Transportation Commission of Colorado
Regular Meeting Minutes
May 21, 2015

Chairman Ed Peterson convened the meeting at 9:05a.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, District 7
Sidny Zink, District 8
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

ALSO PRESENT: Shailen Bhatt, Executive Director
Mike Lewis, Deputy Executive Director
Gary Vansuch, Director of Process Improvement
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
Maria Sobota, Acting CFO
Herman Stockinger, Government Relations Director
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director, Division of Transit and Rail
Kyle Lester, Director, Division of Highway Maintenance
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
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
Vince Rogalski, STAC Chairman

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.

<u>Audience Participation</u>

Chairman Peterson opened the meeting for general public comment and noted the number of public participants and was thankful for the number of people attending. He asked that remarks be kept to a maximum of three minutes.

State Senator Larry Crowder noted he represents Senate District 35 and stated his district covers the entire area of the SW Chief. Senator Crowder discussed his interest in the SW Chief and the legislatively created SW Chief Commission. He stated that the Commission has made remarkable progress, and noted the successful TIGER grant last year. He believes Southern Colorado citizens should have the right to the same amenities others in Colorado have, and would like to see the SW Chief have a line to Pueblo and noted the large veteran population in southern Colorado. He expressed strong support for the current TIGER Grant application. The ultimate goal should be to reach the VA hospital in Denver and expand what the citizens in Colorado deserve. Senator Crowder also noted that he would like to meet with Commissioner Thiebaut and RTD Rowe on the highway expansion going through Lamar.

Elena Wilkin, Executive Director of CASTA, respectively requested a no vote on taking $1 million from the SB 228 transit fund for the SW Chief. Colorado transit provides 120 million trips per year, including more rural transit trips than any other state. Ms. Wilkin noted that CASTA and CDOT advocate and work closely together to make transit in Colorado safe, robust and effective, and together provide training, advocate at the state and federal level together, and craft rulemaking. CDOT has created performance measures to ensure the limited transit dollars are spent in the most effective way possible. She stated that the Commission should have received a letter from the CASTA Board Chairman, which stated that transit demand is growing in many ways across the state. She encouraged that the SW Chief follow the same performance measures that transit agencies follow.

Rob Eaton, from Amtrak government affairs, stated his intent was to provide a brief history of where Amtrak was coming from and provide other information. He noted that CDOT has prepared a packet regarding the TIGER program. Amtrak is a U.S. governmental partner, and has been working with Kansas, Colorado and New Mexico for the last five years. The Amtrak agreement with BNSF expires this year for maintenance of the rail line, so rerouting or staying on the current line are the options. Amtrak has over 100,000 boardings and deboardings per year in Colorado. There is a significant economic impact to Amtrak service. In Colorado, because we have interstate passenger rail, we have a $52 million annual impact to the state of Colorado through wages, salaries, procurement and tourism. The Transportation Commission's one-time support for this project is multiplied not only due to the other matches but the overall economic impact. Commissioner Gruen noted that the Transportation Commission has received some correspondence suggesting that the Commission shouldn't be subsidizing the request, and asked Mr. Eaton if he had a response as to why the Commission should be providing funds for the grant. Mr. Eaton noted that states across the country support a number of Amtrak's lines and help subsidize the cost of operations. In solving transportation needs in Colorado, we must be creative, and Amtrak cannot absorb the full capital and maintenance costs of the line.

Pueblo County Commissioner and Chair of SW Chief Commission Sal Pace noted that local communities have already stepped up. 12 communities have put forward local

dollars for this grant. Kansas put $3 million last year and will put forward $1 million this year if Colorado does. Amtrak plans to put $4 million and did the same last year, and BNSF put in $3 million last year and will cover annual maintenance costs. Commissioner Pace noted we are at risk of losing what we already have, noting that the line is critical to rural tourism in rural SE Colorado. He expressed the potential to expand the line and re-route it to Pueblo. Commissioner Pace noted we are in this position because of poor rail infrastructure. There is also a danger that some of the line may be abandoned. He also noted that rail is transit, and that none of the FASTER dollars have been used towards rail.

Ron Vanderkore, citizen and member of Colorail and Midwest High Speed Rail Association noted that many other states subsidize local passenger rail and described highways, airways, and railways- as a necessary three legged stool. He believes the Front Range is the first priority for rail transportation from Cheyenne to Albuquerque. The current TIGER grant could be a step forward to that goal. Mr. Vanderkore noted that the SW Chief is a good connector to Los Angeles and other points, and that the tourism provided could bring in a lot of money to the southern part of the state.

