastern	9,773	3,051	738	454	277	21	12
Gunnison Valley	9,762	2,311	276	176	112	18	12
Intermountain	9,829	1,605	413	166	99	16	12
Northwest	4,163	938	184	105	61	17	15
San Luis Valley	5,808	1,397	236	142	95	16	14
South Central	4,090	567	92	73	44	10	15
Southeast	4,832	828	185	112	113	12	15
Southwest	9,764	1,825	287	218	167	20	12
Upper Front Range	16,341	3,251	933	246	174	18	9

\*National Average is 10 minutes

**Attachment B**  
**Rural TPR Telephone Town Hall**  
**Participation and Polling Report**  
**June 1, 2014**

**Transportation Planning Region Map**



**Attachment B**  
**Rural TPR Telephone Town Hall**  
**Participation and Polling Report**  
**June 1, 2014**

**Polling Question Responses**

**Question 1: What is most important to you about transportation?**

TPR/MPO	Safety	Gets me to work and vital services	Economic Development	Let's me live my life the way I want	Another reason
Central Front Range	42%	19%	10%	25%	5%
Eastern	49%	30%	8%	8%	4%
Gunnison Valley	43%	16%	8%	25%	8%
Intermountain	37%	25%	11%	25%	1%
Northwest	44%	17%	12%	23%	4%
San Luis Valley	50%	19%	13%	13%	6%
South Central	16%	29%	16%	32%	6%
Southeast	46%	12%	31%	12%	0%
Southwest	46%	18%	8%	21%	6%
Upper Front Range	38%	23%	6%	18%	15%

**Question 2: How should CDOT invest limited dollars?**

TPR/MPO	Maintaining the existing system	Safety improvements	More travel options
Central Front Range	54%	31%	15%
Eastern	72%	26%	2%
Gunnison Valley	44%	42%	14%
Intermountain	38%	21%	41%
Northwest*	37%	18%	8%
San Luis Valley	27%	57%	16%
South Central	39%	26%	35%
Southeast	24%	57%	19%
Southwest	55%	28%	17%
Upper Front Range	54%	16%	30%

\*Northwest TPR had an additional response to question 2 – Add Shoulders – with a 37% response rate.

**Question 3: Which kinds of transportation improvements can best help the economy in your area?**

TPR/MPO	Improving the pavement	Improving rail service	Improving airport service	Better bike and pedestrian options	Better bus or rail options to support tourism
Central Front Range	30%	15%	8%	10%	38%
Eastern	81%	2%	2%	3%	13%
Gunnison Valley	49%	9%	9%	9%	23%
Intermountain	24%	18%	4%	6%	48%
Northwest	55%	10%	0%	13%	23%

**Attachment B  
Rural TPR Telephone Town Hall  
Participation and Polling Report  
June 1, 2014**

<b>TPR/MPO</b>	<b>Improving the pavement</b>	<b>Improving rail service</b>	<b>Improving airport service</b>	<b>Better bike and pedestrian options</b>	<b>Better bus or rail options to support tourism</b>
San Luis Valley	24%	8%	5%	30%	32%
South Central	33%	22%	17%	11%	17%
Southeast	63%	20%	6%	3%	9%
Southwest	48%	6%	13%	13%	19%
Upper Front Range	25%	14%	9%	23%	30%



**COLORADO**  
**Department of Transportation**  
Division of Transportation Development  
Multimodal Planning Branch  
4201 E. Arkansas Avenue  
Denver, CO 80222-3400

TO: Statewide Plan Committee of the Transportation Commission

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

DATE: June 18, 2014

RE: Policy Directive 14 Status and Potential Revisions

Purpose: The purpose of this memo is to inform Committee Members on the status of Policy Directive (PD) 14 and potential revisions that will be discussed with you beginning in July.

Action Requested: None. Information only.

Background: PD 14 guides the Statewide Planning process and the distribution of resources to meet various performance objectives. During 2013, the Statewide Plan Committee worked with staff on better defining the goal areas and in developing performance measures and objectives for Safety, Infrastructure Condition, System Performance, and Maintenance. Aspirational goals were also added per Committee request.

In January of this year, the Committee decided not to recommend PD 14 for adoption based on several reasons:

- Allow the planning process to get farther along and determine if any outcomes might affect additions or revisions;
- Allow time for CDOT asset management, modal, and other plans to be either completed or near completion, and determine the need for inclusion of measures and objectives from these plans, and;
- Await MAP-21 rulemaking and guidance and determine if any changes are warranted.

Details:

***Examples of Potential Changes in PD 14***

Safety - MAP-21 includes a proposed definition for "serious injury" to ensure reporting consistency among states. Staff is currently looking at how this definition change may affect the current measures and objectives. In addition to the MAP-21 rulemaking, the development of a Strategic Highway Safety Plan (SHSP) is currently underway at CDOT and may result in making an adjustment to the number and rate objectives for fatalities and serious injuries in PD 14.

Asset Management - Currently in PD 14 there are references to the Risk-Based Asset Management (RB AMP) Plan regarding goals and objectives for infrastructure. At the time PD 14 was being revised, the RB AMP was not complete. Now with completion, the need for updates to PD 14 is being examined.

Operations - CDOT is developing the first Statewide Transportation System Management and Operations (TSM&O) Plan. Since the Department is heavily focused on the application of operational strategies to reduce congestion, staff is looking at the need to update the System Performance section of PD 14 to better reflect operational objectives.

Freight - Since the connection between the economy and transportation is of primary importance at the Department, and a Statewide Freight Plan is well underway. Staff is looking at the possibility of including some freight-specific goals and measures in PD 14.

Bicycle and Pedestrian - Phase II of the Bicycle and Pedestrian Plan is underway which will include performance measures and objectives. Staff is looking at the possibility of some type of performance objective to be included in PD 14.



MAP-21 Rulemaking: the Notice of Proposed Rulemaking (NPRM) for Statewide and Metropolitan planning was released on June 2, 2014. Staff is reviewing this and will provide highlights at the June SWP meeting and a summary in July. Some key principles in the NRPM are: "States must integrate the goals, measures and targets from other performance plans into their planning process". "States must take a performance-based approach to planning and programming linking investment decisionmaking to the achievement of performance targets". Although this Rule is not in effect yet, it generally reflects the intent expressed in MAP-21. The draft Rule provides for a two-year timeline, after final Rule adoption, for states to address performance-based planning requirements in their planning documents.

Key Benefits:

PD 14 will position CDOT to readily comply with MAP -21 Rules.

Next Steps: Staff will begin discussion in July of possible updates to PD 14 for consideration.





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

Division of Transportation Development  
Multimodal Planning Branch  
4201 E. Arkansas Ave.,  
Denver, CO 80222-3400

TO: Statewide Plan Committee of the Transportation Commission

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

DATE: June 18, 2014

RE: CDOT Senior Management Futures Forum

Purpose: This memorandum provides a high-level overview of the CDOT Senior Management Futures Forum held on April 3, 2014.

Action Requested: None. Information only.

Background: CDOT is working to ensure long-range planning anticipates a variety of potential future trends and scenarios. To that end, DTD organized and Executive Director Hunt hosted a Senior Management Futures Forum to discuss future visioning and trends, how the Department could be affected, and what CDOT can do to best prepare for these changes.

Topics of concern that triggered interest in looking at the future in more detail included:

- Demographics/sociological trends
- Customer needs changing
- Energy sources changing
- Extreme weather events
- Funding challenges
- Legacy transportation system
- Politics
- Regulations
- Future role of the DOT
- Sustainability
- Technological advancements

Details: Before the forum, participants were invited by CDOT Executive Director Don Hunt to give some thought to several "big idea" questions.

- How can CDOT predict and prepare for the challenges of tomorrow, when those challenges are likely dramatically different than the ones of today?
- When thinking about future trends, where is CDOT most vulnerable?
- What are the big "What if..." questions CDOT should be considering?
- Thirty years from now, what might CDOT leaders wish that leaders in 2014 would have anticipated and begun preparing for?
- For CDOT to be successful in the future, what kind of organization must it become?

The forum began with an overview of future visioning and trends. Participants were then asked to brainstorm on major topics (including those listed above) and select three that would be the focus of the day's discussion. From the list of potential topics, three key ones were identified for further discussion within breakout groups at the forum including: extreme weather, technology and demographics.

Breakout groups were then asked to:

- Envision multiple future scenarios for each of the topics and identify driving trends, forces and



signposts associated with each of the scenarios

- Explore how CDOT would need to change organizationally, operationally and administratively
- Describe an organization ready for the future . . . whatever it may be

Key takeaways from each of the breakout sessions included:

#### ***Extreme Weather***

- Extreme weather events on larger populations will present an increased financial toll on CDOT to fund emergency preparedness, response, repair and rebuilding efforts. This has an effect on design standards and project costs if we expect repeated events. If enough events occur, FHWA and CDOT may not be able to fully fund the rebuild each time. This may result in a rethinking of what is in the best public interest in some circumstances.

#### ***Technology***

- Technological advancements might be categorized in four areas: data; vehicle technology; infrastructure/operations and external market changes.
- “*Big Data*” offers important new opportunities. Through the use of real time data technology, CDOT can improve operations and impact customer behavior, such as mode, route and time-of-day travel choices.
- Operational technological developments may diminish the need for capacity improvements as *vehicles and infrastructure* become intelligent (e.g., connected vehicles, crash avoidance systems, vehicle-to-vehicle communication).
- Air delivery may be another frontier for transportation. Freight-focused Unmanned Aerial Systems (UAS) could decrease roadway demand by taking light freight trips off the roads. Regulation of air space may present new challenges for the organization.

#### ***Demographics***

- Boomers may look for mobility options other than driving a car as they age, and Millennials in urban areas may opt to not own a vehicle. In addition, Colorado’s workforce may also do substantially more telecommuting. All this could contribute to decreasing VMT and an increased demand for transit, bike, or pedestrian facilities.

Additional Information: Executive Director, Don Hunt, is a leader in the State Smart Transportation Initiative (SSTI), a national consortium of transportation agencies focused on innovative transportation practices. The Futures Forum was recently featured in the SSTI newsletter available at <http://www.ssti.us/2014/05/guest-post-cdot-meeting-looks-to-the-future/> (also see a copy in the “information only” section of the June TC packet).

Key Benefits: The primary benefit of the CDOT Senior Management Futures Forum is that staff can begin to identify near-term and long-term actions that are needed to proactively address emerging issues rather than being taken by surprise and left to react in inefficient or insufficient ways. While specific actions are still to be explored, several themes with planning and program delivery implications were identified.

Next Steps: Next steps for the CDOT Senior Management Futures Forum include:

- Establish a Futures Leadership Group - A multi-disciplinary sub-set of the group from the Futures Forum will be convened to maintain and grow momentum around futures planning.
- Futures Work Groups - Pending input from the Futures Leadership Group, working groups will be convened to dive more deeply into specific futures topics. One for connected vehicles has already been established.
- Staff support - Staff will provide logistics, data gathering and other support to the Futures Work Groups and Futures Leadership Group.





# COLORADO

## Department of Transportation

Division of Transportation Development

Multimodal Planning Branch  
4201 E. Arkansas Avenue, Shumate Building  
Denver, CO 80222-3400

TO: Statewide Planning Committee of the Transportation Commission

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

DATE: June 18, 2014

RE: Projects and funds available

**Purpose:** To outline projected financial resources compared to planned improvement projects from previous plans or from various studies.

**Action Requested:** None, information only

**Background:** Staff has looked at information concerning “major improvement projects” that have either been in a long range plan or have some preliminary planning work being done for them (studies, PEL or NEPA). Some of the projects had funds included in the STIP or in the 2035 Plan based on revenue projections done several years ago that were considerably higher than our current revenue projections for the 2016-2040 Statewide Plan time period.

Given our projected revenue limitations, and the projected fiscal needs of the asset management programs, there is not sufficient funding over the next 10 years for most of these projects. The projects total in the \$12-13 billion range even with some having only partial cost information and considering subtraction of some funds already in the STIP or projects that have RAMP funding. Clearly many projects can and would be phased in over a number of years and some may stretch out over more than 10 years. But even with that in mind, the total greatly exceeds our financial capabilities since in Program Distribution there is limited funding for capacity or improvement projects in the first 10 years and even less in the latter years as the asset management program costs increase. This raises the question of how these projects should be addressed in the building of the next STIP. The process for developing the next STIP will occur from July-December 2014, starting with county meetings within each CDOT Region.

The attached graphs, prepared by Division of Accounting and Finance, show the adopted baseline revenue projections for the 2040 Plan in actual dollars and deflated dollars. These illustrate the relatively flat revenue anticipated as well as the decreased buying power of those funds in future years.

Based on the Program Distribution adopted by the Commission in February, 2014, the funds that are potentially available in the next 10 years for capacity or improvement projects include SB 228, RPP, some TC contingency above the goal of \$30M per year if not needed for flood match or recovery, and FASTER



safety mitigation funds if eligible for the projects (depending on the safety analysis results). Some projects considered in this analysis will be funded with some BE funds, RAMP funds, or surface treatment funds as part of the project. But even with that consideration, the estimates for the projects far exceed projected available dollars.

Those Program Distribution totals for the 10 year period are:

SB 228 (estimates may change)	approx. \$700M
RPP at \$50M per year	\$500M
TC Contingency above \$30M	approx. \$178M
FASTER safety mitigation program	<u>approx. \$690M</u>
Total	\$2.068 Billion (inflated)

Given the magnitude of planned projects, and the funding needs of the I-70 Viaduct, difficult decisions will need to be made in order to develop the next STIP. The I-70 Viaduct funding scenarios being considered include use of a substantial portion of the SB 228 funds.

The messaging in the Statewide Plan will need to address the limited funds available for improvement projects compared to the project estimates. As required by federal regulation, staff, in cooperation with the MPOs, is currently putting together planning estimates, based on Program Distribution and the adopted formulas for specific programs, for each MPO to use in developing their fiscally constrained long range plan and their TIP. Some projects that were in the 2035 Plan will either have to be postponed to later years in the Plan or deleted altogether. For NEPA processes, if the funding for the project or phase of the project is not included in the long range plan, the final NEPA decision document cannot be signed by FHWA. In that case, federal funds cannot be received for the project.

**Next Steps:**

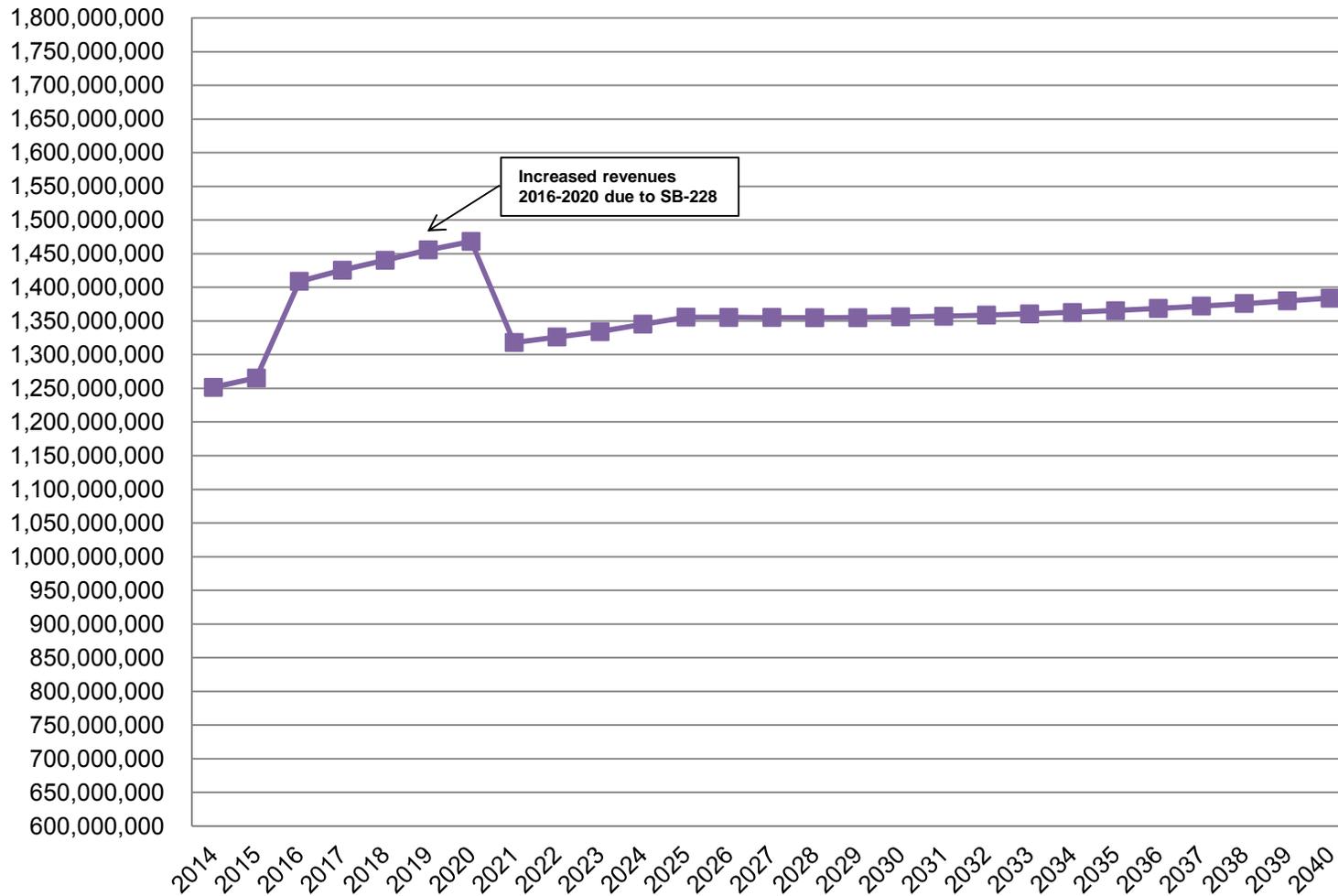
The RTDs in each region are working with their planning partners to develop a list of projects for the next STIP. Some hard choices will need to be made during the next six months as the Regions hold county meetings and work through the TIP and STIP development process with their planning partners.

Attachments: Baseline Projections for 2040 Statewide Plan  
Baseline Projections for 2040 Statewide Plan (deflated)



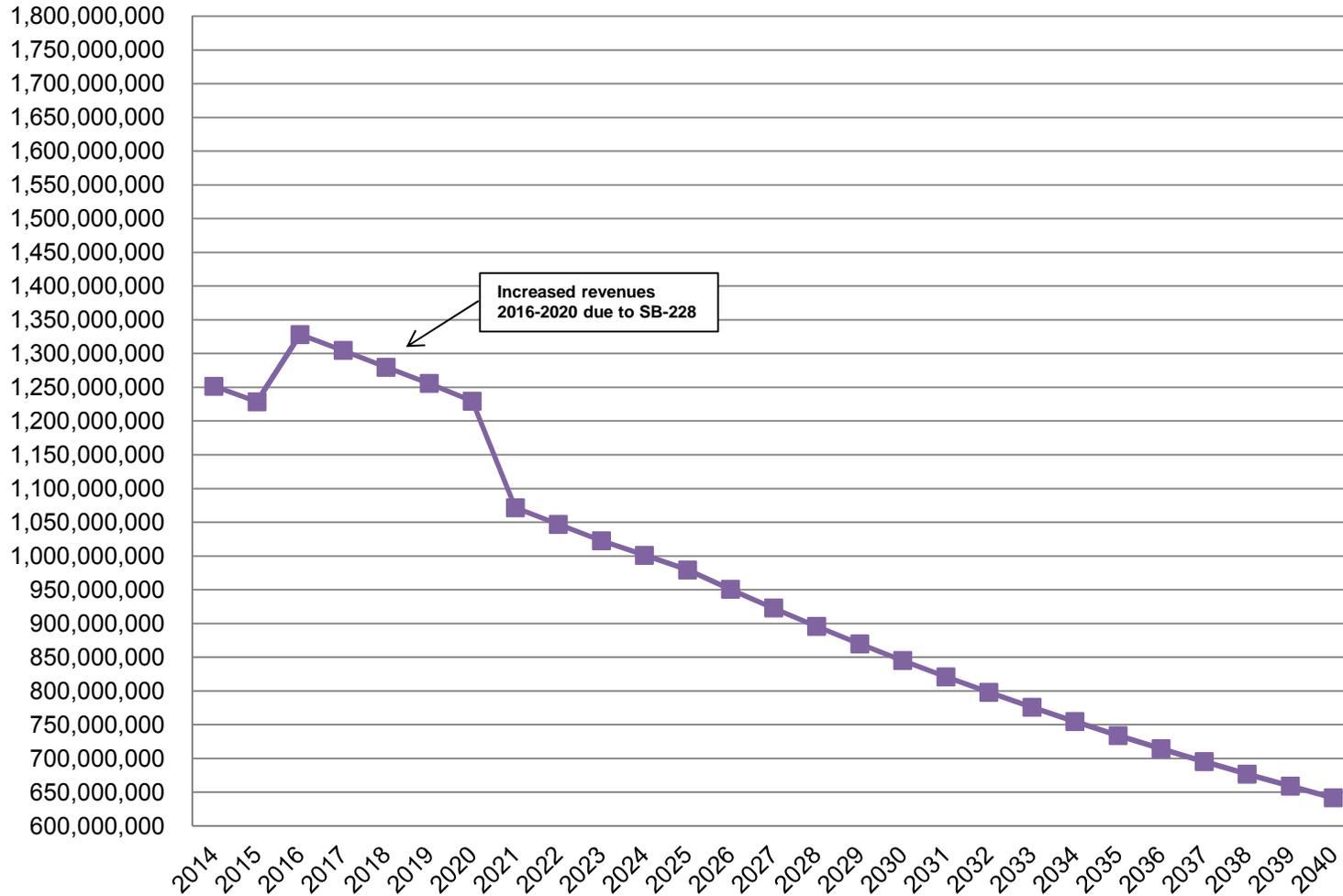


## Final Baseline Projections for 2040 Statewide Plan Fiscal Years 2014-2040





## Final Baseline Projections for 2040 Statewide Plan (Deflated) Fiscal Years 2014-2040



## **STATEWIDE PLAN COMMITTEE MEETING**

**Date:** March 20, 2014

**Committee Members Attending:** Commissioner Ed Peterson, Commissioner Kathy Gilliland, Commissioner Shannon Gifford, Commissioner Steven Hofmeister, Commissioner Gary Reiff.

**Other Commissioners Attending:** Commissioner Doug Aden, Commissioner Heather Barry, Commissioner Kathy Connell, Commissioner Sidney Zink, Commissioner Les Gruen, Commissioner Bill Thiebaut

**Others Attending:** CDOT HQ: Don Hunt, Debra Perkins-Smith, Sandi Kohrs, Scott Richrath, Herman Stockinger, Amy Ford, Tim Kirby, Michael Snow, Marissa Robinson, Tromila Maile. CDOT Regions: Dave Eller, Myron Hora, Kerrie Neet, Johnny Olson. Other: Vince Rogalski, STAC chair; Chris Nazar, CDM Smith.

- *January 16, 2014, Minutes:* The minutes were approved as written.
- *Planning Revenue Scenarios:* The high and low revenue scenarios were reviewed for purposes of long-range planning in case funding is higher or lower than the baseline scenario. Commissioners already approved the baseline scenario. The medium, baseline scenario reflects a five-year distribution of SB 228 funds beginning in FY 2015, and then essentially flat or slightly escalating revenues after that. It also assumes some federal General Fund transfers into the federal Highway Trust Fund.
- The high scenario is based on some source of new money being available in the sixth year; the amount is based on what CDOT would have received from a ballot initiative. The low scenario assumes there will be no federal General Fund transfers in the future, and only the relatively flat gas tax revenues will be available for federal transportation. Scott Richrath, CDOT Chief Financial Officer, said the federal Highway Trust Fund could be insolvent in September or October 2014, with federal curtailments beginning in late June or early July.
- A couple of Commissioners said CDOT should be very conservative about its baseline projection, particularly given how unlikely any action is on shoring up the Highway Trust Fund. One of the Commissioners said he is not even confident in the baseline projection because it assumes a supplement to the Highway Trust Fund. Pulling back funding for some RAMP projects was mentioned as one approach if revenues are lower than the baseline. No formal action was requested for the high or low scenario projections.

- *Regional Priority Program (RPP) and Other Formulas for Adoption:* Due to input to the Commission, a decision will be made about the RPP and other funding formulas in April.
- The Statewide Transportation Advisory Committee discussed the RPP formula the previous week, and made its final recommendation: 25% vehicle miles traveled (VMT), 20% population, 40% lane miles, and 15% truck VMT. The formula gave a little more to the urbanized areas than the previous formula of 45% VMT, 40% lane miles, and 15% truck VMT, but not as much as staff had recommended. Staff had recommended 50% population, 35% lane miles, and 15% truck VMT.

Commissioners were reminded of the formulas for and purposes of other federal funding sources. Commissioners have already approved formulas for Surface Transportation, Congestion Mitigation and Air Quality Improvement Program, Transportation Alternatives, and Metropolitan Planning. For one year, the Commission made the Metropolitan Planning funds whole to the metropolitan planning organizations when funding levels dropped. It was made clear to the metropolitan planning organizations then that the subsidy would not continue beyond that one year.

- *FASTER Safety Update:* Several options for distribution of FASTER Safety funds will be reviewed with the Commission next month.

## Transportation Systems, Management and Operations

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



**COLORADO**  
Department of  
Transportation

DATE: June 19, 2014

TO: Transportation Commission

FROM: Charles Meyer, Traffic and Safety Engineering Branch

SUBJECT: HSIP Effectiveness

### Purpose

Recently a study conducted by the Transportation Research Board found that Colorado surpasses all other states in its effectiveness of administering and implementing the Highway Safety Improvement Program (HSIP). This presentation topic is to inform the TC of what the study found.

### Action Requested

This item is for information only.

### Background

The Transportation Research Board study evaluated the effectiveness of the HSIP on reducing fatal crashes in the United States. It also examined whether an association existed between spending on highway safety and safety and whether states crowded out funding from their own financial resources that they would have otherwise spent on safety improvement projects with HSIP funding. This study also evaluated how the quality of systems for traffic safety data and prioritizing methods affected the effectiveness of the HSIP. It was found that the number of fatal crashes was reduced by about 7.5% after the introduction of the HSIP compared with the average for 2001 to 2005. The magnitude of the reduction varied from state to state. Colorado, however, saw a reduction of fatalities of over 20% over the same time period. The presentation will discuss the safety analysis methods that CDOT has employed to achieve this success and discuss briefly how CDOT continues to develop these safety analysis methodologies to see this success in the next decade.

The graph below demonstrates the fatal crash reduction for each state. Colorado is in the top left corner.

Wu, Himes, and Pietrucha

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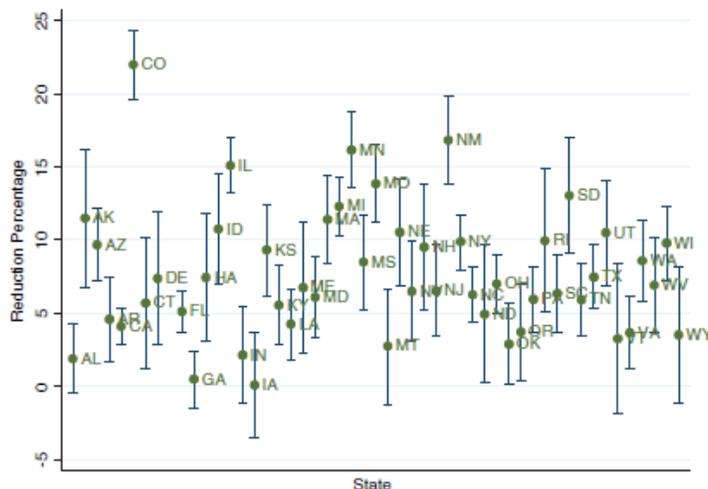


FIGURE 3 Fatal crash reduction for each state.



