

Transportation Commission of Colorado
Regular Meeting Minutes
January 22, 2014

Chairman Ed Peterson convened the meeting at 12:20 p.m. in the auditorium of the headquarters building in Denver, Colorado.

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

EXCUSED: Sidney Zink, District 8

ALSO PRESENT: Don Hunt, Executive Director
Scot Cuthbertson, Deputy Executive Director
Debra Perkins-Smith, Director of Division of Transportation
Josh Laipply, Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Barb Gold, Audit Director
Amy Ford, Communications Director
Scott McDaniel, Staff Services Director
Scott Richrath, CFO
Herman Stockinger, Government Relations Director
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director of Division of Transit and Rail
Ryan Rice, Director of the Operations Division
Darrell Lingk, Transportation Safety Director
Tony DeVito, Region 1 Transportation Director
Karen Rowe, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Myron Hora, Region 4 Representative
Edward Archulets, Region 5 Representative
Kathy Young, Chief Transportation Counsel
John Cater, FHWA
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

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

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

Audience Participation

Commissioner Peterson stated that there was no one in the audience who wanted to address the Commission.

Individual Commissioner Comments

Chairman Peterson stated that this is the last formal meeting that Executive Director Don Hunt would be attending. Since there are future plans to celebrate his time at CDOT, Chairman Peterson requested that the Commissioners withhold any parting comments until a later time.

Commissioner Barry stated that her monthly Bagels meeting would take place on January 29, 2015, and that she would have a longer report next month.

Commissioner Gilliland stated that she wanted to report on the introduction of Bustang and the branding effort. The bus was at the Stock Show Parade. Amy Ford did an excellent job as the voice of CDOT. There were employees who rode on the bus and walked during the parade. They talked about what the website was. It was a very fun experience, and they heard that people were excited about the new system and asked lots of questions. The bus will be there again at the Stock Show for people to see. It was a good introduction. CDOT is off and running with that. The buses really do make an impact, especially the visual on them. She also stated that there will be a significant meeting with many of the key leaders in Northern Colorado that will be on Monday, January 26, 2015. This will be an open, exploratory conversation about transportation issues and hopefully getting some creative ideas about how everyone can participate together on working on the future of transportation in the system throughout Northern Colorado. Executive Director Hunt will be attending that as well.

Commissioner Gifford stated that she has attended several local meetings related to the I-70 East project. There is concern about whether and how CDOT will bring the financing together. There is a lot of focus on putting one foot in front of the other and moving forward. At the city level, the city has been going through a number of planning processes, small area plans that are directly adjacent to the area of the project. A lot of these plans are founded on the I-70 East project moving forward, so there is a lot of focus on this project. Ideally that will keep momentum going on a local level and encourage everyone to step up the way they need to do.

Commissioner Thiebaut stated that on his drive from Pueblo to Denver, there were twelve snow plows clearing the road after the storm. They were really doing a great job. He congratulated the snow plowers and stated that it was a very dangerous job that they were doing very well.

Commissioner Aden stated that he had continued his mission to talk to all of the members of the Western Slope legislators. According to statute, one of the roles of the Commission is to advise the Governor and the Legislature. He stated that he has been advising them. He met with Representatives Hamner, Rankin, Mitsch Bush, Coram, Willett, and Thurlow, and Senators Roberts and Scott. He has a few more, including Senator Baumgardner and newly elected Senator Donovan, to still talk to. He also met with Club 20. Bobby Peterson resigned as the Director of Club 20. They

named Christian Rice as the new Executive Director; she is formerly a member of Representative Tipton's staff. She is from Western Colorado, and obviously being involved with Representative Tipton in recent years, she knows the territory well and seems very enthusiastic in her new role. He stated that he also met with Jay Seaton, the publisher of the *Grand Junction Daily Sentinel*. He stated that Jay is very interested in the link between transportation investment and economic development. Mr. Seaton likes to keep up to date on what CDOT is doing and is a good friend.

Executive Director's Report

Executive Director Hunt stated that his time at CDOT was an experience he would cherish forever. There are some big challenges ahead, including Program Management and really keeping the faith with getting the projects out and getting money out the door, as well as keeping the faith with the RAMP program. CDOT is also standing up the systems management operations and capability success. It is an infant program and will still have to earn its way by proving its benefits. There are some good foundations in program management and in operations. He stated that he is certain with diligence going forward that both would be successful.

The midterm challenge is for CDOT to prove the story. The story is frequently told that CDOT needs more funds, but it is necessary to continue to prove that CDOT is doing everything as efficiently and effectively as it can. The voters do not believe it yet. From a funding point of view, the Department pulled the last rabbit out of the hat with RAMP and cash management. The residents and drivers will notice the difference in 2017 if something is not done. Everything that has been done for the last couple years will continue for another couple years and then will come to a screeching halt. The last rabbit has been pulled.