Robert Rinerson stated his support for the SW Chief TIGER application and will provide a written statement to the Commission Secretary. Mr. Rinerson noted that he previously served as an Army railroader, moving heavy armor in and out of Berlin by rail. He expressed concern about the military impacts of downgrading the rail line first for passenger service, next for freight service and eventually to close the line. With armor units at Fort Carson utilizing rail lines to move equipment, closure of the SW Chief could have a detrimental impact for the military.

Roger Short noted he is a regular citizen and native of Colorado. Mr. Short offered that he believes that transportation by road in Colorado has gotten pretty rough. Amtrak needs to step up and do a better job to take passengers up and down the Front Range. The south part of state with agriculture and visitors need to be more connected because the airports are not doing it. Mr. Short then expressed support for the TIGER grant currently under consideration.

Jim Welesher introduced himself as the Chairman of the legislative board for the Brotherhood of Locomotive Engineers for the State of Colorado and expressed support for the TIGER grant application. He noted the many very good railroad jobs across Colorado and his desire to improve both freight and passenger rail in Colorado. He also recognized the many ancillary jobs associated with the railroad as well, particularly related to tourism. He also noted the importance of SE Colorado and cited the lack of aviation services in the area.

Sylvia Brady introduced herself as a PHD student from the University of Denver, studying aging, mobility and transportation networks. She agreed with others that spoke in support of the TIGER application and the need in the aging community. She also agreed with points made by Senator Crowder and others, particular as related to veterans. Ms. Brady noted the economic impact to the people around SW Colorado and asked the Transportation Commission show support for keeping the line in Colorado.

La Junta City Manager Rick Klein informed the Commission that La Junta helped form a three-state coalition and have had great success so far. He noted that Garden City did a great job last year with the TIGER grant, and there are many people on board the effort this year, with all the counties and cities in southern Colorado putting up matches, along with others in Kansas and New Mexico. He also noted that while Mark Imhoff's briefing memo to the Commission stated there were $176,000 in local matches, there are now closer to $230,000, as well as matches from others, including in New Mexico. Kansas is expected to participate as well. La Junta has passed a lodging tax and set up a multi-modal welcome center. The city plans to combine trains and buses together in one facility. This is La Junta's link to the rest of the nation. He hopes to have over $9 million in matching funds, and may increase the grant request to $30 million.

Jim Souby, President of Colorado Rail Passenger Association, stated his organization has three major goals. Save and expand SW Chief service to Pueblo, restore ski train service up the I-70 Mountain Corridor, and develop passenger rail along the front range. The SW Chief effort is a building block to front range rail and will provide needed connectivity. Mr. Souby expressed four reasons to support the TIGER grant- it will provide mobility, the economic benefits far outweigh the costs, it will provide great leverage, and there is tremendous local support. He noted that his organization plans to provide a match as well.

Individual Commissioner Comments

Commission Aden expressed that he recently had the opportunity to drive SH 13 from Rifle to the Wyoming border. It was apparent there were some problems in the area but not to the magnitude we are hearing about now. SH 13 is a major north/south corridor, and there are still significant unmet needs, with sections of road that are narrow and dangerous. He also noted that some neighboring states have raised their speed limits to 80 mph on portions of their interstate. He is not sure if we have given that any consideration on our system. He also commented that the I-15 corridor in Utah should be a mandatory trip for every elected official in Colorado to see the amount of investment that state is making. They will have roughly 80 miles of 4-5 General Purpose lanes, plus express toll lanes and a transit system running parallel, all paid with state gas and sales tax money. Commissioner Aden noted that we compete economically with Utah.

Commissioner Hofmeister noted that he will not attend the June meeting, and expressed that it has been an honor to work with Commissioners Aden and Gruen, noting that he has learned a lot from both of them. He will miss having both of them on the Commission.

Commissioner Thiebaut thanked all the people from Southern Colorado in attendance at the meeting, and noted it is always enlightening to hear from people outside the metro area, and also stated he would be happy to meet with Senator Crowder. Commissioner Thiebaut also offered his condolences to the family of the recently fallen CDOT employee.