**COLORADO**

Department of  
Transportation



## I-70 Mountain Corridor Winter Performance



## I-70 Mountain Corridor Performance

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### 2014 Ski Season Key Strategies



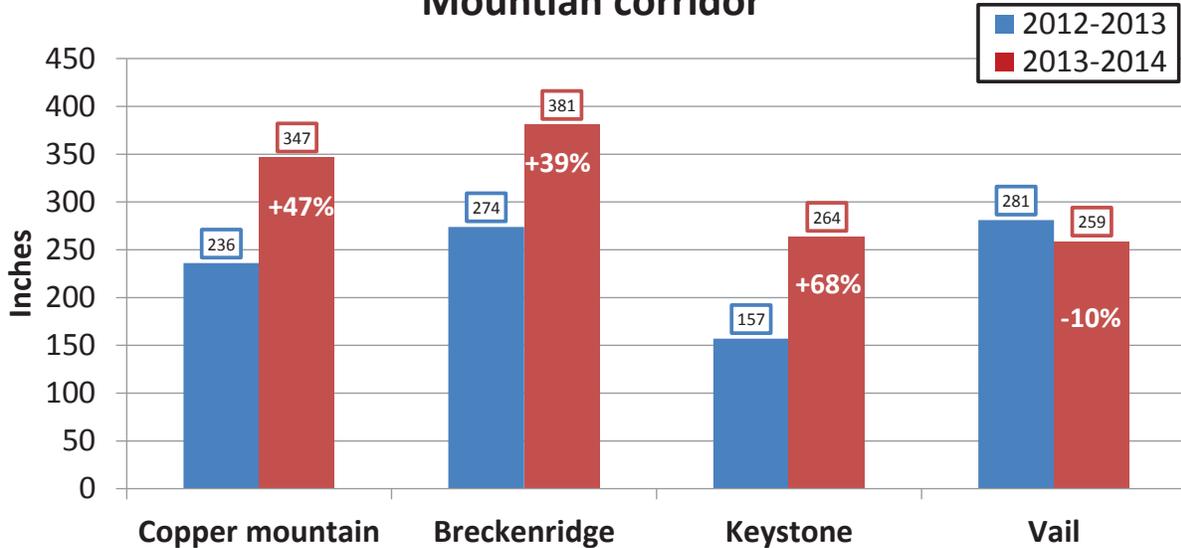
- Reduce I-70 bottlenecks
- Improve snow plowing procedures and staffing during peak periods
- Reduce the impact of CMV on traffic flow
- Improve incident clearance procedures
- Spread peak period volume
- Promote passenger vehicle traction devices
- Improve traveler information at ski resorts



# I-70 Mountain Corridor Performance

## Snowfall comparisons at different locations near I-70

### Mountain corridor



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# I-70 Mountain Corridor Performance

## Last Season Comparison

Category	2013-2014	2012-2013	% Change
Season Snowfall*	474"	341"	+ 39%
Snowfall: <i>January - February</i> *	166"	63"	+163%
Volume at EJMT** (both directions)	5,633,311	5,658,705	- 0.4%
EJMT Metering	9 times	11 Times	- 18%
CDOT Courtesy Patrol Relocations	186	82	+ 126%
Loveland Pass Closures	49/897 hours	20/372 hours	+145%/+ 141%
Closures MP 180-195	50/78:09	26/89:02	+ 92%/- 12%

\*Measured at Loveland Ski Resort

\*\* "EJMT" is Eisenhower-Johnson Memorial Tunnels



# I-70 Mountain Corridor Performance

## Operational Improvements

### US 40 On-Ramp to EB I-70

- Extremely high volumes: 800+ Vehicles per hour at peak
- Catastrophic system failure when incident occurs downstream



Below: Traffic queued on the US 40 on-ramp to EB I-70



### Improvements

- Restricted ramp meter timing to give priority to interstate
  - Improved traffic flow on I-70
- CSP peak-hour enforcement at on-ramp
  - Used to hold all ramp traffic in the event of an incident on I-70



# I-70 Mountain Corridor Performance

## Operational Improvements

### US 6 On-Ramp to EB I-70

- 3000' acceleration lane, 100' used during peak hour congestion
- Notorious early merge location
- Contributed to back-ups into EJMT



### Improvements

- Added 700' of delineation between acceleration lane and GP lane
  - Reduced early merging by forcing late merging
  - Made ramp meter more effective
  - Reduced EB back-ups to EJMT
- Traffic Control at Loveland Ski Area
  - Prevented back-ups under slide area which prevented queue override of ramp meter



# I-70 Mountain Corridor Performance

## Transportation Demand Management Strategies

- I-70 Coalition partnership with CDOT Mobile App
  - GoI70.com content in CDOT Mobile App
    - 2x more visits to GoI70.com than last year (99,510)
  - Peak Time Deals - Over 100 participating businesses, including restaurants in Winter Park and Empire
  - Businesses reporting good results from offering peak time deals



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# I-70 Mountain Corridor Performance

## Transportation Demand Management Strategies

- Traveler Information
  - Push Notifications on CDOT Mobile App
  - Portable Variable Message Signs at Winter Park and Keystone Resorts
  - Continued aggressive messaging of expected/current delays
  - *Change Your Peak Time* campaign
- Bus-on-Shoulder Test
  - Tested on 10' or greater segments of shoulder
  - Safely tested with a 55 passenger bus during peak hours
  - Showed travel time savings





# I-70 Mountain Corridor Performance

## Commercial Vehicle Management Strategies

- Worked with industry to reduce eastbound trips on Sundays
- Improved CMV targeted traveler information
- Changed Dotsero truck parking from Emergency only to Sundays and Holiday Mondays to encourage parking during peak hours
- CSP hazmat technician stationed in Summit County
- Dumont Port of Entry inspected for chains on all level 1 inspections
- Expanded CSP chain enforcement team operations and chain law compliance counts



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# I-70 Mountain Corridor Performance

## Commercial Vehicle Statistics

Category	2013-2014	2012-2013	% Change
Commercial Vehicle Volume*	24,296	27,012	- 10%
% of trucks receiving Heavy Tow assistance without chains when chain law in effect	35%	47%	- 26%
Chain Law Implementation	276 times	168 times	+ 64%
Chain Law Violation	151 citations	112 citations	+ 35%
CDOT Heavy Tow Relocations	293	128	+ 129%
Road Closure due to CMV Involved Accidents	116 hours	90 hours	+ 29%
Closure due to CMV involved accidents as % of Total Road Closure	57%	68%	- 11%

\* Eastbound at Copper Mountain for Saturday and Sunday during the peak period (10AM to 8PM)



# I-70 Mountain Corridor Performance

## Traffic Incident Management

- FHWA Incident Quick Clearance Training
  - Trained over 100 corridor stakeholders in November 2013
- Clearance with Alternative Traction Devices (ATD)
  - Used for Quick Clearance by CDOT Courtesy Patrol on Feb 9<sup>th</sup> - reduced clearance times by 75%
  - Used by CDOT personnel after Feb 9<sup>th</sup>
  - Obtained FHWA Waiver to allow commercial sales of chains & ATDs to passenger vehicles by our current chain vendors
- CDOT Courtesy Patrol
  - 186 relocations - 126% increase from previous year



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# I-70 Mountain Corridor Performance

## Costs of Maintenance/Operational Programs & Improvements

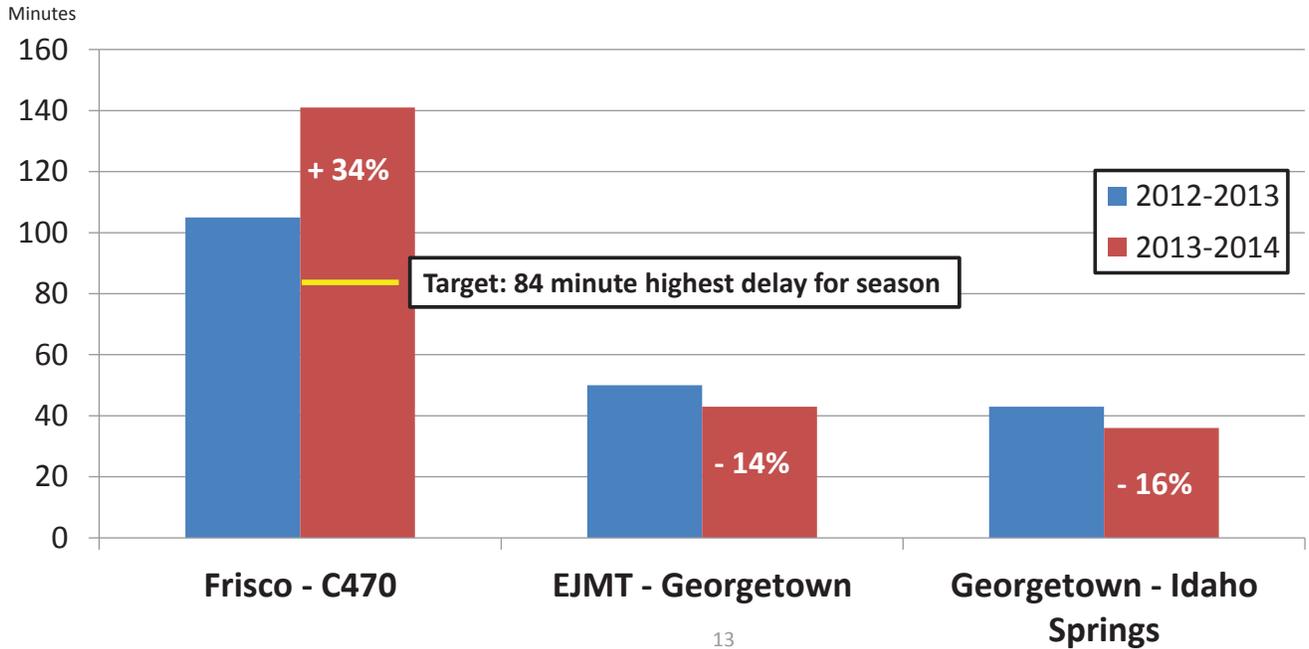
Program/Improvement	Cost
Ramp Metering Enforcement	\$15,000
US 6 Delineator	\$121,000
Overtime costs	\$609,000
I-70 Heavy Tow	\$850,000
I-70 Courtesy Patrol	\$600,000
Chain Law Enforcement	\$180,500
“Change Your Peak” Campaign	\$137,000
<b>Total Costs</b>	<b>\$2.51M</b>



# I-70 Mountain Corridor Performance

## 5 Highest Eastbound Delays

Average of the 5 highest delays from all weekends, Holidays and Holiday Mondays



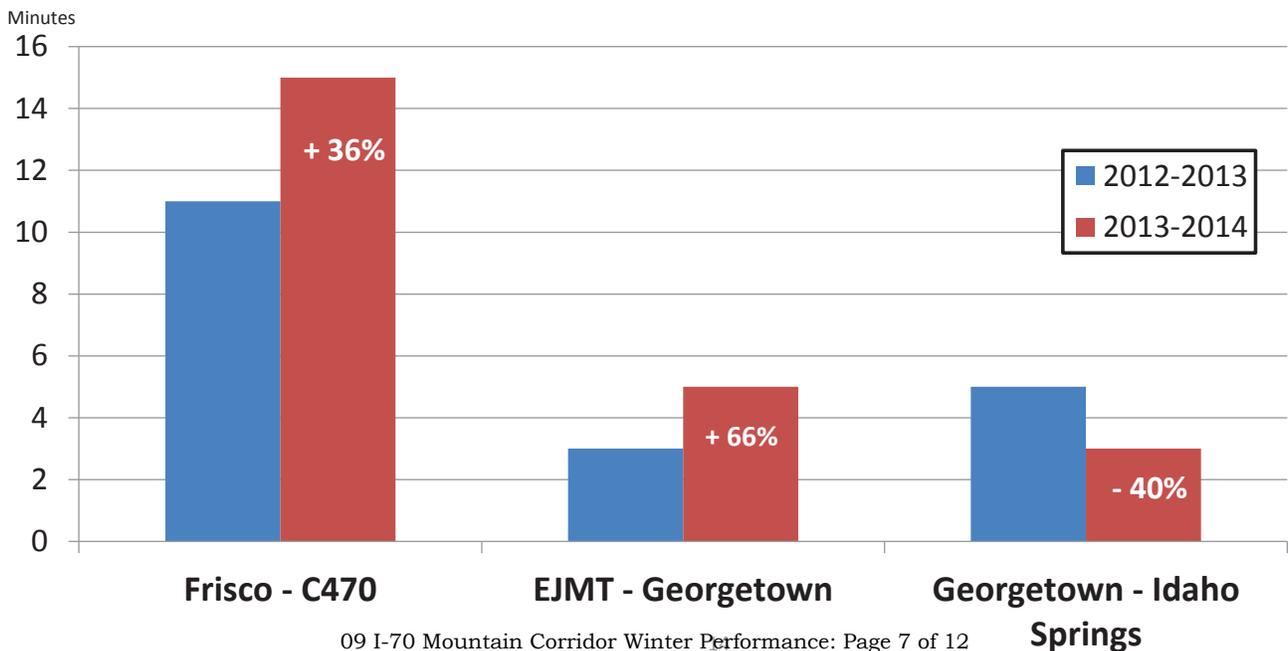
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# I-70 Mountain Corridor Performance

## Average Eastbound Delays

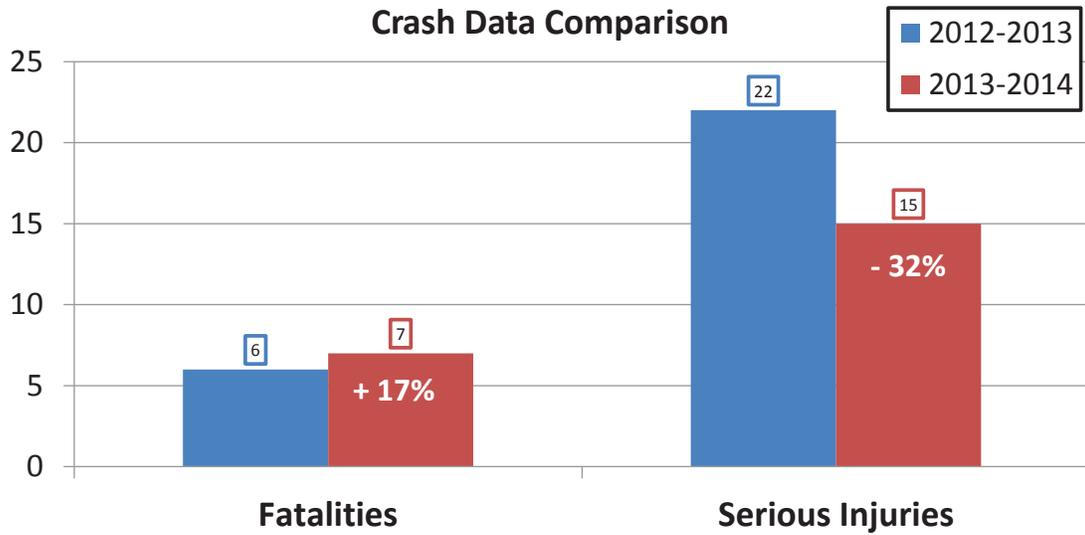
Averages of all delays on weekends, Holidays and Holiday Mondays





# I-70 Mountain Corridor Performance

## Safety Performance Measures



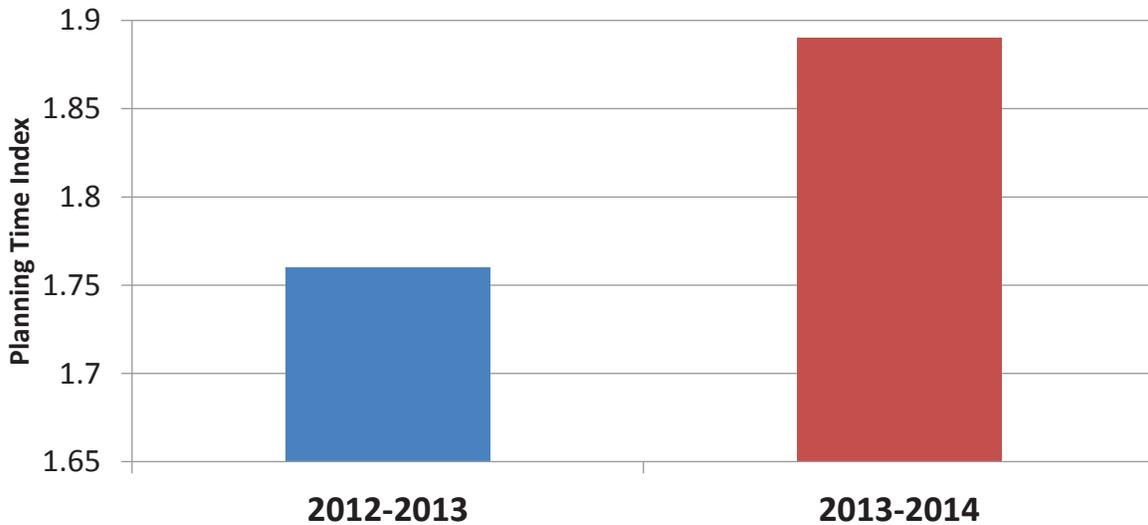
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# I-70 Mountain Corridor Performance

## Mobility Performance Measures

Planning Time Index (PTI) Vail to Golden  
During Sundays Eastbound



The planning time index represents how much total time a traveler should allow to ensure on-time arrival.



# I-70 Mountain Corridor Performance

## Sunday, February 9<sup>th</sup>, 2014

Slow moving traffic EB out of EJMT



Below: Metering EB traffic entering EJMT



### Factors & Causes

- Loveland Pass Closed - all A-Basin & Keystone traffic must go through Silverthorne
- High eastbound volume
- 10" of snowfall
- Slow eastbound traffic coming out of EJMT caused back-ups into tunnel
- Metering of EJMT implemented to let back-ups clear
- Vehicles stopped for metering on approach to EJMT lost traction

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# I-70 Mountain Corridor Performance

## Sunday, February 9<sup>th</sup>, 2014



Above: Traffic backed up from EJMT to Silverthorne



Above: On-ramp to EB I-70 at Silverthorne on Feb 9th

### Effects

- 56 spun-out passenger vehicles
- 11 spun-out semis requiring Heavy Tow on approach to EJMT
- 2.16 hour peak delay from Silverthorne to EJMT (reports of 3+ hour delay)
- 2 hour travel time from Keystone to Silverthorne on US 6
- 8 hour hard closure of EB I-70 at Vail
- 3 hour hard closure of EB I-70 at Silverthorne
- 1,741 vehicle-hours of delay



# I-70 Mountain Corridor Performance

Sunday, February 9<sup>th</sup>, 2014

## What did we change?

- Top Priority: Minimize metering of EJMT
  - Plow Escorts from Silverthorne to EJMT
    - *Led by CDOT snow plows and CSP*
    - *Used to conduct proactive closures to clear snow/ice and prevent metering at EJMT*
    - *Reduced speed differential of traffic exiting EJMT*
- Reduced hazmat carriers through EJMT during peak hours when Loveland Pass is closed
- Metered on ramps to EB I-70 at Silverthorne and Frisco



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# I-70 Mountain Corridor Performance

Sunday, February 9<sup>th</sup>, 2014

## What did we change?

- Established new operating procedures in six days following February 9th
- Increased management presence on weekends
- Increased communication to locals
- Portable Variable Message Signs at Keystone Resort
- Spin-out quick clearance using Alternative Traction Devices
- Experimented with the “Tow-Plow”



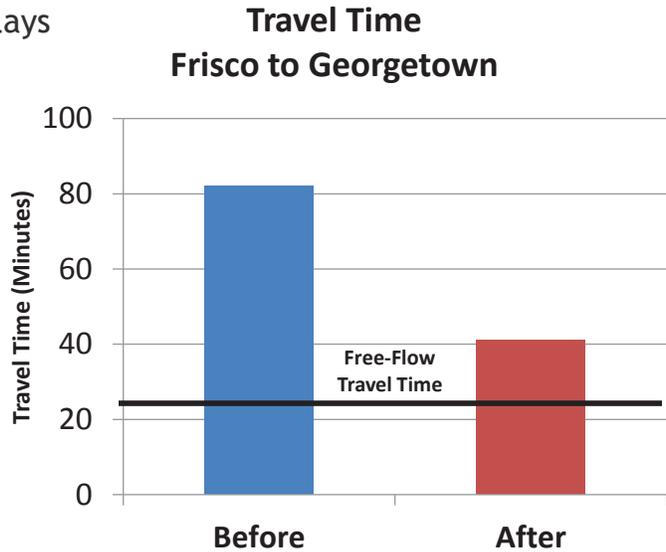


# I-70 Mountain Corridor Performance

## Improved Real-Time Traffic Management Results

### Results

- 67% decrease in vehicle hours of delays
- 32% decrease in closure time
- 87% decrease in PV spin-outs
- 95% decrease in CMV spin-outs
- 45% more EB volume through EJMT



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# I-70 Mountain Corridor Performance

## Greatest Success of the Season

The magnitude of the delays on February 9<sup>th</sup> and the resulting public perception of the unpredictable unreliability of the corridor tested the ability of CDOT to rapidly respond and adapt to a situation with complex operational factors.

CDOT Regions, CDOT HQ, and local partners worked together to change long standing procedures, practices, and culture in order to proactively manage the corridor through Real-Time Traffic Management strategies.

CDOT and its partners met the challenge and prevented further peak travel days from reaching the magnitude of February 9<sup>th</sup>.

We began to earn back public trust and the trust of our local partners in being able to provide more reliable travel times and safety through our management of the corridor's operations.



# I-70 Mountain Corridor Performance

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## 2014-2015 Winter Operations Planning

- Well defined Vision, Mission, Goals, and Performance Objectives
- Highway Incident Commander - *Friday-Monday incident patrolling*
- Corridor Operations Manager - *to oversee all operational activities*
- Comprehensive Commercial Vehicle Management
- New metering location for EJMT at MP 207 - *pending FHWA approval*
- More cameras on Vail Pass, approach to EJMT, Speed detection in EJMT
- Ramp meters at Silverthorne, Frisco, Copper Mountain
- Passenger Vehicle Chain legislation - *current law is not practical to enforce*
- Passenger Vehicle Chain/ATD sales waiver from FHWA
- Alternate route planning - Hwy 9 & US 285

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**Transportation Commission of Colorado**  
**Regular Meeting Minutes**  
**May 15, 2014**

**Chairman Doug Aden convened the meeting at 9:50am in the auditorium of the headquarters building in Denver, Colorado.**

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

ALSO PRESENT: Don Hunt, Executive Director  
Scot Cuthbertson, Deputy Executive Director  
Gary Vansuch, Director of Process Improvement  
Debra Perkins-Smith, Director of Division of Transportation  
Scott McDaniel, Acting Chief Engineer  
Heidi Humphreys, Director of Admin & Human Resources  
Amy Ford, Public Relations Director  
Soctt Richrath, CFO  
Herman Stockinger, Director of Policy and Government Relations  
Mike Cheroutes, Director of HPTE  
Mark Imhoff, Director of Division of Transit and Rail  
David Gordon, Aviation Director  
Ryan Rice, Director of the Operations Division  
Darrell Lingk, Director of the Office of Transportation Safety  
Tony DeVito, Region 1 Transportation Director  
Karen Rowe, Region 2  
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**

Chairman Aden recognized Mark Larson to speak.

Mark Larson stated that he was there on behalf of the Colorado Wyoming Petroleum Marketers Association (CWPMA). He stated that he wanted to address the process that CDOT used for the Tunnel Rules revision and revisitation. He stated that he was happy to come before the Commission to report that state government is working and that the Department did an extraordinary job. They went the extra distance to ensure that all the stakeholders were at the table and that all the input was genuinely and readily accepted. He acknowledged CDOT and the highway users both had a fiduciary responsibility. Although not everyone agreed, they knew what each person believed. He stated that he was speaking in order to endorse the final rules that would come before the Commission during the meeting.

He also stated that he wanted to mention to the Commission that as CDOT begins through the process of installing sprinklers in the Tunnel that the CWPMA should be included in that process. It is important to include them in getting the funding, including TIGER grants. He stated that hopefully, the sprinklers would be state of the art technology so that the tunnels would be available at even more hours.

He thanked the Commission, CDOT, Mary Frances Nevans and Tony DeVito for the hard work and the due diligence that went into the new Tunnel Rules.

Chairman Aden thanked Mark Larson for commenting.

## **Individual Commissioner Comments**

Commissioner Gifford stated that the big news in Denver for the previous month was the opening of Union Station. She stated that she got involved in Union Station twelve years ago as part of the public involvement process and that CDOT has been involved even longer than that. It has been a long run, but it opened on May 9, 2014. The city should be very proud of it, but the state should also be proud due to its contributions.

Commission Thiebaut stated that he participated in two telephone Town Hall meetings over the previous month. One dealt with the South East TPR and one with the South Central TPR. They were both well-utilized by the citizens in respective areas. He congratulated the staff that did a remarkable job, as well as the hosts and cohosts from the various regions who helped with answers to the questions from citizens, in particular Karen Rowe from Pueblo. She did a remarkable job answering the technical questions. He thanked everyone for the great effort.

Commission Zink stated that she also participated in a telephone town hall in the Southwest Colorado one out of Durango that was very successful. There was much of the same team, and they were ready to go. She stated that it was so successful that she hopes the Commission considers doing it on a regular basis.

Commissioner Reiff stated that he participated with Commissioners Gruen and Aden on the SIB Committee Review of the Colorado Springs Airport Application. He stated that he appreciated the cooperation from Colorado Springs and the airport in working

through a very complex application and understanding how the committee was looking at it. He stated that the committee also worked to understand how the airport was looking at it, and the process was very cooperative. He also thanked those at DRCOG. He participated with several commissioners and the executive director at an executive meeting of DRCOG to discuss a lot of important issues. They understand where CDOT is coming from in regards to funding and why at this time the MOU process is not the best for the state of Colorado. He stated that appreciated the cooperation and support from CDOT's local partners.

Commissioner Peterson stated that there is another telephone town hall meeting for the Denver Metro Area and surrounding counties on May 15, 2014. He stated that he would be hosting and co-hosting with Jack Hilbert, a county commissioner from Douglas County. He stated that he strongly supports these, and the cosponsor for this one would also be DRCOG. He stated that he is pleased to see that CDOT is building cooperative interlinks with partners across the state and in the metropolitan area.

Commissioner Barry thanked Bagels with Barry host from the previous week, the town of Louisville. It was a good conversation about what is happening in the north metro area. She stated that North I-25 is definitely in the cone zone with lane shifts and lots of construction. Everyone is happy to see those improvements happening. She stated that CDOT will start pushing a lot of communication in June and July as detours begin for the 88<sup>th</sup> Avenue bridge. That will be a large component in which the highway will be shut down. They are working on getting those communications up and ready as well as getting citizens in the region prepared for that.

Commissioner Connell stated that she attended a telephone town hall on May 13, 2014. She was the host, and the co-hosts were Steve Ivancie and Routt County Commissioner and Dave Eller. She saw success and marvelous support from staff. In her area, people are heavily concerned with surface treatment, safety, maintenance and plowing. If the road looks good and feels good, that is what people are happy about. She stated that was important to keep in mind as the Commission makes decisions in the future about surface treatment funds.

Commissioner Gilliland stated that she also attended the Denver Union Station opening and that is was spectacular, looking at the entire area. It pulls the transit programs together in a single hub and provides economic development for downtown Denver. She stated that she also sat in the P3 conference earlier that same day in which Executive Director Don Hunt sat on the panel. There were many good questions and discussion from that. She also attended the MAX kickoff in Fort Collins. They have established a BRT system in a corridor the length of Fort Collins. They have been working on this for 15 years. It is a block off the main 287 college avenue on Mason Street. The bus will be on ten minute intervals from very early in the morning until midnight, Monday through Saturday. That was a huge event for Fort Collins. She also attended the I-25 Coalition meeting. The group is starting to coalesce, and business community along the corridor is coming together and building a business coalition that will join the I-25 Coalition. This is bringing the elected officials together with the business community so there can be a common voice on I-25.

Chairman Aden stated that he participated in the Intermountain TPR telephone town hall, which is second one he has done. Like other Commissioners, he believes this is a great idea that CDOT should build on and continue to do. In that part of the state, many of the questions were relative to the I-70 corridor. He also attended, along with Director Hunt and John Cater from the FHWA, the ribbon cutting for the first Diverging Diamond Interchange in Colorado in Grand Junction. It was very well received. He thanked Director Hunt for staying after that ribbon cutting to have a meeting with representatives from Club 20 and from the local MPO in Grand Junction. It was a good discussion, and Director Hunt has made a real effort to reach out to groups in other parts of the state, which has been worthwhile.

### **Executive Director's Report**

Executive Director Don Hunt stated that the event was the first time he had an opportunity to discuss with a local group the results of the January survey that made it clear that there will not be a ballot measure any time soon to increase transportation funding. There would need to be another marked increase in economic wellbeing across the state. People are still feeling it in their pocketbooks, and problems may have to get yet another notch worse before transportation moves up the roster in terms of needs in Colorado. It is a sobering message to take to the citizens, but he was with Colorado Cooperation on May 10, 2014. CDOT has to be very careful with each dollar that it has and to ensure all funds are deployed across the state as efficiently as possible. CDOT may be stuck with the current funding for the next ten years.

He stated that the legislative session ended the previous week. There was no damage done to the ability to deliver transportation in the state of Colorado, except one bill. He thanked Kurt Morrison for his hard work, stating that this one of the most difficult session to navigate. Kurt and the entire Government and Policy Office did a great job. In terms of the P3 transparency bill, which came out of the controversy that emerged at the very end of the US 36 project, the governor has a dilemma. On the one hand, CDOT strongly supports the transparency clauses in that bill. HPTE voted yesterday to implement those. On the other hand, there were three contract limiting terms in that bill that were opposed heavily by industry and local government. Letters are pouring into the governor's office asking for a veto, especially because of the 35 year term limit on P3s. It is a tough situation for the governor to be in, supporting the transparency measures and transit measures in that bill but also questioning whether this is the right time to limit P3s in Colorado and HPTE's ability to get projects done during the quiet funding crisis. That decision will be made in the next few weeks.

He stated that a few weeks ago he met with the directors of the western states of WASHTO. It was the first time there was meeting with a free form agenda. It is possible to learn a lot in that type of exchange. A lot of items were discussed. There were two items that took up the most time. The first was moving the discussion in the federal government from crisis management in backfilling the Highway Trust Fund to a longer term move toward user fee funding of the transportation system. This probably means tolling the freeway system, which the Administration left that opening in the bill they put forward, or some type of mileage-based user fee in the future. Maybe someone will come up with a different idea, but those are the two basic ideas for user fees that have been on the table. AASHTO is going to try to pass a

resolution that will take a stronger position representative of the 50 states that will move the Administration towards studying or acknowledging that the gasoline tax is a dying tax. It will take a long time to decide what the next federal funding form for transportation will be. The other big item that was discussed was the state DOT workforce of the future. There was recognition that DOT is a broadening operations business. With the kind of technology that will be available in the next decade, there will be a need for people skilled in logistics, operations, financial analysis, data analytics. They will need to be able to manipulate the highway system in the same way as the railroad or the airline system to enhance movement throughout. As states in the West face huge numbers of retirements in the coming years, there is an opportunity to reposition state DOTs to be more effective in the future.

He stated that he too attended the Denver Union Station opening. This is almost as big as DIA in what it means to this region economically and the vision of how Denver travels and moves. He is very proud of CDOT for choosing to be a funding member of that project long before he arrived.

### **High Performance Transportation Enterprise (HPTE) Director's Report**

Mike Cheroutes stated that the HPTE met in regular session on May 14, 2014. The Board asked CDOT to initiate a procedural directive process over the next several months which will embrace the transparency measures brought forth by the legislature and even go farther in some cases. That will be a public process, and the community will be invited to comment throughout the process. There was also discussion and procurement around the need to better communicate around the HPTE and its mission. There may be some outside education about what this particular method of is and is not. The Commission will see HPTE taking on a higher profile in some of the discussions.

### **FHWA Division Administrator Report**

John Cater stated that there were a few things he wanted to make the Commission aware of for the month. As was alluded to earlier, the Administration put forward their transportation proposal, and it was called the GROW AMERICA Act. The act allows a state option to toll the interstates, which would be up to the states to decide. He stated that he asked local officials what they would think about having to pay tolls on the interstates. They did not say no, but they understood that it is one more tool to consider in order to pay for transportation. He stated that it would likely not be popular with the public, but departments need more options. This would be one more for the states to take advantage of. The bill also proposes several competitive programs similar to the TIGER program, a nationally competitive program. The proposal is to have them in several areas, including freight and intermodal. The thought is to reward those areas that are thinking outside the box. Colorado could compete very well for that type of grant. The administration bills typically do not get passed intact, but it does provide a basis for discussion going forward to find a reauthorization solution. The deadline for that reauthorization for MAP-21 is September 30, 2014. The Highway Trust Fund is going to go dry in August, and all these things will have to be considered.

He stated that GROW AMERICA is an acronym: Generating Renewal, Opportunity and Work with Accelerating Mobility, Efficiency and Rebuilding Infrastructure and

Communication throughout America. The other initiative that came out on May 14 was an Implementation Plan for the Presidential Memorandum on Modernizing Infrastructure Permitting. The purpose of this would be to increase the efficiency of the federal permitting process for projects. The good news is that there are many things that can be done nationally to make that happen. Many of the things that Colorado does have been used as examples in the proposal, so there will not necessarily be a lot of differences here. Part of this is communication, and CDOT works well with contacts in other federal permitting agencies. So there will not be radical improvement because these things are already done. There has been some talk about this nationally in order to do things concurrently instead of sequentially and to set firmer deadlines to get through the permitting processes.