He stated that CDOT has only started the change and transformation that will be necessary for all state DOTs to go through over the next ten or twenty years due to technology changes. These have affected everything else that people do, and it will affect the highway system as well. He stated that he wrote an article that our Workforce of the Future is a very important study. CDOT has a lot of great people but does not have the right skill set for ten years in the future. It is necessary to hire data scientists, economists, operation research analysts, systems integrators, communications engineers and logisticians. CDOT is very short on those skill sets, and so is every other state DOT. These will be imperative ten to twenty years ahead.

He stated that it is time for him to move onto other endeavors. He said that he would not miss the duties and that he would be able to walk away from the job but that it was very hard to walk away from the people. He thanked the Commissioners for the support. He thanked the staff for their support. He thanked partners like John Cater for their support.

Chief Engineer's Report

Josh Laipply stated that he wanted to announce that Brett Johnson is the new Director of OMPD. He came from the Treasurer's Office and actually held Ben Stein's former position in the Treasurer's Office. They wanted to find someone with experience in public finance. Brett also has some great relationships with cities and

counties that he has worked with throughout his time in the Treasurer's Office. He brings some great benefits to CDOT.

He stated that he has received a number of emails and voice mails concerning the Executive Director's Cup from the RTDs and their staff. He stated that he would have to take full credit for it being a little late. He stated that he needed to revamp the criteria to be more in line with the Action Plan that was presented to the Commission earlier and the 5+1 Initiatives. There is quite a bit of quantitative analysis that will go into it that will be announced in February. The RTDs requested that Headquarters compile the quantitative data to remove any possible conflicts of interest. That will come out next month.

He stated that he is leaving on January 25, 2015, with Johnny Olson to meet with UPR. This will be the second meeting to discuss more of a partnering looking forward. There are always some right-of-way issues with the UP, and that is the main focus. But they would like to continue to build that relationship because the UPR is part of commerce through Colorado.

FHWA Division Administrator Report

John Cater stated that there were a few things he wanted to make the Commission aware of. He wanted to start out discussing inactive projects, which need to be kept as low as possible and ideally at zero. The last several quarters, CDOT has done a great job at that, hovering between .1% and .3%. The good news is that several other states have joined Colorado in that same territory. Nationally, they are below 1% of all federal aid funds in inactive projects. That is a great credit to the work that is being done around the country. That helps a lot moving forward. MAP-21 is expiring at the end of May, and this is one more way to show the transportation community that the money is being used and projects are being done as expeditiously as possible. He thanked everyone at CDOT who continue to work to keep Colorado at a very low level and keep those inactives down.

One area that FHWA will have an emphasis in the coming year will be work zone traffic control or maintenance of traffic, as it will be called. The Commission will hear a lot more about that. FHWA will be more visible on projects. They will be more involved with the people on the projects to make sure the work zone traffic control is being followed according to what is in the plan. Beyond that, they will make sure the plans that are in place are as effective as possible at moving traffic through the projects in a safe and effective manner. One of the reasons for this is that those work zones are one of the most visible places to interact with the public. The public sees work zones. The better job that CDOT can do in getting the public through in a clear and understandable manner, the less stress they have and the greater safety for both the public and the workers. Everyone should be as safe as possible. That is an area of interest that is coming. It is an area that fits a top priority.

He stated that finally, he would like to say something about Don Hunt's departure. He stated CDOT is much higher ranked among states DOTs than it was four years ago when Don arrived. He told Don that he had done a tremendous job and had been a great partner for FHWA. It had been a pleasure working with someone who thought outside the box and took on challenges in creative ways. It has been a great pleasure.

Act on Consent Agenda

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

Resolution #TC-15-1-1

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for December 18, 2014, are approved as published in the official agenda of the January 21 & 22, 2015, meeting.

Resolution #TC-15-1-2

BE IT HEREBY RESOLVED, that the 2015 Master Calendar of the Transportation Commission of Colorado is hereby approved as contained in the Official Agenda of January 21 & 22, 2015.

Discuss and Act on the 7th Supplement to the FY2015 Budget

Scott Richrath stated that there was only one project for which he was asking approval for \$2.1 million on State Highway 21. He stated that he would entertain questions if there were any.

Under new Policy Directive 703, he stated that he would continue to come before the Commission with informational items that would have come before the Commission previously. He gave credit to Region 1 for stepping forward and saying the Surface Treatment model stated that the number should be one thing. It has not been advertised, budgeted or funds moved toward that project. Engineering boots were put on the ground to reassess the project. The actual project will be \$4.2 million. Under old Policy Directive 703, that is more than a 50% change. But this is not a project cost increase. This is a reassessment of the scope of the project. There was discussion about whether this should come to the Commission under the new Policy Directive.

He requested approval of the budget supplement, which includes the single project.

Chairman Peterson entertained a motion to approve the 7th Budget Supplement for the FY2015 Budget. Commissioner Barry moved for approval of the resolution, and Commissioner Aden seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-15-1-3

BE IT SO RESOLVED, That the Seventh Supplement to the Fiscal Year 2014-2015 Budget as amended be approved by the Commission.

Acknowledgements

Chairman Peterson stated that he had the honor and privilege of recognizing the Executive Director at his last Commission meeting. He stated that this is the time on the agenda when we normally acknowledge CDOT employees for their great work. Don Hunt normally heads up the recognitions. However, the roles would be reversed, and the Executive Director would be put in the spotlight instead.