Commissioner Reiff stated that he attended the open meeting of U.S. 36 along with Commissioner Gilliland in Broomfield, and met with the Douglas County Commissioners this month and discussed their needs, noting that their

transportation demands continue, as the county continues to be one of the fastest growing counties in the nation. He also thanked the citizens coming from SE Colorado to discuss the SW Chief, and thanked Commissioner Thiebaut for his continued leadership, and noted SE Colorado is lucky to have Commissioner Thiebaut on the Commission.

Commissioner Gruen thanked Commissioner Hofmeister for his kind words and asked the audience to replay Commissioner Aden's comments about how important it is that we invest in transportation.

Commissioner Gilliland thanked the people who took the time to support the SW Chief and expressed her appreciation of people who take the time to express their opinions on issues before the Commission. She concurred with Commissioner Aden about the importance of investment in transportation in Colorado and noted that at a recent meeting of Colorado Cooperation, everyone was very concerned about the need to come up with solutions here in Colorado for building a good infrastructure. She noted the need to work to get that message out. Commissioner Gilliland noted she attended the recent HPTE outreach for U.S. 36, including the town hall and telephone town hall, where there was great participation of up to 6,000 on the line and noted the telephone town hall format is a great way to reach out and reach many people. She noted that people were happy to get some clarity on the tolling situation.

Commissioner Connell also expressed support for Commissioner Aden's comments, and noted she doesn't think we should look at the 80 mph speed limit that other states have implemented because there are so many stretches of our highways whose conditions couldn't handle that speed, including I-70 eastbound out of the tunnel. Commissioner Connell noted how important partnerships are, and attendance by the people in SE Colorado warmed her heart, and she congratulated the group on their efforts. She also expressed congratulations for the groundbreaking of SH 9, which she was able to attend, and noted the project is a great example of partnerships. Commissioner Connell reported that she attended her TPR meeting and noted that people want to put something on the ballot to benefit transportation. She also said that with the recent death of one of our CDOT family members, she wanted to give thanks to our staff that put themselves in harm's way to make our roads better.

Chairman Peterson thanked Commissioner Aden for his 18 years of service and noted the June meeting will be held in Grand Junction in part to honor Commissioner Aden. He expressed that it has been a privilege to serve with Commissioners Aden, Gruen and Barry and the rest of the commissioners who are so concerned with the transportation system in Colorado. In referencing the recent meetings on U.S. 36, he noted there is no such thing as free transportation. Chairman Peterson thanked the people who came out to support the SW Chief, and offered condolences to the CDOT employee who lost his life recently. Chairman Peterson closed his comments by asking everyone to slow down in the cone zone.

Executive Director's Report

Executive Director Shailen Bhatt noted that it is hard to condense a month of activity into five minutes. He first referenced Commissioner Aden's comments about Utah, noting the impressive funding and network that state has, and the economic benefit that system provides the state. He thanked citizens for coming out to support the

SW Chief and noted that when he was at USDOT, they received $60 billion in requests, and how local demand is still very high but the funding for the TIGER program is down to just $500 million. The bottom line is we need more money for transportation. On a few positive notes, Director Bhatt noted a recent Saturday trip he and Deputy Director Lewis took to the Eisenhower Johnson Memorial Tunnels. They arrived at midnight and on duty was Patrick Chavez, the I-70 corridor operations manager, who had started his shift at 6:00am, and was still at the tunnel at midnight coordinating the CDOT response to the snow events. Director Bhatt praised Mr. Chavez' level of dedication, purpose and service, noting that is what makes the CDOT family so great. Director Bhatt also thanked the CDOT HR team, including Kevin Furman and Heidi Humphreys and the CDOT directors who ensured that the recent active enrollment period for health insurance and other benefits was a big success- of about 3,300 employees, only five did not accept or decline benefits by the deadline. He noted the terrible tragedy last Friday when CDOT employee David Morris died, and thanked RTD Kerrie Neet and the Region 3 staff for doing a great job and being compassionate and caring for the family. While in Poncha Springs, Director Bhatt stopped at a gas station and the employee there said that she knew David and thought he was an awesome guy. At the yard, employees talked about how great David was. Director Bhatt noted that there will be a moment of silence at CDOT tomorrow, and mentioned that donations could be made to CDOT's Helping Hands charity.

Chief Engineer's Report

Josh Laipply reminded the Commission that last year much of the conversation was about the need to get advertisements out on time, and noted CDOT is doing a much better job hitting ad dates this year. He then welcomed new Deputy Director Mike Lewis and expressed his excitement to work with him. Additionally, he announced Tony DeVito as the new I-70 East project manager and noted the Region One Director position is now open.