## **STAC Report**

Vince Rogalski stated that STAC met on Friday, May 9, 2014. He stated that there was a glimmer of hope with the draft reauthorization bill that there would be 30% increase in funding for transportation with at 70% increase in transit. That came with the caution that this was only a draft.

STAC then discussed Senate Bill 228 and the possibility of getting transportation funding from that. STAC was cautioned that it was based on the legal and political issues as to whether the transfers actually take place. While there is some hope, they will wait to see what happens as it goes along.

STAC then discussed the I-70E Viaduct Partially Covered and Lowered (PCL) Highway Project. Many options and questions were discussed in the meeting that have been discussed by the Commission, including moving the school and moving the highway. He stated that he told STAC all these options had come before the Commission but the PCL was determined to be the preferred option. He told STAC that CDOT has been working with the local communities to determine how to connect them. The \$1.8 billion cost was one of the biggest concerns. The STAC was concerned that all the other projects around the state would have to wait until this project is paid for in order to continue. He stated that he cautioned STAC that the Commission is very particular about ensuring that the rest of the projects continue during the I-70E PCL project. He told STAC that the sources of funding are currently be analyzed and discussed by the Commission.

STAC also asked about the rest of the 7<sup>th</sup> Pot projects and how they would be completed, as were voted on and approved by the voters. They stated that if CDOT is going to do any kind of vote in the future it is necessary to fulfill what was promised in the past. Otherwise CDOT will not have the trust of the voters.

STAC then had a cash management update. They discussed what was happening in terms of reviewing the TIPs and the STIPs. Maria Sobota will be updating the STAC regularly on how that is working and where it is going.

STAC then discussed the formula programs, starting with the FASTER Safety distribution. They examined the National Safety Council's statistics and how that would work in. They also looked at regional distributions. STAC voted and recommended their Option #4. Then they discussed the RPP formula distribution. The formula from STAC has been put forward for the last two months, and he

reaffirmed that formula recommendation. They struggled and compromised to put this formula together in a reasoned way. They STAC wrote a letter to the Commission, which each of the Commission members received. The STAC believed that to put population, as a non-usage direct indicator, in place of VMT, which is a direct indicator of highway usage, is not logical. It is not responsive nor does it deal with the use of the highways. They discussed tourism and how people leave the metropolitan areas to go to the rural areas, which is not reflected in population as a measurement. There are small, rural towns whose population can multiply five or ten times. VMT is the best way to reflect these increases in uses of the highway. STAC reaffirmed the formula in which they included some population but retained VMT in a sense of compromise. That was voted on and approved by majority. The non-majority was DRCOG, Colorado Spring and Pueblo; the Front Range major metropolitan areas wanted to stick with population.

STAC then discussed the TAP program, one of the issues that is dear to many around the state. It is the replacement for the enhancement program. It was a chance for the people to put forward projects related to transportation in their local communities. Everyone was anxious to get these issues out and get the call for projects out.

STAC then discussed local agency project guidance and tracking tools that would enhance everyone's ability to see what was happening on a more timely basis.

### **Act on Consent Agenda**

Chairman Aden entertained a motion to approve the one item on 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-3157**

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for April 17, 2014, are approved as published in the official agenda of the May 14 & 15, 2014, meeting.

### **Discuss and Act on the 12<sup>th</sup> Supplement to the FY2014 Budget**

Scott Richrath stated that he would discuss each of the requests against the Contingency. There is a \$2.5 million request for State Highway 5 in Mount Evans. There is a memo that this is a safety concern today on that state highway. There is a \$4 million request for a Vasquez pump station at 59<sup>th</sup> Avenue. It is not as big a safety concern at the present as the State Highway 5 request, but discussions with Tony DeVito demonstrate that each year it becomes a bigger flooding concern. The alternative funding proposal for this project is not guaranteed. It is a possible candidate to take to the Capital Development Committee in the next round. But that is a FY'2016 budget request. Even if it was approved, and the one request from this year was not approved, those dollars would not be available until July 1, 2016 at the earliest from a budget standpoint. From a cash standpoint, it could be funded earlier, but it would not have approval for another full year.

There is a \$928,000 request for rockfall mitigation on US 550. Earlier this year, there was a request for design funds and for temporary repairs. Since substantial progress on the design process was completed, there is now a better idea of how much the permanent repair work will cost, which led to this request.

Another request is for the next bundle of funding CMGC contract on I-70 Eastbound Peak Period Shoulder Lanes. Tony DeVito detailed the \$18.6 million ready to move forward in July. Because it is CMGC, there is not 100% certainty on funding or scope of that project. It is designed and built as the project progresses, with input from contractor and the manager of the project. Tony spoke to the backstop for funding if the TIGER grant is not approved on the total project. Because these are RAMP dollars that form part of the project, this request is to move approval beyond the 5% level for that RAMP project up to the level needed to do construction work. However, the project will remain in the red area on the RAMP update sheets while scope and budget continues to be defined.

There is a contingency reconciliation slide that shows the balance of the Commission Contingency would move from around \$80 million to \$70 million, if the Commission approves all the requests.

Scott Richrath then described the walk on culvert project from Region 3 that would also come out of the Contingency. The low bid came in larger than the budget allowed for, so the request would be to grow the budget for the project.

Commissioner Zink asked about the Vasquez Pump Station. She stated that it seemed like an odd request to be coming against the Contingency fund. Scott Richrath stated that as CDOT has gone through the Asset Management process, many asset management categories have been developed, in fact more than most state DOTs have. There is a culvert prioritization process, one for tunnels, a Maintenance Level of Service (MLOS) program. One option would be to go to a MLOS program in an effort to pay for that. While MLOS is a \$250 million per year program, that money is divided into nine different program areas. That is then split out among maintenance sections. There is no section one the chart that has \$4 million to pay for that. There have been discussions about have a risk-based asset management process in which underserved assets, projects without a dedicated funding source, would have a source to turn to. One option would be to delay this, allow it to continue to flood and manage the floods as they get worse each year. Then wait for the next asset management project in that area to envelope the pumping need. It is not a typical Contingency request, but there is no currently dedicated funding source for assets like these. A risk-based asset management plan, when fully executed, would be a good way to go to the Capital Development Committee and make an argument for an incremental budget. But when Executive Director Hunt talks about the next ten years being relatively flat in terms of budget and there are nine asset managers who come before us and make valid arguments for why the asset management funding should grow, there are incremental projects like these that do not have a place to turn.

Chairman Aden entertained a motion to approve the 12<sup>th</sup> Supplement to the FY'2014 budget, including the walk on item from Region 3. Commissioner Hofmeister moved to approve the Supplement, and Commissioner Peterson seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

## **Resolution #TC-3158**

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

### **Discuss and Act on the CO SIB Application**

Scott Richrath mentioned that CDOT has worked cooperatively with the Colorado Springs Airport, who initially came forward with an application to the State Infrastructure Bank Committee. The parties were far apart on the initial application. He thanked Troy Stover for working with CDOT diligently and Bryan Stelmack from Stifel CDOT's financial advisor for helping bring all the parties together. He also thanked Commissioners Reiff, Gruen and Aden for coaching along the staff side of the SIB. Everyone helped put together a proposal that CDOT felt comfortable with terms and conditions that includes securitization of aviation fuel tax revenues. There was a financial analysis of their Passenger Fare Charges (PFC) revenues, which would also be pledged at par within the loan. The SIB Committee makes a request to the Commission for a \$2.3 million State Infrastructure Bank loan to the Colorado Springs Airport.

Chairman Aden thanked everyone from Colorado Springs airport, CDOT staff, and the other commissioners who worked on this to get to a good outcome for everyone.

Chairman Aden entertained a motion to approve the CO SIB resolution. Commissioner Gruen moved for approval of the resolution, and Commissioner Reiff seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

**Resolution #TC-3159**

**Resolution Number TC-3159**

Authorize Colorado State Infrastructure Bank Loan to Colorado Springs Airport

**Approved by the Transportation Commission on May 15, 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 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**, a loan application has been submitted by the Colorado Springs Airport (borrower), to borrow \$2,336,000 from the aviation account for taxiway rehabilitation and equipment purchases; and

**WHEREAS**, the Transportation Commission has adopted rules, pursuant to 43-1-113.5 CRS, in 2 CCR 605-1 regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and

**WHEREAS**, pursuant to 2 CCR 605-1, Rule VI, Section 4 the Review Committee has reviewed and is in support of the application; and

**WHEREAS**, 2 CCR 605-1, Rule VI, Section 6 (2) provides "loan agreements for construction will specify that funds will be disbursed in their entirety to a third party fiduciary or escrow agent" unless the Transportation Commission provides a specific exemption; and

**WHEREAS**, the borrower has expressed its intent to attain Wells Fargo Bank (the agent) as the third party fiduciary, escrow, or administrative agent to confirm proper documentation from the borrower for loan draws, with the CDOT Division of Aeronautics, directly disbursing funds to the borrower upon receipt of the agent's confirmation; and

**WHEREAS**, the Division of Aeronautics and the Colorado Aeronautic Board have approved this aviation project on technical merit; and

**WHEREAS**, a sufficient amount is available to loan in the aviation account;

**NOW THEREFORE BE IT RESOLVED**, the Transportation Commission authorizes CDOT, under the guidance and direction of the Chief Financial Officer, to execute a loan agreement secured by aviation fuel tax revenues with the borrower in an amount of \$2,336,000.00 under the terms and provisions set forth in the adopted rules.

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

6-9-14  
Date

## **Discuss and Act on a Resolution to Approve RPP Distribution Formula**

Deb Perkins-Smith stated that the one resolution in the packet was divided into two separate resolutions, based on a request from Chairman Aden. The two resolutions are similar to the original, but the bottom formulas are split into separate resolutions. She stated that she would discuss RPP first and ask for action on RPP and then go to FASTER Safety.

RPP has been discussed in workshop for the last couple of months. For the record, she identified the letters that had been received regarding RPP over the last several months supporting the STAC recommendation from the following organizations: STAC, Snowmass, the Intermountain TPR, the Southwest TPR and the I-70 Coalition. She stated that she wanted to go over some items from the STAC discussion on RPP. As Vince Rogalski stated earlier, population does not account for VMT necessarily, especially for pass through traffic. The STAC-proposed formula was a compromise among STAC members. All but three members supported the STAC formula.

Chairman Aden asked for questions and comments from Commissioners regarding the distribution formula.

Commissioner Hofmeister stated that he would be voting no on the resolution. His district encompasses all of the Eastern TPR. The Eastern TPR is part of Region 4, which includes District 5. The Eastern TPR is concerned that with the population component included that the bigger share of the funds will go to the Front Range and leave the rural areas of the Eastern TPR not properly funded. He stated that with that said, he will 100% support the final vote of the Commission.

Commissioner Connell stated that she has been in a dilemma over this because it is an extremely important issue. The majority of the people in her region are very afraid of the formula and do not want the use of population for all the reasons stated. In the STAC meeting, the three that voted against the STAC recommendation were the three on the Front Range, which shows they are facing the same urban versus rural issue that the Commission has been dealing with. She then stated that the Commission must break that way of thinking for the state; people must start thinking about the greater good. She stated that people in northwest Colorado are concerned with safety, snow plowing and maintenance, which are all surface treatment. Right now the lion's share of the budget goes to surface treatment, which benefits greatly the rural areas. There are major infrastructure needs for the population of the Front Range. In the spirit of trying to get to the greater good, she is convinced about what staff and the Commission is saying about compromise. She does not want to lose those surface funds or see this division grow. In order for that not to happen, it is necessary to recognize that spirit of competition. So many constituents do not recognize the great improvements in the rural areas from surface treatment. Since the Commission's goal is to look at the greater good, she intended to vote in favor of the staff recommendation.

Commissioner Zink stated that she has struggled with the decision too, in terms of looking at the broader picture, and whether or not to look at all or most of the funding sources relative to where they end up in the state or why or to look at RPP without those other considerations. Because RPP is a unique pot of money, she stated that she leans toward considering it on its own. The arguments to not weight it

so heavily on population are compelling. The attempt to include VMT was in a sense of compromise, and that is respectable. She stated that she will be voting against the staff recommendation.

Commissioner Reiff thanked his fellow commissioners because this has a very complex and difficult analysis. Each commissioner has delved into it closely, thought about their districts and thought about the state needs. He stated that he appreciates that analysis and any vote they have on this subject. He stated that he appreciated where STAC and the rural groups are coming from. He has struggled to avoid a rural/urban dichotomy. The problem with picking out population versus VMT is that lane miles are still in the formula. That could begin a long conversation that 35% of the formula is road mileage, whether or not anyone drives on them. Then the formula could be 100% VMT, which would mean even more money to the metro areas than the formula we are voting on today. It is a very complex dynamic. People in the metro area think it is too little, but it is necessary to look at all the pots of money including CMAQ, STP-Metro, where people travel for surface treatment. He stated that he appreciates the time that has come from the TPRs, from STAC and especially from the other Commissioners. This formula allows the Commission to move forward and take on some of the greater and broader issues that it is trying to avoid and trying to address.

Chairman Aden stated that he is also in a dilemma. The people he represents are not in favor of this formula, although he planned to vote in favor of it. It does represent a compromise on the part of the Commission to help move the process forward. The “fair share” argument never goes away, but it still important to look at the bigger picture. There is a lot of focus on the \$50 million, which is a little more than 4% of the total budget. It is necessary to look at FASTER Safety, at the resurfacing program, at the maintenance dollars. It is a much broader picture.

Chairman Aden entertained a motion to approve the Regional Priority Program formula. Commissioner Thiebaut moved to approve the resolution, and Commissioner Gifford seconded the motion. Chairman Aden asked if there was any further discussion.

Commissioner Gilliland stated that in her district that she has urban and rural, so it is a dilemma for everyone. All the discussions over the last several months have been about what is fair and equitable. Even though STAC believes that the Commission may not be listening, their input has been very valuable. The discussions have been valuable for everyone across the state. She planned to vote in support of the resolution, knowing that there is not a perfect solution for this formula. In the good of moving the process forward and know that there are other buckets of money that need to continue to be equitable. The Commission needs to support these rural communities that have more traffic at different times of the year. The infrastructure is just as important to those areas as the infrastructure is in the urban areas. This has been a struggle to determine which way is the best decision.

Chairman Aden asked for a roll call vote for the resolution.

Commissioner Gifford – AYE  
Commissioner Reiff – AYE  
Commissioner Barry – AYE  
Commissioner Gilliland – AYE  
Commissioner Connell – AYE  
Commissioner Zink – NAY  
Commissioner Gruen – AYE  
Commissioner Thiebaut – AYE  
Commissioner Hofmeister – NAY  
Vice Chairman Peterson – AYE  
Chairman Aden – AYE

Upon a vote of the Commission, the resolution passed 9-2.

## **Resolution #TC-3160**

### **Resolution #TC-3160**

FY 2016 – 2040 Program Distribution Allocation Methodology for the Regional Priority Program (RPP)

### **Approved by the Transportation Commission on May 15, 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 adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

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

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

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

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

**WHEREAS**, the Commission elects to allocate Regional Priority Program (RPP) funds to the CDOT Regions; and

**WHEREAS**, the Commission previously adopted in April, 2014 allocation methodologies for Surface Transportation – Metro (STP-M), Metropolitan Planning (Metro-PL), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ); and

**WHEREAS**, the FY 2016-2040 Program Distribution allocation methodology for this formula program for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) is as follows:

- 1) Regional Priority Program (RPP):** Based on 50% Population, 35% state highway Lane Miles, and 15% state highway Truck VMT.

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

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

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

6-9-14  
Date

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**Discuss and Act on a Resolution to Approve FASTER Safety Distribution Formula**

Deb Perkins-Smith stated that this formula concerned FASTER-Safety mitigation. No letters were received for this particular program. There is a very specific goal for this program: an overall crash reduction and a reduction in the severity of accidents. With that the formula that was developed for this program was developed based on metrics to achieve those goals. The structure for this program is a statewide program with regional planning estimates, which is stated in the resolution. This was discussed at STAC, and unanimously recommended adoption. Even though some areas including DRCOG will receive less money under the new formula, they support it due to the metric because it fits the purpose of the program. The formula that will be used weights crash severity and is based on economic costs for crash type that was developed by the National Safety Council.

Chairman Aden entertained a motion to approve the FASTER-Safety formula distribution resolution. Commission Connell moved to approve the resolution, and Commissioner Peterson seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

## **Resolution #TC-3161**

### **Resolution #TC-3161**

FY 2016 – 2040 Program Distribution Allocation Methodology for FASTER Safety Mitigation Program

### **Approved by the Transportation Commission on May 15, 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 adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

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

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

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

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

**WHEREAS**, the Commission elects to allocate a portion of FASTER Safety funds to the FASTER Safety Mitigation Program to be maintained as a statewide pool with Region Planning Estimates;

**WHEREAS**, the Commission previously adopted in April, 2014 allocation methodologies for Surface Transportation – Metro (STP-M), Metropolitan Planning (Metro-PL), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ); and

**WHEREAS**, the FY 2016-2040 Program Distribution allocation methodology for this formula program for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) is as follows:

- 1) FASTER Safety Mitigation Program:** Based on total crash data weighted according to National Safety Council values for crash type.

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

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

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

6-9-14  
Date

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### **Discuss and Act on the Resolution to Adopt the Rules Governing CDOT Tunnels**

Tony DeVito stated that the biggest focus has been on changes associated with the Eisenhower-Johnson Memorial Tunnel (EJMT), even though these rules govern all tunnels and snowsheds on the highway system. These rules state which HAZMAT materials are prohibited at all times from using the EJMT and which materials may use the tunnel when Loveland Pass is closed. HAZMAT transportation statewide is under the authority of the Colorado State Patrol with the exception of CDOT tunnels. The rules were opened on January 16, 2016, which allowed the Department to take all steps necessary to update the state Administrative Procedure Act. On that day, the Commission adopted temporary rules that expire on May 16, 2014. While the temporary rules were in effect, Colorado experienced a significant snow season which allowed the rules to be tested under real life situations. There were changes made from the temporary rules due to these experiences.

As Mark Larson said, CDOT worked very closely with the Colorado-Wyoming Petroleum Marketers' Association. CDOT also worked closely with the Colorado Motor Carriers' Association and the Colorado State Patrol. The changes are shown in a strike through version in the packet. The changes to rules were discussed at several meetings. An opportunity to comment was provided to the public at the rule making hearing on March 28, 2014. The administrative hearing officer's findings and the transcript are also included in the packet.

This is a culmination of a year and a half's worth of work between all the parties, as well as other interested parties along the I-70 Mountain Corridor, including the I-70 Coalition, the BLM and the US Forest Service. He thanked Mary Frances Nevans, Danny Wells, Jason Wallace, and Mike Solomon, the tunnel superintendent. He stated that he is very excited about the changes made in the rules.

The Commission's adoption of these rules today will allow the Department to take the final steps. The rules will then become effective on July 15, 2014. This set of rules will benefit the traveling public, including the motor carriers, the Colorado State Patrol and most importantly the CDOT staff that try to day to day enforce and operate. There is now a clearer set of color-guided placarding that is easily recognizable by staff. It has been many years in the waiting to get something that workers can actually utilize.

He requested the Commission approve the resolution to update the Tunnel Rules.

Chairman Aden entertained a motion to approve the resolution to update the Tunnel Rules. Commission Gilliland moved to approve the resolution, and Commissioner

Peterson seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

Chairman Aden thanked Mark Larson and all the other industry partners for the valuable input.

**Resolution #TC-3162**

**Resolution #TC-3162**

Adoption of Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8.

**Approved by the Transportation Commission on May 15, 2014**

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

**WHEREAS**, by Resolution TC-3132 dated January 22, 2014, the Commission opened the rule-making process and authorized the Department to take all steps necessary in compliance with the State Administrative Procedure Act, 24-4-103, C.R.S. including holding a public rule-making hearing; and

**WHEREAS**, by Resolution TC-3132 dated January 22, 2014, the Commission adopted the revised Tunnel Rules on a temporary basis; and

**WHEREAS**, in conformance with Governor Hickenlooper's Executive Order D 2012-002, the proposed rules reflect a collaborative process between the Department and members of industry and other key stakeholders focused on improving the use of the Eisenhower Johnson Memorial Tunnels when Loveland Pass is closed; and

**WHEREAS**, an Administrative Hearing Officer, acting with delegated Commission authority, presided over a public rule-making hearing on March 28, 2014; and

**WHEREAS**, the rule-making process conducted by the Department has met the requirements of the State Administrative Procedure Act with regard to both temporary rules and the adoption of permanent rules; and

**WHEREAS**, the Department requests that the Commission adopt the proposed Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8.

**NOW THEREFORE BE IT RESOLVED**, the Transportation Commission herein adopts the Rules Governing the Use of Tunnels on Colorado State Highways, 2 CCR 601-8.

  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

6-9-14  
Date

## **Other Matters**

Chairman Aden stated that it was time to appoint the nominating committee for the changing of the guard. He stated that he asked Commissioner Reiff to chair that committee. He stated that he appointed Commissioners Gruen, Zink and Gifford. He then thanked them for their willingness to serve. He asked them to come forward with a recommendation for a chair and vice chair in the June Commission meeting. There will also be the election of officers.

He also reminded the committee that there will need to be a recommendation for someone to serve as Commission Secretary.

## **Acknowledgements**

Johnny Olson stated that he had the honor to receive an award on behalf of CDOT because the executive director was not able to attend the ceremony. So often, CDOT works with economic development to move things forward. The Economic Development Council of Colorado recognized CDOT for the flood response and the efforts CDOT put forth as the Economic Development Partner of the Year. As he stated when he received the award, the vision and the leadership of the Department of Transportation comes from the Governor, the Executive Director and the Transportation Commission. Without that dedication and vision, CDOT does not move forward. It shows the dedication of this Commission when it helped CDOT reconnect communities and lives in northern Colorado. He stated that it was an honor for him to present the award to the Commission.

Chairman Aden thanked Johnny and stated that their part of the job was relatively easy. This is a tribute to all the people who gave an extraordinary effort in that flood response in 2013.

## **Adjournment**

Chairman Aden announced that the meeting was adjourned at 10:50am.



4201 E. Arkansas, Room 275  
 Denver, CO 80222

MEMORANDUM

TO: Transportation Commission  
 FROM: Kurtis Morrison, Office of Policy & Government Relations  
 DATE: June 1, 2014  
 SUBJECT: State Highway System Naming Resolutions

Commission Action Requested

Approval of a resolution confirming three General Assembly resolutions, enacted during the 2014 legislative session, naming components of the state highway system.

Background

Policy Directive 803 provides that once the Colorado General Assembly approves a resolution to designate a state highway system component in memory of an individual, group, or event, the Transportation Commission confirms the designation by resolution. Once confirmed, the Department staff may print and install signs as directed in each resolution. During the 2014 legislative session, the General Assembly approved three resolutions memorializing or designating components of the state highway system. Table 1 summarizes each resolution, the designation, and the location of the signage to be installed. A resolution has been placed on the Commission’s agenda to confirm the designations.

Table 1  
 2014 State Highway System Memorial/Designation Resolutions  
 Approved by the General Assembly

Resolution	Name Designation/ Sign Text	State Highway System Component	Region
SJR 14-015	SSG Justin L. Vasquez Memorial Bridge	SH 207 Arkansas River Bridge ( <i>Otero County, CO</i> )	2
SJR 14-016	Veterans Memorial Tunnels	I-70 Twin Tunnels ( <i>Clear Creek County, CO</i> )	1
SJR 14-025	Arreda Hamilton Overpass	U.S. 85 Pedestrian Overpass ( <i>Adams County, CO</i> )	1

During the legislative session, CDOT staff assisted the legislative sponsors and bill drafters with each of these measures, ensuring that sign locations were feasible and that only private gifts, grants, and donations would be used to cover sign costs.

If you have any questions regarding this memorandum or the resolutions, please contact Kurt Morrison at (303) 757-9703 or [kurtis.morrison@state.co.us](mailto:kurtis.morrison@state.co.us).



**Resolution Number TC-**

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

**Approved by the Transportation Commission on:**

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.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado



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

Division of Highway Operations  
 & Management

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

Date: June 2, 2014  
 To: Colorado Transportation Commission  
 From: Division of Highway Maintenance  
 Subject: FY 15 over \$50,000 project list

Purpose

The Maintenance Sections have identified projects valued at between \$50,000 and \$150,000 for construction in FY 15.

Action Requested

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

Background

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

Details

Region 1 - Metro & EJMT				
Highway	Begin MP	End MP	Type	Estimate
46A	0.4	2	Machine patch	\$ 140,000.00
46A	5	6.2	Machine patch	\$ 105,000.00
74A	0.4	1.4	Machine patch	\$ 91,000.00
40A	243	243.7	Machine patch	\$ 102,000.00
40B	270.5	2271.5	Machine patch	\$ 124,000.00
70F	232.2	233	Machine patch	\$ 82,000.00
70F	336	336	Machine patch	\$ 140,000.00
25a	@E470		Machine patch	\$ 100,000.00
36	130.2	130.65	Machine patch	\$ 118,000.00
36	134.3	134.8	Machine patch	\$ 148,000.00
70Ramps	@E470		Machine patch	\$ 95,000.00
70A	281	282	Machine patch	\$ 124,000.00
72A	9.5	10.66	Machine patch	\$ 147,000.00



128B	0.02	1.2	Machine patch	\$ 150,000.00
		Total - Region 1		\$ 1,666,000.00
Region 2 - Pueblo				
Highway	Begin MP	End MP	Type	Estimate
09A	15.00	16.00	Machine Patch	\$ 149,636.00
09C	72.50	76.60	Chip Seal	\$ 136,399.00
10A	33.10	34.15	Machine Patch	\$ 130,555.00
12A	53.29	54.70	Chip Seal	\$ 74,779.00
12A	67.23	67.80	Machine Patch	\$ 108,636.00
21A	135.40	136.90	Chip Seal	\$ 147,068.00
24G	319.50	320.00	Machine Patch	\$ 108,503.00
24G	322.90	325.00	Chip Seal	\$ 147,229.00
25A	94.00	99.00	Various Machine Patch	\$ 149,996.00
50A	250.60	251.60	Machine Patch	\$ 149,667.00
50B	334.00	341.50	Chip Seal	\$ 148,490.00
50B	452.20	452.80	Machine Patch	\$ 149,930.00
50C	3.50	4.00	Machine Patch	\$ 149,745.00
50C	9.57	15.00	Chip Seal	\$ 148,490.00
67C	66.00	70.00	Chip Seal	\$ 132,687.00
67D	97.50	100.00	Chip Seal	\$ 85,786.00
69A	29.00	30.00	Machine Patch	\$ 146,696.00
69A	34.00	36.50	Chip Seal	\$ 79,552.00
71C	23.95	25.00	Machine Patch	\$ 148,609.00
71C	43.75	48.50	Chip Seal	\$ 148,293.00
78A	8.70	9.70	Machine Patch	\$ 93,872.00
78A	17.00	18.70	Machine Patch	\$ 148,769.00
89A	19.00	24.40	Chip Seal	\$ 149,121.00
96B	79.75	84.50	Chip Seal	\$ 148,293.00
96C	129.50	130.62	Machine Patch	\$ 147,076.00
96C	144.10	145.20	Machine Patch	\$ 147,015.00
96C	154.00	155.10	Machine Patch	\$ 147,015.00
96D	192.50	197.00	Chip Seal	\$ 149,995.00
109A	12.00	13.00	Machine Patch	\$ 149,994.00
116A	2.90	7.50	Chip Seal	\$ 148,344.00
116A	17.00	20.00	Machine Patch	\$ 148,959.00



116A	26.80	32.20	Chip Seal	\$ 149,121.00
160A	300.00	301.70	Chip Seal	\$ 135,238.00
160B	305.70	306.02	Machine Patch	\$ 99,470.00
160C	345.25	346.50	Machine Patch	\$ 133,457.00
160C	354.50	355.80	Machine Patch	\$ 141,525.00
160C	370.70	372.60	Machine Patch	\$ 137,896.00
160C	374.60	377.65	Chip Seal	\$ 97,053.00
160C	392.00	393.00	Machine Patch	\$ 149,994.00
160C	477.50	482.00	Chip Seal	\$ 145,625.00
160C	489.00	493.65	Chip Seal	\$ 149,704.00
196A	0.00	4.80	Chip Seal	\$ 144,459.00
196A	7.50	8.90	Machine Patch	\$ 149,997.00
209A	0.00	1.52	Machine Patch	\$ 138,769.00
285D	216.60	218.60	Chip Seal	\$ 145,557.00
385B	119.00	121.50	Chip Seal	\$ 149,916.00
385B	123.70	123.90	Machine Patch	\$ 144,926.00
389A	7.75	9.00	Machine Patch	\$ 136,183.00
		Total - Pueblo		\$ 6,568,089.00
Region 3 - Grand Junction				
Highway	Begin MP	End MP	Type	Estimate
6A	11	19	Various Patching	\$ 128,000.00
6M	66	70	Various Patching	\$ 140,000.00
6M	76	88	Various Patching	\$ 143,500.00
139A	15	27	Various Patching	\$ 145,000.00
141A	112	130	Various Patching	\$ 140,000.00
65A	17	22	Chip Seal	\$ 144,000.00
141A	130	135	Chip Seal	\$ 144,000.00
70F	19	23	Chip Seal	\$ 148,000.00
70F	136	137	Various Patching	\$ 80,000.00
6E	149	150	Various Patching	\$ 80,000.00
82A	64.5	85.5	Various Patching	\$ 110,000.00
24A	149	169	Various Patching	\$ 87,000.00
24A	180	184	Chip Seal	\$ 130,000.00
133A	42.9	50	Various Patching	\$ 135,000.00
82A	58.5	59.5	Various Patching	\$ 145,000.00
82A	1.5	25	Various Patching	\$ 100,000.00