He stated that it would be possible to spend a lot of time recapping Don's many accomplishments during his four years with CDOT. The media has done a great job of that already. Most people in this room are already acquainted with Don's efforts to free more money for construction, RAMP, process improvement, getting more out of the existing transportation system through capacity improvements and efficiency, improving accountability and transparency in all CDOT programs, the first improvements to I-70 west of Denver in 30 years, monumental flood recovery, and Bustang. Many CDOT employees could readily recite Don's 5+1 strategic goals for the Department. Governor Hickenlooper called Don "a remarkable executive director for the Colorado Department of Transportation." Chairman Peterson concurred. Don Hunt has helped lead achievements that speak for themselves.

He stated that Don Hunt's role as a leader at CDOT goes much deeper. Media reports do not cover the many road trips he has taken to sit down and visit face-to-face with CDOT employees in all disciplines and in all parts of the state. He listened carefully. He heard what our employees had to say, and he took action. Media reports do not cover the monthly video chats Don Hunt held with employees from all over the state, the most recent of which was on January 12, 2015, to introduce the incoming Executive Director, Shailen Bhatt.

He stated that as a Commissioner, he enjoyed my business dealings and interactions with the Executive Direct. Everyone has benefitted from his ability to build consensus and to make solid business decisions based upon solid data. Managing change may be one of the most difficult parts of a leader's responsibilities. The four years of Don's leadership here at CDOT will long be known as a time of major change, certainly change for the better. However, Don also showed time and time again that he knew when to press the accelerator and when to apply the brakes.

Great leaders have great teams working for them, and that is certainly true here at CDOT. As one of his final major contributions, Don Hunt sought a person he felt would be another outstanding Executive Director, Shailen Bhatt, to take over the reins. He wanted to be sure that everything would be okay, that CDOT's established culture of improvement and efficiency would continue, and that CDOT's employees would be valued as the Department's greatest collective asset.

He thanked Don for his service, mentoring, leadership, and effectiveness. He stated that hed deserve all of the great things that would be said about him over the next month. Don said when he took over the reins four years ago that he would be a one-term Executive Director, and it seems almost impossible that the time is over. He wished the Executive Director the best in all future endeavors and stated that there was now a better CDOT and a better state for the service Don had given.

Executive Director Hunt thanked Chairman Peterson for the kind words.

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 12:50p.m.



COLORADO
Transportation Commission

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

DATE: February 19, 2015

TO: Transportation Commission

FROM: Mark Imhoff, Division of Transit and Rail

SUBJECT: FY 2016 and FY 2017 FASTER Transit Project Recommendations

Purpose

The purpose of this memo is provide background on DTR's FY 2016 and FY 2017 FASTER Transit project funding recommendations.

Action

The Transportation Commission is requested to approve the attached resolution awarding FY 2016 and preliminary FY 2017 FASTER Transit projects. This Item is Included on the February consent agenda.

Background

This item was presented last month at the quarterly Transit & Intermodal Committee meeting. There were no comments, or suggested modifications. Hence, the project recommendations remain the same.

DTR receives \$5M per year in FASTER Transit Local pool funding and \$10M in Statewide pool funding. In the past, FASTER Transit Local pool funds were distributed to the Regions by formula, and each Region recommended its projects for Commission approval, while DTR recommended Statewide pool projects, all based on a competitive application and evaluation process and a two-year planning horizon.

In 2014 the Commission approved a new funding process and new funding categories for FASTER. The FASTER Local pool is now awarded on a statewide competitive basis, with set-asides for the Colorado Springs and Fort Collins urbanized areas. Because MAP-21 significantly reduced funding for the Bus and Bus Facilities program a higher priority is given to bus replacements, relying increasingly on performance metrics and asset management in the selection process. The Statewide pool is now divided into various categories, with set-asides for the Denver urbanized area (RTD) and DTR's interregional express bus service (Bustang), a competitive statewide program, and a competitive program for operating assistance for regional bus services.

Details

A two-year Consolidated Call for Capital Projects was released to over 200 organizations and individuals in October. This CCCP is a combined call for both FASTER (Local and Statewide) and FTA (Sections 5310, 5311 and 5339) capital programs. Assessing and programming all capital requests in one batch is a more comprehensive approach to capital funding and lightens the burden on applicants. The process encompasses a full year of project contracting as the federal funds to CDOT are awarded on the federal fiscal year (though awarded on a calendar year basis), and the FASTER funds are awarded on the State fiscal year.

DTR received 140 separate applications from 50 organizations, totaling over \$45.5M in requests over the two years. DTR expects to have only about \$27.5M available over the two years. DTR is recommending projects for award



with FY16 FASTER funds. For FY17 DTR is recommending preliminary awards; projects given a preliminary award can be expected to receive funding in FY17 provided they remain ready to proceed and maintain a favorable evaluation score ranking. The Commission is not required to approve the FTA project lists.