HPTE Director's Report

Mike Cheroutes announced that the HPTE Board, after deferring action in March, took final action to set toll rates for U.S. 36. Rates range from $2 to $7.75, depending on time of day and direction you are going. At just less than 50 cents per mile, the rates are about in the middle compared to similar express lanes across the country, and noted the considerable outreach leading up to the HPTE Board decision. He informed the Commission that construction on the lanes is essentially complete, and the opening ceremony is scheduled for June 22, with full tolling coming in July after testing is complete.

FHWA Division Administrator Report

Division Administrator John Cater reported on new FHWA safety guidelines that were recently implemented to guide manufacturers when making new modifications to their hardware in light of the recent guardrail issues- from an increased level of paperwork describing the modifications, up to a requirement for new crash testing for significantly modified products. Mr. Cater also reported that FHWA and CDOT would be participating in a tour of other state's back office tolling operations to see what other states are doing. A mix of CDOT staff will participate in the tour.

Administrator Cater also noted that MAP-21 is expected to be extended until the end of July.

Act on Consent Agenda

Chairman Peterson entertained a motion to approve the Consent Agenda. Commissioner Connell moved to approve the Consent Agenda. Commissioner Gifford requested and received a small correction in the monthly minutes. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-15-5-5

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for April 16, 2015, are approved with minor grammatical modification from the version published in the official agenda of the May 20 & 21, 2015 meeting.

Discuss and Act on Southwest Chief TIGER VII Matching Funds

Division of Transit and Rail Director Mark Imhoff deferred his remarks and asked if there were any questions related to the agenda item. Commissioner Connell moved to approve the resolution. Commissioner Thiebaut offered an amendment to use TC contingency funds rather than SB 228 funds, and Commissioner Reiff seconded the motion. Commissioner Thiebaut noted that there is a distinction between transit funds and rail funds, and noted that he believes transit funds are better spent on bus services, such as the expansion of Bustang service to Southern Colorado. Commissioner Thiebaut also requested staff modify the resolution to conform the resolution's match numbers to reflect the current situation. The amended resolution was approved unanimously on a roll call vote.

Resolution #TC-15-5-1

Resolution #TC-15-5-1

Instructing the Department to commit $1M in TC Contingency funds to the City of La Junta for their TIGER VII Southwest Chief application as matching funds.

Approved by the Transportation Commission on May 21, 2015

WHEREAS, the State Freight & Passenger Rail Plan, adopted by the Transportation Commission in March, 2012, identifies, in the Short-Range Investment Program, preserving existing Amtrak trains in Colorado; and

WHEREAS, in 2014 the State Legislature passed HB 1161 creating the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission in the Department of Transportation; and

WHEREAS, in 2014 the City of Garden City, Kansas was awarded a TIGER VI grant to repair the Southwest Chief track mainly in Kansas and into eastern Colorado; and

WHEREAS, a Notice of Funding Availability was issued by the U.S. Department of Transportation (USDOT) on April 2 for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER VII); and

WHEREAS, pre-applications for the TIGER VII discretionary grant program were due to the U.S. Secretary of Transportation on May 4, 2015 and final applications are due on June 5, 2015; and

WHEREAS, the City of La Junta is applying for a TIGER VII discretionary grant for the repair of track on the Amtrak Southwest Chief route through Kansas, Colorado and New Mexico; up to a $30M total project with up to $9.234M in local match (including CDOT for $1M); and

WHEREAS, the City of La Junta has matching fund commitments from Amtrak for $4M, the Burlington Northern Railway for $2M, the Kansas Department of Transportation (KDOT) for $1M, and local communities across Kansas, Colorado and New Mexico for $234K collectively.

NOW THEREFORE BE IT RESOLVED, the Department will commit $1M in TC Contingency funds to the City of La Junta for their TIGER VII Southwest Chief application as matching funds; and

NOW THEREFORE BE IT FURTHER RESOLVED, if the City of La Junta is unsuccessful in securing a TIGER VII grant, the CDOT funds remain in the TC Contingency.