6F	113.5	116.5	Chip Seal	\$ 145,000.00
70A	97	133	Various Patching	\$ 125,000.00
114A	1	6	Chip Seal	\$ 149,500.00
347A	0	3	Various Patching	\$ 130,000.00
348A	11	12	Chip Seal	\$ 50,000.00
92A	18	34	Various Patching	\$ 125,000.00
133A	15	22	Various Patching	\$ 125,000.00
50F	85	87	Chip Seal	\$ 65,000.00
347A	4	7.5	Various Patching	\$ 135,000.00
6F	223.6	224.6	Various Patching	\$ 133,000.00
9D	123	124	Various Patching	\$ 133,000.00
70A	209.5	210.3	Various Patching	\$ 147,000.00
70A	191.5	192	Various Patching	\$ 77,000.00
9C	85.5	94	Various Patching	\$ 149,500.00
		Total - Grand Junction		\$ 3,688,500.00
Region 3 - Craig				
Highway	Begin MP	End MP	Type	Estimate
40A	138.70	139.21	Machine Patch	\$ 148,104.00
40A	161.00	162.00	Machine Patch	\$ 145,200.00
40A	190.00	190.50	Machine Patch	\$ 78,650.00
125A	30.10	31.2	Machine Patch	\$ 146,410.00
125A	41.50	42.00	Machine Patch	\$ 66,550.00
14A	18.00	18.83	Machine Patch	\$ 141,110.00
14A	32.00	32.50	Machine Patch	\$ 84,700.00
40A	125.30	126.30	Machine Patch	\$ 145,250.00
325A	8.30	9.20	Machine Patch	\$ 145,200.00
13B	102.30	103.80	Machine Patch	\$ 149,375.00
13A	15.30	16.20	Machine Patch	\$ 141,625.00
40A	74.00	74.70	Machine Patch	\$ 118,580.00
40A	107.60	108.25	Machine Patch	\$ 136,327.00
		Total - Craig		\$ 1,647,081.00
Region 4 - Greeley				
Highway	Begin MP	End MP	Type	Estimate
52	56.35	60.7	Chipseal	\$ 148,735.00
85 L	301	306	Chipseal	\$ 149,460.00
257	7.6	11.2	Chipseal	\$ 148,650.00



14C	222.6	223	Overlay	\$ 122,219.56
138A	41.2	42.6	Overlay	\$ 136,032.09
14C	223	223.53	Overlay	\$ 140,747.06
138A	32.5	38.05	Armor Coat	\$ 147,470.49
SH 52	103.5	104.25	Overlay	\$ 139,993.00
SH 71 E	175.94	176.28	Overlay	\$ 136,665.50
SH 34	159	162.3	Chipseal	\$ 135,021.00
SH 63	29	35	Chipseal	\$ 135,389.00
SH 119B	45.1	46	Overlay	\$ 149,800.00
170A	0	2.8	Overlay	\$ 148,960.00
I-25 F	245	248	Chipseal	\$ 149,900.00
24G	367.6	370.6	Chipseal	\$ 148,950.00
24G	373.6	376.6	Chipseal	\$ 145,900.00
70A	379.3	380	Overlay	\$ 62,000.00
		Total - Greeley		\$ 2,345,892.70
Region 5 - Durango				
Highway	Begin MP	End MP	Type	Estimate
160A	111.5	113	Machine Patch	\$ 144,584.93
160A	132.5	133.5	Machine Patch	\$ 130,468.57
160A	143.3	144	Machine Patch	\$ 111,036.35
140A	0	4	Chip Seal	\$ 147,057.46
84A	5.5	6	Machine Patch	\$ 50,210.16
145A	46.5	50.5	Chip Seal	\$ 129,019.00
145A	28	32	Chip Seal	\$ 125,322.79
160A	15.75	18	Chip Seal	\$ 140,170.69
041A	4.75	7.8	Chip Seal	\$ 133,281.92
145A	100	102	Chip Seal	\$ 124,744.58
90A	16	20	Chip Seal	\$ 113,802.07
141A	69	73	Chip Seal	\$ 122,556.07
550B	68.7	72.7	Chip Seal	\$ 129,465.01
550B	49.8	53	Chip Seal	\$ 120,015.01
97A	0	0.2	Mill and Fill	\$ 74,140.80
145A	115.4	115.5	Machine Patch	\$ 144,588.89
90A	14	14.5	Machine Patch	\$ 142,500.00
145A	113	113.5	Machine Patch	\$ 116,611.69
		Total - Durango		\$ 2,199,575.99
Region 5 - Alamosa				



Highway	Begin MP	End MP	Type	Estimate
285A	16.5	19.5	Chip Seal	\$ 145,500.00
285A	23.5	26.6	Chip Seal	\$ 145,500.00
285B	111.95	114.5	Chip Seal	\$ 145,500.00
160A	155	155.6	Machine Patch	\$ 135,500.00
142A	4.7	5.7	Machine Patch	\$ 135,000.00
159A	21.5	24.5	Chip Seal	\$ 145,500.00
114A	45.8	50.8	Chip Seal	\$ 141,000.00
114A	30.5	31.5	Chip Seal	\$ 147,500.00
149A	1.5	6.5	Chip Seal	\$ 146,000.00
50A	239.5	241	Machine Patch	\$ 145,000.00
24A	204	206.5	Chip Seal	\$ 145,500.00
17A	0	4	Machine Patch	\$ 147,000.00
17B	92.7	96.8	Chip Seal	\$ 115,000.00
17B	101.8	105	Chip Seal	\$ 141,000.00
17B	115	116	Machine Patch	\$ 147,000.00
17A	16.8	17.4	Machine Patch	\$ 135,000.00
112A	16.7	17.7	Machine Patch	\$ 135,000.00
291A	1.6	4	Chip Seal	\$ 122,000.00
		Total - Alamosa		\$ 2,521,000.00
		Statewide Total		\$20,636,138.69

Sufficient funds exist within the appropriate MPA's to pursue these additional projects. The projects are in accordance with the directive and all other requirements. Maintenance and Operations recommends approval of the FY 15 over \$50,000 project list.

Key Benefits

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

Next Steps

Upon approval, the Maintenance forces will proceed with construction of these projects after July 1, 2015 as weather permits.

Attachments

TC Resolution titled - Fiscal Year 2015 over \$50,000 project list approval.



**Resolution #TC-**

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.

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Region 1 - Metro & EJMT				
Highway	Begin MP	End MP	Type	Estimate
46A	0.4	2	Machine patch	\$ 140,000.00
46A	5	6.2	Machine patch	\$ 105,000.00
74A	0.4	1.4	Machine patch	\$ 91,000.00
40A	243	243.7	Machine patch	\$ 102,000.00
40B	270.5	2271.5	Machine patch	\$ 124,000.00
70F	232.2	233	Machine patch	\$ 82,000.00
70F	336	336	Machine patch	\$ 140,000.00
25a	@E470		Machine patch	\$ 100,000.00
36	130.2	130.65	Machine patch	\$ 118,000.00
36	134.3	134.8	Machine patch	\$ 148,000.00
70Ramps	@E470		Machine patch	\$ 95,000.00
70A	281	282	Machine patch	\$ 124,000.00
72A	9.5	10.66	Machine patch	\$ 147,000.00
128B	0.02	1.2	Machine patch	\$ 150,000.00

		Total - Region 1		\$ 1,666,000.00
Region 2 - Pueblo				
Highway	Begin MP	End MP	Type	Estimate
09A	15.00	16.00	Machine Patch	\$ 149,636.00
09C	72.50	76.60	Chip Seal	\$ 136,399.00
10A	33.10	34.15	Machine Patch	\$ 130,555.00
12A	53.29	54.70	Chip Seal	\$ 74,779.00
12A	67.23	67.80	Machine Patch	\$ 108,636.00
21A	135.40	136.90	Chip Seal	\$ 147,068.00
24G	319.50	320.00	Machine Patch	\$ 108,503.00
24G	322.90	325.00	Chip Seal	\$ 147,229.00
25A	94.00	99.00	Various Machine Patch	\$ 149,996.00
50A	250.60	251.60	Machine Patch	\$ 149,667.00
50B	334.00	341.50	Chip Seal	\$ 148,490.00
50B	452.20	452.80	Machine Patch	\$ 149,930.00
50C	3.50	4.00	Machine Patch	\$ 149,745.00
50C	9.57	15.00	Chip Seal	\$ 148,490.00
67C	66.00	70.00	Chip Seal	\$ 132,687.00
67D	97.50	100.00	Chip Seal	\$ 85,786.00
69A	29.00	30.00	Machine Patch	\$ 146,696.00
69A	34.00	36.50	Chip Seal	\$ 79,552.00
71C	23.95	25.00	Machine Patch	\$ 148,609.00
71C	43.75	48.50	Chip Seal	\$ 148,293.00
78A	8.70	9.70	Machine Patch	\$ 93,872.00
78A	17.00	18.70	Machine Patch	\$ 148,769.00
89A	19.00	24.40	Chip Seal	\$ 149,121.00
96B	79.75	84.50	Chip Seal	\$ 148,293.00
96C	129.50	130.62	Machine Patch	\$ 147,076.00
96C	144.10	145.20	Machine Patch	\$ 147,015.00
96C	154.00	155.10	Machine Patch	\$ 147,015.00
96D	192.50	197.00	Chip Seal	\$ 149,995.00
109A	12.00	13.00	Machine Patch	\$ 149,994.00
116A	2.90	7.50	Chip Seal	\$ 148,344.00
116A	17.00	20.00	Machine Patch	\$ 148,959.00
116A	26.80	32.20	Chip Seal	\$ 149,121.00
160A	300.00	301.70	Chip Seal	\$ 135,238.00
160B	305.70	306.02	Machine Patch	\$ 99,470.00

160C	345.25	346.50	Machine Patch	\$ 133,457.00
160C	354.50	355.80	Machine Patch	\$ 141,525.00
160C	370.70	372.60	Machine Patch	\$ 137,896.00
160C	374.60	377.65	Chip Seal	\$ 97,053.00
160C	392.00	393.00	Machine Patch	\$ 149,994.00
160C	477.50	482.00	Chip Seal	\$ 145,625.00
160C	489.00	493.65	Chip Seal	\$ 149,704.00
196A	0.00	4.80	Chip Seal	\$ 144,459.00
196A	7.50	8.90	Machine Patch	\$ 149,997.00
209A	0.00	1.52	Machine Patch	\$ 138,769.00
285D	216.60	218.60	Chip Seal	\$ 145,557.00
385B	119.00	121.50	Chip Seal	\$ 149,916.00
385B	123.70	123.90	Machine Patch	\$ 144,926.00
389A	7.75	9.00	Machine Patch	\$ 136,183.00
		Total - Pueblo		\$ 6,568,089.00
Region 3 - Grand Junction				
Highway	Begin MP	End MP	Type	Estimate
6A	11	19	Various Patching	\$ 128,000.00
6M	66	70	Various Patching	\$ 140,000.00
6M	76	88	Various Patching	\$ 143,500.00
139A	15	27	Various Patching	\$ 145,000.00
141A	112	130	Various Patching	\$ 140,000.00
65A	17	22	Chip Seal	\$ 144,000.00
141A	130	135	Chip Seal	\$ 144,000.00
70F	19	23	Chip Seal	\$ 148,000.00
70F	136	137	Various Patching	\$ 80,000.00
6E	149	150	Various Patching	\$ 80,000.00
82A	64.5	85.5	Various Patching	\$ 110,000.00
24A	149	169	Various Patching	\$ 87,000.00
24A	180	184	Chip Seal	\$ 130,000.00
133A	42.9	50	Various Patching	\$ 135,000.00
82A	58.5	59.5	Various Patching	\$ 145,000.00
82A	1.5	25	Various Patching	\$ 100,000.00
6F	113.5	116.5	Chip Seal	\$ 145,000.00
70A	97	133	Various Patching	\$ 125,000.00
114A	1	6	Chip Seal	\$ 149,500.00
347A	0	3	Various Patching	\$ 130,000.00

348A	11	12	Chip Seal	\$ 50,000.00
92A	18	34	Various Patching	\$ 125,000.00
133A	15	22	Various Patching	\$ 125,000.00
50F	85	87	Chip Seal	\$ 65,000.00
347A	4	7.5	Various Patching	\$ 135,000.00
6F	223.6	224.6	Various Patching	\$ 133,000.00
9D	123	124	Various Patching	\$ 133,000.00
70A	209.5	210.3	Various Patching	\$ 147,000.00
70A	191.5	192	Various Patching	\$ 77,000.00
9C	85.5	94	Various Patching	\$ 149,500.00
		Total - Grand Junction		\$ 3,688,500.00
Region 3 - Craig				
Highway	Begin MP	End MP	Type	Estimate
40A	138.70	139.21	Machine Patch	\$ 148,104.00
40A	161.00	162.00	Machine Patch	\$ 145,200.00
40A	190.00	190.50	Machine Patch	\$ 78,650.00
125A	30.10	31.2	Machine Patch	\$ 146,410.00
125A	41.50	42.00	Machine Patch	\$ 66,550.00
14A	18.00	18.83	Machine Patch	\$ 141,110.00
14A	32.00	32.50	Machine Patch	\$ 84,700.00
40A	125.30	126.30	Machine Patch	\$ 145,250.00
325A	8.30	9.20	Machine Patch	\$ 145,200.00
13B	102.30	103.80	Machine Patch	\$ 149,375.00
13A	15.30	16.20	Machine Patch	\$ 141,625.00
40A	74.00	74.70	Machine Patch	\$ 118,580.00
40A	107.60	108.25	Machine Patch	\$ 136,327.00
		Total - Craig		\$ 1,647,081.00
Region 4 - Greeley				
Highway	Begin MP	End MP	Type	Estimate
52	56.35	60.7	Chipseal	\$ 148,735.00
85 L	301	306	Chipseal	\$ 149,460.00
257	7.6	11.2	Chipseal	\$ 148,650.00
14C	222.6	223	Overlay	\$ 122,219.56
138A	41.2	42.6	Overlay	\$ 136,032.09
14C	223	223.53	Overlay	\$ 140,747.06
138A	32.5	38.05	Armor Coat	\$ 147,470.49
SH 52	103.5	104.25	Overlay	\$ 139,993.00
SH 71 E	175.94	176.28	Overlay	\$ 136,665.50

SH 34	159	162.3	Chipseal	\$ 135,021.00
SH 63	29	35	Chipseal	\$ 135,389.00
SH 119B	45.1	46	Overlay	\$ 149,800.00
170A	0	2.8	Overlay	\$ 148,960.00
I-25 F	245	248	Chipseal	\$ 149,900.00
24G	367.6	370.6	Chipseal	\$ 148,950.00
24G	373.6	376.6	Chipseal	\$ 145,900.00
70A	379.3	380	Overlay	\$ 62,000.00
		Total - Greeley		\$ 2,345,892.70
Region 5 - Durango				
Highway	Begin MP	End MP	Type	Estimate
160A	111.5	113	Machine Patch	\$ 144,584.93
160A	132.5	133.5	Machine Patch	\$ 130,468.57
160A	143.3	144	Machine Patch	\$ 111,036.35
140A	0	4	Chip Seal	\$ 147,057.46
84A	5.5	6	Machine Patch	\$ 50,210.16
145A	46.5	50.5	Chip Seal	\$ 129,019.00
145A	28	32	Chip Seal	\$ 125,322.79
160A	15.75	18	Chip Seal	\$ 140,170.69
041A	4.75	7.8	Chip Seal	\$ 133,281.92
145A	100	102	Chip Seal	\$ 124,744.58
90A	16	20	Chip Seal	\$ 113,802.07
141A	69	73	Chip Seal	\$ 122,556.07
550B	68.7	72.7	Chip Seal	\$ 129,465.01
550B	49.8	53	Chip Seal	\$ 120,015.01
97A	0	0.2	Mill and Fill	\$ 74,140.80
145A	115.4	115.5	Machine Patch	\$ 144,588.89
90A	14	14.5	Machine Patch	\$ 142,500.00
145A	113	113.5	Machine Patch	\$ 116,611.69
		Total - Durango		\$ 2,199,575.99
Region 5 - Alamosa				
Highway	Begin MP	End MP	Type	Estimate
285A	16.5	19.5	Chip Seal	\$ 145,500.00
285A	23.5	26.6	Chip Seal	\$ 145,500.00
285B	111.95	114.5	Chip Seal	\$ 145,500.00
160A	155	155.6	Machine Patch	\$ 135,500.00
142A	4.7	5.7	Machine Patch	\$ 135,000.00
159A	21.5	24.5	Chip Seal	\$ 145,500.00

114A	45.8	50.8	Chip Seal	\$ 141,000.00
114A	30.5	31.5	Chip Seal	\$ 147,500.00
149A	1.5	6.5	Chip Seal	\$ 146,000.00
50A	239.5	241	Machine Patch	\$ 145,000.00
24A	204	206.5	Chip Seal	\$ 145,500.00
17B	92.7	96.8	Chip Seal	\$ 115,000.00
17B	101.8	105	Chip Seal	\$ 141,000.00
17B	115	116	Machine Patch	\$ 147,000.00
17A	16.8	17.4	Machine Patch	\$ 135,000.00
17A	0.00	4.00	Machine Patch	\$ 147,000.00
112A	16.7	17.7	Machine Patch	\$ 135,000.00
291A	1.6	4	Chip Seal	\$ 122,000.00
		Total - Alamosa		\$ 2,520,000.00
		Statewide Total		\$20,636,138.69

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

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Herman Stockinger, Secretary  
Transportation Commission of Colorado



**COLORADO**

**Department of Transportation**

Office of Policy and Government Relations

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

To: Transportation Commission

From: Debra Perkins-Smith / Herman Stockinger

Re: Approval of Policy Directive 1903.0: Hazardous Materials Routing Procedure

Date: May 30, 2014

- 
1. Name of Policy Directive: 1903.0 “Hazardous Materials Routing Procedure”
  2. Date of Document this Directive Supersedes: May 20, 2010.
  3. Executive Summary. This Policy Directive sets forth the process to petition the Colorado State Patrol for changes to hazardous materials routes maintained by the Department. Requests for petitions may be submitted by the Department, by local governments, or private industry. Requests for petitions are analyzed by the Department’s Mobility Analysis Section, Division of Transportation Development. The Transportation Commission must review and approve any petition submitted to the Colorado State Patrol. Policy Directive 1903.0 was reviewed as part of the revisions to the CDOT Rules Governing Tunnel on State Highways, adopted by the Commission on May 15, 2014, which concern hazardous material loads using the Eisenhower Johnson Memorial Tunnels when Loveland Pass is closed.
  4. Changes to Policy Directive 1903.0: The Department recommends these revisions having had the benefit of working through the routing change petitioning process for several years. The revisions to this Policy Directive are minor and conform to the changes to Procedural Directive 1903.1, approved by the Executive Director on May 27, 2014. The changes to that document include: requiring additional documentation to complete a petition application, clarifying the internal deadline for review of an application, and giving the Transportation Secretary oversight of the request for an internal extension beyond 180 days for review.
  5. Individuals/Entities Impacted by Procedural Directive: Division of Transportation Development, Mobility Analysis Section, local governments and private industries submitting requests to petition the Colorado State Patrol for changes to hazardous materials routes maintained by the Department.
  6. Procedural Directive will be Implemented by: DTD, Mobility Analysis Section.
  7. Fiscal / Legal Impact to Implementation: beneficial only
  8. Action Requested: Approval of Policy and Procedural Directive.



<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
<b>Subject</b>		<b>Number</b>
<b>Hazardous Materials Routing Policy</b>		<b>1903.0</b>
<b>Effective</b>	<b>Supersedes</b>	<b>Originating Office</b>
<b>TBD</b>	<b>05/20/2010</b>	<b>Division of Transportation Development</b>

## **I. PURPOSE**

Title 42, Article 20 of the Colorado Revised Statutes governs the routing of Hazardous Materials by Motor Vehicles on all public roads. The Colorado State Patrol has sole authority to designate which public roads shall be used and which shall not be used by Motor Vehicles transporting Hazardous Materials. Pursuant to the provisions of § 42-4-106 (7)(a), C.R.S., the Department of Transportation maintains authority over tunnels on the state highway system.

The Department of Transportation (“Department”) is the petitioning authority with respect to any public road maintained by the state that is not located within a town, city, or city and county. In addition, the Transportation Commission (“Commission”) must approve any petition the Department wishes to make to the Colorado State Patrol regarding changes to hazmat routes. The purpose of this policy is to provide a process by which the Department shall consider changes made to hazmat routes on roads maintained by the Department. The process includes the submission of petitions to the Commission for its consideration and approval according to the criteria established in this Policy Directive.

## **II. AUTHORITY**

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

Hazardous Materials Transportation Act of 1987, § 42-20-101 through 511, C.R.S.

Federal Hazardous Material Transportation Law, 49 U.S.C., Section 5101-5128

Federal Hazardous Material Regulations, HMR, 49 CFR, Parts 100-185

## **III. APPLICABILITY**

This Policy Directive applies to all Divisions and Offices of the Colorado Department of Transportation.

## **IV. DEFINITIONS**

Subject <b>Hazardous Materials Routing Policy</b>	Number <b>1903.0</b>
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"Applicant" means regional Department staff, local government, or private industry who requests the Department to act on its behalf as petitioner to the Colorado State Patrol. See § 42-20-302(1)(a), (b) and (c), C.R.S.

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

“Hazardous Materials” “Hazmat” means those materials listed in tables 1 and 2 of 49 CFR 172.504, excluding highway route controlled quantities of radioactive materials as defined in 49 CFR 173.403 (l), excluding ores, the products from mining, milling, smelting, and similar processing of ores, and the wastes and tailing therefrom, and excluding special fireworks as defined in 49 CFR 173.88 (d) when the aggregate amount of flash powder does not exceed fifty pounds.

“Motor Vehicle” means any device which is capable of moving from place to place upon public roads. The term includes, but is not limited to, any motorized vehicle or any such vehicle with a trailer or semi-trailer attached thereto. §42-20-103 (4), C.R.S.

“Petition” means the Colorado State Patrol Hazardous Material Route Designation Petitioning Packet, including the route analysis process, worksheets, and petition resolution.

**V. POLICY**

A. When considering whether to petition the Colorado State Patrol to change hazmat routes, the Department shall follow a consistent, systematic and deliberative process regarding the submission of a petition by an Applicant.

B. The Department has established a procedure for consideration of hazmat route changes, including a process for outside entities to request an analysis from CDOT as set forth in greater detail in Procedural Directive 1903.1.

C. The Department shall not bring a hazmat route change recommendation to the Commission for consideration unless it finds that, at a minimum, the routes available for the transportation of hazardous materials by motor vehicle pursuant to § 42-20-303(8), C.R.S. under consideration:

- a) Are feasible, practicable, and not unreasonably expensive for such transportation;
- b) Are continuous within a jurisdiction and from one jurisdiction to another;
- c) Provide greater safety to the public than other feasible routes;
- d) Do not unreasonably burden interstate or intrastate commerce;

<small>Subject</small> <b>Hazardous Materials Routing Policy</b>	<small>Number</small> <b>1903.0</b>
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- e) Do not include arbitrary designations or are intended by the petitioner merely to divert the transportation of hazardous materials to other communities;
- f) Do not interfere with the pickup or delivery of hazardous materials; and
- g) Are consistent with all applicable state and federal laws and regulations.

D. The Division of Transportation Development (“DTD”) shall be the lead section for consideration of hazmat route change requests. To assist in each analysis, DTD shall convene a HAZMAT Route Advisory Team, consisting of appropriate Department personnel with expertise to consider the safety, environmental, traffic, and policy implications of any suggested change.

E. The Department may not submit a petition for the same route more than once within 365 days from the issuance date of the Colorado State Patrol’s decision.

**VI. IMPLEMENTATION PLAN**

This Policy Directive shall be effective upon signature.

**VII. REVIEW DATE**

This Policy Directive shall be reviewed on or before June 2019.

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

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

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
<b>Subject</b> <b>Hazardous Materials Routing Policy</b>		<b>Number</b> <b>1903.0</b>
<b>Effective</b> <b><u>TBD</u></b>	<b>Supersedes</b> <b><u>05/20/2010</u></b>	<b>Originating Office</b> <b>Division of Transportation Development</b>

## I. PURPOSE

Title 42, Article 20 of the Colorado Revised Statutes governs the routing of Hazardous Materials by Motor Vehicles on all public roads. The Colorado State Patrol has sole authority to designate which public roads shall be used and which shall not be used by Motor Vehicles transporting Hazardous Materials. ~~(hazmat) notwithstanding the provisions of 42-4-106 C.R.S. concerning tunnels on the state highway system which remain under the authority of the Transportation Commission Pursuant to the provisions of § 42-4-106 (7)(a), C.R.S., the Department of Transportation maintains authority over tunnels on the state highway system.~~

~~However, t~~The Department of Transportation (“Department”) is the petitioning authority with respect to any public road maintained by the state that is not located within a town, city, or city and county. In addition, the Transportation Commission (“Commission”) must approve any petition the Department wishes to make to the Colorado State Patrol regarding changes to hazmat routes. The purpose of this policy is to ~~put in place~~provide a process by which the Department shall consider changes made to hazmat routes on roads maintained by the Department. The process includes the submission of petitions to the Commission for its consideration and approval according to the criteria established in this Policy Directive.

## II. AUTHORITY

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

Hazardous Materials Transportation Act of 1987, ~~(CRS § 42-20-101 through 511, C.R.S.)~~

Federal Hazardous Material Transportation Law, 49 ~~CFR~~U.S.C., Section 5101-5128

Federal Hazardous Material Regulations, HMR, 49 CFR, Parts 100-185

## III. APPLICABILITY

This Policy Directive applies to all Divisions and Offices of the Colorado Department of Transportation.

## IV. DEFINITIONS

Subject Hazardous Materials Routing Policy	Number 1903.0
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"Applicant" means regional Department staff, local government, or private industry who requests the Department to act on its behalf as petitioner to the Colorado State Patrol. See § 42-20-302(1)(a), (b) and (c), C.R.S.

"Department" means the Colorado Department of Transportation pursuant to § 43-1-103, C.R.S.

"Hazardous Materials" "Hazmat" -means those materials listed in tables 1 and 2 of 49 CFR 172.504, excluding highway route controlled quantities of radioactive materials as defined in 49 CFR 173.403 (l), excluding ores, the products from mining, milling, smelting, and similar processing of ores, and the wastes and tailing therefrom, and excluding special fireworks as defined in 49 CFR 173.88 (d) when the aggregate amount of flash powder does not exceed fifty pounds.

"Motor Vehicle" means any device which is capable of moving from place to place upon public roads. The term includes, but is not limited to, any motorized vehicle or any such vehicle with a trailer or semi-trailer attached thereto. §42-20-103 (4), C.R.S.

"Petition" means the Colorado State Patrol Hazardous Material Route Designation Petitioning Packet, including the route analysis process, worksheets, and petition resolution.

## V. POLICY

A. When considering whether to petition the Colorado State Patrol to change hazmat routes, ~~it is important for the Department to shall~~ follow a consistent, systematic and deliberative process regarding the submission of a petition by an Applicant. in analyzing whether the department and commission should recommend changes, whether those requests for changes come from department staff, local government, or private industry.

B. The Department ~~has established shall develop~~ a procedure for consideration of hazmat route changes, including a process for outside entities to request an analysis from CDOT as set forth in greater detail in Procedural Directive 1903.1.

C. The Department shall not bring a hazmat route change recommendation to the Commission for consideration unless it finds that, at a minimum, the routes under consideration available for the transportation of hazardous materials by motor vehicle pursuant to § 42-20-303(8), C.R.S. under consideration:

- a) Are feasible, practicable, and not unreasonably expensive for such transportation;
- b) Are continuous within a jurisdiction and from one jurisdiction to another;

Subject <b>Hazardous Materials Routing Policy</b>	Number <b>1903.0</b>
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- c) Provide greater safety to the public than other feasible routes;
- d) Do not unreasonably burden interstate or intrastate commerce;
- e) Do not include arbitrary designations or are intended by the petitioner merely to divert the transportation of hazardous materials to other communities;
- f) Do not interfere with the pickup or delivery of hazardous materials; and
- g) Are consistent with all applicable state and federal laws and regulations.

D. The Division of Transportation Development (“DTD”) shall be the lead section for consideration of hazmat route change requests. To assist in each analysis, DTD shall convene a HAZMAT Route Advisory Team, consisting of appropriate Department personnel with expertise to consider the safety, environmental, traffic, and policy implications of any suggested change.

E. The Department may not submit a petition for the same route more than once within 365 days from the issuance date of the Colorado State Patrol’s decision.

**VI. IMPLEMENTATION PLAN**

This Policy Directive shall be effective upon signature.

**VII. REVIEW DATE**

This Policy Directive shall be reviewed on or before June 2019.

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

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

**Resolution # TC-**

**Adoption of Policy Directive 1903.0 “Hazardous Materials Routing Procedure”**

**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.”



**DATE:** June 6, 2014  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** Action Item: FASTER Transit Distribution of Funds

Purpose

The purpose of this memo is to request approval of the FASTER Transit Redistribution Resolution included in your packet; policy and administrative changes to the distribution and award of the \$15 Million/year of FASTER Transit funds.

Action Requested

Approval of the FASTER Transit Distribution Resolution

Executive Summary

The Division of Transit & Rail (DTR) has developed a recommendation for distributing the FASTER Transit funds to begin in FY 2016, with emphasis on achieving the PD 14 performance objectives:

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

DTR has facilitated a process through the Transportation Commission Transit & Intermodal Committee and the Transit & Rail Advisory Committee (TRAC), including the Region Planners and CASTA, to devise a more effective and performance-based distribution of funds and project selection process. Using PD 14 objectives, and four related guiding principles, DTR provides the following recommendations to the Transportation Commission:

- \$4.1 Million small agency capital (all operators eligible except MMT, Transfort, & RTD)
- \$0.9 Million local urban area 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 for Other Regional / Interregional Bus Service Operating Assistance
- \$3.0 Million for large urban capital (RTD)
- \$2.0 Million Statewide Competitive Capital Pool  
**\$10.0 Million Statewide Pool**

Annual FASTER Transit award recommendations will be brought to the Transportation Commission in February for approval, consistent with current practice.



## Background/Details

Since its inception in 2010, the FASTER Transit program has been used exclusively for capital projects. The FASTER Local funds were distributed to the Regions by formula, and each Region selected the respective projects following an application process and working in conjunction with the local MPOs and TPRs. FASTER Statewide funds were distributed based on statewide competition, using an application and evaluation process. Both the FASTER Local and Statewide processes followed a two-year planning horizon.

Four large changes have prompted consideration of new ways to distribute FASTER Transit dollars:

1. Changes at the federal level, particularly to the FTA Section 5309/5339 capital funds pools, have meant less federal money available for vehicle replacements in Colorado,
2. Changes at both the federal and state levels are directing transportation funding decisions to become increasingly performance-based and coordinated,
3. The Transportation Commission has approved using a portion of the FASTER Statewide pool for the Interregional Express bus operations, and
4. Through the *Intercity and Regional Bus Network Study*, both CDOT and Colorado transit agency partners have identified an additional narrow class of regional and interregional services with operating assistance needs that are difficult to create, fund, and deliver at the local level.