The projects recommended for FASTER, from both the Local and Statewide pools, are found in the attached Tables A through D for FY16 and Tables E through H for FY17. Table I lists conditions to be met by local agencies receiving a FASTER award. Table J lists each of the projects not recommended for full funding from either the FASTER or FTA programs, along with the rationale for not being selected (some of these projects could be funded later if any awarded projects are withdrawn or are completed under budget).

The capital funding that is available in FY 16 is as follows:

- \$3M - Regional Transportation District (Denver large urbanized area set-aside, taken from the FASTER Statewide pool), as shown in Table A.
- \$700K - Mountain Metropolitan Transit (Colorado Springs large urbanized area set-aside, taken from the FASTER Local pool), as shown in Table A.
- \$200k - Transfort (Fort Collins large urbanized area set-aside, taken from the FASTER Local pool), Table A.
- \$4.1 M - FASTER Local pool, as shown in Table B.
- \$2.5 M (\$2.0 M standard annual allocation plus \$0.5 M unallocated regional operating assistance funds) - FASTER Statewide competitive pool for capital projects, as shown in Table C.
- \$0.5 M (\$1.0 M standard annual allocation minus \$0.5 M unallocated and used to supplement the Statewide competitive capital pool) - FASTER Statewide pool for regional operating assistance, as shown in Table D.
- \$8.0M - FTA funding in Sections 5310, 5311 and 5339 (not shown).

Please note as Indicated above, staff is not recommending that the full \$1M available for regional operating assistance be awarded, based on our evaluation of the projects; we recommend, consistent with Commission guidance, that the unawarded funds be transferred to the FASTER Statewide competitive pool, and the tables reflect this recommendation.

Key Benefits

Critical capital funding and regional operating assistance is provided to Colorado transit operators, better enabling us to reach our PD 14 performance goals.

Options and Recommendations

It is recommended that the Transportation Commission approve the attached resolution awarding FY 2016 and preliminary FY 2017 FASTER Transit projects. This is recommended to allow contract development and contract execution by July 1, 2015. If the Commission has additional input or unanswered questions, the option is to postpone the award of the projects until concerns are satisfactorily addressed.

Next Steps

It is recommended that the Transportation Commission approve the attached resolution for FY 2016 and preliminary FY 2017 FASTER Transit projects.

Attachments

Resolution and Tables A through J.



**Resolution # TC –
Award of FY 2016-17 FASTER Transit Funds
February 19, 2015**

WHEREAS, pursuant to 43-4-811 (2) the Department will receive, from the State share of the FASTER program, \$10 million for state fiscal year 2016 and for each succeeding state fiscal year, to be used by the Department, pursuant to 19.43-4-206, “for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of transit related projects, including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure needed to integrate different transportation modes within a multimodal transportation system, that enhance the safety of state highways for transit users,” herein referred to as the FASTER Transit Statewide funds; and

WHEREAS, pursuant to 43-4-811 (c)(2) the Department will receive, from the Local share of the FASTER program, \$5 million dollars for state fiscal year 2016 and for each succeeding state fiscal year, to be used by the Department “to provide grants to local governments for local transit projects,” herein referred to as the FASTER Transit Local funds; and

WHEREAS, unprogrammed funds from prior fiscal years are available and are being made available for redistribution in fiscal year 2016; and

WHEREAS, a portion of the FASTER Transit Statewide funds, not to exceed \$1.0 million, will be used for administrative expenses associated with the Division of Transit and Rail for FY 2016; and

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

WHEREAS, Division of Transit and Rail staff distributed these guidelines throughout the state and issued a consolidated call for capital projects for both FASTER Transit funds as well as Federal Transit Administration funds; and

WHEREAS, the Division of Transit and Rail received applications from local agencies requesting funds, evaluated and scored the applications based on the guidelines and has developed a list of projects recommended for funding for fiscal year 2016, attached hereto as Tables A through D; and

WHEREAS, the Division of Transit and Rail is recommending, for planning purposes, the preliminary award of funding for fiscal year 2017, pending later

written confirmation that each such project remains eligible and ready for implementation, and a determination that each such project maintains an evaluation score adequate to warrant funding relative to all applications received, attached hereto as Tables E through H; and

WHEREAS, the Transportation Commission, by means of Resolution 3133, dated January, 16, 2014, resolved that \$3.0 million per year be allocated, beginning in FY 2015, from FASTER Transit Statewide program funds to be used for the operation, maintenance and capital needs associated with the interregional express bus program; and

WHEREAS, the Division of Transit and Rail, with Transportation Commission concurrence, has established, beginning in FY 2016, new funding categories within FASTER, along with a maximum allocation amount for each such category; and

WHEREAS, the new funding categories include up to \$1 million allocated for the operating expenses of regional bus services, and \$3.9 million allocated for urbanized areas over 200,000 population, under which \$3 million is suballocated to the Regional Transportation District, \$700 thousand to the City of Colorado Springs/Mountain Metropolitan Transit and \$200 thousand to the City of Fort Collins/Transfort; and

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

WHEREAS, Division of Transit and Rail staff have developed a list of projects which were awarded no funding or less funding than requested, and provided a rationale for its determinations relative to those projects, attached hereto as Table J; and

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

- 1) award \$6,076,965 in FASTER Statewide Transit funds for Fiscal Year 2016 and \$4,114,930 in FASTER Local Transit funds for Fiscal Year 2016 to the projects set forth in Tables A through D, dated February 6, 2015;
- 2) announce the tentative award of FASTER funds for fiscal year 2017 to the projects set forth in Tables E through H, dated February 6, 2015, with the provision that in order to be awarded funding in fiscal year 2017 each project must remain eligible and ready for implementation, and maintain an evaluation score adequate to warrant funding relative to all applications received;

3) provide to all local agencies that have been awarded funds for fiscal year 2016 the appropriate conditions that will be applied to their projects, as set forth in Table I, dated February 6, 2015.