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

6-1-15
Date

Discuss and Act on FY 2016-19 STIP Approval

Chief Financial Officer Maria Sobota reported that department staff has conducted necessary reviews and provided necessary updates to the public. The comment period was open from April 6 through May 8, and the public hearing was held on April 6. Following adoption, the STIP will be forwarded to FHWA and FTA for their approval. Commissioner Peterson entertained a motion to approve the STIP. Commission Aden moved approval, and Commissioner Connell seconded the motion, which passed unanimously. After approval, Maria publically thanked her staff member, Jamie Collins, as well as DTD staff Jeff Sudmeier and Tim Kirby for their roles in the development of the STIP.

Resolution #TC-15-5-2

Resolution #TC-15-5-2

Resolution for Adoption of the Fiscal Year 2016 – 2019 Statewide Transportation Improvement Program (STIP)

Approved by the Transportation Commission on May 21, 2015

WHEREAS, the Fiscal Year 2016 - 2019 Statewide Transportation Improvement Program has been prepared in accordance with 23 CFR Parts 450.210 and 450.216; and

WHEREAS, the Fiscal Year 2016 – 2019 Statewide Transportation Improvement Program is consistent with the 2040 Statewide Transportation Plan; and

WHEREAS, 23 CFR Part 450.210 requires public comment on the proposed STIP, which was solicited between April 6, 2015 and May 8, 2015; and

WHEREAS, the CDOT Executive Director has signed the Self-Certification document stating that the CDOT has abided by all federal regulations pertaining to the development and public process for the STIP; and

WHEREAS, the Fiscal Year 2016-2019 Statewide Transportation Improvement Program is being adopted by the Transportation Commission and released for approval by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, this FY2016 – FY2019 Statewide Transportation Improvement Program will become effective July 1, 2015, and cover the period from that time until June 30, 2019.

NOW THEREFORE BE IT RESOLVED, that the Colorado Transportation Commission approves the FY 2016 – FY 2019 Statewide Transportation Improvement Program and directs staff to submit the FY2016 - FY2019 Statewide Transportation Improvement Program to the Federal Highway Administration and the Federal Transit Administration for approval.

Herman F. Stockinger III — 6-1-15

Herman Stockinger, Secretary — Date
Transportation Commission of Colorado

Discuss and Act on the Transfer of CDOT Assets to Bridge Enterprise

Maria Sobota asked for Commission approval to transfer three Region 3 bridges from CDOT to the Bridge Enterprise. Maria noted the Bridge Enterprise will be asked to adopt a resolution to accept the bridges. Commissioner Reiff moved approval of the resolution, with Commissioner Gilliland seconding the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-15-5-3

Resolution #TC-15-5-3

Transfer of Assets from CDOT to the Bridge Enterprise

Approved by the Transportation Commission on May 21, 2015

WHEREAS, the following structures are part of the Region 3 bridge plans and are scheduled for rehabilitation activities in Fiscal Year 2016 as part of the Bridge Enterprise program;

Region 3 Structures

F-05-L	**I-70 WBND over Colorado River**
G-03-Q	**I-70 WBND over Colorado River Overflow**
F-10-L	**I-70 EBND over US6, RR, Eagle River**

WHEREAS, in order to utilize Bridge Enterprise funding for completion of these projects, the ownership of the structures listed above must be transferred to the Colorado Bridge Enterprise; and

WHEREAS, at the time of the conversion to GASB 34, which required state government to begin capitalization and depreciation of their infrastructure assets, roads, and bridges; the structures listed above were included in CDOT's Fixed Asset Database; and

WHEREAS, the structures listed above carry value according to CDOT financial records; and

WHEREAS, a Formal Opinion issued by the Attorney General of Colorado states that the transfer of non-cash asset not easily monetized is not relevant when calculating the State's fiscal year spending under the TABOR Amendment's Spending Limit; and

WHEREAS, the structures listed above cannot be easily monetized; and

NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes the transfer of the structures listed above to the Colorado Bridge Enterprise at no cost.

Herman F. Stockinger III — 6-1-15

Herman Stockinger, Secretary — Date
Transportation Commission of Colorado

Discuss and Act on the 11th Supplement to the FY2016 Budget

Maria Sobota reviewed the 11th Supplement as listed in the packet of information provided to the Commission, including a change to the contingency fund due to a recent reconciliation. Chairman Peterson entertained a motion to approve the Consent Agenda. Commissioner Aden moved to approve the 11th Supplement to the FY 2016 Budget, with Commissioner Connell seconding the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-15-5-6

BE IT SO RESOLVED, That the 11th Supplement to the Fiscal Year 2014-2015 Budget as amended be approved by the Commission.