In response, guiding principles developed over time, and discussed at a Transportation commission Workshop in January 2014 were:

- Transit Utilization - Fund the highest priority transit projects throughout the state.
- Transit Asset Condition – With a capital and asset inventory of vehicles, equipment, and facilities, identify a replacement schedule for transit vehicles statewide. The goal to replace all local transit vehicles over time (subject to funding availability) is an equitable distribution of FASTER Local transit funds.
- Transit Connectivity – The annual allocation of FASTER Statewide Transit funds to the Interregional Express bus program is a key element of the redistribution. With careful eligibility and performance criteria, connectivity may be enhanced even further by regional and interregional service coordination and partnerships with Colorado transit agencies.
- Streamline the FASTER Transit distribution process with the changes above, and with administrative upgrades already under-way within DTR.

A TRAC Sub-Committee worked with DTR staff to develop redistribution concepts that were presented and discussed with the Transportation Commission Transit & Intermodal Committee in April, and at a Transportation Commission Workshop in May:

- FASTER Local pool of \$5 M/year should emphasize bus replacements.
  - Distributions to be guided by performance-based asset management tools, and the statewide capital and asset replacement schedule.



- DTR should provide an annual pre-call meeting/process to address variances and solicit input from grant partners.
  - Colorado’s three large urban area agencies receive vehicle funding directly from FTA: Mountain Metro Transit (Colorado Springs), TransFort (Fort Collins) and RTD (Denver region). These large urban areas have robust asset management programs, including vehicle replacements, and are monitored by FTA. Thus, these three agencies are exempt from the statewide bus replacement schedule and, instead, are required to submit a list of eligible capital projects for evaluation and ranking. Annually, the top ranked projects will be awarded to Mountain Metro (\$700K) and TransFort (\$200K).
  - RTD to be defined as a “regional/statewide” entity, leaving more adequate funding in the local pool for all other agencies around the state.
  - Only local transit agencies will be eligible for the FASTER Local pool of funds.
- FASTER Statewide pool of \$10 M/year should emphasize the statewide transit network, connecting urban and rural populations to employment and essential service centers, and funding projects of regional, inter-regional, and statewide significance:
    - \$1.0M per year for DTR administrative, planning and technical assistance activities.
    - \$3.0M per year for the Interregional Express (IX) Bus service.
    - RTD (large urban area) is required to submit a list of eligible capital projects for evaluation and ranking. Annually, \$3.0M top ranked projects will be awarded.
    - A \$1.0 Million sub-pool is established to provide opportunity for state partnerships in supporting and creating fixed-route regional and interregional services. Operating assistance will be offered for regional and interregional fixed-route services operated by local transit agencies. Local entities can apply for operating assistance where the local entity provides a regional or interregional fixed-route service; with a FASTER contribution of up to 50% of operating costs or \$200,000 cap (whichever is lower). Evaluation criteria will exist to evaluate eligibility, and performance measures to evaluate success. The annual operating assistance will continue as long as the regional or interregional service maintains the minimum threshold for performance and success.
    - Remaining \$2.0 Million for the statewide competitive capital pool. In any given year, if the regional/interregional operating assistance pool is not fully utilized, the excess pool will be added to the statewide competitive capital pool.

Key Benefits

Beginning in FY2016, achieve a better utilization of the FASTER Transit funds, alignment with the PD 14 performance objectives and coordination with the award of FTA capital funds.

Next Steps

If approved, DTR will implement these changes administratively for FY16. Evaluation criteria and operating performance standards will be reviewed with the Transit & Intermodal Committee in July. DTR will prepare a draft call-for-projects and provide a pre-call input process to seek transit agency/grant partner and CDOT Region review in July/August. After review, the call-for-



projects would then be released in August/September. The usual schedule for FASTER Transit evaluation and project selection would be observed through the fall, with draft project award list to the Transportation Commission in January, and approval of the award list in February.



**Resolution # TC-**

**FY 2016 – 2018 FASTER Transit Distribution**

**Transportation Commission of Colorado**

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

**WHEREAS**, the Commission 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;

**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,

**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)

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\$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

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\$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.

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

\_\_\_\_\_  
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:** June 19, 2014  
**SUBJECT:** Thirteenth Supplement - FY 2014

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This supplement budgets projects for FY '14 unless otherwise noted in the explanations on the following pages. The project requests are consistent with the FY 2012 through FY 2017 STIP. Funds are available from the Regions' allocations unless otherwise indicated.

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

As requested by the Transportation Commission, the RAMP Partnership and Operations Master Summary Report, with activity through June 20, 2014, is included with this supplement. **See Attachment 1.**

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

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

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

**Region 3**

- \$540,293 – *SH 82 Critical Culverts*– **Culverts**— This action requests additional construction funding to award project. Low bid is significantly over the estimated budget, however it is recommended by Staff to proceed. (19472/10001...)

**SH82 Critical Culverts**

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

Phase of Work	Funding Program	Current Budget	Thirteenth Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	<i>Bridge On-System</i>	\$180,000	\$0	\$0	\$0	\$0	\$180,000	\$71,446
	<b>Total Design</b>	<b>\$180,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$180,000</b>	<b>\$71,446</b>
Construction	<i>Culverts</i>	\$500,000	\$0	\$540,293	\$0	\$540,293	\$1,040,293	\$0
	<b>Total Construction</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$540,293</b>	<b>\$0</b>	<b>\$540,293</b>	<b>\$1,040,293</b>	<b>\$0</b>
		<b>\$680,000</b>	<b>\$0</b>	<b>\$540,293</b>	<b>\$0</b>	<b>\$540,293</b>	<b>\$1,220,293</b>	<b>\$71,446</b>
<b>Total Project Budget</b>			Year of Expenditure			<b>Total Request</b>		
			<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>			
			\$0	\$540,293	\$0	\$540,293		

- \$2,000,000 – *BLUE MESA NEW SITE - PHASE 1*– **FASTER Safety**— This action requests transfer of funds to the Property program cost center to relocate the US 50 Blue Creek Sand Dome and maintenance facility due to the realignment of the roadway. The roadway construction project (*US 50 Blue Creek Reconstruction*) associated will utilize FASTER Safety and as such those are being requested here. (SM265-010/10001...)

**BLUE MESA NEW SITE - PHASE 1**

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

Phase of Work	Program Area	Current Budget	Thirteenth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Property	<i>FASTER Safety</i>	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0
	<b>Total Property</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>
<b>Total Project Budget</b>			<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>
			Year of Expenditure			<b>Total Request</b>		
			<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>			
			\$0	\$2,000,000	\$0	\$2,000,000		

- \$350,000 – *ER SH127 MP3 Repair of Slope & Culverts*– **Transportation Commission Contingency** — This action requests TCCRF funds for repairs to culvert and roadway due to May 25-26<sup>th</sup> water flowing over the pavement and eroding the slope adjacent to Pinkham Creek undermining 350’ of pavement. This is not a federally declared emergency. A confirmation item was approved by Commissioner Aden on May 29th. (/10001...)

*Per policy established by the Transportation Commission, any request for an allocation from the Transportation Commission Contingency Reserve Fund (TCCRF) must be submitted for review and approval in a monthly budget supplement.*

**Region 4**

- \$1,200,000 – *SH93 Shoulder Widening-SH 170 to SH 128*– **FASTER Safety and Local Funds** This action requests additional construction funds to cover underestimated quantities to be addressed by Contract Modification Order. \$600,000 is to come from Boulder County. (18465/10001...)

**SH93 Shoulder Widening-SH 170 to SH 128**

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

Phase of Work	Program Area	Current Budget	Thirteenth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	<i>FASTER Safety</i>	\$2,563,058	\$0	\$600,000	\$0	\$600,000	\$3,163,058	\$0
	<i>Local funds</i>	\$3,582,717	\$0	\$600,000	\$0	\$600,000	\$4,182,717	\$3,186,618
	<b>Total Construction</b>	<b>\$6,145,775</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$7,345,775</b>	<b>\$3,186,618</b>
<b>Total Project Budget</b>		<b>\$6,145,775</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$7,345,775</b>	<b>\$3,186,618</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$1,200,000	\$0	\$1,200,000		

**Aeronautics**

- \$20,844 – *Personal Services*– Request to increase budget for Aeronautics due to reallocations and reorganization to complete the remaining FY14 expenditures. The Colorado Aeronautical Board and CDOT Senior Management have approved the reallocation as part of the CDOT-wide reallocation process. The FY15 budget has been set to include this increase for the coming year.

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

**Region 1**

- \$1,500,000 – US40-FEDERAL TO SPEER-SURFACE TREATMENT– Bridge On-System and Surface Treatment— This action requests construction funds to re-advertise project due to only 2 bidders. Project was originally approved in 4<sup>th</sup> Supplement. Re-advertisement is scheduled for 07/10/2014. (19431/1000197330)

**US40-FEDERAL TO SPEER-SURFACE TREATMENT**

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

Phase of Work	Funding Program	Current Budget	Thirteenth Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	<i>Surface Treatment</i>	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$69,358
	<b>Total Design</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$69,358</b>
Construction	<i>Surface Treatment</i>	\$2,000,000	\$0	\$0	\$500,000	\$500,000	\$2,500,000	\$0
	<i>Bridge On-System</i>	\$1,200,000	\$0	\$1,000,000	\$0	\$1,000,000	\$2,200,000	\$0
	<b>Total Construction</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$500,000</b>	<b>\$1,500,000</b>	<b>\$4,700,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$3,300,000</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$500,000</b>	<b>\$1,500,000</b>	<b>\$4,800,000</b>	<b>\$69,358</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$1,500,000	\$0	\$1,500,000		

*Per guidance provided under Transportation Commission resolution approved in March 2014, this request for project budget does not require Transportation Commission approval as a statewide Asset Management model and prioritization process exists for the Bridge On-System and Surface Treatment Programs. Staff Branches has confirmed this project is consistent with the Statewide prioritization models.*

**Region 3**

- \$1,000,000 – I-70G Edwards Spur Phase 2 – Regional Priorities Program and Local Funds – This action requests design funding for US6 and I-70 intersection improvements to address safety and congestion concerns. \$500,000 is to come from Eagle County. (19944/1000196806)

**I-70G Edwards Spur Phase 2**

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

Phase of Work	Program Area	Current Budget	Thirteenth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Design	<i>RPP</i>	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000	\$0
	<i>Local funds</i>	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000	\$0
	<b>Total Design</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$0</b>
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$1,000,000	\$0	\$1,000,000		

*Under PD703 and prior to 06/30/2013 Regional Priority Program (RPP) projects would individually obtain Transportation Commission approval for an initial project request through the supplemental budget process. Under draft PD703.0 projects funded by the RPP below the substantive risk level would not require individual project approval by the Transportation Commission.*

- \$4,090,000 – *I-70 Summit & Eagle Bridge Joints*– **Bridge On-System and Surface Treatment**— This action requests construction funds to advertise project elements that were originally part of *I-70EB Climbing Lane Vail & Straight Crk (approved in 7<sup>th</sup> Supplement 2014)* but was removed to be independently advertised. Advertisement is scheduled for 07/03/2014. (20287/1000197336)

**I-70 Summit & Eagle Bridge Joints**

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

Phase of Work	Program Area	Current Budget	Thirteenth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	<i>Surface Treatment</i>	\$0	\$0	\$0	\$290,000	\$290,000	\$0	
	<i>Bridge On-System</i>	\$0	\$0	\$3,800,000	\$0	\$3,800,000	\$0	
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,800,000</b>	<b>\$290,000</b>	<b>\$4,090,000</b>	<b>\$0</b>	
<b>Total Project Budget</b>		<b>\$0</b>	<b>\$0</b>	<b>\$3,800,000</b>	<b>\$290,000</b>	<b>\$4,090,000</b>	<b>\$0</b>	
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$4,090,000	\$0	\$4,090,000		

*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 Bridge On-System and Surface Treatment Programs. Staff Branches has confirmed this project is consistent with the Statewide prioritization models.*

**Region 4**

- \$750,000 – *SH 52 at WCR 59 Intersection*– **FASTER Safety** – This action requests construction funding to add auxiliary lanes. Advertisement is scheduled for 07/10/2014. (18108/10001...)

**SH 52 at WCR 59 Intersection**

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

Phase of Work	Program Area	Current Budget	Thirteenth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY 2014	FY 2015	FY 2016			
Construction	<i>FASTER Safety</i>	\$0	\$0	\$750,000	\$0	\$750,000	\$0	
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$0</b>	
<b>Total Project Budget</b>		<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$0</b>	
			Year of Expenditure			Total Request		
			FY 2014	FY 2015	FY 2016			
			\$0	\$750,000	\$0	\$750,000		

*Under PD703 and prior to 06/30/2013 FASTER Safety Program projects did not require Transportation Commission approval to budget a project. Under draft PD703.0 projects funded by FASTER Safety below the substantive risk level would not require individual project approval by the Transportation Commission.*

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**Thirteenth  
Supplement**

**Fiscal year 2013-2014**

**Dated: June 19, 2014**

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**RESOLUTION NO. TC –**

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

## Supplement Project Detail

<b>Region</b>	<b>Highway</b>	<b>Project Description</b>	<b>Project No.</b>	<b>County</b>	<b>Phase</b>	<b>Current Budget</b>	<b>Budget Request</b>
<u>Safety</u>							
<u>Region 3</u>							
SR36607	070G	I-70 and US6 Intersection Improvements	19944	Eagle	C	\$ -	\$ 1,000,000
<u>Region 4</u>							
SR46606	093A	SH93 Shoulder Widening-SH 170 to SH 128	18465	Boulder	C	\$ 6,145,775	\$ 1,200,000
SR46606	052A	SH 52 at WCR 59 Intersection	18108	Weld	C	\$ -	\$ 750,000
							\$ 2,950,000
<u>Property</u>							
<u>Region 3</u>							
NA	050A	BLUE MESA NEW SAND DOME SITE	19346	Gunnison	Property	\$ -	\$ 2,000,000
							\$ 2,000,000
<u>Resurfacing</u>							
<u>Region 1</u>							
SR15215	040C	US40-FEDERAL TO SPEER-SURFACE TREAT	19431	Denver	C	\$ 3,200,000	\$ 1,500,000
							\$ 1,500,000
<u>Bridge Rehabilitation</u>							
<u>Region 1</u>							
SR36608,SR35217	070A	I-70 Summit & Eagle Bridge Joints	20287	Eagle, Summit	C	\$ -	\$ 4,090,000
							\$ 4,090,000
<u>Culverts</u>							
<u>Region 3</u>							
SR36608	082A	SH 82 Critical Culverts	19472	Lake	C	\$ 500,000	\$ 540,293
TBD	127A	ER SH127 MP3 Repair of Slope & Culverts	TBD		C	\$ -	\$ 350,000
							\$ 890,293
<b>Grand Total</b>							<b>\$ 11,430,293</b>

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

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

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
March-14	<i>Balance 10S14</i>		<b>\$ 85,689,955</b>	
	<i>required match for permanent restoration project</i>	\$ (275,360)		1000192838
	<i>to DTR for Interregional Bus</i>	\$ (500,000)		1000193025
	<i>additional budget for ER debris removal</i>	\$ (1,434,120)		1000193262
	<i>additional budget to supplement Snow and Ice operations</i>	\$ (3,591,501)		1000195075
April-14	<i>Balance 11S14</i>		<b>\$ 79,888,974</b>	
	<i>correction to Snow and Ice entry</i>	\$ 1		
	<i>US 550: Red Mountain Pass</i>	\$ (928,000)		1000195074
	<i>SH 5 - Mount Evans</i>	\$ (2,500,000)		1000195478
	<i>Vasquez Pump Station @59th Avenue</i>	\$ (4,000,000)		1000195479
	<i>ER temporary repair closure adjustments</i>	\$ 55,831		1000195369
	<i>state match for ER permanent repair projects</i>	\$ (1,812,353)		1000194368-1000195157
May-14	<i>Balance 12S14</i>		<b>\$ 70,704,453</b>	
	<i>state match for ER permanent repair projects</i>	\$ (3,258,541)		1000195571-1000197355
	<i>additional budget for ER debris removal</i>	\$ (3,697,795)		1000195571-1000197355
June-14	<i>Current SAP Balance 13S14</i>		<b>\$ 63,748,117</b>	
	<i>ER SH127 MP3 Repair of Slope &amp; Culverts</i>	\$ (350,000)		Pending 13S14 Approval
June-14	<i>Projected Balance 13S14</i>		<b>\$ 63,398,117</b>	

## Flood Project Activity Since Last Reporting Period September 11, 2013 Flood Disaster

### Temporary Repair Emergency Relief

Reg	State Highway	Mileposts	Project Description	County	Prior Budget	Budget		Total Cost
						TCCRF	Federal-aid ER	
4	034A	63.000-87.000	US 34 Loveland to Estes Park - MDB	Larimer	\$ 35,608,144	\$ 279,962		\$ 35,888,106
4	072A	11.000-29.377	SH72 Coal Creek Canyon: SH93 to SH119	Boulder/Gilpin/Jefferson	\$ 7,477,847	\$ 8,961		\$ 7,486,808
4	119A	26.000-41.000	SH119 MP 26-41	Boulder	\$ 1,336,032	\$ 120,356		\$ 1,456,388
4	034A	82.000-88.000	SH34 Glade Rd. to Dam Store	Larimer	\$ 543,956	\$ 76,686		\$ 620,642
4	034A	8.000-10.000	US34 Bypass 18th Street	Grand	\$ 1,212,677	\$ 87,353		\$ 1,300,030
4	Various	Various	ER Debris Removal 18 Counties	Various	\$ 6,534,370	\$ 3,124,477		\$ 9,658,847
Total Temporary Emergency Relief					\$ 52,713,026	\$ 3,697,795	\$ -	\$ 56,410,821

\*FEMA will reimburse at 75%

### Permanent Repair Emergency Relief

Reg	State Highway	Mileposts	Project Description	County	Prior Budget	Budget		Total Cost
						TCCRF	Federal-aid ER	
4	Various	Various	Emergency Fence Project East I-25	Logan/Morgan/Weld	\$ 725,231	\$ 149,860	\$ 720,915	\$ 1,596,006
4	Various	Various	Emergency Fence Project West of I-25	Various	\$ 375,598	\$ 192,252	\$ 924,844	\$ 1,492,694
4	Various	Various	Scour Bridge Repairs #2	Boulder/Larimer/Weld	\$ 2,004,440	\$ 229,463	\$ 851,489	\$ 3,085,392
4	119C	61.419-63.699	SH 119 MP 61.5-63.9	Weld	\$ -	\$ 56,543	\$ 272,005	\$ 328,548
4	Various	Various	SH 71 and SH 39	Morgan	\$ 237,384	\$ 1,721	\$ 8,279	\$ 247,384
4	036B	20.000-27.952	US36 D-15-X & D-15-I	Boulder	\$ -	\$ 152,865	\$ 735,368	\$ 888,233
4	007A	0.000-19.250	SH-7 Flood, Estes Park to Jct SH-72	Boulder/Larimer	\$ -	\$ 251,996	\$ 1,212,246	\$ 1,464,242
4	Various	Various	Scour Bridge Repair Design	Boulder/Larimer/Weld	\$ -	\$ 330,690	\$ 1,590,810	\$ 1,921,500
4	066B	46.470-47.150	SH66B Permanent Flood Repairs	Weld	\$ -	\$ 16,077	\$ 77,339	\$ 93,416
4	007A	19.000-33.079	SH7 Flood Repair MP 19-33	Boulder	\$ -	\$ 299,890	\$ 1,442,642	\$ 1,742,532
4	144A	Various	SH 144 Flooding Repairs	Morgan	\$ -	\$ 97,979	\$ 471,335	\$ 569,314
4	006J	404.500-407.00	SH 6 Flood Repairs	Logan	\$ -	\$ 104,867	\$ 504,468	\$ 609,335
4	Various	Various	Flood Repair SH 52, SH 6, SH 63	Logan/Morgan	\$ -	\$ 66,131	\$ 318,131	\$ 384,262
4	Various	Various	Flood Repair SH 55, SH 59, SH 385	Logan/Sedgwick	\$ -	\$ 57,143	\$ 274,890	\$ 332,033
4	119A	26.00-41.000	SH 119A Boulder Canyon	Boulder	\$ -	\$ 65,686	\$ 315,986	\$ 381,672
4	119B	52.900-59.088	SH 119B MP 52.9 to 60.0	Boulder	\$ -	\$ 3,801	\$ 18,284	\$ 22,085
4	170A	1.080-3.640	SH 170 MP 1.08 to 3.64	Boulder	\$ -	\$ 3,603	\$ 17,334	\$ 20,937
4	072B	32.369-54.063	SH 72B Resurfacing	Boulder	\$ -	\$ 198,933	\$ 956,981	\$ 1,155,914
4	052A	6.900-7.200	SH 52 Flood Repair MP 6.9 to 7.2	Boulder	\$ 40,266	\$ 8,370	\$ -	\$ 48,636
4	034A	64.100-87.700	US 34 Big Thompson Canyon	Larimer	\$ -	\$ 938,685	\$ 4,515,614	\$ 5,454,299
4	Various	Various	US 287 & SH 14 North of Fort Collins	Larimer	\$ -	\$ 31,986	\$ 153,870	\$ 185,856
Total Permanent Restoration					\$ 3,382,919	\$ 3,258,541	\$ 15,382,830	\$ 22,024,290



## June FY 2014 Contingency Balance Reconciliation

May FY 2014 TC Contingency Balance	\$70,704,453
Emergency Relief Reimbursement	
September 2013 Flood	\$ 0
Flooding Prior to 09/2013	\$ 0
Emergency Relief Project Allocation	
Temporary Relief	(\$3,697,795)
Permanent Restoration	(\$3,258,541)
Pending June Supplement Items	(\$350,000)
<b>June FY14 TC Contingency Balance</b>	<b>\$ 63,398,117</b>

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	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June 4, 2014
Group 1	N/A	-	WB Twin Tunnels Expansion	\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$7,000,000	\$0	RAMP Funding Approved by TC in February
	TC Approved or Staff Recommends Budgeting Funds (Group 1)			\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$7,000,000	\$0	

Tracking #	PCN	Project Name	Total Project Cost	Estimated Total Project Cost	Total Project Cost Delta	TC Approved RAMP Request	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June 4, 2014
Group 2														None
	Staff Recommends Budgeting Funds (Group 2)			\$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	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June 4, 2014	
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	-	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	-	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	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June 4, 2014
Group 4														None
	Projects that have been Withdrawn (Group 4)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

4	TOTAL Partnership Projects: HTPE P3 Projects		\$1,495,000,000	\$1,532,000,000	-\$37,000,000	\$278,000,000	\$315,000,000	-\$37,000,000	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
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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	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of June 4, 2014
Group 1	N/A	N/A	Total of 38 Projects Approved by Commission Action	\$587,232,188	\$588,066,505	-\$834,317	\$349,579,634	\$350,613,722	-\$1,034,088	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000	TC Approved Funding
	38		TC Approved or Staff Recommends Budgeting Funds (Group 1)	\$587,232,188	\$588,066,505	-\$834,317	\$349,579,634	\$350,613,722	-\$1,034,088	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000	
Group 2															None
			Staff Recommends Budgeting Funds (Group 2)	\$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	
38	SUB-TOTAL Public-Public Partnership Projects			\$587,232,188	\$588,066,505	-\$834,317	\$349,579,634	\$350,613,722	-\$1,034,088	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000	
Group 4	2-27	-	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544	\$110,544	\$110,544	\$110,544	\$110,545	\$110,544						Local Agency Withdrew Project in December
	2-29	-	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307	\$155,307	\$155,307	\$155,307	\$155,307	\$155,307						Local Agency Withdrew Project in December
	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	\$588,332,356	-\$568,466	\$349,845,485	\$350,879,574	-\$768,237	\$97,066,771	\$6,713,033	\$2,018,226	\$133,713,006	\$2,695,000	

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	RAMP Request	RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of June 4, 2014
Group 1														
N/A	N/A	Total of 30 Projects Approved by Commission Action	\$64,726,791	\$62,910,212	\$1,816,579	\$46,125,791	\$45,857,655	\$268,136	\$126,000	\$1,375,000	\$691,557	\$13,800,000	\$1,060,000	TC Approved Funding
O-7	20234	Enhanced Incident Management Software - Phase II	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0						Staff Recommends Budgeting Funds
O-8	20233	Integration of CAD Dispatch Systems - Phase I	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0						Staff Recommends Budgeting Funds
O-9	20249	Upgrade Snow Plows with Advanced Instrumentation	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0						Staff Recommends Budgeting Funds
O-10	20251	Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0						Staff Recommends Budgeting Funds
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					\$3,000,000	Staff Recommends Budgeting Funds
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						Staff Recommends Budgeting Funds
O-13	20232	Enhancing Incident Detection Capabilities	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0						Staff Recommends Budgeting Funds
O-14	20238	Operation Data Integration	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0						Staff Recommends Budgeting Funds
O-15	20250	On-Scene Incident Command Vehicles Communication Equipment	\$182,000	\$182,000	\$0	\$182,000	\$182,000	\$0						Staff Recommends Budgeting Funds
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	\$1,375,000	\$691,557	\$13,800,000	\$4,060,000	
Group 2														
														None
		Staff Recommends Budgeting Funds (Group 2)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Group 3														
1-09	19474 19984	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$44,000,000	-\$10,000,000	\$20,000,000	\$20,000,000	\$0	\$500,000	\$0	\$0	\$23,500,000	\$0	Staff Recommends Further Development
1-77	20202	New Ramp Meters and Ramp Meter Upgrades	\$965,000	\$965,000	\$0	\$965,000	\$965,000	\$0						Staff Recommends Further Development
2		Staff Recommends Further Development (Group 3)	\$34,965,000	\$44,965,000	-\$10,000,000	\$20,965,000	\$20,965,000	\$0	\$500,000	\$0	\$0	\$23,500,000	\$0	
41		SUB-TOTAL Operations Projects	\$108,173,791	\$119,357,212	-\$11,183,421	\$75,572,791	\$75,304,655	\$268,136	\$626,000	\$1,375,000	\$691,557	\$37,300,000	\$4,060,000	
Group 4														
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	\$119,873,212	-\$10,667,421	\$76,088,791	\$75,820,655	\$268,136	\$626,000	\$1,375,000	\$691,557	\$37,300,000	\$4,060,000	



## MEMORANDUM

**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
**DATE:** June 19, 2014  
**SUBJECT:** High Performance Transportation Enterprise (HPTE) Transportation Commission Loan

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### Purpose:

This memo provides information regarding prior Transportation Commission loans issued to HPTE in order to support a request to issue a new loan for Fiscal Year 2015.

### Action Requested:

The Transportation Commission is being asked to consider the attached loan agreement between HPTE and the Colorado Department of Transportation.

### Background:

The interest-bearing Transportation Commission loans have been issued on an annual basis to assist HPTE with administrative functions. The interest rate of the requested loan is based on the approved State Infrastructure Bank rate, which is recommended to be set at 2.75% for the first half of Fiscal Year 2015.

HPTE currently has an outstanding Transportation Commission loan balance of \$4,060,892, which consists of loans dating back to Fiscal Year 2003, including loans assumed by HPTE when the Colorado Tolling Enterprise was abolished in 2009. Principal payments totaling \$4,939,108 have been made by HPTE to the Transportation Commission in prior Fiscal Years.



**Options for Transportation Commission Consideration:**

Option 1: Do not approve the loan

Option 2: Request a revision of the loan amount

Option 3: Approve the issuance of a new loan per the attached loan agreement

**Staff Recommendation/Decision Request:**

In order to support HPTE’s mission of aggressively pursuing more innovative and efficient means of financing of projects that improve safety, capacity, and accessibility of the transportation system in Colorado; the Department recommends that the Transportation Commission approve the issuance a new loan for Fiscal Year 2015.

**Decision Request:**

HPTE respectfully requests that the Transportation Commission disburse the budgeted \$1,000,000 loan from the State Highway Fund to the HPTE administrative fund.

If you have questions regarding this loan, please do not hesitate to contact me at (303) 757-9793 or by email at [scott.richrath@state.co.us](mailto:scott.richrath@state.co.us).



**LOAN AGREEMENT AND PROMISSORY NOTE**

This LOAN AGREEMENT, made this \_\_\_\_\_ day of \_\_\_\_\_, 2014, by and between the State of Colorado for the use and benefit of THE COLORADO DEPARTMENT OF TRANSPORTATION, herein after referred to as "CDOT", and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE, hereinafter referred to as the "Enterprise."

***FACTUAL RECITALS:***

1. The Colorado Department of Transportation, hereinafter referred to as "CDOT," is an agency of the State of Colorado; and
2. The Transportation Commission of Colorado is the budgetary and policy making body for CDOT with all powers and duties granted by the General Assembly pursuant to C.R.S. 43-1-106; and
3. The Colorado High Performance Transportation Enterprise, hereinafter referred to as the "Enterprise," was authorized and created pursuant to C.R.S. 43-4-806; and
4. The Enterprise has requested a loan from CDOT in the amount of \$1,000,000.00 to pay a portion of its FY2015 operating costs and expenses in connection with the formation and operation of the Enterprise until sufficient revenues, including without limitation legally available proceeds of revenue bonds issued by the Enterprise, in excess of expenditures become available and the Enterprise can re-pay the loan; and
5. C.R.S. 43-4-806(4) authorizes the Transportation Commission to transfer money from the state highway fund to the Enterprise's statewide transportation enterprise operating fund to defray expenses of the Enterprise and provides that, 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.
6. The Transportation Commission has approved the loan request and authorized CDOT to make a loan to the Enterprise in the amount of \$1,000,000.00; and
7. Authority exists in the law and funds have been budgeted, appropriated and otherwise made available and a sufficient unencumbered balance thereof remains available for the loan amount in Fund 400; and
8. This Agreement evidences a loan in the amount of \$1,000,000.00 from CDOT to the Enterprise; and

9. This Agreement is executed under the authority of Sections 29-1-203, 43-1-110, and 43-4-806(4) C.R.S., as amended.

**NOW, THEREFORE, IT IS HERBY AGREED THAT:**

***I. LOAN TERMS:***

A. CDOT shall hereby disburse the entire \$1,000,000.00 from an appropriate account to the Enterprise's statewide transportation enterprise operating fund for the operating costs and expenses of the Enterprise. The loan disbursement shall be made to the Enterprise by means of a financial instrument or transfer acceptable to CDOT.

B. The term of the loan agreement shall be from the date this Agreement is signed by the State Controller, as evidenced by the date first appearing above, until full payment of the loan principal and the interest thereon is received by CDOT.

C. The Enterprise shall repay to CDOT the principal amount of the loan, and the interest on the unpaid principal balance of the Loan.

D. The loan to the Enterprise shall bear interest at a rate of 2.75 percent (2.75%) on the unpaid balance compounded annually which is the current interest rate established by the Transportation Commission for the State Infrastructure Bank on the date that the loan is disbursed. The rate shall be fixed for the term of the loan, and interest shall begin to accrue from the date of the loan disbursement.