4) provide to all applicants a listing of projects which were awarded no funding or less funding than requested, along with a rationale for the department's recommendations relative to those projects, as set forth in Table J, dated February 6, 2015.

Recommended Funding for FASTER State Fiscal Year 2016

Table A: FY16 FASTER Urbanized Area Set-asides (\$3.9 million available)			2/6/2015
Applicant	Project Description	FASTER Source	Recommended Award
Regional Transportation District	East Colfax/15L Transit Enhancements Project	Statewide pool	\$770,000
Regional Transportation District	Speer Blvd Light Rail Crossing Repair and Replacement	Statewide pool	\$470,000
Regional Transportation District	Light Rail Vehicle Midlife Refurbishment/Overhaul @ \$880k each, 4 requested, 2 awarded	Statewide pool	\$1,760,000
Mountain Metropolitan Transit (Colorado Springs)	Fixed Route Vehicle Replacement (3)	Local pool	\$700,000
Transfort (Fort Collins)	Match for FTA 5307 funding - Replacement Vehicles (8)	Local pool	\$200,000
			\$3,900,000

Table B: FY16 FASTER Local Pool (\$4.1m available)					2/6/2015
Applicant/Applicant Prioritization (if more than one application submitted)	Project Description	Project Type	Request Amount	Score	Recommended Award Amount
Silver Key Senior Services 1 (Colorado Springs)	Minivan replacement	VR	\$32,000	9	\$32,000
Durango, City of 4	Type II Vehicle Replacement (4)	VR	\$256,000	8.5	\$256,000
Durango, City of 1	Type I Vehicle Replacement (2)	VR	\$128,000	8.5	\$128,000
Via Mobility Services (Boulder)	Bus Replacements (3)	VR	\$900,000	8.5	\$900,000
Northeastern Colorado Association of Local Governments (NECALG)	2016 Vehicle Replacements (3 Minivans, 1 BOC)	VR	\$187,200	8.5	\$187,200
Southern Ute Community Action Program (SUCAP) *	Senior Center Van (FTA 5310 match)	VR	\$8,800	8.5	\$8,800
Silver Key Senior Services 2 (Colorado Springs)	BOC Replacements (2)	VR	\$96,000	8.25	\$96,000
City of Aspen	Bus Replacements (4 requested in '16, 3 awarded)	VR	\$1,080,000	8	\$720,000
Northeastern Colorado Association of Local Governments (NECALG)	Mini van replacement	VR	\$25,100	8	\$25,100
Northeastern Colorado Association of Local Governments (NECALG)	BOC Replacement	VR	\$54,630	8	\$54,630
Mesa County	Bus Replacements (3)	VR	\$384,000	7.5	\$384,000
Mountain Express 4 (Crested Butte)	Bus Replacement	VR	\$113,600	7.5	\$113,600
Bent County**	Expansion Vehicle	VE	\$101,600	7.5	\$101,600
Mountain Express 4 (Crested Butte)	Vehicle Replacement (1)	VR	\$52,000	7	\$52,000
South Central Council of Governments	Van Replacements (2)	VR	\$102,400	7	\$102,400
Upper Arkansas Area Council of Govts. *	match for FTA 5310 expansion vehicle	VE	\$20,400	6.75	\$20,400
Eagle County 3	Expansion fixed route cutaway vehicle	VE	\$104,000	6.5	\$104,000
Via Mobility Services (Boulder)	Rehab of 30-ft public transit buses (2)	VR	\$83,200	6	\$83,200
Durango, City of 6	Type I Vehicle Replacement (1)	VR	\$64,000	5.5	\$64,000
Snowmass Village, Town of	Bus Replacements (3)	VR	\$600,000	5.25	\$600,000
La Plata County	1 BOC replacement and 1 van	VR	\$82,000	5	\$82,000
					\$4,114,930

* FASTER funding to be used as match for Federal grant programs

** Project originally awarded in FY14 under FTA 5310, but source was inappropriate so has been shifted to FASTER by agreement

