

TRANSPORTATION COMMISSION
OF COLORADO
WORKSHOPS & REGULAR
MEETING AGENDA

October 15 & 16, 2014

Transportation Commission
October 15 & 16, 2014
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Ed Peterson, Chairman
Lakewood, District 2

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Wednesday, October 15, 2014

12:00 p.m. HPTE Board Meeting [Call to Order in Room 225]
12:55 p.m. HPTE Board Break
1:00 p.m. HPTE Board Meeting [Reconvenes in Auditorium]
2:00 p.m. Commissioner Meetings with RTDs [Various Rooms]
• Commissioners may replace badges between 1pm and 3pm.
2:30 p.m. Program Management Workshop (Richard Zamora, Josh Laipply)..... Tab 01
3:15 p.m. Budget Workshop (Scott Richrath, Maria Sobota) Tab 02
4:00 p.m. T&I Committee (Mark Imhoff) Tab 03
4:30 p.m. Adjournment

Thursday, October 16, 2014

7:30 a.m. Breakfast Meeting [Room 262]
• Commissioners may replace badges between 8am and 10am.
9:00 a.m. Statewide Plan Committee (Deb Perkins-Smith) Tab 04

9:45 a.m.	Audit Review Committee (Barb Gold)	Tab 05
10:15 a.m.	SB 228 Criteria and Project Selection Process (Deb Perkins-Smith)	Tab 06
10:45 a.m.	IX Bus Communications Plan (Amy Ford)	Tab 07
11:00 a.m.	Lunch	

TRANSPORATION COMMISSION MEETING..... Tab 08

11:30 a.m.	1. Call to Order, Roll Call	
11:30 a.m.	2. Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes	
11:30 a.m.	3. Comments of Individual Commissioners	
11:35 a.m.	4. Executive Director's Report (Don Hunt)	
11:40 a.m.	5. Chief Engineer's Report (Josh Laipply)	
11:45 a.m.	6. HPTE Director's Report (Michael Cheroutes)	
11:50 a.m.	7. FHWA Division Administrator Report (John Cater)	
11:55 a.m.	8. Act on Consent Agenda	Tab 09
	a) Resolution to Approve the Regular Meeting Minutes of September 18, 2014 (Herman Stockinger)	Consent Agenda 01
	b) Resolution to Disposal of Parcels 5X and 5AR SH 21 (Powers Blvd) Colorado Springs (Karen Rowe)	Consent Agenda 13
	c) Resolution to Approve City of Victor SH 67 Devolution (Karen Rowe)	Consent Agenda 16
	d) Resolution to Approve SH 2 Devolution in Commerce City (Anthony DeVito)	Consent Agenda 21
	e) Resolution to Approve Devolution of SH 34 (Elkhorn Ave) in Estes Park (Johnny Olson).....	Consent Agenda 30
12:00 p.m.	9. Discuss and Act on 4th Supplement to the FY'2015 Budget (Scott Richrath).....	Tab 10
12:05 p.m.	10. Acknowledgements:	
	• Safety Innovation Award	
	• The Men and Women of CDOT as TCI Person of the Year	
12:10 p.m.	11. Other Matters	
12:15 p.m.	12. Adjournment	

BRIDGE ENTERPRISE BOARD OF DIRECTORSTab 11

12:20 p.m. Call to Order and Roll Call

12:20 p.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes

12:20 p.m. Act on Consent Agenda Bridge Enterprise 02
a) Resolution to Approve Regular Minutes from
September 18, 2014 (Herman Stockinger)

12:25 p.m. Discuss and Act on 3rd Budget Supplement for FY2015
(Scott Richrath) Bridge Enterprise 04

12:30 p.m. Monthly Progress Report
(Josh Laipply) Bridge Enterprise 07

12:35 p.m. Adjournment



COLORADO

Department of Transportation

Office of the Chief Engineer

4201 E. Arkansas Ave., Room 262
Denver, CO 80222

DATE: October 15, 2014
TO: Transportation Commission
FROM: Josh Laipply, Chief Engineer
Scott Richrath, Chief Financial Officer
SUBJECT: Program Management Workshop

Purpose

The Program Management Workshop provides the Transportation Commission with an update on the delivery of programs and significant projects. This month there is a focus on the Flood Program as well as RAMP Local Agency Projects.

Action

The program management items presented here are for Transportation Commission information and comment. As we continue to develop program management reports, input from the commission on which types of reports clearly present program status is valuable.

Details

Program Management Update

A primary performance metric for the integration of Cash Management and Program Management is the cash balance. Included in the Powerpoint is a diagram reporting actual cash balances for all CDOT funds—including Local Agency, Flood, etc.—against our path to target that has been set.

This month's presentation includes a focus on the Flood Program and RAMP Local Agency projects. The Transportation Commission receives updates monthly for all programs and receives a rotating focus into individual programs. These updates are included in the attached PowerPoint presentation.

In addition to the Flood and RAMP Local Agency projects, an update on the Accelerated and Advanced Funding projects is provided. An annual redistribution combined with a 2012 reconciliation of federal revenues resulting in \$69 million of additional funding was allocated by the Transportation Commission to a number of projects at a monthly Commission meeting in Durango. These are heretofore referred to as the '2012 Federal Redistribution and Reconciliation Funds'. These projects were last reported on in May 2014.

The Flood Program has put together a spending forecast and schedule for completing all construction by the end of 2017. This is an ambitious schedule and



based on how bid prices come in and other work in the area some construction project start dates may push out six to twelve months.

To date for the Flood Program, two of the 36 permanent repair projects have completed construction with an additional five projects out for advertisement. Of the 136 emergency repair and local agency projects, over 50% have completed construction with another four currently in construction.

RAMP Local Agency and CDOT Administered Projects that require Intergovernmental Agreements (IGAs) are generally tracking in-line with our forecasted projections. To date, there are approximately 4 projects (1 Local Agency and 3 CDOT Administered projects) that have not submitted complete IGA information packets, mostly because our local agency partners and region staff are finalizing the necessary exhibits. There are six devolution IGAs that are currently being drafted by Procurement (Stage 2) that require further development of exhibits and Commission resolution to proceed. CDOT Staff and Procurement are aware of these projects and are confident that a large majority of the projects will still meet the Dec 31st date.

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.

Attachments

1. Powerpoint Presentation





COLORADO

Department of
Transportation

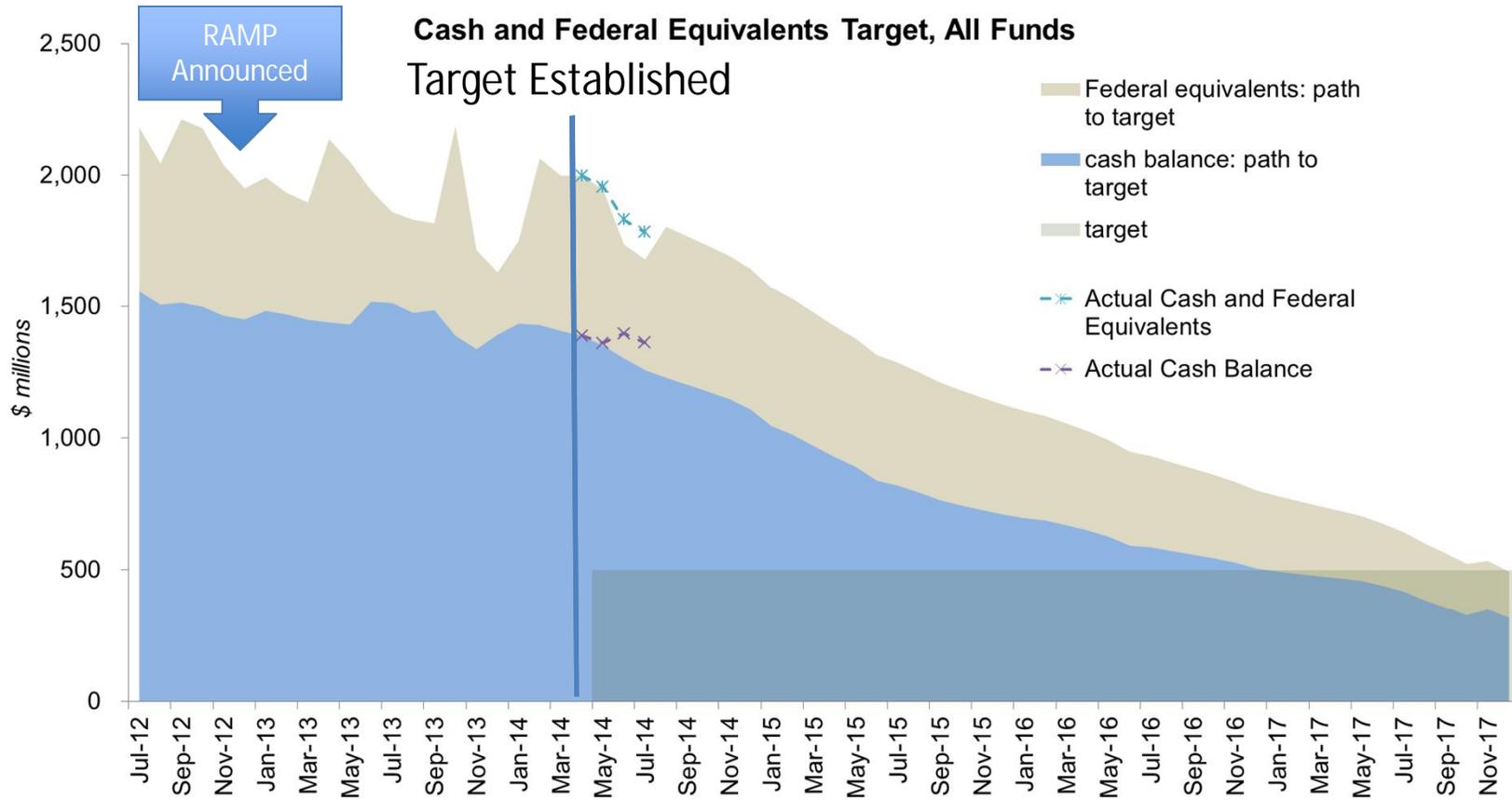


Program Management Update

October 15, 2014



Cash & Equivalents Target Balance



As of September 19, 2014



PMO Reporting Overview by Program

Program	Financial Performance (\$Millions)			Schedule	Quarterly Rotation
	Program Expenditure through 8/22/2014	Program Expenditure through 9/19/2014	\$ Change	SPI	
Flood	\$100.2	\$126.9	\$26.7	1.00	Oct.
RAMP P&O (Local Agency)	\$1.1	\$1.1	\$0.0	0.81	Oct.
RAMP P&O (CDOT)	\$87.3	\$96.6	\$9.3	0.64	Nov.
RAMP P&O (Overall)	\$88.4	\$97.7	\$9.3	0.64	Nov.
Other CDOT Projects	N/A	N/A	N/A	N/A	Nov.
2014/2015 Asset Management	\$387.4	\$447.9	\$60.5	0.87/0.54	Dec.
Safety Projects	N/A	N/A	N/A	N/A	Dec.
Totals	\$576.0	\$672.5			

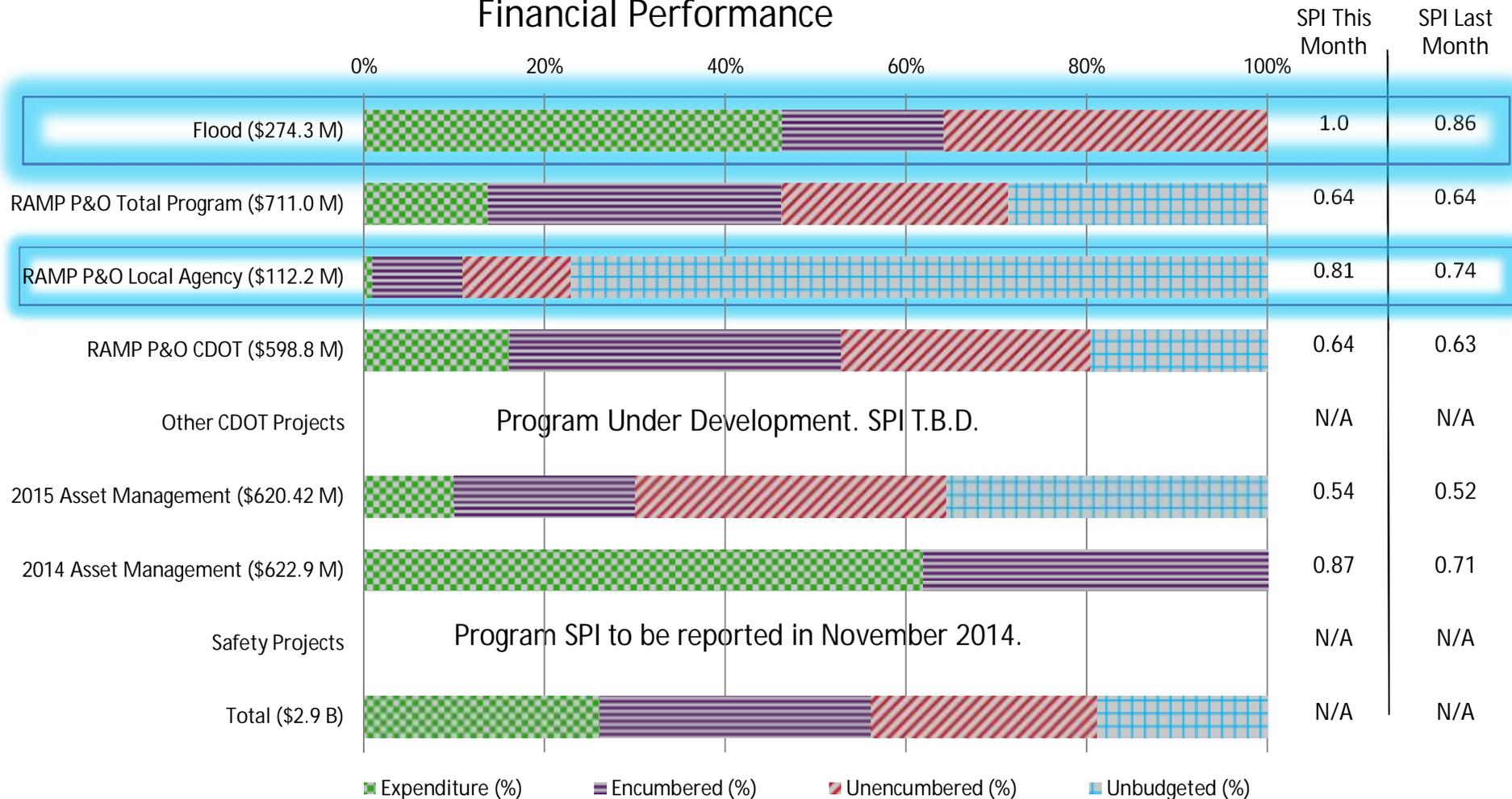
Notes: Asset Management expenditures are a combination of 2014 and 2015. Asset Management expenditures include MLOS and Roadway Equipment while these are excluded in the overall program SPI. N/A - Program in development and data not available at this time.

As of September 19, 2014



PMO Reporting Overview by Program

Financial Performance



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

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

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

As of September 19, 2014



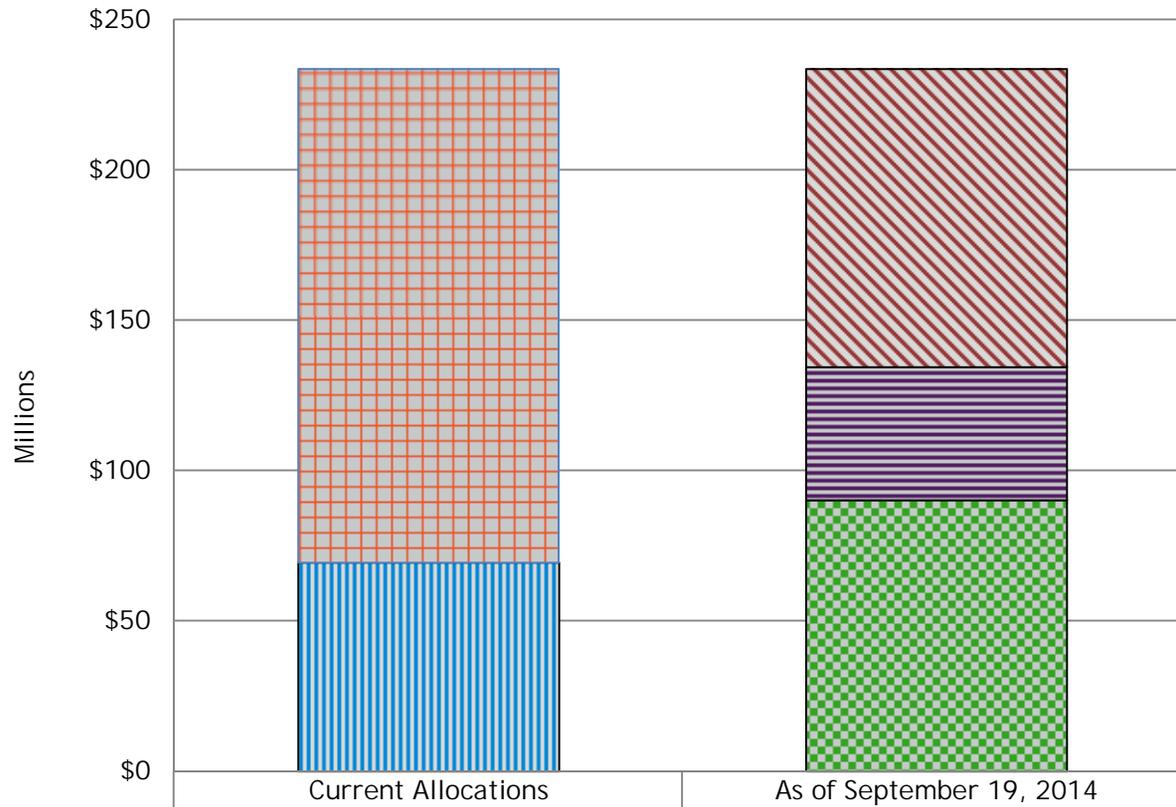
Status of Projects Partially Funded by 2012 \$69 M Reconciliation

	Project Name	Commission Allotment (Millions)	Project Expenditure as of September 19, 2014 (Millions)	Current Status as of September 19, 2014.
1	SH 9 Reconstruction - North of Breckenridge (Coyne Valley to Agape Church)	\$10.00	\$7.74	Currently in construction. Project has encumber the full construction amount and has expended approximately 71% of construction funds.
2	I-25 at Cimarron Interchange	\$6.00	\$1.73	Design-build proposals are due to CDOT in Mid-October.
3	Region 3 Fiber optic project (I-70 Installation of Fiber Optic - now Vail to Glenwood Springs)	\$10.00	\$10.99	Project in Construction. Project has encumber the full construction amount and has expended
4	I-76: Ft Morgan to Brush (I-76 Major Surface Treatment, Phase 3 - Fort Morgan to Brush)	\$30.70	\$35.40	Project still in construction and has expended about 75% of construction funds to date.
5	US 160 Durango-Bayfield Passing Lane	\$0.80	\$0.60	Design Complete
6	US 160 S. of Cortez Passing Lane (US 160 Passing Lane)	\$0.50	\$1.65	Design Complete
7	US 160/550 CFI in Durango (US 160 & US 550 - Construction of Continuous Flow Intersection - North Intersection in Durango)	\$3.00	\$6.11	Project in Construction. Project has encumber the full construction amount and has expended approximately 91% of construction funds.
8	I-70 East EIS	\$8.50	\$25.95	Region 1 continues to work on the EIS, with a record of decision due in 2015.
Total Commission Allotment		\$69.50		

As of September 19, 2014



Status of Projects Partially Funded by 2012 \$69 M Reconciliation



	Current Allocations	As of September 19, 2014
Additional CDOT Funds (Millions)	\$164.26	
Unencumbered (Millions)		\$99.32 (42%)
Encumbered (Millions)		\$44.26 (19%)
Expenditure (Millions)		\$90.18 (39%)
Commission Allocation (Millions)	\$69.50	

Note: Almost 70% of Additional CDOT funds are attributed to I-25 Cimarron Design-Build Project and the I-70 EIS.

As of September 19, 2014

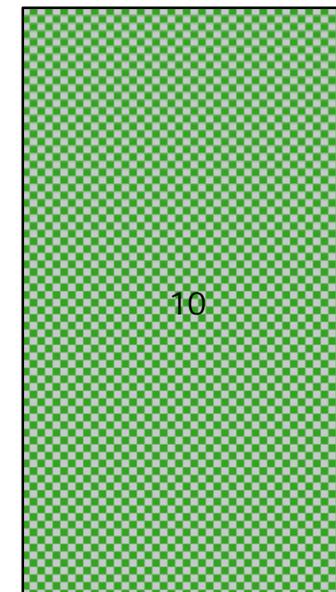


Status of \$87.5 Million Accelerated Surface Treatment

	Project Name	Commission Allotment (Millions)
1	I-70 East - Flagler to Bethune - SMA Mill & Fill (West of Flagler)	\$11.70
2	I-25 From State line to MP 7.5	\$11.90
3	US 50A Canon City to Penrose (West of Royal Gorge Entrance, East)	\$6.50
4	I-70 Eagle to Wolcott	\$5.00
5	I-70 Glenwood Canyon Concrete (Glenwood	\$9.40
6	I-76 Sedgwick - State Line PH IV	\$18.30
7	US285 North of Monte Vista Resurfacing	\$6.50
8	US 491 Dove Creek(Cahone) to Utah State Line	\$6.50
9	US 6 - Sheridan to Simms	\$7.00
10	US 285: SH 88 (Federal Blvd.) to Marion Street - Overlay	\$4.70
Total Commission Allotment		\$87.50

Accelerated Surface Treatment Projects (10 Total)

■ Complete

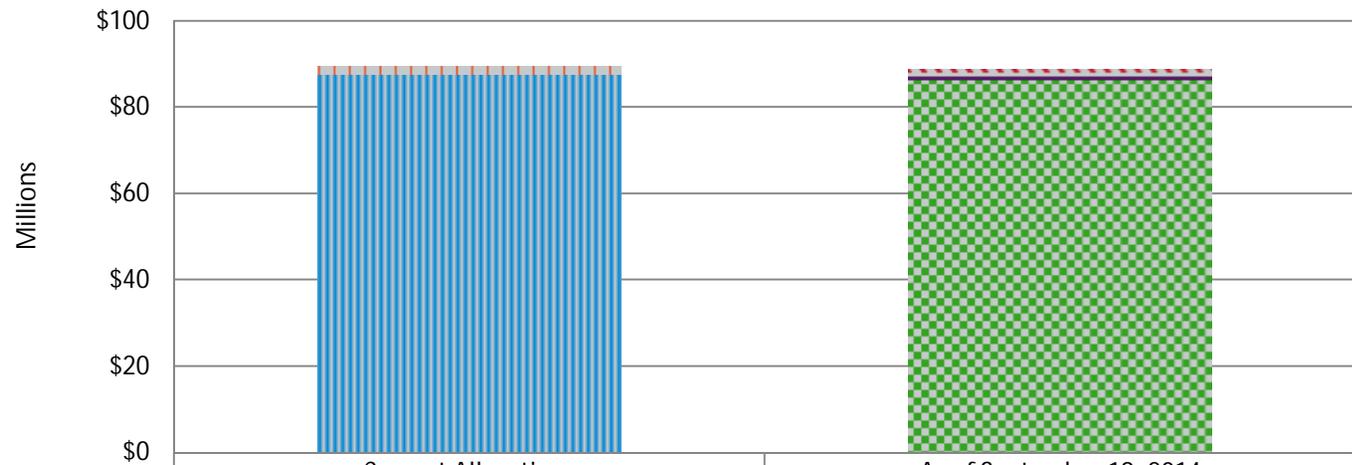


As of September 19, 2014

As of September 19, 2014



Status of \$87.5 Accelerated Surface Treatment



	Current Allocations	As of September 19, 2014
■ Additional CDOT Funds (Millions)	\$1.94	
■ Unencumbered (Millions)		\$0.69 (1%)
■ Encumbered (Millions)		\$1.79 (2%)
■ Expenditure (Millions)		\$86.39 (97%)
■ Commission Allocation (Millions)	\$87.50	

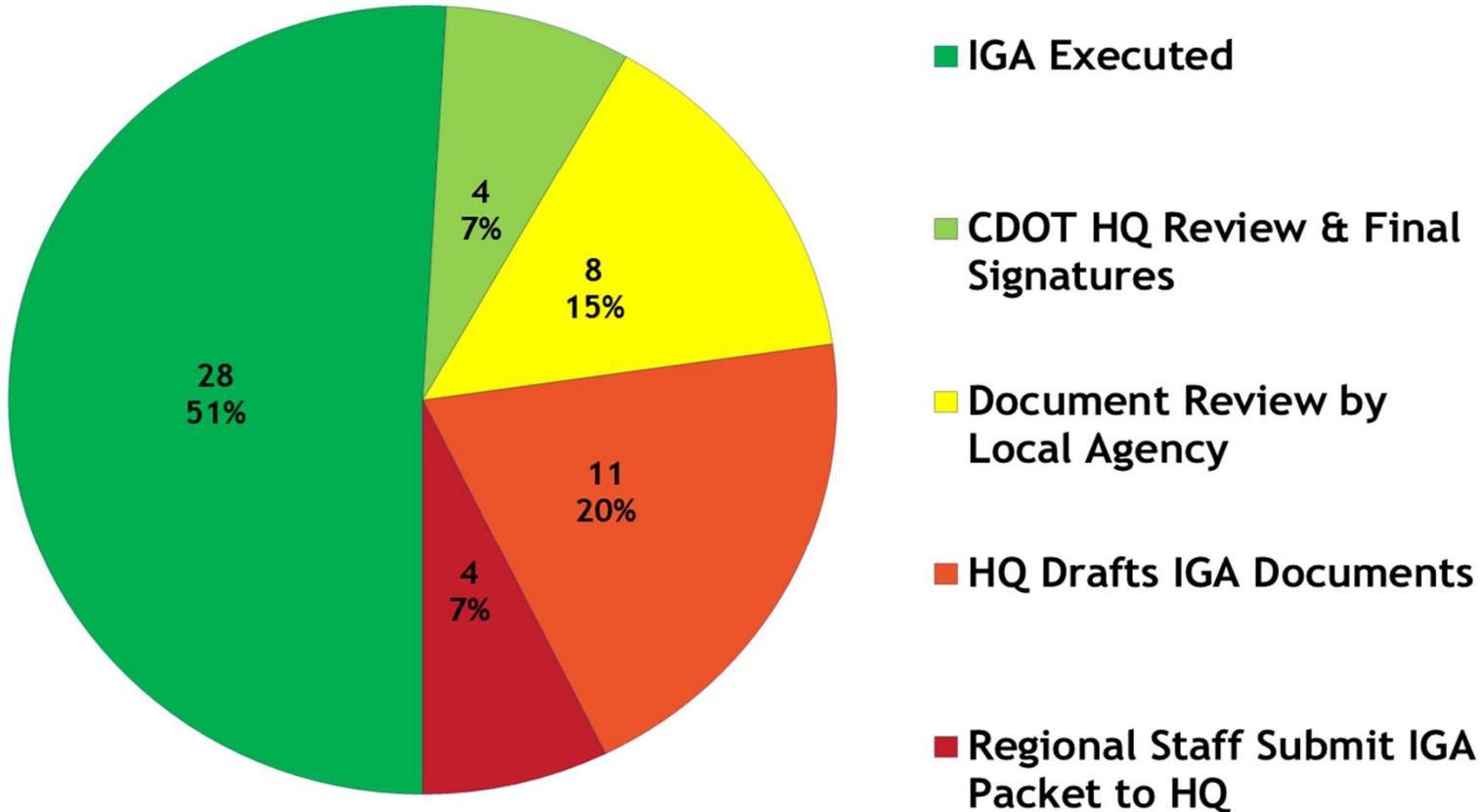
As of September 19, 2014



Status of RAMP IGAs

Current IGA Progress - RAMP P&O Program

Total # of IGAs: 55

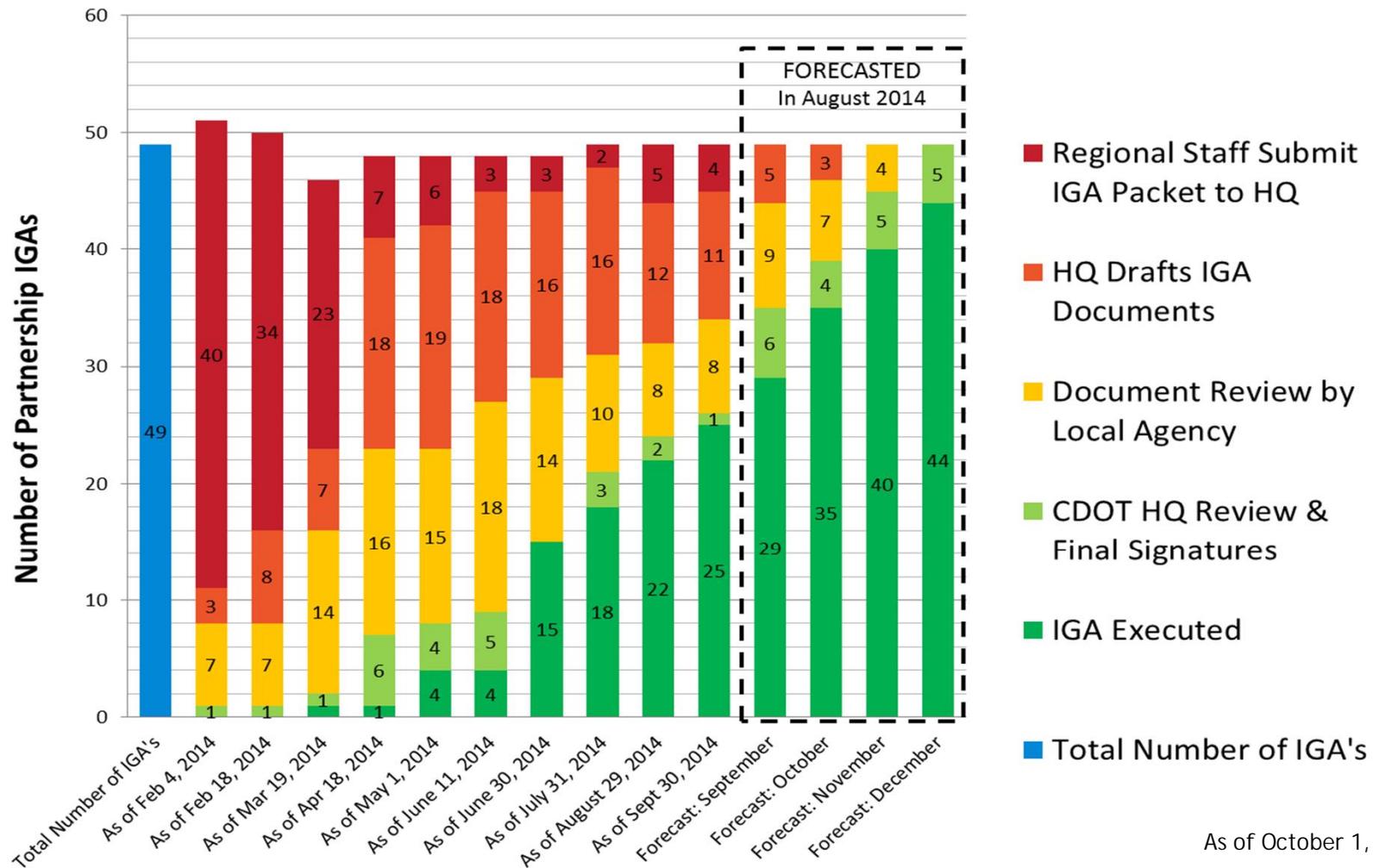


As of: October 1, 2014



Status of RAMP IGAs

RAMP Partnership IGA's

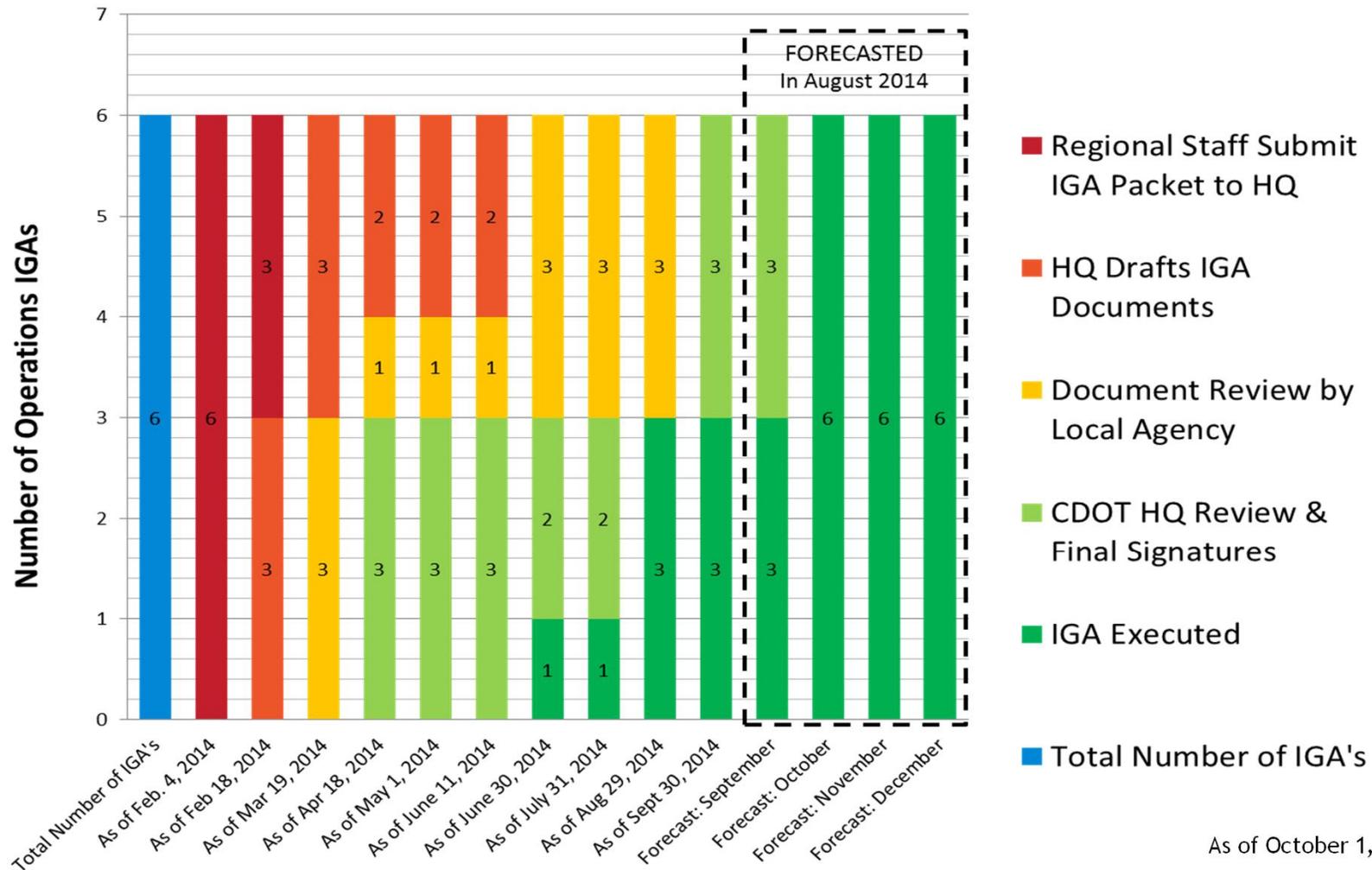


As of October 1, 2014



Status of RAMP IGAs

RAMP Operations IGA's



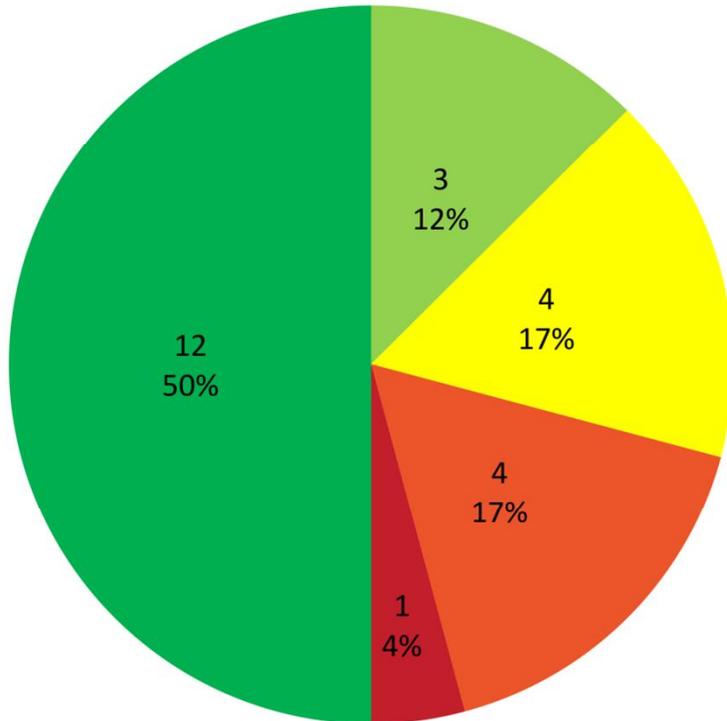
As of October 1, 2014



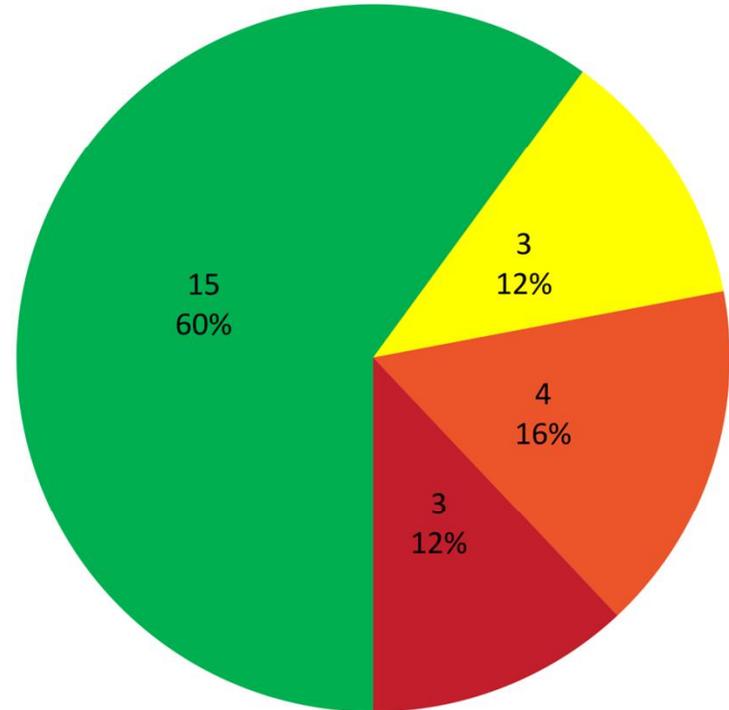
Status of RAMP IGAs

Comparing the IGA Status of Locally vs CDOT Administered RAMP Projects

24 Locally Administered Projects



25 CDOT Administered Projects



As of: October 1, 2014



Locally Administered Projects – IGA Progress / Planned Advertisement

RAMP Program - Locally Administered Projects As of: 10/2/2014 10:16

Project Information				Advertisement	IGA Progress				
RAMP Tracking Number	WBS (PCN or SAP)	Project No.	Project Name	Locally Admin. Project	Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / LA Signatures	IGA Executed
4.29	19890	STM C030-055	US 34 and CR 49 Intersection Safety Improvements	Weld County					
4.20	18401	STE M455-106	US 287: (North College) - Phase 2: Conifer to Willox	City of Ft Collins					
1.15	19896	NH 006A-054	US 6 and SH 93: 19th St. Intersection Grade Separation	City of Golden					
4.34	19894	STM C190-008	Turning Lanes at US 34 and Yuma County Road H	Yuma County					
5.10	19902	STA M350-022	US 160 / Wilson Gulch Road Extension	City of Durango					
3.31	19874	NHPP 0403-058	US 40 Improvements in Fraser	Town of Fraser					
1.44	19980	SHE M320-089	State Highway Signal Upgrades - Phase I - Santa Fe and Evans Traffic Signal	City of Denver					
1.41	19978	SHE M320-087	State Highway Signal Upgrades - Phase I - Colfax Signals	City of Denver					
4.54	18397	STM M110-078	SH 119 Diagonal: 30th to Foothills Parkway	City of Boulder					
1.42	19979	SHE M320-088	State Highway Signal Upgrades - Phase III - Denver Slipfit (Alameda & Knox)	City of Denver					
4.28	19891	STM C030-056	SH 392 and CR 47 Intersection Safety Improvements	Weld County					
1.37	19957	NHPP 2873-172	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	City of Denver					

Fully Executed IGAs

Fully Executed IGAs

As of October 1, 2014



Locally Administered Projects – IGA Progress / Planned Advertisement

RAMP Program - Locally Administered Projects						As of: 10/2/2014 10:16					
	Project Information				Advertisement Locally Admin. Project	IGA Progress					
	RAMP Tracking Number	WBS (PCN or SAP)	Project No.	Project Name		Regional Staff Submit IGA Packet to HQ	HQ Drafts IGA Documents	Document Review by Local Agency	CDOT HQ Review / LA Signatures	IGA Executed	
Devolution IGAs	1.19	17219	C 0703-349	Colorado Blvd. in Idaho Springs: Phase 2 & Phase 3, and Devolution	Idaho Springs						Devolution IGAs
	4.06	19893	C M405-017	US 34 in Estes Park Improvements and Devolution	Town of Estes Park & CFL						
	1.14	19970	STM 0021-040	SH 2 in Commerce City Widening and Devolution (Recently Added)	Commerce City						
2014 Ad Dates	1.09	19474	NHPP 0703-401	I-70 Eastbound Peak Period Shoulder Lanes (Greenway Design Only)	Clear Creek County						2014 Ad Dates
2015 Ad Dates	4.30	19892	STM C030-057	SH 392 and CR74 Intersection Safety Improvements	Weld County						2015 Ad Dates
	4.36	19887	STU M830-068	Loveland Road Weather Information System (RWIS) Update / Expansion	City of Loveland						
	4.20	19561	STE M455-106 ??	US 287: (North College) - Phase 3: Pedestrian Path North of Willox	City of Ft Collins						
	4.51	20204	STM C190-010	Turning Lanes at US 385 & YCR 33.6	Yuma County						
2016 Ad Dates	4.25	19889	STU C060-065	SH 14 / Greenfields Ct. - Frontage Rd. Relocation	Larimer County						2016 Ad Dates
	4.52	20203	STM C190-009	Turning Lanes at US 34 & YCR J	Yuma County						
	4.58	19888	STU C070-043	SH 119: Boulder Canyon Trail Extension	Boulder County						
	4.35	19886	STU M830-067	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	City of Loveland						
COUNT	24			Subtotals		1	4	4	3	12	
IGAs Complete (%) compared to Total # of Locally Administered Projects						4%	17%	17%	13%	50%	

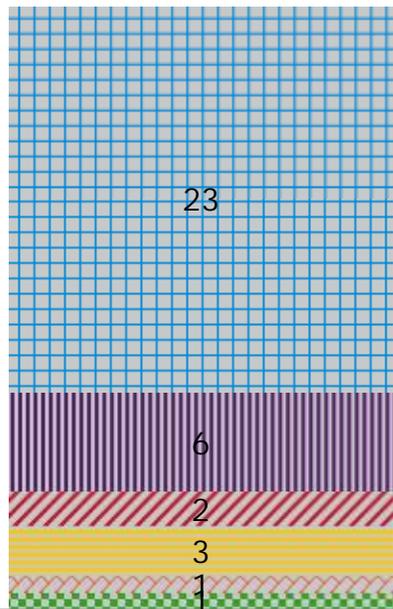
As of October 1, 2014



Flood CDOT PR - Project Status

CDOT PR Project Status
(36 Total Projects)

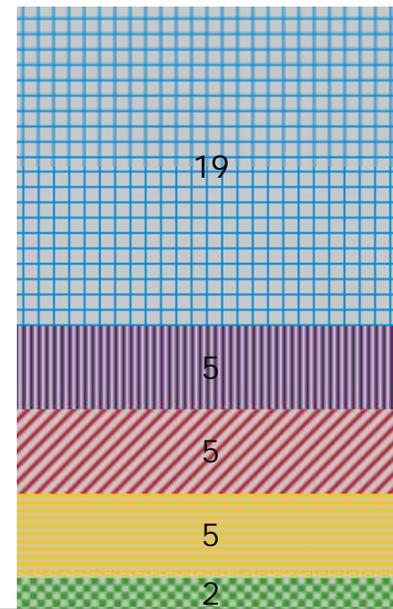
- Completed
- In Bid/Award
- Scoping
- Construction
- Design
- Planning



As of August 20, 2014

CDOT PR Project Status
(36 Total Projects)

- Completed
- Design
- Planning
- In Bid/Award
- Scoping



As of September 17, 2014

Note: Status information from SAP and Dashboard

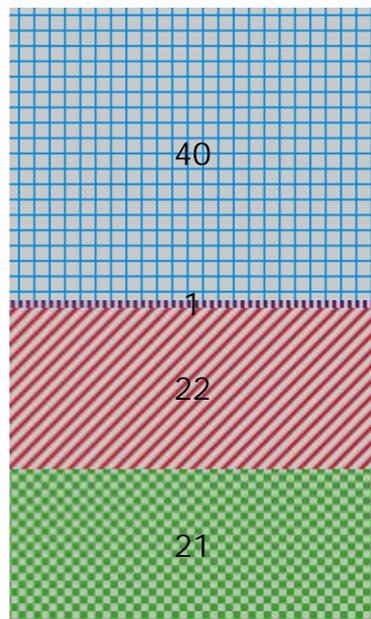
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Flood Local Agency ER & PR Project Status

Local Agency ER and PR Project Status (84 Total)

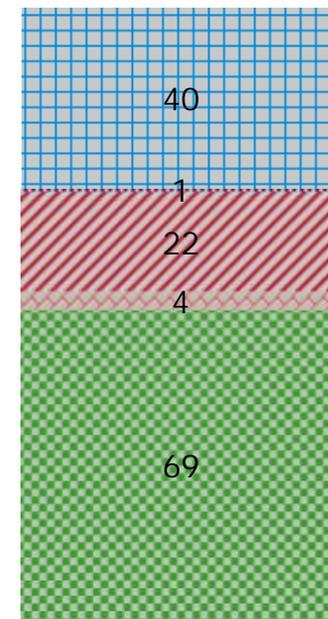
Completed Design Scoping Planning



As of August 20, 2014

Local Agency ER and PR Project Status (136 Total)

Completed Construction Design Scoping Planning



As of September 17, 2014

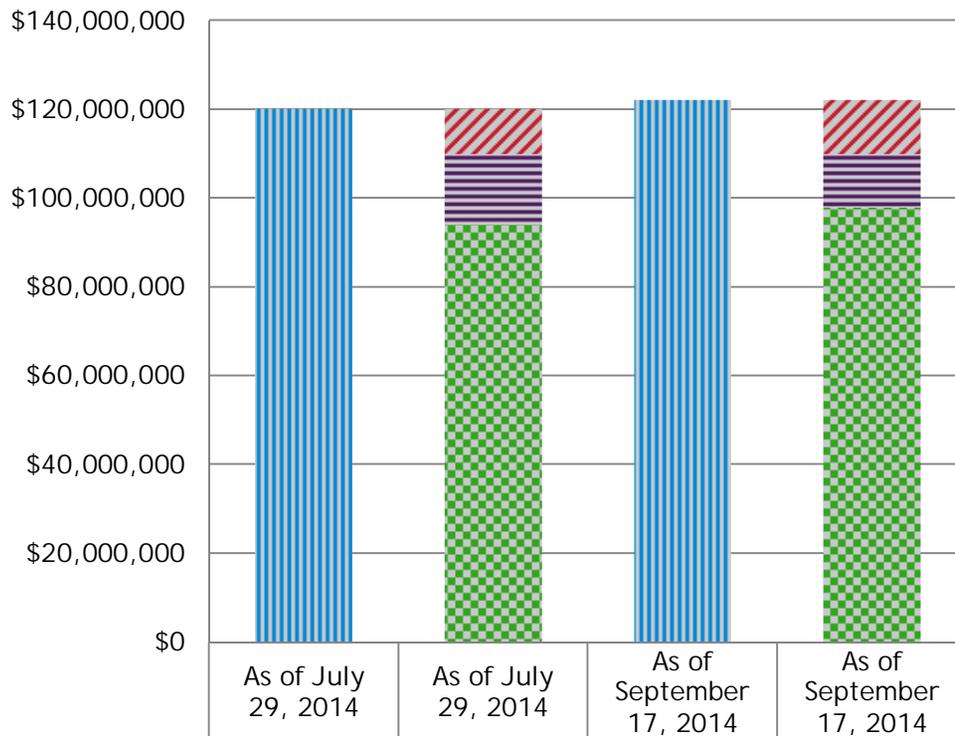
Note: Status information from SAP and Dashboard

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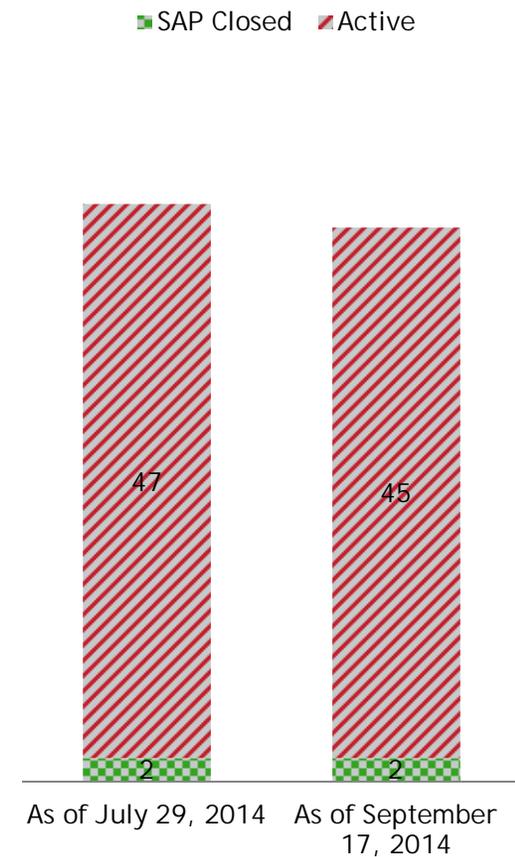
Flood Program Financial Summary

Emergency Repair Projects



Unencumbered		\$10,107,000		\$12,211,000
Encumbrance		\$15,789,000		\$12,083,000
Expenditure		\$94,211,000		\$97,874,000
DDIR Approved Budget	\$120,107,000		\$122,168,000	

Emergency Repair Projects

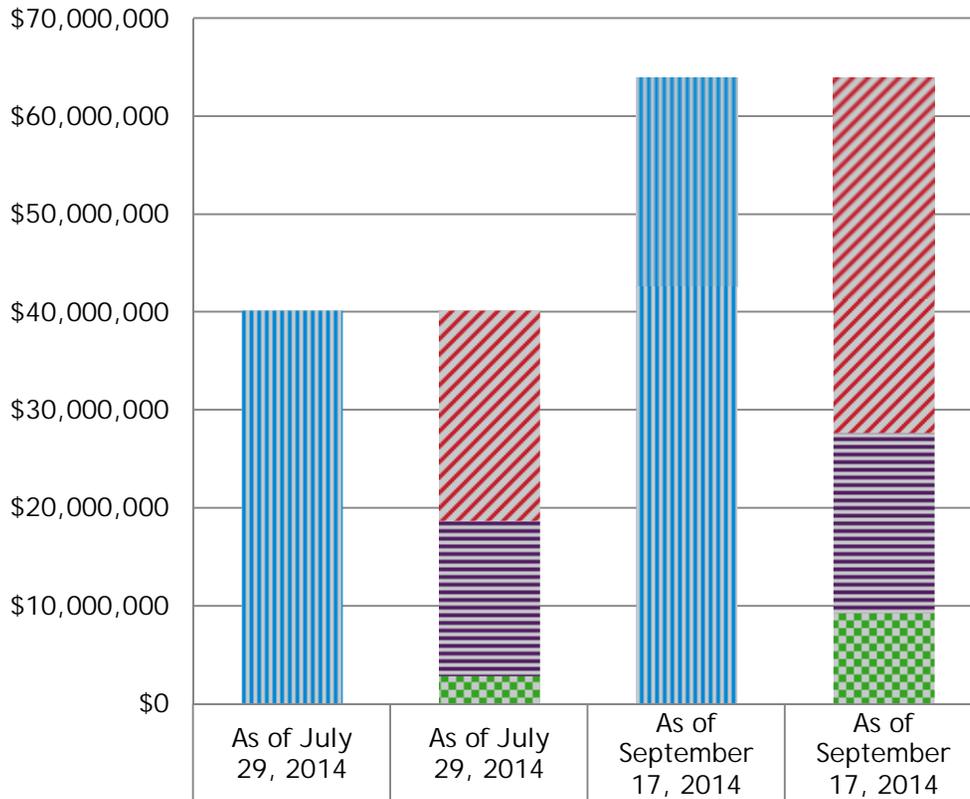


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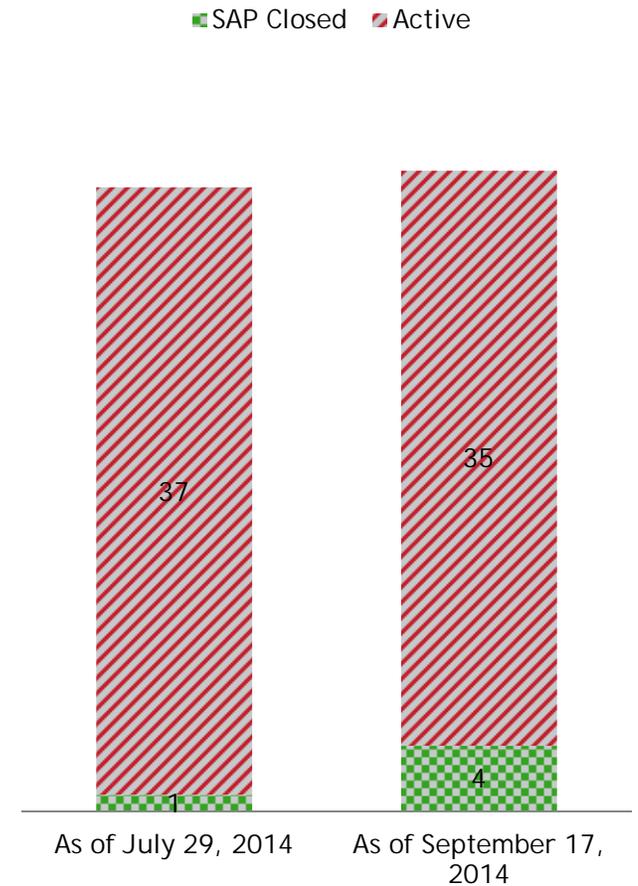
Flood Program Financial Summary

Permanent Repair Projects



■ Unencumbered		\$21,439,000		\$36,296,000
■ Encumbrance		\$15,892,000		\$18,447,000
■ Expenditure		\$2,816,000		\$9,227,000
■ DDIR Approved Budget	\$40,147,000		\$63,970,000	

Permanent Repair Projects

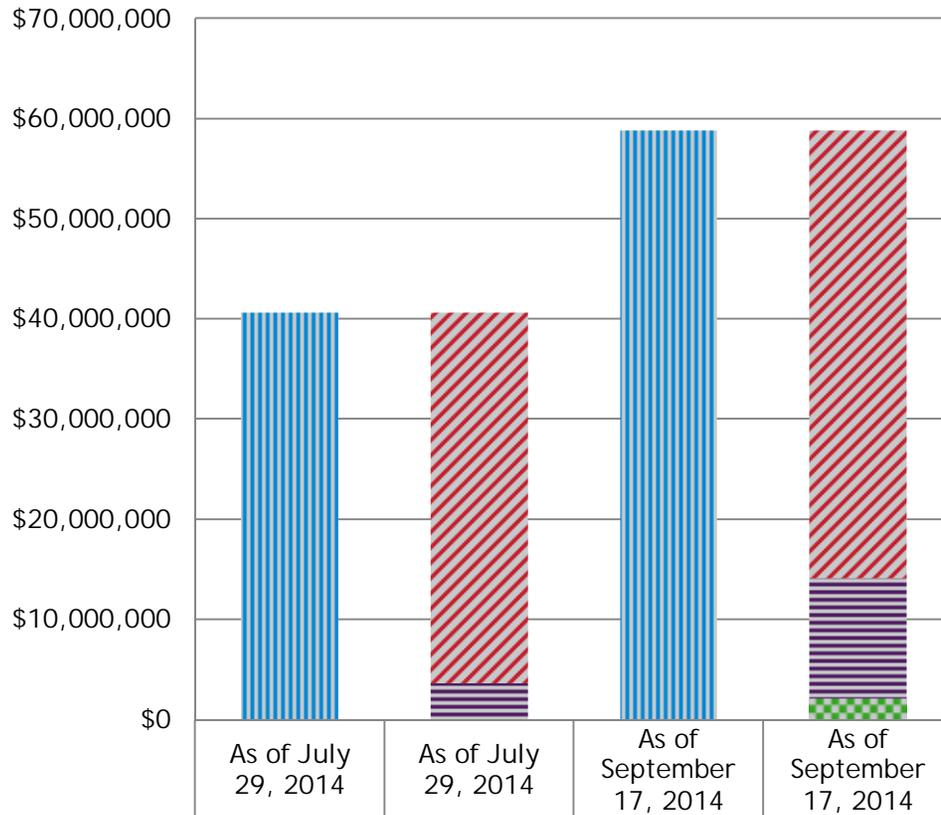


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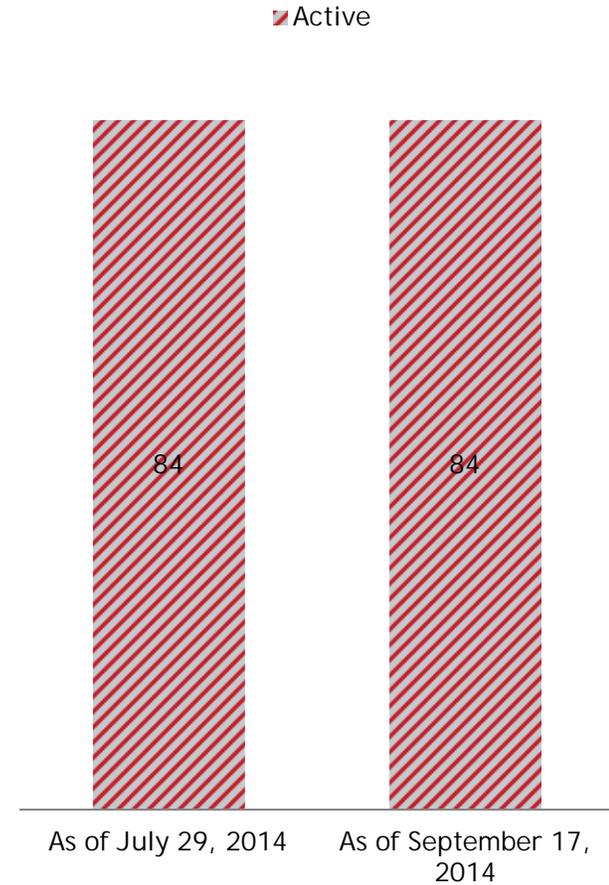
Flood Program Financial Summary

Local Agency Projects



■ Unencumbered		\$37,014,000		\$44,711,000
■ Encumbrance		\$3,626,000		\$12,021,000
■ Expenditure		\$0		\$2,118,000
■ DDIR Approved Budget	\$40,640,000		\$58,850,000	

Local Agency Projects

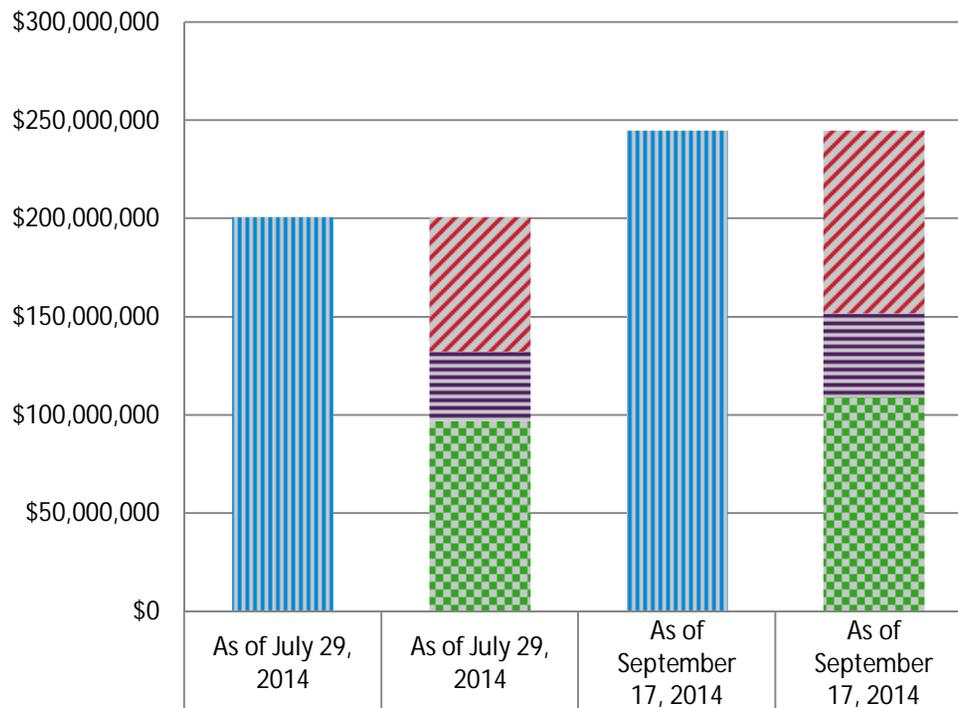


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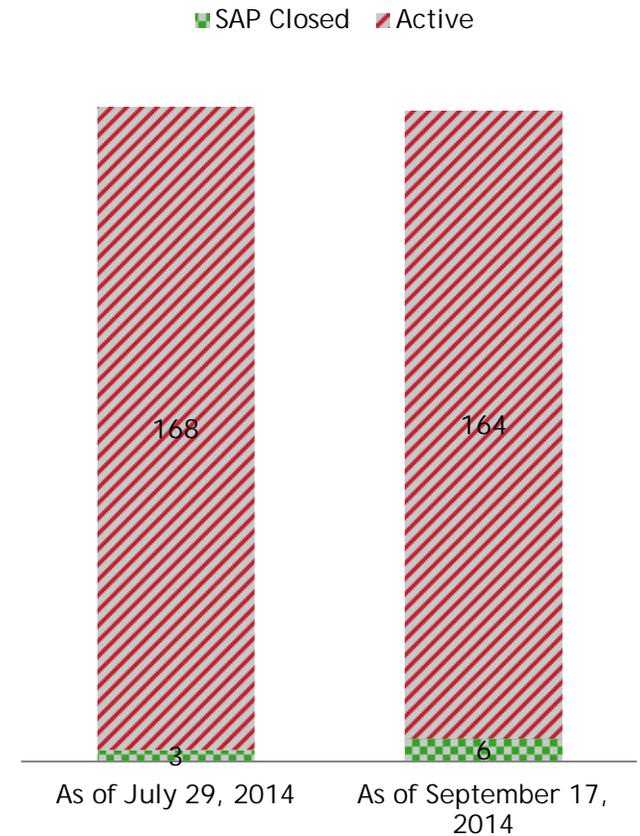
Flood Program Financial Summary

Total Program



Unencumbered		\$68,560,000		\$93,218,000
Encumbrance		\$35,307,000		\$42,551,000
Expenditure		\$97,027,000		\$109,219,000
DDIR Approved Budget	\$200,894,000		\$244,988,000	

Total Program



9/17/14



Flood Program Overview

Program forecasting to spend:

- \$140 M in FY15
- \$146 M in FY16
- \$110 M in FY17
- \$25 M in FY18

This includes ER, PR and Local Agency Projects.

9/17/14



PMO Coming Attractions

- Update of Cash Balance
- Overview of RAMP Partnership and Operations Program(Overall) - Including CDOT Only Projects
- Overview of Other CDOT Projects

As of September 19, 2014



MEMORANDUM

TO: TRANSPORTATION COMMISSION
 DON HUNT, EXECUTIVE DIRECTOR

FROM: JOSH LAIPPLY, CHIEF ENGINEER
 SCOTT RICHRATH, CHIEF FINANCIAL OFFICER (CFO)

DATE: OCTOBER 15, 2014

SUBJECT: UPDATE ON INTERSTATE SURFACE TREATMENT SPENDING AND BID REJECTIONS

Surface Treatment Projects On Interstate Highways

In response to concerns regarding the amount of surface treatment funds going to the interstate highway system, the Program Management Office conducted an analysis of reconstruction and resurfacing projects on I-76 completed in the last six years. We identified twelve projects with a total expenditure of approximately \$127 million. Approximately \$80 million, or 63-percent of the funding, was provided by surface treatment funds. The remainder almost \$47 million was other from other funding sources. These results are shown in Table 2 on the next page. While other interstate highways were not analyzed, we believe this general trend holds true for the entire interstate highway system

Bid Rejections

The project support branch conducted a review of bid rejections, by region, between September 2013 and August 2014. This analysis indicates that there is no geographic trend to the bid rejections. Each of the regions is experiencing rejections at approximately the same rate.

Table 1:

Region	Total Number of Rejections	Total Number of Advertisements
Region 1	12	47 Ads, 12 RATs (including 1 with no bid received)
Region 2	5	38 Ads, 5 RATs (including 2 with no bid received)
Region 3	6	37 Ads, 6 RATs (including 1 with no bid received)
Region 4	5	24 Ads, 5 RATs (including 2 with no bid received)
Region 5	3	33 Ads, 3 RATs
Total	31	179 Ads, 31 RATs (including 6 with no bid received)

This data is from September 2013 through August of 2014

We continue to review bidding trends and other market factors.



Table 2:

Project Description	Description of Work	Surface Treatment Funds (Thousands)	Other Funds (Thousands)	Total Expenditures (Thousands)	SUR %
I-76:Sedgwick to State Line	CONCRETE OVERLAY AND RECONSTRUCTION	\$222.11	\$14,895.88	\$15,117.99	1%
I-76 Fort Morgan to Brush (Phase III)	RECONSTRUCTION OF CONCRETE PAVING	\$27,524.43	\$10,355.10	\$37,879.53	73%
I-76 Sedgwick to State Ln-PH 2	CONCRETE OVERLAY AND RECONSTRUCTION	\$13,400.32	-	\$13,400.32	100%
I-76: Sedgwick To NE St. Line Phase 3	RECONSTRUCTION	\$724.34	\$15,827.50	\$16,551.84	4%
FY10 R4 Diamond Grinding on I-76	DIAMOND GRINDING AND JOINT SEALING	\$550.02	\$985.56	\$1,535.58	36%
I-76 Sedgwick to State Line, Phase 4	RESURFACING	\$17,360.14	\$321.30	\$17,681.44	98%
I-76 Slab Replacement in Morgan County	SLAB REPLACEMENT	\$345.58	-	\$345.58	100%
I-76:FEDERAL TO I-25	OVERLAY I-76	\$2,674.31	\$153.00	\$2,827.31	95%
I-76 Roadway Improvement Brush East	ROADWAY IMPROVEMENTS	\$4,001.38	\$3,920.93	\$7,922.31	51%
R4 FY13 I-76 Concrete Slab Replace	SLAB REPLACEMENT	\$1,959.15	-	\$1,959.15	100%
I-76:I-70 TO FEDERAL BLVD	RESURFACING	\$4,841.64	\$449.99	\$5,291.63	91%
I-76:East of Crook to Sedgwick Phase I	RESURFACING	\$6,881.60	-	\$6,881.60	100%
TOTAL		\$80,485	\$46,909	\$127,394	63%





COLORADO
Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: SCOTT RICHRATH, CHIEF FINANCIAL OFFICER (CFO); MARIA SOBOTA, BUDGET DIRECTOR
DATE: OCTOBER 15, 2014
SUBJECT: FY2014 - FY2015 BUDGET RECONCILIATION AND RE-DISTRIBUTION

Purpose

This memorandum summarizes information to be discussed during the budget workshop, including the following topics:

- Consideration and approval of \$5.0 million of Maintenance Level of Service (MLOS) FY2014 cost center roll forwards and corresponding FY2015 project funding requests
- Final review and discussion of the total FY2014 revenue and cost center roll forward requests approved by the Transportation Commission (TC) and Department staff
- Discussion of the current FY2015 Transportation Commission Contingency Reserve Fund (TCCRF) balance

Action

This month the TC is being asked to:

- Approve FY2014 MLOS cost center balance roll forwards and FY2015 MLOS project funding requests totaling \$5.0 million
- Review surplus fund balances added to the TCCRF correlated to the FY2014 final revenue and cost center reconciliations
- Provide guidance to establish a FY2015 year-end TCCRF balance target with an expectation that Department staff will provide a list of current fiscal year funding requests to consume a portion of the balance in November.