E. As the Enterprise receives sufficient revenues, including without limitation, legally available proceeds of revenue bonds issued by the Enterprise, in excess of expenditures, the Enterprise shall repay the loan and all accrued interest. Although interest is accruing, the Enterprise shall not be responsible for loan payments until such revenues are available. Loan payments of both principal and interest shall be made payable to the Colorado Department of Transportation, and sent to its cash receipts office at 4201 East Arkansas Avenue, Rm. 212, Denver, CO 80222, or to such other place or person as may be designated in writing from time to time by CDOT. Payments shall be due as provided in Sections II.B. and II.D. below.

F. The Enterprise shall have the option to prepay all or a portion of the loan principal without prepayment penalty at any time(s) if it so chooses.

***II. PROMISSORY NOTE:***

A. For value received, the Enterprise hereby promises to pay to the order of the Colorado Department of Transportation, and send to its cash receipts office at 4201 East Arkansas Avenue Room 212, Denver, Colorado 80222, or to such other place or person as may be designated in writing by CDOT, the principal

sum of \$1,000,000.00 with interest thereon and from the date hereof as hereinafter set forth.

B. This note shall bear interest at the rate of 2.75 percent (2.75%) per annum on any unpaid balance. The principal and interest shall be payable in out of the proceeds of revenue bonds issued for a toll road project undertaken by the Enterprise if so permitted by the bond covenants, out of unrestricted revenues of the Enterprise, or from other reimbursements received by the Enterprise. The date and schedule for such payments of principal and accrued interest shall not be fixed in time or manner except as provided in II.D. below.

C. This note is not assumable without the written consent of CDOT. The Enterprise shall have the option to prepay all or a portion of the loan principal without penalty. The Enterprise waives demand, presentment, protest, and notice.

D. If payment is not received by CDOT when such bond proceeds, revenues, or reimbursements are made available to the Enterprise, the Enterprise shall be in default of this Agreement, unless the Enterprise has prior written approval to defer the re-payment of the loan. In the event of default, CDOT shall have all rights and remedies available at law or in equity, and such other remedies as provided herein. The rate of interest for payment on which the Enterprise is in default hereof shall be ten percent (10%) over the effective rate described above, computed from the date of any default to the date of cure.

E. The Enterprise shall use the loan amount of \$1,000,000.00 only for operating expenses of the Enterprise until such time as the Enterprise issues revenue bonds for a toll project or has sufficient unrestricted revenues.

F. The Enterprise shall, at all times during the execution of this Agreement, comply with all applicable federal and State laws as they currently exist and may hereafter be amended.

### ***III. REMEDIES IN THE EVENT OF DEFAULT***

A. Upon the Enterprise's default in the performance of any covenant or agreement contained in this Agreement, and upon notice to the Enterprise and failure by the Enterprise to cure within thirty (30) days thereof, CDOT, at its option, may: (a) terminate the loan commitment herein and take such other steps associated with such termination as are set forth in Section IV; (b) declare the entire principal amount of the loan then outstanding immediately due and payable; (c) take any other appropriate legal action.

B. Notwithstanding the exercise of any of the remedies above, the Enterprise shall not be relieved of liability to CDOT for any damages sustained by CDOT by virtue of any breach of this Agreement by the Enterprise.

**IV. GENERAL PROVISIONS:**

A. All federal and state statutes, regulations, specifications, administration checklists, directives, procedures, documents, and publications that are specifically identified and/or referenced in this Agreement, together with all exhibits and attachments and addenda to this Agreement, are incorporated herein by this reference as terms and conditions of this Agreement as though fully set forth.

B. Neither the commitment of CDOT funds to the Enterprise through this Agreement nor any other security or debt financing instrument issued or executed in connection with the loan to the Enterprise shall constitute a commitment, guarantee, or obligation of the United States.

C. This Agreement may be terminated as follows:

(a) Termination for Cause. If, through any cause, the Enterprise shall fail to fulfill, in a timely and proper manner, its obligations under this Agreement, or if the Enterprise shall violate any of the covenants, agreements, or stipulations of this Agreement, CDOT shall thereupon have the right to terminate this Agreement for cause by giving written notice to the Enterprise of its intent to terminate and at least thirty (30) days opportunity to cure the default or show cause why termination is otherwise not appropriate. In the event of termination, the Enterprise shall return any funds that have been disbursed to the Enterprise as part of the loan and any accrued interest thereon within 45 days of the date of termination. Notwithstanding above, the Enterprise shall not be relieved of liability to CDOT for any damages sustained by CDOT by virtue of any breach of the Agreement by the Enterprise.

(b) Termination for Convenience. CDOT may terminate this Agreement at any time CDOT determines that the purposes of the distribution of funds under the Agreement would no longer be served by the Enterprise. CDOT shall effect such termination by giving written notice of termination to the Enterprise and specifying the effective date thereof, at least twenty (20) days before the effective date of such termination.

(c) Termination Due to Loss of Funding. The parties hereto expressly recognize that the loan is made to the Enterprise with funds which are available to CDOT for the purposes of making a loan to the Enterprise, and therefore, the Enterprise expressly understands and agrees that all its rights, demands and claims to a loan arising under this Agreement are contingent upon availability of such funds to CDOT. In the event that such funds or any part thereof are not available to CDOT, CDOT may immediately terminate or amend this Agreement.

D. This Agreement is subject to such modifications as may be required by changes in federal or State law, or their implementing regulations. Any such required modification shall automatically be

incorporated into and be part of this Agreement on the effective date of such change as if fully set forth herein. Except as specifically provided otherwise herein, no modification of this Agreement shall be effective unless agreed to in writing by both parties in an amendment to this Agreement that is properly executed and approved in accordance with applicable law.

E. To the extent that this contract may be executed and performance of the obligations of the parties may be accomplished within the intent of the Agreement, the terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof. The waiver of any breach of a term hereof shall not be construed as a waiver of any other term, or the same term upon subsequent breach.

F. This Agreement is intended as the complete integration of all understandings between the parties. No prior or contemporaneous addition, deletion, or other amendment hereto shall have any force or effect whatsoever, unless embodied herein by writing. No subsequent novation, renewal, addition, deletion, or other amendment hereto shall have any force or effect unless embodied in a written contract executed and approved pursuant to the State Fiscal Rules.

G. Except as herein otherwise provided, this Agreement shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns.

H. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the parties hereto, and nothing contained in this contract shall give or allow any such claim or right of action by any other or third person on such Agreement. It is the express intention of the parties that any person or entity other than the parties receiving services or benefits under this Agreement be deemed to be an incidental beneficiary only.

I. The Enterprise shall maintain all books, documents, papers, accounting records and other evidence pertaining to any costs incurred, and if requested by CDOT, make such materials available to CDOT for three years from the execution date of this Agreement.

J. This Agreement shall not be deemed valid until the Controller of the State of Colorado or such assistant as he may designate shall have approved it.

K. Financial obligations of the State of Colorado payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

L. No term or condition of this contract shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions for the parties, of the

Colorado Governmental Immunity Act, Section 24-10-101 et seq. C.R.S. or the Federal Tort Claims Act, 28 U.S.C. 2671 et seq. as applicable, as now or hereafter amended.

M. The Enterprise agrees to comply with the letter and the spirit of all applicable state and federal laws respecting discrimination and unfair employment practices.

N. The laws of the State of Colorado and rules and regulations issued pursuant thereto shall be applied in the interpretation, execution, and enforcement of this Agreement. Any provision of this Agreement, whether or not incorporated herein by reference, which provides for arbitration by any extra-judicial body or person or which is otherwise in conflict with said laws, rules, and regulations shall be considered null and void. Nothing contained in any provision incorporated herein by reference which purports to negate this or any other special provision in whole or in part shall be valid or enforceable or available in any action at law whether by way of complaint, defense, or otherwise. Any provision rendered null and void by the operation of this provision will not invalidate the remainder of this contract to the extent that the Agreement is capable of execution.

O. At all times during the performance of this Agreement, the Enterprise shall strictly adhere to all applicable federal and state laws, rules, and regulations that have been or may hereafter be established.

P. The signatories aver that to their knowledge, no employee of the State of Colorado has any personal or beneficial interest whatsoever in the service or property described herein.

Q. Notwithstanding any provision hereof, all financial obligations herein of the Enterprise payable after the current fiscal year, including, without limitation, repayment of the principal amount of the loan evidenced hereby, payment of interest thereon, and payment of any damages, penalty interest, or any other financial obligations in the event of a default by the Enterprise, shall be made solely from the revenues of the Enterprise and are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available by the Board of the Enterprise, acting in its capacity as the governing body of the Enterprise (in such capacity, the "Enterprise Board").

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first above written.

STATE OF COLORADO  
JOHN HICKENLOOPER, Governor

By \_\_\_\_\_  
Executive Director  
DEPARTMENT OF TRANSPORTATION

Robert Jaros, CPA, MBA, JD  
State Controller

By \_\_\_\_\_  
Department Controller

APPROVED:  
JOHN SUTHERS  
Attorney General

By \_\_\_\_\_  
Assistant Attorney General

ATTEST: (SEAL)

COLORADO HIGH PERFORMANCE  
TRANSPORTATION ENTERPRISE

By \_\_\_\_\_

By \_\_\_\_\_  
Director

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

**Resolution Number TC-XXXX  
Approving a Loan for Operating Expenses to HPTE**

**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.



4201 East Arkansas Avenue, Room 235  
Denver, CO 80222

**MEMORANDUM**

**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
**DATE:** June 19, 2014  
**SUBJECT:** Transfer Of Eligible Federal Funds From CDOT To Bridge Enterprise

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On November 18, 2010, the Transportation Commission adopted a resolution expressing its intent to annually consider allocating and transferring from CDOT to the Colorado Bridge Enterprise \$15 million of eligible Federal funds. These Federal funds will go to the Bridge Enterprise Special Fund (Fund 538) and will be available to pay costs related to Designated Bridge Projects or to pay the principal and interest on the Series 2010A Bonds.

The \$15 million transfer and re-appropriation of Federal funds is reflected in the annual budget the Commission approved in March, therefore this has no impact upon the budget as approved.

The Colorado Bridge Enterprise respectfully requests the Transportation Commission to allocate and transfer \$15 million of Federal funds to the Colorado Bridge Enterprise.

If you have questions regarding this reallocation of Federal funds, please do not hesitate to contact me at (303) 757-9793 or by email at [scott.richrath@state.co.us](mailto:scott.richrath@state.co.us).



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

**Resolution Number TC-XXXX**

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

**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.



**MEMORANDUM**

**TO:** Transportation Commission  
**FROM:** Scott Richrath, Chief Financial Officer  
**DATE:** June 19, 2014  
**SUBJECT:** State Infrastructure Bank Interest Rate Recommendation for the First Half of FY 2015

**Purpose:**

This memo summarizes information related to the State Infrastructure Bank interest rate and origination fee which will support a decision to set the interest rate for loans originating in the first half of the State fiscal year 2015, and to adopt the origination fee schedule for loans \$5 million or more and any loan requiring complex financial analysis for loans originating in the State fiscal year 2015.

**Action Requested:**

The Department recommends that the Transportation Commission set the interest rate at 2.75% on loans originating in the first half of the State fiscal year 2015. For State fiscal year 2015, the Department recommends that for loans \$5 million or more and complex loans requiring complex financial analysis, the Transportation Commission adopt the origination fee schedule as outlined in Rule V, article 3 of 2 CCR 605-1.

**Background:**

The State Infrastructure Bank was created in 43-1-113.5(3) CRS. Rule V, article 2 of 2 CCR 605-1 require that the Transportation Commission set bi-annual interest rates for SIB loans. Established rates over the past 18 months have been:

FY13Q3/Q4: 2.00%	FY14Q1/Q2: 2.25%	FY14Q3/Q4: 2.50%
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Pursuant to 43-1-113.5 (7) CRS and Rule V, article 3 of 2 CCR 605-1, the Transportation Commission can, at its discretion, assess the annual origination fee to partially offset the cost of administering the Colorado State Infrastructure Bank. The Transportation



Commission has never before assessed origination fees on State Infrastructure Bank loans. However, given the size and complexity of some of the recent loan request, staff has had to rely on the Department’s financial consultant to evaluate loans.

**Interest Rate Outlook for US Treasury Market:**

<b>Stifel Projections for US Treasury Market</b>							
	<b>Current</b>	<b>2Q14</b>	<b>3Q14</b>	<b>4Q14</b>	<b>1Q15</b>	<b>2Q15</b>	<b>3Q15</b>
<b>Fed Funds</b>	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%
<b>2-year</b>	0.37%	0.45%	0.50%	0.50%	0.60%	0.70%	0.85%
<b>5-year</b>	1.57%	1.70%	1.80%	1.85%	1.95%	2.05%	2.15%
<b>10-year</b>	2.56%	2.65%	2.75%	2.80%	2.90%	3.00%	3.10%
<b>30-year</b>	3.43%	3.45%	3.55%	3.60%	3.70%	3.80%	3.85%

Note: Current rates as of 5/22/2014. Projections as of 5/9/2014.

<b>Market Consensus Projections for US Treasury Market</b>							
	<b>Current</b>	<b>2Q14</b>	<b>3Q14</b>	<b>4Q14</b>	<b>1Q15</b>	<b>2Q15</b>	<b>3Q15</b>
<b>Fed Funds</b>	0.25%	0.25%	0.25%	0.25%	0.25%	0.38%	0.63%
<b>2-year</b>	0.37%	0.49%	0.62%	0.76%	0.93%	1.13%	1.38%
<b>5-year</b>	1.57%	NA	NA	NA	NA	NA	NA
<b>10-year</b>	2.56%	2.83%	3.05%	3.23%	3.36%	3.50%	3.63%
<b>30-year</b>	3.43%	3.70%	3.87%	4.04%	4.15%	4.26%	4.38%

Note: Current rates as of 5/22/2014. Source is Bloomberg as of

<b>“Simplified” AAA Municipal Index Projections</b>							
	<b>Current</b>	<b>2Q14</b>	<b>3Q14</b>	<b>4Q14</b>	<b>1Q15</b>	<b>2Q15</b>	<b>3Q15</b>
<b>1-year</b>	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%
<b>2-year</b>	0.31%	0.38%	0.42%	0.42%	0.50%	0.59%	0.71%
<b>5-year</b>	1.17%	1.27%	1.34%	1.38%	1.45%	1.53%	1.60%
<b>10-year</b>	2.20%	2.28%	2.36%	2.41%	2.49%	2.58%	2.66%
<b>30-year</b>	3.30%	3.32%	3.42%	3.46%	3.56%	3.66%	3.70%

Note: Current rates as of 5/22/2014. A simplified projection use Stifel’s Treasury forecasts and assumes that the current ratio between Municipal rates and US Treasury rates remains constant.



## Origination fee schedule:

Rule V, article 3 of 2 CCR 605-1 outlines the following origination fee schedule to be assessed at the discretion of the Transportation Commission.

- 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

## Options:

1. Our financial consultant, Stifel Nicolaus & Company, indicates that treasury yields will rise, but less than the Market Consensus through the third quarter of 2015. Since the Federal Funds policy rate target is not expected to increase until 3Q 2015, they are supportive of short term rates remaining relatively low until late 2014. Based on the 10-year US Treasury Market rate, our recommendation is that the interest rate be set at 2.75% for CO SIB loans applied for during the first half of fiscal year 2015. Also, we recommend that for loans of \$5 million or more and complex loans requiring complex financial analysis the origination fee schedule be assessed during the fiscal year. (Staff's proposal for a loan origination fee is also highlighted in the resolution.)
2. Adopt the new interest rate without a loan origination fee.
3. Adopt different rate and/or request additional staff analysis with adoption in July.

## Transportation Commission Decision Request

The Transportation Commission is being asked to accept staff recommendation for Option #1 and adopt the attached resolution in setting the rate for CO SIB loans made during the first half of fiscal year 2015, allowing for origination fees to cover the cost of independent financial analysis.

If you have questions regarding this matter please feel free to contact me by phone at (303-757-9793) or email at [scott.richrath@state.co.us](mailto:scott.richrath@state.co.us).



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

**Resolution Number TC-XXXX**

**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**, 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 the origination fee on loans of \$5 million or more and complex loans requiring complex financial analysis shall 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 the origination fee on bank loans of \$5 million or more and complex loans requiring complex financial analysis for the first half of the State fiscal year 2015.

Bridge Enterprise Board of Directors  
 Regular Meeting Agenda  
 Thursday, June 19, 2014  
 4201 East Arkansas Avenue  
 Denver, Colorado 80222

Douglas E. Aden, Chairman  
Grand Junction, District 7

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

The times indicated for each topic on the 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 15

- Call to Order and Roll Call
- 5 min Audience Participation  
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 5 min Act on Consent Agenda ..... Bridge Enterprise 3
  - a) Resolution to Approve Regular Minutes from  
May 15, 2014 (Herman Stockinger)
- 5 min Discuss and Act on 10<sup>th</sup> Budget Supplement for FY2014  
(Scott Richrath) ..... Bridge Enterprise 10
- 5 min FY2015 Bridge Enterprise Budget Approval Request  
(Scott Richrath) ..... Bridge Enterprise 13

5 min	Bridge Enterprise Resolution for Acceptance of Federal Funds (Scott Richrath) .....	Bridge Enterprise 16
10 min	Monthly Progress Report (Scott McDaniel) .....	Bridge Enterprise 17

Adjournment

**Bridge Enterprise Board  
Regular Meeting Minutes  
Thursday, May 15, 2014**

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

ALSO PRESENT: Don Hunt, Executive Director  
Scot Cuthbertson, Deputy Executive Director  
Gary Vansuch, Director of Process Improvement  
Debra Perkins-Smith, Director of Division of Transportation  
Scott McDaniel, Acting Chief Engineer  
Heidi Humphreys, Director of Admin & Human Resources  
Amy Ford, Public Relations Director  
Soctt Richrath, CFO  
Herman Stockinger, Director of Policy and Government Relations  
Mike Cheroutes, Director of HPTE  
Mark Imhoff, Director of Division of Transit and Rail  
David Gordon, Aviation Director  
Ryan Rice, Director of the Operations Division  
Darrell Lingk, Director of the Office of Transportation Safety  
Tony DeVito, Region 1 Transportation Director  
Karen Rowe, Region 2  
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 10:55a.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 Reiff. Upon vote of the Board, the motion passed unanimously.

## **Resolution #BE-158**

Approval of Regular Meeting Minutes for April 17, 2014.

BE IT SO RESOLVED THAT, the Minutes for the April 2014, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the May 14 & 15, 2014, meeting of the Bridge Enterprise Board of Directors.

## **May 2014 On-System Poor List and Prioritization Scoring Update**

Scott McDaniel stated that the On-System Poor List is the list that guides which projects the Bridge Enterprise works on. Historically, this list was updated annually. At the high point of the Bridge Enterprise program, it was updated quarterly but has recently been scaled to semi-annually. So the list is updated every six months. The prioritization list was provided in the printed materials. The highlighted bridges are the highest priorities in the state. The prioritization process is done on a statewide basis rather than a regional one. Bridge Enterprise will start with the highest priority bridges.

## **Monthly Progress Report**

Scott McDaniel stated that there was a slight decrease in the SPI from .91 in March to .90 in April. There were three overperforming projects with a combined earned value of \$5.6 million. This increased the program by .01. There are 12 underperforming projects with a combined lost earned value of \$24.6 million. That impacted the SPI. There were two non-railroad projects of those underperforming projects that contributed .01 loss. Major achievements include adding bridges to the program, which brings the program to 180 bridges.

A bridge completed in Region 2 is the 100<sup>th</sup> bridge completed in the Bridge Enterprise program. There was one bridge to Ad in Region 2.

The total program performance shows that there is less and less movement as the program winds down.

Fifty-two bridges have been completed in the Bond Program. And there was no change in the 30 most deficient bridges.

DBE participation is at 16.2%, which exceeds the 13.3% goal.

### **CBE 100<sup>th</sup> Completed Bridge Presentation**

Scott McDaniel stated that this is a great day for the Bridge Enterprise because there are 100 bridges completed and functional today. That is a huge accomplishment for the program based on the timeline it occurred in. He thanked all the employees from the regions and the Bridge Enterprise team. This is a tribute to program management.

He stated that 37 bridges were completed in Region 1. The biggest highlight from Region 1 was the Pecos Bridge over I-70, the CMGC project that CDOT has gotten national acclaim for. There were also a number of other successes in Region 1, including the Peoria Street Bridge over I-76, the Santa Fe Bridge over Dad Clark Gulch, and the US 6 Bridge over State Highway 95. The entire US 6 project has been a great success so far for the Bridge Enterprise program. Another significant bridge funded largely through the bond program was the Santa Fe Bridge over I-25.

He stated that there were 38 bridges completed in Region 2. Some notable bridges were three Rocky Ford bridges that were innovative slide-in bridges with very little impact to the community. Other bridges included box and tube culverts.

He stated that there were 10 bridges completed in Region 3. Notable ones include the I-70 service road over the Colorado River in Eagle County, US 6 over Eagle River, and the challenging US 24 Bridge over the Union Pacific Railroad, and lastly the US 40 Bridge over the East Fork of the Elk River.

He stated that there were 10 bridges completed in Region 4. Notable ones include the I-25 service road over the Little Thompson River that survived the flood due to the design of the bridge, State Highway 14 over Coal Bank Creek, State Highway 66 over the St. Vrain River that also withstood the flood, and the US 34 over the North Fork of the Republican.

He stated that there were five bridges completed in Region 5. Notable ones include US 160 over the Animas River, State Highway 145 over Leopard Creek, US 550 over Bear Creek that has a beautiful pedestrian overlook built into it, State Highway 62 over the Uncompahgre River, and US 550 over Mineral Creek.

He stated that Bridge Enterprise has had an impact all across the state. Thirty six of Colorado's 64 counties had work done, which means 56% of the state benefitted from Bridge Enterprise. Over one million square feet of new deck area was completed. The replacement of 93 bridges and rehabilitation of seven bridges brings Bridge Enterprise to 100 bridges completed. Of the 100, 19 were delivered by innovative design and construction processes.

He stated that in only five years, 100 bridges were completed, which averages to 20 bridges each year. The first bond bridge was completed in 2011.

The 100<sup>th</sup> bridge completed is the US 350 over the Purgatoire River. This is a testimony of the accomplishments of the FASTER legislation and the Bridge Enterprise program.

He thanked the Bridge Enterprise Board for their support and guidance that has made the program what it is today.

Chairman Aden congratulated everyone in the program. He stated that finishing 50 bridges in two years shows how effective the program was once it was ramped up. This was a great service to the public.

### **Condition of Colorado's Bridges and Federal Reauthorization**

Josh Laipply stated that there have been several conversations about the solvency of the Highway Trust Fund. The purpose of this presentation is to outline what came out recently in reports to Congress through the American Road and Transportation Builders Association. They sent a press release to Congress titled "A Collapse of Federal Support for Highway and Bridge Investment Draws Near." *The Wall Street Journal* did an article, and Anthony Foxx did a report at the White House in support of the GROW AMERICA Act, a \$302 billion reinvestment scheme that Congress has yet to vote on.

Within that report, they laid out the percent of federal funding for annual road and bridge projects. Colorado is in a higher category of federal funding because 64% of our investment in roads and bridges comes from federal dollars, although some of the data is as old as 2012.

In FY'2014, Bridge Enterprise makes up \$91.6 million of the total \$163.2 million of the Bridge Investment program. More than half of Bridge Investment money is state money, but the rest of that is federalized funds.

He stated that nationally Colorado is in the top ten states for lowest percentage of bridges that are structurally deficient. The worst ten states in structurally deficient condition take an average of 64% of funds from the federal government. The best ten take an average of 53% from the federal government. States that are investing more of their own dollars into the transportation system tend to be ranked better. This was based on the previous ten years of data, so it did not include some of the FASTER legislation. Since then there has been a reduction of percentage of federal funding as investment in our transportation system, which is a good thing.

That report named the ten most-traveled structurally deficient bridges in each state. This is a testament to prioritization planning because of the ten worst bridges in Colorado, eight have already been committed to a construction phase.

He stated that one of the most significant parts of the draft PD14 for Bridge Enterprise is the requirement that 90% of the bridges be not structurally deficient. Colorado is currently at 94% not structurally deficient. This measure is also in MAP-21. The more important part is to “Meet the bridge goals in the Risk-Based Asset Management Plan.” Table 4.1 discusses risks and the goals for the Bridge Enterprise program, and this is the investment strategy for the bridge program. The first two measures are tied directly to the structurally deficient bridge deck area. The second bridges that are scour critical. The next is percentage of bridge crossings over the interstate that are under 14’6” for clearance and under 16’6” for clearance, which goes directly to mobility. Also for mobility are bridges for load restrictions and other bridges posted for load. The last two are preventative maintenance.

He stated that all this information ties to bridge the conditioning models. Based on probabilities and the investment scheme that we have right now, the projection is that Colorado can stay above 90% not structurally deficient if CDOT continues to invest wisely, follows the risk-based asset management plan and continues to receive the federal funding that makes up almost half of bridge investments. Federal funding is a critical piece to CDOT’s investment strategy and keeping the bridges in good condition.

Director Hofmeister asked why the Pecos Street Bridge is classified as “Rural Minor Arterial.” Josh Laipply stated that this was a mistake on the part of ARTBA. He stated that was not the only error in the report, but the information was not provided by CDOT.

Director Peterson asked about the ranking of the states. Josh Laipply stated that a higher number in rank was better and that the lower percentage was better. Executive Director Hunt stated that Colorado is tied for seventh place in the nation to clarify Colorado’s national rank. Josh Laipply stated that in 2010 Colorado was 91.3% not structurally deficient and in 2014 Colorado is at 94.1% not structurally deficient. There has been a three percentage point increase.

Executive Director Hunt stated that the presentations today are a testament to having an Asset Management program and having bridges as one of the asset management categories. One hundred bridges have been completed in four years, and there has been a marked improvement in the “Not Structurally Deficient” category. This is because the bridges have been managed as a statewide asset, and the worst bridges get the work they need. He stated that Josh is bringing a stronger management to asset category by looking at annual and preventative maintenance to prolong the life of the bridges. He thanked Josh for his work.

Director Connell stated that this again shows the importance of the statewide approach for all assets.

### **Q3 FY’2014 CBE Bond Program Update**

Scott Richrath stated that in response to the preventative maintenance that was discussed previously that the preventative maintenance is necessary because it keeps the deterioration curve from going downhill fast. It keeps Colorado above the 90% line until at least 2040.

He then stated that the Bond Program was a \$300 million, and three year anniversary recently passed. He stated that he is open to feedback on whether or not the Commission wants to continue to get updates as the last bit is spent down and how often those updates should happen. It is projected that much of the work of that \$300 million will be completed over the next few months. Although sometimes the invoicing lags, so the cash balance will be presented when the bond program and "Pay as You Go" FASTER receipts coming through the door are added. \$39.5 million is program budgets expected to be expended by the end of calendar year 2015, which include Arapahoe over Cherry Creek and US 6 Design Build.

Director Reiff asked if the \$19.5 million and the \$5.7 million listed in the presentation are totals saved on these projects or saved from other projects and transferred to the US 6 and Arapahoe projects. Scott Richrath stated that those totals were saved from other projects and transferred to the US 6 and the Arapahoe projects.

Scott Richrath stated that they would begin to discuss the cash balance. The good news is that although new structures are not being programmed while a decision on the Viaduct is in process, there are enough structures in the pipeline that those will continue to move through design into construction to continue spending down that cash balance in 2016. The cash balance bottoms out in Q3 of 2016, and the trajectory on cash begins to go upward. However, that trajectory is dependent upon the decisions regarding the I-70 Viaduct. During Q1 of 2016, significant dollars could be spent on that project. There are two options that could keep the cash balance from rising again in 2016: spending on the I-70 Viaduct or continuing to structurally deficient structures. Either way, CDOT will continue to spend down dollars.

He then showed a slide that demonstrated the cash balance available to spend on structures that become structurally deficient after the scenario that Macquarie offered as an option for the I-70 Viaduct.

### **2015 Draft Bridge Enterprise Budget**

Scott Richrath stated that the budget at its highest level is part of the overall CDOT budget that the Transportation Commission already approved and that was sent downtown to the Legislature to be included in the Long Bill. That was a higher level. This budget provides more details. He stated that out of \$114 million that \$111 actually going into projects. There is only \$3 million worth of administrative costs for the program. That is the good news.

He also stated that \$323,800 is bond counsel. There are two items that drive that cost. The first is the appeal, and not entirely knowing what that will

happen with that or if that money will come from Bridge Enterprise is an expenditure. The second is whether or not Bridge Enterprise finances the Viaduct and does any legal activity on that in the coming year. It was necessary to have money set aside for that possibility.

Chairman Aden asked if the Board would take action on this budget in July. Scott Richrath stated that was an option but that the 2015 Budget had already been formally adopted at a level less granular than the one presented. He stated that the intent was to provide updates, especially when there were changes from one area to another. It was also necessary to let the Board know about the Bond Counsel.

### **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 11:35a.m.



**MEMORANDUM**

**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott Richrath, Chief Financial Officer  
**DATE:** June 18, 2014  
**SUBJECT:** Tenth Supplement to the FY 2014 Bridge Enterprise Budget

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Enclosed is the Tenth Supplement to the FY 2014 Bridge Enterprise Budget.

**REGION 1**

- \$33,023,400 - Establish the construction budget for this design/build project. (19339)

**I-70 HAVANA BRIDGE REPLACEMENT IN DENVER  
 Structure New (Replacing E-17-JP)**

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

Phase of Work	Funding Program	Current Budget				Tenth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Design	<i>Bond Proceeds</i>	\$1,800,000	\$0	\$0	\$1,800,000	\$0	\$1,800,000	\$1,286,349
	<b>Total Design</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$1,286,349</b>
Construction	<i>Bond Proceeds</i>	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0
	<i>FASTER Funds</i>	\$0	\$0	\$0	\$0	\$32,523,400	\$32,523,400	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$33,023,400</b>	<b>\$33,023,400</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$1,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$33,023,400</b>	<b>\$34,823,400</b>	<b>\$1,286,349</b>

**REGION 2**

- \$757,200- Increase the construction budget for this project. Due to high bids the project will be re-advertised in July 2014. (19053)

**US 160 Bridge Replacement over Smith Canyon Tributary in Las Animas County  
 Structure P-23-D (Replacing P-23-A)**

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

Phase of Work	Funding Program	Current Budget				Tenth Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
ROW	<i>FASTER Funds</i>	\$5,000	\$0	\$0	\$5,000	\$0	\$5,000	\$0
	<b>Total ROW</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$0</b>
Design	<i>Bond Proceeds</i>	\$432,000	\$0	\$0	\$432,000	\$0	\$432,000	\$373,371
	<b>Total Design</b>	<b>\$432,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$432,000</b>	<b>\$0</b>	<b>\$432,000</b>	<b>\$373,371</b>
Construction	<i>Bond Proceeds</i>	\$0	\$400,000	\$0	\$400,000	\$0	\$400,000	\$0
	<i>FASTER Funds</i>	\$0	\$673,500	\$0	\$673,500	\$757,200	\$1,430,700	\$0
	<b>Total Construction</b>	<b>\$0</b>	<b>\$1,073,500</b>	<b>\$0</b>	<b>\$1,073,500</b>	<b>\$757,200</b>	<b>\$1,830,700</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$437,000</b>	<b>\$1,073,500</b>	<b>\$0</b>	<b>\$1,510,500</b>	<b>\$757,200</b>	<b>\$2,267,700</b>	<b>\$373,371</b>

**Resolution No. BE-**

**“BE IT RESOLVED, That the Tenth Supplement to the Fiscal Year 2013-2014  
Budget is approved by the Bridge Enterprise Board.”**



**COLORADO**

**Department of Transportation**

Statewide Bridge Enterprise

4201 E. Arkansas Ave.  
Denver, CO 80222

**MEMORANDUM**

**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott Richrath, Bridge Enterprise CFO  
**DATE:** June 19, 2014  
**SUBJECT:** FY2015 Final Bridge Enterprise Budget

The Transportation Commission approved the FY2015 CDOT budget including a summary level budget figure for CBE. This budget was submitted to the Governor on March 20<sup>th</sup>, 2014 and is part of the FY2015 Long Bill.