Discuss and Act on Approving Revisions to the PD 703.0 Matrix

Maria Sobota pointed out changes made as a result of the previous day's workshop which provided greater clarity of intent in several areas. Commissioner Reiff asked for clarification on how items that have been delegated to staff, such as selection of surface treatment projects, will be reported back to the Commission for their information. Maria and Chief Engineer Josh Laipply noted that surface treatment projects will be made available on CDOT's website, and that information will be provided to the Commission in written format. Chairman Peterson entertained a motion to approve the matrix. Commissioner Connell moved to approve the updated matrix, and Commissioner Hofmeister seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-15-5-4

Resolution #TC-15-5-4

Adoption of Policy Directive 703.0 "Annual Budget, Project Budgeting and Cash Management Principles"

Approved by the Transportation Commission on May 21, 2015

WHEREAS, pursuant to § 43-1-106(8)(h), C.R.S., the Colorado Transportation Commission ("Commission") has the authority to promulgate and adopt all Colorado transportation programs and associated budgets, including prioritizing projects for the construction, reconstruction, repair, and maintenance of the state highway system; and

WHEREAS, Policy Directive 703.0 "Transportation Commission Budget Policy" was approved by the Commission on August 22, 2014; and

WHEREAS, per Resolution # TC-3186, the Commission will annually approve Appendices B, C and D (collectively known as the "Matrix") attached to Policy Directive 703.0, which align the level of Department and Commission governance to the level of risk; and

WHEREAS, Policy Directive 703.0 is intended to establish one document that provides guidance to the Department as to what budgetary items require Transportation Commission approval; and

WHEREAS, the Department seeks to maximize the flow of funds to construction and maintenance projects and, in doing so, apply effective and efficient cash management strategies; and

WHEREAS, the Transportation Commission ("Commission") recognizes financial risk as a necessary element in maximizing the flow of funds to projects; and

WHEREAS, the Commission, with Department recommendation, will annually reevaluate substantive risk as associated with overall financial risk; and

NOW THEREFORE BE IT RESOLVED, the Commission herein approves Appendices B, C and D attached to Policy Directive 703.0 "Transportation Commission Budget Policy."

Herman F. Stockinger III — 6-1-15

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

Acknowledgements

Commissioner Gilliland announced that former CDOT State and Federal Liaison Kurt Morrison has been promoted to Legislative Director for Governor Hickenlooper and noted the Commission is very happy for Kurt.

Other Matters

Chairman Peterson informed the Commission that the Nominating Committee for selection of next year's Chairman and Vice-Chairman would be Commissioners Zink, Hofmeister and Gifford.

Adjournment

Chairman Peterson requested a moment of silence for our fallen CDOT family member, and following the moment of silence adjourned the meeting.

COLORADO
Department of Transportation
Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: June 4, 2015
TO: Transportation Commission
FROM: Andy Karsian -CDOT Legislative Liaison
SUBJECT: 2015 Legislative Memorial Designations

Purpose
During the 2015 legislative session the General Assembly passed 3 memorial designations of state highways

Action
Confirm the resolutions passed by the Colorado House and Senate.

Background
TC Policy Directive 1503.0 establishes a consistent statewide process regarding designation or memorializing of highways, bridges or other highway components. The TC has the authority to accept and confirm such requests from the legislature.

Details
All legislative memorial designations allow CDOT to accept gifts, grants and donations for the installation of these signs. As such, no state funds will be used to produce, erect or install these signs.

Senate Joint Resolution 15-014 designating Colorado State Highway 159 from the intersection with U.S. Highway 160 to the New Mexico state line in Costilla County, as the "Costilla County Veterans Memorial Highway".

House Joint Resolution 15-1012 designating a portion of State Highway 93 from mile marker zero to Colorado State Highway 72 in Jefferson County the "JCSO Sergeant David M. Baldwin Memorial Highway".

House Joint Resolution15-1024 designating a segment of Colorado State Highway 96 between mile marker 7 and mile marker 8 in Custer County the U.S. Army Ranger Christopher A. Horns Memorial Highway.