Background & Details

FY2014 MLOS Cost Center Roll Forwards

Per PD 703.0, the TC must approve all cost center roll forward requests exceeding \$1.0M. In August, the TC approved a \$2.5 million roll forward request submitted by the Office of Financial Management and Budget (OFMB) within the Division of Accounting and Finance (DAF). During the same month, Department Senior Management approved \$2.6 million in several smaller roll forwards from more than \$3 million submitted. Upon subsequent review, the remaining cost center surpluses intended to be added to the TCCRF included approximately \$5.0 million of unused FY2014 MLOS cost center funds.



Department staff proposes that these funds be directly added to current MLOS available balances to fund the following prioritized non-traditional and one-time MLOS requests in FY2015:

- \$1.0 million - Procure route optimization analysis to improve snow removal operations Statewide
- \$2.5 million - Design and build Gazex® avalanche system mitigation projects to improve safety for Department crews; this would supplement a similar Capital Development Committee request on a separate corridor
- \$0.5 million - Update diagnostic hardware and software for fleet vehicles and equipment statewide to improve safety performance of Department fleet for road crews and prolong the life of vehicles through proper diagnostics and repair cycles
- \$1.0 million - Purchase eight (8) tow plow units for deployment in critical service areas to improve snow removal efficiency

Please see [“Options and Recommendations - FY2014 MLOS \\$5.0 million roll forward and FY2015 funding requests”](#) below for TC alternatives. Additional information pertaining to the MLOS funding requests is located in the Information section of the TC packet for further review and consideration.

FY2014 Final Surplus Fund Reconciliation (Revenue and Cost Center Balances)

Last month, OFMB provided a preliminary FY2014 Surplus Fund Reconciliation using revenue estimates during the budget workshop. The reconciliation has been updated to reflect the final FY2014 Highway User Tax (HUTF) year-end revenue distribution from the State Department of the Treasury. The final FY2014 budget and actual revenue comparison is attached (see Attachment A).

As discussed during last month’s workshop, the Department was eligible to receive an increase in the annual allocation known as “Federal re-distribution”. The annual allocation increase of \$31,769,903 is also included in the final FY2014 surplus funds reconciliation (see Attachment B). Excluding the annual re-distribution, FY2014 - FY2015 net revenue surpluses, cost center roll forwards and a one-time FY2015 budget reconciliation item (as reviewed and approved by the TC in September) totals \$980,316. Including the Federal re-distribution, \$24,772,054 in additional FY2014 surplus funds were added to the FY2015 TCCRF available balance in October (see Attachment B). The surplus figure has been reduced to reflect the \$5.0 million additional investment in FY2015 MLOS funding, pending TC approval this month.

Including these adjustments and pending October Budget Supplement items, the October FY2015 estimated TCCRF balance is \$108,411,946. Department staff is currently compiling funding scenarios evaluating multiple projects, permanent recovery Department costs, and various known liabilities. In November, Department staff will provide the TC with a recommendation of one-time FY2015 funding priorities from among a broad list of requests. Staff will use criteria including (1) readiness to spend, (2) spending track record, (3) leverage of other funds, and other criteria in making a recommendation.

This month, Department staff is seeking TC guidance to establish a FY2015 year-end TCCRF balance target. In past years, the target balance has been \$50.0 million. However, over the past year, available TCCRF funds have increased considerably. In an effort to continuously provide the funding required to drive Department goals and consume available resources, Department staff recommends that the TC consider a target balance of \$40.0 million. If approved, incremental regional and department wide project funding requests and identified statewide transportation needs lists will be narrowed to meet TCCRF target balance at the end of fiscal years 2015. The refined list will be brought back to the TC in November for their review and approval.



Key Benefits

This month, Department staff is asking the TC to consider two recommendations. A decision by the TC to increase FY2015 MLOS spending will increase the Department's ability to provide safer equipment for road crews and will improve road conditions for the citizens of Colorado. A decision by the TC to achieve a lower TCCRF year-end balance will enable the Department to fund more construction projects and reduce known liabilities.

Options and Recommendations - FY2014 MLOS \$5.0 million roll forward and FY2015 funding requests

1. Approve by October resolution FY2014 MLOS cost center balances roll forward to fund four (4) MLOS FY2015 funding requests totaling \$5.0 million. (Staff Recommendation)
2. Approve by October resolution a portion of the FY2014 MLOS cost center balances roll forward to fund a discrete, named list of FY2015 MLOS funding requests.
3. Deny FY2104 MLOS cost center balances roll forward request and direct surplus funds be added to the FY2015 TCCRF balance for distribution to other projects yet to be determined.

Options and Recommendations - FY2015 TCCRF Target Balance

1. Approve by informal concurrence in October and November adoption staff recommendation to set FY2015 year-end TCCRF target balance at \$40.0 million from existing TCCRF balances. (Staff Recommendation)
2. Set FY2015 year-end TCCRF target balance within a range of \$30 million to \$60 million from existing TCCRF balances.
3. Set FY2015 year-end TCCRF target balance as TC desires from either existing TCCRF balances or by modifying the FY16 budget in the memo that follows.

Next Steps

In November, DAF will provide a list of funding requests recommended by Department staff for TC review and approval.

Attachments

Attachment A - FY2014 Budget / Actual Revenue Comparison

Attachment B - FY2014 Surplus Funds Reconciliation and FY2015 TCCRF Balance



**Attachment A: Colorado Department of Transportation
Fiscal Year 2014 Budget / Actual Revenue Comparison**

REVENUE SOURCE	FY 2014		Actual over (under) Budget	NOTES
	Budget	Actual		
Total Colorado Department of Transportation Revenue	1,101,963,212	1,272,068,839	170,105,627	
STATE FUNDS	481,720,000	479,640,199	(2,079,801)	
HUTF Revenue to CDOT	407,000,000	413,573,599	6,573,599	
CDOT Miscellaneous Revenue	28,800,000	25,341,003	(3,458,997)	
General Fund Revenue to CDOT	0	0	0	
State Infrastructure Bank	500,000	608,466	108,466	
State Safety Education Funds	2,620,000	3,234,868	614,868	
Aeronautics Funds	42,800,000	36,882,264	(5,917,736)	
FASTER FUNDS	101,900,000	106,186,684	4,286,684	
FASTER Safety - State Share to CDOT	96,900,000	101,186,684	4,286,684	
FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
FEDERAL FUNDS	489,473,717	656,883,333	167,409,616	
Federal Highway Administration	325,333,736	359,077,448	33,743,712	Includes \$31.8 in Obligation Limit redistribution in actual.
Federal Highway Administration	146,109,263	279,969,340	133,860,077	Includes \$132 million of ER in actual.
Federal Transit Administration	16,030,718	16,047,788	17,070	
National Highway Traffic Safety Administration	1,700,000	1,700,000	0	
Federal Aviation Administration	300,000	88,757	(211,243)	
LOCAL MATCHING FUNDS	28,869,495	29,358,623	489,128	
Local Match for FHWA Funding	19,867,343	20,234,436	367,093	
Local Match for FTA Funding	9,002,152	9,124,187	122,035	
Notes:				
<i>Total CDOT Flexible</i>	<i>761,133,736</i>	<i>797,992,050</i>	<i>36,858,314</i>	
<i>Total CDOT Inflexible</i>	<i>340,829,476</i>	<i>474,076,790</i>	<i>133,247,314</i>	

**Colorado High Performance Transportation Enterprise
Fiscal Year 2014 Budget / Actual Revenue Comparison**

REVENUE SOURCE	FY 2014		Actual over (under) Budget	NOTES
	Budget	Actual		
High Performance Transportation Enterprise Revenue	32,500,000	7,611,001	(24,888,999)	
STATE FUNDS	2,500,000	4,329,350	1,829,350	
Tolling Fee Revenue (Enterprise)	2,500,000	4,013,683	1,513,683	
Tolling Violations	0	24,845	24,845	
Interest Income - Exempt	0	290,821	290,821	
LOCAL CONTRIBUTIONS	30,000,000	3,281,651	(26,718,349)	
Managed Lanes Revenue	30,000,000	3,281,651	(26,718,349)	

**Colorado Statewide Bridge Enterprise
Fiscal Year 2014 Budget / Actual Revenue Comparison**

REVENUE SOURCE	FY 2014		Actual over (under) Budget	NOTES
	Budget	Actual		
Statewide Bridge Enterprise Revenue	115,481,900	119,646,415	4,164,515	
STATE FUNDS	2,500,000	3,023,910	523,910	
Other Enterprise Charges	0	0	0	
Interest Income - Exempt	2,500,000	3,023,910	523,910	
Cost Recovery	0	0	0	
FASTER FUNDS	91,600,000	95,700,102	4,100,102	
FASTER - Bridge Surcharge	91,600,000	95,700,102	4,100,102	
FEDERAL FUNDS	21,381,900	20,922,403	(459,497)	
Buy America Bonds Credit	6,381,900	5,922,403	(459,497)	
Re-distributed FHWA for BE Projects	15,000,000	15,000,000	0	

Total Transportation Revenue	1,249,945,112	1,399,326,255	149,381,143
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Attachment B - FY2014 Surplus Funds Reconciliation and FY2015 Transportation Commission Contingency Reserve Fund (TCCRF) Reconciliation

	September 2014 Reconciliation	October 2014 Reconciliation	Increase (Decrease) vs September
FY2014 - FY2015 Cost Center & Revenue Reconciliation			
Remaining Cost Center Fund Balances	\$ 32,167,182	\$ 32,167,182	\$ -
Automatic Roll Forwards:	\$ (16,496,084)	\$ (16,496,084)	\$ -
• E0249-010 - Equipment Pool Headquarters	\$ (85,031)	\$ (85,031)	
• S0247-010 - Road Equipment Pool	(97,403)	(97,403)	
• OI440-010 - Intelligent Transportation Systems Project Pool	(4,096,233)	(4,096,233)	
• FASTER Transit	(12,217,417)	(12,217,417)	
Total Approved & Staff Recommended Roll Forward Requests:	\$ (5,182,453)	\$ (10,612,734)	\$ (5,430,281)
• Roll Forward Request t Approved by TC - August	\$ (2,543,681)	\$ (2,543,681)	
• Roll Forward Request Approved by Senior Management Team - August	(2,638,772)	(2,638,772)	
• New Roll Forward Request Approved by Senior Management Team - October	-	(430,281)	
• New Roll Forward Request to TC MLOS Cost Center for TC Approval - October		(5,000,000)	
FY2014 Remaining Balance after Roll Forwards	\$ 10,488,645	\$ 5,058,364	\$ (5,430,281)
FY2015 Pushed Amount Over Budget	\$ (10,009,523)	\$ (9,166,459)	\$ 843,064
FY2014 Estimated Flexible Fund Revenue Actuals over the FY2014 Budget (Excl Re-Distribution)	\$ 7,499,042	\$ 5,088,411	\$ (2,410,631)
FY2014 Total Revenue and Cost Center Balance Surplus (Excl Re-Distribution)	\$ 7,978,164	\$ 980,316	\$ (6,997,849)
FY2014 Federal Re-distribution	\$ -	\$ 31,769,903	\$ 31,769,903
FY2014 Estimated Roll Forwards to TC Contingency	\$ 7,978,164	\$ 32,750,219	\$ 24,772,054
FY2014 - FY2015 TCCRF Reconciliation			
FY2014 October Additional Estimated Roll Forwards to TC Contingency		\$ 24,772,054	
FY2014 September TCCRF Balance		\$ 89,137,072	
FY2015 October Pending Supplement Items		\$ (5,497,180)	
FY2015 October Estimated TCCRF Balance		\$ 108,411,946	
FY2015 TCCRF Funding Requests - Staff Recommendation (November, 2014 TC Action)			
• FY2015 TCCRF Supplement Items - 8 months		(16,666,667)	
• FY2015 Estimated Federal Reimbursement of US24 & Other (Low \$4M; Mid \$7M; High \$8M)		4,000,000	
• FY2015 State Match for ER/PR (Low \$5M; Mid \$10M; High \$13M)		(5,000,000)	
• HPTE Purchase / Lease		(5,000,000)	
• FY2015 Funding Requests (November, 2014 TC Action)		(45,745,279)	
Request # 1		-	
Request # 2		-	
Request # 3		-	
Projected Contingency Balance - June, 2015		\$ 40,000,000	



COLORADO
Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: SCOTT RICHRATH, CHIEF FINANCIAL OFFICER (CFO); MARIA SOBOTA, BUDGET DIRECTOR
DATE: OCTOBER 15, 2014
SUBJECT: FY2016 ANNUAL BUDGET

Purpose

This memorandum summarizes information to be discussed during the budget workshop, including the following FY2016 budget topics:

- Revenue estimates
- Balanced Draft Budget
- Budget Narrative
- Next steps towards Draft Budget adoption by the Transportation Commission (TC)

Action

This month the TC is being asked to review FY2016 revenue estimates, program budgets, and other information to provide feedback to the Department in preparation for the adoption of the Draft Budget in November, 2014.

Background & Details

FY2016 Revenue Estimates

The FY2016 Annual Draft Budget Allocation is based on updated FY2016 revenue estimates the TC reviewed last month (see Attachment A). The significant adjustment to the current revenue estimate is the reduction in SB-228 general fund transfer revenue based on the September 2014 quarterly state revenues economic forecast. As previously communicated to the TC by the Transportation Commission Secretary, Herman Stockinger, TABOR refunds are now anticipated and estimated SB-228 revenues were cut in half in accordance with statute to approximately \$102.6 million. This updated forecast is reflected in current revenue estimates and the Draft Budget. Use of these funds will be discussed under a separate TC agenda item.

Estimated FY2016 revenues are \$83,355,706 higher than FY2015 projections. The growth from (1) SB-228 (\$102.6 million) (2) FASTER surcharge revenue estimates dedicated to the FASTER Safety Program (\$8.4 million growth), (3) state fuel tax (\$2.8 million growth), and (4) Federal Transit Administration (\$4.6 million) is offset by reductions to Miscellaneous Revenue including earned interest (\$10.3 million reduction due partly to lower cash balance projections), lower projected emergency recovery revenues (\$13.0 million lower) and reduced federal revenues, including fuel tax (\$11.0 million). As a result, Flexible (TC directed) revenues are \$6.8 million lower year over year.



FY2016 Draft Budget

The FY2016 Draft Budget is balanced. The Department, Bridge Enterprise, and High Performance Transportation Enterprise budgets are developed separately. Enterprise budgets are further detailed in the fall by the respective Enterprise boards. Supporting documents attached to the memo include the Department's Public Friendly FY2016 Draft Budget Allocation (see Attachment B) and the accompanying Proposed Budget Allocation Plan Narrative (see Attachment C). Unlike in prior years, this narrative will not be returned to the TC for approval unless the TC requests substantial changes.

In a review of the FY2016 Draft Budget detail line item allocations, Asset Management program budgets are based on outcomes from the Department's Delphi workshop and subsequent TC guidance to staff (<http://www.coloradodot.info/about/transportation-commission/documents/2014/february-2014/03-asset-management.pdf/view>). This includes Maintenance Levels of Service (MLOS) funding levels detailed on page 30 of the Budget Narrative and this represents the vast majority of TC directed funding. For other TC directed programs, budget amounts are initially based on the FY2015 Final Budget. Unlike TC-directed programs, programs that receive dedicated revenues (the revenues obtained for a particular program) must be allocated to that program and are based on the current FY2016 Budget Revenue Forecasts. The following criteria will be used to allocate program funds for the Department's FY2016 Proposed Annual Budget:

- All revenue specific to a program (i.e., MAP-21 and State programs such as Safety Education and Aeronautics) will automatically be adjusted based on the FY2016 revenue estimate.
- All other programs are initially based on the FY2015 budget amounts as approved by the TC in March 2014. With recent transitions of region boundaries, Transportation Systems Management & Operations, and program, cash, and asset management, staff recommends that the TC review the longer standing TC directed programs in earnest during FY2017 budget setting.

The FY2016 Draft Budget reflects several changes from the FY2015 Budget. Changes include:

- The Department's budget is \$1,300,615,655 representing a net increase of \$84,355,707 or 6.9%. All of the increase and more can be attributed to Strategic Projects non-flexible revenues received through a new general fund transfer of \$102.6 million per SB-228.
- A year over year increase of \$10,961,631 in Deliver - Program Delivery / Administration (Operations - Including Maintenance Support) is primarily driven by a \$6.0 million one-time correction consistent with the TC approval last month of surplus FY2015 revenues and deficit FY2015 expenditures and a Common Policy increase from the Governor's Office of Technology (OIT) of approximately \$4.0 million and other Common Policy changes such as salary increases. In addition, Department Senior Management approved a Decision Item request totaling \$0.5 million to support a Geographic Information Systems (GIS) update to add right-of-way information.
- An increase of \$3.0 million in Deliver - Program Delivery / Administration (Common Policy - FY2016 Salary Increases). Anticipated salary increases will be distributed to respective programs in the November version of the FY2016 Draft Budget prior to TC adoption. With now two consecutive years of salary increases after more than five years without, this will be the first time in nearly a decade that the budget would anticipate salary increases rather than respond once they occurred by reducing Operating expenses.
- The absence of the \$25.0 million annual replenishing of Transportation Commission Contingency Reserve Funds.
- Per PD-703.0, Decision Items under \$1.0 million can be approved by the Executive Director, Chief Financial Officer and/or the Chief Engineer. Department staff did not submit Decision Items requests exceeding \$1.0 million for consideration. Decision Item details for individual



funding requests approved by Department Senior Management totaled \$0.5M, excluding requests managed within CDOT's Indirect rate of 11%, are included in the Information Section of the TC Packet.

Finally, the FY2016 Draft Budget (see Attachment B) reflects Department indirect cost allocations applied to federally participating programs. During the month of October, OFMB staff will meet with program staff to review current classifications for programs consuming indirect costs as reflected in the FY2016 Budget. As you may recall, in July, during the Audit Committee Meeting, the Division of Audit reviewed an indirect cost audit recommendation and DAF's response to provide updated indirect cost criteria. The Department has provided the Division of Audit with updated criteria to distribute Department wide including an implementation plan. During the Audit Committee Meeting on October 16th, an update to the response submitted by DAF will be reviewed by the Division of Audit. Additional FY2016 Draft Budget funding category highlights and line item variances are summarized in the Information Section of the TC Packet.

FY2016 Proposed Budget Allocation Plan Narrative

The attached Proposed Budget Allocation Plan contains current program description and funding detail supporting the Draft Budget. Program fact sheets for SB-228 and Flood Recovery are included in the FY2016 narrative. The Draft Budget Narrative will not be included in future TC packets unless there are significant modifications.

Key Benefits

N/A

Options and Recommendations

1. Recommend Department staff adjusts program funding line items to adjust Common Policy - FY2016 salary increases in the balanced Draft Budget as outlined in the memo and bring back the final Draft Budget to the TC in November for adoption. (Staff Recommendation)
2. Request additional information related to specific FY2016 revenue estimates.
3. Request changes to be made and/or request additional information related to specific FY2016 Draft Budget line item detail. Changes could include:
 - a. Funding levels for Asset Management programs including MLOS presented to the Asset Management Committee last February.
 - b. Removal of legislated and budgeted salary increases with expectation that those increases be offset by reducing Operating expenses.
 - c. Examination of any other TC directed programs.

Next Steps - FY2016 Budget Updates and TC Adoption

In November 2014, DAF will:

- Provide the final Draft Budget including changes related to topics discussed during October.
- Ask the TC for approval and adoption of the FY2016 Draft Budget for submission to the Office of State Planning and Budget and Joint Budget Committee on or before December 15, 2014.
- Not include the Budget Narrative.

In March 2015, DAF will:

- Update the FY2016 Budget to include Common Policy and Legislative decisions including Capital Development Committee funding, if any.
- Provide an updated FY2016 Budget to the TC for final adoption.

In April 2015, upon adoption of the FY2016 Budget by the TC, the Department will resubmit the Budget to the Governor for approval on or before the 15th of the month.



Attachments

Attachment A - FY2016 Final Revenue C

Attachment B - FY2016 Draft Budget

Attachment C - FY2016 Draft Budget Narrative



Colorado Department of Transportation
Fiscal Year 2015 / Fiscal Year 2016 Budgets Revenue Comparison

REVENUE SOURCE	BUDGET ESTIMATE		FY2016 over (under) FY2015	NOTES
	FY2015	FY2016		
Total Colorado Department of Transportation Revenue	1,217,259,949	1,300,615,655	83,355,706	
STATE FUNDS	485,650,001	577,177,300	91,527,299	
HUTF Revenue to CDOT	409,700,001	412,477,300	2,777,299	
CDOT Miscellaneous Revenue	29,500,000	19,200,000	(10,300,000)	Decrease is due to lower earned interest.
General Fund Revenue to CDOT	0	102,600,000	102,600,000	SB-228 - New revenue source for FY2016.
State Infrastructure Bank	700,000	500,000	(200,000)	
State Safety Education Funds	2,950,000	3,000,000	50,000	
Aeronautics Funds	42,800,000	39,400,000	(3,400,000)	
FASTER FUNDS	102,900,000	111,300,000	8,400,000	
FASTER Safety - State Share to CDOT	97,900,000	106,300,000	8,400,000	
FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
FEDERAL FUNDS	599,325,330	581,471,259	(17,854,071)	
Federal Highway Administration	326,201,464	326,897,445	695,981	
Federal Highway Administration	250,258,370	226,288,537	(23,969,833)	FY2016 is based on MAP-21 level plus ER.
Federal Transit Administration	16,030,718	20,645,277	4,614,559	
National Highway Traffic Safety Administration	6,534,778	7,640,000	1,105,222	
Federal Aviation Administration	300,000	0	(300,000)	
LOCAL MATCHING FUNDS	29,384,618	30,667,096	1,282,478	
Local Match for FHWA Funding	20,069,966	19,876,093	(193,873)	
Local Match for FTA Funding	9,314,652	10,791,003	1,476,351	

Notes:

<i>Total CDOT Flexible</i>	<i>765,401,465</i>	<i>758,574,745</i>	<i>(6,826,720)</i>
<i>Total CDOT Inflexible</i>	<i>451,858,484</i>	<i>542,040,910</i>	<i>90,182,426</i>

**Colorado High Performance Transportation Enterprise
Fiscal Year 2015 / Fiscal Year 2016 Budgets Revenue Comparison**

REVENUE SOURCE	BUDGET ESTIMATE		FY2016 over (under) FY2015	NOTES
	FY2015	FY2016		
High Performance Transportation Enterprise Revenue	30,575,000	2,575,000	(28,000,000)	
STATE FUNDS	575,000	2,575,000	2,000,000	
Tolling Fee Revenue (Enterprise)	375,000	2,375,000	2,000,000	
Tolling Violations	0	0	0	
Interest Income - Exempt	200,000	200,000	0	
LOCAL CONTRIBUTIONS	30,000,000	0	(30,000,000)	
Managed Lanes Revenue	30,000,000	0	(30,000,000)	FY2015 was the last year for this funding.

**Colorado Statewide Bridge Enterprise
Fiscal Year 2015 / Fiscal Year 2016 Budgets Revenue Comparison**

REVENUE SOURCE	BUDGET ESTIMATE		FY2016 over (under) FY2015	NOTES
	FY2015	FY2016		
Statewide Bridge Enterprise Revenue	114,881,900	124,100,000	9,218,100	
STATE FUNDS	2,400,000	3,000,000	600,000	
Other Enterprise Charges	0	0	0	
Interest Income - Exempt	2,400,000	3,000,000	600,000	
Cost Recovery	0	0	0	
FASTER FUNDS	91,100,000	100,100,000	9,000,000	
FASTER - Bridge Surcharge	91,100,000	100,100,000	9,000,000	
FEDERAL FUNDS	21,381,900	21,000,000	(381,900)	
Buy America Bonds Credit	6,381,900	6,000,000	(381,900)	
Re-distributed FHWA for BE Projects	15,000,000	15,000,000	0	

Total Transportation Revenue	1,362,716,849	1,427,290,655	64,573,806
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**Attachment B: Colorado Department of Transportation
Fiscal Year 2016 Draft Budget Allocations 10-15-14**

Budget Category	Program Area	Directed by	TC Approved FY2015 Budget Allocations	FY2016 Draft Allocations	FY2016 Draft Budget	FY2016 Over (Under) FY2015	Funding Source		
			A	B	C	A - B			
Maintain - Maintaining What We Have	CDOT Performed Work								
	Roadway Surface	TC	49,404,619	39,075,453	39,075,453	(10,329,166)	SH		
	Roadside Facilities	TC	20,115,545	20,162,777	20,162,777	47,232	SH		
	Roadside Appearance	TC	7,148,508	7,805,488	7,805,488	656,980	SH		
	Structure Maintenance	TC	11,084,605	8,556,025	8,556,025	(2,528,580)	SH		
	Tunnel Activities	TC	7,621,175	6,908,508	6,908,508	(712,667)	SH		
	Snow and Ice Control	TC	64,339,139	73,350,077	73,350,077	9,010,938	SH		
	Traffic Services	TC	60,156,108	67,707,695	67,707,695	7,551,587	SH		
	Planning and Scheduling	TC	13,805,622	14,870,563	14,870,563	1,064,941	SH		
	Material, Equipment and Buildings	TC	17,624,679	15,963,414	15,963,414	(1,661,265)	SH		
				251,300,000	254,400,000	254,400,000	3,100,000		
	Contracted Out Work								
	Surface Treatment /1	TC	149,500,000	149,500,000	122,731,164	-	FHWA/ SH/ 09-108		
	Structures On-System Construction /1	TC	22,300,000	22,300,000	18,307,057	-	09-108		
	Structures Inspection and Management /1	TC	8,400,000	8,400,000	6,895,932	-	09-108		
	Geohazards Mitigation /1	TC	5,100,000	5,100,000	4,186,816	-	09-108		
	Highway Safety Investment Program	FR	29,812,448	29,154,151	23,933,932	(658,297)	FHWA / SH		
	Railway-Highway Crossings Program	FR	3,194,739	3,150,245	2,586,175	(44,494)	FHWA / SH		
	Hot Spots	TC	2,167,154	2,167,154	1,779,113	-	FHWA / SH		
	Traffic Signals	TC	1,472,823	1,472,823	1,209,106	-	FHWA / SH		
	FASTER - Safety Projects	TC	47,900,000	56,300,000	46,219,161	8,400,000	09-108		
	Maintain-Related Indirects/Overhead /2				30,616,236				
					19,079,883				
				269,847,164	277,544,373	277,544,373	7,697,209		
	Capital Expenditure								
Road Equipment	TC	14,000,000	11,500,000	11,500,000	(2,500,000)	SH			
Capitalized Operating Equipment	TC	3,760,247	3,448,525	3,448,525	(311,722)	SH			
Property	TC	7,236,096	1,011,722	1,011,722	(6,224,374)	SH			
			24,996,343	15,960,247	15,960,247	(9,036,096)			
			Total:	546,143,507	547,904,620	547,904,620	1,761,113		
Maximize - Safely Making the Most of What We Have	CDOT Performed Work								
	TSM&O: Performance Programs and Services	TC	7,236,795	6,107,619	6,107,619	(1,129,176)	SH		
	TSM&O Traffic Incident Management	TC	-	-	-	-	SH		
	TSM&O: ITS Maintenance	TC	14,800,000	14,400,000	14,400,000	(400,000)	SH		
				22,036,795	20,507,619	20,507,619	(1,529,176)		
	Contracted Out Work								
	Safety Education	Comb	9,829,982	11,090,000	9,104,272	1,260,018	NHTSA / SSE		
	TSM&O: Congestion Relief	TC	4,000,000	4,000,000	3,283,777	-	FHWA / SH		
	Regional Priority Program	TC	50,000,000	50,000,000	41,047,212	-	FHWA / SH		
	Maximize-Related Indirect/Overhead /2				7,180,152				
					4,474,587				
				63,829,982	65,090,000	65,090,000	1,260,018		
	Capital Expenditure								
	TSM&O: ITS Investments	TC	10,000,000	10,000,000	10,000,000	-	SH		
				10,000,000	10,000,000	10,000,000	-		
				Total:	95,866,777	95,597,619	95,597,619	(269,158)	
	Expand - Increasing Capacity	CDOT Performed Work							
		Contracted Out Work							
		Strategic Projects	SL	-	92,340,000	75,805,991	92,340,000	09-228	
		Expand-Related Indirect /2				10,186,131			
		Expand-Related CDOT Construction Engineering /2				6,347,878			
				-	92,340,000	92,340,000	92,340,000		
	Deliver - Program Delivery/Administration	Operations (including maintenance support)							
		Projects Initiatives	TC	20,161,520	31,123,151	31,123,151	10,961,631	SH	
		DTD Planning and Research - SPR	FR	12,983,004	12,711,092	12,711,092	(271,912)	FHWA / SH	
Administration (Appropriated)		SL	30,005,135	30,007,435	30,007,435	2,300	SH		
FY2016 Common Policy Anticipated Salary Increase				3,008,511	3,008,511	3,008,511			
				66,054,659	78,705,189	78,705,189	12,650,530		
Pass-Through Funds/Multi-modal Grants									
Aeronautics									
Division of Aeronautics to Airports	AB	42,200,000	38,500,000	38,500,000	(3,700,000)	SA			
Division of Aeronautics Administration	AB	900,000	900,000	900,000	-	SA			
			43,100,000	39,400,000	39,400,000	(3,700,000)			
Highway									
Recreational Trails	FR	1,591,652	1,591,652	1,591,652	-	FHWA			
Transportation Alternatives Program	FR	11,855,057	12,045,642	12,045,642	190,585	FHWA / LOC			
STP-Metro	FR	48,106,560	46,972,177	46,972,177	(1,134,383)	FHWA / LOC			
Congestion Mitigation/Air Quality	FR	45,539,597	45,539,598	45,539,598	1	FHWA / LOC			
Metropolitan Planning	FR	7,736,826	7,829,342	7,829,342	92,516	FHWA / FTA / LOC			
Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	3,164,139	-	FHWA / SH / LOC			
Bridge Off-System - Federal Program	FR	6,285,228	6,285,272	6,285,272	44	FHWA / SH / LOC			
			124,279,059	123,427,822	123,427,822	(851,237)			
Transit									
Federal Transit	FR	23,050,857	29,236,280	29,236,280	6,185,423	FTA / LOC			
Strategic Projects -Transit	SL	-	10,260,000	10,260,000	10,260,000	09-228			
Transit and Rail Local Grants	SL	5,000,000	5,000,000	5,000,000	-	09-108			
Transit and Rail Statewide Grants	TC	8,800,000	5,800,000	5,800,000	(3,000,000)	09-108			
Regional Commuter Bus	TC	-	3,000,000	3,000,000	3,000,000	09-108			
Transit Administration and Operations	TC	1,200,000	1,200,000	1,200,000	-	FTA / 09-108			
			38,050,857	54,496,280	54,496,280	16,445,423			
Infrastructure Bank									
Infrastructure Bank	TC	700,000	500,000	500,000	(200,000)	SIB			
			Total:	206,129,916	217,824,102	217,824,102	11,694,186		
Transportation Commission Contingency / Debt Service	Permanent Recovery								
	Permanent Recovery		100,000,000	87,000,000	71,422,149	(13,000,000)	FHWA		
	Recovery-Related Indirect/Overhead /2				9,597,069				
	Recovery-Related CDOT Construction Engineering /2				5,980,782				
				100,000,000	87,000,000	87,000,000	(13,000,000)		
	Contingency								
	TC Contingency	TC	20,808,485	-	-	(20,808,485)	FHWA / SH		
	Snow & Ice Reserve	TC	10,000,000	10,000,000	10,000,000	-	SH		
				30,808,485	10,000,000	10,000,000	(20,808,485)		
	Debt Service								
	Strategic Projects - Debt Service	DS	167,841,700	167,840,075	167,840,075	(1,625)	FHWA / SH		
	Certificates of Participation-Property		2,363,904	2,362,200	2,362,200	(1,704)	SH		
	Certificates of Participation-Energy	DS	1,051,000	1,041,850	1,041,850	(9,150)	SH		
				171,256,604	171,244,125	171,244,125	(12,479)		
				Total:	302,065,089	268,244,125	268,244,125	(33,820,964)	
			1,216,259,948	1,300,615,655	1,300,615,655	84,355,706			

Revenue **1,216,259,948** **1,300,615,655** **1,300,615,655** **84,355,706**

/1 FASTER Safety funds were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.
/2 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:

LOC=Local Matching Funds DS= Debt Service Covenants SH=State Highway funding SL=State Legislation 09-228=Funds from HB 09-228
SIB=St. Infrastructure Bank Interest AB=Aeronautics Board FHWA=Federal Highway Administration Comb=Combination 09-108=Funds from HB 09-108 (FASTER)
TC=Transportation Commission FR=Federal Requirements FTA=Federal Transit Administration SSE=State Safety Education NHTSA=Nat. Hwy. Traffic Safety Administration

**State Bridge Enterprise
Fiscal Year 2016 Draft Budget Allocations 10-15-14**

Budget Category	Program Area	Directed by	FY2015 Budget Allocations	FY2016 Draft Allocations	FY2016 Draft Budget	FY2016 Over (Under) FY2015	Funding Source
			A	B	C	A - B	
Maintain - Maintaining What We Have	CDOT Performed Work						
	Contracted Out Work						
	Maintenance	BEB	250,000	250,000	250,000	-	09-108
	Scoping Pools	BEB	750,000	750,000	750,000	-	09-108
			1,000,000	1,000,000	1,000,000	-	
	Bridge Enterprise Projects	BEB	93,735,996	102,954,096	84,519,572	9,218,100	09-108
	Maintain-Related Indirects/Overhead /1				11,356,984		
	Maintain-Related CDOT Construction Engineering /1				7,077,540		
			93,735,996	102,954,096	102,954,096	9,218,100	
	Total		94,735,996	103,954,096	103,954,096	9,218,100	
Maximize - Safely Making the Most of What We Have	CDOT Performed Work						
	Contracted Out Work						
	Total		-	-	-	-	
Expand - Increasing Capacity	CDOT Performed Work						
	Contracted Out Work						
Total		-	-	-	-		
Deliver - Program Delivery/Administration	Administration and Legal Fees		1,911,904	1,911,904	1,911,904	-	09-108
	Total:		1,911,904	1,911,904	1,911,904	-	
Pass-Through Funds/Multi-modal Grants	Highway						
	Total:		-	-	-	-	
Transportation Commission Contingency / Debt Service	Contingency						
	Bridge Enterprise - Contingency	BEB	-	-	-	-	09-108
	Debt Service						
	Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	18,234,000	-	FHWA / SH
		18,234,000	18,234,000	18,234,000	-		
Total:		18,234,000	18,234,000	18,234,000	-		
Total		114,881,900	124,100,000	124,100,000	9,218,100		

Revenue **114,881,900 124,100,000 124,100,000 9,218,100**

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:
BEB= Bridge Enterprise Board
DS= Debt Service Covenants

**High Performance Transportation Enterprise
Fiscal Year 2016 Draft Budget Allocations 10-15-14**

Budget Category	Program Area	Directed by	FY2015 Budget Allocations	FY2016 Draft Allocations	FY2016 Draft Budget	FY2016 Over (Under) FY2015	Funding Source
			A	B	C	A - B	
Maintain - Maintaining What We Have	CDOT Performed Work						
	Contracted Out Work						
	Total		-	-	-	-	
Maximize - Safely Making the Most of What We Have	CDOT Performed Work						
	Contracted Out Work						
	Total		-	-	-	-	
Expand - Increasing Capacity	CDOT Performed Work						
	High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	-	-	Tolls
	Contracted Out Work						
	High Performance Transportation Enterprise--Projects	HPTEB	30,200,000	575,000	472,043	(29,625,000)	Tolls
	Expand-Related Indirect /1				63,429		
	Expand-Related CDOT Construction Engineering /1				39,528		
	Total		30,200,000	575,000	575,000	(29,625,000)	
Deliver - Program Delivery/Administration	High Performance Transportation Enterprise--Administration and Legal Fees		1,375,000	1,375,000	1,375,000	-	Tolls
	Total:		1,375,000	1,375,000	1,375,000	-	
Pass-Through Funds/Multi-modal Grants	Highway						
	Total:		-	-	-	-	
Transportation Commission Contingency / Debt Service	Contingency						
	Debt Service			625,000	625,000	625,000	
	Total:		-	625,000	625,000	625,000	
Total		31,575,000	2,575,000	2,575,000	(29,000,000)		

Revenue **31,575,000 2,575,000 2,575,000 (29,000,000)**

/1 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Key to acronyms:
HPTEB=High Performance Transportation Enterprise Board

Total Consolidated Allocations 1,362,716,848 1,427,290,655 1,427,290,655 64,573,807

Total Consolidated Revenue 1,362,716,849 1,427,290,655 1,427,290,655 64,573,806

1 - - (1)

Attachment C

FY2016 Proposed Budget Allocation Plan Narrative



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Colorado Department of Transportation



Proposed Budget Allocation Plan

for

Fiscal Year 2015-16

Governor John Hickenlooper

October 16, 2014



Colorado Department of Transportation

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COLORADO DEPARTMENT OF TRANSPORTATION

Budget for Fiscal Year 2015-2016

John Hickenlooper, Governor

Donald E. Hunt, Executive Director

Transportation Commission

Edward J Peterson, Chairman, Evergreen, District 2

Kathy Connell, Vice Chairman, Steamboat Springs, District 6

Shannon Gifford, Denver, District 1

Gary Reiff, Vice Chairman, Greenwood Village, District 3

Heather Barry, Westminster, District 4

Kathy Gilliland, Loveland, District 5

Douglas Aden , Grand Junction, District 7

Sidny Zink, Durango, District 8

Les Gruen, Colorado Springs, District 9

Bill Thiebaut, Pueblo, District 10

Steven Hofmeister, Holyoke, District 11

Herman Stockinger, Secretary

Per the attached Resolution TC - xxxx the Transportation Commission presents the Budget for the period July 1, 2015 through June 30, 2016 for approval by the Governor.

Approved: _____

Date: _____

Made pursuant to the provisions of Sections 43-1-106 and 43-1-113, C.R.S. (2014)



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Introduction

About the Department

The Colorado Department of Transportation (CDOT) is a billion-dollar per year, 3,329 employee organization dedicated to providing the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

The Department operates under the authority of the Colorado Transportation Commission, which has been in continuous operation since 1909. The Department enhances the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

The Department is responsible for a highway system that encompasses more than 9,100 center-line miles (about 23,000 total lane miles) and includes 3,437 bridges. This system each year handles more than 28 billion vehicle miles of travel. Although the Interstate system accounts for only about 10 percent, or 952, of the center-line miles on the state system, about 40 percent of state-highway travel within Colorado takes place on Interstate highways.

CDOT's highway construction program attracts private contractors and typically the low bidder is awarded the project and in turn is responsible for construction of that project. This partnership between government and business works well to maintain and improve Colorado's transportation system.

CDOT maintenance forces take care of the highway system, plowing snow and repairing pavement. Last winter, these men and women plowed 6.2 million miles of highway. They also repaired road damage and potholes, using more than 233,720 tons of asphalt and 1.7 million gallons of liquid asphalt in preservation activities.

CDOT is more than roads and bridges. The Division of Aeronautics supports aviation interests statewide, including grants to help improve local airports. CDOT's Division of Transit and Rail provides assistance to numerous transit systems in the state, and the Division of Transportation Systems, Management and Operations addresses the state's traffic and congestion issues through the development of intelligent transportation systems.

Budget Layout

This document is divided into three sections: the first section contains the main CDOT budget, the second is the Colorado Bridge Enterprise and the third is High Performance Transportation Enterprise. Each of these sections is in turn divided into a revenue section with fact sheets for each revenue source and a program allocation section with fact sheets for each program. Information on statutory authorization, governance and program website links are provided at the top of each program fact sheet.

Upon adoption by the Transportation Commission, this budget allocation plan is available for viewing by December 1, 2014 at <http://www.coloradodot.info/business/budget/cdot-budget>.



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Introduction (continued)

Responsible Acceleration of Maintenance and Partnerships (RAMP)

The Colorado Department of Transportation (CDOT) is changing how it budgets and expends funds for transportation projects. Using sound business practices this new effort, known as Responsible Acceleration of Maintenance and Partnerships (RAMP), will better coordinate project expenditures and available funding.

- **Current Practice.** Currently, CDOT does not advertise a project until all of the money is “in the bank,” which means the department is saving money for projects over multiple years before construction begins. In addition, some projects take several years to construct - so money often sits unspent when it could be utilized much sooner.
- **New Practice.** Under the RAMP program, CDOT will fund multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins

Program, Cash, and Asset Management

The Colorado Department of Transportation began transitioning to Asset Management in FY2012 and to Program Management in FY2014. Program Management coordinates transportation project scheduling, available cash balances, and asset management in order to maximize the use of available funding for those projects that meet current needs and are phase-ready. In other words, the Department is working toward aligning available cash with projects that are ready to move to the next stage of funding, such as design or construction.

The methodologies for Program Management were initiated through the implementation of RAMP (Responsible Acceleration of Maintenance and Partnerships). RAMP is a spending methodology supported by Governor John Hickenlooper. It allows the Department to fund multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins.

Prior to RAMP, CDOT would not advertise a project until all of the money was “in the bank,” which meant the Department was saving money for projects over multiple years before construction could begin. In addition, some projects take several years to construct - so money would often sit unspent when it could be utilized much sooner. This method of construction spending led to the \$1.5 billion cash balance that the Department is now reducing by moving more work to this state’s transportation system.

Program Management

The Office of Program Management was established under the Chief Engineer to oversee project prioritization and scheduling. This office works with Asset Management and Cash Management to best match prioritized projects with available cash to optimize the Department’s annual construction program. Every CDOT Engineering Region has its own Program Management Representative, who works in



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Introduction (continued)

conjunction with the Office of Program Management in Denver to best communicate and coordinate programming efforts on a statewide basis.

Asset Management

Recent Federal legislation requires that each State DOT develop and implement risk-based, performance-based asset management plan for preserving and improving the condition of the National Highway System pavements and bridges. The Department completed its asset management plan ahead of schedule, and is in the process of formalizing how its asset management practices inform both budget setting and project selection.

Asset Managers use Transportation Commission established performance goals, targets, and state-of-the-art analysis technologies to determine long-term performance forecasts that are presented to senior management and the Transportation Commission for budgetary decisions. Once program allocations are determined, staff works with regions and other assets to select optimal, cost-effective projects that improve the performance (life) of the asset.

Cash Management

The Office of Cash Management was formed within the Department's Division of Accounting and Finance to effectively and efficiently manage the Department's cash resources. This office is implementing known best practices to also manage the reduction of the Department's cash balance. This office works with the Office of Program Management to match available funding to projects that are phase-ready. Initiated in FY 2014 and implemented in FY 2015, the office developed department-wide guidance for requesting and validating funding for construction projects. Overall, these practices have helped maximize the ability to advance more dollars to construction projects.

The office is also implementing the use of incremental encumbrances in order to commit only those dollars expected to be expended within a fiscal year; development of a cash based STIP (Statewide Transportation Improvement Program) for planning the construction program; and further development of reports to provide information on cash forecasts, spending, and cash management recommendations to Department management and the public.

Summary

Program Management provides the Department the ability to effectively and efficiently integrate program and project management with project selection methodologies including asset management. Additionally, the Department is better able to schedule construction activities based on projected resource availability, including cash balance projections. Prior to FY2014, the Department's construction program averaged \$500 million per year. Use of these program, cash, and asset management methodologies allowed the Department to significantly increase design and construction expenditures to nearly \$750 million in FY2014, with a target of \$900 million for FY2015.



Colorado Department of Transportation

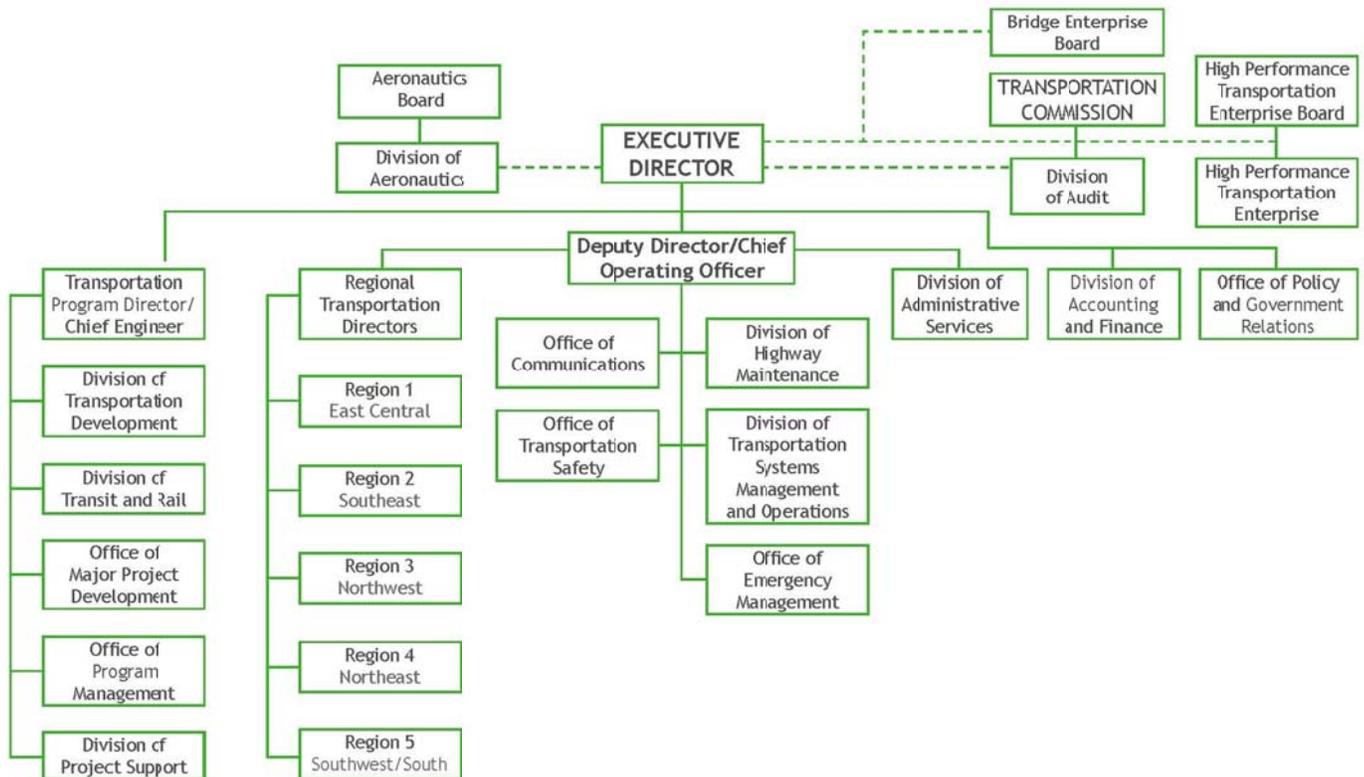
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Introduction (continued)

Organizational Chart

The Department of Transportation is organized according to state statutes and the policy directives of the Colorado Transportation Commission.





Colorado Department of Transportation

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Colorado Department of Transportation



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CDOT Boards & Commissions

The Colorado Transportation Commission

The Colorado Transportation Commission provides oversight, policy direction, and resource allocation decisions to the Department of Transportation. The powers and duties of the Commission are set forth in Section 43-1-106, C.R.S. (2014). The Commission consists of eleven appointees of the Governor, each representing a specific geographic portion of the state and each appointed to a four-year term on a staggered schedule. The appointees are subject to confirmation by the Colorado Senate.

The members of the Transportation Commission are:

- District One: Ms. Shannon Gifford;** Commissioner.Gifford@state.co.us
(Denver County; appointed July, 2013, term expiring July 2017).
- District Two: Mr. Edward J Peterson;** Commissioner.Peterson@state.co.us
(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015).
- District Three: Mr. Gary Reiff;** Commissioner.Reiff@state.co.us
(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2017).
- District Four: Ms. Heather Barry;** Commissioner.Barry@state.co.us
(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015).
- District Five: Ms. Kathy Gilliland;** Commissioner.Gilliland@state.co.us
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015).
- District Six: Ms. Kathy Connell;** Commissioner.Connell@state.co.us
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015).
- District Seven: Mr. Douglas Aden;** Commissioner.Aden@state.co.us
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2015).
- District Eight: Ms. Sidny Zink;** Commissioner.Zink@state.co.us
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July, 2013 term expiring July 2017).
- District Nine: Mr. Les Gruen;** Commissioner.Gruen@state.co.us
(El Paso, Fremont, Park, and Teller counties; appointed November 2007, term expiring July 2015).
- District Ten: Mr. Bill Thiebaut;** Commissioner.Thiebaut@state.co.us
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017).
- District Eleven: Mr. Steven Hofmeister;** Commissioner.Hofmeister@state.co.us
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May, 2012, term expiring July, 2015).

Mr. Edward J. Peterson is the chairman of the Transportation Commission and Ms. Kathy Connell is the vice chairman. Mr. Herman Stockinger, Director of the CDOT Office of Policy and Government Relations serves as the Secretary of the Transportation Commission.

Please see the following page for a map of the Transportation Commission Districts.



Colorado Department of Transportation

Donald E. Hunt, Executive Director

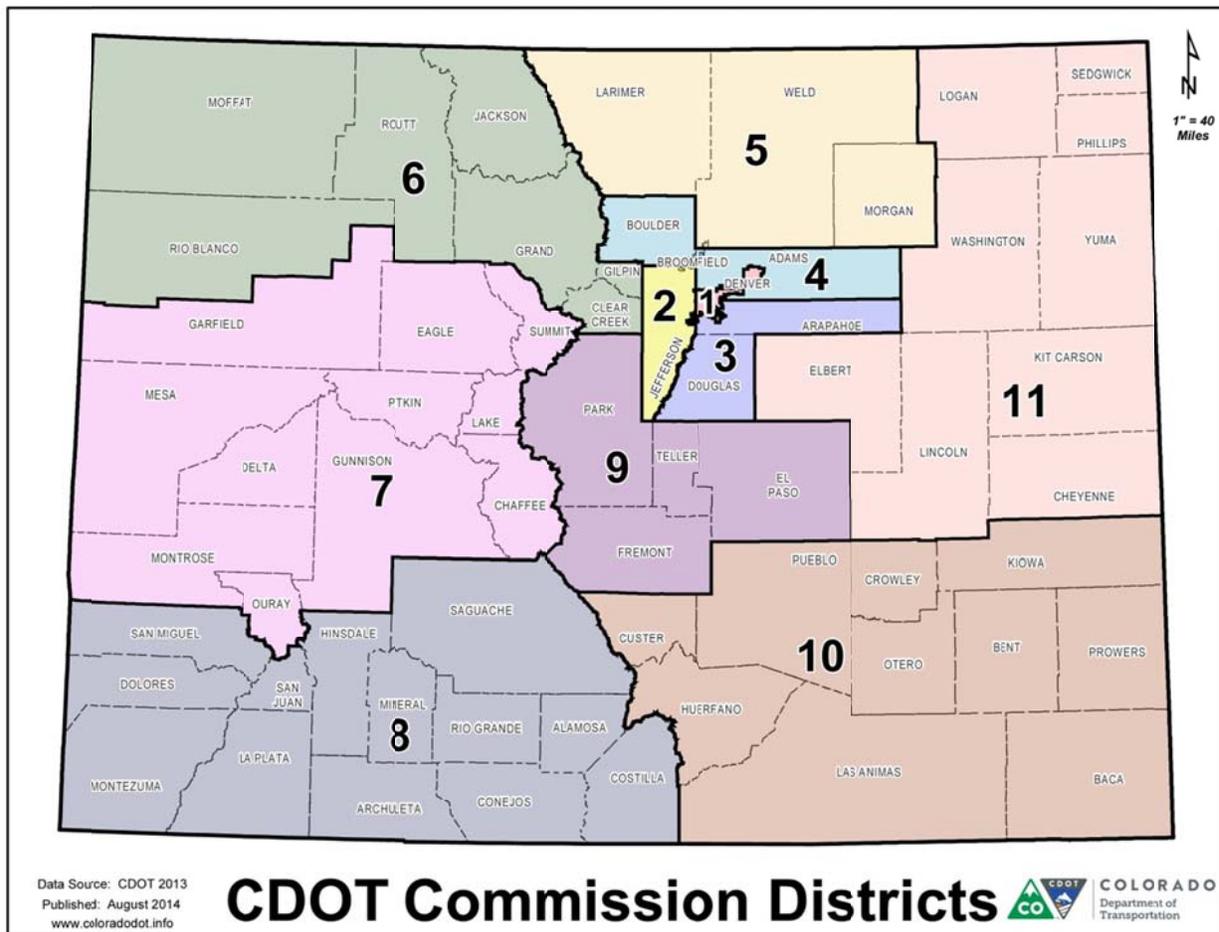
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CDOT Boards & Commissions (continued)

Transportation Commission District Map





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Boards & Commissions (continued)

The Colorado Aeronautical Board

Per Section 43-10-104, C.R.S. (2014), the seven-member Colorado Aeronautical Board provides oversight, policy direction, and resource allocation decisions for the CDOT Division of Aeronautics. The members of the board are Governor appointees and are chosen as follows:

- Four members, two from the eastern slope and two from the western slope of the state, representing local governments which operate airports, which members shall be selected by the governor from a list of nominees supplied by local governments;
- One member representing a statewide association of airport managers; one member representing a statewide association of pilots; and
- One member familiar with and supportive of the state's aviation issues, interests, and concerns.

Appointments shall be made so as to insure a balance broadly representative of the activity level of airports throughout the state. The members serve three year terms and are subject to confirmation by the Colorado Senate.

The members of the Colorado Aeronautical Board are:

- **Mr. William "T" Thompson** William.T.Thompson@state.co.us
(Eastern Slope Governments; appointed March 2002, term expiring December 2015)
- **Mr. Ray Beck** Ray.Beck@state.co.us
(Western Slope Governments; appointed December 2004, term expiring December 2016)
- **Mr. Joseph Thibodeau** Joseph.Thibodeau@state.co.us
(Pilot Organizations; appointed March 2008, term expiring December 2014*)
- **Mr. John Reams** John.Reams@state.co.us
(Western Slope Representative; appointed December 2006 for a term expiring December 2015)
- **Ms. Debra Wilcox** Debra.Wilcox@state.co.us
(Aviation Interests-at-Large; appointed March 2008, term expiring December 2014*)
- **Mr. Jeffery Forrest** Jeff.Forrest@state.co.us
(Eastern Plains Governments; appointed March 2008, term expiring December 2015)
- **Mr. Kenny Maenpa** Kenny.Maenpa@state.co.us
(Airport Management Representative; appointed December 2011, term expiring December 2014*)

Mr. Joseph Thibodeau is the Chairman of the Aeronautical Board, Mr. Kenny Maenpa is the Vice Chairman and Mr. David Gordon, A.A.E. is the Director of the Division of Aeronautics.

* These seats will be vacant as of January 1, 2015.



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CDOT Revenue Fact Sheets



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CDOT Revenue Overview

Background

The Colorado Department of Transportation is financed by a variety of fees and taxes paid by the users of the state and national transportation systems.

Motor Fuel Taxes

- The State of Colorado levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles and aircraft making use of public highways and airport facilities.
- The federal government levies excise taxes on gasoline, diesel fuel, and all special fuels used to propel motor vehicles on public highways.

Registration Fees

- The State of Colorado levies a variety of fees and surcharges on motor vehicles registered to use public highways; however, one tax, the specific ownership tax, is credited to local property taxing subdivisions of state government rather than to a directly transportation-related use.
- The federal government charges annual weight-based taxes on heavy vehicles registered for interstate commerce.

Other Taxes

- The State of Colorado levies a sales tax on the value of aviation fuel sold in Colorado.
- The federal government levies a tax on the value of heavy commercial vehicle sales.
- The federal government levies a weight-based excise tax on tires exceeding forty pounds.

Other User Fees

- The Department of Transportation generates revenue by selling oversize/overweight permits, access permits, bid plans, property, and excess right-of-way.

General Purpose Revenue

- Senate Bill 09-228 allows for a series of five years of conditional transfers of up to 2.0 percent of gross General Fund revenues to the Department; those transfers are dependent upon a number of triggers being met, and are not projected to occur in FY2015-2016 (see page 17).

Reappropriated Funding from CDOT to the Enterprises

- Each year \$15 million in federal funds are reappropriated from CDOT to the Colorado Bridge Enterprise (BE) and \$1 million in the Highway Users Tax Fund (HUTF) funds are reappropriated as a loan from CDOT to The High Performance Transportation Enterprise (HPTE).
- CDOT revenue is thus reduced by \$15 million of federal funds (BE) and \$1 million of HUTF funds (HPTE).
- The \$15 reappropriated amount to BE is shown as revenue for the Enterprise (see page 71).



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CDOT - Revenue Source Fact Sheet

CDOT Revenue Overview (continued)

Summary of CDOT Revenue Estimate	
Funding Category	FY 2015-16
Highway User Tax Fund (HUTF) Revenue	\$518,777,300
Miscellaneous State Highway Fund	19,200,000
Safety Education Funding	10,640,000
Capital Construction Fund Appropriations	0
Senate Bill 09-228 - General Fund transfer	102,600,000
Transit Revenue	36,436,280
Aeronautics Revenue	39,400,000
State Infrastructure Bank Interest Income	500,000
Federal Highway Revenue - The Highway Trust Fund (Highway Account)	573,062,075
Colorado Department of Transportation - Total Revenue	\$1,300,615,655



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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue

Statutory Authorization: Section 43-4-201, C.R.S. (2014)
 Funding Type(s): Fuel taxes, registration fees, judicial fines

Background

The Highway Users Tax Fund is the principal fund in which state-levied fees and taxes associated with the operation of motor vehicles are deposited. The General Assembly annually appropriates HUTF moneys to the Departments of Revenue and Public Safety for motor vehicle-related programs, and the State Treasurer distributes the remaining HUTF proceeds among the Department of Transportation and county and municipal governments in Colorado according to statutory formulas.

Specific Funding Sources

Total Statewide HUTF Revenue Estimate (in \$millions)	
Funding Source	FY 2015-16
Motor Fuel Tax	563.9
Motor Vehicle Registration	206.6
Other Miscellaneous HUTF	30.8
SB 09-108 Road Safety Surcharges	126.1
SB 09-108 Late Registration Fees	18.7
SB 09-108 Daily Vehicle Rental Fees	30.9
SB 09-108 Oversize/Overweight Vehicle Surcharges	1.4
TOTAL	978.4

Appropriation/Distribution Methodology

The General Assembly funds the Colorado State Patrol and portions of the Department of Revenue’s Motor Vehicles Division through annual appropriations from the HUTF. Section 43-4-201 (3)(a)(I), C.R.S. (2014) restricts annual HUTF appropriations to grow by no more than 6.0 percent per year and may grow to the level of 23.0 percent of the fund’s total income from the previous fiscal year.

Total Statewide HUTF Revenue Distribution (in \$millions)	
Entity Type	FY 2015-16
Off the Top Deductions*	125.3
CDOT	518.8
Counties	192.1
Municipalities	131.4
Distributed for Other Purposes	10.8
TOTAL	978.4

* To Colorado State Patrol and the Colorado Department of Revenue



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CDOT - Revenue Source Fact Sheet

Highway Users Tax Fund (HUTF) Revenue (continued)

Remaining HUTF revenues are statutorily divided into three separate funding streams. Principal first stream revenues are distributed 65% to CDOT, 26% to counties, 9% to municipalities and include:

- Proceeds of the first seven cents of the gasoline, diesel, and special fuel taxes.
- Vehicle license plate, identification plate, and placard fees.
- Driver's license, motor vehicle title and registration, and motorist insurance identification fees.
- Proceeds of the passenger-mile tax levied on operators of commercial bus services.
- Interest earnings.

Second stream revenues include motor fuel taxes in excess of the first seven cents per gallon of gasoline, diesel, and special fuels and are distributed 60% to CDOT, 22% to counties, and 18% to municipalities.

Third stream revenues include all fees, surcharges, and fine revenues authorized by S.B. 09-108. Apart from a provision in S.B. 09-108 that redirects \$5.0 million from the county and municipal shares to the State Transit and Rail Fund, the third stream revenues are distributed in the same proportions as the second stream revenues. This \$5.0 million is then granted by CDOT to local government transit and rail projects.

Revenue History and Projection

HUTF Revenue to CDOT (in \$millions)				
<i>Funding Source</i>	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Motor Fuel Tax	280.1	288.8	286.1	288.8
Motor Vehicle Registrations	100.1	103.1	102.2	103.1
Other HUTF Revenue	20.0	20.6	20.4	20.6
SB 09-108 Revenue Collections	97.7	101.2	97.9	106.3
TOTAL	497.9	513.7	506.6	518.8



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CDOT - Revenue Source Fact Sheet

Miscellaneous State Highway Fund Revenue

Funding Types: Sales, Fees, Interest Earnings

Background

The main source of revenue to the State Highway Fund is distributions from the Highway Users Tax Fund. However, there are several other sources of revenue to the State Highway Fund including:

- Interest on the fund’s cash balance.
- Sales of overweight and oversize permits.
- Sales of bid plans and specifications.
- Sales of excess right-of-way and other property.
- Reimbursements for damage caused to CDOT property by motorists.

Revenue History and Projection

Miscellaneous State Highway Fund Revenue (in \$millions)				
Funding Source	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Permits	7.7	8.1	4.7	8.5
Service Charges	2.4	0.0	0.0	0.0
Sales (bid plans & specs.)	1.9	1.1	0.1	0.1
Damage Awards	1.5	2.4	0.2	0.2
Interest Earned	15.9	12.7	24.5	10.4
Property (sales & rentals)	1.1	1.1	0.0	0.0
TOTAL	30.5	25.4	29.5	19.2



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CDOT - Revenue Source Fact Sheet

Safety Education Funding

Statutory Authorization: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2014)
 First Time Drunk Driving Offenders Account:Section 42-2-132, C.R.S. (2014)
 Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2014)
 National Highway Transportation Safety Administration: 49 U.S.C. § 105

Funding Type(s): Fees, fines

Background

Although there is a safety component in all field work performed by CDOT and its private sector partners, certain revenue sources are dedicated in statute for specific safety education programs.

Law Enforcement Assistance Fund for the Prevention of Drunken Driving (LEAF)

Every person who is convicted of, or pleads guilty to, driving under the influence (DUI) pays a fine of \$75, of which \$60 is credited to the LEAF. Money is appropriated from this fund to other Departments for administration and other designated activities. The remainder is appropriated to CDOT to fund increased law enforcement presence on public highways during periods of the year known to have higher incidences of impaired driving.

First Time Drunk Driving Offenders Account

Any person whose license or other privilege to operate a motor vehicle in this state has been suspended, cancelled, or revoked must pay a restoration fee of \$95 prior to the issuance of a new or restored license to operate a motor vehicle. \$35 of this fee is credited to the First Time Drunk Driving Offenders Account, which supports a legislative mandate of twelve enhanced drunk driving enforcement periods per year.

Motorcycle Operator Safety Training (MOST) Fund

Every driver’s license or provisional driver’s license that is issued with a motorcycle endorsement incurs a \$2 surcharge credited to the MOST fund to subsidize motorcycle operator safety training courses.

National Highway Transportation Safety Administration (NHTSA) Funding

Federal highway funds support programs for state and community highway safety, traffic safety information systems, alcohol-impaired driving countermeasures, and motorcyclist safety.

Revenue History and Projection

Safety Education Funding (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
NHTSA	7.9	1.7	6.5	7.6
Motorcycle Operator Safety Training Fund	0.8	0.8	0.8	0.8
First Time Drunk Driving Fund	1.5	1.5	1.5	1.5
Law Enforcement Assistance Fund	0.7	0.9	0.7	0.7
Transfer from Dept. of Public Safety	0.0	0.0	0.0	0.0
TOTAL	10.9	4.9	9.5	10.6



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CDOT - Revenue Source Fact Sheet

Capital Construction Fund Appropriations

Statutory Authorization: Section 43-1-113 (2.5), C.R.S. (2014)
 Funding Type(s): State General Funds

Background

In 1995 the General Assembly enacted House Bill 95-1174, which:

- Amended the statutory definition of “capital construction” to include the construction and maintenance of state highways.
- Requires the Transportation Commission to present a prioritized budget request to the Capital Development Committee for spending authority from the Capital Construction Fund for state highway reconstruction, repair, and maintenance on or before October 1, annually.
- Requires the Capital Development Committee to study the funding request and associated prioritized list of projects and make a recommendation to the Joint Budget Committee as to the amount of funds transferred into the Capital Construction Fund for state highway purposes.
- For FY 2015-2016, CDOT has requested \$5,578,960 for three projects (Dry Creek Wildlife Mitigation Underpass, Genesee Bike Path and Gazex Avalanche Mitigation).

Specific Funding Sources

The Capital Construction Fund derives its revenue from statutory transfers of General Fund revenue. The General Fund is comprised mainly of the proceeds of general purpose taxation such as:

- Income taxes.
- Sales and Use taxes.
- Insurance premium taxes.
- Cigarette taxes.
- Liquor taxes.
- Gaming taxes.

Revenue History and Projection

Capital Construction Fund Appropriations (in \$millions)				
<i>Funding Source</i>	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Transfers/Appropriations	0.5	0.5	0.0	0.0
TOTAL	0.5	0.5	0.0	0.0



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CDOT - Revenue Source Fact Sheet

Senate Bill 09-228 (Strategic Projects)

Web Page: <http://bit.ly/ColoradoSenateBill09-228>
 Statutory Authorization: Section 24-75-219, et seq., C.R.S. (2014)
 Funding Type(s): General Purpose Revenue

Background

In 2009 the General Assembly enacted Senate Bill 09-228, which:

- Repealed a statutory limit on the annual growth of certain appropriations from the General Fund.
- Repealed S.B. 97-001, a conditional transfer of General Fund revenue of up to 10.355% of state sales and use tax receipts to the State Highway Fund.
- Repealed H.B. 02-1310, a conditional transfer of excess general revenue above the General Fund appropriations limit to the State Highway Fund and the Capital Construction Fund.
- Increased the statutory General Fund reserve contingent upon economic and fiscal conditions.
- Authorized a five-year sequence of General Fund transfers to the State Highway Fund and the Capital Construction Fund contingent upon economic and fiscal conditions.