A draft version of the detailed FY2015 Bridge Enterprise (BE) budget was presented to the BE Board of Directors (BOD) for review and feedback at the May 2014 BE BOD meeting. No comments or questions were received. The FY2015 detailed budget is now being presented to the BE BOD for final review and approval. Please direct any budget questions or comments to the Bridge Enterprise CFO office.



<b>FY 15 Bridge Enterprise Budget</b>	
<b>Revenue/ Expense</b>	<b>FY 15 Estimated Budget</b>
<b>Bridge Enterprise Budget</b>	
<b>Revenue</b>	
Estimated FASTER Bridge Revenues	\$91,100,000
Interest Earnings	\$2,400,000
Federal Subsidy for Build America Bonds	\$6,381,900
Transfer of State/Local Bridge Funds	\$0
Transfer of Federal Funds	\$15,000,000
<b>Total Revenue</b>	<b>\$114,881,900</b>
<b>Expenses</b>	
<b>Bridge Enterprise Administrative Budget (Cost Center B8800-535 and B88AD-538)</b>	
<b>Program Management</b>	
BE Program Management AECOM	\$1,250,000
CDOT / BE Staff	\$195,625
AG Legal	\$90,000
Annual Audit	\$20,400
Operating Expenses	\$10,000
Other Consulting	\$10,000
<b>Total Program Management</b>	<b>\$1,576,025</b>
<b>Bonding Program</b>	
Trustee	\$9,175
Bond Counsel	\$323,800
Disclosure Counsel	\$82,000
Financial Advisor	\$106,704
Rating Agency	\$135,000
TIFIA Counsel	\$175,000
TIFIA Costs	\$275,000
Travel to Rating Agency	\$5,000
Printing	\$2,000
Accounting Review	\$1,000
<b>Total Bonding Program</b>	<b>\$1,114,679</b>
<b>Total Cost Center (B8800-538)</b>	<b>\$2,690,704</b>
<b>Scoping Pools Cost Center (B88SP-538)</b>	
Scoping Pools	\$250,000
<b>Total Scoping Pools</b>	<b>\$250,000</b>
<b>Maintenance Cost Center (B88MS-538)</b>	
Maintenance	\$250,000
<b>Total Maintenance</b>	<b>\$250,000</b>
<b>Bridge Enterprise Projects</b>	
Debt Service (Project # 18521, 18522, 18524 )	\$18,234,000
Preservation (Project # 19650)	\$100,000
Other Bridge Enterprise Projects	\$93,357,196
<b>Total Bridge Enterprise Projects</b>	<b>\$111,691,196</b>
<b>Total Expenses</b>	<b>\$114,881,900</b>
<b>Total Revenue minus Expenses</b>	<b>\$0</b>



**COLORADO**

**Department of Transportation**

Statewide Bridge Enterprise

4201 E. Arkansas Ave.  
Denver, CO 80222

**MEMORANDUM**

**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott Richrath, Bridge Enterprise CFO  
**DATE:** June 19, 2014  
**SUBJECT:** Transfer of Eligible Federal Funds from CDOT to Bridge Enterprise

On November 18, 2010, the Transportation Commission adopted a resolution expressing its intent to annually consider allocating and transferring from CDOT to the Colorado Bridge Enterprise \$15 million of eligible Federal funds. These Federal funds will go to the Bridge Enterprise Special Fund (Fund 538) and will be available to pay costs related to Designated Bridge Projects or to pay the principal and interest on the Series 2010A Bonds.

The \$15 million transfer and re-appropriation of Federal funds is reflected in Colorado Bridge Enterprise's proposed Fiscal Year 2014-2015 budget, which is scheduled to be approved at the June Board meeting.

Prepared is a resolution, accepting the Transportation Commission allocation and re-appropriation of the \$15 million eligible Federal funds.

If you have questions regarding this reallocation of Federal funds, please do not hesitate to contact me.



**Colorado Bridge Enterprise**  
**June 19, 2014**

**Resolution Number BE-**

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

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

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 million 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.



## Colorado Bridge Enterprise

June 2014 Monthly Progress Report  
Board of Directors Meeting

6/19/2014



## Program Schedule

- Program schedule updated for work complete through May 2014
- May Schedule Performance Index (SPI) = 0.90; NO CHANGE from prior month (April SPI = 0.90)
- Over-performing projects
  - 3 projects with \$3.7M in combined Earned Value (EV) greater than planned
  - INCREASES overall program SPI by 0.01; NO CHANGE from prior month
- Under-performing projects
  - 12 Railroad projects with \$29M in combined lost EV
    - Reduces overall program SPI calculation by 0.07; 0.01 INCREASE from prior month
  - 1 non-Railroad project with lost EV of 0.010 or greater for this month
    - Region 4 SH14 over Cache La Poudre R. impacting program by 0.014, 0.002 INCREASE from prior month

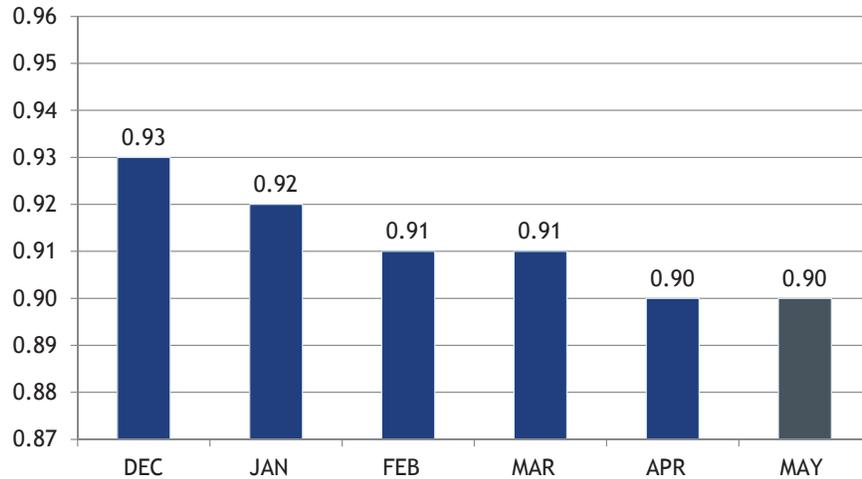
6/19/2014



## Program Schedule

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### Program SPI by Month



Program Goal SPI  $\geq$  0.90

6/19/2014



## Major Achievements

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- **CURRENT PROGRAM INITIATIVES**
  - BE participation in the 5th Anniversary of FASTER June 2nd event
  - Completed FY2014 2<sup>nd</sup> Quarterly Report
  - Working with Audit Manager for CDOT Board Audit Items
  - Initiated Scoping Pool Research on projects to design and shelve
- **INNOVATIVE BRIDGES**
  - Region 1, F-14-Y: I 70(Business Route) over I 70 ML(Idaho Springs, CO)
    - CM/GC Contractor selected: Mountain Corridor Constructors, LLC (URS/Lawrence Construction Company Joint Venture)
    - Part of I-70 Peak Period Shoulder Lanes project

6/19/2014



## Major Achievements

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- BRIDGES TO AD

- Region 3, F-11-AB: I 70 ML Westbound over US 6, Railroad and the Eagle River(Eagle, CO)
- Region 3, F-11-AC: I 70 ML Eastbound over US 6, Railroad and the Eagle River(Eagle, CO)

- BRIDGES COMPLETED

- Region 2, H-17-M: I 25 ML over Draw(El Paso County)\*
- Region 2, K-16-W: I 25 ML over Draw(El Paso County)\*
- Region 4, B-17-C: US 85 ML over UPRR (Nunn, CO)

\*Bridge Enterprise Eligible, but completed with other CDOT funding

6/19/2014



## Completed BE Eligible Bridge

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Region 2

\*H-17-M: I 25 ML over Draw(El Paso County)



\*Bridge repaired under I 25 Expansion Colorado Springs to Monument Project

6/19/2014



## Completed BE Eligible Bridge

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Region 2

\*K-16-W: I 25 ML over Draw (El Paso County)



\*Bridge repaired with emergency bridge repair funding

6/19/2014



## Completed FASTER Bridge

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Region 4

B-17-C: US 85 ML over UPRR, Nunn Bridge



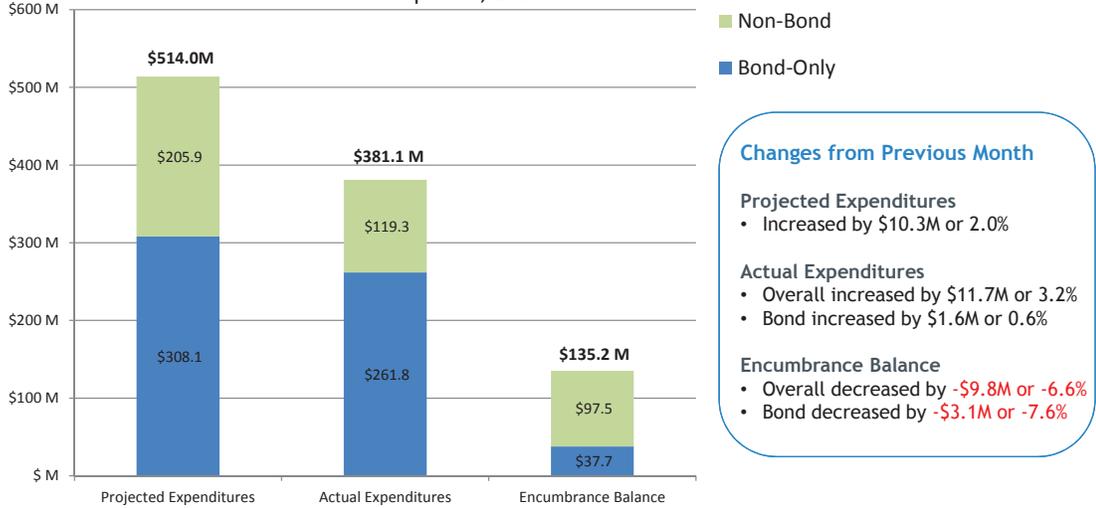
6/19/2014



# Total Program Financial Performance

## Colorado Bridge Enterprise Total Program Performance

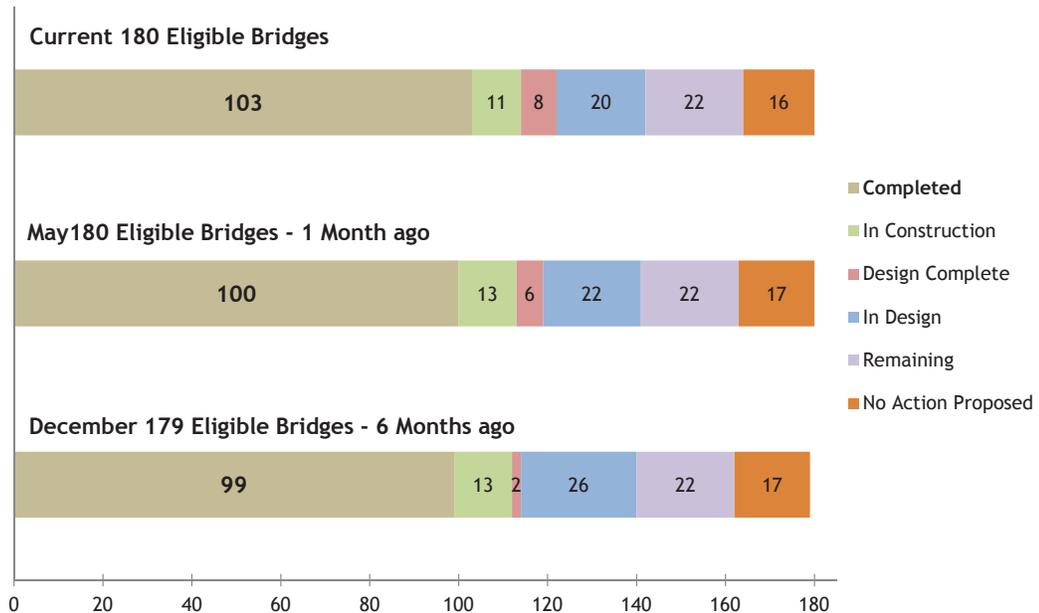
As of April 30, 2014



6/19/2014



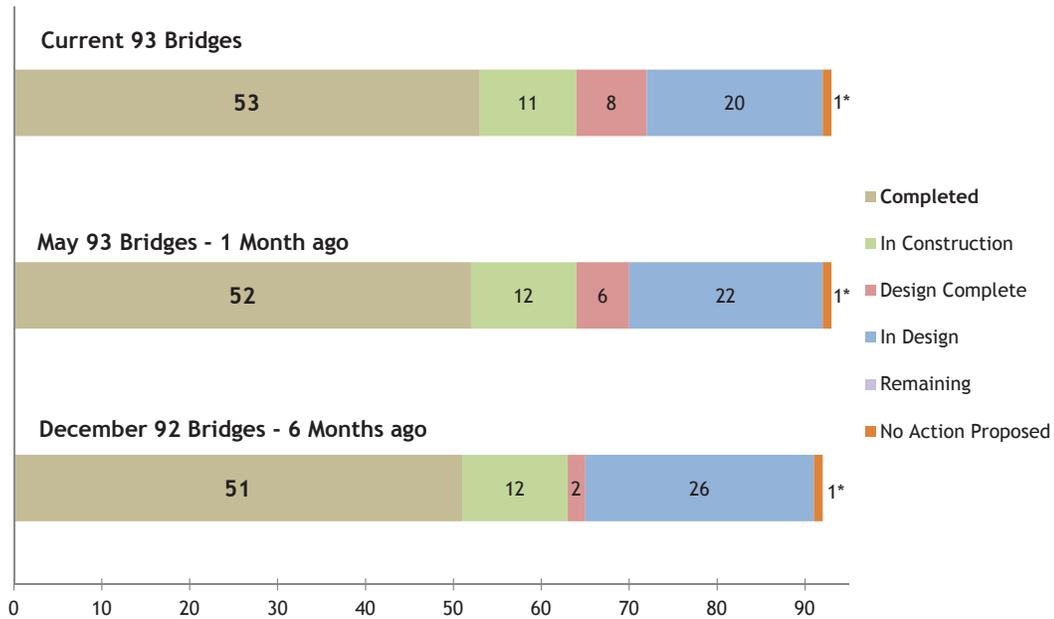
# Status FASTER Eligible Bridges



6/19/2014



## Status \$300M Bond Bridges



6/19/2014 \*One project was determined ineligible



## Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	4*	27
In Construction	7	1
Design Complete	0	0
In Design	12	2
Remaining	7	0
<b>Total Addressed</b>	<b>30</b>	<b>30</b>

\*H-17-M moved from In Construction to Construction Complete

6/19/2014



## FASTER Q & A

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# Questions & Answers

6/19/2014

# MEMORANDUM

## Office of Communications

4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9433



**COLORADO**  
Department of  
Transportation

DATE: June 11, 2014

TO: Transportation Commission

FROM: Amy Ford, Director of Communications

SUBJECT: CDOT and High Performance Transportation Enterprise (HPTE) Presentation

### Purpose

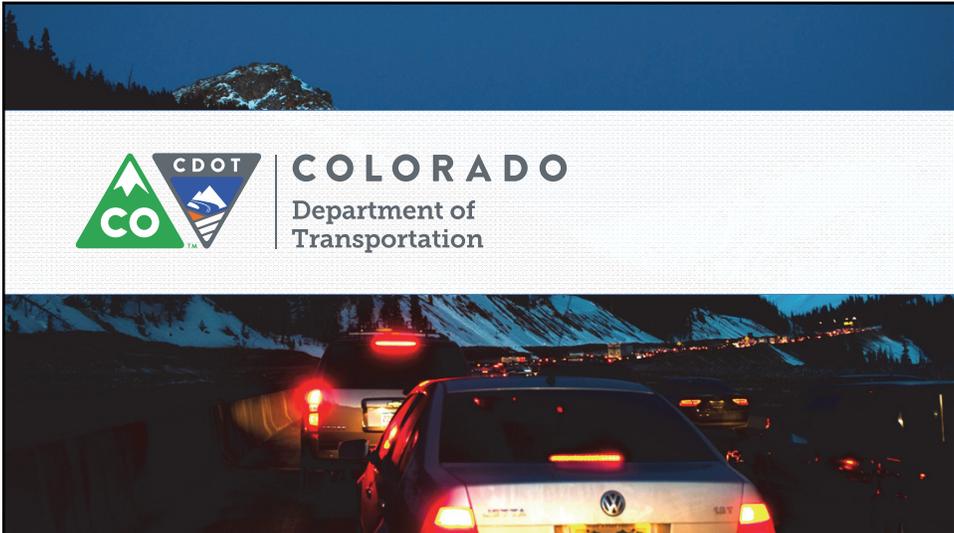
CDOT and the HPTE created a joint presentation for local governments to provide information on Express Lanes, corridor needs, the roles of CDOT and HPTE, as well as how HPTE will engage the public on all projects.

### Action Requested

For information only

### Background

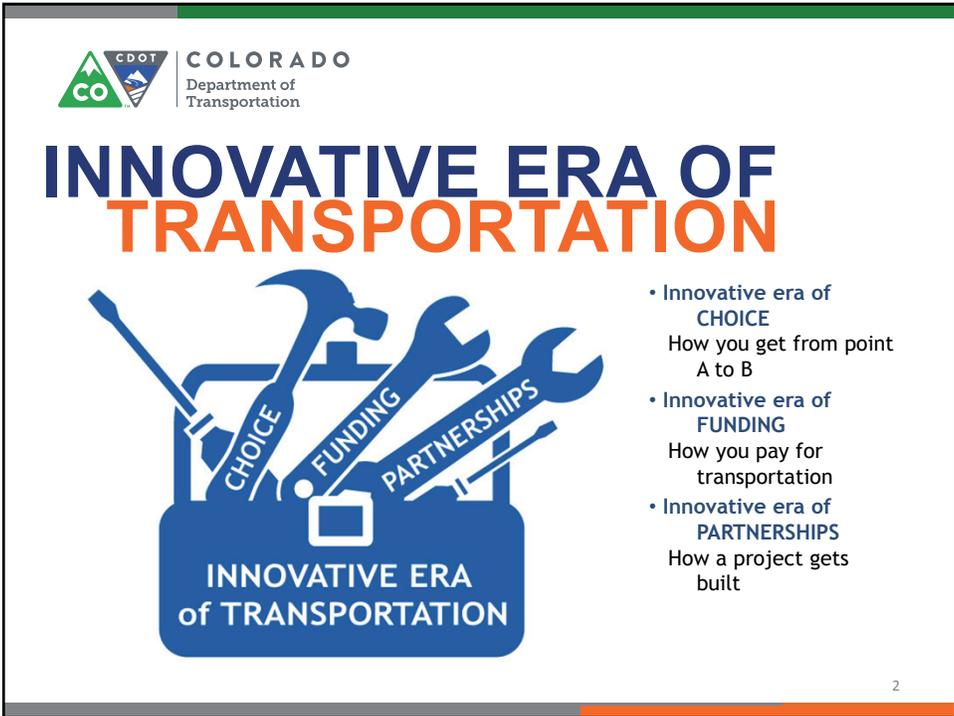
CDOT and HPTE presented to DRCOG on May 21 and JEFFTAAG on June 11. Future presentations include NATA on July 24 and the C470 Policy Committee on August 7. Additional venues are being added to the schedule.



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

## Addressing Colorado's Major Mobility Issues

Colorado Department of Transportation  
 High Performance Transportation Enterprise



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

# INNOVATIVE ERA OF TRANSPORTATION

- Innovative era of **CHOICE**  
 How you get from point A to B
- Innovative era of **FUNDING**  
 How you pay for transportation
- Innovative era of **PARTNERSHIPS**  
 How a project gets built

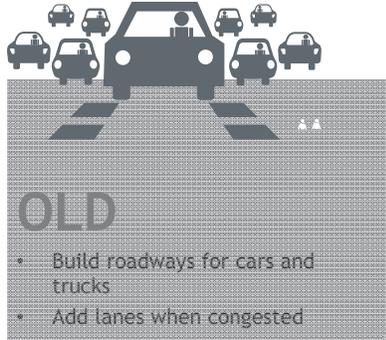
**INNOVATIVE ERA  
 of TRANSPORTATION**

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## OLD versus NEW TRANSPORTATION



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Transportation

## CHOICE NEW CDOT STRATEGY

# EXPRESS LANES

- Reduce delay on most seriously congested corridors
- Use toll pricing to manage congestion
- Maintain reliable travel times now and in the future
- Promote transit and carpooling (where viable)

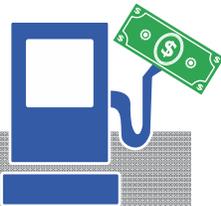
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## OLD versus NEW FUNDING

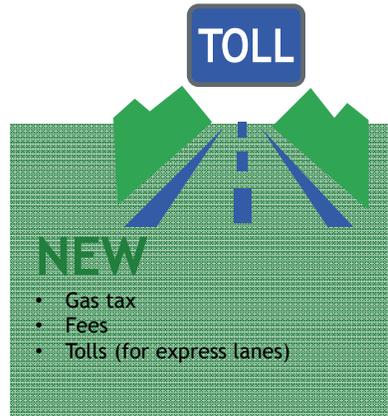
**OLD**

- Gas tax



**NEW**

- Gas tax
- Fees
- Tolls (for express lanes)




## OLD versus NEW PROJECT DELIVERY

**OLD**

- Secure funding from state or feds (supported by gas tax)
- Design project
- Select low bid or best value
- Build



**NEW**

- Strategies for limited funds
  - Design Bid Build, Design Build, CMGC
- Public Private Partnership (P3) Partner may finance, design, build, operate and maintain in return for:
  - Toll revenue - OR -
  - Annual performance payments
- Secure long-term performance guarantees for fixed price
- P3 not a solution for every corridor





# OLD versus NEW PARTNERSHIPS



**OLD**

- CDOT planned with partners, secured funding and delivered



**NEW**

- Multi-lateral partnerships engaging:
  - Local governments, planning entities, RTD, state, federal, TIFIA, P3, etc. to make it work
  - Planning, financing and delivering
  - Example U.S. 36



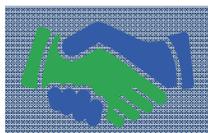
# CDOT'S APPROACH



**Launch RAMP (Responsible Acceleration of Maintenance and Partnerships)**  
Short-term to accelerate major corridors and other projects around state



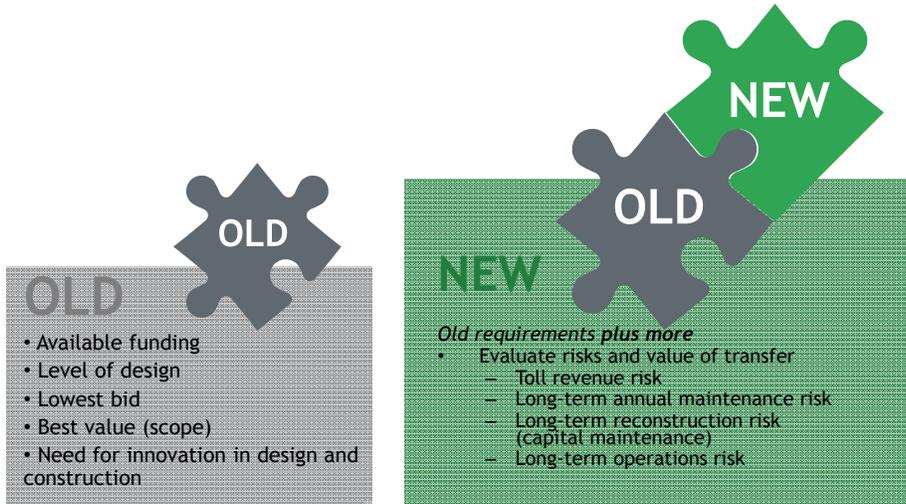
**CDOT's Office of Major Project Development (OMPD) oversees corridors**



**Work with HPTE, innovative financing arm, to determine viability of P3 for corridors**  
Working on initial Traffic & Revenue studies and Value for Money reports on each corridor



# HOW DO WE DECIDE?



# OLD

## PUBLIC ENGAGEMENT



Public involvement = Iterative outreach to develop plans based on public input and feedback

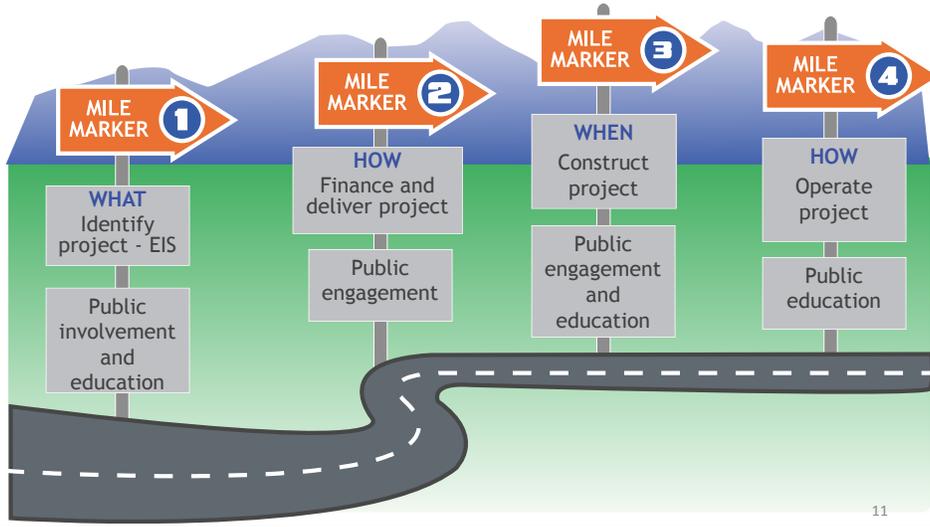
Public engagement = Outreach to explain and gather feedback

Public education = Outreach to inform and educate public



NEW

# PUBLIC ENGAGEMENT



# COLORADO'S EXPRESS LANE CORRIDORS

C-470  
I-70 WEST  
NORTH I-25  
I-70 EAST





## C-470

- Corridor Needs: \$400 million
- Proposed Project Cost: \$230 million
- RAMP: \$100 million
- Work: Adds new tolled Express Lanes, improves general purpose lanes from I-25 to Wadsworth
- Benefits:
  - Mobility: Reduces travel time 20 minutes in express lanes in 2016 and up to 70 minutes by 2035
  - Economic: Provides access for I-70 corridor tourism. Is crucial link for commuters to and from downtown Denver and for businesses along I-25
- Choice



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## I-70 WEST

- Corridor Needs: \$11 billion
- Construction Activities: Eastbound Peak Period Shoulder Lanes (PPSL) and Westbound Twin Tunnel expansion
- RAMP: \$20 million (eastbound PPSL), \$55 million (westbound Twin Tunnel)
- Benefits:
  - Mobility: Reduces travel time 30 minutes (EB PPSL), westbound Twin Tunnel paves way for future PPSL
  - Economic: Provides access for I-70 corridor tourism, supports significant economic commercial vehicle traffic
- Choice



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## NORTH I-25

Corridor Needs: \$1 billion

### U.S. 36 to 120th Ave.

- Project Cost: \$66 million
- Work: Adds new tolled Express Lane each direction from U.S. 36 to 120th Ave.
- Benefits:
  - Mobility: Reduces travel time 22% in express lanes, 10% in general purpose lanes
  - Economic: Supports continued economic growth along corridor
- Other:
  - Not part of U.S. 36 concessionaire agreement
  - Connects to existing I-25 Express Lanes
- Choice

### 120th Ave. to E-470/SH 7

- Total Cost: \$55 million
- RAMP: \$55 million
- Work: Adds new tolled Express Lane each direction I-25 from 120<sup>th</sup> Avenue to E-470/SH 7
- Benefits:
  - Mobility: Reduces travel time 25% in express lanes, 12% in general purpose lanes
  - Economic: Supports continued economic growth along corridor
- Other:
  - Connects to previous project and I-25 Express Lanes
- Choice



## I-70 EAST

- Corridor Needs: \$1.8 billion (phased project)
- Work: Reconstructs a 50-year old stretch of interstate. EIS proposes adding two tolled express lanes each direction from I-25 to Tower Road
- Travel-time benefits in 2035 over “No Action” between I-25 & Tower Rd:
  - Express Lanes: 17 minutes compared to 60 minutes
  - General Purpose Lanes: 35 minutes compared to 60 minutes





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Transportation

## I-70 EAST Phase I

- First phase—\$1.05B
  - Remove viaduct between Brighton and Colorado Blvd; reconstruct as a lowered highway with a cover
  - Potential to extend managed lanes further east to optimize connectivity (funding dependent)
- Will require multiple funding sources; including:
  - Bridge Enterprise
  - SB 228
  - DRCOG



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Transportation



**Addressing Colorado's Major Mobility Issues**  
High Performance Transportation Enterprise



## WHAT IS HPTE?

- High Performance Transportation Enterprise pursues innovative means of more efficiently financing important transportation projects
- Partner + Innovate + Accelerate
- Innovative means of financing projects include, but are not limited to:
  - Public-private partnerships
  - Operating concession agreements
  - User fee-based project financing
  - Annual performance payment agreements
- HPTE operates as a government-owned business within CDOT



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## PARTNERSHIPS COLORADO STRATEGY



Pursue innovative financing that:

- Advances funding, scope or schedule for needed corridors
- Guarantees performance of high levels of service and maintenance
- Retains state ownership of transportation assets
- Is transparent to the public

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## Public Private PARTNERSHIPS



### P3 BENEFITS:

- Accelerated construction schedules, increased scope
- Reduced risk for taxpayers
- Private sector investment over “whole life cycle” of infrastructure upgrades
- Long-term performance requirements

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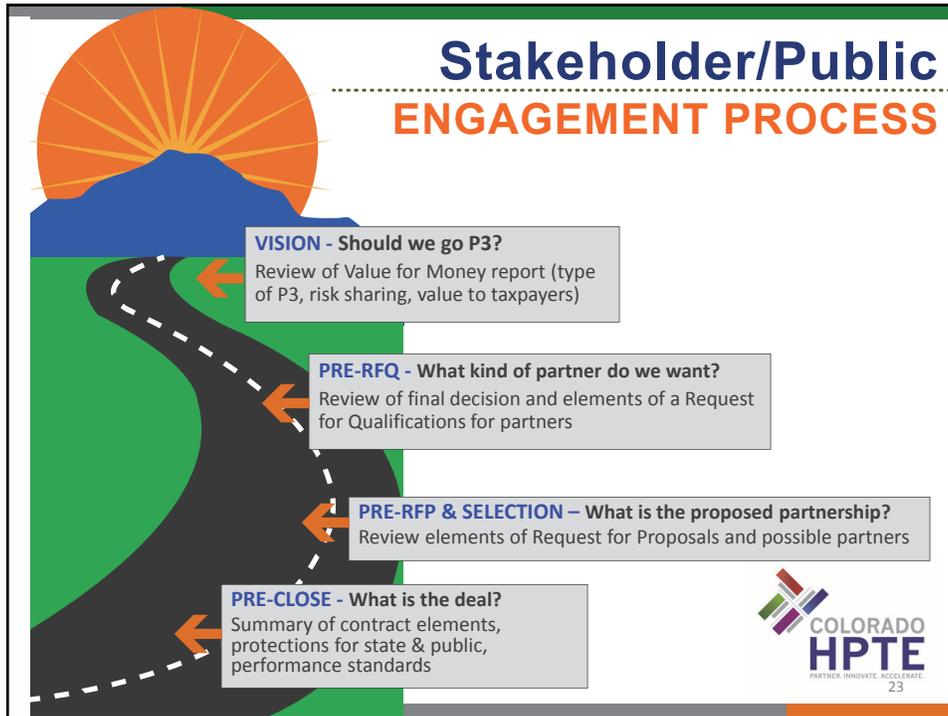


## ANALYZING CORRIDORS



- Examine cost (construction + lifecycle) data, potential revenues
- Provide matrix of risks and identify best value
- Consider what possible risks to transfer:
  - Toll revenues?
  - Long-term annual and capital maintenance costs?
  - Ongoing operations?
  - Innovation of design, construction schedule and scope potential?