VR=Vehicle replacement VE= Vehicle expansion

Table C: FY16 FASTER Statewide Competitive Pool (\$2,544,450 available)					2/6/2015	
Applicant	Project Description	Project Type	Request Amount	Score	Recommended Award Amount	
Mountain Metropolitan Transit (Colorado Springs)	Vanpool replacements	VR	\$102,400	8	\$102,400	
Regional Transportation District	Light Rail vehicle overhauls (4) (1 recommended in '16, 3 in '17)	VR	\$880,000	8	\$440,000	
North Front Range MPO	Vanpool replacements	VR	\$240,000	7	\$240,000	
Roaring Fork Transportation Authority	Carbondale PnR Expansion	F	\$802,050	7.75	\$802,050	
Roaring Fork Transportation Authority	Glenwood Springs Maintenance Facility Expansion	F	\$500,000	6.75	\$500,000	
Summit County (Summit Stage)	Frisco Transfer Center Improvements	F	\$460,000	6	\$460,000	
						\$2,544,450

Table D: FY16 FASTER Regional Operating projects (\$1m available)					2/6/2015	
Applicant	Project Description	Project Type	Request Amount	Score*	Recommended Award Amount	
Steamboat Springs, City of	Craig to Steamboat Springs	Existing Opns.	\$132,515	15.6	\$132,515	
Transfort/City of Fort Collins	FLEX, Fort Collins to Longmont	Existing Opns.	\$200,000	14.8	\$200,000	
RFTA	Rifle to Glenwood Springs	Existing Opns.	\$200,000	14.2	\$200,000	
Eagle County RTA	Edwards to Vail	Existing Opns.	\$200,000	13	\$0	
Gunnison Valley RTA	Gunnison to Crested Butte	Existing Opns.	\$183,000	12.6	\$0	
			\$915,515		\$532,515	

* 20-point scoring scale

Recommended Preliminary Funding Awards for FASTER State Fiscal Year 2017

Table E: FASTER Urbanized Area Set-asides (to be decided in next round of availability)					2/6/2015
Applicant	Project Description	Project Type	Request Amount	Preliminary Award Amount	
Regional Transportation District	Light Rail vehicle overhauls (4) (1 recommended in '16, 3 in '17)	VR	\$1,320,000	TBD	
Mountain Metropolitan Transit (Colorado Springs) *	ADA Paratransit Vehicle Replacements (20)	VR	\$900,000	TBD	
Transfort (Fort Collins)	TBD	TBD	\$200,000	TBD	

Table F: FY17 FASTER Local Pool (\$4.1m available)					2/6/2015
Applicant	Project Description	Project Type	Request Amount	Score	Preliminary Award Amount
Silver Key Senior Services (Colorado Springs)	BOC Replacements (2)	VR	\$80,000	8.75	\$80,000
Aspen, City of	BOC Replacements (4)	VR	\$320,000	8.50	\$320,000
Northeastern Colorado Association of Local Governments (NECALG)	2017 Vehicle Replacements - 2 BOCs	VR	\$121,600	8.50	\$121,600
Town of Telluride	BOC Replacement	VR	\$97,600	8.50	\$97,600
Montrose County Senior Citizens Transportation, Inc. *	Match for FY16 5311	VR	\$18,720	8.50	\$18,720
Town of Telluride	BOC Replacement	VR	\$97,600	8.50	\$97,600
Disability Services, Inc. (Colorado Springs)	BOC Replacements (2)	VR	\$104,000	8.25	\$104,000
Summit Stage	Large Bus replacements (6 requested, 2 awarded due to funds availability)	VR	\$2,208,000	8.00	\$736,000
Chaffee Shuttle *	Match for FY16 5311 BOC	VR	\$16,800	8.00	\$16,800
Aspen, City of	Large Bus Replacements (4 requested: 3 awarded in '16, 1 in '17)	VR	\$360,000	8.00	\$360,000
Telluride	Van Replacement	VR	\$48,000	8	\$48,000
Mesa County	Bus Replacement-FASTER 2017 (2)	VR	\$272,000	8.00	\$272,000
Mountain Express	Bus Replacement	VR	\$142,400	7.50	\$142,400
Mountain Express	Bus Replacement	VR	\$142,400	7.50	\$142,400
Eagle County	Cutaway Replacement	VR	\$88,000	7.50	\$88,000
Mountain Express	Vehicle Replacement (1)	VR	\$137,600	7.5	\$137,600
Southern Ute Community Action Program (SUCAP)	Road Runner Transit Fixed Route Bus Replacement	VR	\$64,370	7.5	\$64,370
Eagle County RTA	Large Bus Replacements (5 requested, 3 awarded due to funds availability)	VR	\$1,740,000	7.00	\$1,044,000
City of Cripple Creek	BOC Replacements (2)	VR	\$128,000	7.00	\$128,000
La Plata County	1 BOC Replacment (2017)	VR	\$64,000	7.00	\$64,000
Telluride, Town of	Medium, Body on Chassis Diesel Bus Replacement	VR	\$84,800	6	\$84,800

\$4,167,890

* FASTER funding to be used as match for Federal grant programs

Table G: FY17 FASTER Statewide Competitive Pool (\$2m available) 2/6/2015

Applicant	Project Description	Project Type	Request Amount	Score	Preliminary Award Amount
North Front Range Transportation & Air Quality Council (NFRMPO)	Vanpool Replacements 2017	VR	\$185,600	7	\$185,600
Roaring Fork Transportation Authority	New Castle Park and Ride Construction	F	\$600,000	7	\$600,000