Contingent General Fund Transfers to Transportation

The bill authorized a five-year sequence of General Fund transfers to the State Highway Fund of up to 2.0% of gross General Fund revenues, with the following conditions:

- Transfers do not begin until the first fiscal year after the first calendar year in which statewide personal income grows by at least 5.0%, as measured by the U.S. Bureau of Labor Statistics.
- In the event of a tax refund pursuant to Article X, Section 20 of the Colorado Constitution.

Revenue History and Projection

The Governor’s Office of State Planning & Budgeting presently projects that the first year of S.B. 09-228 transfers will be FY 2015-2016.

Senate Bill 09-228 - General Fund transfer (in \$millions)				
Funding Source	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Projected Transfer	0.0	0.0	0.0	102.6
TOTAL	0.0	0.0	0.0	102.6



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CDOT - Revenue Source Fact Sheet

Transit Revenue

Web Page: <http://www.coloradodot.info/programs/transitandrail/transit>
 Statutory Authorization: 26 U.S.C. § 9503 (e) – The Mass Transit Account of the Highway Trust Fund Section 43-4-811, C.R.S. (2014) – State Funding for Local Transit Grants
 Funding Type(s): Taxes, Fees

Background

The 1982 Surface Transportation Assistance Act increased federal motor fuel taxes from eight to nine cents per gallon and dedicated the revenue from the incremental tax to a new Mass Transit Account in the Highway Trust Fund. The current rates for taxes supporting the Mass Transit Account are noted in the tax table below. Funds in the Mass Transit Account are apportioned to states and transit providers by formula.

User Taxes

The table below provides revenue sources for the Mass Transit Account. State-levied sources of revenue for transit include local funds to match Federal Transit Administration (FTA) apportionments as well as a statutory set-aside of \$5.0 million of Senate Bill 09-108 revenues from what would otherwise be distributed to local governments through the regular HUTF distribution.

Excise Taxes Supporting the Mass Transit Account

Tax Type	Tax Rate
Gasoline	2.86 cents per gallon
Diesel	2.86 cents per gallon
Gasohol (10% ethanol)	2.86 cents per gallon
Special Fuels:	
General rate	2.86 cents per gallon
Liquefied petroleum gas	2.13 cents per gallon
Liquefied natural gas	1.86 cents per gallon
M85 (from natural gas)	1.43 cents per gallon
Compressed natural gas	9.71 cents per thousand cubic feet

Source: The Federal Transit Administration

Revenue History and Projection

Under the current authorization, the Moving Ahead for Progress in the 21st Century (MAP-21), Colorado receives less than 5.0 percent of all transit apportionments to the states. Of Colorado’s roughly \$93.0 million apportionment, CDOT administers roughly \$14.6 million or 15.0 percent; the majority is distributed directly to transit providers in Colorado.

In addition to the sources listed here, \$10 million of HUTF revenue is allocated to Statewide FASTER Transit per S.B. 09-108 and ten percent of S.B. 09-228 revenue is set aside for Strategic Transit projects. Also approximately \$1 million of FTA funds is allocated to Metropolitan Planning.



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CDOT - Revenue Source Fact Sheet

Transit Revenue (Cont.)

Transit Revenue (in \$millions)				
<i>Funding Source</i>	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Federal Transit Administration Funding	15.7	16.0	16.0	20.6
Federal Transit Administration Local Match	8.9	9.1	9.3	10.8
Rail and Transit - State Highways	5.0	5.0	5.0	5.0
TOTAL	29.6	30.1	30.3	36.4



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CDOT - Revenue Source Fact Sheet

Aeronautics Revenue

Web Page: <http://www.coloradodot.info/programs/aeronautics>
 Statutory Authorization: Aviation Fuel Excise Taxes: Section 39-27-102 (1) (a) (IV) (A), C.R.S (2014)
 Aviation Fuel Sales Tax: Section 39-26-106, C.R.S. (2014)
 Funding Type: Taxes

Background

The maintenance and operation of aeronautical facilities in Colorado is supported by several fuel taxes which act as user fees.

Gasoline Excise Taxes

Pursuant to Section 39-27-102 (1) (a) (IV) (A), C.R.S (2014), the state collects a tax of \$0.06 per gallon of gasoline used to propel non-turbo-propeller and non-jet aircraft and a tax of \$0.04 per gallon of gasoline used to propel turbo-propeller and jet aircraft.

Aviation Fuel Sales Tax

Pursuant to Section 39-26-106, C.R.S. (2014), the state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

Revenue History and Projection

Pursuant to Section 43-10-110, C.R.S. (2014), airports are disbursed an amount equal to 4.0 cents for each taxable gallon of gasoline sold at each airport and an amount equal to 65.0 percent of the sales and use taxes generated at each airport by sales of aviation fuel used by turbo-propeller or jet-engine aircraft. These formula allocations are made monthly by the CDOT Division of Aeronautics; remaining funds support a discretionary grant program for airport improvements.

Aeronautics Revenue (in \$millions)				
Funding Source	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
State Aviation Funding	44.9	36.9	42.8	39.4
Federal Aviation Administration Funding	0.3	0.1	0.3	0.0
TOTAL	45.2	37.0	43.1	39.4



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CDOT - Revenue Source Fact Sheet

State Infrastructure Bank Interest Income

Statutory Authorization: Transportation Infrastructure Revolving Fund Section 43-1-113.5, C.R.S. (2014)
 Funding Type: Interest Income

Background

The Colorado State Infrastructure Bank (SIB) is a revolving fund created by the State Legislature that is authorized to make loans to public and private entities to facilitate the financing of public transportation projects within the state. The fund contains the following four accounts specified in the enabling legislation:

- A highway account.
- A transit account (currently inactive).
- An aviation account.
- A rail account (currently inactive).

The highway account is capitalized through the Transportation Commission’s transfer of funds derived from highway user fees and taxes in the State Highway Fund. The aviation account is capitalized through the Transportation Commission’s transfer of funds derived from aviation fuel and sales taxes in the State Aviation Fund.

Funding Sources

The fund’s principal sources of income are:

- Interest income from the fund’s loan portfolio.
- Interest income from the fund’s cash balance.

Revenue History and Projection

State Infrastructure Bank Interest Income (in \$millions)				
<i>Funding Source</i>	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
SIB Interest	0.3	0.6	0.7	0.5
TOTAL	0.3	0.6	0.7	0.5



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CDOT - Revenue Source Fact Sheet

Federal Highway Revenue – The Highway Trust Fund (Highway Account)

Web Page: <http://www.fhwa.dot.gov/map21/factsheets/htf.cfm>

Statutory Authorization: 26 U.S.C. § 9503

Funding Type(s): Taxes, Fees

Background

The Highway Trust Fund (HTF) was established in 1956 at the time that congressional authorizations for interstate highway construction began to increase in magnitude. The Federal-Aid Highway Act of 1956, coupled with the Highway Revenue Act of that same year, increased authorizations for the Federal-aid Primary and Secondary Systems, authorized significant funding of the Interstate System, and established the HTF as a mechanism for financing the accelerated highway program. To finance the increased authorizations, the Revenue Act increased some of the existing highway-related taxes, established new ones, and provided that most of the revenues from these taxes should be credited to the HTF. Revenues accruing to the HTF were dedicated to the financing of Federal-aid highways.

The following user taxes fund the Highway Account of the Highway Trust Fund:

Excise and Sales Taxes Supporting the Federal Aid Highway Program

Tax Type	Gross Tax Rate	Net to the Highway Account
<i>Fuel Taxes (Proceeds to Highway and Mass Transit Accounts)</i>		
Gasoline	18.4 cents per gallon	15.44 cents per gallon
Diesel	24.4 cents per gallon	21.44 cents per gallon
Gasohol (10% ethanol)	18.4 cents per gallon	10.14 cents per gallon
Special Fuels:		
General rate	18.4 cents per gallon	15.44 cents per gallon
Liquefied petroleum gas	18.3 cents per gallon	16.2 cents per gallon
Liquefied natural gas	24.3 cents per gallon	22.44 cents per gallon
M85 (from natural gas)	9.25 cents per gallon	7.72 cents per gallon
Compressed natural gas	48.54 cents per thousand cubic feet	38.83 cents per thousand cubic feet
<i>Non-fuel Taxes (All proceeds to the Highway Account)</i>		
Tires:		
0-40 pounds	No Tax	
Over 40 pounds to 70 pounds	15¢ per pound in excess of 40 pounds	
Over 70 pounds to 90 pounds	\$4.50 plus 30¢ per pound in excess of 70 pounds	
Over 90 pounds	\$10.50 plus 50¢ per pound in excess of 90 pounds	
Truck and Trailer Sales	12.0 percent of retailer's sales price for tractors and trucks over 33,000 lbs. gross vehicle weight (GVW) and trailers over 26,000 lbs. GVW	
Heavy Vehicle Use	Annual tax: Trucks 55,000 lbs. and over GVW, \$100 plus \$22 for each 1,000 lbs. (or fraction thereof) in excess of 55,000 lbs. (maximum tax of \$550)	

Source: The Federal Highway Administration



Colorado Department of Transportation

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CDOT - Revenue Source Fact Sheet

Federal Highway Revenue – The Highway Trust Fund (continued)

*Revenue History and Projection**

On July 6, 2012 the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed by President Obama. This is the first long-term highway authorization enacted since 2005. MAP-21 provides funding for fiscal years 2013 and 2014 and guarantees that 95% of contributions to the Highway Trust Fund are returned to the States. In addition to the two years of federal authorization, MAP-21 extends the HTF and tax collections through FY2016. This will provide CDOT with additional stability that has been absent for the past several years.

Federal Highway Administration Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Federal Highway Administration Funding	514.3	638.3	576.5	553.2
Federal Highway Administration Local Match	20.4	20.2	20.1	19.9
TOTAL	534.7	658.5	596.6	573.1

*Recent budget actions by the U.S. Congress have led to additional uncertainty in federal apportionments by state departments of transportation. The Highway Trust Fund apportionments to states remain exempt; however, federal general fund revenues that backfills to the HTF may result in future reductions in CDOT’s federal funding. CDOT continually monitors sequestration policy and congressional actions for potential budget implications.



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CDOT Program Allocation Fact Sheets



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CDOT- Program Fact Sheet

CDOT Program Summary

Background

The Department of Transportation administers a variety of highway, aviation, transit, and rail programs pursuant to state laws, federal laws, and the policies of the Colorado Transportation Commission. To increase accountability and explain to transportation stakeholders and the public how the Department is organized and funded, the Department uses the following six logical categorical groupings:

- 1. Maintain – Maintaining What We Have:** Includes projects that take care of our existing system such as resurfacing and reconstruction of existing pavement and bridges, and maintenance activities such as roadway and structure maintenance and snow removal.
- 2. Maximize – Making the Most of What We Have:** Includes operational upgrades and improvements like traveler information, electronic signs, projects that add safety upgrades like turn lanes and traffic safety education programs to increase seatbelt use or reduce impaired driving.
- 3. Expand – Increasing Capacity:** Includes projects that add to our existing system such as adding new lanes to highways. Currently, limited funding is available for this category of construction. However, the High Performance Transportation Enterprise, which is dedicated to increasing highway capacity through innovative finance, is expected to play a role in filling the gap in this category in the future.
- 4. Deliver – Program Delivery / Administration:** Includes costs to manage and deliver projects such as research, planning and contracting.
- 5. Pass-through Funds / Multimodal Grants:** Includes grant funding and funds mandated to go to specific programs or projects. CDOT may administer these funds for compliance of federal rules or requirements but the actual work is performed by an entity outside of CDOT such as a nonprofit group, transit agency or local government.
- 6. Contingency / Debt Service & Certificates of Participation:** Includes funds the Transportation Commission (TC) utilizes for various emergencies and pays debt service on outstanding bonds or similar debt programs.



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CDOT- Program Fact Sheet

CDOT Program Summary (continued)

Summary of CDOT Program Allocations	
Colorado Department of Transportation Fiscal Year 2015 - 2016 Draft Allocations	
Maintain - Maintaining What We Have	
CDOT Performed Work	
Roadway Surface	\$39,075,453
Roadside Facilities	20,162,777
Roadside Appearance	7,805,488
Structure Maintenance	8,556,025
Tunnel Activities	6,908,508
Snow and Ice Control	73,350,077
Traffic Services	67,707,695
Planning and Scheduling	14,870,563
Material, Equipment and Buildings	15,963,414
Total CDOT Performed Work	254,400,000
Contracted Out Work	
Surface Treatment	149,500,000
Structures On-System Construction	22,300,000
Structures Inspection and Management	8,400,000
Geohazards Program	5,100,000
Highway Safety Improvement Program (HSIP)	29,154,151
Railway-Highway Crossings Program	3,150,245
Hot Spots	2,167,154
Traffic Signals	1,472,823
FASTER - Safety Projects	56,300,000
Total Contracted Out Work	277,544,373
Capital Expenditure	
Road Equipment	11,500,000
Capitalized Operating Equipment	3,448,525
Property	1,011,722
Total Capital Expenditure	15,960,247
Total Maintain - Maintaining What We Have	\$547,904,620



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CDOT- Program Fact Sheet

CDOT Program Summary (continued)

Summary of CDOT Program Allocations (Cont)	
Maximize - Making the Most of What We Have	
CDOT Performed Work	
TSM&O: Performance Programs and Services	\$607,619
TSM&O Traffic Incident Management	0
TSM&O: ITS Maintenance	14,400,000
Total TSM&O: Performance Programs and Services	15,007,619
Contracted Out Work	
Safety Education	11,090,000
TSM&O: Congestion Relief	4,000,000
Regional Priority Program	50,000,000
Total Contracted Out Work	65,090,000
Capital Expenditure	
TSM&O: ITS Investments	10,000,000
Total Capital Expenditure	10,000,000
Total Maximize - Making the Most of What We Have	90,097,619
Expand - Increasing Capacity	
Contracted Out Work	
Strategic Projects	92,340,000
Total Contracted Out Work	92,340,000
Total Expand - Increasing Capacity	92,340,000
Deliver - Program Delivery/Administration	
Operations	30,623,151
Projects Initiatives	1,855,000
State Planning and Research	12,711,092
Administration (Appropriated)	30,007,435
Total Deliver - Program Delivery/Administration	75,196,678
Pass-Through Funds/Multi-modal Grants	
Aeronautics	
Division of Aeronautics to Airports	38,500,000
Division of Aeronautics Administration	900,000
Total Aeronautics	\$39,400,000



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CDOT- Program Fact Sheet

CDOT Program Summary (continued)

Summary of CDOT Program Allocations (Cont)	
Highway	
Recreational Trails	\$1,591,652
Transportation Alternatives	12,045,642
STP-Metro	46,972,177
Congestion Mitigation/Air Quality	45,539,598
Metropolitan Planning	7,829,342
Bridge Off-System - TC Directed	3,164,139
Bridge Off-System - Federal Program	6,285,272
Total Highway	123,427,822
Transit	
Federal Transit	29,236,280
Strategic Projects -Transit	10,260,000
Transit and Rail Local Grants (FASTER)	5,000,000
Transit and Rail Statewide Grants (FASTER)	5,800,000
Regional Commuter Bus	3,000,000
Transit Administration and Operations (FASTER)	1,200,000
Total Transit	54,496,280
Infrastructure Bank	
Infrastructure Bank	500,000
Total Infrastructure Bank	500,000
Total Pass-Through Funds/Multi-modal Grants	
	217,824,102
Transportation Commission Contingency / Debt Service	
Contingency	
Permanent Recovery	87,000,000
TC Contingency	0
Snow & Ice Reserve	10,000,000
Total Contingency	97,000,000
Debt Service	
Strategic Projects - Debt Service	167,840,075
Certificates of Participation-Property	2,362,200
Certificates of Participation-Energy	1,041,850
Total Debt Service	171,244,125
Total Transportation Commission Contingency / Debt Service	
	268,244,125
Total CDOT Program Allocations	\$1,291,607,144



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CDOT- Program Fact Sheet

Maintenance

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain – Maintaining What We Have

Background

The Maintenance Program is designed to keep the 9,100 centerline-mile (23,000 lane mile) State highway system open and safe for the traveling public. This involves all activities from the centerline of the highway to the right-of-way fence on both sides of the highway, including:

- Patching by hand or machine, sealing of pavement cracks and joints, and seal coating.
- Blading unpaved surfaces and shoulders.
- Cleaning drainage structures.
- Maintenance and repair of ditches, slopes, and stream beds.
- Sweeping the road surface, litter removal, and vegetation control.
- Maintaining guardrail, roadway signs and lighting.
- Bridge repair and painting bridges.
- Tunnel maintenance.
- Rest area maintenance.
- Snow plowing and ice control, including application of deicing compounds and sanding, and controlling avalanches.

In an effort to provide statewide consistency in service, CDOT uses a performance based budgeting system for the maintenance program (see Related Performance Measures table below). The Maintenance Levels of Service (MLOS) system includes an annual physical rating and/or survey to observe results or conditions for approximately 101 activities or system items. The measured items are then categorized into nine Maintenance Program Areas (MPAs), which are:

- Planning and Scheduling.
- Roadway Surface.
- Roadside Facilities.
- Roadside Appearance.
- Traffic Services.
- Structure Maintenance.
- Snow and Ice Control.
- Material, Equipment & Buildings.
- Tunnel Activities.

There are fifteen service levels established for each MPA, with calculations translated to a scale of A+ through F-, with A+ being the highest service level and F- being the lowest.



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CDOT- Program Fact Sheet

Maintenance (continued)

Funding

The main source of funding to the CDOT Maintenance program is the State Highway Fund.

Maintenance Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Maintenance Level of Service	249.0	249.0	251.3	254.4
TOTAL	249.0	249.0	251.3	254.4

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Maintenance Level of Service by Program Area					
<i>Description</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	Actual	Actual	Actual	Forecast	Forecast
Planning, Training and Scheduling	C	C	C-	C	C-
Roadway Surface	B	B+	B+	B	C-
Roadside Facilities	B+	A-	A-	B-	C-
Roadside Appearance	B	B+	B	B-	C-
Traffic Services	C+	B-	C+	C	C-
Bridges & Structures	C+	C+	B-	B-	C-
Snow & Ice	B	B	B	B	B
Service Equipment, Buildings & Grounds	B-	C+	C+	C+	C-
Tunnels	C+	C+	C+	B-	C-
Overall MLOS	B-	B	B-	B-	C

Sources: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Surface Treatment

Web Page: <http://www.fhwa.dot.gov/map21/stp.cfm>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2014)
 The Highway Trust Fund, 26 U.S.C. § 9503
 Budget Category: Maintain – Maintaining What We Have

Background

The objective of the Department's surface treatment program is to maintain the quality of the pavement on state highways at the highest level possible by allocating limited resources in a scientifically rigorous manner. Also, a small amount of program funds are allowed to mitigate safety issues discovered during the project development process. It is financially efficient for these safety issues to be addressed as part of a current resurfacing project rather than to create a standalone safety project.

Department staff utilizes pavement management software and exhaustive annual data collection to make recommendations as to which segments of the state highway system should be prioritized for rehabilitation.

Funding

The main sources of revenue to the surface treatment program are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

Surface Treatment Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Surface Treatment Allocation	116.9	121	117.7	122.7
Indirect Cost Allocation	22.3	19.6	21	16.5
Construction Engineering Allocation	11.4	10.0	10.8	10.3
TOTAL	150.6	150.6	149.5	149.5

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 78-79.

Related Performance Measures / Workload Indicators

Percent of Pavement High/Moderate Drivability					
<i>Description</i>	FY 2012 Actual	FY 2013 Actual	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast
High/Moderate Drivability Life for Interstate pavement	n/a	86.0%	n/a	n/a	n/a
High/ Moderate Drivability Life for National Highway (non-Interstate) System pavement	n/a	83.0%	n/a	n/a	n/a
High/Moderate Drivability Life for pavement on the state highway system	n/a	82.0%	74.0%	66.0%	60.0%

Sources: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Structures On-System

Web Page: <http://www.coloradodot.info/library/bridge>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2014);
 The Highway Trust Fund, 26 U.S.C. § 9503
 Budget Category: Maintain – Maintaining What We Have

Background

The Structures Program provides:

- Bridge and culvert preventative maintenance program.
- Essential bridge repairs.
- Essential culvert repairs.
- Essential wall repairs
- Essential tunnel repairs and major projects program
- Overhead sign, signal, and high-mast-light inspection and inventory.
- Bridge and culvert inspection, inventory, and asset management.
- Wall inspection, inventory and asset management.
- Tunnel inspection, inventory and asset management.
- Local agency bridge and culvert inspection and inventory.

Funding

CDOT conducts inspections of all state, city, and county bridges in accordance with the National Bridge Inspection Standards (NBIS) and reports the conditions of the bridges annually to the Federal Highway Administration (FHWA). MAP-21 legislation requires reporting percent structurally deficient and will set specific targets. As a result CDOT is modifying Policy Directive 14 to move from the old practice of reporting good/fair/poor and structurally deficient or functional obsolescence to only structural deficiency with metrics included in CDOT’s asset management plan.

The main sources of funding for the Structures program are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

Structures On-System Program Budget Allocations (in \$millions)				
Allocations	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Structures On-System Construction Allocation	15.7	16.3	17.6	18.3
Structures Inspection and Management Allocation	8.2	8.5	6.6	6.9
Indirect Cost Allocation	4.6	4.0	4.3	3.4
Construction Engineering Allocation	2.3	2.1	2.2	2.1
TOTAL	30.8	30.9	30.7	30.7

Source: CDOT Office of Financial Management & Budget

Note: The Bridge Inspection and Management Program includes inspection and management of bridges, culverts, tunnels, and walls.



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CDOT- Program Fact Sheet

Structures On-System (continued)

Related Performance Measures / Workload Indicators

Percent of Deck Area not Structurally Deficient					
Description	FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Target	FY 2016 Target
State highway total bridge-deck area that is not structurally deficient	93.0%	94.0%	94.0%	≥90.0%	≥90.0%
National Highway System bridge total deck area that is not structurally deficient.	94.0%	95.0%	95.0%	≥90.0%	≥90.0%

Source: CDOT Division of Transportation Development

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 78-79



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CDOT- Program Fact Sheet

Geohazards Program

Web Page: <http://www.coloradodot.info/programs/geotech/rockfall>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
 Budget Category: Maintain – Maintaining What We Have

Background

The Rockfall Program has transitioned to a Geohazards Program. Mountain and canyon corridors are affected by several hazards. Evaluating the hazards having the most effect on the highway is more beneficial than focusing on rockfall only. Geohazards that traditionally affect the transportation system are debris flows, embankment distress, landslides, rockfall, rockslides, and sink holes.

The goal of the Program is to mitigate the risks of geological hazards present to the transportation system. Mitigation will focus on highway segments and corridors for a systematic approach, which is demonstrated to be more effective in overall risk reduction. Hazards with a significant threat to the highway that are not in a priority corridor will be addressed individually. Incorporating an asset management approach to geohazard mitigation allows risk reduction of entire corridors rather than individual sites within a corridor.

The Geohazard Program is responsible for: designing mitigation projects, reviewing consultant project designs and performing site inspections during construction as needed. In addition to overseeing planned projects, Geohazard Program personnel are designated as first responders during rockfall and other geological hazard related emergencies. Other Program work includes field evaluations of hazards in response to Region requests through Maintenance or Engineering. These evaluations are followed up according to the severity of the threat.

For more information about geohazards throughout Colorado, see the Colorado Geological Survey’s Rock Talk newsletter: <http://coloradogeologicalsurvey.org/publications/rocktalk/>

Funding

The main source of revenue to the Geohazards program is the State Highway Fund.

Geohazards Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Geohazards Risk Reduction & Emergency Response & Management Allocation	4.0	4.2	4.0	4.1
Indirect Cost Allocation	0.8	0.7	0.7	0.6
Construction Engineering Allocation	0.4	0.3	0.4	0.4
TOTAL	5.2	5.2	5.1	5.1

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations. See page 78-79



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CDOT- Program Fact Sheet

Highway Safety Improvement Program

Web Page: <http://www.safety.fhwa.dot.gov/hsip>
 Statutory Authorization: 23 U.S.C. Section 148
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: The Highway Trust Fund; 26 U.S.C. § 9503
 Budget Category: Maintain – Maintaining What We Have

Background

This is a new program under Section 1112 of MAP-21, replacing a similar program called Hazard Elimination. The primary goal of HSIP is to achieve a significant reduction in fatalities and injuries on all publicly maintained roads. This includes public roads not owned by the State and roads on tribal lands. To comply with this program, CDOT is required to:

- Develop a strategic highway safety plan (SHSP) that identifies and analyzes highway safety problems and opportunities.
- Create projects to reduce the identified safety problems.
- Evaluate and update the SHSP on a regular basis.

Funding

The main sources of revenue to the Highway Safety Improvement Program are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

Highway Safety Improvement Program (HSIP) Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Highway Safety Improvement Program Allocation	23.3	23.9	23.5	23.9
Indirect Cost Allocation	4.5	3.9	4.2	3.2
Construction Engineering Allocation	2.3	2.0	2.1	2.0
TOTAL	30.1	29.8	29.8	29.1

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Highway Safety Improvement Performance Measures					
Description	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Target	CY 2015 Target
Number of Fatalities per 100 Million Vehicle Miles Traveled	0.96	1.01	1.03	1	1
Number of Motorcyclist Fatalities	82	79	87	104	101

Source: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Railway-Highway Crossings Program

Web Page: <http://www.fhwa.dot.gov/map21/rhc.cfm>
 Statutory Authorization: 23 U.S.C. Section 130
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. § 9503
 Budget Category: Maintain - Maintaining What We Have

Background

The Railway-Highway Crossings Program is a federally mandated program whose objective is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

Funding

The main sources of revenue to the Railway-Highway Crossings Program are:

- Federal highway funds (percentage based on particular activity).
- Local match (percentage based on particular activity).

Railway-Highway Crossings Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Railway-Highway Crossings Allocation	2.5	2.6	2.5	2.6
Indirect Cost Allocation	0.5	0.4	0.4	0.3
Construction Engineering Allocation	0.2	0.2	0.2	0.2
TOTAL	3.2	3.2	3.1	3.1

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Hot Spots

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
 Budget Category: Maintain - Maintaining What We Have

Background

Hot Spots is a CDOT Safety program that is funded in a statewide pool with Region planning estimates. The purpose of the Hot Spots program is:

- To mitigate small unforeseen safety issues that need immediate attention.
- To add money to an ongoing project to mitigate unforeseen safety issues discovered during the project process.

Funding

The main sources of revenue for the Hot Spots program are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

Hot Spots Program Budget Allocations (in \$millions)				
Allocations	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Hot Spots Allocation	1.7	1.7	1.7	1.8
Indirect Cost Allocation	0.3	0.3	0.3	0.2
Construction Engineering Allocation	0.2	0.1	0.2	0.1
TOTAL	2.2	2.1	2.2	2.1

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.



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CDOT- Program Fact Sheet

Traffic Signal and Ramp Metering Program

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain – Maintaining What We Have

Background

This is a new program developed as a result of the 2013 Transportation Systems Management & Operation Reorganization Report. The objective of this program is to create statewide standards and guidelines on design, maintenance, life-cycle asset management, integration and operation of traffic signal and ramp meters; manage various statewide funding programs and pools; and facilitate informed decision making on project prioritization. The primary operational responsibility of the program is traffic signal maintenance and corridor operations in Region 1. This program also leads and/or participates in the development and implementation of arterial and freeway management strategies throughout the State. This includes integrating these systems and using them in conjunction with other intelligent transportation system devices to more efficiently manage our transportation system. This program works collaboratively with CDOT Regions, FHWA, metropolitan planning organizations, local agencies, and other stakeholders to develop and implement policies, standards, and operational procedures for traffic signals and ramp meters.

Traffic Signal Pool Program:

CDOT owns approximately 1,850 signals statewide. CDOT's Traffic Signal Pool Program delivers funding to each Engineering Region on an annual basis. These funds are designated specifically for signal construction or signal system improvements. The Regions rely on these funds to address, on a priority basis, safety and operational needs at locations with existing signals or where signals are warranted but not yet constructed. In a typical application, these funds are directed to activities such as traffic signal construction, equipment update, signal expansion due to intersection widening, signal interconnect, and operational improvements including minor hardware or software upgrades to facilitate safety and improve corridor operations.

Travel Demand Management (TDM) Program Administration

CDOT in conjunction with FHWA, The Denver Regional Council of Governments (DRCOG), and local agencies administers the TDM program. This program refers to activities that help people use the transportation system more efficiently, while reducing traffic congestion, vehicle emissions and fuel consumption. TDM activities help get the most out of our transportation infrastructure and services by making low cost, higher efficiency transportation options easier to use and more readily available.

Current Signal Program Initiatives

- Upgrade central traffic control system and statewide traffic signal controller
- Statewide traffic signal management plan with FHWA support
- Connected Vehicles pilot considerations
- Ramp metering system upgrade
- Development of risk-based asset management guidelines
- Administration of Travel Demand Management Program in Region 1



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CDOT- Program Fact Sheet

Traffic Signal and Ramp Metering Program (Cont.)

Funding

The main source of revenue for the Traffic Signals program is the State Highway Fund.

Traffic Signals Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Traffic Signals Allocation	1.1	1.2	1.2	1.2
Indirect Cost Allocation	0.2	0.2	0.2	0.2
Construction Engineering Allocation	0.1	0.1	0.1	0.1
TOTAL	1.4	1.5	1.5	1.5

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.



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CDOT- Program Fact Sheet

FASTER Safety

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
 Budget Category: Maintain – Maintaining What We Have

Background

In 2009 the General Assembly created new funding sources to aid the Department and local governments in funding road safety projects. Per Section 43-4-803 (21), C.R.S. (2013), a "Road Safety Project" means a construction, reconstruction, or maintenance project that:

- The Transportation Commission determines is needed to enhance the safety of a state highway.
- A county determines is needed to enhance the safety of a county road.
- A municipality determines is needed to enhance the safety of a city street.

In 2014, The Transportation Commission approved new administration of the FASTER Safety program. CDOT FASTER road safety funding is now allocated to two statewide pools administered by HQ – FASTER Safety Asset Management and FASTER Safety Mitigation. HQ coordinates with the Regions to select projects for Region delivery.

Funding

FASTER Safety Projects are funded through distributions of revenue generated by S.B. 09-108 and credited to the Highway Users Tax Fund.

FASTER - Safety Projects Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
FASTER - Safety Projects Allocation	68.1	73.2	37.7	46.2
Indirect Cost Allocation	13.0	11.9	6.7	6.2
Construction Engineering Allocation	6.7	6.1	3.5	3.9
TOTAL	87.8	91.2	47.9	56.3

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations.



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CDOT- Program Fact Sheet

Capital Expenditures

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain – Maintaining What We Have

Background

To maintain the state's single largest capital asset (the state highway system), the Department invests money in mobile and fixed capital equipment such as:

Road equipment.

CDOT must maintain the state highway system in a clean condition to minimize air pollution, support the safe operation of motor vehicles and to ensure the safety and mobility of the traveling public. In order to do so, CDOT relies on a wide variety of heavy road equipment. The fleet includes:

- Trucks used to haul asphalt, rocks and earth
- Trucks that plow snow and distribute snow and ice melting materials
- Large mobile sweepers
- Large landscaping mowers
- A hot plant for producing asphaltic concrete pavement

CDOT has researched and developed an expected useful life for all heavy equipment based on age and usage (mileage or hours). Our useful life figures align with those of other state DOT's. CDOT also has a vigorous fleet management system where units whose maintenance costs exceed those of others in their class will rise on the equipment replacement list, allowing CDOT to proactively address the condition of its fleet.

Property.

CDOT Property allocates specific budget amounts in order to maintain all property and has many types of buildings within its 1,100 structure inventory including:

- Vehicle storage facilities,
- maintenance buildings, sand sheds, offices, and lab facilities in addition to a
- Limited number of employee housing facilities.

In addition to ongoing maintenance and repair, structural conditions are evaluated annually. The Departments' goal is to maintain 90% or more of all buildings at a level "C" or better on an A through F rating scale. Existing buildings are replaced if they ever fall to a level F or can no longer function for their intended use. Adequate buildings are required to protect other department assets as well as provide a safe and productive work environment for department employees.



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CDOT- Program Fact Sheet

Capital Expenditures (Cont.)

Capitalized Operating Equipment.

Capitalized Operating Equipment refers to smaller capital purchases that fall outside road equipment and fixed property but must be capitalized because they are valued at greater than \$5,000. These would include information technology infrastructure, video conference equipment, snow and ice equipment and miscellaneous non-road, non-computer equipment.

Funding

The main sources of revenue for the Department’s capital expenditures are:

- The State Highway Fund.
- Federal reimbursement for qualifying expenditures.

Capital Expenditure Programs Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Road Equipment Program	14.2	14.2	14.0	11.5
Capitalized Operating Equipment Program	5.5	5.5	3.8	3.4
Property Allocation Program	6.9	6.9	7.2	1.0
TOTAL	26.6	26.6	25.0	15.9

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Performance Programs & Services

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
 Budget Category: Maximize – Making the Most of What We Have

Background

The Division of Transportation Systems Management & Operations is responsible for the planning, development, and administration of a statewide program designed to reduce congestion and improve the safety, security, mobility, and efficient utilization of Colorado’s existing highway system. It is an integrated approach to optimize the performance of a surface transportation system through programs, projects, and services aimed at improving mobility and safety through sustainable high benefit, low cost solutions with superior returns on investment. Programs and services include:

- Active Traffic Management
- Traffic Incident Management
- Innovative Bottleneck Mitigation Studies & Projects
- Traffic Management Centers
- Special Event Management
- Road Weather Management
- Work Zone Management
- Travel Demand Management
- Intelligent Transportation Systems
- Traffic Signal & Ramp Meter Operations
- Operation of Tolled Express Lanes
- Highway Service Patrols
- Operations Planning
- Corridor Operations Planning for Congested Corridors
- Operations Clearance for all CDOT Projects
- Traffic Safety
- Traffic Engineering
- Operations Performance Measures and Reporting

Funding

The main sources of funding for the program are:

- The State Highway Fund.
- Federal reimbursement for qualifying expenditures.

TSM&O: Performance Programs and Services (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
TSM&O: Performance Programs and Services	0.0	0.0	7.2	0.6
TOTAL	0.0	0.0	7.2	0.6

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems

Web Page: <http://www.cotrip.org/its/>
Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maximize – Making the Most of What We Have

Background

The Colorado Department of Transportation uses advanced technology and information systems to manage and maintain safe and free-flowing state highways and to inform motorists in Colorado about traffic and roadway conditions. Travel information is provided to the public by a variety of methods including:

- The COTrip website displaying Closed Circuit Television (CCTV) images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts) and more.
- 511 Interactive Voice Response (IVR) system providing up-to-date road and weather conditions, construction, special events, travel times and transfers to bordering states and other transportation providers.
- Automated email and text messages using GovDelivery as third party provider.
- CDOT App is the official CDOT endorsed Smartphone application that was developed through a public-private partnership.
- CCTV is used statewide and by local media outlets.
- Variable Message Signs (VMS) providing travel messages including; closures, alternative routes, road condition information, special events and real-time trip travel time information.

Information and video is shared with CDOT Regions and partners across the state, including:

- The City and County of Denver.
- Various Metro Denver Cities and Counties.
- Hanging Lake Tunnels Management Center, Eisenhower Johnson Tunnels Management Center and Colorado Springs Traffic Management Center.
- Colorado State Patrol and other law enforcement agencies.
- Various statewide emergency responders (fire, police, military).
- Local media partners.
- Many private entities.

Information is gathered using a variety of sources deployed across the state, including:

- Close-circuit television (CCTV).
- Road Weather Information Systems (RWIS).
- Ramp meters.
- Travel time readers (using toll-tag transponders).
- Radar devices.
- Fog detection devices.



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems (continued)

- Wild animal detection devices.
- CDOT Maintenance forces, the Colorado State Patrol, and the Ports of Entry.
- Media Sources.
- Automated Traffic Recorders.

In calendar year 2013, the COTrip web site received 2.65 billion hits, which was a 33% increase from 2012 (a hit occurs each time that an icon/button is accessed to request information). Additionally, the 511 IVR System took 2.3 million calls. These numbers represent significant increases over the past year, and attest to both the demand for information and the value that travelers place on it. The ITS Branch is committed to providing the most up-to-date, accurate and timely traveler information to improve and enhance traveler’s ability to make informed decisions regarding their travel choices and to improve the overall mobility and safety of Colorado’s transportation system. For infrastructure allocation purposes, Intelligent Transportation Systems (ITS) is managed in two program areas: ITS Investments, which is for the purchase and installation of new ITS equipment, and ITS Maintenance, which is for the upkeep or replacement of currently owned ITS equipment.

Funding

The main sources of funding for Intelligent Transportation Systems are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.

Intelligent Transportation Systems Management Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
TSM&O ITS Maintenance Allocation	9.4	11.2	14.8	14.4
TOTAL	9.4	11.2	14.8	14.4

Source: CDOT Office of Financial Management & Budget

Intelligent Transportation Systems Investments Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
TSM&O ITS Investments Program	5.0	5.0	10.0	10.0
TOTAL	5.0	5.0	10.0	10.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Intelligent Transportation Systems (continued)

Related Performance Measures/ Workload Indicators

ITS Performance Measures					
<i>Description</i>	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Forecast	CY 2015 Forecast
Number of hits to COTrip.org website	1.84 billion	1.75 billion	2.65 billion	n/a	n/a
Percent of Congested Corridors Where ITS Is Implemented	78%	71%	60%	n/a	n/a

Source: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Highway Safety Education

Web Page: <http://www.coloradodot.info/programs/overview.html/2/2/alcohol-impaired-driving.html>

Web Page: <http://www.coloradodot.info/programs/live-to-ride>

Statutory Authorization: CDOT Office of Transportation Safety: Section 24-42-101, C.R.S. (2014)

Primary Funding Sources: Law Enforcement Assistance Fund: Section 43-4-401, C.R.S. (2014)
First Time Drunk Driving Offenders Account:Section 42-2-132, C.R.S. (2014)

Motorcycle Operator Safety Training Fund: Section 43-5-504, C.R.S. (2014)

National Highway Transportation Safety Administration: 49 U.S.C. § 105

Budget Category: Maximize – Making the Most of What We Have

Background

The Highway Safety Office (HSO) oversees several state and federally funded programs to reduce the incidence and severity of motor vehicle crashes and associated economic losses.

Enhanced Drunk Driving Enforcement

The HSO's "The Heat is On!" campaign is a collaboration with local law enforcement agencies to increase efforts to enforce impaired driving laws during times of the year and in areas of the state that have been identified, through problem identification, as having high incidences of impaired driving related crashes and fatalities. The HSO reimburses law enforcement agencies for qualifying expenses from the following sources:

- The Law Enforcement Assistance Fund (LEAF)
- The First Time Drunk Driving Offenders Account.

Since its inception, law enforcement agencies in Colorado have made 95,000 impaired driving arrests while participating in The Heat is On enforcement periods.

Motorcycle Operator Safety Training (MOST)

To promote the safe operation of motorcycles in Colorado, the HSO administers the MOST program. In state fiscal year 2014 10,643 people were trained by MOST approved vendors

State and Community Highway Safety Programs (23 U.S.C § 402)

Federal Section 402 funds are used to support State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries and property damage. To receive Section 402 grant funds, the State must have an approved Highway Safety Plan (HSP). Beginning fiscal year 2014 and each fiscal year thereafter, a State must submit, not later than July 1 of the preceding fiscal year, a HSP that meets statutory and regulatory requirements. A State may use these grant funds to conduct approved highway safety programs.

Occupant Protection Incentive Grants (23 CFR. § 1200.23)

The purpose of Federal Section 405 (B) is to encourage States to adopt and implement effective occupant protection programs to reduce highway deaths and injuries resulting from unrestrained or improperly restrained vehicle occupants.



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CDOT- Program Fact Sheet

Highway Safety Education (continued)

State Traffic Safety Information System Improvements (23 CFR. § 1200.23)

The purpose of Federal Section 405 (c) grant funds are provided to CDOT as administrator of the Colorado Traffic Records Program for awarding to grantees conducting traffic records improvement activities. The purpose of the Traffic Records Program is to provide timely, accurate, complete, consistent, integrated, and accessible traffic records data to federal, state, and local safety stakeholders to improve transportation safety in Colorado.

Impaired Driving Countermeasures (23 U.S.C. § 1200.23)

The purpose of Federal Section 405 (D) funds is to encourage States to adopt and implement effective programs to reduce driving under the influence of alcohol, drugs or the combination of alcohol and drugs. For FY15 Colorado qualified as a low range State for impaired driving fatalities.

Motorcyclist Safety Grants (23 CFR § 1200.25)

Federal Section 405 (F) encourages States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds for motorcyclist safety training and motorist awareness of motorcyclist programs.

Funding

The main sources of revenue to the Department’s Highway Safety Education programs are:

- Federal funding from the National Highway Transportation Safety Administration (NHTSA).
- Penalties for DUI convictions and guilty pleas.
- Fees for drivers’ license reinstatements.
- Surcharges on driver’s license fees for licenses with motorcycle qualifications.

Highway Safety Education Program Budget Allocations (in \$millions)				
Allocations	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Nat Hwy Traffic Safety Admin (NHTSA)	6.5	1.5	5.4	6.6
Motorcycle Operator Safety Training (MOST)	0.7	0.7	0.6	0.7
Law Enforcement Assistance Fund (LEAF)	0.5	0.7	0.5	0.6
First Time Drunk Driver Fund	1.2	1.2	1.2	1.2
Indirect Cost Allocation	1.7	0.7	1.4	1.2
Construction Engineering Allocation	0.9	0.3	0.7	0.8
TOTAL	11.5	5.1	9.8	11.1

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Highway Safety Education (continued)

Related Performance Measures/ Workload Indicators

Highway Safety Education Performance Measures					
Description	CY 2010 Actual	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Target
Motorcycle Fatal & Injury Crashes	1,294	1,373	1,546	1,319	1,250

Source: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Transportation Systems Management & Operations: Congestion Relief

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
 Budget Category: Maximize – Making the Most of What We Have

Background

Beginning as a pilot project in 1993, Colorado Department of Transportation continues to support the Mile High Courtesy Patrol in the Denver metropolitan area. The primary purpose of the patrol is immediate incident management like removal of minor accidents and stalled vehicles to facilitate smoother and faster rush hours. Patrol vehicles are equipped to handle minor problems including flats and stalls, and they carry spare fuel for stranded drivers. The Mile High Courtesy Patrol is dispatched via two-way radio by Traffic Management center operators. The program uses 18 recovery vehicles patrolling key areas of I-25, I-70, I-225, and 6th Avenue during morning and afternoon rush hours. The Department contracts with private towing services to patrol the following highway segments:

- I-25 from 120th Avenue to Lincoln.
- US 36 from I-25 to Wadsworth.
- I-70 from Sheridan Boulevard to Pena Boulevard.
- I-225 from I-70 to I-25.
- US 6 (6th Avenue) from I-70 to Kalamath.
- C-470 from I-25 to Wadsworth Boulevard.
- US 36 from Pecos to I-25.

Additionally the project provides for I-70 Mountain Corridor Courtesy Patrol and Heavy Tow programs to aid in providing motorist assists including personal vehicles and commercial motor vehicles in congestion relief and quick clearance services from Vail to Morrison.

When available, program dollars are used to provide for additional law enforcement activities ranging from ramp meter enforcement to chain law enforcement.

Funding

The main source of revenue for the Department’s congestion relief efforts is the State Highway Fund.

Congestion Relief Program Budget Allocations (in \$millions)				
Allocations	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
TSM&O Congestion Relief	3.1	3.2	3.1	3.3
Indirect Cost Allocation	0.6	0.5	0.6	0.4
Construction Engineering Allocation	0.3	0.3	0.3	0.3
TOTAL	4.0	4.0	4.0	4.0

Source: CDOT Office of Financial Management & Budget



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Related Performance Measures / Workload Indicators

Average Travel Delay in Congested Corridors					
Description	CY 2011 Actual	CY 2012 Actual	CY 2013 Estimate	CY 2014 Forecast	CY 2015 Forecast
Average minutes of delay per traveler in congested corridors, per day	13.8	17.2	17.1	17	17

Source: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Regional Priority Program (RPP)

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2014);
 The Highway Trust Fund 26 U.S.C. § 9503
 Budget Category: Maximize – Making the Most of What We Have

Background

The objective of the Regional Priority Program is to supplement the formula-driven funding allocations to the five CDOT engineering regions with flexible funding for use at the discretion of each Regional Transportation Director in consultation with local elected officials and other stakeholders in each region. This is accomplished through the transportation planning process. RPP funds are distributed to the CDOT Regions according to a formula based on 50% population, 35% state highway system lane miles, and 15% state highway system Truck Vehicle Miles Traveled (VMT).

Funding

The RPP is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures. In recent lean budget years, the funding has been sustained by \$50 million in FASTER Safety funds as part of the Asset Management program.

Regional Priority Program Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Regional Priority Program Allocation	7.8	8.0	40.0	41.0
Indirect Cost Allocation	1.5	1.3	6.2	5.5
Construction Engineering Allocation	0.8	0.7	3.8	3.5
TOTAL	10.1	10.0	50.0	50.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Strategic Projects

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2014)
 The Highway Trust Fund 26 U.S.C. § 9503
 Budget Category: Expand – Increasing Capacity

Background

On August 15, 1996, the Transportation Commission adopted the Strategic Transportation Project Investment Program. This program identified 28 high priority projects of statewide significance based on the overall visibility, cost and return on investment of the project in addressing on-going needs of safety, mobility and reconstruction for the public. The primary objectives of the Strategic Projects were to expedite the completion of these transportation projects, to establish a minimum annual level of funding for these projects, and provide a process for monitoring and reporting project progress. To date, 22 of the 28 projects have been either completed or funded to the initial Transportation Commission target.

Funding

The primary source of revenue for strategic projects was Senate Bill 97-001 until it was repealed and superseded by Senate Bill 09-228 in 2009. Because of slow economic growth in recent years, the Bill’s requisite five percent in personal income growth has not yet been met. As a result, the Strategic Projects program has been greatly curtailed during the last five years. Although other funds are occasionally budgeted into these projects, General Fund transfers authorized by Senate Bill 09-228 are not expected to occur until later in the FY2015-2016 fiscal year.

Strategic Projects Program Budget Allocations (in \$millions)				
Allocations	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Strategic Projects Program Allocation	0.0	0.0	0.0	75.8
Indirect Cost Allocation	0.0	0.0	0.0	10.2
Construction Engineering Allocation	0.0	0.0	0.0	6.4
TOTAL	0.0	0.0	0.0	92.4

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Project Support – Operations, Planning, and Research (SPR)

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2014)
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Deliver – Program Delivery/Administration

Background

Project Support is responsible for providing support and statewide consistency to the CDOT Regions in the development and delivery of highway projects in Colorado pursuant to state and federal law. This involves a multitude of activities in preparation of the design and construction of highway projects. Activities include but are not limited to:

- Development of standards and specification to be used on all CDOT highway projects. Ensuring consistent statewide application of policies and procedures for the acquisition of right-of-ways, utility clearances, structural design, advertisement of construction projects and construction management.
- Management of the pavement, bridge, culvert, tunnel, structural walls and other highway assets statewide.
- Conducting chemical and physical properties tests and analyses on various pavements and materials used in construction.
- Publishing and maintaining policies and procedures necessary for the consistent administration of highway construction contracts.
- Conducting training on the development and delivery of highway projects..
- Assuring that construction contracts are awarded to the lowest responsible bidder.
- Ensuring consistent management of construction activities and providing expert technical resources to Region staff.

Funding

The main sources of revenue to the Department's project support programs are:

- Federal funding for SPR (80%).
- State Highway funds for SPR match (20%).
- The State Highway Fund for Operations.
- Federal reimbursement for qualifying expenditures.

The increase in funding for the Operations Allocation for FY2015-2016 is a result of growing financial obligations due to common policy increases (notably for required OIT payments), and the restoration of \$1.4 million transferred to project initiatives and \$6.7 million that had been transferred to TSM&O by a decision item for FY2014-2015.



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CDOT- Program Fact Sheet

Project Support – Operations, Planning, and Research (Cont.)

Funding (Cont.)

Operations, Planning and Research Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Operations Allocation	20.6	20.6	13.3	23.2
Projects Initiatives	3.5	3.5	2.9	1.9
Maintenance HQ Support	5.6	5.6	6.8	7.5
State Planning and Research (SPR) Allocation	12.7	12.7	13.0	12.7
TOTAL	42.4	42.4	36.0	45.3

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Administration

Statutory Authorization: Section 43-1-113 (2) (c) (III), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2014)
 Budget Category: Deliver – Program Delivery/Administration

Background

The Department’s Administration is composed of the staff of several CDOT offices meeting criteria set forth in Section 43-1-113 (2) (c) (III), C.R.S. (2014). Unlike the majority of CDOT’s budget, funding for Administration is appropriated annually and may not exceed 5.0 percent of the Department’s budget. This appropriation of funds is not an increase in funding to CDOT, but rather a ceiling set by the legislature on how much of the funding CDOT receives that can be spent on administering the department. The CDOT Administration includes the following offices, in whole or in part:

- The Transportation Commission.
- The Office of the Executive Director.
- The Division of Accounting & Finance.
- The Office of Program Management.
- The Division of Audit.
- The Office of the Chief Highway Engineer.
- The Division of Administrative Services.
- The Office of Policy and Government Relations.
- The Office of Public Relations.
- The Offices of the Regional Transportation Directors.
- The Interagency Fleet Vehicle Garage.

Funding

The CDOT’s Administration is a single line item in the annual Long Appropriations Bill. Its sources of funding are the State Highway Fund and an internal service fund. Administration activities are not supported by General Funds or federal funds. Several statewide common policies are paid in whole or in part from the Administration line item, including legal services, property & liability insurance, workers compensation, and information technology services.

Recent Legislation

Senate Bill 08-155 consolidated most information technology services under the Governor’s Office of Information Technology (OIT). This bill transferred 30.7 full time equivalent (FTE) positions from the CDOT Administration to the OIT. However, the Administration budget continues to fund these employees through OIT service charges.

Appropriated Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Administration (Appropriated) Allocation	22.8	22.8	30.0	30.0
TOTAL	22.8	22.8	30.0	30.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Aeronautics

Web Page: <http://www.coloradodot.info/programs/aeronautics>
Statutory Authorization: Section 43-10-103, C.R.S. (2014)
Governance: Colorado Aeronautical Board, Section 43-10-104, C.R.S. (2014)
Primary Funding Source: State Aviation Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Pass-Through Funds /Multimodal Grants

Background

The Division of Aeronautics promotes the safe operation and accessibility of general aviation and intrastate commercial aviation in Colorado. The objectives of the Division are to:

- Set priorities for improving the State's air transportation system.
- Provide financial assistance to maintain and enhance Colorado's 74 public use airports.
- Deliver technical assistance to airport operators and aviation users who are unable to meet their needs with local resources.
- Enhance aviation safety through education.
- Promote economic development through the development, operation and maintenance of the state aviation system.

Recent Legislation

H.B. 09-1066 "Concerning the Codification of Existing Practices of the Division of Aeronautics" clarified the authority of the Division. The bill:

- Eliminated the requirement that the Division provide other governmental entities with aircraft registration information.
- Eliminated the requirement that the Division deploy remote weather systems.
- Permitted the Division, with approval of the Colorado Aeronautical Board, to transfer moneys from the Aviation Fund to the Aviation Account of the Transportation Infrastructure Revolving Fund.
- Required the Aeronautics Board to provide statewide aviation needs as part of the statewide transportation plan.
- Clarified that a governmental or airport entity operating a public-use airport is entitled to disbursements from the State Aviation Fund based on the gasoline and fuel sold at the airport.
- Made the City and County of Denver eligible for state aviation grants.
- Made the Division of Aeronautics eligible for state aviation grants.
- Required the City and County of Denver to convey to the Division at a reasonable cost unneeded airport-related equipment for equitable distribution.
- Repealed obsolete provisions related to the Division's 1991 transfer to the Department of Transportation from the Department of Military and Veterans Affairs.

Related Goals

Pavement Condition Indexing (PCI): The Division conducts an inspection and analysis of airport pavements that is required by the Federal Aviation Administration (FAA) for airports to be eligible for federal funds. PCI results are an important planning tool for each airport's pavement maintenance and capital improvement programs. This information is used by the Division and the FAA to determine priority distribution of state and federal pavement maintenance funds. The Division's goal is to maintain Colorado's primary airport pavements at an average PCI score at or above 75/100.



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CDOT- Program Fact Sheet

Aeronautics (continued)

For more information about pavement condition indexing, please refer to page 8 of the Division’s Annual Report: http://www.coloradodot.info/programs/aeronautics/PDF_Files/AnnualReports.

Funding

The Division administers the State Aviation Fund with direction and oversight from the seven-member Governor-appointed Colorado Aeronautical Board. The main sources of revenue to the State Aviation Fund are:

- An excise tax of \$0.04 per gallon on wholesale non-commercial jet fuel transactions.
- An excise tax of \$0.06 per gallon on aviation fuel sales.
- A sales tax of 2.9 percent on the sale of all aviation fuels.
- Grant funding from the Federal Aviation Administration.

Article X, Section 18 of the Colorado Constitution requires the proceeds of taxes on aviation fuel to be used exclusively for aviation purposes. Section 43-10-109 (3), C.R.S. (2014) continuously appropriates the State Aviation Fund to the Division and restricts administrative expenses to a maximum of 5.0 percent of prior year revenues. Actual administrative expenses in FY 2010-11 were 1.9 percent of FY 2009-10 revenues.

Division of Aeronautics Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Division of Aeronautics Allocation	45.2	37.0	43.1	39.4
TOTAL	45.2	37.0	43.1	39.4

Source: CDOT Office of Financial Management & Budget

Related Performance Measures/ Workload Indicators

Average Primary Airport Pavement PCI Rating					
Description	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015
	Actual	Actual	Actual	Target	Target
Average Primary Airport Pavement PCI Rating	82	79	78	≥75	≥75

Source: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

Transportation Alternatives

Web Page: <http://www.fhwa.dot.gov/map21/tap.cfm>
 Statutory Authorization: 23 USC Section 213
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 9503
 Budget Category: Pass-Through Funds/Multimodal Grants

Background

The Transportation Alternatives Program (TAP) is a program established under Section 1122 of MAP-21. The TAP provides funding for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements and Recreational Trails wrapping them into a single funding source.

Eligible activities include but are not limited to:

- Construction, planning and design of facilities for pedestrians and bicyclists
- Construction of turnouts, overlooks and viewing areas and preservation of historic transportation facilities
- Some environmental mitigation activities including vegetation management, and archeological and storm water mitigation related to highway projects
- The recreational trails program

Funding

The main sources of revenue to the Transportation Enhancement program are:

- Federal highway funding (80%).
- Local matching funds (20%).

Transportation Alternatives Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Recreational Trails Allocation	1.6	1.6	1.6	1.6
Transportation Alternatives Program Allocation	11.9	12.0	11.9	12.0
TOTAL	13.5	13.6	13.5	13.6

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

STP-Metro

Web Page: <http://www.fhwa.dot.gov/map21/stp.cfm>
 Statutory Authorization: 23 U.S.C. §133 (d) (3)
 Governance: Transportation Management Areas (TMAs) in Colorado
 Primary Funding Source: The Highway Trust Fund, Highways Account, 23 U.S.C. § 9503
 Budget Category: Pass-Through Funds / Multimodal Grants

Background

The Surface Transportation Program (STP) is a federally mandated program. The STP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STP-Metro is a sub-program of STP for urbanized areas with populations greater than 200,000. Project selection for STP-Metro funds is conducted by federally designated regional Transportation Management Areas (TMAs) comprised of local governments. In Colorado, the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range Metropolitan Planning Organization (NFRMPO) select projects and the member governments that receive funding contribute matching funds. Project finance is administered by CDOT.

Funding

The main sources of revenue to the STP-Metro program are:

- Federal highway funds equal to the estimated net revenue amount of the STP apportionment set-aside for urban areas with populations exceeding 200,000 (82.79%).
- Required local match (17.21%).
- Additional local funds in excess of the required matching amounts.

The annual apportionment of federal spending authority for the STP-Metro is available for four fiscal years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

Surface Transportation Program (STP) -Metro Budget Allocation (in \$millions)				
Allocations	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
STP-Metro Program Allocation	48.3	47.9	48.1	47.0
TOTAL	48.3	47.9	48.1	47.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Congestion Mitigation & Air Quality (CMAQ)

Web Page: <http://www.fhwa.dot.gov/map21/cmaq.cfm>
Statutory Authorization: 23 U.S.C. § 149
Governance: Metropolitan Planning Organizations (MPOs) in Colorado
Primary Funding Source: The Highway Trust Fund, Highways Account, 23 U.S.C. § 9503
Budget Category: Pass-Through Funds / Multimodal Grants

Background

CMAQ is a federally mandated program the objective of which is to improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter. These include the areas of the North Front Range Metropolitan Planning Organization (NFRMPO), the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), portions of the Upper Front Range Transportation Planning Region (UFR TPR), Aspen, Cañon City, Pagosa Springs, Steamboat Springs, and Telluride. Funds may be used for transportation projects designed to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. Eligible activities include:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Complete diesel retrofits of fleet vehicles.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization).
- Expanded authority to use funds for transit operations.

Funding

The main sources of revenue to the CMAQ program are:

- Federal highway funds (82.79%).
- Required local matching funds (17.21%).
- Additional local funds in excess of the matching requirement.

Federal funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas. These funds remain available for four years after expiration of the federal



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legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

Congestion Mitigation & Air Quality (CMAQ) Improvement Program Budget Allocation (in \$millions)				
Allocations	Actual	Actual	Budget	Proposed
	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
CMAQ - Program Allocation	46.8	46.4	45.5	45.5
TOTAL	46.8	46.4	45.5	45.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Metropolitan Planning

Web Page: <http://www.fhwa.dot.gov/map21/mp.cfm>
 Statutory Authorization: 23 U.S.C. §134
 Governance: Metropolitan Planning Organizations (MPOs) in Colorado
 Primary Funding Source: The Highway Trust Fund, Highways Account, 26 U.S.C. § 9503
 Budget Category: Pass-Through Funds / Multimodal Grants

Background

The Metropolitan Planning program is a federally mandated program whose purpose is to fund transportation planning processes at federally designated Metropolitan Planning Organizations (MPOs). This planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas with populations exceeding 50,000.

Funding

The main sources of revenue to the Metropolitan Planning program are:

- Federal funds (Federal Highways Administration and Federal Transit Authority) (82.79%).
- Required local matching funds (17.21%).

These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

Metropolitan Planning Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Metropolitan Planning Program Allocation	7.9	7.9	7.7	7.8
TOTAL	7.9	7.9	7.7	7.8

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Bridge Off-System

Statutory Authorization: 23 USC Section 129
 Governance: Transportation Commission and Federal Program
 Primary Funding Source: The Highway Trust Fund, 26 U.S.C. Section 133 (g)
 Budget Category: Pass-Through Funds/Multimodal Grants

Background

The Department administers the local agency bridge program. This program provides bridge inspection and inventory services to the cities and counties as well as grants for bridge replacement or bridge rehabilitation projects. The Department maintains a select list, as described above, for local agency bridges to determine eligibility for bridge replacement and major rehabilitation grants. The Special Highway Committee is the group that authorizes the grants.

The Code of Federal Regulations (CFR) stipulates that at least 15 percent of the Federal Bridge Program funds the State receives shall be used for “off-system” bridges located on public roads, other than those on a Federal-aid system; i.e., city and county bridges.

Funding

CDOT Bridge-Off System program is funded partially through a federal program and partially through Transportation Commission-directed funds.

Bridge Off System Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Bridge Off System Allocation	9.6	9.6	9.4	9.4
TOTAL	9.6	9.6	9.4	9.4

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transit

Web Page: <http://www.coloradodot.info/programs/transitandrail>
 Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-1-113, C.R.S. (2014);
 The Highway Trust Fund Mass Transit Account, 26 U.S.C. § 9503 (e)
 Budget Category: Pass-Through Funds/Multimodal Grants

Background

The CDOT Transit and Rail Division was created under Senate Bill 09-094 to plan, develop, finance, operate, and integrate transit and rail services. CDOT's program works in coordination with other transit and rail providers to plan, promote, and implement investments in transit and rail services statewide.

The objectives of the Division include:

- Managing Federal Transit Administration grants for rural and specialized transit operations.
- Creating policy and priorities for S.B. 09-108 “FASTER” transit-related funding.
- Working with Regional Transportation Authorities (RTAs) and Transportation Planning Regions (TPRs) on transit service development and policy issues.
- Identifying gaps in services and missing connections.
- Coordinating with other human services and veterans service agencies on transportation delivery
- Creating a state rail plan to improve the efficiency of freight and passenger rail networks.
- Conducting feasibility studies of potential new services.
- Pursuing intercity &/or high-speed rail and transit solutions for Colorado.
- Developing state financing mechanisms.
- Integrating transit with other modes through bicycle, pedestrian, and park-and-ride facilities
- Collaborating to create high-utilization carpool, transit, and managed-lane highway facilities
- Incorporating transit, passenger rail, and freight rail into the statewide transportation plan.

Funding

The main sources of revenue to the Division are:

- State Funds: \$15.0 million Senate Bill 09-108 and \$10.3 million Senate Bill 09-228 Revenue.
- Federal grants and apportionments.
- Local matching funds.

Transit Program Budget Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Federal Transit	22.1	22.7	23.1	29.2
Strategic Projects -Transit	0.0	0.0	0.0	10.3
State Transit (FASTER)	15.0	15.0	15.0	15.0
TOTAL	37.1	37.7	38.1	54.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Transit (continued)

Related Performance Measures/ Workload Indicators

Statewide Total Unlinked Transit Passenger Trips (millions)					
<i>Description</i>	FY 2011 Actual	FY 2012 Actual	FY 2013 Estimate	FY 2014 Forecast	FY 2015 Forecast
Unlinked Transit Passenger Trips	116.6	119.7	NA	NA	NA

Source: CDOT Division of Transportation Development



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CDOT- Program Fact Sheet

State Infrastructure Bank

Web Page: <http://www.coloradodot.info/business/budget/colorado-state-infrastructure-bank-co-sib.html>
 Statutory Authorization: Section 43-1-113.5 C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: Transportation Infrastructure Revolving Fund, Section 43-1-113.5, C.R.S. (2014)
 Budget Category: Pass-Through Funds/Multimodal Grants

Background

House Bill 98-1001 (May / Mutzebaugh) created the Transportation Infrastructure Revolving Fund, otherwise known as the State Infrastructure Bank (SIB).

The SIB makes loans to provide assistance to public and private entities for the acquisition, improvement, or construction of highways, multimodal transportation, and intermodal transportation facilities in the state. Such assistance includes, but is not limited to, the making of loans and other forms of financial assistance for qualified projects.

Federal legislation also supports the existence of the SIB and it initially received some federal funding. While the statutes provide the overall framework for the SIB, the Transportation Commission is authorized to promulgate rules specifying the details regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank.

The overall objective the SIB is to seek loan applications for transportation projects that can both benefit from SIB assistance and meet the terms for loan repayments. While all elements of the state’s transportation system have projects that merit assistance, aviation is unique in its capacity to generate steady revenues that meet or exceed the cost of operating its facilities over time and is willing to ultimately pay for the full cost of its infrastructure improvements.

The fund has separate accounts for:

- Aeronautics.
- Highways.
- Transit.
- Rail.

Funding

The main source of revenue to the State Infrastructure Bank is interest earnings on loans from, and cash balances of, the Transportation Infrastructure Revolving Fund.

State Infrastructure Bank (SIB) Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
SIB Allocation	0.3	0.6	0.7	0.5
TOTAL	0.3	0.6	0.7	0.5

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

Permanent Recovery

Statutory Authorization: Section 159(b) of the Wendell H. Ford Aviation Investment and Reform Act (AIR-21) & 49 U.S.C. §5334
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: FHWA Emergency Relief Program
 Budget Category: Transportation Commission Contingency / Debt Service

Background

The Permanent Repair program encompasses all permanent repair work being done in Colorado as a result of catastrophic rains and subsequent flooding that occurred during the week of September 11, 2013. The storm destroyed or damaged more than 200 miles of roadway and 50 bridges, with most of the damage concentrated in the northern and eastern parts of Colorado. While the emergency response phase was responsible for short-term fixes in order to get traffic moving as quickly as possible; all temporary repairs were completed as of November of 2013. The permanent repair program is now responsible for managing the long term permanent recovery phase that is projected to take 3-5 years. The program ensures oversight of flood related activities between CDOT Regions, the Flood Recovery Office in Greeley and the Flood Recovery Business Office in Denver at CDOT Headquarters.

Below is a summary of the permanent repair program:

- Oversee 42 permanent repair projects with an estimated budget of \$276 million.
- Compile and ensure proper management of all necessary documentation for future audits.
- Administer FHWA funds to Federal Aid Roads and works in partnership with the local counties and municipalities to complete necessary Local Agency roadway repairs.

Funding

Permanent recovery is funding largely through federal programs through FHWA related to disaster relief and recovery. FHWA will reimburse CDOT for approximately 80% of the eligible Permanent Recovery costs on state owned highways. 100% of eligible costs will be covered for Federal owned highways.

Permanent Recovery Program Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
Permanent Recovery Allocation	0.0	0.0	78.7	71.4
Indirect Cost Allocation	0.0	0.0	14.1	9.6
Construction Engineering Allocation	0.0	0.0	7.2	6.0
TOTAL	0.0	0.0	100.0	87.0

Source: CDOT Office of Financial Management & Budget



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CDOT- Program Fact Sheet

State Highway Fund Contingencies

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
 Budget Category: Transportation Commission Contingency / Debt Service

Background

Every year, the Transportation Commission allocates funds to contingency reserves for the State Highway Fund to be prepared for unforeseen events that arise throughout the year.

Some examples of when contingency reserves are necessary include:

- Winters with unusually heavy snowfall, necessitating higher expenditures on snow and ice removal to attain the Transportation Commission’s Maintenance Levels of Service goals.
- Large rockfall events that necessitate emergency funding outlays to repair state highways as soon as possible.
- Emergency repairs in the case of floods or other natural disasters.

To the extent that revenues at year-end exceed budgetary expectation, or if actual expenditures on annual budget items are lower than approved allocations, the balances revert to contingency until the Transportation Commission determines their most effective use.

Funding

The main source of revenue for the Department’s capital expenditures is the State Highway Fund.

Transportation Commission (TC) Contingency Program Allocation (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
TC Contingency Allocation	37.2	37.2	30.8	10.0
TOTAL	37.2	37.2	30.8	10.0

Source: CDOT Office of Financial Management & Budget



Colorado Department of Transportation

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CDOT- Program Fact Sheet

Debt Service & Certificates of Participation

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
 Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
 Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014);
 Highway Trust Fund, Highway Account, 23 U.S.C. § 9503 (a)
 Budget Category: Transportation Commission Contingency/Debt Service

Background

The Department currently makes debt service payments on a series of bond issuances known as Transportation Revenue Anticipation Notes (TRANs), and the Colorado Bridge Enterprise pays debt service on its federally subsidized Build America Bonds. In addition to these payments, the Department also makes lease payments on some of its properties through a Certificates of Participation (COP) program.

Funding

The main sources of funds for the Department’s debt service and lease payments are

- The State Highway Fund (TRANs, COPs and Energy).
- Federal highway funding (TRANs).