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## C-470 CONSIDERATIONS

- Level 2 Traffic & Revenue Study finalized June 2014
- Preliminary results: Project could generate enough revenue to borrow \$100 Million. Further analysis is necessary.
- Value for Money Analysis to start Summer 2014
  - Initial assessments indicate Design-Build likely
- Public Town Hall (vision outreach) in early Autumn 2014

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## I-70 WEST CONSIDERATIONS

### EXPRESS LINES | I-70 WEST

- Level 1 Traffic & Revenue Study in process
  - Looking at a range of alternatives including:
    - Two/Three Lane Reversible
    - Peak Period Shoulder Lane (east and westbound)
  - Working through CSS process to evaluate whether any options move forward for additional analysis
- Moving forward
  - Exploring ideas to leverage eastbound PPSL revenues to fund a westbound PPSL project

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## NORTH I-25 CONSIDERATIONS

### EXPRESS LINES | I-25 NORTH

- Level 1 Traffic & Revenue Study completed in 2013
  - Conducted meetings with P3 industry
  - Initial assessments indicate North I-25 preferred alternative is not feasible at this time for P3
- Moving forward with projects to 120<sup>th</sup> and from 120<sup>th</sup> to E-470/SH 7
  - Wait for toll revenues to “season” before re-evaluating financing alternatives for corridor

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## I-70 EAST CONSIDERATIONS

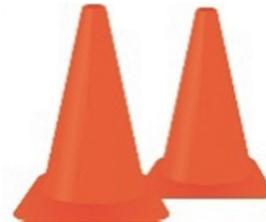
### EXPRESS LINES | I-70 EAST

- Value for Money Analysis (VFM) completed 2013
- VFM considered three different P3 models
  - Toll Risk
  - Annual Performance Payments
  - Design, Build, Finance
- Projected toll revenue does not generate sufficient revenues to cover capital costs
  - Express lane tolls will be used to manage traffic
  - Need to look for financial partnerships with local governments
- **Annual performance payment model currently being considered**



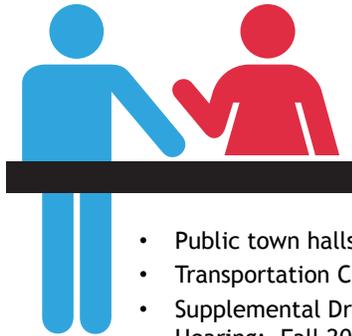
## I-70 EAST CONSIDERATIONS

- P3 option builds on Design-Build or CMGC benefits through:
  - Potential for innovation, cost and time savings
  - Construction duration
  - Assured program delivery
- Potential to optimize and guarantee performance of “whole life cycle” of I-70 through long-term operations and maintenance
  - Spreads the financial risks and obligations over a greater period
  - Could impact how concessionaire builds project
  - Transfers risk and provides performance guarantees for roadway where state might not be able to (i.e. major rehab)





## I-70 EAST NEXT STEPS



- Public town halls (vision outreach): July 2014
- Transportation Commission P3 action in July 2014
- Supplemental Draft Environmental Impact Statement Public Hearing: Fall 2014

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## Questions?

Posted on May 5th, 2014 in SSTI Newsletter

Colorado Executive Director of Transportation Don Hunt had a feeling some pretty forward-thinking ideas could come out of the Futurist Forum the agency held earlier this month with senior CDOT management.

“We rarely get to step away from everyday concerns and let loose thinking about the future of our industry,” Hunt said. “But we’re also facing some big questions. What are our capacity needs? Can we maintain what we’ve built? What if technical innovations exceed what we can even imagine today? How can we position our organization to succeed, over the next five years and the next 50 years? We need to amplify the conversation.”

The day-long workshop included mentions of cloud seeding, micro transport, and delivery drones. But while some of the topics seemed science-fiction, the effort was grounded by the main issue: how does the industry predict and prepare for the challenges of tomorrow, when those challenges (and the tools and technology to address them) are likely dramatically different than the ones of today? While it’s valuable to consider these questions for the decades ahead, the forum also highlighted the need to evaluate and realign some thinking in the shorter-term as well.

Participants considered how shifting demographics—including the rise of Millennials and a return to the urban core, increased telecommuting, and a greater reliance on mass transit could impact driving habits and thus congestion and capacity. A similar discussion focused on how 3-D printing and other advanced technology could make manufacturing a more local endeavor, impacting freight movements.

Another topic was extreme weather, which CDOT officials have become increasingly familiar with over the years. If agencies can monitor and predict weather events—their likely locations and possibilities of recurrence—is there a better path for reconstruction?

Consulting firms GBSM, CDM-Smith, and Burns & McDonnell helped coordinate the workshop. Burns & McDonnell Senior Strategic consultant Julie Lorenz is helping other DOTs address similar issues through NCHRP 20-83 and points out that DOTs are beginning to consider the tipping point. “Conversations are starting to focus on how the industry can avoid doubling-down on yesterday’s needs,” she said.

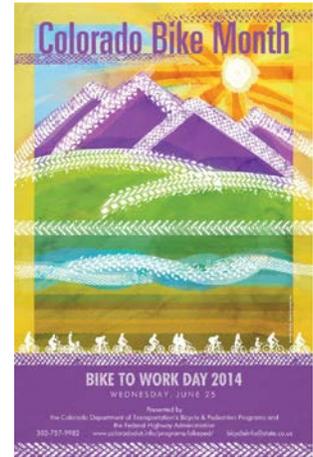
“Foresight can be short-sighted if you apply today’s solutions to tomorrow’s problem, and our industry has to be cautious of that,” said Hunt. “We don’t have the answers yet, but it’s a win if we’re thinking about the larger context before we make decisions.”

*Michelle Scheuerman is Statewide Planning Manager at CDOT*



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

Multi-Modal Planning Branch  
4201 E. Arkansas Ave., Shumate Bldg.  
Denver, CO 80222-3400



DATE: June 19, 2014  
TO: Transportation Commission  
FROM: Debra Perkins-Smith, DTD Director  
Betsy Jacobsen, CDOT Bike/Ped Section Manager  
RE: 2014 Bike Month

Purpose

This memo is to share information regarding CDOT's promotion of Bike Month and Bike to Work Day.

Action Requested

None at this time.

Background

Nationally, the month of May is recognized as Bike Month. However, because of our weather, the Colorado Legislature designated June as Bike Month, and the fourth Wednesday of every June as Bike to Work Day. CDOT's Bicycle and Pedestrian Section leverages this month by providing encouragement and education regarding using a bike for transportation.

Details

CDOT's Bike/Ped Section produces and distributes information promoting Bike Month and Bike to Work Day as well as bike route and safety information. In concert with this program, the Bike/Ped Section has launched a web based Statewide Bicycle and Scenic Byways map. This interactive map allows users to search for specific locations, determine routes and mileage, and even get a street view our highways. It can be accessed at <http://dtdapps.coloradodot.info/bike>. Additionally, the Bike/Ped staff works with many local communities to promote bicycle activities in June.

The Bike/Ped Section also coordinates an internal promotion for increasing the use of bike for transportation to CDOT employees. This year, because of changes in FHWA funding eligibility, State Planning and Research (SPR) funds could no longer be used to support this program. As a result, CDOT applied for and received a \$7500 grant from Kaiser Permanente to cover 2014 expenses. The grant includes funds to incentivize employees to use a bike for transportation all summer long. As part of the promotion for Bike to Work Day, each region and headquarters will host a breakfast, as well as provide t-shirts to those who register to participate. Additionally, participants who track their trips and mileage will be entered into a drawing for prizes at the end of the summer. The more they bike or walk for transportation, the more entries they'll receive.

Key Benefits

Getting more people to bike or walk for transportation has many benefits -- from reducing traffic congestion to improving health. By promoting active transportation throughout the state, as well as to CDOT employees, CDOT is helping to achieve multiple goals as outlined in the Statewide Bicycle and Pedestrian Plan.



Next Steps

A final report will be developed at the end of the summer summarizing results of the grant funded program.

Attachments

None





**COLORADO**

**Department of Transportation**

Division of Accounting and Finance

4201 East Arkansas Avenue  
Denver, CO 80222

## MEMORANDUM

**TO:** Transportation Commission  
**DATE:** June 19, 2014  
**FROM:** Scott Richrath, Chief Financial Officer  
**SUBJECT:** SAP Benefits of Investment

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### **Purpose:**

As requested by Commissioners Gruen and Zink of me in April, the purpose of this memo is to summarize CDOT's benefits of investment in SAP.

### **Action Requested:**

The Commission is asked to review the information review and request subsequent presentation if desired.

### **Executive Summary:**

Since implementing SAP in 2006 through a federally-participated project of more than \$30 million, CDOT has made significant efficiency gains in numerous areas of the department. SAP's automated processes have substantially decreased manual labor costs and data entry errors, while maximizing cash flow and productivity particularly in the financial, accounting, and other administrative functions.

In a relatively brief time, SAP has produced numerous company-wide improvements. The system replaced approximately 50 disparate systems while improving information consistency and payroll accuracy, automating manual operations, tightening procurement control, streamlining year-end closing, and improving the project setup and closure processes. And due to greater integration, staff responsibilities have shifted from data entry to enhanced value-added analysis. With increased application and operational training, financial returns will continue to grow. Table 1 and Table 2 summarize some of the most notable returns.

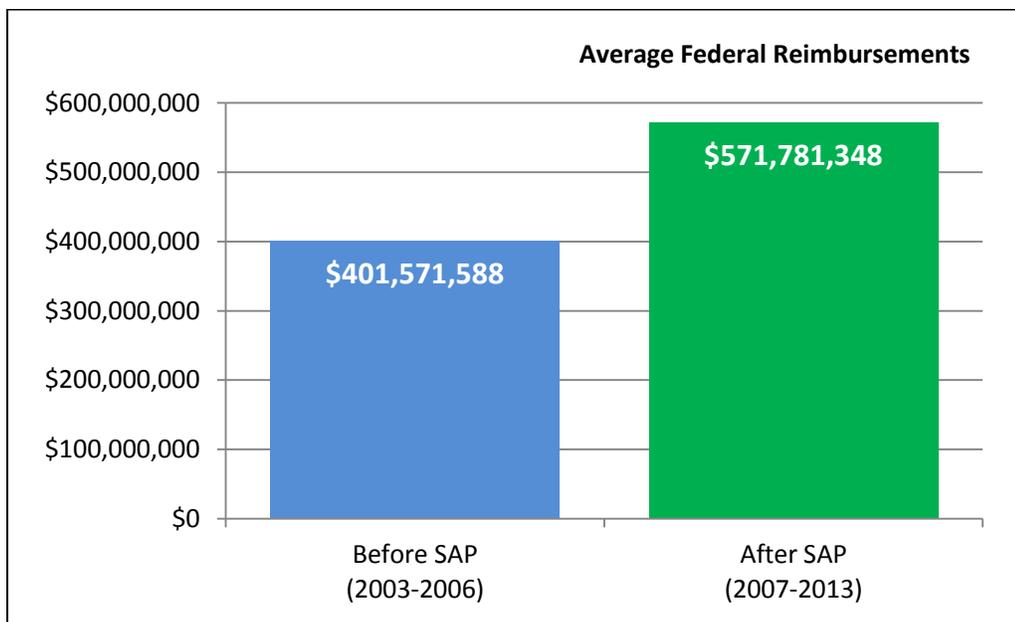


**Table 1: Tangible Benefits**

SAP Utility	Results
Federal Reimbursement Process	<ul style="list-style-type: none"> <li>Increased average annual federal reimbursements by 42.3%</li> </ul>
Project closures	<ul style="list-style-type: none"> <li>Increased average annual project closures by 70.7%</li> </ul>
Audits	<ul style="list-style-type: none"> <li>Zero findings from state and FHWA audits for last two fiscal years (See Appendix A &amp; B)</li> </ul>
ARRA Funds	<ul style="list-style-type: none"> <li>Used 99.99% of ARRA funds awarded</li> <li>Only \$34,870 unused out of total \$385,934,130 awarded</li> </ul>

For example, thanks to SAP, tighter procurement processes have generated a significant increase in federal aid reimbursements. From 2003-2006, average annual federal reimbursements totaled \$401,571,588. By comparison, the average total increased 42.3% in following years. Reimbursements currently average \$571,781,348 annually. See Figure 1.

**Figure 1: Average Federal Reimbursements (per fiscal year)**



A second example reveals that as a result of streamlined procedural changes, project closures have followed a similar pattern. Automated processes track progress and monitor follow-up, effectively minimizing closure delays. From 1992-2006, CDOT closed an average of 356 projects per year. However, since implementing SAP the average number of annual project closures jumped to 608, representing a 70.7% increase from years prior. See Figure 2.



Figure 2: Average Project Closures (per fiscal year)

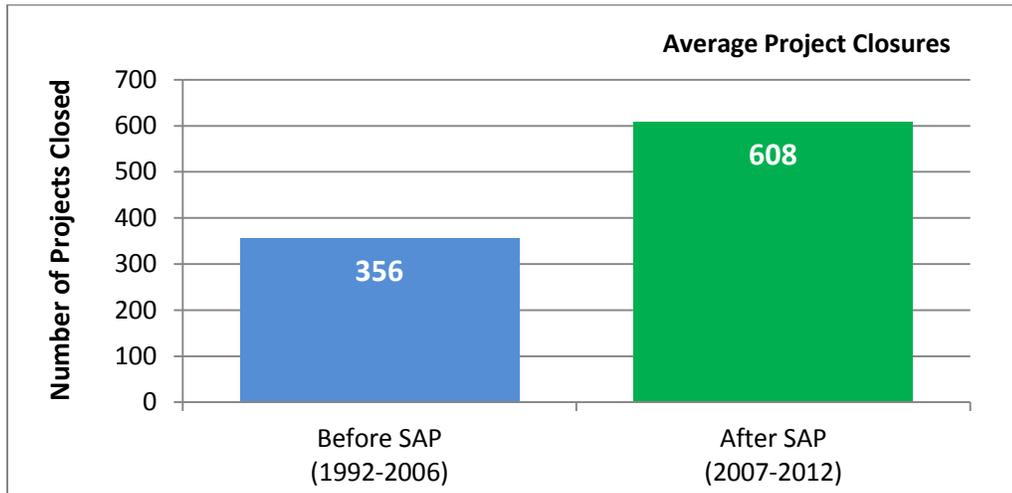


Table 2: Company-Wide Improvements

Purpose	Before SAP	After SAP
Auditing	CDOT received roughly 30-40 IRS B-Notices per year	<ul style="list-style-type: none"> <li>• SAP’s Master Vender File prevented receipt of IRS B-Notices for the last two 1099 reporting periods</li> <li>• Reduction in B-Notices greatly decreases likelihood of IRS audits</li> </ul>
Dunning	Manual dunning created backlog of past due invoices	<ul style="list-style-type: none"> <li>• Thanks to automated dunning, receivables with locals are at their lowest levels on record</li> </ul>
Payroll	Manual data entry commonly generated payroll errors	<ul style="list-style-type: none"> <li>• Payroll now claims an accuracy rate greater than 99%</li> <li>• FLSA compliance for CDOT audits ensured</li> </ul>
Materials Requirements Planning	Unused inventory sat on-hand, delayed purchase of needed items	<ul style="list-style-type: none"> <li>• Decreased inventory on-hand by more than \$1.9 million</li> <li>• Inventory turnover rate increased 97%</li> <li>• Management and processing costs dropped 5%</li> <li>• Variety of items stocked increased 106%</li> </ul>
Moving Ahead for Progress in the 21st Century Act (MAP-21) Compliance	Manual billing submissions delay reimbursements and affected cash flow	<ul style="list-style-type: none"> <li>• Accrued billings decreased from \$1 billion to \$100,000</li> <li>• Ensures output is compliant with MAP-21 requirements</li> <li>• Provides authorization for 10% of CDOT’s overall transportation project portfolio</li> </ul>



Purpose	Before SAP	After SAP
Federal Funding & Transparency Act (FFATA) Compliance	FFATA reports on federal grant sub-recipients were inconsistent and time-consuming	<ul style="list-style-type: none"> <li>• FFATA reports generated in matter of minutes</li> <li>• # of procurement documents processed/tracked has increased 1,400%</li> <li>• Efficiency gains have saved CDOT over \$11,000 annually</li> </ul>
Electronic Purchase Orders	Manual operations produced backlog of orders and errors	<ul style="list-style-type: none"> <li>• 90% of purchase orders approved electronically</li> </ul>
Filing Processes	Manual processes monopolized employee hours during resource-scarce periods	<ul style="list-style-type: none"> <li>• Eliminates need to manually pull backup accrual information for external auditors</li> <li>• Saves time and increases efficiency during year end &amp; audit season</li> </ul>
Safety Engagement reporting	Mistakes on FASTER submissions prevented disbursement of funds	<ul style="list-style-type: none"> <li>• SAP interface checks safety project criteria for possible errors or omissions prior to submission</li> <li>• Ensures FASTER funding approved</li> </ul>
Contract Compliance & Overpayments	Manual systems produced contract violations and payment oversights	<ul style="list-style-type: none"> <li>• All contract components integrated, compliance up 90%</li> <li>• Thanks to integrated traceability, overpayments down 100%</li> </ul>
Maintenance & Repairs	Budget mismanaged, needlessly replaced functioning inventory	<ul style="list-style-type: none"> <li>• Maximizes budget utility: reports track equipment work orders &amp; repair costs</li> <li>• Now replace most costly/problematic items first</li> </ul>



## Appendix A: Findings-Free Audit Notice 2013



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Colorado Division

April 16, 2013

12300 W. Dakota Ave., Suite 180  
Lakewood, Colorado 80228  
720-963-3000

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

**Subject: Management Decision Statewide FY 12 Single Audit**

Dear Mr. Hunt:

As required by the Department of Transportation Order 4560 1b, Financial Integrity Review and Evaluation (FIRE) program, the FHWA is required to issue a Management Decision on audit findings contained in the annual statewide single audit for the state of Colorado. This correspondence is to congratulate you on receiving no findings that need to be addressed.

The lack of findings is a tribute to the hard work performed daily by the accounting staff in headquarters, Region Business Managers and their staffs. A lot of behind the scenes work is necessary to achieve this result, from following processing procedures and internal controls along with integrity in conducting daily business. It is a significant accomplishment and one to be proud of.

Please contact Kathie Kelly at 720-963-3032 if you need anything else on the audit from the federal perspective.

Sincerely,

John M. Cater  
Division Administrator

Cc: Ben Stein, CDOT CFO  
Liliya Gershman, CDOT Controller  
Barbara Gold, CDOT Audit Director  
File 123



## Appendix B: Findings-Free Audit Notice 2014



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Colorado Division**

May 8, 2014

12300 W. Dakota Ave., Suite 180  
Lakewood, Colorado 80228  
720-963-3000

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

**Subject: Management Decision Statewide FY 13 Single Audit**

Dear Mr. Hunt:

As required by the Department of Transportation Order 4560 1b, Financial Integrity Review and Evaluation Program, the FHWA is required to issue a Management Decision on audit findings contained in the annual statewide single audit for the state of Colorado. This correspondence is to congratulate you on receiving no findings that need to be addressed.

The lack of findings is a tribute to the hard work performed daily by the accounting staff in headquarters and Region Business Managers and their staff. A lot of behind the scenes work is necessary to achieve this result, from following processing procedures and internal controls along with integrity in conducting daily business. It is a significant accomplishment and one to be proud of. In addition, CDOT has accomplished this for a 2nd consecutive year.

Please contact Andre Compton at 720-963-3034 if you need anything else on the audit from the Federal perspective.

Sincerely,

John M. Cater, P.E.  
Division Administrator

Cc: Scott Richrath, CDOT CFO  
Liliya Gershman, CDOT Controller  
Barbara Gold, CDOT Audit Director





## MEMORANDUM

**TO:** Transportation Commission  
**FROM:** Kurtis Morrison, Office of Policy & Government Relations  
**DATE:** May 16, 2014  
**SUBJECT:** 2014 Regular Session of the General Assembly: Final Report Summary

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On May 7, 2014, the General Assembly adjourned on the 120<sup>th</sup> day of the legislative session, as required by the state constitution. Throughout the session, 710 bills and resolutions were introduced. Of this amount, CDOT took positions on and monitored 89 measures impacting the department and transportation public policy. Table 1 summarizes the CDOT legislative agenda and outcomes. Table 2 summarizes all bills in which CDOT took positions and their final outcomes, as well as bills in which CDOT had language amended or changed prior to introduction.

### CDOT Legislative Agenda Bills

This year, CDOT's legislative agenda included two bills, three budget decision items, and two capital requests. Five of those seven requests were approved by the General Assembly and became law. Table 2 summarizes the full legislative agenda and outcomes from the session.

**House Bill 14-1188 (Use of Outdoor Advertising Program Revenues).** House Bill 14-1188: (1) establishes a new CDOT cost recovery center for billboard advertising revenue; and (2) requires that all specific information signs revenues be credited to the State Highway Fund.<sup>1</sup> Currently, the Specific Information and Business Signs (LOGOS) and Tourist Oriented Directional Signs (TODS) programs are administered by a private vendor. Since switching to a private vendor, TODS and LOGOS have developed into a self-funding program, resulting in a revenue positive cash flow for the state - approximately \$500,000 each year. Each year, CDOT has credited these funds to the CDOT general fund, where they are used to support transportation maintenance and construction projects. In a 2012 audit of the Outdoor Advertising Control Program, CDOT committed to the Legislative Audit Committee to seek a statutory change to establish a Roadside Advertising Fund and dedicate all TODS and LOGOS revenue to the State Highway Fund. This bill proposal implemented that commitment when enacted. The bill was signed into law and takes effect on July 1, 2014.

**Senate Bill 14-060 (CDOT Training for Flagpersons).** Until recently, CDOT had been in the process of "certifying" private companies and state and local entities to perform flagperson training. This year, the Attorney General's Office determined that, under the existing statutes, CDOT does not have authority to train flaggers except those who work on CDOT projects. Furthermore, existing law gives authority to "local road authorities" to certify flaggers only for projects "within their jurisdiction." This means that those entities may not train flaggers to use their flagger cards outside of a given city or county. Senate Bill 14-060 provided in statute explicitly that CDOT shall offer a uniform system for entities to train and certify flaggers. The bill also made several updates to incorporate best practices from other states, including: (1) requiring flagpersons to wear high visibility clothing; (2) using an MUTCD-approved device while directing traffic; (3) and prohibiting

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<sup>1</sup> COLO. REV. STAT. § 43-1-418.



texting or using other similar devices while engaged in flagging. The bill also provides a new exemption for law enforcement officers directing traffic.<sup>2</sup> The bill was signed into law and is now in effect.

**House Bill 14-1336 (Fiscal Year 2014-15 Long Appropriations Act).** House Bill 14-1336, also referred to as the “Long Bill,” is the annual state government budget bill. Specific to state personnel, this year the Long Bill provided a General Policy allowing for a 2.5 percent across-the-board pay increase for state employees. The General Policy also provides funding for merit pay for qualifying employees at an average rate of 1.5 percent.

The Long Bill also contains two budget decision items requested by CDOT. The General Assembly continually appropriates the vast majority of the CDOT budget (approximately 98 percent) to the discretion of the Transportation Commission. However, the legislature retains budget setting authority over the CDOT Administration Line. Both CDOT decision items for this year are related to the Administration Line. First, the bill transfers approximately \$1.6 million from the CDOT Construction, Maintenance, and Operations (CM&O) Line Item to the Administration Line. This reverses the legislature’s previous act in which Administration Line vacancy savings were transferred to the CM&O Line. Second, the bill also shifts CDOT’s information technology budget line from the CM&O Line to the Administration Line. This move was made so as to correspond with statutory definitions that now place information technology within the scope of administration. The bill was signed into law and the new budget takes effect on July 1, 2014.

**Table 1.  
CDOT Legislative Agenda  
2014 Session**

Summary	Request Amount	Final Action
<b>Bill Requests</b>		
Implement Outdoor Advertising Control Program Audit Recommendations	n/a	Signed Into Law
Flagperson Training and Statute Updates	n/a	Signed Into Law
<b>Budget Decision Item Requests</b>		
Restoration of Administration Line FTE and Associated Funding <i>- transfers/returns \$1.6 million and associated 14.5 FTE from CMO Line to Admin. Line</i>	n/a	Signed Into Law
First Time Drunk Driver Account (FTDD) Funding Increase <i>- increases annual FTDDA funding appropriated CDOT by \$500,000</i>	\$500,000	\$0
Movement of IT Funds to Administration Line <i>- shifts IT budget from CM&amp;O Line to Admin. Line to correspond with statute</i>	n/a	Signed Into Law
<b>Capital Development Committee Requests</b>		
Funding for Hanging Lakes Tunnel Lighting Infrastructure	\$1.6 million	\$0
Referendum C Annual Transfer to CDOT	\$500,000	\$500,000

<sup>2</sup> COLO. REV. STAT. § 43-5-308.



**Table 2.  
Key Legislation Impacting CDOT  
2014 Regular Session**

<b>Bill Number</b>	<b>Short Title</b>	<b>Final Legislative Action</b>	<b>CDOT Position/Action</b>
<b>Supported Bills</b>			
HB 14-1021	Independence Pass Highway Restriction Violation Penalties	Enacted	Support
HB 14-1036	Felony For Repeat DUI Offenders	Postponed Indefinitely	Support
HB 14-1105	Tax Exempt Gas Sales Between Government Entities	Enacted	Support
HB 14-1188*	Use Of Outdoor Advertising Program Revenues	Enacted	Support
HB 14-1216	Safety Markings For Rural Towers Under 200 Feet	Enacted	Support/Amended
HB 14-1301	Safe Routes To School Program State Funding	Enacted	Support/Amended
SB 14-060*	CDOT Training for Flagpersons	Enacted	Support
<b>Opposed Bills</b>			
HB 14-1137	Agriculture License Plate Late Fee Grace Period	Postponed Indefinitely	Oppose
SB 14-020	Motorcycle Operator Safety Training Program Subsidy	Postponed Indefinitely	Oppose
SB 14-044	Seniors Motor Vehicle Registration Tax & Fees Reduction	Postponed Indefinitely	Oppose
SB 14-053	Prioritize Certain Transportation Projects	Postponed Indefinitely	Oppose
SB 14-056	Military Veteran License Plate Fee Reduction	Postponed Indefinitely	Oppose
SB 14-085	One Percent Reduction in the State Budget	Postponed Indefinitely	Oppose
SB 14-181	Prohibit Photo-radar and Red Light Cameras	Postponed Indefinitely	Oppose
SB 14-200	Decal Increase for Alternative Fuel Vehicles & HOV Lanes	Postponed Indefinitely	Oppose
<b>Neutral with Concerns and Sought Amendments**</b>			
HB 14-1152	Passive Surveillance Records	Enacted	Amended
HB 14-1160	Divisible Load Overweight Vehicle Permits	Enacted	Amended
HB 14-1161	Preserve & Expand Amtrak Interstate Rail Service	Enacted	Amended
HB 14-1191	Hit And Run Medina Alert Program	Enacted	Amended
HB 14-1203	Funding For Digital Trunked Radio Sys Maintenance	Enacted	Amended
HB 14-1327	Measures Expand Deployment Communication Networks	Enacted	Amended
SB 14-121	Assistance to a Local Govt. After a Disaster Emergency	Enacted	Amended
SB 14-146	Use Local Traffic Information for CDOT Speed Limit Study	Enacted	Amended
SB 14-197	Transportation Enterprise Transparency Act	Enacted	Amended
SJR 14-025	Rename Brighton Pedestrian Overpass	Enacted	Amended

\*CDOT legislative agenda bill.

\*\*Includes bills in which CDOT was an active participant in the original crafting of legislative language, prior to the bill's formal introduction, to ensure certain policies or language were included, excluded, or altered.

If you have questions regarding this memorandum or legislation, please contact Kurt Morrison at (303) 757-9703 or [kurtis.morrison@state.co.us](mailto:kurtis.morrison@state.co.us).