> *This resolution is unique in that it is for only a one mile segment. The family of Ranger Horns has a ranch off this segment of Highway 96. The original proposal was for a longer segment but the Senator from that district did not wanted the segment to be smaller since Ranger Horns was not a resident of the Senate District where the highway is located.*

Key Benefits (if applicable)
A $1M CDOT match for the La Junta TIGER VII application will potentially leverage, if awarded, $4M from Amtrak, $2M from the Burlington Northern Railway, $1M from KDOT, $176K from local communities across Kansas, Colorado and New Mexico, and up to $16M in federal funds.

Options and Recommendations (if applicable)
It is recommended that the Transportation Commission approve the use of $1M in FY 2016 SB228 Transit funds as match for the La Junta Southwest Chief TIGER VII application. If La Junta is unsuccessful, the funds will remain in the SB228 Transit pool.

If the Transportation Commission declines the use of SB228 funds for the La Junta TIGER VII application, the funds will remain in the SB228 Transit pool for other strategic projects.

Next Steps (if applicable)
The TIGER VII Pre-Application was submitted on May 4, 2015. The final Application will be submitted on June 5, 2015.

Attachments
Resolution

Resolution Number TC –

Instructing the Department to commit $1M in FY 2016 SB228 Transit funds to the City of La Junta for their TIGER VII Southwest Chief application as matching funds.

WHEREAS, the State Freight & Passenger Rail Plan, adopted by the Transportation Commission in March, 2012, identifies, in the Short-Range Investment Program, preserving existing Amtrak trains in Colorado; and

WHEREAS, in 2014 the State Legislature passed HB 1161 creating the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission in the Department of Transportation; and

WHEREAS, in 2014 the City of Garden City, Kansas was awarded a TIGER VI grant to repair the Southwest Chief track mainly in Kansas and into eastern Colorado; and

WHEREAS, a Notice of Funding Availability was issued by the U.S. Department of Transportation (USDOT) on April 2 for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER VII); and

WHEREAS, pre-applications for the TIGER VII discretionary grant program were due to the U.S. Secretary of Transportation on May 4, 2015 and final applications are due on June 5, 2015; and

WHEREAS, the City of La Junta is applying for a TIGER VII discretionary grant for the repair of track on the Amtrak Southwest Chief route through Kansas, Colorado and New Mexico; $24M total project with $8.176 in local match (including CDOT for $1M); and

WHEREAS, the City of La Junta has matching fund commitments from Amtrak for $4M, the Burlington Northern Railway for $2M, the Kansas Department of Transportation (KDOT) for $1M, and local communities across Kansas, Colorado and New Mexico for $186K collectively.

NOW THEREFORE BE IT RESOLVED, the Department will commit $1M in FY 2016 SB228 Transit funds to the City of La Junta for their TIGER VII Southwest Chief application as matching funds; and

NOW THEREFORE BE IT FURTHER RESOLVED, if the City of La Junta is unsuccessful in securing a TIGER VII grant, the CDOT funds remain in the FY 2016 SB228 Transit pool.

WHEREAS, the Transportation Commission adopted Policy Directive 1503.0 to establish a consistent statewide process regarding designation or memorializing of a highway, bridge or any other highway component; and

WHEREAS, the Colorado General Assembly has the authority, by Act or Resolution, to approve designations or memorializing highways, bridges, or any other components of the highway system. And, the Transportation Commission has the authority to accept such requests from the Colorado General Assembly; and

WHEREAS, in 2015 during the First Regular Session, the State of Colorado's Seventieth General Assembly has adopted the following Senate Joint Resolution and House Joint Resolutions; and

WHEREAS, during the 2015 Legislative Session the General Assembly adopted Senate Joint Resolution 15-014 designating Colorado State Highway 159 from the intersection with U.S. Highway 160 to the New Mexico state line in Costilla County, as the "Costilla County Veterans Memorial Highway"; and

WHEREAS, during the 2015 Legislative Session the General Assembly adopted House Joint Resolution 15-1012 designating a portion of State Highway 93 from mile marker zero to Colorado State Highway 72 in Jefferson County the "JCSO Sergeant David M. Baldwin Memorial Highway"; and

WHEREAS, during the 2015 Legislative Session the General Assembly adopted House Joint Resolution15-1024 designating a segment of Colorado State Highway 96 between mile marker 7 and mile marker 8 in Custer County the U.S. Army Ranger Christopher A. Horns Memorial Highway

NOW THEREFORE BE IT RESOLVED, that the Transportation Commission hereby confirms Senate Joint Resolution 15-014 and House Joint Resolutions 15-1012 and 15-1024.