Debt Service & Certificates of Participation Program Allocations (in \$millions)				
Allocations	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
CDOT Debt Service Program Allocation	167.8	167.8	167.8	167.8
Certificates of Participation-Property	2.3	2.3	2.4	2.4
Certificates of Participation-Energy	1.1	1.1	1.1	1.0
TOTAL	171.2	171.2	171.3	171.2

Source: CDOT Office of Financial Management & Budget



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Colorado Bridge Enterprise



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Colorado Bridge Enterprise

The Colorado Bridge Enterprise (BE) Board

The Colorado Bridge Enterprise was created pursuant to Senate Bill 09-108. Pursuant to Section 43-4-805 (2) (a) (I), C.R.S. (2014), the Transportation Commission serves as the Colorado Bridge Enterprise Board. The members are:

- District One: Ms. Shannon Gifford;** Commissioner.Gifford@state.co.us
(Denver County; appointed July, 2013, term expiring July 2017).
- District Two: Mr. Edward J Peterson;** Commissioner.Peterson@state.co.us
(Jefferson County and a portion of Broomfield County, appointed October 2011, term expiring July 2015).
- District Three: Mr. Gary Reiff;** Commissioner.Reiff@state.co.us
(Arapahoe and Douglas counties, appointed August 2009, term expiring July 2017).
- District Four: Ms. Heather Barry;** Commissioner.Barry@state.co.us
(Adams and Boulder counties and a portion of Broomfield County; appointed July 2007, term expiring July 2015).
- District Five: Ms. Kathy Gilliland;** Commissioner.Gilliland@state.co.us
(Larimer, Morgan, and Weld counties and a portion of Broomfield County; appointed July 2011, term expiring July 2015).
- District Six: Ms. Kathy Connell;** Commissioner.Connell@state.co.us
(Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt counties; appointed July 2011, term expiring July 2015).
- District Seven: Mr. Douglas Aden ;** Commissioner.Aden@state.co.us
(Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit counties; appointed July 1997, term expiring July 2015).
- District Eight: Ms. Sidny Zink;** Commissioner.Zink@state.co.us
(Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel counties; appointed July, 2013 term expiring July 2017).
- District Nine: Mr. Les Gruen;** Commissioner.Gruen@state.co.us
(El Paso, Fremont, Park, and Teller counties; appointed November 2007, term expiring July 2015).
- District Ten: Mr. Bill Thiebaut;** Commissioner.Thiebaut@state.co.us
(Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo counties; appointed August 2013, term expiring July 2017).
- District Eleven: Mr. Steven Hofmeister;** Commissioner.Hofmeister@state.co.us
(Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties; appointed May, 2012, term expiring July, 2015).

Mr. Edward J. Peterson is the chairman of the Transportation Commission and Ms. Kathy Connell is the vice chairman. Mr. Don Hunt, Executive Director of the Department, is also the Director of the Enterprise.



Colorado Department of Transportation

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Bridge Enterprise Revenue Summary

Summary of BE Revenue Estimate	
<i>Funding Category</i>	FY 2015-16
State Bridge Safety Surcharge	100,100,000
Miscellaneous Enterprise Revenue	3,000,000
Build America Bonds Credit	6,000,000
Transfer from CDOT	15,000,000
Bridge Enterprise - Total Revenue	124,100,000



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Bridge Enterprise - Revenue Source Fact Sheet

Colorado Bridge Enterprise (BE) Revenue

Web Page <http://www.coloradodot.info/programs/BridgeEnterprise>

Statutory Authorization: Section 43-4-802, et seq., C.R.S. (2014)

Funding Type(s): Registration Surcharges

Background

In 2009 the General Assembly enacted Senate Bill 09-108, the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation. This bill which created a new High Performance Transportation Enterprise and subsequently the Statewide Bridge Enterprise, which was tasked with the repair, rehabilitation, and replacement of those bridges identified as “poor” per federal guidelines and either structurally deficient or functionally obsolete. The board of the Bridge Enterprise consists of the members of the Transportation Commission.

The Bridge Enterprise is authorized to issue revenue bonds backed by their revenues. To accelerate the replacement of Colorado’s poor bridges, the Bridge Enterprise issued \$300.0 million of federally subsidized Build America Bonds (see <http://1.usa.gov/BuildAmericaBonds>) in December 2010.

Revenue History and Projection

Colorado Bridge Enterprise Revenue (in \$millions)				
	Actual	Actual	Estimate	Estimate
Funding Source	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Bridge Safety Registration Surcharge	92.8	95.7	91.1	100.1
Other Enterprise Charges	0.6	0.0	0.0	0.0
Interest Income	3.9	3.0	2.4	3.0
Build America Bonds Credit	6.1	5.9	6.4	6.0
Transfer from CDOT	15.0	15.0	15.0	15.0
TOTAL	118.4	119.6	114.9	124.1



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Bridge Enterprise - Program Fact Sheet

Bridge Enterprise Program Allocation Summary

Summary of BE Program Allocations	
State Bridge Enterprise	
Fiscal Year 2015 - 2016 Draft Allocations	
Maintain - Maintaining What We Have	
CDOT Performed Work	
Bridge Enterprise -- Maintenance	\$250,000
Scoping Pools	750,000
Total CDOT Performed Work	1,000,000
Contracted Out Work	
Bridge Enterprise Projects	87,954,096
BE Transfer from CDOT for Projects	15,000,000
Total Contracted Out Work	102,954,096
Total Maintain - Maintaining What We Have	103,954,096
Deliver - Program Delivery/Administration	
Bridge Enterprise - Administration & Legal	1,911,904
Total Deliver - Program Delivery/Administration	1,911,904
Bridge Enterprise Contingency / Debt Service	
Contingency	
Bridge Enterprise - Contingency	0
Total Contingency	0
Debt Service	
Bridge Enterprise - Debt Service	18,234,000
Total Debt Service	18,234,000
Total Transportation Commission Contingency / Debt Service	18,234,000
Total BE Program Allocations	\$124,100,000



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Bridge Enterprise - Program Fact Sheet

Colorado Bridge Enterprise

Web Page: <http://www.coloradodot.info/programs/BridgeEnterprise>
 Statutory Authorization: Section 43-4-805, C.R.S. (2014)
 Governance: Statewide Bridge Enterprise Board, Section 43-4-805, C.R.S. (2014)
 Primary Funding Source: Statewide Bridge Enterprise Special Revenue Fund, Section 43-4-805(g), C.R.S. (2014)
 Budget Category: Maintain – Maintaining What We Have

Background

Senate Bill 09-108 (FASTER) created Colorado Bridge Enterprise, a government-owned business entity within the Department. The Enterprise is empowered to finance the design, repair or reconstruction of bridges on the state highway system using revenues from an annual bridge safety surcharge on vehicle registrations. To qualify for the Bridge Enterprise, the bridges must be either structurally deficient or functionally obsolete, and rated below 50 according to federal bridge sufficiency guidelines to be selected by the Enterprise Board for funding. In addition to repair and replacement, the Enterprise funds future maintenance costs for all bridges transferred to its ownership.

Since the inception of the Bridge Enterprise in July 2009, 180 FASTER eligible bridges have been identified as structurally deficient or functionally obsolete with a rating below 50, allowing them to be programmed for replacement or reconstruction by the Bridge Enterprise. As of September, 2014, 105 of these bridges have been replaced or repaired, 15 are in construction, 22 are in design or the design is complete, 22 bridges are yet to be programmed, and no action is proposed for 16 structures at this time. In December of 2010 the Enterprise issued \$300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges; 93 of the FASTER eligible bridges are currently partially or fully funded with bond proceeds.

Funding

The main sources of revenue to the Enterprise are the Bridge Safety Surcharge and bond proceeds.

Bridge Enterprise (BE) Operating Budget Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
BE - Maintenance Allocation	0.7	0.7	1.0	1.0
BE - Administration Allocation	1.7	1.7	1.9	1.9
BE - Contingency Allocation	0.0	0.0	0.0	0.0
BE - Debt Service Allocation	18.2	18.2	18.2	18.2
TOTAL	20.6	20.6	21.1	21.1

Source: CDOT Office of Financial Management & Budget



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Bridge Enterprise - Program Fact Sheet

Colorado Bridge Enterprise (continued)

Bridge Enterprise (BE) Construction Program Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
BE - Projects Allocation	75.8	79.5	73.8	84.5
Indirect Cost Allocation	14.5	12.9	13.2	11.4
Construction Engineering Allocation	7.4	6.6	6.7	7.1
TOTAL	97.7	99.0	93.7	103.0

Source: CDOT Office of Financial Management & Budget

Related Performance Measures / Workload Indicators

Bridge Enterprise Schedule Performance Index (SPI)*					
Description	CY 2011 Actual	CY 2012 Actual	CY 2013 Actual	CY 2014 Target	CY 2015 Target
Schedule Performance	0.88	0.9	0.92	≥0.90	≥0.90

Source: CDOT Division of Transportation Development

*An SPI of 1.0 means the program/project is on schedule. An SPI of greater than 1.0 means the program/project is ahead of schedule. Less than 1.0 means the program/project is behind schedule.)



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High Performance Transportation Enterprise



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High Performance Transportation Enterprise (HPTE)

The High Performance Transportation Enterprise Board

The High Performance Transportation Enterprise (HPTE) board supervises and advises the Enterprise's Director and is authorized to enter into agreements with the Transportation Commission and private industry to finance, build, operate, and maintain transportation infrastructure using innovative financing and contracting methods. The board is also authorized to issue revenue bonds payable from user fees generated by transportation facilities owned by the Enterprise.

Of the seven HPTE Board members, three are from the Transportation Commission and four are selected by the Governor and are required to have expertise in transportation planning or development, local government, design-build contracting, public or private finance, engineering, environmental issues, or any other area that the governor believes will benefit the board in the execution of its powers and performance of its duties.

The Governor's appointees must also fall into the following geographical distribution:

- One member who resides within the planning area of the Denver Regional Council of Governments.
- One member who resides within the planning area of the Pikes Peak Area Council of Governments.
- One member who resides within the planning area of the North Front Range Metropolitan Planning Organization.
- One member who resides within the Interstate 70 mountain corridor.

The Governor's appointees serve at his pleasure, and the members who are Transportation Commissioners serve by resolution of the Transportation Commission. Appointments are not subject to confirmation by the Colorado Senate. The board members are:

Denver Metropolitan Area: Mr. Trey Rodgers; Trogers@rothgerber.com
(Appointed August, 2012, term expiring October 2017)

Transportation Commissioner: Mr. Douglas Aden; Commissioner.Aden@state.co.us
(Appointed 2009, term expiring TC at will)

Transportation Commissioner: Ms. Kathy Gilliland; Commissioner.Gilliland@state.co.us
(Appointed October, 2011, term expiring TC at will)

Transportation Commissioner: Mr. Gary Reiff; Commissioner.Reiff@state.co.us
(Appointed July, 2013, term expiring TC at will)

Pikes Peak Area: Ms. Brenda Smith; smithbrend@msn.com
(Appointed August, 2012, term expiring October, 2017)

North Front Range Area: Mr. Don Marostica; don@donmarostica.com
(Appointed December, 2012, term expiring October, 2015)

Interstate 70 Corridor: Mr. Tim Gagen; ting@townofbreckenridge.com
(Appointed August, 2012, term expiring October, 2015)

Mr. Tim Gagen is chairman of the board, Ms. Kathy Gilliland is vice chair and Mr. Michael Cheroutes is the Director of the Enterprise.



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HPTE - Revenue Source Fact Sheet

HPTE Revenue Summary

Summary of HPTE Revenue Estimate	
Funding Category	FY 2015-16
Tolling Revenue	375,000
Interest Income	200,000
Transfer from CDOT	0
Consulting Fees	2,000,000
High Performance Transportation Enterprise - Total Revenue	2,575,000



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HPTE - Revenue Source Fact Sheet

High Performance Transportation Enterprise (HPTE) Revenue

Web Page: <http://www.coloradodot.info/programs/high-performance-transportation-enterprise-hpte>
 Statutory Authorization: Section 43-4-806, C.R.S. (2014)
 Funding Type(s): User Fees

Background

The High-Performance Transportation Enterprise (HPTE) was created by the General Assembly in Senate Bill 09-108 to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will achieve the following:

- Improve the safety, capacity, and accessibility of the surface transportation system.
- Feasibly be commenced in a reasonable amount of time.
- Allow more efficient movement of people, goods, and information throughout the state.
- Accelerate the economic recovery of the state.

Such innovative means of financing projects include, but are not limited to:

- Public-private partnerships.
- Operating concession agreements.
- User fee-based project financing.
- Availability payments.
- Design-build contracting.

Revenue History and Projection

The main sources of revenue to the Enterprise are:

- Interstate 25 North Express/High Occupancy Vehicle (HOV) lanes user fees.
- Interest Income
- Consulting Fees.

High Performance Transportation Enterprise Revenue (in \$millions)				
Funding Source	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Tolling Revenue	64.7	7.3	30.4	0.4
Tolling Violations	0.0	0.0	0.0	0.0
Interest Income	0.2	0.3	0.2	0.2
Transfer from CDOT	1.0	1.0	1.0	0.0
Consulting Fees	0.0	0.0	0.0	2.0
TOTAL	65.9	8.6	31.6	2.6



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HPTE - Revenue Source Fact Sheet

HPTE Program Allocation Summary

Summary of HPTE Program Allocations	
High Performance Transportation Enterprise Fiscal Year 2015 - 2016 Draft Allocations	
Expand - Increasing Capacity	
CDOT Performed Work	
High Performance Transportation Enterprise--Maintenance	\$0
Total CDOT Performed Work	0
Contracted Out Work	
High Performance Transportation Enterprise--Projects	1,200,000
Total Contracted Out Work	1,200,000
Total Expand - Increasing Capacity	1,200,000
Deliver - Program Delivery/Administration	
High Performance Transportation Enterprise--Administration	1,375,000
Total Deliver - Program Delivery/Administration	1,375,000
Total HPTE Program Allocations	\$2,575,000



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HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations

Web Page: <http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte>
 Statutory Authorization: Section 43-4-806, C.R.S. (2014)
 Governance: HPTE Board, Section 43-4-806 (2) (a), C.R.S. (2014)
 Primary Funding Source: Statewide Transportation Enterprise Special Revenue Fund, Section 43-4-806 (3) (a), C.R.S. (2014)
 Budget Category: Expand – Increasing Capacity & Deliver – Program Delivery/Administration.

Background

The High-Performance Transportation Enterprise (HPTE) was created by the General Assembly in Senate Bill 09-108 to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will achieve the following:

- Improve the safety, capacity, and accessibility of the surface transportation system.
- Feasibly be commenced in a reasonable amount of time.
- Allow more efficient movement of people, goods, and information throughout the state.
- Accelerate the economic recovery of the state.

Such innovative means of financing projects include, but are not limited to:

- Public-private partnerships.
- Operating and maintenance agreements.
- User fee-based project financing.
- Availability payments concession agreements
- Toll risk concession agreements.
- Design-build contracting.

Funding

The main sources of revenue to the Enterprise are:

- Interstate 25 North Express/High Occupancy Vehicle (HOV) lanes user fees.
- Federal grants.

High Performance Transportation Enterprise (HPTE) Operating Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
Allocations	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
HPTE - Maintenance Allocation	0.4	0.4	0.0	0.0
HPTE - Administration Allocation	1.0	1.0	1.4	1.4
TOTAL	1.4	1.4	1.4	1.4

Source: CDOT Office of Financial Management & Budget



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HPTE - Program Fact Sheet

High Performance Transportation Enterprise Allocations (Continued)

High Performance Transportation Enterprise (HPTE) Construction Program Allocations (in \$millions)				
<i>Allocations</i>	Actual FY 2012-13	Actual FY 2013-14	Budget FY 2014-15	Proposed FY 2015-16
HPTE - Projects Allocation	50.1	5.8	23.8	1.0
Indirect Cost Allocation	9.6	0.9	4.2	0.1
Construction Engineering Allocation	4.9	0.5	2.2	0.1
TOTAL	64.6	7.2	30.2	1.2

Source: CDOT Office of Financial Management & Budget



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Appendices



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Appendix A

Senate Bill 09-108 (FASTER) Overview

Funding Advancement for Surface Transportation and Economic Recovery (FASTER)

Statutory Authorization: Section 43-4-801, et seq., C.R.S. (2014)

Funding Type(s): Registration Surcharges, Fees, Fines

Background

In 2009 the General Assembly enacted Senate Bill 09-108, which:

- Authorized several new funding sources for road and bridge safety on state and local highways.
- Created the High Performance Transportation Enterprise (HPTE) and the Statewide Bridge Enterprise (BE).
- Enhanced the Department’s authority with respect to bonding and highway demand management.
- Required an annual report regarding the department’s structural funding deficit.
- Created an Efficiency and Accountability Committee of CDOT staff and external stakeholders.

The impetus for the bill was the January 2008 final report of the Transportation Finance and Implementation Panel (see <http://cospl.coalliance.org/fedora/repository/co:2039>), which concluded that the Department did not have adequate resources to maintain the state transportation system at the level of service sufficient to meet the needs of the citizens.

Additional Funding Sources for Transportation

The bill authorized the following additional revenue sources for state and local transportation systems:

- A road safety surcharge varying by vehicle weight and collected through the payment of registration fees and specific ownership taxes.
- A daily fee for the use of a rented motor vehicle.
- A supplemental oversize / overweight vehicle surcharge.
- An increased fee for the late registration of a motor vehicle.

The Statewide Bridge Enterprise

S.B. 09-108 created a new Enterprise tasked with the repair, rehabilitation, and replacement of those bridges identified as “poor” per federal guidelines and either structurally deficient or functionally obsolete. The board of the Enterprise consists of the members of the Transportation Commission.

Both CDOT Enterprises (HPTE & BE) are authorized to issue revenue bonds backed by their respective revenues. To accelerate the replacement of Colorado’s poor bridges, the BE issued \$300.0 million of federally subsidized Build America Bonds (see <http://1.usa.gov/BuildAmericaBonds>) in December 2010. For more information, see <http://www.coloradodot.info/programs/BridgeEnterprise>.

Senate Bill 09-108 Registration Surcharge Schedules (\$millions)

Vehicle Curb Weight	Road Safety Surcharge	Bridge Safety Surcharge
Less than 2,000 lbs.	\$16.00	\$13.00
Between 2,000 and 5,000 lbs.	\$23.00	\$18.00
Between 5,000 and 10,000 lbs.	\$28.00	\$23.00
Between 10,000 and 16,000 lbs.	\$37.00	\$29.00
Greater than 16,000 lbs.	\$39.00	\$32.00

Source: Senate Bill 09-108



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Senate Bill 09-108 (FASTER) Overview (continued)

Transit-Related Funding in Senate Bill 09-108

The General Assembly directed that \$10.0 million per year of the Department of Transportation’s share of highway safety surcharges and fees be expended on transit-related activities. Eligible projects include but are not limited to bicycle and pedestrian facilities. In addition, the General Assembly directed that \$5.0 million per year from the municipal and county shares of the S.B. 09-108 highway safety funds be credited to the State Transit and Rail Fund for grants to local governments for transit projects.

The Transportation Deficit Report

The Department submits an annual deficit report that separately addresses the goals of repairing deficient highways and bridges, sustaining existing transportation system performance levels, and achieving the corridor visions described by regional transportation plans and public preferences. See <http://www.coloradodot.info/library/AnnualReports/2013-transportation-deficit-report/view>.

The High Performance Transportation Enterprise

S.B. 09-108 reconstituted the former Statewide Tolling Enterprise with expanded authority to pursue innovative methods of financing the state’s transportation system, including:

- Public-private partnerships (see <http://www.fhwa.dot.gov/ipd/p3/index.htm>).
- Operating concession agreements (see <http://1.usa.gov/operatingconcession>).
- User fee-based project financing (see <http://bit.ly/tollfinance>).
- Availability payments (see <http://bit.ly/availabilitypayments>).
- Design-build contracting (see <http://1.usa.gov/P3designbuild>).

In addition, the bill authorizes the Enterprise to use road pricing on existing highway capacity as a congestion management tool if the Enterprise secures federal approval and the approval of all affected local governments. The Enterprise is governed by a seven-member board consisting of four appointees of the Governor and three members of the Transportation Commission, as chosen by the Commission. See <http://www.coloradodot.info/about/high-performance-transportation-enterprise-hpte>. Current annual funding estimate for HPTE is \$2.5 million.

Revenue History and Projection

Senate Bill 09-108 Overview (in \$millions)				
Funding Source	Actual FY 2012-13	Actual FY 2013-14	Estimate FY 2014-15	Estimate FY 2015-16
Road Safety Surcharges	117.1	120.7	115.1	126.1
Late Registration Fees	17.3	17.7	22.1	18.7
Daily Vehicle Rental Fees	27.1	28.9	24.6	30.9
Oversize/Overweight Vehicle Surcharges	1.3	1.3	1.4	1.4
Local Transit and Rail	5.0	5.0	5.0	5.0
Bridge Safety Registration Surcharge	92.8	95.7	91.1	100.1
TOTAL	260.6	269.3	259.3	282.2

Sources: Department of the Treasury, Colorado Financial Reporting System



Colorado Department of Transportation

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Appendix B

Project Indirect Costs & Construction Engineering

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2014)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2014)
Primary Funding Source: State Highway Fund, Section 43-10-109, C.R.S. (2014)
Budget Category: Maintain -Maintaining What We Have
Maximize - Making the Most of What We Have
Expand – Increasing Capacity

Background

Costs incurred for the benefit of a project that are not project specific are classified as *project indirect costs*. Examples of indirect costs incurred by the regions include personal services charges for administrative offices and supervisory engineering positions, office supplies, stakes, telephones and postage. Annually, the Department calculates an indirect cost recovery rate using data from the Project Indirect Cost Pool and other financial sources. Upon approval from the Federal Highway Administration, the rate is then applied to eligible direct project expenditures.

Construction engineering costs (CE) are those costs that have been incurred for the purpose of ensuring compliance with specific project construction specifications, generally accepted construction standards, associated testing, and materials validation activities. The CE costs that are segregated from the program costs in the budget allocation report are for CDOT personnel and operating costs associated with this type of work. Projects also incur similar costs from consultants performing this type of work, but these costs are not segregated. These CE costs benefit a single, specific project or construction activity and are measurable against a specific cost accumulating unit. However, in light of the uniform application of these activities against all individual projects, it is appropriate and logical to treat these combined activities as an allocable, central services type cost and allocate the total accumulated costs for Construction Engineering activities on a fixed rate allocable basis, against the entire construction project program. Examples of costs accumulated in the CE budget pools include:

- Construction oversight.
- Materials testing.
- Design services under construction.

Funding

The main sources of funds for the Department's project indirect and construction engineering costs are:

- The State Highway Fund.
- Federal reimbursement for eligible expenditures.



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Project Indirect Costs & Construction Engineering (continued)

The Department’s indirect cost and construction engineering allocations are included in the total allocations of the following programs:

FY 2015-16 Budget Allocations Net of Indirect / Construction Engineering (CE)				
Program Area	Net Budgeted Fund	Indirect Cost Allocation	CE Allocation	Total Allocation
Surface Treatment Program	122.7	16.5	10.3	149.5
Bridge On-System Program	25.2	3.4	2.1	30.7
Geohazards Mitigation Program	4.2	0.6	0.4	5.2
Highway Safety Improvement Program	23.9	3.2	2.0	29.1
Railway-Highway Crossings Program	2.6	0.3	0.2	3.1
Hot Spots Program	1.8	0.2	0.1	2.1
Traffic Signals Program	1.2	0.2	0.1	1.5
FASTER - Safety Projects	46.2	6.2	3.9	56.3
Safety Education Program	9.1	1.2	0.8	11.1
Congestion Relief Program	3.3	0.4	0.3	4.0
Regional Priority Program	41.0	5.5	3.4	49.9
Strategic Projects	75.8	10.2	6.4	92.4
Bridge Enterprise Projects	84.5	11.4	7.1	103.0
HPTE - Projects	0.5	0.1	0.0	0.6

Source: CDOT Office of Financial Management & Budget



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

**Meeting Agenda
Wednesday, September 15, 2014**

**4201 East Arkansas Avenue
Denver, Colorado**

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

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

Vacant, Chair

**Shannon Gifford
District 1, Denver**

**Kathy Gilliland
District 5, Livermore**

**Kathy Connell
District 6, Steamboat Springs**

**Bill Thiebaut
District 10, Pueblo**

- **Introductions/Approval of July Minutes – Kathy Connell - 5 minutes**
- **Election of T & I Chair Person – Kathy Connell – 5 minutes**
- **Informational Attachments – Mark Imhoff & Debra Perkins-Smith – 5 minutes**
 - **Quarterly Inter-regional Express Bus Status Report – Mike Timlin – Informational (Memo/pictures)**
 - **FASTER Update – David Krutsinger – Informational (Memo)**
 - **Local Coordinating Councils for Human Services Transportation – Tom Mauser – Informational (Memo)**
 - **North I-25 Commuter Rail Update – David Krutsinger – Informational (Memo)**
 - **Bike Friendly Status (Memo)**
- **Policy Directive 14 Bicycle/Pedestrian Measures & Objectives – Debra Perkins-Smith - 10 minutes**
- **Bicycle/Byways Map Demonstration – Betsy Jacobsen – 5 minutes**
- **Adjourn**

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

Transit & Intermodal Committee Meeting Minutes
July 16, 2014

Committee Members Attending: Shannon Gifford, Kathy Gilliland, and Kathy Connell.

Additional Commissioners attending included: Sidney Zink.

STAC Chair Vince Rogalski was in attendance.

Staff present included: Chief Engineer Josh Laipply, DTR Director Mark Imhoff, DTD Director Debra Perkins-Smith, Region 1 Director Tony DeVito, Region 4 Engineer Myron Hora, OPGR Director / Commission Secretary Herman Stockinger, OPGR Staff for DTR Bob Wilson, Bus Operations Manager Mike Timlin, Commission Assistant Tromila Maile, and Rail & Special Projects Manager David Krutsinger.

Commissioner Connell called the meeting to order at 3:35 pm.

1. **Approval of April 2014 Minutes:** The minutes of the April 2014 meeting were approved unanimously.
2. **Election of T&I Committee Chairperson:** This item was postponed.
3. **Interregional Express (IX) Policy Directive:** Mark introduced two important precursor events. First, in 2009, the Division of Transit & Rail was created including the ability to operate transit service, establish schedules, and determine fares, among other duties and powers. Secondly, in January 2014, the Transportation Commission approved the Interregional Express (IX) Bus service. DTR has worked with OPGR to write a proposed Policy Directive spelling out the IX-related duties of the Transportation Commission and duties of CDOT staff. CDOT DTR staff duties include quarterly reporting on expenditures, revenues (from fares), ridership, and other performance measures. The T&I Committee of the Commission will provide an oversight and monitoring role. IX has an approved \$3 M annual budget. Those funds plus fare revenues go into operating, additional capital, replacement capital, and a contingency/cumulative reserve fund. The Commissioners present had no questions beyond the written materials and T&I meeting discussion. T&I noted that they will continue in the monitoring role and adjust as needed.
4. **Interregional Express (IX) Quarterly Bus Operations Status Report:** Mike Timlin gave the first quarterly update for IX. A purchase order for the IX coaches has been executed with MCI and vehicle production begins in September, with delivery expected late October or into November. Proposals for the IX Operations Contractor have been received, and two Contractors shortlisted. The two shortlisted Contractors will provide a best & final offer on Monday July 21.

Guidance from CDOT procurement was to ask for prices using both a 5 year and 10 year contract period, 3 years plus a two one-year extensions or 3 years plus up to seven one-year extensions. It may be possible to get better price proposals. If much better prices are offered under the 10-year contract period, DTR will request approval from the Transportation Commission in August.

Harmony Road park-and-ride is the largest park-and-ride in the IX system. It is currently at full capacity, including day-use carpoolers/vanpoolers and long-term users who take private shuttles (Super Shuttle and Green Ride) to DIA. Expansion of the park-and-ride would take time, beyond opening day for IX. It would also be expensive. Rather than do that, CDOT is investigating "parking management" options, which attempt to sort through fair and reasonable allocation of costs. CDOT has day-use need for IX as do carpoolers and vanpoolers. Private companies have long-term needs, but do not currently pay for or otherwise have an "access permit" to use the lot as it currently exists.

Mark walked through the evolution of different parking approaches at other CDOT park-and-rides from informal gravel lots, to paved lots, to capacity-constrained lots. CDOT owns the Harmony Road park-and-ride, and its uses have not been regulated so far. CDOT has the statutory authority to charge for parking, but not to enforce/ticket for violations. Others can enforce. CDOT can contract with State Patrol, Fort Collins, or others for enforcement. CDOT is working with Fort Collins on this particular park-and-ride, and is keeping an eye on policy precedents for other IX system park-and-rides and any other park-and-rides owned by CDOT. Commissioner Gilliland affirmed that Harmony Road is a very popular park-and-ride. The Commissioners present noted that CDOT should not dis-incentivize carpoolers or vanpoolers. Every car parked is one not on the highway. It's a balance of what's reasonable.

Mike Timlin continued with the IX update, noting that a Quality Control (QC) inspector contract request for proposals (RFP) will be let soon. The role of the QC inspector, once hired, is to follow buses through manufacture.

The Commissioners asked about the steps to reach opening day, and what the opening date would be. Mark and Mike noted that CDOT staff is working with Amy Ford on a communications plan. CDOT needs the contracted Operator on-board first. When the buses are delivered they must be "wrapped" with the logo. The contracted Operator will train drivers, pre-test the buses and routes for scheduling purposes, and then coordinate with Amy Ford on the communications plan. Current estimate for opening day is March. The Commissioners present expressed an interest in an earlier opening date to gain the best experience before the spring "off-season." Mark and Mike noted that CDOT would report more in October on the overall schedule, and the suggestion to have an earlier opening day.

The meeting was adjourned at 3:53 pm.



COLORADO

Transportation Commission

4201 East Arkansas Avenue, Room 270
Denver, CO 80222-3406

DATE: October 15, 2014
TO: Transportation Commission
FROM: Mark Imhoff, Director, Division of Transit and Rail
SUBJECT: Interregional Express Bus Quarterly Status Report

Purpose

The purpose of this memo is to provide a quarterly briefing to the Transit & Intermodal Committee on the status of the Interregional Express (IX) Bus Program.

Action

This memo is informational only; no action.

Background

This is a quarterly update of the Interregional Express Bus System as specified in PD 1605.

Details

As of October 3, we present the following accomplishments/progress:

- Service Operator - the winning bidder is Evergreen Trails, Inc. dba Horizon Coach Lines, a wholly owned subsidiary of TMS, the nation's premier large event transportation planner and provider. As a large national transportation provider, Horizon maintains a major presence in the Denver Metro Area. TMS plans and supports many of Denver's major conventions. Contract execution with Horizon is nearing completion.
- The Transportation Commission approved PD 1605 IX Bus Service Program at the August 2014 Transportation Commission Meeting.
- Bus manufacture - Body assembly and painting started September 13 in Winnipeg, MB. From there the painted bodies are then shipped to Pembina, ND for final assembly. All thirteen buses are in various stages of production. MCI indicates the production schedule is on target to begin late October delivery.
- Transit Plus won the bid as the Quality Control Inspector and is currently on site in Winnipeg, MB and Pembina, ND. Thus far Transit Plus has advised that despite the fact a few minor defects were detected and corrected, the manufacturing process has been high quality. Attachments to this memo show an example of a MCI QC inspection log used by MCI during every step of manufacture as well as some photos.
- Rollout of Bustang communications/marketing plan is on the October 16, 2014 Transportation Commission Workshop agenda.
- Park & Ride modifications:
 - Harmony Rd. - This popular park & ride is nearing or at capacity owing to a vibrant van pool program, long term free parking by DIA common carrier shuttles, and hikers/nature area enthusiasts. Expansion is possible, but managing the existing asset is preferred. DTR, Region 4, and the City of Fort Collins are developing a parking management system to allow day use for commuters, and pay parking for vehicles parked more than 24 hours similar to RTD's parking policy. The elements of this collaboration with Ft. Collins are:
 - Enforcement of parking regulations by the City of Fort Collins Police Dept.
 - Ensure adequate free parking for daily users, like car pools, van pools, hikers and transit.
 - Provide long term pay parking for airport shuttle customers at reasonable yet progressive fee schedule.



- Facility maintenance provided by the City of Fort Collins.
- Address the lack of Access Agreements and common area maintenance fees with the common carriers conducting business at CDOT park & rides.
- Offset the City of Fort Collins' storm water fee charged to Region 4 as codified in Article VII of the Fort Collins Municipal Code.
- Woodmen Rd. - The City of Colorado Springs has notified Region 2 that the McDonald's Corporation desires to purchase the Woodmen Rd. Park & Ride site for a new development. This park & ride is small and not expandable for future growth. The current park & ride will be utilized until a replacement plan has been developed and approved by CDOT. We anticipate using the current location for two to three years. The plan now has been altered to include :
 - Minimally resurface and restripe the existing Park & Ride
 - Install pedestrian crossings to the current Mountain Metro Bus stops on Corporate Drive adjacent to the park & ride.
 - Utilize the existing Mountain Metro Bus Shelter.
 - A full feasibility study for relocation options to a larger, more appropriate site nearby within a two (2) to three (3) year time frame. There are two proximate sites under consideration.
- Bus Wrap Bid - An Invitation For Bid is advertised for an experienced local graphic design company to produce, deliver and install the Bustang bus wrap livery on the fleet. Our need for a local entity to repair possible body damage outweighed the ease of inclusion in the bus manufacture specification which would have required costly bus delivery (deadhead) to Winnipeg, MB. In addition, we have included two (2) spare wraps for inventory in our scope of work. Bidding ends 2:00 PM October 16.

The FY2014 - FY2015 Consolidated Capital/Expense Report Is attached. To date \$11.6M has been spent, encumbered or planned against the \$13.5M budgeted funds. We are working with OFMB on a business management system to be deployed prior to IX start-up. The business management system will include fare collection deposits, establishing the Bus Replacement and Cumulative Reserve Accounts, and including a financial reporting instrument integrated into DTR's Transit Grant Management module (COTRAMS).

Next Steps (if applicable)

- Continue identifying and developing MOU/IGA scopes for our partner transit agencies and governmental entities.
- Finalize parking management plan at Harmony Rd. with the City of Ft. Collins.
- In collaboration with Region 2, scope, budget, contract and complete the minimal modifications at Woodmen Rd prior to service launch.
- Bus Shelter scope, budget, contract and construct at Nevada/Tejon PnR, Monument, and U.S. 34 & I-25 Loveland PnR
- Select a Bus Wrap contractor.
- Scope, develop, and launch the IX business management system. The business management system is planned to be presented at the January T & I Committee meeting.
- Execute the contract with Horizon Coach Lines and prepare for fleet delivery, executing the communications/marketing plans, and training.
- Test and accept delivery of the motorcoach fleet and wrap with the Bustang livery.
- Launch communications/marketing plan .

Attachments

FY 2014-FY2015 Consolidated Capital/Expense Report
 Photos of buses in production & MCI Non-Comformance Logs



FY2014 - FY2015 Consolidated Capital/Expense Report

10/3/2014

1.0 CONSUMABLES	Actual	Notes	
1.1 FY 2014	\$10,492,354	FASTER	
1.2 FY 2015	\$3,000,000	FASTER	
Total	\$13,492,354		
2.0 CONSUMED	Actual	Total Encumbrance remaining	Notes
2.1 Marketing/Communications	\$60,379	\$199,570	
2.2 In State Travel/Motorpool	\$650	N/A	
2.3 Wages/Payroll Taxes/Benefits	\$29,851	N/A	Through August 2014
subtotal	\$90,880	\$199,570	
3.0 ENCUMBERED			
3.1 Fleet/Intelligent Trans. Sytem	\$7,271,173		Delivery 10/2014- 11/2014
3.2 QC Inspector	\$100,000		Contract Year- 10/1/14-9/30/15
3.3 Bus Wrap	\$300,000		bid closes 10/16/14
3.4 Operator (estimated)	\$2,048,072		Contract year- 11/1/14-10/31/14
3.5 Park & Ride Improvement- Eagle,CO	\$40,000		IX Stop - Owned by Town of Eagle
subtotal	\$9,759,245		
4.0 TO BE ENCUMBERED IN FY 2015			
4.1 CDOT PnR Improvements	\$1,000,000		TBD
4.2 Bus Shelters/Heating/Other	\$250,000		TBD
4.3 Verizon WiFi equipment purchase	\$50,000		Oct - Nov 2014 Cover purchase of / rareboxes Mountain Metro can't provide.
4.4 Fare Collection Solution	\$250,000		
Subtotal	\$1,550,000		
Remaining encumbrance from 2.1	\$199,570		
Total Capital/Expense	\$11,599,695		





COLORADO

Transportation Commission

4201 East Arkansas Avenue, Room270
Denver, CO 80222-3406

DATE: October 15, 2014
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Consolidated Call for Capital Projects - FTA and FASTER Transit Programs

Purpose

The purpose of this memo is to inform the Transit & Intermodal Committee of the upcoming Consolidated Call for Capital Projects, for both FY16 FASTER Transit and FY17 FTA funding.

Action

No action required at this time; information only.

Background

The Consolidated Call for Capital Projects is DTRs annual call for transit vehicle, facility, and equipment projects. In this cycle approximately \$9 M will be made available for FASTER Statewide transit projects and \$5 M for Local transit projects, while about \$7.5 M will be available in FTA funding. DTR will facilitate the process and ultimately recommend awards from the most appropriate and available source of funds, using the same common application.

Details

A number of changes are being implemented in the FASTER program with this round of funding availability. In summary, these changes are:

Distribution Methodology: In past rounds of funding the FASTER Transit Local Pool of \$5 M was distributed to the CDOT Engineering Regions based on a formula. As approved by the Commission in June, this will no longer be the case; the Local Pool of FASTER funds will now be a competitive pool open to local projects from across the State, with a priority going to needed bus replacements.

Funding Methodology for Direct FTA funding recipients: The Regional Transportation District (RTD), Transfort (Fort Collins), and Mountain Metropolitan Transit (City of Colorado Springs) will each receive a "set-aside" of funding. RTD will receive \$3 M from the FASTER Transit Statewide pool. MMT and Transfort will receive \$700 K and \$200 K respectively from the FASTER Transit Local pool. These "set-asides" make more local pool funds available for local capital projects.

Interregional Express: \$3 M will be allocated from the FASTER Statewide pool for the Interregional Express Bus program.

Regional Operating Assistance: For the first time CDOT is making FASTER Transit funding available (\$1m, from the FASTER Transit Statewide Pool) for operating assistance to local entities that operate Regional and Interregional transit routes. Funding levels and high standards for performance may limit the number of applications.



Statewide Competitive Capital Program: \$2 M from the FASTER Statewide pool is reserved for a competitive process to fund transit capital projects with statewide, interregional or regional significance. Applications will be submitted in November.

Application Submittal: CDOT is now requiring that local agencies that do not fund or directly provide transit services apply for FASTER Transit funding through the transit provider in their jurisdiction.

Key Benefits

The Consolidated Call for Capital Projects provides the benefit of allowing DTR to make awards to projects across a variety of different programs. This provides CDOT flexibility in cash management and programming, and provides our grant partners with options and a better level of predictability. The changes to the FASTER program are based on previous direction received from the Commission and reflect Departmental priorities of asset management, competitive funding opportunities, and streamlined project selections processes.

Next Steps

The Consolidated Call for Capital Projects was released in the first week of October. Applications are due in late November. DTR will evaluate in December, and present a recommended FASTER project list for Commission review in the first week of January 2015 and request Commission approval in February.

Attachments

No attachments.





COLORADO

Transportation Commission

4201 East Arkansas Avenue, Room270
Denver, CO 80222-3406

DATE: October 15, 2014
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Overview of DTR Work with Local/Regional/State Coordination Councils

Purpose

The purpose of this memo is to brief the Commission on efforts undertaken by DTR to work with a wide variety of local and state organizations to improve the coordination, operation and efficiency of human services transportation programs (services for persons who are elderly, disabled, veterans or low income.)

Action

No action requested.

Background

Many human services programs find it necessary to fund, provide or contract for transportation services for their clients. Over sixty federal programs provide funding for such services. With so many programs, service coordination has been a problem. At the federal level the Departments of Transportation and Health & Human Services jointly sponsor a coordinating committee that includes other federal agencies, charged with addressing how to better coordinate their funding and services—though with mixed results.

Since many federal agencies rely on states to deliver funding and services, states have been encouraged to establish their own coordinating councils. CDOT took a lead role in such, with the concurrence of Governor Owens' office, establishing the Colorado Interagency Coordinating Council on Transportation Access and Mobility (the State Coordinating Council). The SCC consists of representatives from state and federal agencies that fund human services transportation, as well as representatives of MPOs, consumers, and interested organizations.

The SCC's primary function is to address the obstacles to coordination by creating opportunities for cross-system and interagency transportation coordination, collaboration, education and training, resource sharing and problem-solving. It is an informal group that relies on member participation, since it has no official authority.

The SCC, which meets every two months, has made much progress through the projects it has sponsored and its three task forces that meet monthly. One task force has tackled the particularly problematic area of Medicaid transportation, taking on issues related to its complexity, cost, and lack of providers. A veteran's transportation task force has made significant progress in working with veterans organizations, which have historically operated very independently of most other human service programs. Based on the positive reputation Colorado earned in this area, CDOT was awarded a veterans transportation grant from the FTA on behalf of four local agencies—one of the larger such grants made by the FTA. A workforce transportation task force is developing materials for use by employers and elected officials to analyze transportation need impacts.

Given that Colorado is considered a "local government state," where counties make many human services decisions, the SCC has encouraged the establishment of local and regional coordinating councils (LCCs and RCCs)



and mobility management programs to address coordination closer to the delivery level. (Mobility management is a newly developing strategic approach to service coordination and customer service that stresses the creation of well-synchronized mobility services within a community and among a variety of transportation providers and modes so as to expand the range of viable options for transportation.) These councils and mobility managers have made innovative strides in facilitating transportation coordination and they report their progress and obstacles to the SCC.

The L/RCCs are voluntary, not required. Local communities determine the boundaries for their LCC, but must consist of at least one county; RCCs usually are formed at the TPR level. Like the SCC, these L/RCCs do not have any authority—they instead rely on the commitment of community members.

For the past four years DTR has encouraged their development by providing over \$500,000 in FTA funding, in the form of small grants. The funds are used primarily to hire contractors to facilitate the formation and convening of local organizations into a vibrant L/RCC, given that bringing together disparate interests can be a very challenging role no one participant is willing to voluntarily take on. DTR has also helped the movement by developing a Local Coordinating Council Manual, hiring a consultant to assist the L/RCCs, funding mobility managers and adding mobility management as a regular training track at Colorado's transit conferences.

Details

As our population ages, the coordination of transportation services and maximizing limited resources becomes increasingly important. Right now a significant effort is being undertaken by a State-level Community Living Advisory Group to make recommendations on improvements to long-term care, Medicaid and Home and Community-Based Services systems; this group's recommendations will include a section on transportation, given that it's a vital service in keeping people independent and out of institutions.

The importance of coordinated services is also highlighted by issues related to health care reform, the expansion of Medicaid, and potential reductions in federal funding for human services programs. It's vital to be better prepared to assist local and state agencies on how they can work together to address cross-cutting transportation issues.

We believe CDOT has done a good job of leading the way in this new movement, bringing together a variety of partners and devoting resources to this effort. There will be new developments as the movement progresses; we'll keep you informed as they occur.

Attachments

None





COLORADO Transportation Commission

4201 East Arkansas Avenue, Room270
Denver, CO 80222-3406

DATE: October 16, 2014
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: North I-25 Commuter Rail Update

Purpose

The purpose of this memo is to inform and update the Transit & Intermodal Committee on the efforts to revisit and update the North I-25 EIS commuter rail assumptions and resulting right-of-way and cost conclusions. The commuter rail is proposed by the North I-25 EIS to connect the North Front Range region to the Denver region.

Action

For information only; no action required.

Background

The North I-25 EIS was completed in 2011. During the development of the preferred alternative there was an expectation that an "Eastern Bypass" for freight rail could be created, promising to divert through-trains from the populated areas between Fort Collins and Denver to the eastern plains of Colorado, and allowing more track capacity to become available for passenger use. Also at the time the EIS was completed, the MAX Bus Rapid Transit (BRT) construction plans had not been finalized. Changes in the economy, changes in the partnering relationships, and other studies over the last few years have come to varying conclusions. Updating the assumptions for commuter rail in this corridor allows CDOT and local government partners to work from a common set of expectations for the commuter rail element of the North I-25 EIS. Further this effort is aligned with the State Rail Plan goal of maintaining Colorado's readiness to pursue Federal funds should they become available. The commuter rail element of the EIS is shown as the brown line on the map below, from Fort Collins through Longmont, and connecting to RTD's North Metro line near 162nd Avenue & Colorado Boulevard.

Details

As of June 2012, CDOT issued a letter stating that the "Eastern Bypass" idea was officially inactive. That letter recognized a much-changed economy following the 2008-2009 banking and financial crisis. Additionally, greater attention to global warming and other environmental concerns, globally, has precipitated a shift from heavier reliance on coal to a heavier reliance on natural gas. All of this has occurred in a relatively short period of time, creating greater uncertainty for freight rail movements. What this has meant for freight railroads is a fundamental change in the business climate from one of one more reliant on track and infrastructure investment, to one more focused on investment in mobile capacity (locomotives and freight cars), and to just-in-time delivery. For this Commuter Rail Update, this business climate means there is a changed expectation, from available capacity for passenger rail to one where through freight and regional railroad freight is likely the future.



The study is updating three main areas: (1) right-of-way, (2) operating plan, and (3) cost estimates. The EIS assumed that the existing single track configuration could be augmented with limited passing sidings and right-of-way implications. With freight service remaining on the corridor, combined with the operating plan discussed below and the knowledge learned from the RTD/BNSF negotiations on the Northwest Corridor (same BNSF line), the track configuration will require full double tracking with additional passing sidings, and expanded right-of-way needs.

The operating plan assumed in the EIS included 30-minute peak period operations in both direction, 60-minute off-peak operations in both directions, and an operating day approximately 18 hours long. This results in approximately 55 trains per day as a working assumption. The supporting information also contained many assumptions about operating speeds, station dwell times, the number of stations, and the connections with the RTD FasTracks system. Together these all contributed to an estimate of total travel time. The travel time estimate will be updated.

The goal of the cost-estimating task is to update the right-of-way needs and to establish an appropriate cost for the US 287 / BNSF Railway corridor, inclusive of updating from 2009\$ values of the FEIS to current 2014\$. At the end of the process, the final updated cost estimate will be presented in “standard cost category” (SCC) format used by both the Federal Transit Administration (FTA) and Federal Railroad Administration (FRA). The Update will also make comparisons to RTD’s recent work for the Northwest Corridor, and to other commuter rail projects around the country. The EIS had estimated \$690 M cost for the entire 50 miles of this corridor; In contrast, the recently completed RTD NAMS study has estimated \$700 M for just the 20-mile segment from 162nd/Colorado to Longmont. This comparison will identify which components of the cost estimate have changed because of improved information, changed conditions along the corridor, the change from diesel to electric in RTD’s North Metro corridor, and differences in other assumptions.

Key Benefits

Updating the assumptions for commuter rail in this corridor allows CDOT and local government partners to work from a common set of expectations for the commuter rail element of the North I-25 EIS, and to have the information from which to make investment decisions and/or formulate future transportation policies. This project is completing a 2013 FASTER Transit award.

Next Steps

The Division of Transit & Rail will keep the Transportation Commission apprised of progress and/or results from this effort.

Attachments

None.





COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Room 262
Denver, CO 80222-3400

DATE: October 15, 2014
TO: Transit & Intermodal Committee of the Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Update on Becoming the Number 1 Bicycle Friendly State

Purpose

To provide the Transit & Intermodal (T&I) Committee with a status update regarding CDOT's efforts in becoming the Number 1 Bicycle Friendly State.

Action

None. Information Only.

Background

The League of American Bicyclists annually ranks the 50 states according to Bicycle Friendliness. In 2013, Colorado was ranked Number 2. Governor Hickenlooper has stated he wants Colorado to become Number 1. There is no definitive process for moving up the rankings; but CDOT has worked with the League and developed six strategies to help us attain the goal of being Number 1. We presented these strategies to the T&I Committee last November.

Details

The six strategies (in no particular order) and their status include:

- Establish a governor-appointed Statewide Bicycle Advisory Committee
 - The Committee was proposed to the Governor's office, but there is a moratorium on new advisory committees until future notice.
- Adopt a statewide bicycle mode share goal
 - The T&I Committee determined this should not be considered as a strategy at this time.
- Dedicate funding for Safe Routes to School Program (SRTS)
 - Because Colorado did not dedicate funds for SRTS, our ranking dropped from 2nd to 6th in 2014. FY 2015, the state legislature provided \$700,000 of general funds for SRTS education programs. This may help bring us back up, but without specific funds assigned for future SRTS programs, it's unlikely Colorado will get to Number 1.
- Implement AASHTO's US Bike Route System
 - Currently applying for a graduate student from UC Denver's Urban Planning Program to assist in the beginning steps of this effort. If accepted, the individual will research, identify and recommend specific routes for the program, as well as jurisdictional ownership. We will also work with the student to develop a plan and timeline for route approval. This effort is anticipated to begin in November, with a draft plan for potential routes and next steps to be completed by the end of May.
- Add Bicycle Safety to the Strategic Highway Safety Plan
 - Bicyclists and pedestrians have been identified as an area of emphasis in the Plan.
- Implement Performance Measures to track statewide progress
 - Currently completing an amendment to the Statewide Bicycle and Pedestrian Plan that incorporates statewide performance measures that link to specific goals and initiatives of the Plan (i.e. obesity rates as they relate to facilities; crash data; inventory needs,



- etc.). The amendment to the Plan incorporating statewide performance measures is anticipated to be complete by early November.
- Bicycle and pedestrian performance measures were included as part of the application process for the Transportation Alternatives Program (TAP).
 - Funding recently received to create an inventory pilot project to gather data regarding biking and walking facilities on the state system.
 - Working to develop a methodology for tracking funds spent on bike/ped projects when part of a larger project.

Next Steps

Staff will continue to explore opportunities to implement the six selected strategies and to identify other ways to increase the state's bicycle friendly status.

Attachments

None.





COLORADO

Department of Transportation

Division of Transportation Development
Division of Transportation Development
4201 E. Arkansas Ave., Room 262
Denver, CO 80222-3400

DATE: October 15, 2014
TO: Transit & Intermodal Committee of the Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Proposed Bicycle and Pedestrian Measures and Objectives for Policy Directive (PD) 14

Purpose

This memo outlines proposed bicycle and pedestrian measures and objectives in the revised Policy Directive (PD) 14. PD 14 is intended to be a living document with review and refinement anticipated post adoption in January 2015.

Action

Input on the bicycle and pedestrian measures and objectives in the Safety and System Performance goal areas.

Background

PD 14 guides the statewide planning process, development of the multi-modal Statewide Transportation Plan (SWP), and the distribution of resources to meet various performance objectives. This is the first time bicycle and pedestrian performance measures and objectives are being included in draft PD 14. Inclusion of bicycle and pedestrian performance measures and objectives serves multiple purposes:

- Reinforces CDOT's commitment to the Bicycle/Pedestrian program.
- Further strengthens the multi-modal vision for the transportation system as part of the Statewide Transportation Plan.
- Emulates the performance measures and objectives in the Statewide Bicycle and Pedestrian Plan and Strategic Highway Safety Plan.
- Articulates the Transportation Commission's objectives and performance measures related to Bicycle and Pedestrian goals.

Details

Attachment A shows the proposed performance measures in two goal areas of PD 14:

- *Safety*
To the extent possible and where there is already available data, these proposed measures and objectives reflect CDOT's overall Safety goals. The measures and objectives deal with reducing the annual numbers of bicyclist and pedestrian fatalities and serious injuries involving motorized vehicles.
- *System Performance*
Efficient and easy mode shift for travelers enhances the performance of the entire transportation system. The bicycle and pedestrian measures and objectives concern collecting inventory data to help CDOT better understand what bicyclist and pedestrian facilities exist in the state and to develop a bicycle miles traveled model for urbanized areas of the state. The other measures and objectives are to establish separate Level of Service ratings for bicycle and pedestrian facilities that are on or next to state highways. These are the first steps toward setting System Performance objectives for bicycle and pedestrian facilities.



Next Steps

Next steps relating to bicycle and pedestrian measures and objectives in PD 14 include:

- November Statewide Plan Committee Meeting
 - *Safety Goal Area:*
 - Proposed bicycle and pedestrian safety measures and objectives
 - *System Performance Goal Area:*
 - Proposed bicycle and pedestrian measures and objectives
- January 2015: Transportation Commission adoption of PD 14.

Attachments

Attachment A: Policy Directive 14 - Bicycle and Pedestrian Measures and Objectives



Policy Directive (PD) 14 – Bicycle and Pedestrian Measures and Objectives

Goal Area Definition	Latest Draft Version - January 2014 Measures and Objectives	Revised and New Measures and Objectives
<p><u>SAFETY - Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.</u></p>	<p>MEASURES:</p> <ul style="list-style-type: none"> • Number of fatalities • Fatalities per vehicle miles traveled (VMT) • Number of serious injuries • Serious injuries per VMT • Economic impact of crashes <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • Achieve a five-year annual average reduction of 12 in the number of fatalities. • Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT. • Achieve a five-year annual average reduction of 100 in the number of serious injuries. • Achieve a five-year annual average serious injury rate of 25 per 100 million VMT. • Reduce the economic impact of crashes annually by 1% over the previous calendar year. 	<p>Bike and Pedestrian</p> <p>MEASURES:</p> <ul style="list-style-type: none"> • Number of bicyclist and pedestrian fatalities involving motorized vehicles • Number of bicyclist and pedestrian serious injuries involving motorized vehicles <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025. • Reduce the number of bicyclist and pedestrian serious injuries involving motorized from 469 in 2013 to 311 in 2025.
<p><u>SYSTEM PERFORMANCE</u> – Improve system reliability and reduce congestion, primarily through operational improvements and secondarily through the addition of capacity. Support opportunities for mode choice.</p>	<p>(1) Interstates, NHS and State Highway system</p> <p>MEASURES:</p> <ul style="list-style-type: none"> • Interstate Performance – Planning Time Index (PTI) for the Interstates • NHS Performance – PTI for the NHS system, excluding Interstates • Traffic Congestion – Minutes of delay on congested segments of the state highway system <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • Maintain a statewide PTI of 1.25 or less for congested segments on Interstates. • Maintain a statewide PTI 1.25 or less for congested segments on NHS roadways, excluding Interstates. • Maintain daily travel time delay on congested segments of state highway corridors at or below 22 minutes of delay per traveler per day. <p>(2) Transit</p> <p>MEASURES:</p> <ul style="list-style-type: none"> • Transit Utilization – Ridership statewide and by subcategory: small urban and rural • Transit Connectivity – Revenue service miles provided 	

Policy Directive (PD) 14 – Bicycle and Pedestrian Measures and Objectives

	<p>OBJECTIVES:</p> <ul style="list-style-type: none">• Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.• Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.	<p>(3) Bicycle and Pedestrian</p> <p>MEASURES:</p> <ul style="list-style-type: none">• Inventory of bike and pedestrian facilities• Model of bicycle miles traveled• Level of Service for bicycle facilities• Level of Service for pedestrian facilities <p>OBJECTIVES:</p> <ul style="list-style-type: none">• Complete by FY 2018 an inventory of all CDOT owned bicycle and pedestrian related facilities and all non-CDOT owned bicycle and pedestrian facilities parallel or adjacent to state highways.• Complete in the next 5 to 10 years development of a bicycle miles traveled model for urbanized areas of the state.• Establish a Level of Service for all CDOT owned bicycle and pedestrian facilities by FY 2019.
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COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Room 262
Denver, CO 80222-3400

DATE: October 15, 2014
TO: Transit & Intermodal Committee of the Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Bike/Byways Online Map Presentation

Purpose

To provide an update and increase awareness of CDOT's online Bike/Byways map.

Action

None. Information only.

Background

CDOT routinely distributes approximately 40,000 copies of its Bicycle and Byways map to Coloradans and visitors from across the country and parts of the world. The map provides information regarding shoulder width, traffic volume, locations where bicyclists are prohibited, etc. Additionally, it highlights the routes of our 25 Scenic and Historic Byways.

In early 2014, CDOT adapted its hard-copy map to an online version which launched in late spring, 2014. We expect to be able to reduce the number of hard-copy maps we distribute, while providing additional information and service to our customers.

Details

The map is housed on the CDOT website at <http://dtdapps.coloradodot.info/bike> and is accessible on any smart phone, laptop, desk top or tablet. In addition to providing the same information that's on the hard-copy map, it also provides features such as "search" and "street view". These features are especially helpful when people are looking for restaurants, lodging, bike shops, etc. It also allows them to physically see the roadway prior to riding on it.

Key Benefits

The online map is helping to reduce the number of printed maps we distribute. It also provides additional information than can be included on a printed map.

Next Steps

Staff is currently working on Phase II of the map. Phase II will include additional functionality including the ability for local jurisdictions to add information regarding bike lanes and multi-purpose paths that are not on the state system.

Attachments

None.



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

**Meeting Agenda
Thursday, October 16, 2014 – 9:00am-9:45am
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 Hofmeister
District 11, Haxtun**

**Gary Reiff
District 3, Englewood**

- **Introductions – Ed Peterson – 3 minutes**
- **Approve minutes of June Statewide Plan Committee –
Ed Peterson – 2 minutes Page 2**
- **Election of Statewide Plan Committee Chairperson – Ed Peterson – 5
minutes**
- **Statewide Plan Key Data Findings – Michelle Scheuerman – 5
minutes..... Page 8**
- **Statewide Plan Needs and Gap Analysis – Debra Perkins-Smith – 10
minutes..... Page 13**
- **Statewide Plan Goals and Objectives - Debra Perkins-Smith – 5
minutes..... Page 6**
- **Statewide Plan Schedule and Next Steps – Michelle Scheuerman – 5
minutes**
- **PD 14 Safety and Infrastructure Condition Measures and Objectives –
Debra Perkins-Smith – 10 minutes Page 19**
- **Adjourn**

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

STATEWIDE PLAN COMMITTEE MEETING

Date: June 19, 2014

Committee Members Attending: Commissioner Ed Peterson, Commissioner Kathy Gilliland, Commissioner Gary Reiff, Commissioner Shannon Gifford

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

Others Attending: CDOT HQ: Don Hunt, Debra Perkins-Smith, Sandi Kohrs, Michelle Scheuerman, Scott Richrath, Herman Stockinger, Amy Ford, Scott McDaniel, Mark Imhoff, Barbara Gold, Charles Meyer, Gail Hoffman, Mike King, William Johnson, Heidi Humphreys, Tromila Maile. CDOT Regions: Dave Eller, Johnny Olson, Kerrie Neet, Tom Wrona. Other: Vince Rogalski, STAC chair.

- *March 20, 2014, Minutes:* The minutes were approved as written.
- *Statewide Plan Update:* Staff updated Commissioners on the Statewide and Regional Plans; summarized the Telephone Town Halls; and outlined where Policy Directive 14 may be updated or expanded for eventual Transportation Commission adoption.
 - Statewide Plan and 10 Rural Regional Plans: The Statewide Transportation Plan is primarily web-based. One of the main goals of a web-based plan is the capability of rolling out key elements (modules) as they are being developed. Currently the first two modules, the Colorado Transportation Story, and Introduction and Planning Process are on the website, www.coloradotransportationmatters.com. Committee members were provided with background information and a demonstration of the Introduction and Planning Process (Module 2) via Prezi, an interactive media tool. The last two modules are the Transportation Needs and Revenues; and Plan Results, Moving Forward, and Implementation. Drafts are anticipated to be ready this fall.

For the 10 rural Regional Transportation Plans, drafts of four of the six chapters have been completed: 1 – Regional Transportation Story; 2 – State and National Trends (policies, initiatives, and programs); 3 – Plan Purpose and Planning Process; and 4 – Regional Priority Corridors. The sixth meeting of the Transportation Planning Regions will take place in June and July, and will provide content for Chapter 5 – Transportation Needs and Revenues; and Chapter 6 – Plan Results, Moving Forward, and Plan Implementation.

- Telephone Town Halls Summary for 10 Rural Transportation Planning Regions: Staff thanked the Commissioners for their participation as co-hosts of the Telephone Town Halls. The

Telephone Town Halls were conducted for the 10 rural TPRs in April and May to gain input in feedback which will help shape Statewide and Regional Plan Development. Highlights of key benefits were shared. Staff noted that town hall polling questions were developed with input from other parts of the Department to maximize Department messaging and in obtaining feedback from the public on information that could be used throughout the Department.

One Commissioner suggested CDOT investigate using radio for future Telephone Town Halls. Staff noted that some radio pitching was done; however, further investigation on the use of this media will be done. Commissioner Doug Aden will record an outgoing message to thank Telephone Town Hall participants and to ask two quick polling questions about the usefulness of the Telephone Town Hall and areas for possible improvement.

- Policy Directive 14 Status and Potential Revisions: Staff said Commissioners will be asked at the next meeting to begin giving their input on possible additions and updates to PD 14 due to several plans that have been completed or will be soon on safety, asset management, operations, freight, and bicycle and pedestrian, as well as the Notice of Proposed Rulemaking for Statewide and Metropolitan planning released on June 2. One Commissioner noted that rail is one of the transportation modes, but PD 14 doesn't discuss it. Integrating all modes, including rail, will be among the topics for next month's meeting.
- *CDOT Senior Management Futures Forum*: A Futures Forum for CDOT senior management took place April 3 to discuss future visioning and trends, how CDOT could be affected, and what CDOT can do to best prepare for these changes. The group focused on three items: extreme weather, technology, and demographics. As a result of the forum, a Futures Leadership Group will be convened to maintain momentum for planning for the future, and Futures Work Groups will be formed to look at issues in depth. Committee members were pleased that staff are being proactive and considering future trends and role of the Department.
- *Projects and Funds Available*: Staff told Commissioners that projects totaling in the \$12-\$13 billion range are in the Statewide Transportation Improvement Program (STIP), the 2035 Statewide Transportation Plan, or have had some preliminary planning work such as studies and environmental assessments. Yet the program distribution totals for the 2016-2040 Statewide Transportation Plan total only \$2.068 billion in inflated dollars. The magnitude of planned projects, and funding needs for the I-70 Viaduct, mean that difficult decisions will need to be made for the next STIP. The I-70 Viaduct project could use a substantial portion of the SB 228 funds that CDOT is projected to receive. This means that some projects in the 2035 Plan will either have to be deleted or postponed. All of these factors will need to be taken into consideration as the CDOT Regions hold county meetings with their planning partners to develop the STIP.



DATE: October 15, 2014
TO: Statewide Plan Committee of the Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Statewide Plan Update: Goals & Objectives, Key Data Findings, and Needs & Gap Analysis

Purpose

This memorandum provides a high-level update on the development of the Statewide Plan (SWP) related to three key plan elements: goals and objectives, key data findings, and needs and gap analysis.

Action

None. Information only.

Background

The 2040 Statewide Transportation Plan is a “web-based plan” (see www.coloradotransportationmatters.com), using both traditional and current communication tools and technology. The plan team has made substantial progress on three key elements of the plan:

- Statewide Goals and Objectives: Describe the desired future condition of the state’s multimodal transportation system, which are to be achieved in-part through the implementation of the Statewide Plan and associated Policy Directive (PD) 14.
- Key Data Findings: Highlights of key data and associated messaging for the transportation system related to: safety, mobility, maintaining the system, funding, and economic vitality that demonstrate the need for future actions.
- Statewide Needs and Gap Analysis: Describes in dollar terms the needs associated with defined objectives for preservation and maintenance, as well as capacity improvements, and the gap between needs and available revenues.

Details

Statewide Goals and Objectives

The Statewide Goals and Objectives have been developed in alignment with two key inputs:

- 1) The SWP Vision Statement, included as part of Planning Process element of the Plan as posted on the website.
- 2) The Goal Areas of Policy Directive 14.

Attachment A provides a list of goal and objectives based on PD 14. Specific targets will be included in the Plan following finalization of PD 14.

Key Data Findings

The Key Data Findings are presented through five interactive presentations (one per topic as identified above) using public-friendly infographics with minimal text. Each presentation includes a key takeaway/message. The key data findings and takeaway/messages for each topic are provided in Attachment B.



Statewide Needs & Gap Analysis

This data-driven analysis includes a planning level dollar estimate of statewide needs for preservation, operations, and expansion between 2016 and 2040, with a focus on the first 10-years. A comparison of the needs estimate number to the revenue forecast, approved by the Transportation Commission in April 2013, resulted in the identification a significant funding gap.

Key Benefits

These are important elements of the SWP that will help communicate the current and anticipated future conditions of the statewide transportation system. These elements will provide support for the SWP's final recommendations and implementation actions, particularly with regards to CDOT's current funding situation and the need for sustainable long-term funding. Many of the materials and graphics developed for these plan elements, including the key data findings, will be useful for other communication and presentation purposes after the adoption of the SWP.

Next Steps

Each of these elements of the SWP will be finalized and summarized for posting on the plan website as part of the Draft Statewide Plan. The Plan is anticipated to be released for public review and comment on November 20, 2014.

Attachments

- Attachment A: Statewide Vision, Goals and Objectives
- Attachment B: Key Data Findings and Messages



Statewide Plan Vision (DRAFT)

"The statewide plan guides transportation investment for a multi-modal, comprehensive system that balances preservation and maintenance, efficient system operations and management practices, and capacity improvements while incorporating risk-based asset management and cash management practices to optimize cost-effective project delivery."