\$785,600

Table H: FY17 FASTER Regional Operating projects, 1/9/2015 (\$1m available)

Applicant	Project Description	Project Type	Request Amount	Score	Preliminary Award Amount
Steamboat Springs, City of	Craig to Steamboat Springs	Existing Opns.	\$132,515	NA	TBD
Transfort/Ft. Collins	FLEX	Existing Opns.	\$200,000	NA	TBD
RFTA	Rifle to Glenwood Springs	Existing Opns.	\$200,000	NA	TBD

\$532,515 \$0

TABLE J: 2016/17 Unfunded Projects (either FASTER or FTA)

2/6/2015

Applicant	Project	Program	Request	Score	Rationale
Cripple Creek, City of	Maintenance Facility	F FTA 5311	\$912,342	6.375	Request large relative to amount available and size of program relative to all applicants and desire to spread funding around the state.
Arvada, City of	Parking structure	F FASTER Local	\$800,000	6.25	Previous awards for this project (\$2.4 M) were made out of the old Region 6 Local Pool. Due to changes in the FASTER program the priority for the FASTER Local Pool is on vehicle replacement projects.
Gunnison Valley RTA	45' Commuter Coach	VE FTA 5311	\$536,000	6.75	Request is large relative to amount available. Funding for one of the two buses requested is recommended, but not both .
Mountain Village, Town of	Gondola tower, terminal painting	F FTA 5311	\$80,000	8.6	Total agency requests (\$688K) high relative to available amt. Not a high priority in light other awards being made to this applicant.
Mountain Village, Town of	Employee Shuttle Vehicle replacement (5)	VR FTA 5311/ FASTER Loc	\$120,000	8.5	Limited funding availability. While this vehicle scored high based on its performance metrics, utility trucks are not considered a priority project relative to passenger vehicles.
Greeley, City of	Fixed Route Vehicle Replacements (3) FASTER as match request	VR FASTER Local	\$247,800	7.25	Applicant was awarded 80% funding for all buses requested through a combination of 5339 and other Federal funds. Request for FASTER funds to serve as match is not recommended because 80% funding for other applicants' vehicles would have been denied. Given the large relative request, it was deemed more appropriate to fund as many vehicles as possible rather than provide match for FTA grants.
Disability Services, Inc.	BOC Replacements (2)	VR FASTER Loc	\$110,400	7	Applicant also applied for Colorado Springs UZA Section 5310 funding; confirmed with PPACG that funding for this request was approved.
Boulder County	Planning study of BRT on SH7	P FASTER	\$60,000	5	Low priority for Local pool, given priority for vehicle replacements. Very limited Statewide pool funds available. No RTD support or participation in the study, even though they'd be the most likely provider of service. Premature without RTD participation.
RTD	Replace LRT structures for ADA accessibility	F FASTER Statewide	\$1,144,000	7.4	Request is large relative to amount available. It is scalable, but other RTD request ranked higher. Weak as SW project, would have little impact on increasing ridership
RTD	Central rail repairs	F FASTER SW	\$1,972,000	6.9	Request is large relative to amount available. It is scalable, but other RTD SW request ranked higher. Little impact on increasing ridership
SUCAP	OTR Coach Replacement (2)	VR FTA 5311	\$631,951	8	See SUCAP OTR Coach Replacement item above. Same rationale.
vride	Vanpool pilot program	VE FTA 5311	\$123,623	3	The applicant referenced a general need for vanpool vehicles cited in regional transportation plans but did not identify a specific project or location, so only a general scope could be identified. Without project and location identified, project was not deemed to be a priority project. Applicant, as a commercial entity, is ineligible as a recipient. Any grant would essentially require CDOT to sponsor the project. Will instead meet with applicant prior to next round to determine best arrangement for proceeding with a future application.
City of Denver 2	Bike Hub at DUS	F FASTER SW	\$1,439,680	6.125	Very large request relative to amount available. Question of its' applicability as a statewide project. If not, then is a very low priority for the FASTER Local Pool due to the priority of that program being on vehicle replacements.
City of Denver 1	Broadway Station	F FASTER SW	\$2,200,000	5.75	Large request relative to amount available; mostly a street & interchange improvement, small transit benefit.
Town of Avon	Bus Replacement	VR 5339 Rural	\$350,000	5.5	Request was for CY16, low score and limited funding in desired source. DTR will program this preliminarily for CY17 Rural 5339
Boulder County	Planning study of BRT on SH7	P FASTER	\$90,000	5	See Boulder County item above. Same rationale.
vride	Vanpool pilot program	VE FTA 5311	\$181,876	3	See vRide item above. Same rationale.