Statewide Plan Transportation System Goals and Objectives (DRAFT)

Goal	Objectives	Source
<p>Safety:</p> <p><i>Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries.</i></p>	<ul style="list-style-type: none"> • <u>Fatalities/Serious Injuries:</u> <ul style="list-style-type: none"> ○ Reduce the number and rate of all transportation fatalities and serious injuries. • <u>Bicyclists/Pedestrian:</u> <ul style="list-style-type: none"> ○ Reduce the number of bicyclist and pedestrian fatalities and serious injuries involving motorized vehicles. • <u>Trucks:</u> <ul style="list-style-type: none"> ○ TBD • <u>Economic Impact:</u> <ul style="list-style-type: none"> ○ Reduce the economic impact of crashes. 	<p>PD 14</p>
<p>Maintaining the System:</p> <p><i>Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.</i></p>	<ul style="list-style-type: none"> • <u>Bridges</u> <ul style="list-style-type: none"> ○ Maintain and improve bridges. • <u>Highways</u> <ul style="list-style-type: none"> ○ Maintain and improve highway pavements. • <u>Other Roadway Assets (i.e., culverts, walls, tunnels etc.)</u> <ul style="list-style-type: none"> ○ Maintain and improve the condition of other roadway assets. • <u>Snow and Ice Removal/Overall Maintenance</u> <ul style="list-style-type: none"> ○ Maintain targets for snow and ice removal and overall maintenance of the highway system. • <u>Transit</u> <ul style="list-style-type: none"> ○ Maintain the condition of the rural transit fleet vehicles. ○ Ensure all CDOT transit grantees have Asset Management Plans in place by 2017. 	<p>PD 14</p>

<p>Mobility:</p> <p><i>Improve system reliability and reduce congestion, primarily through operational improvements and secondarily through the addition of capacity. Support opportunities for mode choice.</i></p>	<ul style="list-style-type: none"> • <u>Highways</u> <ul style="list-style-type: none"> ○ Ensure that most state highway miles remain uncongested, including the routes truckers use most often. ○ Maintain daily travel time delay on congested segments of state highways below target. • <u>Transit</u> <ul style="list-style-type: none"> ○ Increase ridership of small urban and rural transit public agencies. ○ Maintain or increase the total number of miles regional, inter-regional, and inter-city passenger services operate for the general public. 	<p>PD 14</p>
<p>Economic Vitality:</p> <p><i>Improve the competitiveness of the state economy through strategic transportation investments.</i></p>	<ul style="list-style-type: none"> • <u>Freight</u> <ul style="list-style-type: none"> ○ TBD • <u>Job Access</u> <ul style="list-style-type: none"> ○ Ensure the transportation system provides access to jobs within reasonable commute times. 	<p>PD 14</p>

Key Data Findings and Messages

Topic	Key Data Findings (High Level Overview)	Key Messages
<i>Mobility</i>	<ul style="list-style-type: none"> • Colorado’s population will increase 47% between 2012 and 2040. (Source: State Demographers Office, 2013.) • Vehicle Miles Traveled (VMT) per capita decreased between 2006 and 2013. It is now projected to stay constant. Due to population and employment growth, however, total VMT continues to grow at approximately the same rate as population, 47% between 2012 and 2040. (Source: CDOT and State Demographers Office, 2013.) • In the future, more corridors will experience congestion and delay will increase on currently congested corridors. (Source: CDOT, 2013.) • The percentage of the population over 65 was 12% in 2012, and is anticipated to represent 19% of the population by 2040. (Source: State Demographers Office, 2013.) • Urban areas account for 78% of the state’s population and 22% of the lane miles, while rural areas account for 22% of the population and 78% of the lane miles. Urban areas experience more traffic congestion, whereas rural populations travel more per person. (Source: CDOT, 2013.) • CDOT ranked 27th best of the 52 state departments of transportation in mobility based on NHS urban Interstate and other urban miles with a volume to capacity ratio of > 0.80 as a percent of all NHS urban Interstate and other urban miles. (Source: Comparing Colorado’s Transportation Performance, FHWA, 2008-2012.) 	<p>Increasing population and employment are putting greater demand on the existing statewide transportation system, leading to congestion and impairing mobility. At the same time, changing demographics and travel behavior are increasing the demand for greater modal choice in the transportation system. CDOT is working to improve mobility by enhancing system operations, providing greater travel options and travel reliability, increased connectivity, and investing in focused capacity expansion as limited funding allows.</p>
<i>Maintaining the System</i>	<ul style="list-style-type: none"> • VMT is growing at the same rate as the population, 47% between 2012 and 2040, and is increasing demand on the transportation system. (Source: CDOT and State Demographers Office, 2013.) • CDOT maintains over 23,000 lane miles of highways, over 3,400 bridges and keeps 35 mountain passes open year-round. (Source: CDOT, 2014.) • For FY 2015, \$755.1 million or 55% of \$1.36 billion (including RAMP funds) in available funds will be allocated to the Asset Management Program. (Source: CDOT, 2014.) • Drivability Life is a new method used to assess pavement condition that promotes more frequent surface treatment, optimizing pavement investment. The change in treatment miles is anticipated to increase from 224 miles in FY 2012 to 366.8 miles in FY 2017. (Source: CDOT, 2014.) • Every \$1 spent to keep a road in good condition avoids \$6-14 needed later to rebuild the same road once it has deteriorated. (Source: AASHTO, 2009.) 	<p>With limited funding available, CDOT is focused on maintaining the existing transportation system in the most cost-effective manner possible.</p>
<i>Economic Vitality</i>	<ul style="list-style-type: none"> • In 2014, Colorado was ranked #1 for job creation, with the fastest growing economy in the country. (Source: OEDIT, 2014.) • Employment is forecasted to grow by 51% between 2012 and 2040. (Source: DOLA, 2012.) Many of those jobs will require commuting. In 2013, estimated traffic delays on congested corridors during peak hours cost the state \$133 million. (Source: CDOT, 2013.) • Colorado has a number of significant industries that are reliant on the transportation system, such as agriculture, energy development, tourism, and freight. The agriculture industry generates more than \$5 billion in economic output annually (Source: OEDIT, 2014), and there are over 52,000 active oil and gas wells in Colorado as of July 2014. (Source: Colorado Oil and Gas Conservation Commission, 2014.) • In 2011, a record 57.9 million visitors spent \$14.6 billion in Colorado. (Source: OEDIT, 2014.) • In 2011, Colorado exported \$79 billion in goods and services to consumers in other states and countries. (Source: CDOT, 2013.) • In 2013, international exports from Colorado totaled \$8.5 billion. (Source: International Trade Administration, U.S. Department of Commerce, 2014.) 	<p>The transportation system is a key element of a vibrant and globalized state economy, and transportation investments will create jobs, enhance freight movement, support increased trade, and improve economic competitiveness. CDOT is emphasizing economic benefits in making investment decisions.</p>
<i>Funding</i>	<ul style="list-style-type: none"> • CDOT’s budget has decreased in recent years as revenues have declined and funding sources have been eliminated. CDOT’s budget peaked in 2007 at \$1.6 billion and was \$1.2 billion in 2013. (Source: CDOT, 2014.) • CDOT revenues have decreased (in 2000 constant dollars) from \$967 million in 2000 to \$709 million in 2014. (Source: CDOT, 2014.) • The federal gas tax has not increased since 1992. The state gas tax has not increased since 1991. (Source: CDOT, 2013.) • Colorado has a lower gas tax rate than approximately 2/3 of the states in the US. In 2014, 34 states had higher gasoline tax rates than Colorado. (Source: American Petroleum Institute, 2014.) • The performance of the transportation system compared to other states in the nation is not as high as it could be, i.e., Colorado is ranked 27th for pavement condition, and 14th for bridge condition compared to other state departments of transportation. (Source: FHWA, 2008-2012.) • CDOT has identified unmet transportation needs of \$21 billion over the next 25 years, out to 2040. (Source: CDOT, 2014.) 	<p>CDOT’s annual funding can no longer keep pace with the costs of operating, maintaining and improving the statewide transportation system. CDOT is employing innovative business practices, operational strategies, and data-driven decision making to stretch existing funds while exploring new partnerships and revenue sources for the future.</p>

Key Data Findings and Messages

Topic	Key Data Findings (High Level Overview)	Key Messages
<p><i>Safety</i></p>	<ul style="list-style-type: none"> Over the past decade, Colorado has seen a steady decrease in traffic fatalities (from 742 in 2002 to 472 in 2012) and serious injuries (from 5,014 in 2002 to 3,242 in 2012). (Source: CDOT, 2014.) In Colorado, unrestrained occupant fatalities decreased from 193 in 2007 to 156 in 2012, and represent 55% of total passenger vehicle occupant fatalities. (Source: CDOT, 2014.) Bicyclist fatalities have gone up from eight in 2011 to 13 in 2012, and serious injuries have gone up from 125 to 155 in the same two-year period, although they represent a small percentage of total crashes. (Source: CDOT, 2014.) Pedestrian fatalities increased from 45 in 2011 to 76 in 2012, and serious injuries increased from 249 to 257 for the same two years. (Source: CDOT, 2014.) In 2012, there were 77 transit collision incidents, 2 transit collision fatalities, and 105 transit collision injuries in Colorado. (Source: BTS, <i>State Transportation Statistics 2014</i>.) 	<p>Colorado has made substantial progress in reducing deaths and injuries on the statewide transportation system over the past decades. However, in recent years bicyclist and pedestrian injuries and fatalities have begun to increase. New technology, ongoing educational campaigns and targeted safety investments are critical to supporting CDOT's goal of <i>Moving Towards Zero Deaths</i>.</p>

DRAFT



COLORADO

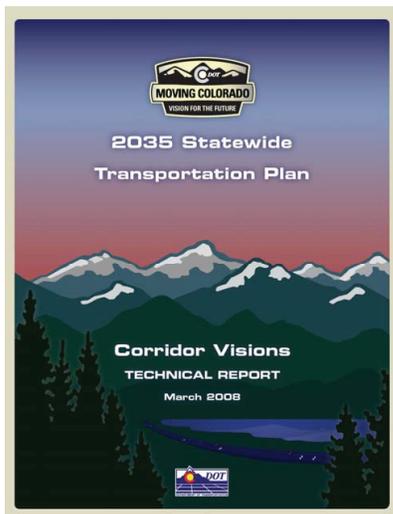
Department of
Transportation



Data Key Findings Overview



Background

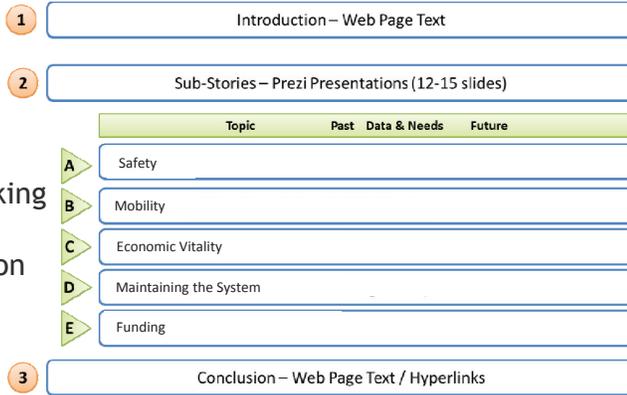


- Extensive data compilation and analysis for 2035 Plan
- Not easily digestible or public-facing
- Lack of Utility



Purpose

- Data-Driven Approach
- Supports other efforts in SWP development
 - CDOT is depending more on data to inform decision making
 - Conveys complex information in Public-facing format
 - Data helps develop key messages



Prezi Example





Data use in the Statewide Plan & Beyond



- Key Messages and Future Trends
- CDOT's use of data doesn't end with the Plan's adoption
- Tracking Progress Made
- Data Repository





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Transportation



Statewide Plan Needs and Gap Analysis



Purpose

- Summary report on CDOT's needs analysis being prepared as part of the Statewide Plan
- Two time periods
 - 2016-2025
 - 2026-2040
- Identification of the gap between projected available revenues and anticipated needs
- Important for communicating needs and revenue situation to the public as part of the Statewide Plan



Definition of Needs

- Investment levels needed to accomplish defined objectives
 - Focus on PD-14 goals
 - Categories
 - Maintenance/Asset Management
 - Operations/Safety
 - Transit Operations/Expansion
 - Bicycle/Pedestrian
 - Highway Expansion
 - Product is a dollar expression of representative needs overall and by category - NOT A LIST
-

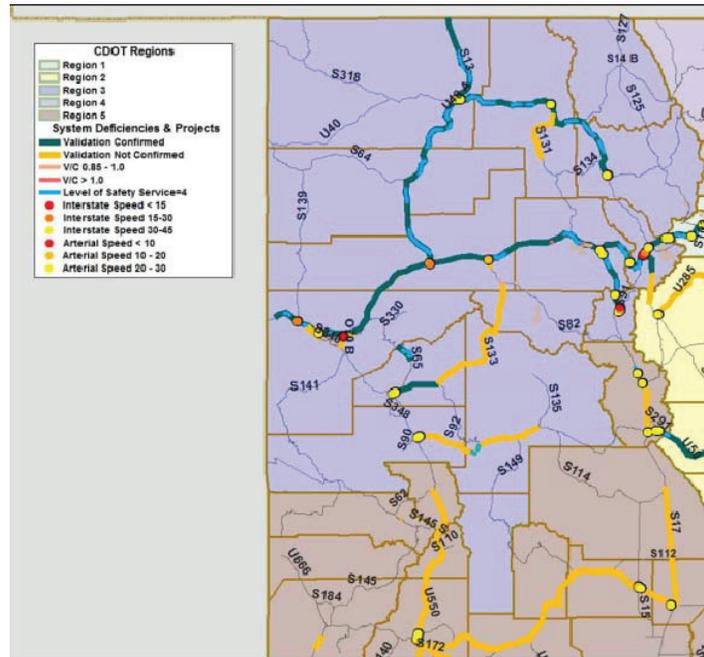


Methodology – Expansion Needs

- Developed a needs database - compilation of project and corridors from CDOT Regions, MPOs, Major Projects, TPR Plans
 - Developed data criteria and mapping
 - Congestion (V/C)
 - Speed (NHS - FHWA Data)
 - Safety (LOSS4)
 - Environmental document status
 - MPO Plan status
 - Conducted data-driven validation exercise
 - Identified additional needs from data analysis
 - Collaborated with TSM&O on operational strategy overlay
-



Methodology – Expansion Needs



Methodology – Multimodal/Safety

- Transit needs developed using
 - Statewide transit plan analysis
 - Regional transit plans
 - Bustang
 - Input from DTR
- Bicycle/Pedestrian needs coordinated with staff - qualitative discussion, highlight needs and next steps
- Developing targeted safety needs in addition to those covered by expansion and TSM&O capital



Methodology – Asset Management

- Coordinated with Transportation Performance Branch
 - PD-14
 - Deficit Report - Road and Bridge
 - Budget Setting Workshop - Other Asset Categories
-



Coordination – HQ & Regions

- Presented the highway expansion methodology and findings to a Senior Management Team
 - Conducted Two “Expansion Needs Committee” meetings
 - Met with region staff to discuss: methodology, needs database, and validation results
 - Strategized with: TSM&O, Safety Office, Information Management Branch- Freight, DTR, Transportation Performance Branch- Assets, Multimodal Planning Branch- Bike/Pedestrian
-



Preliminary Results – Needs (\$ Millions)

	Years 1-10 (\$ Millions)	Years 11-25 (\$ Millions)	Total (\$ Millions)
Capital Maintenance	\$5,841	\$8,761	\$14,602
Annual Maintenance	\$2,746	\$4,118	\$6,864
Highway Expansion	\$10,324	\$9,951	\$20,275
Targeted Safety/Operations (NOTE SAFETY TO BE ADDED)	\$322	\$388	\$710
Public Transportation Preservation	\$159	\$142	\$302
Public Transportation Expansion	\$95	\$119	\$214
Total	\$19,486	\$23,481	\$42,967



Preliminary Results – Gap (\$ Millions)

Item	Amount(\$ Millions)
Needs (\$ 2016)	\$42,967
Revenues (\$2016)	\$22,446
Gap (\$ 2016)	\$20,521



Annual Gap Comparison

- 2040 Statewide Plan - Annual Gap - \$851 Million
 - 2035 Statewide Plan - Annual Gap - \$4.7 Billion (Vision); \$2.9 Billion
 - Blue Ribbon Panel (2007) - Annual Gap - \$1.5 Billion
 - 2030 Statewide Plan - Annual Gap - \$4 Billion (Vision); \$1.8 Billion
 - 2020 Statewide Plan - Annual Gap - \$1.6 Billion
-



Uses in Statewide Plan

- To tell the story of overall statewide needs
- Communicate messages on 10 year and 25 year gap and why funding is needed



COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Room 262
Denver, CO 80222-3400

DATE: October 15, 2014
TO: Statewide Plan Committee of the Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Policy Directive (PD) 14

Purpose

The purpose of this memo is to highlight proposed revisions to Policy Directive (PD) 14 in the goal areas of Safety and Infrastructure Condition.

Action

Input and consensus on the proposed revisions.

Background

PD 14 guides the statewide planning process, development of Statewide Transportation Plan and the distribution of resources to meet various performance measures. The Commission discussed PD 14 several times last fall, with the last discussion occurring with the Statewide Plan Committee in January 2014. For the past several months, staff has apprised Committee members of new developments influencing revisions to PD 14. At the October Workshop Commissioners will be updated on proposed changes to the safety goal area. No changes have been made to infrastructure condition and maintenance goal areas, measures or objectives. Although PD 14 is scheduled for adoption in January 2015, it is a living document with additional refinement and revision anticipated after adoption.

Details

Attachment A provides a comparison between the last version Committee members commented on and the staff proposed changes for the following goal areas:

- **Safety Goal Area:**
 - Revised safety objectives due to proposed new definition of serious injuries in MAP-21 rulemaking and the safety data analyses included in the draft Strategic Highway Safety Plan

Next Steps

Next steps leading up to the adoption of PD 14 in January include:

- **November:**
 - **Safety Goal Area:**
 - Proposed bike and pedestrian safety measures and objectives
 - The addition of Truck Freight safety measures and objectives
 - **System Performance Goal Area:**
 - New Planning Time Index (PTI) objective for Interstates and National Highway System (NHS)
 - Addition of a PTI measure and objective for Truck Freight
 - Proposed bicycle and pedestrian measures and objectives
 - **Economic Vitality Goal Area (New):**
 - Potential measures and objectives



- December: Staff will seek a recommendation from Committee for Commission to adopt PD 14.
- January 2015: (POTENTIAL) Joint Meeting of Statewide Plan and Asset Management Committees:
 - Infrastructure Condition Goal Area:
 - Additional objectives for transportation asset management programs may be brought to the Commission and PD 14 may be updated to include the additional objectives.
- January 2015: Transportation Commission adoption of PD 14.

Attachments

Attachment A: Policy Directive (PD) 14 - Safety Goal Area



Policy Directive 14 – Safety Goal Area

Goal Area Definition	Latest Draft Version - January 2014 Measures and Objectives	Revised and New Measures and Objectives
<p><u>SAFETY</u> – Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.</p>	<p>MEASURES:</p> <ul style="list-style-type: none"> • Number of fatalities • Fatalities per vehicle miles traveled (VMT) • Number of serious injuries • Serious injuries per VMT • Economic impact of crashes <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • Achieve a five-year annual average reduction of 12 in the number of fatalities. • Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT. • Achieve a five-year annual average reduction of 100 in the number of serious injuries. • Achieve a five-year annual average serious injury rate of 25 per 100 million VMT. • Reduce the economic impact of crashes annually by 1% over the previous calendar year. 	<p>(1) Highways</p> <p>MEASURES:</p> <ul style="list-style-type: none"> • Number of fatalities • Fatalities per vehicle miles traveled (VMT) • Number of serious injuries • Serious injuries per VMT • Economic impact of crashes <p>OBJECTIVES:</p> <ul style="list-style-type: none"> • Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025. • Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025. • Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025. • Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025. • Reduce the economic impact of crashes annually by 1% over the previous calendar year. <p>(2) Truck Freight</p> <p>Measures and objectives are set for discussion in November.</p> <p>(3) Bike and Pedestrian</p> <ul style="list-style-type: none"> • Measures and objectives are set for discussion in November.

**Transportation Commission of Colorado
Audit Review Committee
Meeting Agenda
Wednesday, October 15, 2014
4201 East Arkansas Avenue**

**Gary Reiff, Chair Bill Theibaut Sidney Zink
District 3, Englewood District 10, Pueblo District 8, Durango**

**Doug Aden Ed Peterson
District 7, Grand Junction District 2, Lakewood**

**Les Gruen
District 9, Colorado Springs**

All commissioners are invited to attend this Committee meeting.

- 1. Call to Order**
- 2. Approval of July, 2014 Minutes p2**
- 3. Audit Charter*p5**
- 4. Status of Audit Plan 2015***
 - **Quarterly Schedule – Status and Revisionsp11**
 - **Audit Division Metricsp12**
- 5. Completed Audit Work**
 - **Boards*p13**
 - **FASTER/DTR*p25**
 - **CH2M Hill Cognizant Review*p35**
- 6. Audit Work In Progress - Summaries**
 - **WIMS..... p36**
 - **Fuel Phases 2 & 3 p36**
 - **A-133 Audit Program p36**
 - **Indirect Cost Rate Reviewsp36**
 - **Consultant Reviewsp37**
- 7. Outstanding Audit Recommendationsp38**
- 8. Fraud Hotline Statisticsp40**
- 9. ARC Questions, Requests, Discussion Itemsverbal**

THE AGENDA MAY BE ALTERED AT THE CHAIR’S DISCRETION

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

**Colorado Transportation Commission
Audit Review Committee
MEETING MINUTES
July 16, 2014
2:30 P.M. – 3:00 P.M.
CDOT Headquarters Auditorium**

COMMISSIONERS PRESENT: Gary Reiff, ARC Chairman, Les Gruen, Sidny Zink, and Kathleen Gilliland.

ALSO PRESENT: Barbara Gold, Audit Director; Scott Richrath, Chief Financial Officer; Josh Laipply, Chief Engineer; Scott McDaniel; Director Staff Branches; Trent Josten, Audit Supervisor; Daniel Pia, IT Auditor, Lisa Gibson, Program Administrator

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

1. Call to Order

ARC Chairman Reiff called the meeting to order on July 16, 2014, at 2:44 P.M. The meeting was held in the Auditorium at the Headquarters of the Colorado Department of Transportation. Roll was noted by the Secretary to the ARC.

2. Approval of Minutes of the Last ARC Meeting

ARC Chairman Reiff asked for approval of the meeting minutes for April 17, 2014. Approval of the minutes was moved by Commissioner Gruen, and seconded by Commissioner Zink. The minutes were adopted as published in the agenda.

3. Election of Audit Chair

It was moved by Commissioner Gruen that Chairman Reiff continues as Chair for another year. Commissioner Zink seconded the nomination. Chairman Reiff was elected for another year as the Chair.

4. Audit Report Presentations

A. *Presentation of the Indirect Rate Audit Findings*

Chairman Reiff asked Barbara Gold to review the Indirect Cost Audit Report. The Indirect Cost Audit was requested by our Executive Director to gain a better understanding of the components of CDOT's indirect cost rate. Barbara explained that Trent Josten was the lead auditor on that and was present to answer specific questions.

Chairman Reiff said he wanted to discuss further inconsistencies related to indirect cost charges. Scott Richrath asked Trent to confirm whether it was a fair statement that indirect cost rates fell to federal guidance and regulations and whether we found any violations of this guidance. Trent stated that federal regulations exist and are vague. They do, however, state that each cost be treated consistently in like circumstances either as a direct or indirect cost. Chair Reiff explained that he was more concerned with how and which employees

charge time to indirect rather than the overall accounting system and the calculation of the indirect cost rate. Scott asked Trent whether there were any large examples of glaring inconsistencies within CDOT. Trent confirmed this and explained a specific example of a variance between two regions charging indirect cost centers ranging from 26 percent to 43 percent was the most significant variance identified, but that other variables need to be considered, such as the number of employees in each region. Scott Richrath admitted to inconsistencies in the past. He feels SAP has helped to greatly reduce those. He pledged to work to reduce them even further. Chairman Reiff agreed that he would like to see the rate become more consistent among job titles and possibly reduced even further. Scott Richrath said the Audit Division did a great job in pointing out that improvements could be made particularly involving inconsistencies surrounding using job classifications of DPA versus using CDOT job classifications.

Commissioner Gruen wondered if we were attempting to hit a moving target. Scott Richrath assured him that there were areas of improvement. Gruen said it is important to refine the process so that everyone is on the same page. Scott Richrath agreed better guidance needs to be given on what bucket employee hours should be charged too, specifically, when it is appropriate to charge to indirect. Josh Laipply stated that he does not want the accounting system to drive the engineering work they do rather, time worked directly on a project should be charged to a project. Commissioner Zink said that she preferred an accurate and realistic look at what was required to charge directly to a project.

Scott Richrath said that he would report back in October regarding the Indirect Rate change on rate as well as methodology. Barbara Gold agreed.

B. Presentation of the Fuel Card Audit

Ms. Gold explained that the audit has four phases. Audit is providing on a quarterly basis, a high level overview of the audit results as each phase is completed. Once all phases are completed, a full report will be provided to the Committee. Chair Reiff asked if tighter controls were required for Fuel Cards. Barbara acknowledged that yes, greater control would be beneficial. Scott McDaniel said he feels they do have controls in place and much of it lies in the issues surrounding the reconciliation process. Commissioner Gruen asked if the problems discovered are due to fraud or reconciliation issues. Scott McDaniel feels it is the cumbersome reconciliation and exception process and the difficulty to manage that. Chair Reiff feels that even a very small case of fraud is unacceptable and very damaging.

C. Consultant Audits

At Chairman Reiff's request Barbara explained the prequalification process for consultants and ensuring that rates are fair and reasonable. The review of financial data has changed from how it was handled in the past. The consultants have voiced concern regarding the

financial impact that the greater oversight is having on them. Josh Laipply feels that initially prequalification may be hard but in the long run it will save time and is beneficial to the process. Commissioner Zink asked if anything was needed from the Commission related to this topic. Barbara confirmed that it was informative only and will prepare more quantitative information at the October meeting. Chairman Reiff said we needed to learn from other states and keep things open and available to smaller contractors to provide them an opportunity as well. Commissioner Zink agreed as long as everyone lives by the same rules.

D. Audit Division Charter

Chair Reiff asked to re-address the charter at the next meeting in October. Commissioner Zink will contact Barbara related to questions about several words in the charter.

E. Outstanding Recommendations Summary

Commissioner Gruen liked the updated Outstanding Recommendations Summary and also had questions as to staffing. Barbara said that some guidance related to whether attention should be directed toward internal audits vs consultants. Commissioners Zink & Gilliland said priorities and risk level had to be evaluated to know where to direct attention.

F. Audit Division Plan

Ms. Gold asked for approval of changes to the Audit Plan. Commissioner Zink motioned for the changes to be approved. Commissioner Gruen seconded and it passed without opposition.

G. Outstanding Recommendations

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

1. Other Items

Scott Richrath thanked Audit for working with their section on the review of the flood.

2. Adjournment

Chairman Reiff announced that the meeting was adjourned at 3:28 p.m.

Action Items

Update the Audit Plan with approved changes.

Send an electronic copy of the Charter to Commissioner Zink for her review.

I. Audit Division Charter

INTRODUCTION:

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

ROLE:

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

PROFESSIONALISM:

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

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

AUTHORITY:

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

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

ORGANIZATION:

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

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

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

The ARC will:

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

The TC will:

- Provide recommendations to the Executive Director on the appointment and removal of the Director of the Audit Division.

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

INDEPENDENCE AND OBJECTIVITY:

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

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

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

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

RESPONSIBILITY:

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

1. Review Division and Work Unit functions within the Department at appropriate intervals to determine whether they are efficiently and effectively carrying out their functions of planning, organizing, directing, and controlling in accordance with management instructions, policies, and procedures, and in a manner that is in agreement with both department objectives and high standards of administrative practice.
2. Determine the adequacy and effectiveness of the Department's systems of internal accounting and operating controls.
3. Evaluate risk exposure related to achievement of the organization's strategic objectives.
4. Monitor and evaluate governance processes.
5. Monitor and evaluate the effectiveness of the organization's risk management processes.
6. Perform consulting and advisory services related to governance, risk management and control as appropriate for the organization without assuming management responsibility.
7. Review the reliability and integrity of financial information and the means used to identify, measure, classify, and report such information.
8. Review the established systems to ensure compliance with those policies, plans, procedures, laws, and regulations which could have a significant impact on operations and reports, and determine whether the organization is in compliance. Suggest policy where appropriate.
9. Review the means of safeguarding assets and, as appropriate, verify the existence of such assets.
10. Evaluate the effectiveness and efficiency with which resources are employed, identify opportunities to improve operating performance, and recommend solutions to problems where appropriate.
11. Review operations and programs to ascertain whether results are consistent with established objectives and goals and whether the operations or programs are being carried out as planned.
12. Coordinate audit efforts with those of auditors outside of the Department as required.

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

AUDIT PLAN:

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

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

activity reports.

REPORTING AND MONITORING:

A written report will be prepared and issued by the Director of the Audit Division or designee following the conclusion of each internal audit engagement and will be distributed as appropriate. Internal audit results will also be communicated to the ARC.

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

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

QUALITY ASSURANCE AND IMPROVEMENT PROGRAM:

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

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

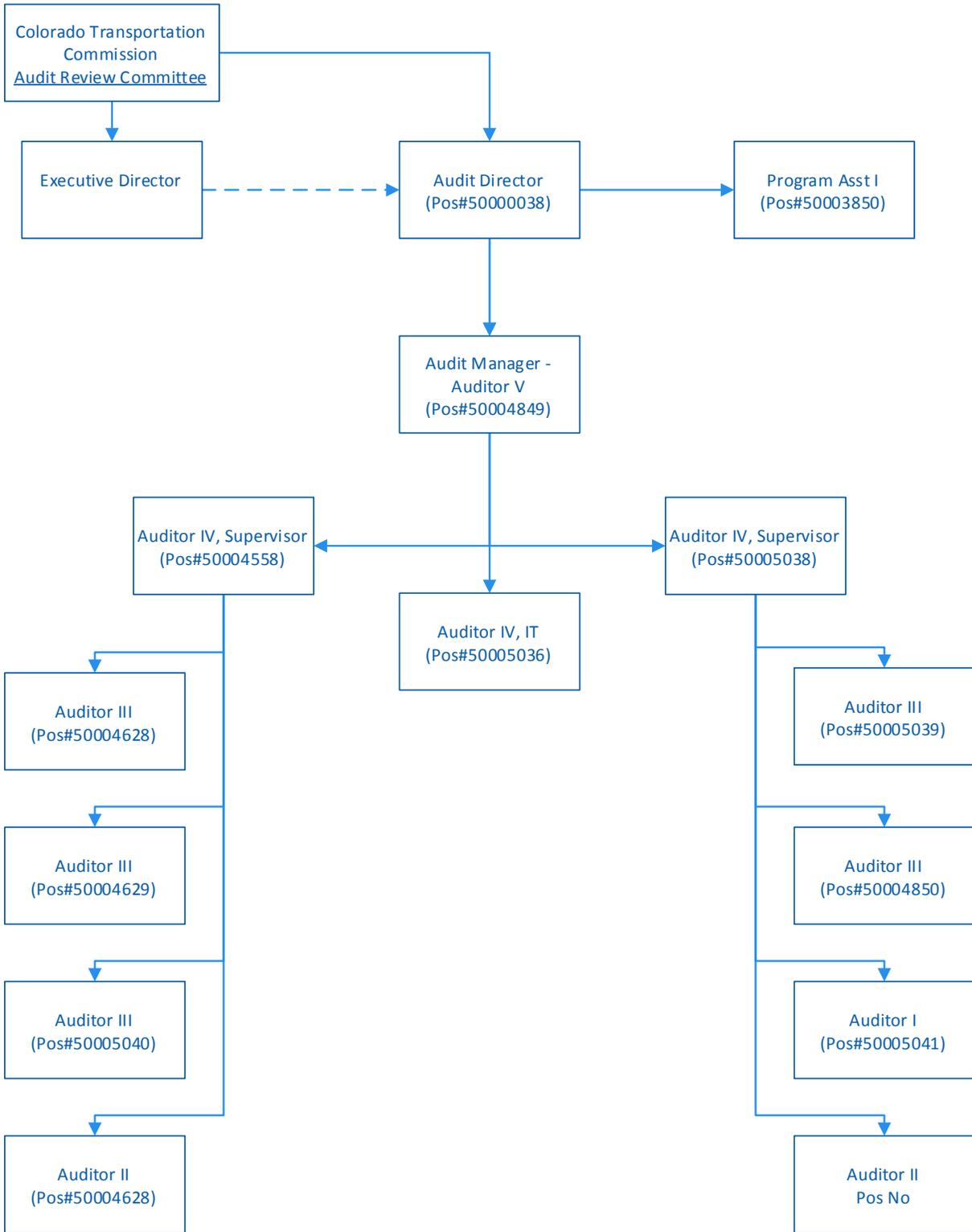
Approved _____ Date _____

Gary Reiff
Audit Review Committee Chairman

_____ Date _____

Barbara J. Gold
Audit Division Director

Appendix II. Audit Division Organization Chart



**CDOT Audit Division
2015 Audit Division Plan
as of September 30, 2014**

Type	O1 Apr - Jun	O2 Jul - Sep	O3 Oct - Dec	O4 Jan - Mar
Internal Audit Services	Flood		Flood - from Q2 and Q3	FASTER Safety
	Fuel Card Audit - Phase 1	Fuel Card Audit - Phase 2	<i>Fuel Card Audit - Phase 2 & 3</i>	Contracts/Procurement
	Requirements of CDOT Boards	Requirements of CDOT Boards	<i>UrHub</i>	
	CDOT Indirect Rate	WIMS - Division of Aeronautics	<i>WIMS - Division of Aeronautics</i>	
	Fraud	Fraud	Fraud	Fraud
	Special Requests - FASTER DTR	Special Requests - FASTER DTR	Special Requests	Special Requests
	Outstanding Recommendations	Outstanding Recommendations	Outstanding Recommendations	Outstanding Recommendations
External Audit Services	A-133 Reviews	A-133 Reviews	A-133 Reviews	A-133 Reviews
	Disputes and Claims	Disputes and Claims (none)	Disputes and Claims	Disputes and Claims
	Consultant Audits	Consultant Prequalifications	Consultant Prequalifications	Consultant Prequalifications
	Indirect Cost Rate Reviews	Indirect Cost Rate Reviews	Indirect Cost Rate Reviews	Indirect Cost Rate Reviews
	Sole Source Reviews	Sole Source Reviews	Sole Source Reviews	Sole Source Reviews
		Cognizant Audits	Final Cost Audits	Final Cost Audits
Data Analytics	Fuel	Fuel	Fuel	Fuel
		Purchase Analytics <i>Indirect Cost/Dollar of Construction</i>	Purchase Analytics <i>Indirect Cost/Dollar of Construction</i>	Purchase Analytics Fleet Use of Consultants
Advisory Internal Processes	RAMP	RAMP	RAMP	RAMP
	GRC Implementation	Lean Collaboration	Dispute Program	Peer Reviews
	Lean Collaboration	Final Cost Audit Program (<i>ask gc</i>)	Lean Collaboration	Lean Collaboration
	A-133 Program Revision	<i>Indirect Cost Rate Program</i>	<i>Indirect Cost Rate Program</i>	
	Sole Source Program	Outstanding Recommendations	<i>Outstanding Recommendations</i>	
	Data Analytic Program	Fraud Hotline Peer Reviews	<i>Fraud Hotline</i> <i>Peer Reviews</i>	
Legend:	Complete In Progress <i>Proposed Changes</i>			

**CDOT Audit Division
Audit Metrics
as of September 30, 2014**

	Goal	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	YTD
Audits Completed	9	3	2			5
Requests for Audit Services	6	1	0			1
A-133	230 (*)	1	163			164
Financial Qualifications	150	38	60			98
Other External	29	7	5			12
Internal Audit Processes	9	3	1			4
Data Analytics	8	1	1			2
Regional visits	6	1	1			2
Department-Wide Communications	1	0	0			0
Report Delivered When Committed	Within 2 weeks	1	1			2
Add Value Rating	3 or above	2.75	3.14			3.00
Actual / Budget Audit Hours	+/- 20%	69%	7%			37%

(*) Revised totals for the A-133 is 286.

REPORT OF REVIEW

Colorado Department of Transportation

AUDIT DIVISION

Barbara J. Gold, CPA CISA, Director



Audit Team:
Naomi Smith
Dawn Olson
Melissa Canaday

AREA OF REVIEW:

CDOT Boards and Commissions

Report Date: August 29, 2014

Audit Report 15-001

EXECUTIVE SUMMARY - BOARDS AND COMMISSIONS

Purpose of Audit

The purpose of our audit is to determine whether the Colorado Department of Transportation's Boards and Commissions comply with the Colorado Sunshine Law, Part 4 Open Meetings Law.

What We Found

We found that the CDOT Boards and Commissions encourage openness and transparency and for the most part, comply with the Open Meetings Law. Meetings were advertised, agendas and meeting minutes were posted in compliance with the Colorado Open Meetings Law. We found that some open meetings did not publish minutes, and some Executive Sessions did not follow appropriate protocol. It is not the intent of the Open Meetings Law to punish violators of the provisions. However, if action has been taken that has been determined to be in non-compliance with this law, that action may be determined void by the Courts. Furthermore, if a Court reviews an Executive Session record for statutory compliance and determines the content is not allowable or unlawful decision-making occurred, the Court may make public those portions of the record.

Our audit report includes compliance recommendations and best practice recommendations. We have discussed each of these recommendations with management. The intent of each is to add value to CDOT's commission and boards by increasing its transparency with the public.

Compliance Recommendations:

- The Transportation Commission should electronically record the Commission breakfast meetings or revise the corresponding rule, and publish breakfast meeting minutes.
- The Colorado Board of Aeronautics should convene all Executive Sessions during a regular or special meeting, and the written meeting minutes should reflect the topic of the Executive Session.

Best Practice Recommendations for CDOT Boards and Commissions

- Meeting notices, agendas and minutes should be published to each Board or Commission's website, retained on the website for a minimum of three years, with the website publish date and time recorded and retained.
- Policies regarding retention of electronic recordings of Executive Sessions beyond the 90 day statutory minimum should be reviewed.
- Governance documents, such as bylaws, policies and procedures, should be reviewed and updated for antiquated language.

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Boards and Commissions

Background

The Colorado General Assembly declared that “it is the policy of this state that the formation of public policy is public business and may not be conducted in secret.” The Colorado Open Meetings Law, also known as the Sunshine Law due to its intent to shed light on the activities of government, applies to “state public bodies,” and includes boards and commissions with policy or advisory-making authority. Statute (Section 24-6-401 et seq C.R.S.) establishes the methods by which public meetings are conducted. The law states that meetings of two or more members of any state public body where public business is discussed must be open to the public, where the discussion of public business is the central topic.

The Open Meetings Law covers all Colorado Type 1 boards, committees, commissions, authorities or other advisory, policy-making, rule-making or other formally constituted bodies which have been delegated a governmental decision-making function. Type 1 boards, per 24-1-105 C.R.S. are administered under the supervision of the principle department, independent of the department’s Executive Director. We conducted an audit of CDOT Type 1 boards and commissions to determine if they are following statutory guidelines related to public meetings and the Open Meetings Law. CDOT has four Type 1 Boards:

Transportation Commission

CDOT’s Transportation Commission manages Colorado’s transportation system. The Commission is comprised of 11 commissioners who represent specific districts. Commissioners are appointed by the Governor, confirmed by the Senate, and serve a four-year term.

High Performance Transportation Enterprise

The High-Performance Transportation Enterprise (HPTE) was formed to pursue innovative means of more efficiently financing transportation infrastructure projects that accelerate the economic recovery of the state. The HPTE Board is comprised of seven members, four members appointed by the Governor and three members of the Colorado Transportation Commission, serving at the pleasure of the Governor.

Colorado Bridge Enterprise

The General Assembly created the Colorado Bridge Enterprise (CBE) as a government-owned business within the Colorado Department of Transportation, pursuant to statute (Section 43-4-805 C. R.S.) The CBE’s primary objective includes complete bridge projects designated as structurally deficient, functionally obsolete or rated as poor by CDOT. The members of the CBE are the members of the Colorado Transportation Commission, serving four year terms.

Colorado Aeronautical Board

The Colorado Aeronautical Board (CAB) is responsible for aviation development in Colorado. The Board is comprised of seven members, appointed by the Governor, for three-year terms. CDOT’s Aeronautics Division administratively supports the CAB.

The following terms are defined in the Colorado Revised Statutes:

- **Closed Meeting** – That part of a regular or special meeting that is closed to the public, called an Executive Session.
- **Executive Session** - any session within a regular/special meeting which, upon meeting the statutory guidelines, is closed to the public.

- Meeting – any gathering of two or more board members convened to discuss public business.
- Minutes of an Executive Session – No written minutes are required to be taken of an Executive Session; however an electronic recording of the session is required and is to be retained for a minimum of 90 days.

Objective and Scope

The objective of our audit is to determine the compliance of the Transportation Commission, the High Performance Transportation Enterprise, the Colorado Bridge Enterprise and the Colorado Aeronautical Board with the Colorado Open Meetings Law statute. Our audit scope focused on board meetings held between January 1, 2013 through April 30, 2014. Our audit methodology encompassed interviews, obtaining and reviewing agendas, meeting minutes, publish dates and analyzing/testing for compliance with statute, bylaws, and best practices.

Methodology

We identified and reviewed statutes related to the Colorado Open Meetings Law, as well as related governance documents, such as the Rules and bylaws. We divided our testing into three sections: (1) Agendas/Minutes/External Notifications (2) Executive Sessions (3) Antiquated Governance. We consulted with representatives from the Office of the Attorney General for applicability and what constitutes compliance. We conducted this performance audit in accordance with *Generally Accepted Government Auditing Standards*. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Transportation Commission Meetings

Colorado's transportation system is managed by CDOT, under the direction of the Transportation Commission (Commission.) Colorado Revised Statute 43-1-106 created the eleven-member Commission, whose duties include formulating general policy relative to transportation infrastructure and promulgating and adopting CDOT's budgets and programs. Based on Colorado's Open Meeting Law and consultations with CDOT's representatives from the Attorney General's Office, we determined that the Transportation Commission Meetings (the Commission Meeting) begins with the first workshop (Ad Hoc and Standing Committee) on day one, and ends with the adjournment of the regular meeting on day two. The Commission is required by statute to hold no less than eight meetings per year, with the regular Commission meeting being held on the third Thursday of each month. Not only did the Commission comply with this requirement, they went above the statutory requirement and created Ad Hoc and Standing Committees to address specific and general needs. The Ad Hoc and Standing Committee meetings begin the day prior to the Regular Commission meeting.

We found no exceptions with the statutory requirements for Commission agendas, meeting notices, and Executive Sessions. We also reviewed the Commission Meetings for compliance with statute (Section 24-6-401/402 C.R.S.), Open Meetings Law, and 2 CCR 601-11, Rules Governing Practice and Procedures of the Transportation Commission of Colorado. It should be noted that these rules are adopted by the Commission themselves, may be amended, and are generally meant to provide more specificity to how the Commission functions than does the statute.

Transportation Commission Meeting Minutes and Recordings

The Transportation Commission Meeting, as noted previously, consists of several meetings over two consecutive days. Statutes and rules stipulate when minutes must be taken, when minutes must be recorded electronically, how long minutes should be retained and specific details required to be recorded about attendees. These requirements are summarized below:

- Statute (24-6-402 (2)(d)(I) C.R.S.) - minutes of any meeting of a state public body shall be taken and promptly recorded
- 2 CCR 601-11 8.01- meetings of the Commission shall be electronically recorded. The audio files shall be kept permanently by the Secretary.
- 2 CCR 601-11 8.02- the Secretary shall make and maintain minutes of all Commission meetings. Minutes shall be written in the order in which the issues were considered at the meeting, shall be prepared promptly, and shall be open to public inspection. Minutes of each meeting shall state, by name, the Commissioners that are present and absent as well as Department executive management that are present.

We requested and reviewed Commission minutes and electronic recordings for compliance and we found that not all workshop meetings have a written summary of the meeting (as required by statute), and the Commission breakfast meetings have neither a written summary (as required by statute) nor are they electronically recorded (as required by rule). Compliance with the above statute and rules regarding open meetings allows citizens greater opportunity to become fully informed on public issues.

Compliance Recommendation No. 1

In order to comply with the above statutes and rule, we recommend that the Commission:

- a. Electronically record Commission breakfast meetings, or revise the rules to align with statute.
- b. Publish a written meeting summary.

Management Response: Agree. Transportation Commission Secretary proposes to change the Commission rules to delete the requirement that all Commission meetings be electronically recorded. This requirement in rule exceeds statutory requirements. Commission Secretary also agrees a brief written meeting summary of the breakfast meetings is appropriate.

Person Responsible for Implementation: Secretary of the Transportation Commission

Implementation Date: Begin revising rules in FY '15, and begin brief meeting summary of breakfast meetings in October.

Transportation Commission External Notification List

The Open Meetings Law (Section 24-6-402 (7) C.R.S.), states that the secretary or clerk of each state public body shall maintain a list of persons who, within the previous two years, have requested notification of meetings or of meetings when specified policies will be discussed and shall provide reasonable advance notification of such meetings. During our audit we reviewed the external notification lists and supporting documentation available for the period of January 2013 – April 2014 for these requests. Based upon our testing, we found that five requests for meeting notifications had not been sent. We discussed this with the Commission Liaison and CDOT management acknowledged the importance of informing citizens who have requested

notification of meetings and implemented the following compliance recommendation during the course of our audit.

Compliance Recommendation No. 2

We recommend the Commission ensure that meeting notifications to requested parties be sent in a timely manner.

Management Response: Agree.

Implementation Date: July 2014

Executive Sessions - Retention of Electronic Recordings

Electronic recordings of Executive Sessions could be subject to the Open Records Act, if a Court determines the meeting was not in compliance with the Open Meetings Law. In support of this, statute requires that electronic recordings of Executive Sessions are to be retained for a minimum of 90 days after the date of the Executive Session. If a judge determines the Executive Session was in non-compliance with the Open Meetings Law, the recording, if it exists, is required to be given to the judge. This submission is required even if the recording is older than 90 days. The judge may then make such records public.

The 90 day retention requirement allows a reasonable time for review when noncompliance concerns are raised. At the time of our audit, we found that the Commission’s current practice is to retain electronic recordings of Executive Sessions longer than statute requires.

Best Practice Recommendation No. 1

As a best practice we recommend that the Commission review retaining electronic recordings of Executive Sessions longer than the 90 day statutory minimum.

Management Response: Agree. Transportation Commission Secretary proposes to amend Commission Rules to reflect the 90 day statutory minimum for retention of Executive Session recordings.

Person Responsible for Implementation: Secretary of the Transportation Commission

Implementation Date: Begin revising rules in Fiscal Year 2015.

High Performance Transportation Enterprise (HPTE)

HPTE was created in 2009 with the passage of the Funding Advancement for Surface Transportation and Economic Recovery Act (FASTER) in order to pursue P3s and other creative financing mechanisms. The law created an HPTE Board of Directors, comprised of three members of the Transportation Commission and four members appointed by the Governor.

We reviewed the HPTE meetings for compliance with statute (Section 24-6-401/402 C.R.S.) Open Meetings Law, as well as with the HPTE by-laws. We found that the HPTE complies with the statutory requirements for:

- Holding regular board meetings at least eight times per year
- Posting meeting agendas with full and timely notice

- Recording and publishing meeting minutes promptly
- Maintaining and notifying all external parties of meeting notifications
- Conducting Executive Sessions.

We also tested the dates and times that the agendas and minutes of the HPTE meetings were published to the website to determine the timely notice of agendas and published minutes. This testwork included reviewing an intricate trail of internal emails from the HPTE secretary to the CDOT webmaster in order to trace the events and to document compliance. We did not identify any exceptions. However, if a document is reloaded to replace an agenda notice or meeting minutes, the internal software overwrites the publishing information incorrectly. Inadequate published data may lead to a perception of non-compliance with timeliness. As a result, we recommend the following best practice.

Best Practice Recommendation No. 2

We recommend as a best practice that HPTE determine a method to document the date and time each document is uploaded and published to the website in order to document compliance.

Management Response: Agree

Person Responsible for Implementation: Director of HPTE and the Program Assistant

Implementation Date: No later than December 31, 2014

Antiquated Language

During our review, we found in HPTE’s bylaws references to calling a Special Meeting, in an emergency, “by telephone or telegraph”. Governance documents should contain up-to-date guidance for the management of the activities and conduct of the Board. Outdated bylaws can cause actions taken by the Board to be considered non-compliant. Therefore, we have the following best practice recommendation.

Best Practice Recommendation No. 3

We recommend, as a best practice That HPTE review their governance documents to ensure proper and current guidance.

Management Response: Agree

Person Responsible for Implementation: Director of HPTE and the Program Assistant

Implementation Date: No later than December 31, 2014

Colorado Bridge Enterprise (CBE)

The Colorado Bridge Enterprise, similar to HPTE was also created by FASTER legislation. The CBE, whose purpose is to repair/replace bridges, is governed by a Board comprised of 11 members, all Transportation Commissioners. CBE’s bylaws require its Board to meet not less than eight times per year. We reviewed the CBE meetings for compliance with the Open Meetings Law, as well as with the CBE by laws. We found that the CBE complies with the statutory requirements for:

- posting meeting agendas with full and timely notice,
- recording and publishing meeting minutes promptly,
- maintaining and notifying all external parties of meeting notifications,
- conducting Executive Sessions,
- publishing agendas and meeting packets (on the Commission website)

One area we found where CBE can benefit from is improving the consistency in which they publish meeting agendas and meeting minutes to the CBE website. We found that the website has a link for these documents however the documents had not been posted to the site during our review period. We learned that the Commission Liaison position had taken over the posting of documents several months ago, and was not aware that the CBE documents had been posted to the CBE website previously until discussed in this audit. The benefit of keeping documents current on the CBE website is that the public can easily stay informed and be involved without having to search for documents. Management implemented this recommendation during the course of our audit.

Best Practice Recommendation No. 4

As a best practice recommendation, the CBE should upload/publish agendas and meeting minutes of the CBE Board to the CBE website in a timely manner.

Management Response: After becoming aware of this requirement, effective with the July 2014 Colorado Bridge Enterprise meeting, the Commission Liaison began posting CBE materials to the CBE website.

Implementation Date: July, 2014

Antiquated Language

As with HPTE, the CBE bylaws refer to calling a Special Meeting, in an emergency, by “telephone or telegraph”. Governance documents should contain up-to-date guidance for the management of the activities and conduct of the Board. Outdated bylaws can cause actions taken by the Board to be considered non-compliant.

Best Practice Recommendation No. 5

We recommend, as a best practice that the CBE review their governance documents to ensure proper and current guidance.

Management Response: Agree

Person Responsible for Implementation: Secretary of the Transportation Commission

Implementation Date: November, 2014

Colorado Aeronautical Board (CAB)

The seven member Colorado Aeronautical Board was created by statute to develop aviation in Colorado. According to the CAB Policy & Procedure Manual, the Board will generally hold six

regular meetings, with additional meetings as scheduled, to be held in accordance with the Colorado Open Meetings law.

Agendas

We found that the CAB meeting notices and agendas are posted on the CAB website, the Division of Aeronautics front door as well as at the meeting location. This practice is in compliance with the Open Meetings Law. After the meetings are held, CAB removes these postings from the web site. As a result we were unable to test whether or not meeting notices and meeting agendas were posted timely. Although not required by statute, by retaining these postings on the Division's website there is historical documentation of compliance.

Best Practice Recommendation No. 6

We recommend, as a best practice, that the CAB publish meeting notices, meeting agendas and meeting minutes on the CAB website and retain the notices on the website for a minimum of three calendar years, plus the current calendar year.

Management Response: Agree

Person Responsible for Implementation: Director of Aeronautics

Implementation Date: September 2014

Executive Sessions

The Open Meetings Law requires that an Executive Session be convened only within a regular or special meeting. In addition, there are specific requirements for opening Executive Sessions. These requirements include: stating the citation and topic, and then proceeding after receiving an affirmation of two thirds of the membership. As a result of our audit work, we identified that CAB, albeit acting in good faith that it was in full compliance with the law, convened multiple closed session meetings that were not procedurally held in accordance with the statute. The Aeronautics Division holds stand-alone deliberative work session meetings which are closed to the public – similar to Executive Sessions. However, CAB initially interpreted this statute as a requirement for the topic being discussed rather than requirements that establish a closed or Executive Session. Here too, the CAB acted in the good faith belief that it conducted all such sessions in full compliance with the law. If the public believes Executive Sessions were not held in compliance with the open meetings law they can be challenged in court against the open records act.

We discussed both issues with the Director of Aeronautics and he presented them to the CAB. The CAB agreed with our recommendations and has implemented them.

Compliance Recommendation No. 3

We recommend that the CAB:

(a) Ensure that all anticipated Executive Sessions are held within a regular or special meeting and noticed on a timely posted agenda

(b) That the written meeting minutes reflect the roll call of the regular/special meeting as well as the topic of the Executive Session.

Management Response: Agree

Person Responsible for Implementation: Director of Aeronautics

Implementation Date: September 2014

We would like to thank the Secretary of the Transportation Commission and the Directors of the High Performance Transportation Enterprise, the Colorado Bridge Enterprise and the Colorado Division of Aeronautics for their cooperation and for providing us an understanding of CDOT's Boards and Commissions.

Approved: _____

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

**CDOT Audit Division
Boards and Commissions Audit
Summary of Compliance
As of July 31, 2014**

	TC	HPTE	CBE	CAB
Agenda's / Minutes / External Notifications				
Timely Notice of Agenda / CRS 24-6-402(2)(a), (c) <ul style="list-style-type: none"> • Full and Timely Notice Posted • Within a Reasonable Time • Prior to the Meeting 	In Compliance	In Compliance	In Compliance	In Compliance
Public Meetings of two or more shall record and publish minutes CRS 24-6-402(2)(c) <ul style="list-style-type: none"> • Minutes must be taken • Open to public inspection 	Rec # 1	In Compliance	In Compliance	In Compliance
Meeting Minutes shall be published promptly / CRS 24-6-402 (2)(d)(I) <ul style="list-style-type: none"> • Promptly recorded 	In Compliance	In Compliance	In Compliance	In Compliance
External Notification List / CRS 24-6-402 (7) <ul style="list-style-type: none"> • Must maintain a list of persons who request to be notified of meetings or discussions on specific topics • Provide list members reasonable advance notice. • A request covers a 2-year period. 	Rec # 2	In Compliance	In Compliance	In Compliance
Executive Session Requirements				
Executive Session only during Regular or Special meeting CRS 24-6-402 (3) (a)	In Compliance	In Compliance	In Compliance	Rec # 3
Executive Session requirements (announcement, citation, vote, topic) 24-6-402 (3) (a); 24-6-402 (3) (a) (I), (II), (III), (IV), (V) Requires: <ul style="list-style-type: none"> • Announcement to the public of the Topic for discussion • Citation to authorizing law • A 2/3 vote to go into Executive session Limited to: <ul style="list-style-type: none"> • Discussion of purchase of property or sale at competitive bidding if premature disclosure would give an unfair competitive or bargaining advantage • To determine positions in negotiations with employees or employee organizations, develop strategy or receive reports and instruct negotiators • Matters which state or federal law require be kept confidential • Security arrangements • To receive legal advice from an attorney on specific legal questions • Personnel related discussions of public officials or employees, only if the employee or public official requests an Executive session. 	In Compliance	In Compliance	In Compliance	In Compliance
Executive Session topic must be published in meeting minutes CRS 24-6-402 (2) (d) (I)	In Compliance	In Compliance	In Compliance	Rec # 3
Executive Session electronic recording must be retained for a minimum of 90 days CRS 24-6-402d.5 (E)	In Compliance	In Compliance	In Compliance	In Compliance

Appendix A

REPORT OF REVIEW

Colorado Department of Transportation

AUDIT DIVISION

Barbara J. Gold, CPA, CISA, Director



Audit Team

**Naomi Smith
Trent Josten
Daniel Pia
Liz Meyers**

AREA OF REVIEW:

FASTER DTR

Report Date: July 15, 2014

Audit No: 15-003

FASTER DTR

Background:

We conducted a review for the Division of Transit and Rail (DTR) at the request of its Division Director. The Division Director sought a report that demonstrated how the FASTER dollars were awarded, the status of projects (completed, modified, and/or withdrawn), as well as the balance of funds not used.

Objective and Scope

Part of the Division Director's objectives for our review included the Division becoming more accountable; demonstrating good stewardship of FASTER Transit funds; and the ability to produce reports that show how FASTER Transit construction dollars were spent. Based on this we limited our scope to the DTR FASTER Transit Program operations from March 2009 to June 2014.

Methodology

Our review included the use of Risk Based Integrated Auditing techniques by engaging a consultant. This methodology begins with a review of general controls such as stability of staff, defined team objectives, adequate training and documented policies and procedures.

FASTER Transit Reporting

We requested from DTR, reports used to monitor the FASTER program. We identified five different reports that DTR developed. Each of these reports were individual efforts by different DTR staff and primarily track project awards. As noted below, each of these reports have a different purpose and were not intended to track the lifecycle of DTR FASTER projects. The first report, the Budget Summary, is provided by the business office. It is not included in the table below however; we reviewed this report and found that some of the data included in the report does not reconcile to source data. The remaining four reports and purposes are:

- **Business Office** report tracks each step taken to set up and budget the DTR-managed projects
- **DTR Planning** report lists FASTER projects in an effort to determine how funding was distributed among minority and disabled communities
- **FASTER Projects** report was developed for the Policy Office, which was developing a list of all FASTER projects and a report on the progress of the overall FASTER program
- **Master List** was developed to show all FASTER awards, allocations and current status

We reviewed the above reports and identified the following concerns:

- Each report has a different number of projects.
- The reports were created as separate efforts without coordination.
- Three of the four reports lacked SAP data to show amounts budgeted, spent and encumbered.
- Three of the four Reports were missing project numbers.
- None of the reports listed below total to the \$75 million allocated over the previous five years.

Based on the five reports available at the time of our audit, DTR did not have a system in place to track the entire lifecycle of projects including revenues collected, projects awarded, projects

FASTER DTR

budgeted, amount spent on each project, amounts encumbered and projects closed out. The chart below summarizes these concerns:

FASTER DTR - Statewide and Local - Project Status as of 6/26/2014

Report's Name	Number of Projects	Projects with project numbers	Projects Without project numbers	Duplicate Project Numbers	Source Data	Awarded Amount
Business Office	162	128	33	1	Contracts	\$44,633,963.00
DTR Planning	236	166	50	20	TC award List	\$85,496,753.00
FASTER projects	138	138	0	0	SAP	\$39,789,298.27
Master List	208	122	76	10	Award / SAP	\$76,238,841.00

Source: Audit Division Analysis of DTR Reports

We generated a separate independent report using multiple transaction codes from SAP. One transaction code provided summary level information of projects by fiscal year. The second provided project numbers and the third provided the detailed information related to each grant. We also generated a report using DTR cost centers to show amounts expended on DTR administrative costs and amounts budgeted for the inter-regional bus program. By combining specific information from these transaction codes, we created a report with the following information:

FASTER DTR - Statewide and Local - Project Status as of 6/26/2014

Type of Report	Budget \$	Spent \$	Encumber \$	Balance \$
Projects	\$49,068,923	\$22,773,901	\$22,889,543	\$3,405,479
Admin. Costs and Inter-regional Bus	\$12,022,201	\$3,129,331	\$8,892,870	\$ -
Total	\$61,091,124	\$25,903,232	\$31,782,413	\$3,405,479

Source: Audit Division Analysis of SAP

We provided DTR with the information needed to generate the above report. However, we were unable to give assurance as to the accuracy of the data in the report we generated because we did not audit the information. In addition as the chart above shows, the SAP reports we generated do not total to the \$75 million allocated over the previous five years. In order to reconcile to the \$75 million allocation DTR needs to research the revenue allocation method. DTR will need this data to adequately monitor funds of Statewide and Local FASTER Transit projects from Award to final project close out.

Policies and procedures that establish a system for tracking projects including how to generate reports and reconcile amounts are necessary in order to adequately monitor FASTER Transit awards. DTR is currently developing policies and procedures, but have not started on procedures related to tracking the status of projects. By implementing a process to track projects from award to final close out, management will be able to identify:

- Projects not getting started
- Projects not being completed timely
- Projects being withdrawn

FASTER DTR

- Project savings that can be applied to new projects
- Ineffective cash management

The DTR Director is aware of the need to develop reports that demonstrate how FASTER dollars were awarded, the status of projects, as well as the balance of funds not used. He is also aware of the benefits these reports can provide to the DTR program and because of this he requested our review. In order to accomplish and generate these reports, policies and procedures need to be established related to the development of reports. During our audit, the DTR Director agreed with this and added that his team is already making progress in this area.

Reporting Recommendation:

The DTR Director should develop, implement and enforce policies and procedures related to tracking FASTER Transit projects. These procedures need to include a process that will guide DTR staff on how to obtain this information and reconcile to verify accuracy and completeness. At a minimum, the procedures should:

- Define who is responsible for pulling the data and how often it is pulled.
- Train staff on how to pull the needed data.
- Define who is responsible for reviewing the report.

Management Response: (Agree, Disagree, Partially Agree)

Agree. The Transit Section has made significant progress in this area, and has begun the process to fully document the overriding policies and specific procedures, including staff assignments to insure full coverage. The management team is fully staffed now, and the development/implementation of COTRAMS has helped to guide and organize this effort. An essential part of the recommendation that needs to be better integrated is the procedures to "reconcile and verify accuracy and completeness". The analysis prepared by the Audit Team has been helpful, however, explainable gaps still exist with FASTER Transit funds that went to Regional "pools" for awarded projects that have not been budgeted; past years totals in this category have been "swept" back for reallocation. The Business Office is currently conducting this analysis. Discrepancies also exist in the table of conflicting reports. For example; (1) the TC Award List totals \$67,926,213 with the remainder going to administration and FRA grant matching. The \$42,857,133 likely represents the TC awarded projects for the Statewide Funds (Local Funds unaccounted for). (2) Similarly, the Business Office reports only consider statewide funds, not local funds.

Please refer to appendix A for specific details on the proposed action plan (responsible parties and completion dates) provided by the Division of Transit & Rail.

Implementation Date:

Appendix A provides specific details on the proposed action plan beginning September 30, 2014 and completed June 30, 2015.

FASTER Transit General Controls:

General Controls are the processes management puts into place to ensure that the business objectives of the organization are met. General controls are necessary to assure controls are working over time. Without general controls, management can only assure whether controls are working on the specific day they are reviewed. These controls include:

FASTER DTR

- Stability of staff within the overall team structure of DTR;
- Clear team objectives at the staff level;
- Adequate training for staff; and
- Documented policies and procedures

After several discussions with the DTR Director and staff, we found that weak general controls caused the issues identified with reporting and tracking FASTER Transit Funds. During the course of our review, we learned of a Transit Program Controls Workshop for DTR conducted in September 2013 by an outside consultant. The consultant identified similar issues with the general controls and provided an action plan. Shortly after this workshop, the DTR Director hired a new Transit Grants Unit Manager who has a good understanding of the general control issues. However, his staff has limited experience and tasked with multiple high priority projects. As a result, only issues that become an emergency status are addressed. This approach does not address the urgency of general controls -- the purpose of which is to ensure that business objectives are consistently met over time.

DTR stated it will utilize COTRAMS, a customized software package that will address reporting concerns previously stated. We have the following concerns with COTRAMS:

- The completion date for the interface with SAP has not yet been established
- Duplication of effort to enter data into SAP and COTRAMS
- Procedures will have to be developed to determine accuracy and completeness of data in SAP and COTRAMS
- No formal reconciliation process of the two systems designed
- No validation of COTRAMS benefits planned (current issues may continue)

The DTR Director acknowledges the importance of and need to improve general controls for the Division. Establishing general controls requires management to prioritize task in a way that supports the overall Division objectives. These objectives, as noted previously in our report, include the Division becoming more accountable; demonstrating good stewardship of FASTER Transit funds; and the ability to produce reports that show how FASTER Transit construction dollars were spent. Effective general controls will help the Division to meet these objectives and will improve the Division over the long term.

General Control Recommendation

We recommend that the DTR Director re-prioritize current tasks and include as its top priority to address the general control issues.

1. Update and review with staff, roles and responsibilities at all levels including an overview of how each role rolls up into the overall organizations' deliverables and setting expectations for each position.
2. Solidify, standardize, document and communicated procedures for basic processes.
3. Provide adequate training to staff at a minimum for generating SAP data and reconciling.

FASTER DTR

Management Response: (Agree, Disagree, Partially Agree)

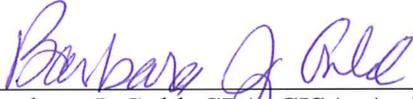
Agree. Much of this recommendation coincides with the Reporting Recommendation. As stated above, the Transit Section has made significant progress in this area, and has begun the process to fully document the overriding policies and specific procedures, including staff assignments to insure full coverage. The management team is fully staffed now, and the development/implementation of COTRAMS has helped to guide and organize this effort. One important clarification to the Audit Report is that the interface between SAP and COTRAMS (the SAP Bridge) is included in the next phase of COTRAMS development, and the scope for this phase is currently being negotiated with the consultant. COTRAMS is a Salesforce platform module, and Salesforce is being utilized by other CDOT Divisions with grant programs; Aeronautics, Safety and Transportation Development. All of these efforts have a similar need to interface with SAP, and will occur.

Please refer to appendix A for specific details on the proposed action plan (responsible parties and completion dates) provided by the Division of Transit & Rail.

Implementation Date:

Appendix A provides specific details on the proposed action plan beginning September 30, 2014 and completed June 30, 2015.

We would like to thank DTR Director and his team, for their cooperation and for providing us with an understanding on the different DTR aspects.

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

APPENDIX

Appendix A



COLORADO
Department of Transportation
Division of Transit & Rail

4201 East Arkansas Avenue, Room 227
Denver, CO 80222

DATE: August 8, 2014
TO: Mark Imhoff

FROM: Tom Mouser
SUBJ: Implementation Plan in Response to FASTER Audit Report

In response to the Audit Division's Report of Review (Audit No. 15-003) for FASTER DTR, I think it is important for me to outline for you an implementation plan that offers more details on the tasks, timelines and policies and procedures we will develop to ensure we meet our deadlines and have controls in place to better manage the FASTER Transit program. These steps relate to both the Reporting Recommendation and the General Control Recommendation. I will be responsible for overseeing the work and ensuring completion.

1. We need to name a FASTER Transit Fiscal Pool Manager who will be responsible for better managing and monitoring the flow of the FASTER funds and the flow of the information/ data, coordinating with HQ/Regions business managers and planners on funding transfer and project readiness, monitoring and approving STIP actions, providing direction to project managers in project creation, generating regular financial reports on the status of FASTER funds, and recommending and implementing general controls. The Pool Manager role will closely mirror the role that Qing Lin plays with the FTA grants. For that reason, I have named Qing as the Pool Manager for the FASTER funds. She will obtain additional training and guidance from the Business Office and Audit Office, as well as from the Pool Manager for the FASTER safety funds. Responsible party: Tom Mouser. Due: Qing Lin named Pool Manager August 7, expected to be trained and functional in that role no later than September 30, 2014.
2. The Business Office will complete its current analysis of the "gaps" that exist within financial records of the FASTER Transit program and provide the results to the Pool Manager and myself. The Pool Manager will then develop an auditable report that accounts for all FASTER funds administered thus far by DTR, from FY10 through FY14. The Pool Manager will also develop an analysis that includes descriptions of what made it difficult to identify gaps and recommendations on steps needed to prevent such gaps from occurring again. This analysis will provide DTR with a base report upon which to



Appendix A

- build all future reporting on FASTER Transit funds. Responsible party: Qing Lin. Due: December 31, 2014
3. While developing that analysis, DTR will conduct discussions with the appropriate parties involved in the FASTER process (e.g., Regions, Accounting, Business Office, OFMB, SAP staff) regarding steps that may be needed to implement improvements in the financial and programming systems. Findings and recommendations will be presented to the participating parties. Among the major focus areas expected will be the need to have uniformity in the creation of WBS numbers and consistency in the naming of projects to ensure projects can be easily segregated as FASTER Transit projects. Responsible party: Qing Lin for the analysis and recommendations; Tom Mauser for presenting findings and recommendations to the participating parties. Due: Findings and recommendations by December 31, 2014; presented to participating parties by January 15, 2015.
 4. On a quarterly basis the Pool Manager will conduct a review and reconciliation of all FASTER Transit funds, building upon all new transactions added to the base report mentioned above. This effort will include project funding tracking to ensure that all FASTER funds are correctly budgeted to projects and accounted for from budgeting to contracting to project closeout to debudgeting. A major focus area will be closely monitoring projects with the goal of reducing the need for the transfer (“sweeping”) of uncommitted/inactive pool funds. SAP will be the primary source of information. Results of the quarterly reviews will be submitted to Tom Mauser. Responsible party: Qing Lin. Due: quarterly, beginning January 1, 2015, and submitted to Tom Mauser by the 15th day of the month following quarter end.
 5. DTR will also track the status of all FASTER project and administrative awards approved by the Transportation Commission using a Master Status Sheet of FASTER Projects. The list will provide the history of all awards, and current status of all FASTER projects awarded starting in FY2010. The Sheet will be updated quarterly and will be closely coordinated with COTRAMS and the quarterly financial report developed by the Pool Manager. The Master Status Sheet will provide basic information taken from SAP but will be expanded to include narrative information not tracked by SAP, such as scope changes, any differences between award and contract amount, explanations for any projects that share one project number or any projects that have more than one project number, and an explanation for any projects that are withdrawn or cancelled. When practicable, this information and functionality will be migrated to COTRAMS, which will become the central repository of information on all FASTER projects and make it easier to check on status in SAP. Responsible party: Tom Mauser. Due: First edition developed by September 30, 2014, then updated quarterly thereafter.
 6. In order to ensure that all projects proceed on a timely basis towards closure, on a quarterly basis DTR’s Grant Coordinators will be responsible for quarterly reviews of the status of each FASTER project in their assigned territory. This information will be fed into COTRAMS. Each grant recipient will be asked to report at least quarterly on their status of meeting their contract milestones. Projects that fall behind significantly will be reported to Tom Mauser, who will report such in the Master Status Sheet. In the case of projects administered by a Region engineer, the request for information will be made to the engineer by the appropriate Grant Coordinator. We can also track projects managed by the regions by attaching notes to the project and closing the milestones ourselves;



Appendix A

- this would also allow us to generate the report from COTRAMS for editing to include any SAP information to which we don't yet have access. Responsible party: Rob Andresen and his Grant Coordinators. Due: Starting October 1, 2014, then quarterly.
7. In order to minimize the number of projects that fail to proceed promptly, DTR will re-emphasize, in all upcoming calls for projects, the need for projects to be ready to proceed and will request more evidence of readiness and commitment to maintaining project milestones and schedules. DTR will also strengthen its testing of the readiness of projects. Responsible party: David Averill. Due: Starting with call for projects to be released in September, 2014
 8. Rather than only being able to utilize project savings in the subsequent funding cycle, thus resulting in poor cash management, DTR will establish procedures for selecting projects that are ready-to-go that could receive funding if projects savings of a sufficient amount became available. The Commission would approve a list of such projects. Responsible party: David Averill. Due: Starting with call for projects to be released in September, 2014
 9. The Audit Division has already provided some training to a few DTR staff members on how to review all FASTER projects using SAP transaction codes ZF95, ZF70 and ZJ40. Further training on how to use these codes will be requested for all relevant staff from Larisa Cannon and/or Audit Division staff. Responsible party: Tom Mauser Due: No later than September 30, 2014.
 10. A major goal for DTR will be ensuring that policies and procedures are implemented and documented so that all current and future staff clearly understand the general controls that are put in place for FASTER. Rob Andresen has already been making revisions to DTR's State Management Plan, as well as starting the development of a detailed policies and procedures manual for his Unit. However, the State Management Plan is primarily geared towards FTA funding, not FASTER; it may contain some guidance helpful to FASTER but it will be limited, while his policies and procedures manual may likely provide more useful guidance. In the development of that manual, Rob will be asked to include any particular guidance that is needed specifically for FASTER. These materials will be provided to staff. Responsible party: Rob Andresen. Due: State Management Plan update by March 31, 2015, policies and procedures manual no later than June 30, 2015.



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



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

September 25, 2014

Mr. David Cozart
Sr. Manager Federal Compliance
CH2M Hill, Inc.
9193 S. Jamaica Street
Englewood, CO 80112

Dear Mr. Cozart

We have performed a cognizant review of the audit, and supporting workpapers, of the indirect cost rates of CH2M Hill, Inc. as presented in the Schedules of Federal Acquisition Regulation Compliant Indirect Cost Rates (Field Office and Home Office) for the year ended December 31, 2013 in accordance with our role as Cognizant Agency as defined in 23 U.S.C. 112(b)(2)(c) and 23 CFR 172.3 and 172.7. The audit was performed by the independent CPA firm KPMG LLP. The CPA represented that the audit was conducted in accordance with the *Government Auditing Standards*, as promulgated by the Comptroller General of the United States of America, and the audit was designed to determine that the indirect cost rates were established in accordance with Cost Principles contained in the Federal Acquisition Regulation, 48 CFR Part 31. Our cognizant review was performed in accordance with the *AASHTO Review Program for CPA Audits of Consulting Engineers' Indirect Cost Rates*.

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

Accordingly, we recommend acceptance of the following rates:

Rates are confidential

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

C: Neil Yuan, KPMG LLP

Audit Work-in-Progress

Web-based Information Management System (WIMS)

As of September 2014, the Audit Division had started a limited review of the WIMS system utilized by the Aeronautics Division to manage the Colorado Discretionary Aviation Grant Program (CDAG). The objective and scope for the WIMS review will include the following areas: effectiveness of the WIMS implementation, validity, accuracy and completeness of the discretionary grants within WIMS, and the status of prior audit recommendations. The expected completion date for finalizing the single audit review is October 2014.

Fuel Cost Audit - Phase 2 & 3

The fuel cost audit has four phases. The second and third phases will review the monitoring process over employee fuel PINs and vehicle fuel credit cards. These phases were combined after performing a risk assessment and determining the testing of both phases at the same time would be more efficient. The objectives for these phases are:

- 1. Determine if oversight of assigning and canceling fuel cards to CDOT vehicles is effective.
- 2. Determine if authorization levels for fuel cards are appropriate.
- 3. Determine if oversight of issuing, changing and terminating employee fuel PINs is effective.

We anticipate completing field work and issuing management a letter with our findings by the end of December 2014.

A-133 Single Audit Reviews

As of September 2014, the Audit Division had performed 18 single audit reviews. In addition, we have received information from 186 sub-recipients (approx.56 percent of the total number of sub-recipients) corresponding to the A-133 2013 process. The expected completion date for finalizing the single audit review is March 2015.

Indirect Cost Rate Reviews

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

Entity	Status
36 Commuting Solutions Review	Completed
Downtown Denver Partnership Review	Completed
Denver Regional Council of Governments Fieldwork	Completed
North Front Range MPO	Review
Seniors' Resource Center, Inc.	Fieldwork

Consultant Audits: The Financial Qualification Process

Our Audit Plan, approved in April 2014, includes “Consultant Pre-Qualifications”. We perform this audit work in order to comply with the federal regulations and provide CDOT assurance that all costs considered for acceptance and use in CDOT contracts, was developed in accordance with these regulations. Last April, we informed the Committee of changes to our process. Over the past several months, we have revised our procedures to incorporate feedback from Contracts and Market Analysis, the Civil Rights and Business Resource Center, consultants, ACEC and FHWA. These changes will increase efficiencies for both CDOT and consultants and improve our documentation. In addition, we streamlined the process for consultants and maintain the opportunity for small and new firms to participate in CDOT projects. We plan to finalize our procedures in October and in November, provide training to the industry in partnership with ACEC.

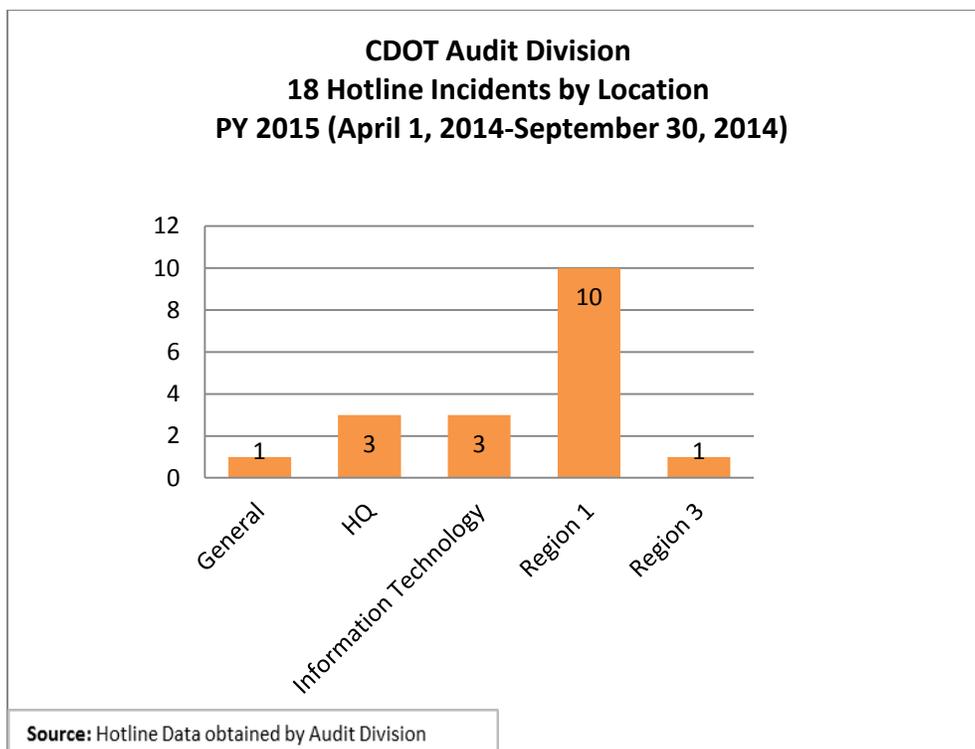
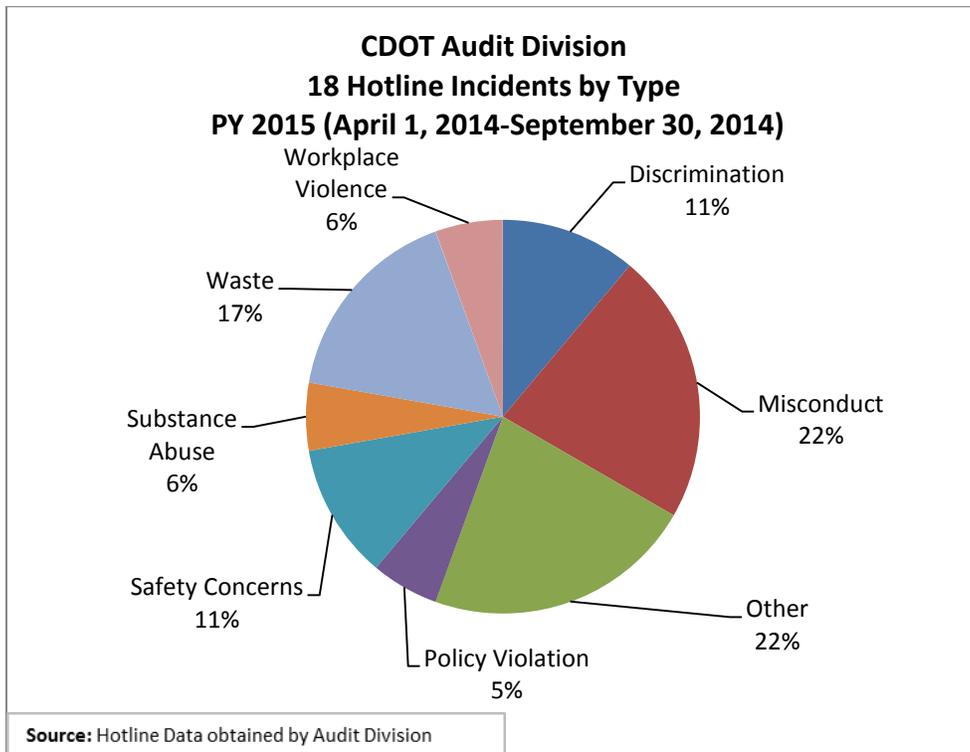
**CDOT AUDIT DIVISION
OUTSTANDING RECOMMENDATION SUMMARY
AS OF 9/30/2014**

#	Auditor	Recommendation	Area	Planned Implementation
1	OSA	Outdoor Advertising--Recommendation 1 Establish adequate controls over outdoor advertising signs to ensure compliance with federal and state requirements by: 1c. Establishing a standard process for enforcing federal and state laws and Department regulations when illegal signs are identified. 1d. Ensuring that permit holders affix their permit decals to the signs.	Chief Engineer	November 2014
2	OSA	SAP Information Technology, Recommendation 3b CDOT should work with OIT to improve its disaster planning and Preparedness for SAP by: Ensuring that the disaster recovery plan includes all components required by State Cyber Security Policies.	Director of Admin Services -OIT	September 2014
3	FTA	FTA Title VI Recommendation 2- Language Access to LEP Persons: Insufficient Oversight.	Director of Admin Services	August 2014
4	FTA	FTA Title VI Recommendation 3 Title VI Complaint Procedures: Insufficient Oversight.	Director of Admin Services	December 2014
5	FTA	FTA Title VI Recommendation 9 - Statewide Planning Activities: No existing basis for Title VI Certification.	Director of Admin Services	June 2014
6	FTA	FTA Title VI Recommendation 10 - Program Administration: No record of funding requests maintained.	Director of Admin Services	December 2014
7	CDOT	Central Files-Document Retention, Recommendation 1b Once the strategic decisions have been made regarding CDOT's documentation policies (i.e. centralized, decentralized, EDMS, etc.), the Manager of Administration should update all Record Management Procedural Directives (PD) that relate to Central Files and Record Disposition Schedules. Included in the PD should be a current list of all project documents that should be sent to Central Files, including what is considered core documents. The Manager of Administration should develop a process to ensure the PD is updated when necessary and clearly communicated to all employees.	Director of Division of Transportation Development	February 2015
8	CDOT	ITS Network Security, Recommendation 1b Reconfigure the network to allow only authorized traffic coming from JungleMux devices.	Director of Operations	September 2015
9	CDOT	Payment Card Security Audit, Recommendation 3b Scan the web application regularly for SQL injection and XSS threats.	Director of Admin Services -OIT	September 2014
10	CDOT	Right of Way Leases and Disposals, Recommendation 4b Improve controls over inventory of excess property by: 4b. Reconciling all disposals to the SAP transaction code FBL3N for GL Code 7530400060 at least annually to ensure all disposal records are maintained.	Director of Admin Services	October 2014

**CDOT AUDIT DIVISION
OUTSTANDING RECOMMENDATION SUMMARY
AS OF 9/30/2014**

#	Auditor	Recommendation	Area	Planned Implementation
11	CDOT	<p>Right of Way Leases and Disposals, Recommendation 5 Review and update Policy and Procedural Directives 1300-0, 1300-1, 1300-2 and 1307-0 Document updates should be completed as appropriate. The authority section of Chapter 7 of the ROW manual should be updated.</p>	Director of Admin Services	October 2014
12	CDOT	<p>SAP Basis Security Audit, Recommendation 3 We recommend that the Director of Services Management work with OIT and the Business Process Architect to create policy and procedures for reviewing SAP log data and highlight suspicious transactions or data patterns.</p>	Director of Admin Services -OIT	December 2014
13	CDOT	<p>SAP Basis Security Audit, Recommendation 5 The Director of Services Management should work with OIT to: 5a. Review the domain administrator accounts assignment for appropriateness and limit the assignments to users who need the access to perform their job duties. 5b. Set up domain subgroups and reassign domain administrators according to their job duties 5c. Set up different authentication groups in Active Directory based on services provided by the remote users and grant user access accordingly.</p>	Director of Admin Services -OIT	December 2014
14	CDOT	<p>CDOT Indirect Costs Recommendation 1-The CFO, in conjunction with the Chief Engineer, should develop, implement and enforce specific criteria for charging time to the indirect cost centers.</p>	CFO/Chief Engineer	March 2015
15	CDOT	<p>FASTER DTR Reporting Recommendation - The DTR Director should develop, implement and enforce policies and procedures related to tracking FASTER Transit projects. These procedures need to include a process that will guide DTR staff on how to obtain this information and reconcile to verify accuracy and completeness. At a minimum, the procedures should:</p> <ul style="list-style-type: none"> • Define who is responsible for pulling the data and how often it is pulled. • Train staff on how to pull the needed data. • Define who is responsible for reviewing the report. 	Director of Transit & Rail	January 2015
16	CDOT	<p>FASTER DTR General Control Recommendation – We recommend that the DTR Director re-prioritize current tasks and include as its top priority to address the general control issues.</p> <ol style="list-style-type: none"> 1. Update and review with staff, roles and responsibilities at all levels including an overview of how each role rolls up into the overall organizations’ deliverables and setting expectations for each position. 2. Solidify, standardize, document and communicated procedures for basic processes. 3. Provide adequate training to staff at a minimum for generating SAP data and reconciling. 	Director of Transit & Rail	June 2015
17	CDOT	<p>CDOT Boards & Commissions Recommendation 1- In order to comply with the Open Meetings Law and the TC Rules, we recommend that the Commission: 1a Electronically record Commission breakfast meetings, or revise the Rules to align with statute. 1b Publish a written meeting summary of the meetings.</p>	Secretary of the Transportation Commission	(a) Rulemaking (b) October 2014

TRANSPORTATION COMMISSION of COLORADO
AUDIT REVIEW COMMITTEE
As of September 30, 2014





COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Room 262
Denver, CO 80222-3400

DATE: October 15, 2014
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: SB 228 Project Selection Process

Purpose

To provide an update on the proposed criteria and process for the identification of candidate Senate Bill (SB) 228 projects for highway and transit.

Action

Transportation Commission (TC) input on definition of strategic project, and evaluation criteria and process in advance of a November workshop on SB 228 project selection.

Background

At an August workshop, the Commission provided input on project selection for SB 228 and indicated a desire to look beyond the current "strategic" definition comprised of the "7th Pot" list. Also discussed was the concept of identifying projects exceeding by 2-3X the funds available to demonstrate the significant transportation needs and the projects that would be ready to move forward should funding become available. At the time of that discussion, forecasts for SB 228 suggested that CDOT could receive up to \$200 million annually for five years. More recent revenue forecasts suggest that TABOR triggers could substantially reduce or eliminate SB 228 funds. Staff recommends proceeding with project selection as planned both to be ready should funding become available, and to demonstrate the level of need for critical strategic transportation projects.

Details

DTD and DTR have coordinated with the Regions in developing an approach to identify and evaluate projects using proposed eligibility and evaluation criteria as identified in Attachment A. This includes three basic criteria to determine if a project should be eligible for consideration of SB 228 funding. Eligible projects would be subject to additional evaluation criteria. The main criteria emphasis reflects a focus on mobility benefits and economic benefits. Additional criteria include other factors such as safety and asset life. Staff has also developed a proposed definition of strategic to help in assessing the strategic nature of proposed projects: "A project of regional or statewide significance, serving regional or statewide travel needs, recognized as a high priority at the regional or statewide level, and representing a significant cost or long-term investment."

Highway Projects

DTD and Region staff have already begun the process of identifying potential projects meeting eligibility criteria, including readiness to proceed to construction within five years. This includes identifying specific component projects from larger corridor projects. Region staff are currently working to refine project definition, costs, and identify data associated with the proposed evaluation criteria. Although the proposed evaluation criteria includes a number of criteria, the primary emphasis is on projects with significant mobility or economic benefits. Examples of some of the types of projects identified based on the proposed criteria include:



- *Managed Lanes/Widening*: Widening projects, including managed lanes, on major corridors.
- *New or Upgraded Interchanges*: New interchanges on major corridors, or upgrades and reconstructions of existing interchanges.
- *Operational Improvements*: Operational improvements identified by the Region and TSM&O, often in conjunction with other corridor improvements.
- *Other Corridor Improvements*: A combination of project elements to improve mobility including addition of auxiliary lanes, passing lanes, pullouts, shoulder widening, or intersection improvements.

Transit Projects

SB 228 requires at least 10% of funds be used for transit. SB 228 revenues are expected to be received for one to, at most, five years. DTR staff suggest that these revenues are not appropriate for operating purposes. There may be limited administrative purposes such as studies. By and large, however, the SB 228 revenues are recommended for capital purposes. The following section provides more detail on the categories of projects being considered for transit uses of SB 228 funds.

- *Intercity & Regional Bus Service Network*: During the development of the Statewide Transit Plan, regional and interregional bus service connections were identified as important individually, and important as a role that CDOT could fill to provide connections. SB 228 transit revenues would be used to purchase buses for such service. Existing Federal, 5311, 5311(f), and FASTER Transit dollars as on-going operating assistance, could thereby be stretched further. Supporting capital for statewide ride-matching, dispatching, and scheduling as well as passenger information technologies are also proposed.
- *IX Bus Enhancements*: Although the inter-regional express (IX) bus service by CDOT will start in the first quarter of 2015, many requests have already come into CDOT for expansion of services, hours, and stop locations. SB 228 transit revenues would be used to purchase additional buses, expand park-and-rides, and/or support other enhancements to the system. Current policy direction is that a year of experience is needed to demonstrate a basic level of success, and then to better understand priorities for expansion: existing route improvements versus extensions of the current routes. The IX investments would complement the intercity & regional bus service network.
- *Highway Transit Enhancements*: CDOT policy overall emphasizes "multimodal" projects and emphasizes projects which can "maximize" the safety, capacity, and efficiency of existing infrastructure. SB 228 transit revenues would be used collaboratively with highway projects to offer transit enhancements such as bus-on-shoulder operations, queue jumps, transit in managed lanes, transit signal priority treatments (TSP) and exclusive or enhanced transit access such as transit ramps to park-and-rides at interchanges.
- *Strategic Rail Corridor Investments*: Multiple studies by CDOT and other public agencies, as well as information from public opinion surveys by Chamber & economic development groups show an interest in two key rail investments: completion of the Denver Metro FasTracks program, and preservation of the existing Amtrak passenger rail routes in Colorado. RTD is actively pursuing grants and loans to complete FasTracks. Southeastern Colorado Communities contributed to and were awarded a 2014 TIGER grant, with Kansas. This will repair the worst 50 miles of 600 miles of track along the Amtrak Southwest Chief route in eastern Colorado and western Kansas. A second TIGER grant application has been suggested by members of the Southwest Chief Commission.

Evaluation

Staff is recommending a data-driven approach to project selection similar to the process employed in identifying RAMP Partnership and Operations projects. This approach includes the review of projects statewide, and an evaluation of projects based on data (aligned with the proposed criteria) by an SMT Committee, with a secondary review of the results by the full SMT and the RTDs. Under this approach, staff would provide the Commission with projects identified as eligible, as well as the results of evaluation. The evaluation results would include those eligible projects recommended as candidate SB



228 projects, and those eligible projects not recommended (with an explanation as to why they are not being recommended.) Staff anticipates a November TC workshop to review project recommendations.

Next Steps

DTD and DTR will make modifications to criteria and selection processes based on Commission feedback and return to the Commission for a November workshop with project-level information, with the adoption of a list of candidate SB 228 highway and transit projects to follow in December.

Attachments

Attachment A: SB 228 Draft Project Evaluation Criteria



Criteria Area	Data/Information	Analysis Scale
Eligibility Criteria		
Strategic Nature	<p>Is the corridor of regional or statewide significance, serving regional or statewide travel needs? Describe.</p> <p>Is the corridor a priority with demonstrated support and importance to stakeholders and the public. Describe.</p>	Corridor
Funding Requirements	<p>No construction funding identified - project is not funded through RAMP, Asset Management, FASTER, or any other program.</p> <p>Independent Utility - due to the uncertainty of the funding source, the project can be cancelled without significant cost or impact to other projects.</p>	Project
Project Readiness	Project Readiness - project will begin construction within five years of selection. Provide brief description of readiness (i.e. NEPA complete, design complete, etc.).	Project
Main Criteria Emphasis		
Mobility	Does the project address an identified location of high congestion as measured by V/C, PTI, or speed data, and/or does the project address an identified intercity, interregional, or regional transit need? Provide data.	Project
	Does the project improve connections on the state highway/transportation system or access to or from the state highway/transportation system, or provide operational improvements that enhance mobility? Describe.	Project
	Does the project include multimodal elements or provide access to significant multimodal, or intermodal facilities? Describe.	Project
Economic Vitality	<i>For Highway Projects:</i> Does the corridor serve freight, agricultural, or energy needs? Is the corridor identified as a key freight or energy corridor in respective plans/studies? Is the corridor identified as a Congressional High Priority corridor? Does the corridor provide primary access to agricultural facilities such as grain elevators, feed lots, or market? Describe.	Corridor
	<i>For Transit or Multimodal Projects:</i> Is the project in a corridor identified as a key intercity bus corridor by the Intercity and Regional Bus Plan? Is the project in a corridor identified in the Statewide Transit Plan or TPR Transit Plan? Describe.	Corridor
	Does the corridor provide a direct connection to a National Park, Monument or Historic District, ski area, or other "significant" recreational/tourism facility? Describe.	Corridor
	Does the corridor provide access to a major jobs center (as defined by GIS analysis of census data)?	Corridor
	Does the corridor provide primary access to an established Colorado Enterprise Zone? (Per OEDIT)	Corridor
Additional Criteria		
Other Information	<p><i>For Highway Projects:</i></p> <p>--Safety - Does the project include a segment of Level of Safety Service (LOSS) 3/4 that will be addressed by the project?</p> <p>--Asset Life - Does the project address a Structurally Deficient or Functionally Obsolete bridge? Does the project address a large segment of poor Drivability Life (DL)?</p> <p>--Other information to consider.</p>	Project
	<p><i>For Transit or Multimodal Projects:</i></p> <p>--Safety - Does the project include a transit state-of-good-repair or transit safety element? Does the project meet transit safety and security guidance?</p> <p>--Asset Life - Does the project address a functionally deficient, obsolete, or poor condition transit facility?</p> <p>--Other information to consider.</p>	Project



COLORADO

Transportation Commission

4201 East Arkansas Avenue, Room270
Denver, CO 80222-3406

DATE: October 15, 2014

TO: Transportation Commission

FROM: Amy Ford, CDOT Director of Communications // Mark Imhoff, CDOT Division of Transit & Rail

SUBJECT: Interregional Express Communications Plan

Purpose

To present the Interregional Express Bus communications plan, including pre-launch, launch and ongoing tactics to support the initial roll-out of the Bustang service.

Action

Review the information in the proposed plan.

Background

The goals of the enclosed plan include:

- Raise awareness of CDOT's Bustang service
- Position Bustang as the premier service for local commuters
- Drive ticket sales to establish/increase ridership

Details

Execution of the below tactics will begin to build a strong reputation for the Bustang brand as well as generate awareness, create anticipation and establish credibility for the new service. The key messages we will go to market with are as follows:

- It's about choice. Bustang introduces a new era of transportation.
- Introducing the new alternative to your daily commute - a hassle-free, luxurious, efficient way to commute.

Pre-Launch Tactics:

1. CDOT Internal Employee Rollout: Create excitement by introducing the Bustang brand and service exclusively to CDOT employees throughout the state. We will utilize existing employee communications channels including the bi-monthly magazine, intranet, TV message boards and desktop takeovers.
 - Timing: November 2014 - Service launch
2. Ambient Advertising: Prior to the brand announcement we will launch an ambient teaser campaign in the (4) originating cities, Denver, Ft. Collins, Colorado Springs and Glenwood Springs. This will include deliberate placement of the Bustang logo in key locations throughout the cities through sidewalk chalk, stickers or window clings.
 - Timing: December 2014 - January 2015



3. Maiden Voyage Media Event: Invite media to experience Bustang by scheduling (4) media ride-alongs, one in each originating city, prior to the public service launch. Media will have a “sneak peek” to the premier service and access to a brand ambassador during their trip aboard Bustang.
 - Timing: Mid- to Late-February 2015
4. Grassroots Event Presence: Leading up to the official service launch, we recommend having a Bustang presence through the actual bus in a parade, street teams and/or vendor sponsorship at key events in our markets. Events may include: Denver Parade of Lights, Western Stock Show, St. Patrick’s Day Parade, Cripple Creek Ice Festival and Winter Famer’s Markets in Fort Collins.
 - Timing: December 2014 - March 2015
5. Maximize “No-Cost” Communication Channels: Promote the upcoming Bustang service using channels CDOT has available at little to no cost including variable message boards, web banners on COTrip.org and the CDOT mobile app and social media.
 - Timing: December 2014 - June 2015

Launch Tactics:

1. Launch Event: Host a launch event at Denver Union Station to celebrate the opening day of service, first-time commuters and enticing the media to attend. The launch event will begin with Bustang “hosts” aboard each morning route and culminate at Union Station with a variety of festivities.
 - Timing: March 2015

On-Going Tactics:

1. Media Relations: We expect to leverage new brand/service updates, cultivate key media relationships through on-going outreach and provide media with adequate tools establishing CDOT and Bustang as a reliable, recognized and trusted brand for consumers.
 - Timing: March 2015 - June 2015

Key Benefits (if applicable)

The outlined communications plan is designed to create awareness of CDOT’s new interregional bus service while simultaneously generating excitement for the service launch among the public.

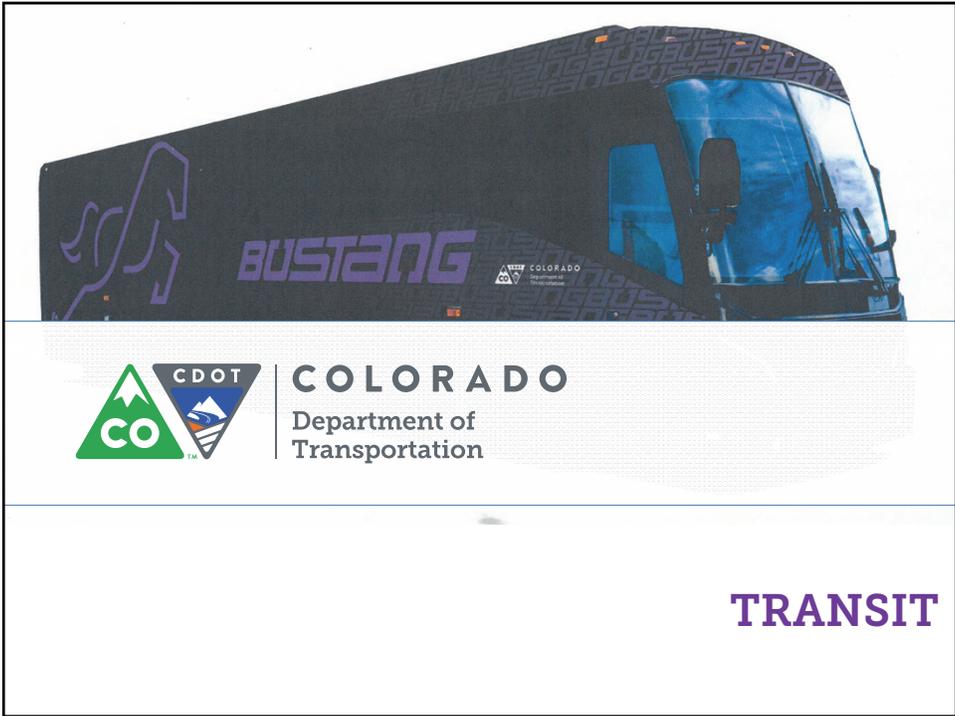
Next Steps (if applicable)

Transportation Commission to review enclosed plan.

Attachments

N/A







COLORADO

Map of Routes

- Green Line - North Route
- Blue Line - West Route
- Orange Line - South Route

Coming soon in Spring 2015



2



Communications Plan Overview

- Goals:
 - Raise awareness of CDOT's Bustang service
 - Position Bustang as the premier service for local commuters
 - Drive ticket sales and establish/increase ridership
- Key Messages:
 - Introducing the new alternative to your daily commute - a hassle-free, luxurious, efficient way to commute.
 - It's about choice. Bustang introduces a new era of transportation.
- Objectives:
 - Build a strong reputation for the Bustang brand through multiple communication channels, strategies and tactics.
 - Create anticipation, generate awareness and establish credibility for CDOT's Bustang service and the Bustang brand through engagement with local media.



3



Pre-Launch Tactics

- CDOT internal employee rollout
- Ambient advertising
 - Teaser campaign in (4) originating cities
 - May include sidewalk chalk, window wraps, logo installations, etc.
- "Maiden Voyage" media event
 - Invite media for a 30 minute sneak peak ride aboard Bustang
- Grassroots event presence
 - May include sponsorship booths, street team brand ambassadors, parade presence
- No-cost communications channels
 - Variable message boards
 - Web banners on cotrip.org, CDOT mobile app and partner websites
 - Social Media



4



Launch and Ongoing

- Launch Event - first day of service
 - Bustang host to ride each route
 - Red carpet rollout at DUS
 - Opportunity for community and media to mingle with brand ambassadors
- Media Relations
 - Leverage new brand and service announcements
 - Create compelling new hooks, story ideas and personalized pitches
 - Cultivate relationships with key media through ongoing research and outreach
 - Elevate the brand positioning CDOT spokesperson as brand ambassador
 - Provide media with adequate tools establishing CDOT and Bustang as a reliable and consistent resource for media and a trusted/recognized brand for consumers



Transportation Commission
October 15 & 16, 2014
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Ed Peterson, Chairman
Lakewood, District 2

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Thursday, October 16, 2014

TRANSPORATION COMMISSION MEETING..... Tab 08

- 11:30 p.m. 1. Call to Order, Roll Call
- 11:30 p.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes
- 11:30 p.m. 3. Comments of Individual Commissioners
- 11:35 p.m. 4. Executive Director's Report (Don Hunt)
- 11:40 p.m. 5. Chief Engineer's Report (Josh Laipply)
- 11:45 p.m. 6. HPTE Director's Report (Michael Cheroutes)

- 11:50 p.m. 7. FHWA Division Administrator Report (John Cater)
- 11:55 p.m. 8. Act on Consent AgendaTab 09
- a) Resolution to Approve the Regular Meeting Minutes of September 18, 2014 (Herman Stockinger) Consent Agenda 01
- b) Resolution to Disposal of Parcels 5X and 5AR SH 21 (Powers Blvd) Colorado Springs (Karen Rowe) Consent Agenda 13
- c) Resolution to Approve City of Victor SH 67 Devolution (Karen Rowe) Consent Agenda 16
- d) Resolution to Approve SH 2 Devolution in Commerce City (Anthony DeVito) Consent Agenda 21
- e) Resolution to Approve Devolution of SH 34 (Elkhorn Ave) in Estes Park (Johnny Olson)..... Consent Agenda 30
- 12:00 p.m. 9. Discuss and Act on 4th Supplement to the FY'2015 Budget (Scott Richrath).....Tab 10
- 12:05 p.m. 10. Acknowledgements:
- Safety Innovation Award
 - The Men and Women of CDOT as TCI Person of the Year
- 12:10 p.m. 11. Other Matters
- 12:15 p.m. 12. Adjournment

Transportation Commission of Colorado
Regular Meeting Minutes
September 18, 2014

Chairman Ed Peterson convened the meeting at 12:02pm in the Washington County Event Center.

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

EXCUSED: Heather Barry, District 4
Kathy Gilliland, District 5

ALSO PRESENT: Scot Cuthbertson, Deputy Executive Director
Josh Laipply, Chief Engineer
Scott Richrath, CFO
Herman Stockinger, Director of Policy and Government Relations
Kathy Young, Chief Transportation Counsel
Alicia Nolan, FHWA
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

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

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

Audience Participation

Chairman Peterson stated that there were no audience members who wanted to address the Commission.

Herman Stockinger stated that the Executive Director of Progressive 15 Cathy Shull was attending a Progressive 15 Conference in Aurora. She regretted that she could not attend, but she was thankful the Commission made the trip to Northeast Colorado. He stated that Cathy hoped the Commission had a good trip.

Individual Commissioner Comments

Commissioner Aden thanked Johnny Olson, the Region 4 staff and Commissioner Hofmeister for planning the road trip. He stated that he had gained a better understanding of the issues and the economic drivers of the region. He stated that it had been a good trip.

Commissioner Zink stated that she had attended five County Commissioner meetings and was about halfway through that process. She stated that had been very worthwhile to meet with them directly. They have positive comments and additional requests. These meetings allow the Transportation Commission to be more active in the planning regions, which has been a positive step.

Commissioner Hofmeister thanked everyone for attending the tour and traveling on the roads. He stated that these are not the mountains, but there are people who live on the plains and love it.

Commissioner Thiebaut thanked everyone who made the trip informative and enjoyable. He stated that he hoped that at some point the Commission would be able to travel to Southeast Colorado to see some of the good things that are being done and the issues that need to be addressed.

Commissioner Reiff stated that he had attended County Commissioner meetings in Arapahoe and Douglas Counties. He thanked everyone for putting together a great road trip, especially Commissioner Hofmeister and Johnny Olson.

Commissioner Gifford stated that there would be lots of upcoming on the I-70E SDEIS so there will be more to report next month. She thanked everyone for putting the road trip together.

Chairman Peterson thanked everyone for their hard work on the road trip. He stated that it is always good to have first-hand experience. He thanked Johnny Olson and everyone at Region 4, especially Karen Schnieders, who brought the lunches.

Vice Chairman Connell echoed all the Commissioners and thanked Tromila Maile for her efforts in planning the trip. She stated that the trip had been very informative. She stated that she is also attending County Commissioner meetings and STIP meetings. The staff have done a great job with the presentations, and the participants have been pleased with the meetings.

Chief Engineer's Report

Josh Laipply thanked the Commission for his first opportunity to be on a road trip. He stated that the Commission had a retreat and that STAC had a retreat. There have been positive outcomes from more people talking with one another and coming together more. He stated that it is always good to hear from people and to have them understand the constraints that the staff is under. He stated that he and Scott Richrath approved the FY'16 surface treatment list and that it is available on the internal website.

High Performance Transportation Enterprise (HPTE) Director's Report

Commissioner Aden stated that there is progress on the Peak Period Shoulder Lanes, the I-70E Viaduct and C-470. Director Cheroutes hopes to have the RFQ for the I-70 Viaduct authorized by the board and released in the first week of December. C-470 public outreach is ongoing. There are five or six vendors that have expressed interest in loaning HPTE \$30-35 million to close the funding gap for Peak Period Shoulder

Lanes. Mike Cheroutes and Scott Richrath will start work on the short list to examine the terms.

FHWA Division Administrator Report

Alicia Nolan expressed appreciation for the opportunity to be on the road trip. She stated that she has been in Colorado for about six months, and that the tour has highlighted the varying needs and challenges across the state. There is a different economy of scale for the state as a whole. She stated that the Commission works hard to reach that balance for the needs of the whole state.

She stated that on a national level, the FHWA has been promoting innovation. The third round of Every Day Counts has recently gotten underway. The FHWA will work with CDOT and locals to promote innovation and technology. In Colorado, there is a statewide innovation council. The first round for that program is finished, and there will be another round in FY'15 for those incentive funds. Innovation is a way to use limited resources and partner together.

STAC Report

Vince Rogalski stated that he was not reporting on the STAC meeting but on the STAC retreat. He stated that it took place on September 11, 2014. Everyone had to put their telephones and laptops away, which contributed to excellent participations and discussions all day, especially about the bylaws and the original legislation. About ten years ago, the Chairman at the time asked for reports to the Commission. According to statute the STAC is supposed to advise the Department, not the Commission. The STAC report will no longer be on the agenda, but he stated that he will continue to attend the meetings as a resource. STAC discussed how to be more effective and interact with staff more closely. The STAC would like the staff to bring STAC issues before a decision is made rather than a decision to approve. STAC and CDOT staff will become true partners, and engage with staff early to help staff development recommendations to bring to the Commission. Beginning in January, the STAC meeting will be the Friday following Commission.

At the STAC meeting itself, there were changes right away. The staff looked for input during the meeting, and everyone was very engaged. While some pushback had been anticipated, there was more positive response to the retreat than expected. Everyone contributed in a positive way. STAC hopes to be a real resource to the Commission through the Department.

Commissioner Connell stated that she really appreciated all of Vince Rogalski's efforts and that she looked forward to continuing to work with him and to having STAC as a resource.

Commissioner Gruen stated that he appreciated the summary and that the new direction makes a lot of sense. It will be much more beneficial for all involved and is a step in the right direction.

Vince Rogalski stated that the big goal is make it happen and that the key is engaging at the beginning.

Chairman Peterson thanked Vince Rogalski and thanked the STAC for agreeing to a facilitated retreat. He stated that he looks forward to relying and depending upon the true value of the STAC to the Department. He asked Vince to convey his personal thanks to the members of STAC for helping fulfill the mission and for being a huge resource to staff.

Commissioner Thiebaut stated that the report was very encouraging. He had been concerned about the direction in which things had been headed, but with Vince's leadership, some commissioners and staff, they were getting on the right track. He stated that the changes were encouraging and impressive.

Audience Participation

Chairman Peterson opened the floor for audience participation. A gentleman welcomed the Commission to Washington County, and stated that the Carnival was currently in town. He hoped everyone enjoyed their visit and thank them for coming.

Act on Consent Agenda

Chairman Peterson entertained a motion to approve the Consent Agenda. Commissioner Gruen moved to approve the agenda, and Commissioner Connell seconded the motion. Upon vote of the Commission, the Consent Agenda passed unanimously.

Resolution #TC-3190

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for May 15, 2014, are approved as published in the official agenda of the August 20 & 21, 2014, meeting.

Resolution #TC-3191

Resolution #TC-3191

Adopting a request to the Capital Development Committee of the General Assembly for FY 2015-16 Capital Construction Funds

Approved by the Transportation Commission on September 18, 2014

WHEREAS, in accordance with C.R.S. 2-3-1304(1)(a.5) and C.R.S. 43-1-113(2.5), the Capital Development Committee of the General Assembly shall determine certain projects that may be funded with Capital Construction Fund monies for state highway reconstruction, repair, or maintenance projects; and

WHEREAS, the Transportation Commission shall submit an annual request to the Capital Development Committee (CDC) for Capital Construction Fund monies; and

WHEREAS, such request shall consist of a prioritized list of recommended state highway reconstruction, repair, and maintenance projects based on statewide transportation improvement programs; and

WHEREAS, the Department developed a project list which can utilize Capital Construction Fund monies during Fiscal Year 2015-16; and

WHEREAS, the Commission recognizes that approval and funding of this project list are contingent upon available revenue and other statewide priorities for Capital Construction Fund monies as determined by the Governor and the General Assembly.

NOW THEREFORE BE IT RESOLVED, that the Commission approves a request of:

- Priority 1: \$2,700,000 for an Automated Avalanche Reduction Project (Loveland Pass, I-70, Vail Pass Narrows);
- Priority 2: \$556,000 for the I-70 Genesee Bike Path Project; and
- Priority 3: \$2,497,960 for the Dry Creek Wildlife Mitigation Underpass.

BE IT FURTHER RESOLVED, that Department staff is instructed to submit the request to the Capital Development Committee for consideration and approval for funding.


Herman Stockinger, Secretary
Transportation Commission of Colorado


Date

Resolution #TC-3192

Resolution Number #TC-3192

A Resolution of the Colorado State Transportation Commission Approving the Master Installment Purchase Agreement Between the Colorado Department of Transportation and the High Performance Transportation Enterprise

Approved by the Transportation Commission on September 18, 2014

WHEREAS the Transportation Commission is responsible, pursuant to Section 43-1-106(8), C.R.S., for formulating the general policy with respect to the management, construction and maintenance of public highways 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 General Assembly created the Colorado High Performance Transportation Enterprise ("HPTE"), pursuant to Section 43-4-806, C.R.S., as a government-owned business within CDOT to pursue innovative means of more efficiently financing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system; and

WHEREAS HPTE is specifically authorized, pursuant to Section 43-4-806(c)(I), C.R.S., to impose user fees on the travelling public for the privilege of using surface transportation infrastructure; and

WHEREAS CDOT and HPTE are working together to complete, implement and operate several surface transportation infrastructure projects across the State of Colorado that will include an express lanes component, including the I-25 North Express Lanes, the I-70 Peak Period Shoulder Lanes, and the C-470 Express Lanes Project (collectively, the "Projects" and each a "Project"); and

WHEREAS HPTE plans to implement a user-fee system on each of the Projects and, in furtherance of this effort, HPTE has requested that CDOT enter into an installment-purchase arrangement with HPTE to allow HPTE to finance the capital costs of the equipment, both hardware and software, needed to implement user-fee systems on each Project ("Tolling Equipment"); and

WHEREAS this installment-purchase arrangement for all the Projects has been documented in a Master Installment Purchase Agreement ("Master Installment Purchase Agreement") and the Transportation Commission has reviewed the terms of the Master Installment Purchase Agreement; 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 for Tolling Equipment and agrees that any decision as to whether or not to allocate and transfer such funds for such purposes shall be made by the Transportation Commission, in its sole discretion, in the year in which the transfer occurs.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission of Colorado approves and authorizes CDOT to enter into the Master Installment Purchase Agreement with HPTE in substantially the form presented to the Transportation Commission, which allows CDOT to purchase Tolling Equipment for each Project, allows HPTE to use and operate the Tolling Equipment, and requires HPTE to make installment payments in return; and

BE IT FURTHER RESOLVED, CDOT's total cost for the Tolling Equipment for all Projects combined shall not exceed \$5 million and the amount used for such purpose shall incur interest at the rate charged by the State Infrastructure Bank on the effective date of the Master Installment Purchase Agreement; and

BE IT FURTHER RESOLVED, the CDOT Chief Financial Officer is hereby delegated the authority to determine and approve any additional terms necessary to implement the Master Installment Purchase Agreement consistent with this Resolution.



Herman Stockinger, Secretary
Transportation Commission of Colorado

9-30-14
Date

Resolution #TC-3193

Resolution #TC-3193

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

Approved by the Transportation Commission on: September 18, 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 this projects to be done in Fiscal Year 2015 as detailed in the memorandum entitled; Addition to FY 15 over \$50,000.00 project list dated August 21, 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.



Region 4 - Greeley				
Highway	Begin MP	End MP	Type	Estimate
85	244	N/A	Culvert Repair	\$ 71,842.80
		Total - Greeley		\$ 71,842.80
		Statewide Total		\$ 71,842.80

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

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

9-30-14
Date

Discuss and Act on the 3rd Supplement to the FY2015 Budget

Scott Richrath stated that this was the first month operating under PD703.0. There were about \$2.4 million that were signed by two signatures, and that number came down from \$5 million. There is only one project in the Budget Supplement for September, a \$33,000 request. The policy was changed to take small items off the table; however, RAMP policy requires more scrutiny. Anytime a project needed 7.5% of additional budget or an entire RAMP program exceed approval by more than 3.5%, Commission would have to approve that increase. Peak Period Should Lanes last month pushed the Operations program over its limit. Therefore, any further increase in the Operations program will have to come before the Commission. Public-public

and public-private programs have not exceeded this limit, but Operations has. He stated that they are currently looking into a possible recommendation to change this policy.

The next item is from the Division of Transit and Rail. The federal grant program requires that CDOT make grants to the grantees before the Transit Program shows up with the grant amount. Unit now, cash has been taken from the Contingency and then restored to the Contingency when the money from the federal program showed up. He stated that in this supplement he is requesting permission from the Commission to use cash management instead of Contingency money until the FTA shows up with that money. Until now, there has been 100% restoration. If ever it happened that the FTA did not come through, he stated that he would return to the Commission to request Contingency funds.

He stated that they have used \$1 million of the \$10 million Transition Contingency Fund.

He stated that the Contingency balance is at \$89 million. The goal is to start the state fiscal year with \$50 million, draw that down to \$25 million for needs and then replenish it at the start of the fiscal year to \$50 million. There is usually a Contingency line item in the budget, but there will not be one in the FY'16 Budget because the balance sheet already has more than the year usually begins with.

Chairman Peterson entertained a motion to approve the Budget Supplement. Commissioner Aden moved to approve the resolution, and Commissioner Gifford seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-3194

BE IT SO RESOLVED, That the First Supplement to the Fiscal Year 2014-2015 Budget be approved by the Commission.

Discuss and Act on the Resolution to Approve the Greeley Application for an SIB Loan

Scott Richrath stated that there was a lot of time without much activity in the State Infrastructure Bank, but there is more activity coming forward. The Commission recently approved the Colorado Springs Loan. This current loan application came from the Greeley-Weld County Airport. This application was discussed at the SIB Committee meeting, comprised of one commissioner Doug Aden, CDOT CFO Scott Richrath, Joe Duhon from the Budget Department and a subject matter expert from staff Dave Gordon from Aeronautics. The process to perfect the oil and gas revenues would have been cost prohibitive on a \$1 million loan, so the SIB Committee asked the airport to secure the loan with \$1 million in cash reserves. The middle ground is that they will not set aside the total in a separate escrow account but that they will commit to maintaining that fund balance and will allow the State Infrastructure Bank to monitor the amount. The airport will come back to the Committee if they want to draw that amount down.

Commissioner Reiff stated that the agreement is not a secured pledge. It is a covenant to maintain the account. It is not a perfected interest in anything; it is only a promise to maintain the cash. He stated that he is comfortable with the current language in the resolution.

Commissioner Aden stated that Commissioner Reiff was correct. The airport has a strong balance sheet and is basically debt free. He stated that this was a fine way to move forward and that he had no objection to it.

Chairman Peterson entertained a motion to approve the resolution for the Greeley-Weld County SIB Loan Application. Commissioner Aden moved to approve the resolution, and Commissioner Reiff seconded that motion. Upon a vote of the Commission, the resolution passed unanimously.

Resolution #TC-3195

Resolution #TC-3195

Resolution to Approve the Greeley-Weld County State Infrastructure Bank Loan Application

Approved by the Transportation Commission on September 18, 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 Greeley-Weld County Airport (borrower), to borrow \$1,000,000 from the aviation account to correct drainage issues and resurface taxiways; 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 Colorado State Infrastructure Bank 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 (the agent) as the third party fiduciary, escrow, or administrative agent to confirm proper documentation from the borrower for loan draws, with the Department's 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 has technically approved this aviation project; and

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

NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes the Department, under the guidance and direction of the Chief Financial Officer, to execute a loan agreement with the borrower in an amount of \$1,000,000 under the terms and provisions set forth in the adopted rules.

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

9-30-14
Date

Other Matters

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

Adjournment

Chairman Peterson announced that the meeting was adjourned at 12:39pm.



COLORADO
Transportation Commission

4201 East Arkansas Avenue, Room270
Denver, CO 80222-3406

DATE: October 16, 2014
TO: Transportation Commission
FROM: David Fox, Deputy Property Program Manager
SUBJECT: Disposal of Parcels 5X and 5AR SH 21 (Powers Blvd) Colorado Springs

Purpose

Colorado Revised Statute 43-1-210 requires approval by the transportation Commission to property "Excess". Region 2 is requesting Commission Approval to declare Parcels 5X and 5AR on SH 21 (Powers Blvd) in Colorado Springs Excess Property.

Action

CDOT Region 2 is requesting the Transportation Commission pass a resolution to declare Parcels 5X and 5AR on SH 21 (Powers Blvd) in Colorado Springs Excess Property.

Background

CDOT will dispose of the property at fair market value in accordance with 43-1-210(5).

Details

CDOT Region 2 intends to dispose of this property to the City of Colorado Springs (the City). The City intends to use the property to develop a water tank facility.

Key Benefits

CDOT will obtain fair market value from the disposal of this property. CDOT will also elevate the need to maintain this property.

Next Steps

CDOT will appraise this property, and sell it for fair market value in accordance with Colorado Revised Statute 43-1-210(5)

Attachments

Proposed resolution



PROJECT #: CR 200-070 Unit 1
PARCEL: 5X and 5AR
LOCATION: SH 21, Colorado Springs
COUNTY: El Paso

PROPOSED RESOLUTION

WHEREAS, the Colorado Department of Transportation acquired 5X and 5AR for SH 21 right of way; and

WHEREAS, Parcel 5X and 5AR contain a total of 2.616 acres and is located in the east side of the SH 21 in northern Colorado Springs, El Paso County, Colorado; and

WHEREAS, CDOT Region 2 has made the determination that Parcel 5X and 5AR are no longer needed for transportation purposes; and

WHEREAS, CDOT Region 2 desires to sell Parcel 5X and 5AR for fair market value in accordance with Colorado Revised Statute 43-1-210 (5) ; and

WHEREAS, the sale of Parcel 5X and 5AR will not affect the design, construction or utility of SH 21; and

WHEREAS, the Department of Transportation, Region 4, recommends that the property described as 5X and 5AR of Project CR 200-070 Unit 1 be declared excess property; and

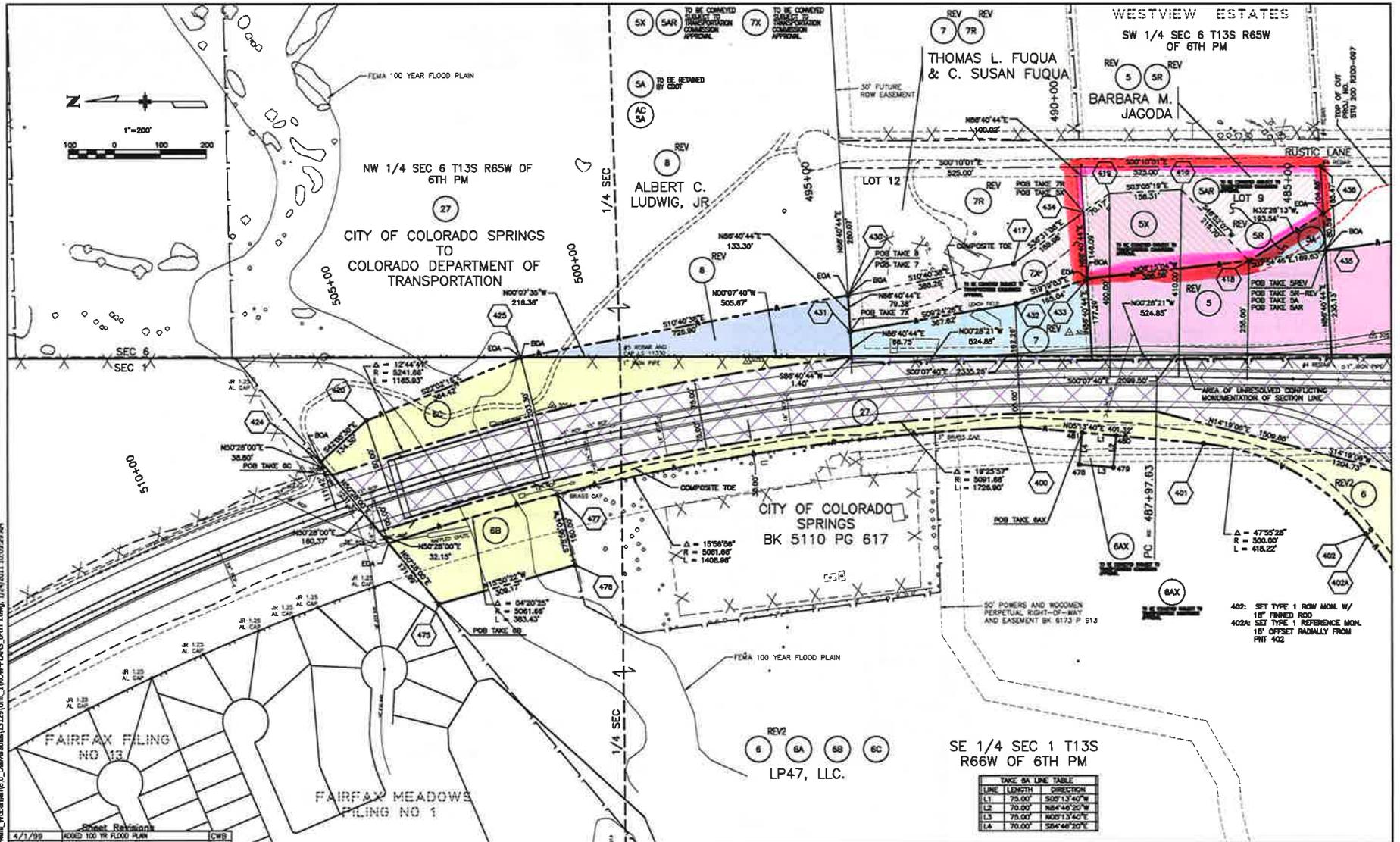
WHEREAS, the Chief Engineer and the Department of Transportation are authorized pursuant to C.R.S. 43-1-106(8)(n), 43-1-110, 43-1-114(3), and 43-1-210(5) to make determinations regarding property to be declared excess and not needed for transportation purposes; and

WHEREAS, the Department of Transportation, has declared through its Chief Engineer, that Parcel 5X and 5AR is no longer needed for transportation; and

WHEREAS, the Transportation Commission concurs with the Chief Engineer that Parcel 5X and 5AR is no longer needed for transportation purposes.

NOW THEREFORE BE IT RESOLVED, that the Department of Transportation be given authority to dispose of Parcel 5X and 5AR of Project CR 200-070 Unit 1 containing a total of 2.616 acres more or less.

FURTHER, funds from the sale of the property shall be disbursed in accordance with Section 7.2.15 of the CDOT Right-of-Way Manual.



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Sheet Revisions		
4/17/99	ADDED 100 YR FLOOD PLAN	CWS
4/19/99	REV 6, ADDED SA, 7R	CWS
5/26/99	REV 5&6, 7R	CWS
7/17/99	REV PE 6A TO TAKE SA REV PE 6 TO TAKE 6B	CWS
8/5/00	ADDED TAKE 6C, REV PT 2	CWS
9/7/00	DEL REV TAKE 6A,C, ADD REV2 TO TAKE 6	CWS
3/15/02	ADD PARCEL 7X REV 7	CWS
7/29/02	REV OWNERSHIP FOR PARCEL 7	CWS
12/13/02	CHANGED SA TO 6AX	CWS
06/21/08	ADDED PARCEL SA, SA, SA, AC-SA	CGG

Prepared By
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Colorado Department of Transportation

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 Phone: (719) 634-2323 Fax: (719) 632-2172
Region 2

As Constructed
 No Revisions:
 Revised:
 Void:

RIGHT OF WAY PLAN
UNIT I
 Designer: DTL Structure
 Detailer: DTL Numbers
 Sheet Subset: ROW Subset Sheets: 3 of 3

Project No./Code
 CR 200-070 UNIT I
 12275
 Sheet Number 6



COLORADO Transportation Commission

4201 East Arkansas Avenue, Room270
Denver, CO 80222-3406

DATE: October 16, 2014
TO: Transportation Commission
FROM: Joshua Laiply, P.E. Chief Engineer
SUBJECT: SH 67 Devolution in the City of Victor

Purpose

Colorado Revised Statute 43-2-103 (1)(a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality. Region 2 is requesting Commission approval to declare abandon a section of SH-67 in the City of Victor.

Action

CDOT Region 2 is requesting the Transportation Commission pass a resolution to allow for the abandonment of SH 67 from mile marker 45.56 to mile marker 45.87.

Background

Several local agencies have submitted requests to CDOT for the abandonment of portions of State Highways that meet the qualifications of Colorado Revised Statute 43-2-103 (1)(a). The abandonments require CDOT to pay the local agency a fee to assume ownership of the State Highway segment. The fee must be less than CDOT estimates it would be required to spend to maintain, preserve or improve the State Highway Segment.

Details

The City of Victor proposed to take ownership of SH 67 from mile marker 45.56 to mile marker 45.87, in exchange for a payment of \$307,702. The payment will be made with RAMP funds.

Colorado Revised Statutes (CRS) 43-2-106 (1) (b) further provides that any county or municipality receiving a payment from CDOT as a result of CRS 43-2-106 (1) (a) shall credit the payment to a special fund to be used only for transportation-related expenditures.

Key Benefits

The fee of \$307,702 is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of SH 67 over the next 20 years.

Next Steps

The City of Victor shall adopt a resolution agreeing to the State's abandonment of the portion of SH 67 and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system; committing the City of Victor to assume ownership of said highway segment in the "as is" condition.

Within 90 days of the official notification of such abandonment by the Transportation Commission, the City of Victor shall execute a resolution or ordinance accepting the abandoned portion of SH 67 as a city street. Within 90 days of the date of execution of the the City of Victor Resolution or Ordinance accepting the abandoned portion of



SH 67, CDOT will execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert back to CDOT. Concurrent with the execution of the quitclaim deed, CDOT will provide payment of \$307,702 to the City of Victor, and that shall constitute the total consideration from the State to the City of Victor related to the abandonment and transfer of the Abandoned Highway

Attachments

Proposed resolution



Project #: C 067A-034
Location: SH 67 from 4th St. west to Victor City Limits
Municipality: City of Victor

PROPOSED RESOLUTION

WHEREAS, The Department of Transportation owns 0.31 linear miles of Highway in Victor, Colorado identified as State Highway 67 (SH 67);

WHEREAS, that portion of SH 67 is located between, and connecting 4th Street west to the Victor, City Limits (Exhibit A);

WHEREAS, Region 2 has determined that abandoning this portion of SH 67 would be in the best interest of Colorado taxpayers;

WHEREAS, the Colorado Revised Statutes 43-2-106 (1) (a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality;

WHEREAS, the City of Victor proposed to take ownership of SH 67 from mile marker (MM) 45.56 to MM 45.87, as described in Exhibit A which are attached hereto, in exchange for a payment of \$307,702.00 from CDOT;

WHEREAS, \$307,702.00 is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of SH 67 over the next 20 years;

WHEREAS, the abandonment of the above referenced section of SH 67 will be funded with Region 2 RAMP funds;

WHEREAS, Colorado Revised Statutes (CRS) 43-2-106 (1) (b) further provides that any county or municipality receiving a payment from CDOT as a result of CRS 43-2-106 (1) (a) shall credit the payment to a special fund to be used only for transportation-related expenditures;

WHEREAS, the Parties desire to enter into an Intergovernmental Agreement (IGA) and agree upon the condition of the abandonment of said highway segment by the State and acceptance by the City of Victor pursuant to the terms and conditions of the IGA;

WHEREAS, the governing body of the City of Victor has adopted Resolution No. 2014-08-14.01, agreeing to the state's abandonment of the portion of SH 67, agreeing that said highway segment no longer serves the ongoing purposes of the state highway system; committing the City of Victor to assume ownership of said highway segment in the "as is" condition;

WHEREAS, within 90 days of the date of CDOT's Transportation Commission Resolution formalizing the abandonment of the above referenced portion of SH 67, CDOT will execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert to CDOT;

WHEREAS, concurrent with the execution of the quitclaim deed, CDOT will provide payment of \$307,702.00 to the City of Victor, and that shall constitute the total consideration from the State to the City of Victor related to the abandonment and transfer of the abandoned highway;

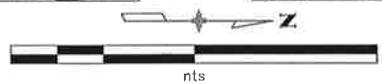
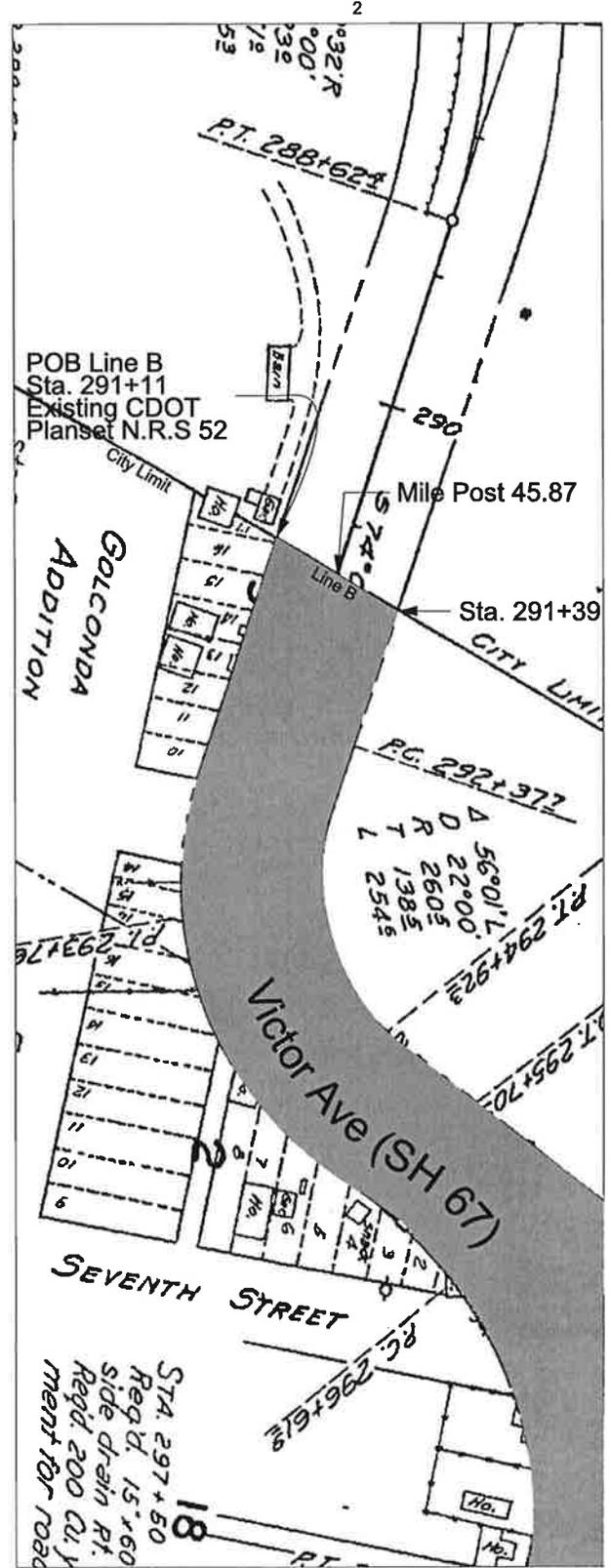
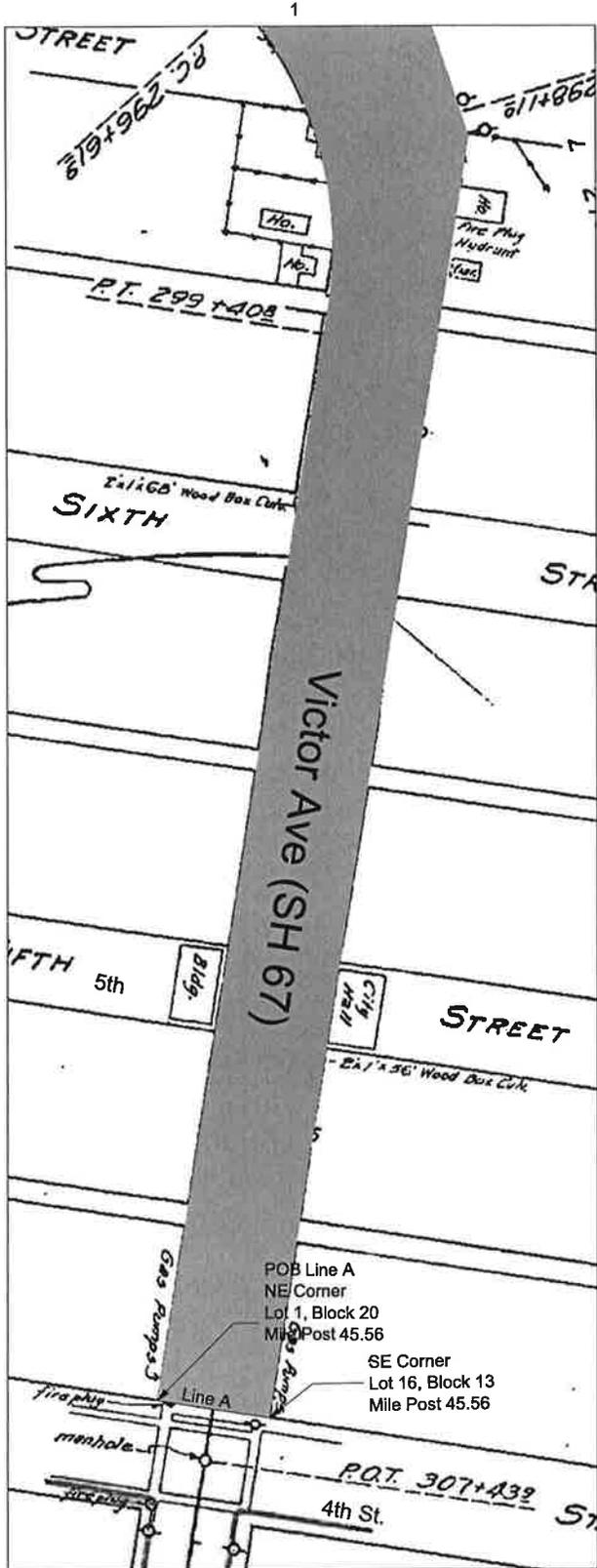
WHEREAS, Transportation Commission is authorized pursuant to Colorado Revised Statutes (C.R.S) 43-2-

106 to make determinations regarding abandonment of State Highways(s) to affected county(ies) or municipality(ies);

WHEREAS, the Transportation Commission has determined SH 67 between mile marker 45.56 and 45.87 is no longer needed for the state highway purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-2-106 the Department of Transportation be given authority to abandon that portion of SH 67 from mile marker 45.56 to 45.87 containing approximately 0.31 miles.