Total: \$10,999,672

Table I

Conditions and Contingencies for Recommended FY16 FASTER Projects

February 6, 2015

The following general conditions apply to all FASTER funded projects:

- A. In general, projects must demonstrate progress towards implementation. Funding may be withdrawn by the Commission from projects failing to begin project implementation or failing to at least demonstrate considerable and sustained progress towards implementation. Specifically, projects awarded funds will be expected to begin developing a scope of work in cooperation with CDOT in the spring of 2015 and begin procurement (for equipment projects) or final design (for construction-related projects) no later than November of 2015. Exceptions must be approved by CDOT and set forth in the scope of work.
- B. If FASTER funds were proposed to be used to match a Federal grant and the Federal grant is not yet awarded, CDOT's expectation is that the Federal grant award is committed no later than November of 2015; otherwise, CDOT may withdraw the awarded FASTER funds;
- C. The Division of Transit and Rail and the CDOT Engineering Regions will negotiate scopes of work for the projects and will establish timelines and expectations related to the project.
- D. All Local Agency projects must have a 20 percent local match. Local match must be in cash or property linked directly to the project. Local match for equipment must be in cash. Local construction oversight may be accepted as in-kind local match. Federal funds may not be used as local match. The FASTER funds may be used to match a Federal grant only if set forth in the contract scope of work.
- E. No State funds may be used to pay for Local Agency staff unless otherwise provided for in the contract scope of work.
- F. Division of Transit and Rail staff shall work in collaboration with the CDOT Engineering Regions to implement the projects, based on the type of project. Equipment-related projects, studies and projects that are part of a larger Federal Transit Administration grant will normally be administered by the Division of Transit and Rail. Construction-related projects will usually be administered and overseen by the CDOT Engineering Regions as pass-through Local Agency projects.
- G. CDOT funding commitments will be held to the dollar amount awarded herein, not to the final project cost. Recipients will be responsible for any increased costs to finalize and accomplish the project as proposed in its application.
- H. Any reductions or revisions in original scope, or change in project sponsorship, must be approved in writing by CDOT.
- I. If a Local Agency plans to also use Federal funds for completion of the project, this shall be explicitly stated in the negotiated scope of work in order to ensure the project is designed and budgeted with that in mind. Otherwise, Federal funds may not later be used for the project, given that it would be too late to comply with Federal regulations.



COLORADO

Department of Transportation

Division of Highway Maintenance

4201 East Arkansas Ave, 3rd Floor
Denver, CO 80222

EXECUTIVE SUMMARY

TO: Transportation Commission
FROM: Kyle Lester, Director of Highway Maintenance
CC: Scot H. Cuthbertson, CDOT Chief Operating Officer
Scott Richrath, CDOT Chief Financial Officer
Karen Rowe, RTD Region 2
Adam Padilla, Maintenance Superintendent Region 2, Section 4

DATE: February 5, 2015

SUBJECT: Maintenance Project addition to the Over \$50,000 Project List

PURPOSE:

Due to increased rain fall, and continued development along US Highway 24 without proper drainage development by the city or county the existing drainage system located at MP286.2 east of Woodland Park is not sufficient in size to carry storm water flows, causing detrition of the drainage system and with some property and driveway flooding. The area of highway in this location does not fall within the currently designated Woodland Park city limits at this time Emergency stabilization work will be completed by Maintenance Section 4 forces.

ACTION

The Division of Highway Maintenance is asking the Commission to approve the attached resolution so that work on this project can commence immediately.

BACKGROUND

Colorado Revised Statute 24-92-109 requires CDOT to submit any project which will be performed by CDOT forces costing between \$50,000 and \$150,000 to the Transportation Commission for approval. These requirements are included in Policy Directive 703.0. Region 2, Section 4 has made an estimate for this project of \$65,000,

ANALYSIS

Work will include:

- Reconstruction and relining of approximately 460 feet of drainage ditch.
- Repair water inlet, and line ditch with rip rap and geotextile fabric to minimize future erosion.
- Two 18" culverts will installed across property access to accommodate increased waste water flow.



- Reconstruction of the 46" culvert storm water drainage outlet including the construction of a head wall.

Highway	Begin MP	End MP	Type	Estimated Cost
US24	286.2	286.2	Place culvert pipe	\$80,122.60

Total Equipment: 37,224.00
 Labor cost: 25,527.60
 Materials: 17,371.00
 Total cost of project: 80,122.60

The estimated duration of the project is 3 weeks. Sufficient funds exist within the Regions Maintenance Budget in the appropriate Maintenance Program Area's to pursue this additional project. The project is in accordance with the statute, directive, and all other requirements.

ATTACHMENTS

Resolution titled - Addition to Fiscal Year 2015 over \$50,000 project list approval
 Photos



Resolution #TC-

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

Approved by the Transportation Commission on: December 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 a cost estimate for this project to be done in Fiscal Year 2015 as detailed in the memorandum entitled; Addition to FY 15 over \$50,000.00 project list dated November 13, 2014; and

WHEREAS, the funding for this project is 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 2 - Pueblo				
Highway	Begin MP	End MP	Type	Estimate
US24	286.2	286.2	Place culvert pipe	\$80,122.60
		Total - Pueblo		\$ 80,122.60
		Statewide Total		\$ 80,122.60

Sufficient funds exist within the appropriate MPA’s to pursue this project. The project is in accordance with the directive and all other requirements.

Herman Stockinger, Secretary
Transportation Commission of Colorado