"EXHIBIT A"
Page 1 of 1
Victor Ave (SH 67)





COLORADO Transportation Commission

4201 East Arkansas Avenue, Room270
Denver, CO 80222-3406

DATE: October 16, 2014
TO: Transportation Commission
FROM: Joshua Laiply, P.E. Chief Engineer
SUBJECT: RAMP-SH 2 Devolution in Commerce City

Purpose

Colorado Revised Statute 43-2-103 (1)(a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality. Region 1 is requesting Commission approval to declare abandon a section of SH-2 in Commerce City.

Action

CDOT Region 1 is requesting the Transportation Commission pass a resolution to allow for the abandonment of SH 2 from mile marker 11.100 to mile marker 19.776.

Background

Several local agencies have submitted requests to CDOT for the abandonment of portions of State Highways that meet the qualifications of Colorado Revised Statute 43-2-103 (1)(a). The abandonments require CDOT to pay the local agency a fee to assume ownership of the State Highway segment. The fee must be less than CDOT estimates it would be required to spend to maintain, preserve or improve the State Highway Segment.

Details

Commerce City proposed to take ownership if SH 2 from mile marker 11.100 to mile marker 19.776 as depicted in Exhibit A which is attached hereto, in exchange for a payment of \$15,700,000 from CDOT, of which \$13,600,000 is from RAMP Funds and \$2,100,000 is from Faster Safety Funds.

Colorado Revised Statutes (CRS) 43-2-106 (1) (b) further provides that any county or municipality receiving a payment from CDOT as a result of CRS 43-2-106 (1) (a) shall credit the payment to a special fund to be used only for transportation-related expenditures.

Key Benefits

The fee of \$15,700,000 is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of SH 2 over the next 20 years.

Next Steps

Commerce City shall adopt a resolution agreeing to the State's abandonment of the portion of SH 2 and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system; committing Commerce City to assume ownership of said highway segment in the "as is" condition.

Within 90 days of the official notification of such abandonment by the Transportation Commission, Commerce City shall execute a resolution or ordinance accepting the abandoned portion of SH 2 as a city street. Within 90 days of the date of execution of the Commerce City Resolution or Ordinance accepting the abandoned portion of SH 2,



CDOT will execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert back to CDOT. Concurrent with the execution of the quitclaim deed, CDOT will provide payment of \$15,700,000.00 to Commerce City, and that shall constitute the total consideration from the State to Commerce City related to the abandonment and transfer of the Abandoned Highway

Attachments

Exhibit depicting the referenced segment of SH 2

Proposed resolution



Project #: C 067A-034
Location: SH 67 from 4th St. west to Victor City Limits
Municipality: City of Victor

PROPOSED RESOLUTION

WHEREAS, The Department of Transportation owns 0.31 linear miles of Highway in Victor, Colorado identified as State Highway 67 (SH 67);

WHEREAS, that portion of SH 67 is located between, and connecting 4th Street west to the Victor, City Limits (Exhibit A);

WHEREAS, Region 2 has determined that abandoning this portion of SH 67 would be in the best interest of Colorado taxpayers;

WHEREAS, the Colorado Revised Statutes 43-2-106 (1) (a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality;

WHEREAS, the City of Victor proposed to take ownership of SH 67 from mile marker (MM) 45.56 to MM 45.87, as described in Exhibit A which are attached hereto, in exchange for a payment of \$307,702.00 from CDOT;

WHEREAS, \$307,702.00 is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of SH 67 over the next 20 years;

WHEREAS, the abandonment of the above referenced section of SH 67 will be funded with Region 2 RAMP funds;

WHEREAS, Colorado Revised Statutes (CRS) 43-2-106 (1) (b) further provides that any county or municipality receiving a payment from CDOT as a result of CRS 43-2-106 (1) (a) shall credit the payment to a special fund to be used only for transportation-related expenditures;

WHEREAS, the Parties desire to enter into an Intergovernmental Agreement (IGA) and agree upon the condition of the abandonment of said highway segment by the State and acceptance by the City of Victor pursuant to the terms and conditions of the IGA;

WHEREAS, the governing body of the City of Victor has adopted Resolution No. 2014-08-14.01, agreeing to the state's abandonment of the portion of SH 67, agreeing that said highway segment no longer serves the ongoing purposes of the state highway system; committing the City of Victor to assume ownership of said highway segment in the "as is" condition;

WHEREAS, within 90 days of the date of CDOT's Transportation Commission Resolution formalizing the abandonment of the above referenced portion of SH 67, CDOT will execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert to CDOT;

WHEREAS, concurrent with the execution of the quitclaim deed, CDOT will provide payment of \$307,702.00 to the City of Victor, and that shall constitute the total consideration from the State to the City of Victor related to the abandonment and transfer of the abandoned highway;

WHEREAS, Transportation Commission is authorized pursuant to Colorado Revised Statutes (C.R.S) 43-2-

106 to make determinations regarding abandonment of State Highways(s) to affected county(ies) or municipality(ies);

WHEREAS, the Transportation Commission has determined SH 67 between mile marker 45.56 and 45.87 is no longer needed for the state highway purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-2-106 the Department of Transportation be given authority to abandon that portion of SH 67 from mile marker 45.56 to 45.87 containing approximately 0.31 miles.

SH 2 Devolution Limits



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Print Date: 9/15/2014		Sheet Revisions			 Colorado Department of Transportation 2000 South Holly Street Denver, CO 80222 Phone: 303-757-5991 FAX: 303-757-9059 Region 1	As Constructed		SH 2 Devolution		Project No./Code	
File Name: 19970DES_overview.dgn		Date:	Comments	Init.		No Revisions:			STA 0021-040		
Horiz. Scale: 1:3300 Vert. Scale: As Noted						Revised:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX	19970	
Unit Information Unit Leader Initials						Void:	Detailer: XXXXXXXX	Sheet Subset: XXXXXXXX	Subset Sheets: XXX of XXX	Sheet Number 1	

Beginning Devolution
SH 2 MP 11.1 @ 62nd Ave



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Print Date: 9/15/2014		Sheet Revisions Date: Comments Init.		Colorado Department of Transportation  2000 South Holly Street Denver, CO 80222 Phone: 303-757-5991 FAX: 303-757-9059 Region 1		As Constructed No Revisions:		SH 2 Devolution Exhibit		Project No./Code STA 0021-040 19970 Sheet Number 1	
File Name: 19970DES_Plan#.dgn											
Horiz. Scale: 1:500 Vert. Scale: As Noted				Region 1 DJH							
Unit Information Unit Leader Initials											

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Print Date: 9/15/2014		Sheet Revisions			Colorado Department of Transportation		As Constructed		SH 2 Devolution Exhibit		Project No./Code	
File Name: 19970DES_Plan##.dgn		Date:	Comments	Init.	 2000 South Holly Street Denver, CO 80222 Phone: 303-757-5991 FAX: 303-757-9059 Region 1	No Revisions:				STA 0021-040		
Horiz. Scale: 1:500 Vert. Scale: As Noted						Revised:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX	19970		
Unit Information Unit Leader Initials						Void:	Detailer: XXXXXXXX		X-XX-XX	Sheet Number 2		
						Sheet Subset: XXXXXXXX	Subset Sheets: XXX of XXX					



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Print Date: 9/15/2014
 File Name: 19970DES_Plan#.dgn
 Horiz. Scale: 1:500 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.

Colorado Department of Transportation
 2000 South Holly Street
 Denver, CO 80222
 Phone: 303-757-5991 FAX: 303-757-9059
Region 1 **DJH**

As Constructed
No Revisions:
Revised:
Void:

SH 2 Devolution Exhibit			
Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Sheet Number 3
Detailer: XXXXXXXX		X-XX-XX	
Sheet Subset: XXXXXXXX	Subset Sheets: XXX of XXX		

Project No./Code
STA 0021-040
19970



Ending Devolution SH 2
 @ Ending of BNSF STR E-17-UH MP 19.776

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Print Date: 9/15/2014		Sheet Revisions			Colorado Department of Transportation 2000 South Holly Street Denver, CO 80222 Phone: 303-757-5991 FAX: 303-757-9059 Region 1	As Constructed		SH 2 Devolution Exhibit		Project No./Code			
File Name: 19970DES_Plan#.dgn		Date:	Comments	Init.		No Revisions:			STA 0021-040				
Horiz. Scale: 1:500 Vert. Scale: As Noted						Revised:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX	19970			
Unit Information Unit Leader Initials						Void:	Detailer: XXXXXXXX	Subset Sheets: XXX of XXX	X-XX-XX	Sheet Number		4	



COLORADO Transportation Commission

4201 East Arkansas Avenue, Room270
Denver, CO 80222-3406

DATE: October 16, 2014
TO: Transportation Commission
FROM: Joshua Laiply, P.E. Chief Engineer
SUBJECT: SH 34 Devolution in the Town of Estes Park

Purpose

Colorado Revised Statute 43-2-103 (1)(a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality. Region 4 is requesting Commission approval to declare abandon a section of SH 34 in the Town of Estes Park.

Action

CDOT Region 4 is requesting the Transportation Commission pass a resolution to allow for the abandonment of SH 34 from mile marker 0.02 to mile Marker 1.3.

Background

Several local agencies have submitted requests to CDOT for the abandonment of portions of State Highways that meet the qualifications of Colorado Revised Statute 43-2-103 (1)(a). The abandonments require CDOT to pay the local agency a fee to assume ownership of the State Highway segment. The fee must be less than CDOT estimates it would be required to spend to maintain, preserve or improve the State Highway Segment.

Details

The Town of Estes Park proposed to take ownership of SH 34 from mile marker 0.02 to mile Marker 1.3, in exchange for a payment of \$4,200,000. The payment will be made with RAMP funds.

Colorado Revised Statutes (CRS) 43-2-106 (1) (b) further provides that any county or municipality receiving a payment from CDOT as a result of CRS 43-2-106 (1) (a) shall credit the payment to a special fund to be used only for transportation-related expenditures.

Key Benefits

The fee of \$4,200,000 is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of SH 34 over the next 20 years.

Next Steps

The Town of Estes Park shall adopt a resolution agreeing to the State's abandonment of the portion of SH 34 and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system; committing the Town of Estes Park to assume ownership of said highway segment in the "as is" condition.

Within 90 days of the official notification of such abandonment by the Transportation Commission, the Town of Estes Park shall execute a resolution or ordinance accepting the abandoned portion of SH 34 as a city street. Within 90 days of the date of execution of the Town of Estes Park Resolution or Ordinance accepting the



abandoned portion of SH 34, CDOT will execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert back to CDOT. Concurrent with the execution of the quitclaim deed, CDOT will provide payment of \$4,200,000 to the Town of Estes Park, and that shall constitute the total consideration from the State to the Town of Estes Park related to the abandonment and transfer of the Abandoned Highway

Attachments

Proposed resolution



PROJECT #: C 06-0016-10
LOCATION: SH 34 (Elkhorn Ave)
Municipality: Estes Park

PROPOSED RESOLUTION

WHEREAS, the Department of Transportation owns 1.28 linear miles of Highway in Estes Park identified as State Highway 34 (SH 34);

WHEREAS, that portion of SH 34 is located between mile marker 0.02 and mile marker 1.3;

WHEREAS, Region 4 has determined that abandoning this portion of SH 34 would be in the best interest of Colorado taxpayers;

WHEREAS, the Colorado Revised Statute 43-2-103 (1)(a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality;

WHEREAS, the affected county or municipality will assume ownership of the above mentioned roads in “as is” condition in exchange for a specific dollar amount to be paid by CDOT to the local governing body on the date of the transfer of ownership of this specified road segments;

WHEREAS, Estes Park proposed to take ownership of SH 34 from mile marker 0.02 and mile marker 1.3, in exchange for a payment of \$4,200,000 from CDOT RAMP Funds;

WHEREAS, \$4,200,000 is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of SH 34 over the next 20 years;

WHEREAS, Colorado Revised Statutes (CRS) 43-2-106 (1) (b) further provides that any county or municipality receiving a payment from CDOT as a result of CRS 43-2-106 (1) (a) shall credit the payment to a special fund to be used only for transportation-related expenditures;

WHEREAS, the Parties desire to enter into an Intergovernmental Agreement (IGA) and agree upon the condition of the abandonment of said highway segment by the State and acceptance by Estes Park pursuant to the terms and conditions of the IGA;

WHEREAS, the governing body of Estes Park shall adopt a resolution agreeing to the State’s abandonment of the portion of SH 34 and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system; committing Estes Park to assume ownership of said highway segment in the “as is” condition;

WHEREAS, within 90 days of the official notification of such abandonment by the Transportation Commission, Estes Park shall execute a resolution or ordinance accepting the abandoned portion of SH 34 as a city street;

WHEREAS, within 90 days of the date of execution of the Estes Park Resolution or Ordinance accepting the abandoned portion of SH 34, CDOT will execute a quitclaim deed that will include a reversion

provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert back to CDOT;

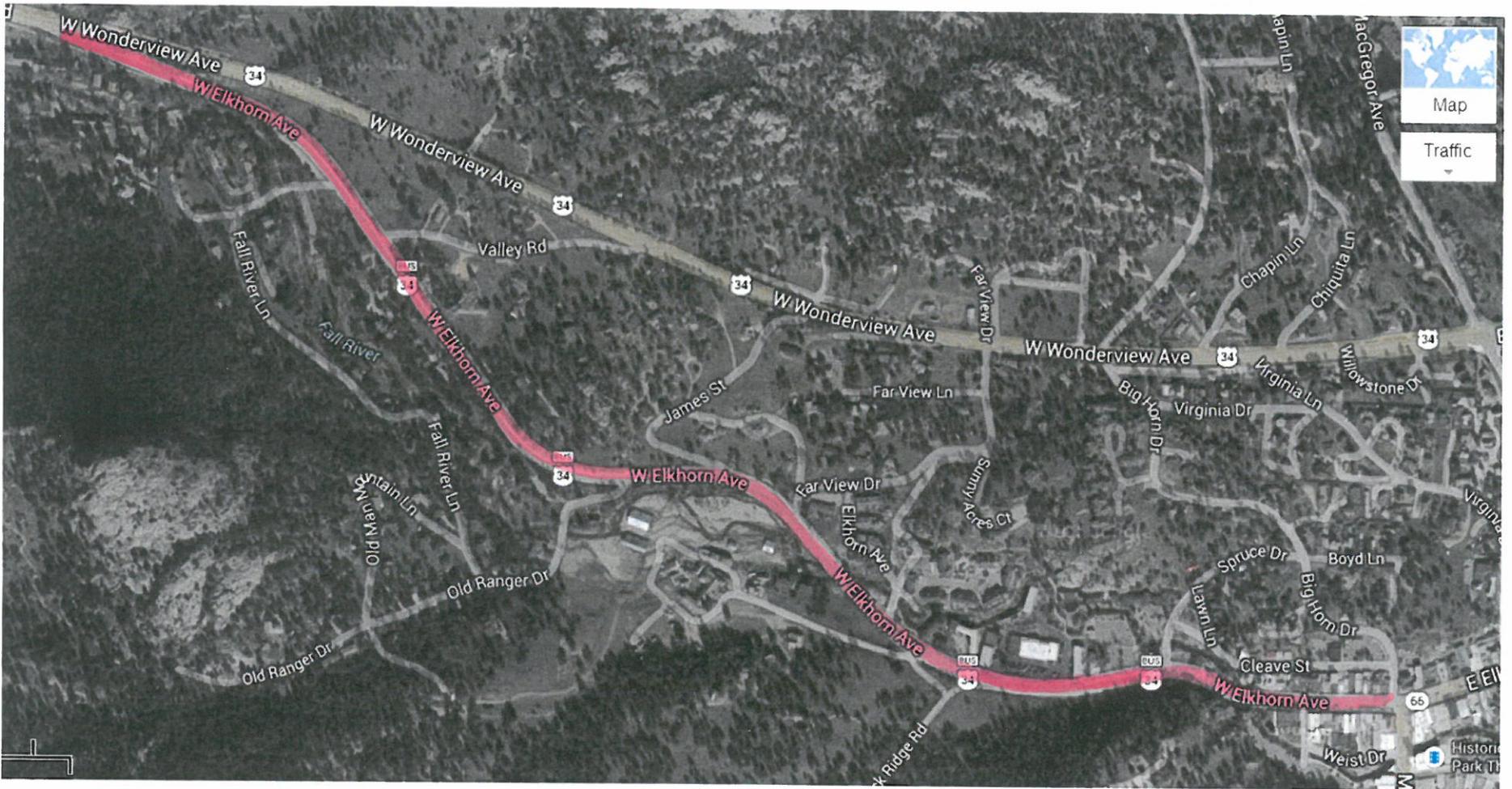
WHEREAS, concurrent with the execution of the quitclaim deed, CDOT will provide payment of \$4,200,000 to Estes Park, and that shall constitute the total consideration from the State to Estes Park related to the abandonment and transfer of the Abandoned Highway;

WHEREAS, Transportation Commission is authorized pursuant to Colorado Revised Statutes (C.R.S) 43-2-106 to make determinations regarding abandonment of State Highways(s) to affected county(ies) or municipality(ies);

WHEREAS, the Transportation Commission has determined SH 34 between mile marker 0.02 and mile marker 1.3 is no longer needed for the state highway purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-2-106 the Department of Transportation be given authority to abandon that portion of SH 34 from mile marker 0.02 and mile marker 1.3 containing approximately 1.28 miles.

Overview of Highway segment to be devolved





COLORADO
Department of Transportation

Division of Accounting and Finance

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

MEMORANDUM

DATE: October 16, 2014
TO: Transportation Commission
FROM: Scott Richrath, Chief Financial Officer
SUBJECT: Fourth Supplement - FY 2015

This supplement budgets projects for FY 2015 unless otherwise noted in the explanations on the following pages. The project requests are consistent with the FY 2012 through FY 2017 STIP. Funds are available from the Regions' allocations unless otherwise indicated.

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

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

Region 1

- \$2,100,000– *SH 2 in Commerce City Devolution*–**TC Transition Funds**-This action requests additional funding from the Transportation Commission’s established Transition Fund. This amount is not an increase to the overall cost which is identified on the RAMP Public-Public Partnership list as 1-14. Original plans included conducting safety improvements prior to devolution of the roadway. However, the improvements will now be conducted by the City after the devolution, which disqualifies the use of FASTER funds for this project. As such, Transition funds are now requested. (19970/1000...)

SH2: DEVOLUTION FROM 62ND AVE TO I-76								
<i>Budget Components by Phase, Funding Program, Fiscal Year</i>								
Phase of Work	Funding Program	Current Budget	Fourth Supplement Action			Total Request	Revised Budget	Expended Budget
			Year of Budget					
			FY 2015	FY 2016	FY 2017			
Misc	<i>RAMP Public-Public</i>	\$0	\$13,600,000	\$0	\$0	\$13,600,000	\$13,600,000	\$0
	<i>Commerce City</i>	\$0	\$5,100,000	\$0	\$0	\$5,100,000	\$5,100,000	\$0
	<i>Transition Funding</i>	\$0	\$2,100,000	\$0	\$0	\$2,100,000	\$2,100,000	\$0
	Total Misc	\$0	\$20,800,000	\$0	\$0	\$20,800,000	\$20,800,000	\$0
Total Project Budget		\$0	\$20,800,000	\$0	\$0	\$20,800,000	\$20,800,000	\$0
			Year of Expenditure			Total		
			FY 2015	FY 2016	FY 2017	Request		
			\$20,800,000	\$0	\$0	\$20,800,000		

This request is being brought before the Commission as the request for Transition funding exceeds \$1,000,000 but is below the threshold of \$2,500,000.

Region 2

- \$400,000– *US 24 Post Fire Mitigation Improvement Assessment*–**Transportation Commission Contingency Reserve**-This action requests reprioritizing previously allocated TCCRF funding to evaluate the constructed improvements, recommend/assess additional flood mitigation, and analyze US 24 closure protocols. The funds were originally allocated for the purposes of developing an automated monitoring and gate closure system on US 24.

Task	Amount
Sub-watershed Evaluation	100,000
Improvements Evaluation/Recommendation	80,000
Conceptual Design of Selected Improvements	90,000
Review Roadway Closure Protocols	30,000
Presentations/Report	50,000
CDOT Labor	50,000
Total	400,000

This request is being brought before the Commission as it is reprioritizing TCCRF funds from the original request in the 5th Supplement of 2014.

Region 3

- \$375,000– *SH 139 at MP 2.8 Culvert Repair*–**Transportation Commission Contingency Reserve (Confirmation Item)**-This action requests funds to replace a damaged culvert and roadway shoulder caused by rainfall and irrigation runoff. Immediate repair/replacement is necessary to avoid further damage to adjacent land owners caused by drainage failure. (20500/1000...)

ER SH 139 CULVERT REPAIR MP 2.85								
<i>Budget Components by Phase, Funding Program, Fiscal Year</i>								
Phase of Work	Funding Program	Current Budget	Fourth Supplement Action			Total Request	Revised Budget	Expended Budget
			Year of Budget					
			FY 2015	FY 2016	FY 2017			
Const	TCCRF	\$0	\$375,000	\$0	\$0	\$375,000	\$375,000	\$0
	Total Construction	\$0	\$375,000	\$0	\$0	\$375,000	\$375,000	\$0
	Total Project Budget	\$0	\$375,000	\$0	\$0	\$375,000	\$375,000	\$0
			Year of Expenditure			Total		
			FY 2015	FY 2016	FY 2017	Request		
			\$375,000	\$0	\$0	\$375,000		

Region 5

- \$940,000– *SH 90 BRIDGE REPLACEMENT K-01-C*–**Transportation Commission Contingency Reserve**-This action requests funds for a temporary bridge structure to replace a damaged bridge. The temporary structure is needed to restore unrestricted access to the road. Emergency repairs to the structure funded with maintenance budget have reopened the bridge to limited traffic. A permanent replacement structure is anticipated to be funded via the Bridge Enterprise. (20489/1000...)

SH 90 BRIDGE REPLACEMENT K-01-C								
<i>Budget Components by Phase, Funding Program, Fiscal Year</i>								
Phase of Work	Funding Program	Current Budget	Fourth Supplement Action			Total Request	Revised Budget	Expended Budget
			Year of Budget					
			FY 2015	FY 2016	FY 2017			
Construction	TCCRF	\$0	\$940,000	\$0	\$0	\$940,000	\$940,000	\$0
	Total Construction	\$0	\$940,000	\$0	\$0	\$940,000	\$940,000	\$0
	Total Project Budget	\$0	\$940,000	\$0	\$0	\$940,000	\$940,000	\$0
			Year of Expenditure			Total		
			FY 2015	FY 2016	FY 2017	Request		
			\$940,000	\$0	\$0	\$940,000		

Transportation Systems Management & Operations

- \$1,850,000– *Tolled Express Lane Operations* –**Transportation Commission Contingency Reserve**-This action requests funding for the execution of essential initiatives for several interstate corridors to come on-line in April, August and October of 2015 including: tolling infrastructure installs, software, operations, road maintenance, tolling concept, marketing/branding, training, safety plans, etc. suitable for acceptance from Federal, State agencies and representing industry best practices. These multiple initiatives must be completed within six months to meet the first go-live date for these corridors of April 29, 2015.

Tolled Express Lane Operations								
<i>Budget Components by Phase, Funding Program, Fiscal Year</i>								
Phase of Work	Funding Program	Current Budget	Fourth Supplement Action			Total Request	Revised Budget	Expended Budget
			Year of Budget					
			FY 2015	FY 2016	FY 2017			
Construction	TCCRF	\$0	\$1,850,000	\$0	\$0	\$1,850,000	\$1,850,000	\$0
	Total Construction	\$0	\$1,850,000	\$0	\$0	\$1,850,000	\$1,850,000	\$0
	Total Project Budget	\$0	\$1,850,000	\$0	\$0	\$1,850,000	\$1,850,000	\$0
			Year of Expenditure			Total		
			FY 2015	FY 2016	FY 2017	Request		
			\$1,850,000	\$0	\$0	\$1,850,000		

RAMP

Operations

- \$3,369,949–This action requests an increase to the RAMP funding “cap” for Operations projects to an amount of \$85,706,243 to allow for advancement of subsequent projects with staff monitoring and oversight. The amount being requested to increase the cap is 10% of the remaining unallocated RAMP balance of \$33,699,487.

Project Category	Percentage of the Total Amount of Initial RAMP Funding	Remaining Balance of Unallocated RAMP Funds	New Amount to be added to current budget (based on original %)	Current RAMP Budget (including all increases and adjustments)	New Hard Cap Amount
Operations	10%	\$ 33,699,487	\$ 3,369,949	\$ 82,336,294	\$ 85,706,243

FY 2014 to FY 2015 Roll-forwards

- \$ 5,000,000- **Maintenance Level of Service**- Request roll forward of FY 2014 cost center budget to be spent in FY2015.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

Fourth Supplement

Fiscal year 2014-2015

Dated: October 16, 2014

COLORADO DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

RESOLUTION NO. TC –

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

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-14	<i>Final Balance 13S14</i>		\$63,398,117	
	<i>state match for ER permanent repair projects</i>	\$ 125,009		1000197455-1000198070
	<i>to ER Cost Center for FEMA related expenses</i>	\$ (265,096)		1000198056
	<i>FY15 Budget Allocation</i>	\$ 20,808,485		1000198107
	<i>Transfer to Transportation Commission Legacy Fund</i>	\$ (10,000,000)		1000198139
	<i>US-50 near Parkdale embankment repair, bid adjustment</i>	\$ (216,163)		1000198728
July-14	<i>Balance 1S15</i>		\$73,850,352	
	<i>1S15 Walk-on loan Glenwood Canyon Bike Trail</i>	\$ (400,000)		1000198921
	<i>Repayment of FY14 DTR Loan</i>	\$ 5,305,665		1000198674
	<i>state match for ER permanent repair projects</i>	\$ (748,169)		1000197455-1000199228
	<i>Repayment of FY14 Civil Rights and On the Job Training</i>	\$ 306,420		1000198382
	<i>Return of unbudget US 24 funds from region 2</i>	\$ 499,999		1000199268
	<i>I-76 Emergency Culvert and Concrete Repair</i>	\$ (1,800,000)		1000200298
August-14	<i>Balance 2S15</i>		\$77,014,267	
	<i>Return of US550 Rockslide funds upon receipt of Federal Funds</i>	\$ 912,005		1000200187
	<i>Return of US24 Bid savings</i>	\$ 504,637		1000199551;1000199612
	<i>state match for ER permanent repair projects</i>	\$ 2,727,999		1000199512-1000200326
	<i>FY2014 Surplus Fund Reconciliation (Revenue and Cost Center Balances)</i>	\$ 7,978,164		pending
September-14	<i>Balance 3S15</i>		\$89,137,072	
	<i>state match for ER permanent repair projects</i>	\$ (3,573,373)		1000200401-1000201609
	<i>Insurance Reimbursement for Glenwood Canyon Bike Trail</i>	\$ 223,115		1000201301
	<i>Bid Savings from SH5 stabilization</i>	\$ 1,018,078		1000201733
	<i>Federal Fiscal Year 2014 Redistribution of Obligation Limitation</i>	\$ 31,769,903		1000200738
	<i>SH90 over Dolores River Critical repair, temporary structure</i>	\$ (940,000)		pending
	<i>SH139 MP2.8 Culvert Repair</i>	\$ (375,000)		1000201780
	<i>FY2014 September vs October Fund Reconciliation (Revenue and Cost Center Balances)</i>	\$ (6,997,849)		pending
	<i>Tolled Express Lane Operations Planning</i>	\$ (1,850,000)		pending
October-14	<i>Balance 4S15</i>		\$108,411,946	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-14	<i>Carry forward from FY 2014</i>		\$0	
	<i>FY 2015 allocation</i>	\$10,000,000		1000198107
October-14	<i>Balance 4S15</i>		\$10,000,000	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
	<i>Transfer from TCCRF</i>	\$10,000,000		1000198139
July-14	<i>Balance 1S15</i>		\$10,000,000	
	<i>Region 2 US 50 Granada Creek East of Granada</i>	\$ (420,687)		1000200185
	<i>Region 3 SH 82 AABCR Pedestrian Underpass</i>	\$ (34,468)		1000200186
	<i>Region 4 SH52 at WCR 59 Intersection</i>	\$ (474,923)		1000200327
September-14	<i>Balance 3S15</i>		\$9,069,922	
	<i>SH 2 in Commerce City Devolution, supplement to RAMP 1-14</i>	\$ (2,100,000)		Pending
October-14	<i>Balance 4S15</i>		\$6,969,922	

Transportation Commission Contingency Reserve Fund September 11, 2013 Flood Related Monthly Activity Report

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

Fourth Supplement 2015, as of September 27, 2014

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

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

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

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
4	063A	55.000-56.411	SH 63/385 MP 404 TO 406	Logan	\$ 4,550
Total Temporary Emergency Relief					\$ 4,550

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

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
4	119C	61.419-63.699	PR SH 119 MP 61.5-63.9	Weld	\$ (5,586)
4	034A	114.000-116.000	PR US 34A MP 114 to MP 116	Weld	\$ (3,572,337)
Total Permanent Restoration					\$ (3,577,923)

Grand Total TCCRF Activity for Flood Relief Since Last Reporting **\$ (3,573,373)**



FY 2015 Contingency Balance Projection

October FY 2015 TC Contingency Balance ⁽¹⁾⁽²⁾	\$108,411,946	
FY 2015 State Match for Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$5,000,000)	(\$13,000,000)
Federal Reimbursement of US24; Return of HPTE loans; and Other Impacts	Max Reimbursement Estimate	Min Reimbursement Estimate
	\$8,000,000	\$4,000,000
FY 2015 Contingency Estimate - Prior to FY 2015 TCCRF Funding Requests	High Balance	Low Balance
	\$111,411,946	\$99,411,946

Estimated FY2015 TCCRF Funding Requests (November through June)	(\$16,666,667)	(\$16,666,667)
Projected FY 2015 YE Contingency Balance	\$94,745,279	\$82,745,279
<i>TCCRF Fund Balance Adjustment to Reach \$40M Balance - Period 1 FY2016</i>	<i>(\$54,745,279)</i>	<i>(\$42,745,279)</i>

Estimated future railroad exposure not currently included - (\$10,000,000)

(1) Includes pending FY14 reconciliation adjustment of +\$980,315

(2) Includes Federal Obligation Redistribution of +\$31,769,903



October FY 2015 Contingency Balance Reconciliation

September FY 2015 TC Contingency Balance	\$89,137,072
Emergency Relief Project Allocation - Permanent Restoration	(\$3,573,373)
Glenwood Canyon Bike Trail Insurance Reimbursement	\$223,115
SH5- Stabilization Bid Savings	\$1,018,078
SH90 over Dolores River critical repair, temporary structure	(\$940,000)
SH139 Culvert Repair	(\$375,000)
FY2014 Federal Limitation Redistribution (pending decision)	\$31,769,903
FY2014 Fund Reconciliation (pending)	(\$6,997,849)
Tolled Express Lane Operations (pending)	(\$1,850,000)

October FY 2015 TC Contingency Balance	\$108,411,946
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Partnership and Operations Projects - Status Through September 2014 TC Meeting

Public-Private Partnership

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

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

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
Group 1	N/A	19879	WB Twin Tunnels Expansion	\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$7,000,000	\$0	RAMP Funding Approved by TC in February
1	TC Approved or Staff Recommends Budgeting Funds (Group 1)		\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$0	\$7,000,000	\$0	

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
Group 2														None
1	Staff Recommends Budgeting Funds (Group 2)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC	
Group 3	1-2	18999	C-470 Managed Toll Express Lanes: Kipling to I-25	\$200,000,000	\$214,000,000	-\$14,000,000	\$100,000,000	\$100,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$84,500,000	\$0	Staff is continuing project development including Toll and Revenue studies. Staff plans for a recommendation for funding in the December Transportation Commission meeting.
	4-5a	19626	I-25: Tolloed Express Lanes: 120th to SH 7	\$1,040,000,000	\$1,040,000,000	\$0	\$55,000,000	\$55,000,000	\$0						RAMP Funding of 10% granted by TC in March for continued preconstruction activity.
	4-5b	14276 18319 18357 18844	I-25: Tolloed Express Lanes: SH 7 North to SH 14				\$35,000,000	\$35,000,000	\$0						
	N/A	-	HTPE P3 Development Fund	\$200,000,000	\$200,000,000	\$0	\$40,000,000	\$40,000,000	\$0	\$0	\$0	\$0	\$160,000,000	\$0	Staff Recommends Further Development: \$4.6M of HPTPE RAMP Funds for I-70 EB PPSL (RAMP Ops project 1-09) Approved by TC in August Supplement (#TC-3188)
4	Staff Recommends Further Development (Group 3)		\$1,440,000,000	\$1,454,000,000	-\$14,000,000	\$230,000,000	\$230,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$244,500,000	\$0		

4	SUB-TOTAL Public-Public Partnership Projects		\$1,495,000,000	\$1,509,000,000	-\$14,000,000	\$278,000,000	\$278,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
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Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
Group 4														None
1	Projects that have been Withdrawn (Group 4)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

5	TOTAL Partnership Projects: HTPE P3 Projects		\$1,495,000,000	\$1,509,000,000	-\$14,000,000	\$278,000,000	\$278,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$251,500,000	\$0	
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Percentage over Transportation Commission Approved Amount

0.94%

0.00%

Partnership and Operations Projects - Status Through September 2014 TC Meeting

Public-Public Partnership

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

** Numbers are shown as a COST VARIANCE	
-\$4,800.00	Numbers shown in red or with a negative represent an overage
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Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status as of September TC	
Group 1	1-7	17810	Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System	\$25,000,000	\$25,000,000	\$0	\$9,000,000	\$9,000,000	\$0	\$5,000,000	\$0	\$0	\$11,000,000	\$0	RAMP Funding Approved by TC in February
	1-14	19970	SH 2 in Commerce City Widening and Devolution	\$20,800,000	\$20,800,000	\$0	\$13,600,000	\$13,600,000	\$0	\$5,100,000	\$0	\$0	\$2,100,000	\$0	RAMP Funding Approved by TC in February
	1-15	19896	US 6 and 19th St. Intersection Grade Separation	\$25,000,000	\$25,000,000	\$0	\$20,000,000	\$20,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-19	17219	Colorado Blvd. in Idaho Springs Final Phase and Devolution	\$21,900,000	\$21,900,000	\$0	\$21,900,000	\$21,900,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	\$29,203,881	\$29,181,821	\$22,060	\$23,363,105	\$23,341,821	\$21,284	\$5,840,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-46	19192	I-25 and Arapahoe Rd. Interchange	\$74,000,000	\$74,000,000	\$0	\$50,400,000	\$50,400,000	\$0	\$16,400,000	\$0	\$0	\$7,200,000	\$0	RAMP Funding Approved by TC in February
	2-1	19964	SH 67 in Victor Devolution (cash payment)	\$307,702	\$307,702	\$0	\$307,702	\$307,702	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-5	19954	US 160 Turnouts	\$1,015,000	\$1,015,000	\$0	\$840,000	\$840,000	\$0	\$0	\$175,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-7	19965	US 24 Business Route Devolution (cash payment)	\$2,602,475	\$2,602,475	\$0	\$2,602,475	\$2,602,475	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-20	19906	US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project to 2-9)	\$1,500,000	\$1,500,000	\$0	\$1,200,000	\$1,200,000	\$0	\$300,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-21	19039	I-25 and Cimarron Interchange Reconstruction	\$95,000,000	\$95,000,000	\$0	\$24,000,000	\$24,000,000	\$0	\$6,000,000	\$0	\$0	\$65,000,000	\$0	RAMP Funding Approved by TC in March
	2-22	18367	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	\$21,300,000	\$23,300,000	-\$2,000,000	\$11,000,000	\$11,700,000	-\$700,000	\$1,300,000	\$7,000,000	\$1,300,000	\$3,300,000	\$0	RAMP Funding Approved by TC in February
	2-23	19522	SH 21 / Old Ranch Rd. Interchange Completion	\$9,266,000	\$10,333,779	-\$1,067,779	\$600,000	\$600,000	\$0	\$8,600,000	\$0	\$600,000	\$1,133,779	\$467,779	RAMP Funding Approved by TC in February
	2-31	19205 19208 19408	I-25 Ilex to 1st St. in Pueblo (includes devolution match in RAMP request)	\$33,200,000	\$33,200,000	\$0	\$22,000,000	\$22,000,000	\$0	\$1,200,000	\$0	\$0	\$10,000,000	\$0	RAMP Funding Approved by TC in February
	2-33	19056 19751	US 50 / SH 45 Interchange, Wills to Purcell-Pueblo (companion project 2-10)	\$10,000,000	\$10,000,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	RAMP Funding Approved by TC in February
	3-6	20087	SH 6/SH13 in Rifle Devolution	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-9	19094	I-70 Vail Underpass (Simba Run)	\$20,800,000	\$20,800,000	\$0	\$14,600,000	\$14,600,000	\$0	\$6,000,000	\$0	\$0	\$200,000	\$0	RAMP Funding Approved by TC in February
	3-12/29	19930	SH 9 - Frisco to Breckenridge: Iron Springs Phase and Vail Pass Multi-Use Path Devolution	\$21,985,000	\$22,013,668	-\$28,668	\$17,500,000	\$17,528,668	-\$28,668	\$0	\$4,485,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-14	19459	I-70 Eagle Interchange Upgrade	\$9,887,365	\$9,887,365	\$0	\$3,500,000	\$3,500,000	\$0	\$3,437,364	\$0	\$0	\$2,950,001	\$0	RAMP Funding Approved by TC in February
	3-24	19911	I-70 Exit 31 Horizon Drive	\$5,000,000	\$5,250,000	-\$250,000	\$4,000,000	\$4,200,000	-\$200,000	\$1,050,000	\$0	\$50,000	\$0	\$0	RAMP Funding Approved by TC in February
3-31	19874	US 40 Improvements in Fraser	\$1,950,390	\$2,145,320	-\$194,930	\$1,267,754	\$1,394,458	-\$126,704	\$750,862	\$0	\$68,226	\$0	\$0	RAMP Funding Approved by TC in February	
3-40	19910	SH 9 Grand County Safety Improvement Project	\$46,000,000	\$46,000,000	\$0	\$36,222,000	\$36,222,000	\$0	\$9,722,000	\$0	\$0	\$56,000	\$0	RAMP Funding Approved by TC in February	
4-6	19893	US 34 in Estes Park Improvements and Devolution	\$16,000,000	\$16,005,000	-\$5,000	\$4,200,000	\$4,200,000	\$0	\$0	\$0	\$0	\$11,805,000	\$5,000	RAMP Funding Approved by TC in February	

Partnership and Operations Projects - Status Through September 2014 TC Meeting

Public-Public Partnership

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status as of September TC	
Group 1 (cont.)	4-20	12372 18401 19561	North College / US 287 Conifer to Laporte Bypass	\$36,000,000	\$36,157,682	-\$157,682	\$17,500,000	\$17,500,000	\$0	\$4,648,500	\$0	\$248,500	\$14,009,182	-\$90,818	RAMP Funding Approved by TC in February
	4-25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	\$2,100,000	\$2,100,000	\$0	\$1,680,000	\$1,680,000	\$0	\$420,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	4-28	19891	SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$3,685,180	\$0	\$1,842,590	\$1,842,590	\$0	\$1,842,590	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-29	19890	US 34 & CR 49 Intersection Safety Improvements	\$2,200,000	\$2,200,000	\$0	\$1,500,000	\$1,500,000	\$0	\$700,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-30	19892	SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$2,249,875	\$0	\$1,000,000	\$1,000,000	\$0	\$1,249,875	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-34/51/52	19894 20204 20203	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	\$1,752,000	\$1,591,000	\$161,000	\$944,200	\$944,200	\$0	\$0	\$627,000	\$0	\$19,800	-\$161,000	RAMP Funding Approved by TC in February
	4-54	18397	SH 119 Diagonal: 30th to Foothills Parkway Multi-modal Improvements Project	\$5,570,000	\$5,570,000	\$0	\$4,456,000	\$4,456,000	\$0	\$1,114,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-58	19888	SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$5,466,350	\$0	\$4,373,080	\$4,373,080	\$0	\$1,093,270	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	5-6	19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000	\$0	\$1,600,000	\$1,600,000	\$0	\$400,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	5-8	19908	SH 172 / 151 Signalization	\$1,800,000	\$1,800,000	\$0	\$1,430,000	\$1,430,000	\$0	\$370,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	5-10	19902	US 160 / Wilson Gulch Road Extension	\$6,400,000	\$6,400,000	\$0	\$4,288,000	\$4,288,000	\$0	\$2,112,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	5-13	19397	SH 145 at CR P Safety Improvements	\$1,660,194	\$1,660,194	\$0	\$1,577,185	\$1,577,185	\$0	\$83,036	\$0	\$0	-\$27	\$0	RAMP Funding Approved by TC in February
	5-14	18972	US 285 Antonito Storm Drain System Replacement	\$2,742,429	\$2,742,429	\$0	\$2,193,944	\$2,193,944	\$0	\$100,000	\$448,485	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	5-15	19411	SH 62 Ridgway Street Improvements (pending approval of local match)	\$13,791,257	\$13,291,257	\$500,000	\$10,494,509	\$10,494,509	\$0	\$2,000,000	\$796,748	\$0	\$0	-\$500,000	RAMP Funding Approved by TC in February
5-18	19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,497,090	\$0	\$1,997,090	\$1,997,090	\$0	\$500,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
38	TC Approved or Staff Recommends Budgeting Funds (Group 1)		\$587,232,188	\$590,253,187	-\$3,020,999	\$349,579,634	\$350,613,722	-\$1,034,088	\$92,333,497	\$13,532,233	\$2,266,726	\$133,773,735	-\$279,039		
Group 2	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
	Staff Recommends Budgeting Funds (Group 2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
Group 3	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
	Staff Recommends Further Development (Group 3)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
38	SUB-TOTAL Public-Public Partnership Projects			\$587,232,188	\$590,253,187	-\$3,020,999	\$349,579,634	\$350,613,722	-\$1,034,088	\$92,333,497	\$13,532,233	\$2,266,726	\$133,773,735	-\$279,039	
Group 4	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of September TC
	2-27	-	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544	\$0	\$110,544	\$110,544	\$0	\$110,544						Local Agency Withdrew Project in December 2013
	2-29	-	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307	\$0	\$155,307	\$155,307	\$0	\$155,307						Local Agency Withdrew Project in December 2013
2	Projects that have been Withdrawn (Group 4)			\$265,851	\$0	\$265,851	\$265,851	\$0	\$265,851						
40	TOTAL Public-Public Partnership Projects			\$587,498,039	\$590,253,187	-\$2,755,148	\$349,845,485	\$350,613,722	-\$768,237	\$92,333,497	\$13,532,233	\$2,266,726	\$133,773,735	-\$279,039	
Percentage over Transportation Commission Approved Amount						0.47%			0.22%						

Partnership and Operations Projects - Status Through September 2014 TC Meeting

Operations

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

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

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC	
Group 1	1-09	19474 19984 20306 20307 20308 20309	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$72,500,000	-\$38,500,000	\$20,000,000	\$26,998,000	-\$6,998,000	\$500,000	\$0	\$0	\$45,002,000	\$31,502,000	RAMP Funding Approved for Construction Pkg 2 by TC in August Supplement (#TC-3188); Other Funds includes \$4.6M from HPTE RAMP Funding which may be returned upon closure of commercial loan
	1-27	20063	SH-74 South of El Rancho Safety Shoulders	\$57,947	\$55,000	\$2,947	\$57,947	\$55,000	\$2,947	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-41	19978	State Highway Signal Upgrades: Phase I - Colfax Signals	\$2,495,000	\$3,246,557	-\$751,557	\$2,200,000	\$2,200,000	\$0	\$0	\$1,046,557	\$751,557	\$0	\$0	RAMP Funding Approved by TC in February; Local Partner has committed additional funds;
	1-42	19979	State Highway Signal Upgrades: Phase III - Denver Slipfit												
	1-44	19980	State Highway Signal Upgrades: Phase I - Santa Fe and Evans												
	1-51	20070	Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT)	\$2,575,000	\$2,529,035	\$45,965	\$2,575,000	\$2,529,035	\$45,965	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-53	20182	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	\$1,060,000	\$1,060,000	\$0	\$1,060,000	\$1,060,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	1-54	19958	I-76 at 88th Ave. Interchange Improvements (MP 10)	\$1,050,000	\$1,034,348	\$15,652	\$1,050,000	\$1,034,348	\$15,652	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	1-56	20071 20302	US 285 at Mount Evans Blvd./Pine Valley Rd. (MP 229)	\$422,000	\$422,000	\$0	\$422,000	\$422,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	1-63	20089	I-70 at Grapevine Rd. (MP 256.0)	\$189,000	\$189,000	\$0	\$189,000	\$189,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-77	20202	New Ramp Meters and Ramp Meter Upgrades	\$965,000	\$998,639	-\$33,639	\$965,000	\$998,639	-\$33,639	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in July Supplement (#TC-3177, walk-on); Additional RAMP Funding Approved by TC in September Supplement (#TC-XXXX)
	1-81	19086	US 40 Berthoud Pass Remote Avalanche Control System Pilot Program	\$1,000,000	\$1,275,000	-\$275,000	\$1,000,000	\$1,000,000	\$0	\$225,000	\$0	\$225,000	\$50,000	\$50,000	RAMP Funding Approved by TC in July Supplement (#TC-3177); Local Partner has committed additional funds; RAMP ID # changed from 3-51 to 1-81
	2-08	19905	US 24 / Judge Orr Rd. Intersection Improvement	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-09	19906	US 50 / Dozier Ave. Intersection Improvement (companion project Partnership 2-20)	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-10	19751	US 50 / Purcell and US 50 / McCulloch Intersection Improvement (companion project Partnership 2-33)	\$1,200,000	\$1,200,000	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-17	19884	US 50 / 32nd Ln., US 50 / Cottonwood Ave., US 50 / 34th Ln. Intersection Improvements	\$1,500,000	\$2,500,000	-\$1,000,000	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	RAMP Funding Approved by TC in February
	3-33	19490	I-70 Vail Chain Station Improvements	\$4,500,000	\$4,500,000	\$0	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	3-34	19875	I-70 Glenwood Canyon Variable Speed Signing	\$2,200,000	\$1,996,800	\$203,200	\$2,200,000	\$1,996,800	\$203,200	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-13	19960	Adaptive Signal Control - US 85 Greeley	\$750,000	\$750,000	\$0	\$600,000	\$600,000	\$0	\$0	\$150,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	\$250,000	\$250,000	\$0	\$200,000	\$200,000	\$0	\$50,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	\$380,000	\$380,000	\$0	\$304,000	\$304,000	\$0	\$76,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-41	19959	Adaptive signals on US 34 Bypass in Greeley	\$500,000	\$500,000	\$0	\$400,000	\$400,000	\$0	\$0	\$100,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
4-42	19963	Fiber Optics and ITS Devices on I-76	\$11,000,000	\$11,003,607	-\$3,607	\$5,000,000	\$5,003,607	-\$3,607	\$0	\$0	\$0	\$6,000,000	\$0	RAMP Funding Approved by TC in February	
4-44/4-49	19961	Adaptive Signals on SH 119 Airport Rd. to Zlaten Dr. in Longmont / Adaptive Signals on SH 119: I-25 to WCR 3.5	\$1,850,000	\$1,850,000	\$0	\$1,680,000	\$1,680,000	\$0	\$0	\$170,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February	

Partnership and Operations Projects - Status Through September 2014 TC Meeting

Operations

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC	
Group 1 (cont.)	4-50	19962	Fiber Optic Communication from I-25 to CDOT West Yard	\$1,700,000	\$1,700,000	\$0	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February	
	4-66	20059	Adaptive Traffic Signals System along US 287 (Main St.) in Longmont	\$1,760,000	\$1,760,000	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$600,000	-\$60,000	\$60,000	\$60,000	RAMP Funding Approved by TC in February
	5-03	20061	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	\$3,757,844	\$3,753,865	\$3,979	\$3,757,844	\$3,753,865	\$3,979	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	O-01	20179	Fiber Optic Backbone - I-25 (Pueblo to Walsenburg); and US 285 (C-470 to Conifer)	\$7,000,000	\$7,000,000	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	RAMP Funding Approved by TC in February
	O-02	-	I-70 Mountain Corridor Wireless Improvement	\$5,300,000	\$5,300,000	\$0	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$3,600,000	\$0	RAMP Funding Approved by TC in February
	O-03	20378	CDOT ITS Information Kiosks- Pilot Project	\$480,000	\$480,000	\$0	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	O-04	20222	Regional Satellite Solar Powered Cameras (LiveView)	\$1,750,000	\$1,750,000	\$0	\$1,750,000	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	O-06	20181	Enhanced Traffic Incident Management Software - Phase I	\$3,700,000	\$3,700,000	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$700,000	\$0	RAMP Funding Approved by TC in February
	O-07	20234	Enhanced Incident Management Software - Phase II	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-08	20233	Integration of CAD Dispatch Systems - Phase I	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-09	20249	Upgrade Snow Plows with Advanced Instrumentation	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-10	20251	Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-11	19782 20166	I-25: Expansion of Traffic and Weather Surveillance	\$2,200,000	\$5,200,000	-\$3,000,000	\$2,200,000	\$2,200,000	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	RAMP Funding Approved by TC in June (#TC-3168)
	O-12	20236	I-70: Expansion of Traffic and Weather Surveillance	\$2,500,000	\$2,500,000	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
	O-13	20232	Enhancing Incident Detection Capabilities	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
O-14	20238	Operation Data Integration	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)	
O-15	20250	On-Scene Incident Command Vehicles Communication Equipment	\$182,000	\$182,000	\$0	\$182,000	\$182,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)	
41	Staff Recommends Budgeting Funds (Group 1)		\$104,873,791	\$148,165,851	-\$43,292,060	\$75,572,791	\$82,336,294	-\$6,763,503	\$851,000	\$2,066,557	\$916,557	\$62,912,000	\$35,612,000		
Group 2	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC
	Staff Recommends Budgeting Funds (Group 2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
Group 3	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC
	Staff Recommends Further Development (Group 3)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
41	SUB-TOTAL Operations Projects			\$104,873,791	\$148,165,851	-\$43,292,060	\$75,572,791	\$82,336,294	-\$6,763,503	\$851,000	\$2,066,557	\$916,557	\$62,912,000	\$35,612,000	
Group 4	Tracking #	PCN	Project Name	TC Approved Total Project Cost	Estimated Total Project Cost	** Total Project Cost Delta	TC Approved RAMP Request	Estimated RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status as of Sept TC
	1	1-59	20090	SH 86 Intersection Improvement at Crowfoot Valley Rd. (MP 101.53)	\$516,000	\$0	\$516,000	\$516,000	\$0	\$516,000	\$0	\$0	\$0	\$0	CDOT Staff Recommends Withdrawing Project; TC Informed in March
Projects that have been Withdrawn (Group 4)				\$516,000	\$0	\$516,000	\$516,000	\$0	\$516,000						
42	TOTAL Operations			\$105,389,791	\$148,165,851	-\$42,776,060	\$76,088,791	\$82,336,294	-\$6,247,503	\$851,000	\$2,066,557	\$916,557	\$62,912,000	\$35,612,000	
					Percentage over Transportation Commission Approved Amount										
					40.59%										
					8.21%										



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: SCOTT RICHRATH, CHIEF FINANCIAL OFFICER (CFO)
 JOSH LAIPPLY, CHIEF ENGINEER
CC: DON HUNT, EXECUTIVE DIRECTOR
DATE: OCTOBER 16, 2014
SUBJECT: BUDGET APPROVAL RESTRICTIONS ON RAMP OPERATIONS PROJECTS

Purpose

To discuss the status and direction with the Transportation Commission of modifications being made to the programmatic restrictions governing the RAMP Operations Program and clarify procedures for addressing future project overruns.

Action

Review the established programmatic restrictions for all RAMP projects and comment on the proposed change to the RAMP Operations program. In light of changing economic conditions and project overruns, Department staff will be striking the 3.5 % RAMP funding threshold for the Operations program only, replacing it with an absolute RAMP funding authorization number of \$ 86.2 million based on the calculations and rationale outlined below. This dollar amount will now serve as a hard cap for the Operations program that cannot be exceeded.

Background on the Establishment of Programmed RAMP Amounts

In December 2012, a \$1.5 billion dollar Responsible Acceleration of Maintenance and Partnerships (RAMP) initiative was announced by the Governor and Executive Director. The total RAMP amount of was split in half; with \$750 million going to Asset Management and \$750 million going to Partnership and Operations projects. In October 2013, the TC adopted a list of approved RAMP Partnership and Operations projects that was broken down into three project categories: Public-Private, Public-Public and Operations. Table 1 outlines the October 2013 amounts budgeted by the Commission, the initial percentage of the total funding amount for each project category and the current programmed amount:

Table 1:

Project Category	Initial Programmed Amount As of October 2013	Percentage of the Total Amount of Initial RAMP Funding
Public-Private	230,000,000	36%
Public-Public	349,845,485	54%
Operations	65,641,791	10%
TOTAL	645,487,276	100%



Background on the Establishment of RAMP Restrictions

In light of changes to project and program budgets in February 2014, the RAMP Governance Committee provided CFO Scott Richrath with a RAMP Policy Statements document In March stating that a RAMP Partnership or Operations project cannot go to advertisement if the engineer’s estimate is greater than the budget approved by the Transportation Commission. The same document also stated that CDOT staff was recommending that a 7.5 % variance be allowed. Following a conversation in April with the Executive Director, it was decided that a 7.5 % variance was acceptable when coupled with a programmatic restriction stating that RAMP Operations projects shall not exceed 3.5 % more than the total TC-approved Operations project costs and RAMP funding authorization. In May, the Commission was presented with these newly agreed upon program and project level budgeting restrictions in a memo that stated:

“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. 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.”

Following the initial adoption of program and project level budgets by the TC in October 2013 and the establishment of RAMP restrictions in May 2014, increases and adjustments were approved by the TC for several project budgets in February, March, June, August and September of 2014. The funds to cover these changes came out of the existing balance of unallocated RAMP funds. Table 2 summarizes the adjustments that have made to the initial pool of RAMP money over the past 11 months:

Table 2:

Initial RAMP Amount for Partnership & Ops	Initial Budgeted Amount Approved by the TC in October 2013	Unallocated RAMP Funds as of October 2013	Adjustments & Increases from October 2013 to September 2014	Remaining Balance of Unallocated RAMP Fund as of September 2014
\$750,000,000	\$645,487,276	\$104,512,724	\$70,813,237	\$33,699,487

Current Details

Ongoing project and program increases coupled with the programmatic restrictions on RAMP Partnership and Operations projects, have resulted in projects going before the TC that would normally be managed at the staff level. Staff feels that the RAMP programmatic restrictions are by design more restrictive than our standard project policy and should be revisited in light of significant across the board changes to construction costs. To give context to the current situation, Table 3 shows the Partnerships and Operations project reports that are included in the October 2014 TC packet (known as red, yellow, green or Z-fold) report show the following variances:

Table 3:

Project Classification	RAMP Funding Overage	Total Project Cost Overage
Public-Private	0.0 %	0.94 %
Public-Public	0.22 %	0.47 %
Operations	8.21 %	40.59 %



Summary

Based on the project reports presented to the TC this month, the Operations program has well exceeded the 3.5% allowed overage. Given the established programmatic restriction which states that RAMP Partnership projects shall not exceed 3.5 % more than the total TC-approved project and RAMP budgets, any increase for an Operations project will now need to be brought to the TC through the monthly budget supplement process. In light of recent efforts to minimize the monthly budget supplement process with the adoption of PD 703.0, finding a solution to this growing issue is critical before the Commission is once again responsible for approving all overrun amounts on a monthly basis.

Solution Being Pursued

Considering current economic conditions it is highly likely that project costs will continue to exceed original estimates. Department Staff is working to proactively address the situation. Following feedback and discussion between the Operations Team and the RAMP Governance Committee and Executive Director, Department Staff will be pursuing the following solution:

Replacing the Programmatic Restriction for the RAMP Operations Program

Department staff will be eliminating the 3.5% threshold for the RAMP Operations Program and instead replacing it with a hard cap based on a percentage of the remaining unallocated RAMP funds and added to the current budgeted amount. This percentage of unallocated funding would be based on the original percentage of the total amount of RAMP funding initially distributed to the Operations program. This new approach gives some fund flexibility within the Operations program, allowing for project adjustments while introducing the idea of a hard cap. Table 4 below summarizes how the new cap for Operations was calculated and is based on the original percentage allotted to the RAMP Operations program:

Table 4:

Project Category	Percentage of the Total Amount of Initial RAMP Funding	Remaining Balance of Unallocated RAMP Funds	New Amount to be added to current budget (based on original %)	Current Programmed RMAP amount (including all increases and adjustments)	New Hard Cap Amount
Operations	10%	\$ 33,699,487	\$ 3,369,949	\$ 82,336,294	\$ 85,706,243

*Current RAMP programed amount cited on the z-fold will be updated to reflect the new hard cap amount in next months supplement

Next Steps

Continue to Monitor all RAMP Partnership and Operations Projects

While this new program cap will only be applied to the Operations program RAMP funding, Department staff will closely monitor the RAMP Public-Public and RAMP Public-Private Partnership projects and alert the TC if either exceeds the current 3.5% programmatic restriction. If deemed necessary, staff will return to the TC and inform them that the programmatic restriction has been dropped in favor of a hard cap dollar amount. Programmed amounts for Public-Public and Public-Private Partnerships with RAMP funding caps would be \$ 371,700,713 and \$ 292,057,994 based on the same calculation used to establish the Operations cap, but only once deemed necessary by staff.

Update the Project Approval Matrix

The project approval matrix for PD 703.0 will be modified to reflect the changes and return to TC for approval prior to FY17 budget setting.



Provide Guidance for All Local Projects Exceeding Approved Budgets

With a ceiling of \$750 million dollars on the RAMP program, no program baseline or project budget can exceed its proportionate share of this amount. In order to provide guidance to local agencies on how to move forward with projects that are exceeding the original estimates, Department Staff will advise local project managers of the following options:

1. Locals add funding to stay consistent with the approved match ratio
2. Locals reduce scope
3. Locals ask for exception

Recommend Re-Distribution of TC Contingency Funds

Because restricted funding for Local Agency, Bridge Enterprise, Safety, and other programs will limit the cash balance floor before RAMP projects are completed, Department Staff recommends allocating a significant portion of the \$31 million of FFY14 federal redistribution toward RAMP. This will help cover project-by-project cost increases from any of these three programs and to replace the \$33.7 million of unallocated funds that will be distributed across the three project categories.

DRAFT



Bridge Enterprise Board of Directors
Regular Meeting Agenda
Thursday, October 16, 2014
4201 East Arkansas Avenue
Denver, Colorado 80222

Ed Peterson, Chairman
Lakewood, District 2

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

BRIDGE ENTERPRISE BOARD OF DIRECTORSTab 11

12:20 p.m. Call to Order and Roll Call

12:20 p.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes

12:20 p.m. Act on Consent Agenda Bridge Enterprise 02
a) Resolution to Approve Regular Minutes from
September 18, 2014 (Herman Stockinger)

12:25 p.m. Discuss and Act on 3rd Budget Supplement for FY2015
(Scott Richrath) Bridge Enterprise 04

12:30 p.m. Monthly Progress Report
(Josh Laipply) Bridge Enterprise 07

12:35 p.m. Adjournment

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, September 18, 2014**

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

EXCUSED: Heather Barry, District 4
Kathy Gilliland, District 5

ALSO PRESENT: Scot Cuthbertson, Deputy Executive Director
Josh Laipply, Chief Engineer
Scott Richrath, CFO
Herman Stockinger, Director of Policy and Government
Relations
Kathy Young, Chief Transportation Counsel
Alicia Nolan, FHWA
Vince Rogalski, Statewide Transportation Advisory
Committee (STAC)

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

Chairman Peterson convened the meeting at 12:39pm in the Washington
County Event Center, 552 West 2nd Street, Akron, CO, 80720.

Audience Participation

Chairman Peterson stated that no members of the audience wished to address
the Board of Directors.

Herman Stockinger stated that Linda Holloway sent a letter to the Board with
comments about the Grand Avenue Bridge project. The letter was distributed to
the Board before the meeting.

Act on Consent Agenda

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

Resolution #BE-164

Approval of Regular Meeting Minutes for August 21, 2014.

BE IT SO RESOLVED THAT, the Minutes for the August 2014, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the September 17 & 18, 2014, meeting of the Bridge Enterprise Board of Directors.

Adjournment

Chairman Peterson asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, Chairman Peterson announced the adjournment of the meeting at 12:41pm.



COLORADO
Department of Transportation
Statewide Bridge Enterprise

DATE: October 16, 2014
TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, CFO
SUBJECT: Third Supplement to the FY 2015 Bridge Enterprise Budget

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

REGION 1

- \$19,612,500 –US287 over BNSF at 69th Ave. (old E-16-AA) (new E-16-YG) Establish construction phase for bridge replacement. Ad date is November 2014. (18908/10001...)

**FBR- US287 OVER BNSF/RTD AT 69TH AVE.
 (Old E-16-AA) (New E-16-YG)**

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Third Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
Utilities	<i>FASTER Funds</i>	\$840,300	\$0	\$0	\$0	\$0	\$840,300	\$0
	Total Utilities	\$840,300	\$0	\$0	\$0	\$0	\$840,300	\$0
Design	<i>FASTER Bonds</i>	\$2,316,335	\$0	\$0	\$0	\$0	\$2,316,335	\$2,099,802
	Total Design	\$2,316,335	\$0	\$0	\$0	\$0	\$2,316,335	\$2,099,802
Construction	<i>FASTER Funds</i>	\$0	\$18,908,900	\$0	\$0	\$18,908,900	\$18,908,900	\$0
	<i>City of Westminster</i>	\$0	\$703,600	\$0	\$0	\$703,600	\$703,600	\$0
	Total Construction	\$0	\$19,612,500	\$0	\$0	\$19,612,500	\$19,612,500	\$0
		\$3,156,635	\$19,612,500	\$0	\$0	\$19,612,500	\$22,769,135	\$2,099,802
Total Project Budget			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017	\$19,612,500		
			\$5,355,500	\$12,935,700	\$1,321,300			

Resolution No. BE-

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



4201 E. Arkansas Ave., Room 124B
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Joshua Laipply, PE, Chief Engineer
DATE: October 16, 2014
SUBJECT: October 2014 Bridge Enterprise Progress Report

PURPOSE:

The Bridge Enterprise (BE) team has prepared a progress report presentation to update the Board members of recent program initiatives, statistics and successes. No action from the Board is requested; for informational purposes only. Summarized below are the elements contained in the report:

PROGRAM SCHEDULE AND SPI:

The BE program schedule has been updated for work complete through September 2014. The September Schedule Performance Index (SPI) = 0.89, no change from prior month (August SPI = 0.89). Note: Program Goal SPI \geq 0.90. Factors affecting the current SPI both positively and negatively are:

- Over-performing projects
 - 4 projects with \$6.6M in combined Earned Value (EV) greater than planned
 - Increases overall program SPI by 0.014; 0.003 increase from prior month
- Under-performing projects
 - 13 Railroad projects with \$35.7M in combined lost EV
 - Reduces overall program SPI calculation by 0.07; no change 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 0.022, 0.001 increase from prior month

INITIATIVES AND ACHIEVEMENTS:

The BE team continues to collaborate with CDOT in managing, monitoring and reporting on the progress and success of the program. Some recent program initiatives include:

- FY2015 Q2 Maintenance Invoicing
- Cooperation with Office of State Auditor (OSA) re: FASTER Performance Audit (1410P)
- 10-year Plan update including long-term impacts of \$850M Viaduct commitment
- Research and identification of project recommendations to design-shelve
- Internal preparation for Fall 2014 Poor List release from Staff Bridge

Recent AD Activity

- Region 1, F-16-ER, US 6 Over Garrison (B), Jefferson County, Streamlined D/B

Bridge to Construction

- Region 4, B-16-D, SH14 over Cache La Poudre River, Larimer County



Completed FASTER Bridge

- Region 2, N-17-C, I-25 Business Route over Sull Creek; near Walsenburg (Huerfano County)

FASTER LAWSUIT UPDATE:

The TABOR Foundation has filed a petition with the Colorado Supreme Court appealing the Court of Appeals’ decision in favor of the Transportation Commission and the CBE. Attorney General’s Office plans to file an objection to this appeal. The appeal to the Supreme Court is not a certainty, either three or four Justices (depending on if any recuse themselves) will have to vote to accept the appeal. Petition documentation has been provided as fyi to the Bridge Enterprise Board of Directors under separate cover.

TOTAL PROGRAM FINANCIAL PERFORMANCE:

Expenditure and encumbrance data through August 31, 2014 summarized below:

- Projected Expenditures: Increased by \$8.1 M or 1.5%
- Actual Expenditures: Overall increased by \$7.6 M or 1.9%| Bond increased by \$3.2 M or 1.1%
- Encumbrance Balance: Overall increased by \$2.2 M or 1.3%| Bond decreased by -\$3.8 M or -17.4

STATUS OF FASTER ELIGIBLE BRIDGES:

There are currently 180 bridges eligible for the BE program.

Completed	106
In Construction	15
Design Complete	5
In Design	16
Remaining	22
No Action Proposed	16

STATUS OF \$300M BOND BRIDGES:

There are currently 93 bridges in the BE bond program.

Completed	56
In Construction	15
Design Complete	5
In Design	16
No Action Proposed	1*

*deemed ineligible

STATUS OF 30 MOST DEFICIENT BRIDGES:

The CBE has completed 28 of the 30 bridges originally identified as the most deficient and expects to complete the design and reconstruction of one of the remaining bridges by the end of calendar year 2015. The I-70 Viaduct will be the final original ‘30 worst’ bridge addressed. CBE also tracks the status of the 30 worst bridges based on 2014 ratings; currently only 7 of those bridges await programming.

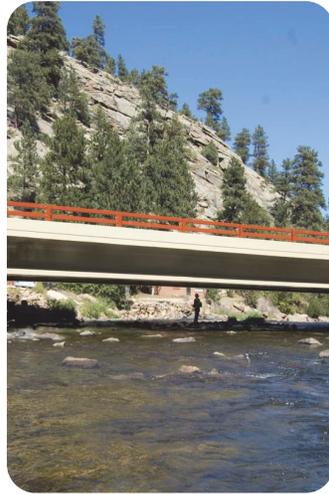
[Attachments: October 2014 Monthly Progress Report]





COLORADO

Department of
Transportation



Colorado Bridge Enterprise

October 2014 Monthly Progress Report
Board of Directors Meeting



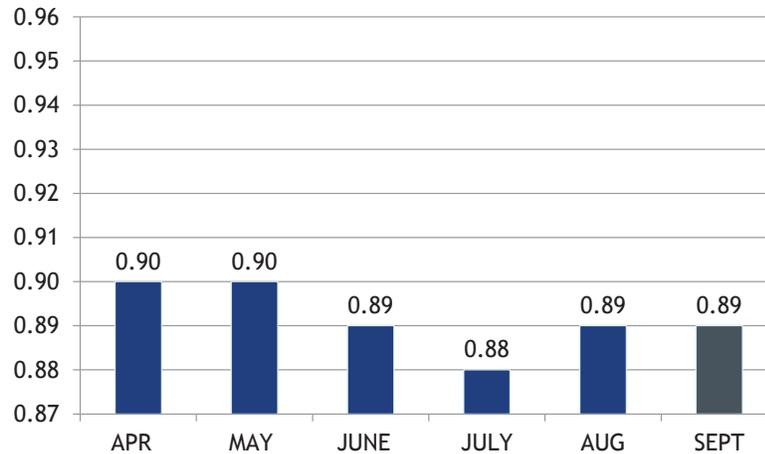
Program Schedule

- Program schedule updated for work complete through September 2014
- September Schedule Performance Index (SPI) = 0.89; NO CHANGE from prior month (August SPI = 0.89)
- Over-performing projects
 - 4 projects with \$6.6M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.014; 0.003 INCREASE from prior month
- Under-performing projects
 - 13 Railroad projects with \$35.7M in combined lost EV
 - Reduces overall program SPI calculation by 0.07; NO CHANGE 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 0.022, 0.001 INCREASE from prior month



Program Schedule

Program SPI by Month



Program Goal SPI \geq 0.90

10/16/14



Initiatives and Achievements

- **CURRENT PROGRAM INITIATIVES:**
 - FY2015 Q2 Maintenance Invoicing
 - Cooperation with Office of State Auditor (OSA) re: FASTER Performance Audit (1410P)
 - 10-year Plan update including long-term impacts of \$850M Viaduct commitment
 - Research and identification of project recommendations to design-shelve
 - Internal preparation for Fall 2014 Poor List release from Staff Bridge
- **RECENT AD ACTIVITY:**
 - **Region 1**
 - F-16-ER, US 6 Over Garrison (B), Jefferson County, Streamlined D/B
- **BRIDGE TO CONSTRUCTION:**
 - **Region 4**
 - B-16-D, SH14 over Cache La Poudre River, Larimer County



Completed FASTER Bridge

Region 2, N-17-C, I 25 Business Route over Sull Creek; near Walsenburg
(Huerfano County)



10/16/14



Lawsuit Update

FASTER LAWSUIT UPDATE

The TABOR Foundation has filed a petition with the Colorado Supreme Court appealing the Court of Appeals' decision in favor of the Transportation Commission and the CBE.

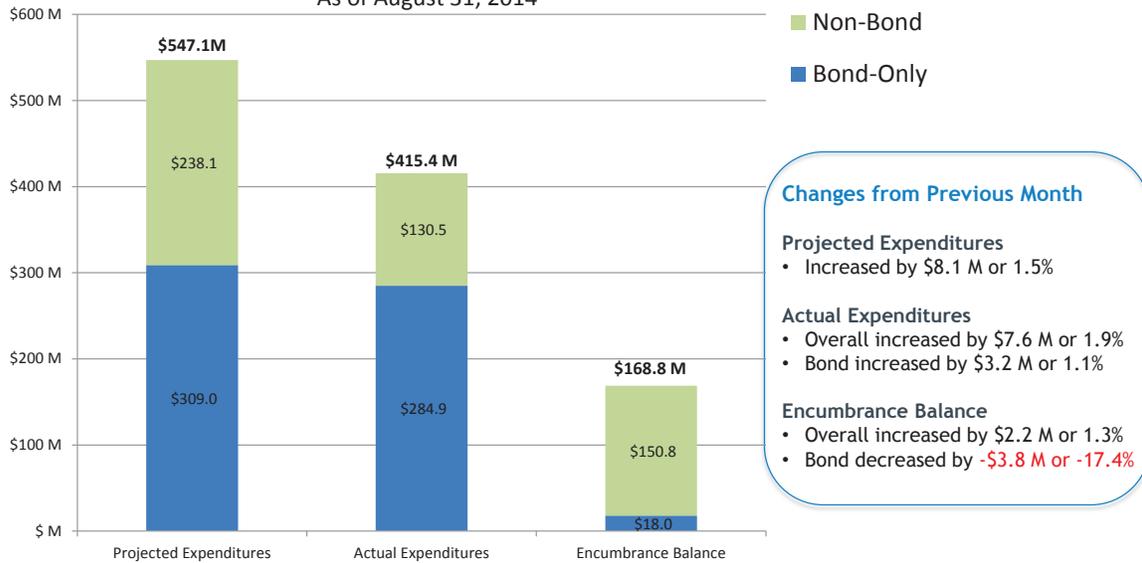
- The AG office plans to file an objection to this appeal.
- Appeal to the Supreme Court is not a certainty, either three or four Justices (depending on if any recuse themselves) will have to vote to accept the appeal.
- Petition documentation provided as fyi to BE BOD under separate cover.



Total Program Financial Performance

Colorado Bridge Enterprise Total Program Performance

As of August 31, 2014



10/16/14



Status FASTER Eligible Bridges

Current 180 Eligible Bridges



September 180 Eligible Bridges - 1 Month ago



April 179 Eligible Bridges - 6 Months ago

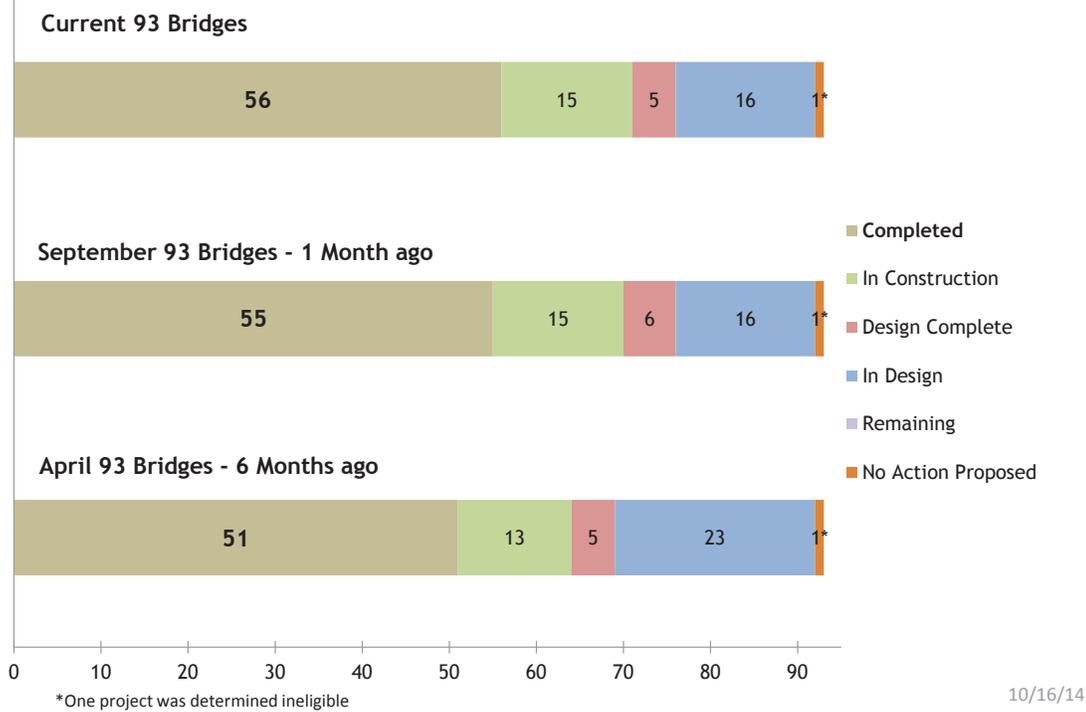


0 20 40 60 80 100 120 140 160 180

10/16/14



Status \$300M Bond Bridges



Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	6	28
In Construction	5	0
Design Complete	2	0
In Design	10	2
Remaining	*7	0
Total Addressed	30	30

[* Remaining / Not Programmed]

Bridge#	Region	Bridge(s)
E-17-EW/E-17-DF	1	I 70 ML EBND and WBND over UP RR; W of QUEBEC STREET
E-17-KR	1	I 270 ML EBND over I 70 ML
K-17-F	2	SH 96 ML over RUSH CREEK
D-13-A	3	US 34 ML over N FK COLORADO RIVER
F-10-L	3	I 70 ML EBND over US 6, RR, EAGLE RIVER
N-11-C	5	SH 112 ML over RIO GRANDE CANAL



FASTER Q & A

Questions & Answers

10/16/14



COLORADO
Department of Transportation
Region 3 RTD

Date: September 30, 2014
TO: Josh Laipply, Chief Engineer
FROM: David A. Eller, Region 3 Transportation Director
SUBJECT: Request for Emergency Contracting for SH 139 at MP 2.8 Culvert Repair

Pursuant to the provisions of State of Colorado Fiscal Rule 2-2 and Section 120.8.3 of the CDOT Construction Manual, CDOT Chief Engineer approval is requested to pursue emergency contracting for the repair of roadway, slope and culvert at milepost 2.8 on SH 139.

Emergency Conditions:

In the morning hours on September 30, 2014 the cross culvert at milepost 2.8 on SH 139 colapsed causing the shoulder and edge of roadway to fail. Recent rainfall along with irrigation runoff caused the deteriorated pipe to colapse below the roadway surface allowing the embankment to erode into the channel and block the drainage, which has backed water onto adjacent landowners.

The conditions resulted in CDOT Maintenance forces setting a one lane detour through the day until 3:00 pm when conditions worsened and the highway was closed to the traveling public. At this time the region plans to have the roadway closed until a new pipe is installed and the roadway returned to a safe driving condition.

This is a 48 inch CMP and it is aproxiamtley 10-14 feet deep. The complexety to replace is increased because this drainage ditch flows water year around and excatvation must contend with an active water way.

Emergency Contracting Issues:

With the drainage pipe blocked and water levels exceeding the established limits the roadway needs immediate repair to prevent further damage and possible risk to adjacent landowners property.

The repairs shall be completed utilizing emergency contracting procedures as outlined in section 120.8 of the CDOT Construction Manual in the following manner:

Region 3 West Program Engineer, Jason Smith, has been assigned as the project manager for this work, with the majority of project delivery responsibilities delegated to Region 3 Grand Junction Resident Engineer, Rob Beck. Plans for the repair are being developed by the Grand Junction Residency and Region resouces and support units have been consulted to get this repair immediately underway.



We respectfully request \$375,000 of Transportation Contingency Funds for this project.

This work is necessary and critical to reduce the risk of further damage to the roadway and protect the safety of traveling public and adjacent landowners. With your support of this request, Region 3 intends to issue a Notice to Proceed for contract work to a successful low bidder per State rules and procedures.

I concur: David A. Eller Date: 10/1/14
David A. Eller, P.E.
R3 Director

I concur: Joshua Laipply Date: 10/1/2014
Joshua Laipply, P.E.
Chief Engineer

I concur: Scott Richrath Date: 10/1/2014
Scott Richrath
Chief Financial Officer



**IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF COLORADO
Judge Robert E. Blackburn**

Civil Action No. 14-cv-00844-REB-KMT

DRIVE SUNSHINE INSTITUTE, and
CLIFF SMEDLEY,

Plaintiffs,

v.

HIGH PERFORMANCE TRANSPORTATION ENTERPRISE,
MICHAEL CHEROUTES, ESQ., in his capacity as Director of HPTE and as an individual,
TIM GAGEN, in his capacity as Chair of the HPTE Board of Directors and as an individual,
KATHY GILLILAND, in her capacity as Vice-Chair (and at times Acting Chair) of the HPTE Board of Directors and as an individual,
DOUG ADEN, HPTE Board Member, as an individual,
BRENDA SMITH, HPTE Board Member, as an individual,
DON MARISTICA, HPTE Board Member, as an individual,
GARY REIFF, ESQ., HPTE Board Member, as an individual,
TREY ROGERS, ESQ., HPTE Board Member, as an individual,
JANE HICKEY, in her capacity as Secretary of the HPTE Board and as an individual,
JOHN SUTHERS, ESQ., in his capacity as Colorado State Attorney General and as an individual,
KATHRYN E. YOUNG, ESQ., in her capacity as First Assistant Attorney General and counsel for HPTE and as an individual,
JOHN DOE 1, ESQ., in his capacity within the Colorado Solicitor General's Office and as an individual,
JORDAN CHASE, ESQ., in his capacity as Assistant Attorney General and counsel for HPTE and as an individual,
KUTAK ROCK LLP, in its capacity as counsel for HPTE and as an individual,
MICHAEL THOMAS, ESQ., as counsel for HPTE and as an individual,
THOMAS WEIHE, ESQ., as counsel for HPTE and as an individual,
HOGAN LOVELLS US LLP, in its capacity as counsel for HPTC and as an individual,
MIKE MATHEOU, ESQ., as counsel for HPTE and as an individual,
DAVID SCOTT, ESQ., as counsel for HPTE and as an individual,
COLORADO TRANSPORTATION COMMISSION,
COLORADO DEPARTMENT OF TRANSPORTATION,
AMY FORD, in her capacity as HPTE Communications Director and as an individual,
GOLDMAN, SACHS & CO.,
BANK OF NEW YORK MELLON TRUST COMPANY, N.A.,
FITCH RATINGS, INC., and

PLENARY ROADS DENVER LLC,

Defendants.

ORDER DENYING MOTION FOR PRELIMINARY INJUNCTION

Blackburn, J.

This matter is before me on the **Verified Motion for Temporary Restraining Order and Preliminary Injunction** [#26]¹ filed September 17, 2014. In a previous order [#66], I denied the motion to the extent the plaintiffs sought a temporary restraining order. Addressing the request for a preliminary injunction, the defendants against whom a preliminary injunction is sought filed a response [#42], and the plaintiffs filed a reply [#49]. I deny the motion for preliminary injunction.²

I. JURISDICTION

I have jurisdiction over this case under 28 U.S.C. § 1331 (federal question) and § 1367 (supplemental).

II. BACKGROUND

The complaint [#4] and the motion for preliminary injunction [#26] describe the operation of defendant High-Performance Transportation Enterprise (HPTE) and related entities. According to the complaint, the HPTE is a government owned business within the Colorado Department of Transportation. HPTE is a key entity managing a project for the expansion of U.S. Highway 36 between Denver and Boulder, Colorado.

¹ "[#26]" is an example of the convention I use to identify the docket number assigned to a specific paper by the court's case management and electronic case filing system (CM/ECF). I use this convention throughout this order.

² The issues raised by and inherent to the motion for preliminary injunction are briefed adequately, obviating the necessity for evidentiary hearing or oral argument. *C.f.* FED. R. CIV. P. 65(a)(2). Thus, the motion stands submitted on the papers.

According to the allegations in the motion for preliminary injunction, HPTE has repeatedly violated Colorado statutes, such as the Colorado Open Records Act (CORA), part 2 of article 72 of title 24, C.R.S., the Colorado Open Meetings Law, part 4 of article 6 of title 24, C.R.S., the Colorado State Administrative Procedure Act (APA), part 4 of article 4 of title 24, C.R.S., and a provision of the Constitution of the State of Colorado known as TABOR. COLO. CONST., Art. X, § 20. In addition, the plaintiffs allege that the actions of the defendants are violating the rights of the plaintiffs under the First Amendment and the Due Process Clause of the Constitution of the United States and of the Constitution of the State of Colorado.

On June 27, 2013, the HPTE purportedly entered into a fifty-year concession agreement with defendant Plenary Roads Denver LLC (Plenary). Apparently, the concession agreement permits Plenary to build and complete the project and to take control of managed lanes in the US 36 expansion project. In the view of the plaintiffs, the HPTE improperly embedded public policy changes in the concession agreement without complying with the CORA, the Open Meetings Law, the APA, and TABOR. According to the plaintiffs, the approval of the concession agreement is void *ab initio* because the HPTE did not comply with the requirements of Colorado law before approving the agreement. The plaintiffs contend the HPTE planned to ratify an amended and restated concession agreement at a meeting scheduled for September 17, 2014. Defendant Michael Cheroutes reports in his affidavit that the HPTE tabled consideration of the proposed amendments at the September 2014 HPTE board meeting. *Response* [#42], Exhibit A (Cheroutes Affidavit), ¶ 19. The HPTE board expects to discuss the amendments at its regular October 2014 meeting. *Id.* According to the plaintiffs, the HPTE again has not complied with the requirements of Colorado law

with regard to the proposed amended and restated concession agreement. Thus, the plaintiffs contend, HPTe may not validly approve the amended and restated agreement.

Although not entirely clear, it appears that the September 17, 2014, meeting was the impetus for the filing of the motion for temporary restraining order and preliminary injunction on the morning of September 17, 2014.³ In the view of the plaintiffs, the

HPTe seeks to rush forward the arguable effective date of the Amended and Restated Concession Agreement in order to counter Plaintiffs' stated intention to seek a preliminary injunction of JPTE violations of the law - the sooner that HPTe can justify turning over control of the US 36 Expansion Project to Plenary, the sooner JPTE and the other Defendants can attempt to argue that the public is not entitled to enjoin the project or Plenary's rights thereunder because doing so would disrupt the status quo.

Motion [#26], p. 21.

In their motion, the plaintiffs seek the entry of a preliminary injunction against some, but not all, of the named defendants. The plaintiffs seek a preliminary injunction which provides more than 20 discrete forms of relief. *Motion* [#26], pp. 120 - 123. For example, plaintiffs seek an order enjoining the implementation and enforcement of all rules made or announced by the HPTe without compliance with the APA. However, the plaintiffs do not specify which rules they seek to have enjoined. They seek an order prohibiting the adoption of any new rules by HPTe unless the procedures used are in full compliance with the APA, the CORA, the Open Meetings Law, and federal and state constitutional provisions. The plaintiffs seek an order enjoining the ratification of the amended and restated concession agreement and the implementation of myriad terms allegedly included in the amended and restated concession agreement. Among the many policies the plaintiffs seek to have enjoined is "the implementation of snow and ice removal and mitigation policies which would permit preferential service to be rendered

³ The motion was filed at 5:54 a.m. (MDT).

for express lanes compared to general lanes of traffic.” *Motion* [#26], p. 121, ¶ 5.e. The plaintiffs also seek an order enjoining what the plaintiffs see as the rule-making aspects of the concession agreement including, *inter alia*, enjoining future toll increases initiated by Plenary if those increases are not without full compliance with the APA, the CORA, the Open Meetings Law, and federal and state constitutional provisions. *Id.*, p. 120.

III. STANDARD OF REVIEW

I begin by rehearsing the familiar. A preliminary injunction constitutes extraordinary relief. A party seeking a preliminary injunction must show (1) a substantial likelihood that the movant eventually will prevail on the merits; (2) that the movant will suffer irreparable injury unless the injunction issues; (3) that the threatened injury to the movant outweighs whatever damage the proposed injunction may cause the opposing party; and (4) that the injunction, if issued, would not be adverse to the public interest. *Lundgrin v. Clayton*, 619 F.2d 61, 63 (10th Cir. 1980).

When the moving party has established that the three harm factors tip decidedly in favor of the movant, the probability of success requirement is somewhat relaxed, and the movant need only show questions going to the merits so serious, substantial, difficult, and doubtful as to make them a fair ground for litigation. *Nova Health Systems v. Edmondson* 460 F.3d 1295, 1298 n. 6 (10th Cir. 2006). On the other hand, some types of temporary restraining orders or preliminary injunctions are disfavored and, therefore, require the plaintiff to satisfy a heightened burden of showing that the four primary factors

weigh heavily and compellingly in movant’s favor before such an injunction may be issued. The heightened burden applies to preliminary injunctions that (1) disturb the status quo, (2) are mandatory as opposed to prohibitory, or (3) provide the movant substantially all the relief he may recover after a full trial on the merits.

Kikumura v. Hurley, 242 F.3d 950, 955 (10th Cir. 2001) (internal quotation and citation omitted).

Having reviewed the complaint and the motion for preliminary injunction, I find and conclude that the plaintiffs seek in their motion substantially all the relief they seek in their complaint, meaning they seek substantially all the relief they could recover after a full trial on the merits. Therefore, I conclude that the plaintiffs are not entitled to a preliminary injunction unless they meet the heightened burden of showing that the four relevant factors weigh heavily and compellingly in their favor. However, even under the standard preliminary injunction analysis, I find and conclude that the plaintiffs have not shown that they are entitled to the preliminary injunction they seek.

I deny the motion for preliminary injunction without holding a hearing on the motion. Rule 65(a) does not explicitly require an evidentiary hearing before a court may rule on a motion for preliminary injunction. If the party requesting a preliminary injunction does not show that there is a dispute concerning one or more material facts relevant to the required elements, a hearing on the request for injunctive relief is not necessary. *See, e.g., Aoude v. Mobil Oil Corp.*, 862 F.2d 890, 894 (1st Cir. 1988); *Elliott v. Kiesewetter*, 98 F.3d 47, 53 (3d Cir. 1996); *Anderson v. Jackson*, 556 F.3d 351, 360-61 (5th Cir. 2009). In this case, there is no indication that there is a dispute concerning a material fact relevant to the motion for preliminary injunction. The parties have had a reasonable opportunity to present relevant facts and to brief the issues. In these circumstances, a hearing is not necessary.

IV. ANALYSIS

A. Likelihood of Success

The defendants contend that the plaintiffs have not demonstrated a substantial

likelihood that they eventually will prevail on the merits of any of their claims tied to the request for a preliminary injunction. I agree.

In their complaint [#4], the plaintiffs assert eight claims for relief: (1) violation of the Due Process Clause of the Fifth and Fourteenth Amendments of the U.S. Constitution; (2) violation of the right to petition guaranteed in the First Amendment of the U.S. Constitution; (3) violation of the right to free speech guaranteed in the First Amendment of the U.S. Constitution; (4) violation of the rights to due process, to petition, and to free speech under the Colorado Constitution; (5) violation of the Colorado Open Meetings Law; (6) violation of the Colorado Open Records Act; (7) violation of the Colorado Administrative Procedures Act; and (8) violation of the disclosure duties of unspecified federal securities laws in the course of issuing bonds in the name of HPTE and issuance of those bonds without authority. The plaintiffs allege also that any defendant who is a licensed attorney owes additional duties to the plaintiffs under the Colorado Rules of Professional Conduct, including the duty of candor, the duty to exercise independent professional judgment, and the duty not to engage in conduct which violates the law. *Complaint* [#4], ¶ 76.

Group Pleading - Throughout the complaint, the plaintiffs frequently make allegations in which they contend that the defendants as a large group or certain subsets of defendants, such as the “Agency Defendants,” the “HPTE Defendants,” and the “Outside Counsel Defendants,” have taken certain actions. *Complaint* [#4], pp. 40 - 50. When alleging facts in support of a claim, “the burden rests on the plaintiffs to provide fair notice of the grounds for the claims made against each of the defendants. Given the complaint's use of either the collective term ‘Defendants’ or a list of the defendants named individually, but with no distinction as to what acts are attributable to whom, it is

impossible for any of these individuals to ascertain what particular [unlawful] acts they are alleged to have committed.” **Robbins v. Oklahoma**, 519 F.3d 1242, 1250 (10th Cir. 2008) (emphasis added). To the extent the plaintiffs allege claims based on such group pleading against the defendants, I cannot conclude that the plaintiffs have shown a substantial likelihood of success on the merits of those claims. An inadequately pled claim, by definition, is not a claim which has a substantial likelihood of success on the merits.

Claim (1) - Due Process - The Fourteenth Amendment provides, *inter alia*, that a state may not deprive any person of “life, liberty or property without due process of law.” **U.S. CONST.**, amend. XIV. Of course, the Fifth Amendment contains a similar Due Process Clause. The procedural component of due process protects “the opportunity to be heard at a meaningful time and in a meaningful manner.” **Mathews v. Eldridge**, 424 U.S. 319, 333 (1976) (citation and internal quotation marks omitted). To make out a claim for violation of the right to procedural due process, plaintiffs must show, *inter alia*, the deprivation of an interest within the ambit of the protection of the Fourteenth Amendment, that is, an interest in “life, liberty, or property.” **See Ingraham v. Wright**, 430 U.S. 651, 672 (1977); **Darr v. Town of Telluride, Colo.**, 495 F.3d 1243, 1251 (10th Cir. 2007); **Elliott v. Martinez**, 675 F.3d 1241, 1244 (10th Cir. 2012).

In their complaint, the plaintiffs do not identify a liberty or property interest of which any defendant has deprived or threatens to deprive any plaintiff. *Complaint* [#4], ¶¶ 72 - 78. Absent an identified and relevant liberty or property interest, the plaintiffs are not likely to succeed on the merits of their due process claim.

Claims (2) & (3) - First Amendment - Petition & Free Speech - The plaintiffs allege that “HTPE interfered with and / or denied Plaintiffs’ rights to petition on February

19, 2014 and March 19, 2014, under the First Amendment of the federal Constitution by arbitrarily and capriciously imposing alleged procedural rules of HPTE” *Complaint* [#4], ¶ 80. The plaintiffs allege also that the HPTE “interfered with and / or denied Plaintiffs’ rights to free speech . . . by using its power to prevent Plaintiffs from speaking and / or having their attorney speak on their behalf because of the anticipated specific content of their speech” *Complaint* [#4], ¶ 85.

According to the plaintiffs, at a February 19, 2014, HPTE meeting, defendant Tim Gagen, chair of the HPTE board of directors, denied the request of plaintiff Cliff Smedley to permit counsel for Mr. Smedley to speak on his behalf at the meeting. *Complaint* [#4], ¶ 54. The plaintiffs challenge also the procedures used by HPTE to establish rules for this meeting. The plaintiffs describe the same scenario in their motion for preliminary injunction. *Motion* [#26], pp. 44 - 47. The plaintiffs allege that a preliminary injunction is necessary to “restrain these Defendants from continuing their stubborn refusal to accord Plaintiffs” their rights. *Complaint* [#4], ¶¶ 83, 88.

As the defendants note, the right to speak at a meeting of a government agency is far from unfettered. ***See, e.g., Shero v. City of Grove, Okl.***, 510 F.3d 1196, 1203 (10th Cir. 2007) (summarizing basic standards applicable to restrictions on speech at public meetings; three-minute time limitation imposed on speech a restriction appropriately designed to promote orderly and efficient meetings); ***Jones v. Heyman***, 888 F.2d 1328, 1333 (11th Cir. 1989) (holding that the removal of a public speaker by the mayor at a city commission meeting was not a First Amendment violation and thus permissible because “to deny the presiding officer the authority to regulate irrelevant debate and disruptive behavior at a public meeting ... would cause such meetings to drag on interminably, and deny others the opportunity to voice their opinions”); ***Wright***

v. Anthony, 733 F.2d 575, 577 (8th Cir.1984) (noting that restriction during public debate “may be said to have served a significant governmental interest in conserving time and in ensuring that others had an opportunity to speak”).

Given the circumstances described in the motion for preliminary injunction, I find that the plaintiffs have not demonstrated a substantial likelihood of success on their First Amendment claims. The HTPE is permitted to impose reasonable restrictions on speech in an effort to run orderly meetings. On the current record, there are significant questions about whether or not the restrictions at issue here were unreasonable. Equally important, the plaintiffs allege restrictions on speech at the February 19, 2014, HTPE meeting and, to some extent, at the March 19, 2014, HTPE meeting. The plaintiffs appear to infer that similar and purportedly unlawful restrictions will be imposed at all HTPE meetings. However, there is little in the record to support the inference that the HTPE will impose improper restrictions at future meetings. A preliminary injunction cannot remedy allegedly improper restrictions imposed last February or March. The allegations of the plaintiffs do not show a substantial likelihood that the HTPE will impose unlawful restrictions on the speech in the future. I find that the plaintiffs have not shown a substantial likelihood of success on the merits of their First Amendment claims.

Claims (1), (2), & (3) - Personal Participation - The federal constitutional claims of the plaintiffs are brought under 42 U.S.C. § 1983. When asserting a § 1983 claim against an individual defendant, the plaintiffs must allege personal participation in the alleged violation by that individual defendant. “Personal participation is an essential allegation in a § 1983 claim.” *Bennett v. Passic*, 545 F.2d 1260, 1262 - 1263 (10th Cir.1976). Generally, as to defendants Michael Cheroutes, Kathy Gilliland, Doug Aden,

Brenda Smith, Don Marostica, Gary Reiff, Trey Rogers, John Suthers, and Jordan Chase, the plaintiffs fail to allege personal participation by these defendants in any alleged constitutional violation. At most, the plaintiffs make conclusory allegations of constitutional violations by these defendants, including improper group pleading allegations against these defendants. Absent allegations of personal participation as to an individual defendant, I cannot conclude that the plaintiffs have shown a substantial likelihood of success on the merits of a § 1983 claim against that individual defendant.

Claim (4) - Colorado Constitution - As alleged in the complaint, the claims of the plaintiffs under the Colorado Constitution essentially parallel their due process, right to petition, and right to free speech claims under the U.S. Constitution. For the same reasons noted with regard to the federal constitutional claims of the plaintiffs, I find that the plaintiffs have not shown a substantial likelihood of success on the merits of their state constitutional claims.

Claim (5) - Colorado Open Meetings Law - The plaintiffs allege the HPTE violated the Open Meetings Law by its failure to specify a central place where the plaintiffs can find full and timely notice of scheduled HPTE meetings and agendas, failure to update its mater calendar to reflect 2014 meeting dates, failure to provide a specific agenda for meetings when possible, failure to adhere to agendas, and failure to provide information necessary for the plaintiffs to provide meaningful comment at HPTE meetings. As noted by the defendants in their response [#42], there is, at minimum, significant debate about precisely what the Open Meetings Law requires of the HPTE. Given that debate, I find that the plaintiffs have not shown a substantial likelihood of success on the merits of their Open Meetings Law claim.

Claim (6) - Colorado Open Records Act (CORA) - The plaintiffs allege that

HPTE and defendant Michael Cheroutes violated CORA by withholding from the plaintiffs complete copies of contracts relevant to HPTE's operations. *Complaint* [#4], ¶¶ 98 - 102. The defendants contend CORA does not provide a private right of action for violation of its provisions. I disagree. Under §24-72-204(5), C.R.S., a person denied the right to inspect any record covered by the act "may apply to the district court of the district wherein the record is found for an order directing the custodian of such record to show cause why the custodian should not permit the inspection of such record." Section 24-72-204 (5.5), C.R.S. provides a procedure for records of an executive session. There is a private right of action to remedy a violation of CORA, but the plaintiffs in this case have not sought to assert that right of action. The plaintiffs must assert the right of action provided specifically in the applicable statute before attempting to seek broader relief not specified in the applicable statute. Absent an effort by the plaintiffs to assert the specific relief available under CORA, I conclude that the plaintiffs have not shown a substantial likelihood of success on the merits of their CORA claim, as alleged in the complaint.

Claim (7) - Administrative Procedures Act (APA) - In their complaint, the plaintiffs allege that HTPE is required to comply with the APA "when taking legislative rule-making actions, yet they have failed to do so." *Complaint* [#4], ¶ 104. As an example, the plaintiffs allege HTPE failed to follow the APA when setting tolls and toll policies. The defendants contend adherence to APA procedures is required "(w)hen any agency is required or permitted by law to make rules" §24-4-103(1), C.R.S. This requirement is not applicable to HTPE, the defendants assert, because HTPE has specific statutory authority to "impose user fees" and to operate toll highways. §43-4-806(2)(c)(I), C.R.S. Under §24-4-107, C.R.S., "where there is a conflict between this

article [the APA] and a specific statutory provision relating to a specific agency, such specific statutory provision shall control as to such agency.”

At minimum, there is a strong argument that §24-4-107, C.R.S., considered in light of the specific authorization of §43-4-806(2)(c)(I), C.R.S., excludes HPTE from the requirements of the APA. Given this strong argument, I conclude that the plaintiffs have not shown a substantial likelihood of success on the merits of their APA claim, as alleged in the complaint.

Claim (8) - Duty Not To Take Unauthorized Actions - In this claim, the plaintiffs allege, *inter alia*:

(A)“Defendants” participated in issuing bonds in the name of HPTE which each knew or reasonably should have known were not duly authorized. In doing so, Defendants engaged in violations of their disclosure duties under the federal securities laws, placing the welfare of HPTE in jeopardy and harming Plaintiffs, including, without limitation, harming Plaintiffs in their capacities as third party beneficiaries of all transactions made in the name of HPTE because Plaintiffs actual use of the Colorado resources over which HPTE exerts authority and which are the subject of these transactions is impaired.

Complaint [#4], ¶ 108. The plaintiffs seek a judgment declaring “that Defendants’ failure to adequately advise investors of the material risk and material potential effects of unauthorized acts taken in the name of HPTE constitute violation of the duties to HPTE, to investors, and to Plaintiffs,” so defendants will more clearly understand thier duties.” In the motion for preliminary injunction, the plaintiffs seek an order requiring accurate disclosures to myriad people and entities concerning the bonds, and restraining issuance of future bonds without prior disclosure. *Motion* [#26], p. 122.

There are multiple problems with this claim which preclude a finding that the plaintiffs have shown a substantial likelihood of success on this claim. Notably, the plaintiffs do not allege any specific source of the alleged duty of disclosure. They do not

allege that they are investors in HPTE bonds or that the defendants had a duty to disclose bond information to the plaintiffs. HPTE has statutory authority to issue bonds and the plaintiffs allege nothing specific about why the bonds in question were issued in excess of that statutory authority. Finally, as pled, this claim suffers fatally from group pleading against the defendants. To rehearse yet again, an inadequately pled claim is not a claim which has a substantial likelihood of success on the merits.

Claim (9) - Taxpayer's Bill of Rights (TABOR) - In their motion for preliminary injunction [#26], the plaintiffs allege violation by the defendants, or some of them, of a provision of the Constitution of the State of Colorado known as TABOR. COLO. CONST., Art. X, § 20. In their complaint [#4], the plaintiffs do not allege a TABOR claim. A party seeking a preliminary injunction must establish a relationship between the injury claimed in the party's motion and the conduct asserted in the complaint. *Little v. Jones*, 607 F.3d 1245, 1251 (10th Cir. 2010). Absent such a relationship, a plaintiff cannot demonstrate a substantial likelihood of success on the merits of the claim underlying the request for preliminary injunction. Absent a TABOR claim in their complaint, the plaintiffs in this case cannot show a substantial likelihood of success on a TABOR claim. To the extent the motion for preliminary injunction seeks relief under TABOR, there is no present basis to consider such relief.

B. Irreparable Injury

In their motion [#26], the plaintiffs rely on their First Amendment rights, and the relationship of those rights to statutes such as the APA, CORA, and the Open Meetings Law, to show irreparable injury. To rehearse, the plaintiffs have not shown a substantial likelihood that they will prevail on their First Amendment claims or their claims under the state laws purportedly related to the First Amendment. Absent such a showing, there is

no basis to conclude that the plaintiffs will suffer irreparable injury absent a preliminary injunction.

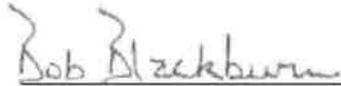
V. CONCLUSION & ORDER

The plaintiffs have not demonstrated a substantial likelihood of success on the merits of any of their claims; nor have they shown that they will suffer irreparable injury absent the entry of a preliminary injunction. On the current record, the plaintiffs are not entitled to a preliminary injunction.

THEREFORE, IT IS ORDERED that the **Verified Motion for Temporary Restraining Order and Preliminary Injunction** [#26] filed September 17, 2014, is **DENIED**.

Dated October 7, 2014, at Denver, Colorado.

BY THE COURT:



Robert E. Blackburn
United States District Judge

Contents: Budget Workshop Informational Items (for Documentation Purposes)

FY2014 Maintenance Level of Service Funding Requests

- Route Optimization Analysis
- Avalanche Gazex© System
- Vehicle Diagnostic Equipment
- Tow Plow Equipment

FY2016 Decision Item Request Approved by Department Senior Management

- Geographic Information Systems (GIS) Update

FY2016 Indirect Funding Request Approved by Department Senior Management

- Program Management Systems Implementation
- Office of Employee Development Project Management Training

TSM&O Funding Considerations

FY2014 - FY2015 Roll Forward Requests Detail



Roll Forward Funding Request: Division of Highway Maintenance: Route Optimization Analysis

Summary of Staff Recommendation for Funding:

\$1.0 million for one year. Current Maintenance funds are intended to support existing highway maintenance projects and additional funds were requested to perform analysis intended to identify areas for improved service.

	FY 14-15	Total
Funding Request-Staff Recommendation	\$1,000,000	\$1,000,000

Justification of Request

- Contributes to the achievement of MLOS goals for snow and ice removal
- Improves service and enhances public safety

Summary

The Division of Highway Maintenance (DHM) is requesting funding to perform a route optimization analysis, which would improve snow removal operations statewide. By directing work crews to roads based on need instead of assigning crews based on geographical boundaries, CDOT can simultaneously reduce cycle time while utilizing fewer resources thereby improving resource efficiency and service across all regional networks. Analysis will generate efficiencies in personnel, equipment usage and materials, saving CDOT funds in future years.

Details

CDOT Maintenance has historically built snow removal routes on a geographical grid. In processing route cycle timing for our Maintenance Decision Support System (MDSS), it was pointed out that some routes are left unattended for five or more hours under current deployment practices of equipment and labor. In today's competitive market, CDOT must do more with less, and in order to do that we need plow routes confirmed by a solid route optimization program. Analysis will incorporate discrete route information, service level, and highway category. This would include (but is not limited to):

- FTE counts at each patrol, facility locations
- Average Annual Daily Traffic (AADT)
- Type of road (Interstate, National Highway System, State Road or other)
- Pavement structure (i.e. PCCP versus HMA)
- Annual funding levels for snow and ice operations
- Elevation considerations and avalanche issues; climate and geography considerations
- Routes that may be more prone to blowing and drifting snow
- Available equipment and equipment storage facility locations
- Material stock pile locations and capacity





**Roll Forward Funding Request:
 Division of Highway Maintenance: Avalanche Gazex® System Procurement**

Summary of Staff Recommendation for Funding:

\$2.5 million for Fiscal Year 14-15. The Division of Highway Maintenance (DHM) requested State or Federal Funding to design and build Gazex® avalanche system mitigation projects to improve safety for CDOT crews. Initially, the DHM suggested three funding options of which the second option, summarized below, was selected.

Recommended Option 2: Design and Construction Funds for US-6 Seven Sisters Project

Approve \$2,495,594 for design and construction of the US-6 Seven Sisters project. The Avalanche Program has initiated United States Forest Service (USFS) special use permits and environmental clearances. DHM requests \$20,000 for the environmental phase, \$100,000 for the design phase and \$2,375,594 for construction.

Figure 2: Design and Construction for US-6 Seven Sisters Project

Option 2	FY 2015-2016
Environmental phase	\$ 20,000
Design phase	\$ 100,000
Construction phase	\$2,400,000
Funding Request-Staff Recommendation	\$2,500,000

Justification for Roll Forward

- Decreases safety hazards for those employees working with explosives in high risk operations.

Details

A previous study of avalanche mitigation strategies for US-40 Berthoud Pass recommended GAZEX® for the Eighty Slide and the Stanley Slide. CDOT purchased equipment for Stanley Slide, but is still awaiting an installation construction contract; design for Eighty Slide has yet to begin. In July 2014, Gazex® manufacturer TAS reviewed the Seven Sisters avalanche paths. CDOT based an application to the United States Forest Service for installation of Gazex® on the Seven Sisters using the finding published in the TAS report. With funding for US-6 Seven Sisters approved, installation will commence in the summer of 2015 and 2016. In conjunction with the avalanche mitigation study, a risk management tools are being developed using the Geologic Asset Management blueprint developed by Ty Ortiz in the geo-hazard unit. The tool is still under testing and development will be used to set performance goals.

Review of Initial Request

Below is a review of the other two funding options presented by DHM. All options were calculated using the following cost table, based on data gleaned from the US-40 Stanley Gazex® project.



Proposed Option 1: Design Only for All Projects

Approve \$480,000 for pre-construction phases of Gazex® projects on US-6 Loveland Pass, US-40 Berthoud Pass, I-70 Vail Pass, and the west side of the Eisenhower Tunnel. All projects are located in Region 3. Funds will be used to charge in-house regional engineering time and consultant task orders in a blended team effort. Pre-construction will be managed by DHM Engineering Staff.

Figure 1: Design Only for All Projects

Option 1	FY 2015-2016
Environmental and Design phase	\$480,000
Total cost	\$480,000

Proposed Option 3: Design and Construction of All Proposed Projects

Approve \$7,017,485 for design and construction of mitigation systems on the following avalanche paths: US-40 Eighty, US-6 Seven Sisters, US-6 Little Professor, US-6 Black Widow, EJMT Loop Road and I-70 Vail Pass Narrows. DHM requests \$110,000 for the environmental phase, \$370,000 for the design phase and \$6,537,485 for construction.

Figure 3: Design and Construction of All Projects

Option 3	FY 2015-2016
Environmental phase	\$110,000
Design phase	\$370,000
Construction phase	\$6,537,485
Total cost	\$7,017,485

Cost Analysis

Project	Environmental Phase	Design Phase	Preconstruction Total	Construction Total	Project Total
US 40 Eighty Slide	\$10,000	\$20,000	\$30,000	\$274,560	\$304,560
US 6 Seven Sisters	\$20,000	\$100,000	\$120,000	\$2,375,594	\$2,495,594
US 6 Little Professor	\$20,000	\$50,000	\$70,000	\$794,638	\$864,638
US 6 Black Widow	\$20,000	\$50,000	\$70,000	\$800,638	\$870,638
EJMT Loop Road	\$20,000	\$100,000	\$120,000	\$1,792,055	\$1,912,055
I-70 Narrows	\$20,000	\$50,000	\$70,000	\$500,000	\$570,000
Total	\$110,000	\$370,000	\$480,000	\$6,537,485	\$7,017,485





**Roll Forward Funding Request:
 Division of Highway Maintenance: Vehicle Diagnostic Equipment**

Summary of Staff Recommendation for Funding

\$385,409 over 4 years. Funding will be used to update diagnostic hardware and software for fleet vehicles and equipment statewide.

	FY 14-15	Total
Funding Request- Staff Recommendation	\$500,000	\$500,000

Justification of Request

- Improves safety of the CDOT fleet for road crews
- Prolongs life of fleet vehicles through proper diagnostics and repairs

Summary

As a result of increasingly rapid changes in technology, CDOT mechanics have been struggling to maintain industry standards over the past decade. The technology gap has become so great; they can longer accurately diagnose equipment problems. Heavy Equipment Mechanics and repair facilities manage a diversified fleet that requires new software to complete proper diagnostics and repairs.

Details

There are currently several CDOT equipment systems in need of electronic tools for complete diagnostic and troubleshooting tests. These include (but are not limited to):

- Insite - Cummins - engines
- Diamond Logic - International (Navistar) - chassis electrical systems
- Service Maxx - International (Navistar) - engine systems
- Acert - Caterpillar - engines and subsystems
- IDS/Rotunda - Ford - engines and subsystems
- PTT - Mack - engines and subsystems
- Allison - auto transmission
- Eaton - automated manual transmission
- Meritor/Bendix - brake systems

CDOT is prepared to move forward with statewide implementation and has already tested the various scanners and diagnostic tools requested

Cost Analysis

The Division of Highway Maintenance requests funds for the following diagnostic tools to outfit shops consistently statewide (see Figure 2 for regional breakdown):

- Laptops: \$1,987.00 (each)



- Cabling to connect to vehicle: \$3,629.00 (each)
- Software registration and yearly subscription fees: \$500.00 (each license)
- Fully loaded scanner including all software needed for all application: \$13,500.00 (each)
- Yearly updates: \$10,000.00

Figure 2: Funding by Region

Item	Cost	QTY	Total
Laptop (each)	\$1,987.00	7	\$13,909.00
Scanner (each)	\$13,500.00	25	\$337,500.00
Vehicle Cabling (each)	\$3,629.00	?	?
Software Registration & Subscription Fees (per license)	\$500.00	8	\$4,000.00
Yearly updates (per year)	\$10,000.00	3	\$30,000.00
Total (not including vehicle cabling?)			\$385,409.00





**Roll Forward Funding Request:
 Division of Highway Maintenance: Tow Plow Equipment Procurement**

Summary of Staff Recommendation for Funding:

\$1.0 million for one year in order to purchase 8 units for beta testing. The Division of Highway Maintenance requested funding to purchase Tow Plow units in order increase snow and ice removal capacity. Initially, the DHM suggested two funding options: \$6,498,470 for one year or \$945,232 spread across seven fiscal years until the requested 55 units was reached. Of the two options presented, option 1 was selected and revised.

Recommended Option 1: Onetime Purchase of 8 Tow Plows for Beta Testing

Approve \$6,498,470 for the onetime purchase of 55 Tow Plow units this year. The Transportation Commission purchases all units and recovers the cost by withholding year-end Snow and Ice surplus until balanced. Once reaching their life cycle, equipment will be replaced through the annual equipment replacement plan. It is expected that deploying Tow Plows will reduce the need for future snowplows replacements while shrinking the overall equipment fleet size.

Figure 1: Purchase 8 Units

Option 1:	QTY	Cost (each)	Total
Original Request: Onetime Purchase of All Tow Plows	55	\$118,154	\$6,498,470
Revised Request: Initial Purchase of 8 plows for Beta Testing	8	\$118,154	\$1,000,000
Funding Request-Staff Recommendation			\$1,000,000

Justification of Request

- Enables performance levels for snow and ice removal to be maintained a “B” level of service or higher
- Increases efficiency
- Improves public safety

Details

When used in conjunction with conventional snow plow trucks, the Tow Plow saves time and increases snow clearing capacity while decreasing maintenance costs. CDOT has successfully tested the Viking-Cives Tow Plow for over three years in Region 4, and has seen the following operational benefits from the Tow Plow:

- Decreased cycle time due to one pass clearing and wider clearing path
- Higher operating speed potential
- Improved equipment reliability
- Extended plow blade life due to reduced down force
- Faster deployment of diecing materials which increases level of service
- Broader clearing capacity coupled with decreased on-road equipment fleet size



Review of Initial Request

Below is a review of the other funding option presented by DHM.

Option 2: Purchase Eight Tow Plows Per Year

Purchase eight units totaling \$945,232 each year for the next six fiscal years, and seven units totaling \$827,078 in fiscal year 2019-2020 to reach the needed 55 units.

Figure 2: Purchase 55 Units (Over Seven Fiscal Years)

Purchase Eight Tow Plows Per Year	QTY	Cost (each)	Total
Tow Plow units (FY 2015-2016)	8	\$118,154	\$945,232
Tow Plow units (FY 2016-2017)	8	\$118,154	\$945,232
Tow Plow units (FY 2017-2018)	8	\$118,154	\$945,232
Tow Plow units (FY 2018-2019)	8	\$118,154	\$945,232
Tow Plow units (FY 2019-2020)	8	\$118,154	\$945,232
Tow Plow units (FY 2020-2021)	8	\$118,154	\$945,232
Tow Plow units (FY 2021-2022)	7	\$118,154	\$827,078
Total cost	55		\$6,498,470

The following table summarizes the quantity of Tow Plows to be distributed across regions as well as the Interstates to be serviced by the new Tow Plows.

Figure 5: Unit Allocation

Region	Interstate Serviced	Quantity of Tow Plows
1	76, 70, C470, 225, Hwy 85, 25	15
2	25	10
3	70	13
4	70,76,25	17
TOTAL		55

Additional Details

The Tow Plow is a steerable snow plow trailer equipped with a 26’ moldboard and either a liquid delivery system or a granular spreader. When working in combination with a conventional snow plow truck, they can plow a path the width of two typical traffic lanes. No new trucks or additional employees will be needed to accommodate new Tow Plows. However, normal planned replacement vehicles will be ordered with larger capacity hydraulic systems and enhanced tire and brake systems to further optimize efficiency. Tow plows will be used to offset increases in surface area resulting from recent and anticipated capacity improvement projects. The Tow Plow’s innovative technology not only creates a method for improving performance, but directly impacts two customer needs: improving roadway safety and ensuring prudent stewardship of taxpayer dollars.

Figure 1 and 2 below illustrate the cost savings that will be gained by the Division through the use of Tow Plows. DHM projects that each individual Tow Plow will save over \$10,000 in maintenance and fuel costs while in sum, the 55 requested new Tow Plows are projected to save DHM over \$600,000 annually. the



Tow Plow is a visual demonstration of CDOT’s commitment to innovation and efficiency that the public can easily understand and respect.

Cost Analysis

Figure 1: Comparative Cost Analysis per Unit

New Truck	Tow plow	Savings
\$241,000	\$118,154	\$122,846

Figure 2: Tow Plow Cost Savings

Type	Unit Savings	QTY	Annual Savings
Maintenance	\$2,948	55	\$162,140
Fuel	\$8,000	55	\$440,000
Total	\$10,948		\$602,140





**Decision Item Request:
 Geographic Information Systems Update: Add Right-of-Way Information
 Fiscal Year 2015-2016**

Summary of Approval for Funding:

\$1,000,000 over two years. Total program request is \$2,000,000 over 3 years.

	FY 14-15	FY 15-16	FY 16-17	Total
Total Funding Requested	\$200,000	\$1,000,000	\$800,000	\$2,000,000
Leveraged Funding	\$200,000	\$500,000	\$300,000	\$1,000,000
Department Senior Management Approved Funding	0	\$500,000	\$500,000	\$1,000,000

Justification of Request

- Supports program management and project management efforts
- Contributes to Department wide efforts to centralize and improve data collection
- Improves service to the public and decreases response time to Colorado Open Records Act (CORA) requests

Summary

The goal of this project is to improve and standardize the collection of pertinent right of way data and into an accessible, central location. It will serve as the first phase in the development of a complete Geographic Information System (GIS) right of way database, with the goal of providing limited initial benefits while working toward Department and Statewide benefits in the future.

Details

Access to private property abutting the Interstate and State Highways is not legally permitted once an emergency has been down-graded to the clean-up and permanent restoration stage. Having information on the location of CDOT’s right of way line location can give CDOT a head-start in knowing whether private property owners need to be contacted when planning permanent repairs. Example of projects that would benefit from centralized right of way data might be:

- The ongoing work along US-36
- A permanent flood restoration project
- An urban corridor that may need to be updated due to the Americans with Disabilities Act (ADA) accessibility issues.



This project will provide the following benefits:

- A map of CDOT's right of way will assist with project and program management allowing Region designers and project managers to quickly evaluate potential ROW impacts and account for these impacts in project schedules.
- CDOT maintenance crews performing other maintenance work in the field would have a centralized right of way location map available on an as-needed basis.
- Having a central, accepted source for right of way and related data would speed up CDOT's response time to Colorado Open Records Act (CORA) requests.

Conversion of existing right of way data that is in Computer-Aided Design (CADD) to a format that can then be included in CDOT's existing GIS. A personal services consultant would be hired to perform the following task:

- Locate all of the existing statewide right of way data that is in CADD format Add the CADD data to CDOT's current GIS, displayable in Online Transportation Information System (OTIS).
- Collect comprehensive right of way and other associated data for a smaller geographic area, such as a recent project site,
- Add this more detailed data to the GIS, as proof of concept of the benefits of comprehensive right of way data.





**Informational Only: Indirect Funding Request
 Program Management Systems Implementation
 Fiscal Year 2015-2016**

Staff Approved of Indirect Funding:

\$ 5,559,567 over 3 years. Total program cost is \$ 7,021,256 with leveraged funding contributed from CDOT Office of Information Technology and the Administrative Budget. Ongoing system maintenance costs of \$300,000 will be leveraged using available administrative budget funds.

	FY 14-15	FY 15-16	FY 16-17	TOTAL
Total Amount Needed	\$ 533,789	\$ 6,198,511	\$ 288,956	\$ 7,021,256
Leveraged Funding- CDOT OIT Service Division	\$ 530,000	0	0	\$ 530,000
Leveraged Funding- Administrative Budget		\$ 642,733	\$ 288,956	\$ 931,689
Remaining Balance Requested	\$3,789	\$ 5,555,778	\$ 0	\$ 5,559,567

Justification of Funding

- Supports the implementation of Program and Cash management
- Improves the reporting capabilities of the Department
- Enhances the ability of Department Staff to make data driven decisions

Summary of Request

With the implement new program and cash management practices, CDOT is changing its business practices. In support of these efforts, a gap analysis of current program and cash management capabilities was conducted and recommendations were made for improvement. Implementation of improved program and cash management systems was identified as fundamental to the success of program management and project delivery capabilities.

Details

Expected benefits from implementation of improved program and cash management systems include:

- Ability to manage and allocate resources to optimize efficient use including cash
- Ability for proactive risk management at project and program levels
- Single point of data entry to reduce staff effort and improve data integrity
- Enhanced use of electronic workflows
- Development and management of master schedule which supports a statewide view of budgets, spending plans, schedules, and resources
- A program level view of projects and the ability to drill down to detailed level
- Real time perspective of schedules, resources to allow quicker adjustments based upon need



- User-friendly view, entry and reporting on program, project and cash management
- Integration of systems and automation of processes
-

Cost Analysis

A portion of the consultant scope included development of a scope of work and cost estimate to address technology system needs and assist with system procurement and implementation. The consultants identified several options and recommended allowing the market to determine the most appropriate solution. Goals to be achieved by the implementation systems were identified as follows:

- Provide a system solution for program, project and cash management
- Provide ability to track and report performance metrics
- Standardize process and reporting to improve program delivery and provide program management capability
- Integrate existing systems to eliminate redundant data entry and enhance reporting functionality
- Manage cash as a resource for delivery of programs and projects

Table 1 provides detailed breakdown of all items that are included in the funding request:

TABLE 1

	FY '15	FY '16	FY '17	Total
Implementation Line Item				
Systems Integrator including 10% Contingency	\$ 389,912	\$ 3,799,190	\$ 225,456	\$ 4,414,558
Other Third Party Assistance (SAP, ProjectWise, AASHTOware) with 10% Contingency	\$ 23,424	\$ 296,704	\$ 13,274	\$ 333,402
Project Advisory Support	\$ 51,000	\$ 306,000	\$ 25,500	\$ 382,500
OIT Staff - changed formula to only pull OIT PM costs	\$ 20,653	\$ 123,917	\$ 10,326	\$ 154,896
IV & V	\$ 28,800	\$ 172,800	\$ 14,400	\$ 216,000
Security Assessment	\$ -	\$ 50,000	\$ -	\$ 50,000
Software Licenses	\$ -	\$ 1,072,500	\$ -	\$ 1,072,500
Software Maintenance	\$ -	\$ 257,400	\$ -	\$ 257,400
Hosted Environment	\$ 20,000	\$ 120,000	\$ -	\$ 140,000
Total Project Cost	\$ 533,789	\$ 6,198,511	\$ 288,956	\$ 7,021,255

* Costs including in this request are the implementation costs, NOT ongoing support costs.





**Informational Only: Indirect Funding Request
 Office of Employee Development (OED) Project Management Training
 Fiscal Year 2015-2016**

Staff Approved Indirect Funding :

\$2,500,000 over 5 years. Total program cost is \$3,000,000.00 over 5 years, with leveraged funding coming from the Office of Employee Development.

	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	TOTAL
Total Amount Needed	\$500,000	\$625,000	\$625,000	\$625,000	\$625,000	\$3,000,000
Leveraged Funding- OED	\$500,000	0	0	0	0	\$500,000
Remaining Balance Requested	0					\$2,500,000

Justification for Funding

- Supports the implementation of Program and Cash Management Initiatives
- Focuses on the professional development of existing CDOT staff
- Ensures the long-term sustainability and success of new project management practices

Summary of Request

The Program Management initiative is critical as CDOT continues to improve its business model in order to better meet the needs of the citizens of Colorado. At the core of the Program Management initiative is implementing solid project management practices across the entire Department. The Project Management Employee Development Program (PMEDP) is designed to align all residencies with standardized project management tools, language, and processes across all levels of project complexity. If program management is to be successfully implemented, it is imperative that we offer this training to all employees so that they have the knowledge and skills required to properly manage the multitude of projects CDOT maintains.

Details

The PMEDP will develop employees through four levels of project management over an estimated four to seven year timeframe. The employee development will result in CDOT internally certifying employees as, “Apprentice, PM I, PM II, and PM III”. Employees will be able to lead projects of increasing risk and complexity as he or she advances through the ranks of project management. At a high level, the PMEDP is based around the 10 main knowledge areas that are presented in the Project Management Body of Knowledge (PMBOK), which is the quintessential guide that is used to prepare for the Project Management Professional (PMP) certification. The employee development will occur not only through a series of



instructor lead, and computer based training, but will integrate on-the-job experience, be tied to a mentorship program, contain supervisor/employee evaluations and employee development plans, modification of existing CDOT manuals, utilization and modification of classes already owned and taught by CDOT, and a number of other project management employee development related items.

Cost/Benefit Analysis

The CDOT U College of Engineering has conducted extensive research to determine the scope of this development. In addition, 17 DOTs were polled in a survey to determine depth of project management instruction offered and cost for implementation. Along with these agencies, four private companies were also polled for cost, based on size and scope of program delivered. The standard cost range, divulged by these organizations, was 2.5 to 3.5 million dollars.

It is common practice for DOT's, with similar programs, to employ an outside company to deliver project management related training. This is often paid for on a per student basis, ranging from \$5,500 to \$15,000 per student. CDOT's PMEDP differs in that CDOT is seeking to hire a vendor to deliver customized CDOT project management coursework, and materials that will be exclusively owned, and ultimately administered, maintained, and delivered by CDOT personnel. This results in a higher up-front investment, but results in a less expensive, and more stable program in the long-term.

It is less expensive in that, CDOT desires to educate in the range of 100 to 150 people per year going forward. Not all employees at CDOT will go through the entire program to the PM III level, however most people involved in project delivery, such Environmental, Right-of-Way, Utilities, etc., will receive training in project management in some form.





Informational Only: Funding Request Division of TSM&O Fiscal Years 2015-2016

Summary of Funding Request:

This funding request includes \$9.0 million for TSM&O projects, programs, and services and an additional \$10 million for ramp meter expansion projects in Region 1 to reduce traffic congestion on highway I-25 between Lincoln and SH7. This would increase our percent of system control of on-ramps on I-25 from 31% to 64% in Region 1 and would increase system control of on-ramps on I-25 between 48th Ave and Colorado Boulevard (State's most congested and unreliable section of freeway) from 24% to 90%.

Current FY15 and FY16 budgets do not meet funding needs. However, as funds are spent in FY15 and in FY16, the Division of TSM&O may request additional funds through the monthly budget supplemental process.

	FY14-15	FY15-16	TOTAL
Requested	\$12,000,000	\$19,000,000	\$31,000,000
Approved Budget	\$7,236,795	\$6,107,619	\$13,344,414
Possible Funding Requests (through Monthly Budget Supplement Process)	\$4,763,205	\$12,892,381	\$17,655,586

TSM&O Future Funding Needs

- An estimated \$60 million is needed in ramp meter expansion projects Statewide over the next 5 years to increase our system control of on-ramps in congested corridors to from 27% to 75%
- Annual funds needed for operations projects to reduce traffic congestion over the next 5 years are estimated at \$15M (including the above ramp meter project costs)

FY2014 - FY2015 Roll Forward Request Detail												
Region	Organization	Project / Program	Justification of Requests	Encumbered / Unencumbered	Staff Recommends	Round 1				Round 2		
						\$ Amount Requested	Tentatively Rejected	TC Approved	Approved	\$ Amount Requested	Tentatively Rejected	Approved
HQ	Project Support	AECOM	The Cash Management, Project Management and RAMP programs are continuing to be developed and updated. As a result, we have several PO's for AECOM that funding is being requested to roll-forward for: PO's are: 4310000495 - \$1,134,480.00, 431000888 - \$178,280.00, 431000945 - \$394,800.00, 431000632 - \$64,449.00, 431000661 - \$107,625.00 PR's: 700003471 - \$629,547.00. Staff Branches is also using a facilitator to assist us with our QIC meetings and we would like to request the funds to roll-forward for PO - 411000771 - \$34,500.00.	E	Y	2,543,681		2,543,681				
	Division of Administrative Services	Laptop Replacement	381 laptop computers were ordered for delivery by June 30 but because of issues with the supplier (HP), they were not delivered on time. If not approved, 381 HQ employees will not be replaced.	E	Y	412,080			412,080			
		CGI Catalog	This money was allocated to pay for the installation of the CGI catalog functionality for CDOT employees. This functionality will enhance the purchasing experience and make it easier and less time consuming. The project was delayed and now is expected to roll out in Sept 2014. If not approved, payment will consume FY15 funds instead of FY14 funds.	U	Y	400,000	400,000			400,000		400,000
		Training & Organizational Development	This project will complete the CDOT wide contract writing development Project Manual. The Project Manual will provide guidance to the field and allow for effective cross-training throughout the Department. The objectives of the Project Manual is: a. Fully document processes and procedures for all contract types that CDOT produces, b. update written procedures, c. capture procedures or steps of procedures that are not currently documented, d. display organizational structure of each type of contract by creating flow charts of processes and procedures, to include reference to current laws and regulations.	U	Y	73,820	30,281		43,539	30,281		30,281
	Division of Accounting & Finance	Flood Recovery	Budget and spending authority are required to continue to support the Flood Recovery efforts. Not approving this request would have a detrimental effect on the areas that support the Flood Recovery, such as: business office staffing, document control efforts, closing out the ER projects utilizing the Finals Engineer, potential loss of FEMA reimbursements, discontinuing the Flood Risk and Resiliency program with FHWA, and the flood consulting support would cease.	U	Y	581,524			581,524			
	Office of Transportation Safety	First Time Drunk Driver	CDOT - Highway Safety Office (HSO) works with over 120 local law enforcement agencies throughout the State of Colorado in an on-going effort to reduce crashes resulting in fatalities and serious injuries caused by speed, impairment, and un-restrained passengers. It is feared that legalized Marijuana will increase incidents of driving while impaired. Increased prevention is considered the best method to impact the number of fatalities. The retention of these funds will allow increased funding of the local agencies.	U	Y	88,000	88,000			88,000	88,000	
		Security Access	The Transportation Commission allocated \$900,000 to support the expansion of the access control system statewide. The system expansion began in February 2014 with an upgrade to the existing system prior to expansion, but delays were encountered during the purchasing and the project.	E	Y	607,933			607,933			
		Agility Testing	CDOT on May 8, 2014, notified Occur-Med. LTD, to commence work according to the Physical Agility Testing, Contract Number 14 HAA 68160. The successful vendor will perform job evaluations for the Transportation Worker I positions on a statewide basis. These evaluations will allow for development of the Physical Agility Testing for individuals who have applied for and been offered a position as a Transportation Worker I. The testing will identify applicants who can perform the physical requirements of the positions.	E	Y	150,000			150,000			
		Safety Ed Mgmt	The Excellence in Safety program is entering a critical phase. Beginning next fiscal year, all TM-II Maintenance and Traffic Work Leads will be trained to perform Safety Engagements. Additionally a Phase II Employee Safety Recognition program will be implemented; the funding for this will come largely from roll-forward dollars. These funds will also be used to pay for our annual maintenance fee for the Origami database.	U	Y	150,000			150,000			
	DTD	Traffic Data Collection	Traffic data collections are done in the Spring and Summer due to weather conditions, requiring open POs to roll into the new fiscal year to complete the process. DTD typically requests funds to be rolled in order to cover the expenses that will hit the active POs. - \$10,800 - This PO is to get the Weigh in Motion equipment calibrated using proprietary software that communicates with the WIM equipment. - \$21,766 - This PO is to get the contractor to assist with ATR and WIM repairs. - \$21,802 - This PO is with a company that will provide repair equipment which is contained within the Diamond equipment used on 90 stations throughout Colorado. - \$226,323 - This PO is for Traffic Data Collections for short duration counts.	E	Y	280,692			280,692			
TSM&O	Real Time Incident Management	This roll forward will allow for the purchase of several pieces of technical equipment to use for traffic incident management. These items will provide IT support for incident management including critical support for incident observation and notification for the traveling public. They will also provide IT technical skills to evaluate and mitigate incident issues.	E	Y	359,254	359,254			359,254	359,254		
R1	Maintenance	Holly Complex - CM	Region 1 is requesting \$38,800 roll into fiscal year 2015. Region 1 submitted a damage claim on June 2, 2014 due to hail damage at the 2000 South Holly Complex. Due to the claim being submitted in fiscal year 2014, the Division of Risk sent the \$38,800 via internal fund transfer on July 8th but dated the IT document as June 30, 2014 to comply with the year-end process. The Region could not get the scope, shopping cart, bid solicitation, awarded and work done by June 30, 2014.	U	Y	38,800			38,800			
R3	Maintenance	Sign Replacement	The FY14 Sign Replacement Project was delayed due to unforeseen circumstances. As a result, the PO (#231004317) was carried forward into FY15. The requested roll forward of funds associated with the PO will ensure the completion of this project.	E	Y	206,095			206,095			
		Kolbe Striping	The Kolbe Striping Project was planned as a two year project. Because of unforeseen delays, the contractor for the Project was unable to complete all of the work planned for FY14. The requested roll forward of funds associated with PO 431001111 will ensure the completion of this project.	E	Y	94,400			94,400			

Region	Organization	Project / Program	Justification of Requests	Encumbered / Unencumbered	Staff Recommends	\$ Amount Requested	Tentatively Rejected	TC Approved	Approved	\$ Amount Requested	Tentatively Rejected	Approved
R4	Other Equipment	Nuclear Density Gauge	This is a request to roll-forward unencumbered Region 4 capital operating funds (also referred to as non-road non-computer). Rolling these funds into FY 15 will allow the Materials Lab to purchase one nuclear density gauge that would not otherwise be possible given the limited funding available and list of needs in FY 15.	U	Y	3,619			3,619			
	Maintenance	19237/SH 257	This is a request to roll forward funds that were encumbered for consultant task order #17 to perform construction management and inspection services for project 19237/SH 257 & Crossroads Blvd signal. Because the contractor was unable to complete the task order, the construction work will be re-advertised in FY15.	E	Y	50,000			50,000			
R5	Maintenance	HVAC Upgrade	This is a request to roll forward \$20,091.34 from the Region 5 FY 14 Controlled / Deferred building funds for upgrades in building #1000/5/74. The purchase order (411001648) for the project was issued on 6/16/14, but not completed until 7/15/14. This roll forward will ensure that funds associated with this PO do not consume the region's FY15 budget	E	Y	20,091			20,091			
Total Roll Forward request under consideration by Staff that do not require TC approval under PD 703.0						3,516,307	877,535	2,543,681	2,638,772	877,535	447,254	430,281
Subtotal of TC Approved FY2014 Roll Forward Request								2,543,681				
Subtotal of Approved FY2014 Roll Forward Request by Senior Management Team (Round 1)									2,638,772			
Subtotal of Approved FY2014 Roll Forward Request by Senior Management Team (Round 2)											430,281	
Grand Total for Round 1 and 2											5,612,734	

= Rejected Projects

Cost Centers	FY2014 MLOS Cost Center Balances	Encumbered / Unencumbered	Staff Recommends	\$ Amount Requested	Tentatively Rejected	Staff Recommends
R14MS-010	Aurora Traffic Section		Y	1,239,301		739,301
R15MS-010	Aurora Maintenance Section		Y	-1,147,648		
R19MS-010	Tunnel Maintenance Section		Y	-13,214		
R6589M-010	Traffic and Safety Maintenance Section		Y	1,122,264		622,264
R68MS-010	Denver Maintenance Section		Y	864,036		864,036
R24MS-010	Pueblo Maintenance Section		Y	719,313		719,313
R25MS-010	Pueblo Traffic		Y	170,763		170,763
R32MS-010	Grand Junction Maintenance Section		Y	1,708,837		776,449
R36MS-010	Craig Maintenance Section		Y	132,830		132,830
R38MS-010	Grand Junction Traffic		Y	16,001		16,001
R41MS-010	Greeley Maintenance Section		Y	-195,437		
R45MS-010	Greeley Traffic		Y	713,260		713,260
R53MS-010	Durango Maintenance Section		Y	-177,405		
R55MS-010	Reg 5 Traffic		Y	245,783		245,783
R57MS-010	Alamosa Maintenance Section		Y	-58,359		
Subtotal of MLOS Roll Forward Request				5,340,325		5,000,000
Grand Total for Round 1 and 2 plus MLOS Cost Center Balances						10,612,734

Note: The MLOS cost center roll forwards will be used to fund the roll forward maintenance projects below.

Roll Forward Amounts for Maintenance	\$ Amount Requested	Staff Recommends
Route Optimization Analysis	1,000,000	1,000,000
Avalanche Gazex Equipment	2,500,000	2,500,000
Diagnostic Equipment	500,000	500,000
Tow Plow Equipment	1,000,000	1,000,000
Subtotal of Maintenance Roll Forward Request	5,000,000	5,000,000