

Transportation Commission
June 17 & 18, 2015
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.

Transportation Commission workshop will be in Denver on June 17. The Transportation Commission meeting will take place in Grand Junction on June 18.

Wednesday, June 17, 2015

- 8:00 a.m. Call to Order
- 8:05 a.m. Audit Review Committee (Barb Gold) [Room 225]
- 8:45 a.m. SH 6 Devolution Workshop (Dave Eller, Maria Sobota). Tab 01
- 9:00 a.m. Program Management Workshop (Richard Zamora, Josh Laipply, Maria Sobota)..... Tab 02
- 9:30 a.m. I-70 East Quarterly Update Tab 03
- 10:00 a.m. Adjournment. Board Bustang for departure to Grand Junction.

TRANSPORTATION COMMISSION MEETING

Thursday, June 18, 2015

- 7:00 a.m. Breakfast Meeting (Location TBD)
- 8:30 a.m. 1. Call to Order, Roll Call
- 8:35 a.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes
- 8:40 a.m. 3. Comments of Individual Commissioners
- 8:45 a.m. 4. Executive Director’s Report (Shailen Bhatt)
- 8:50 a.m. 5. Chief Engineer’s Report (Josh Laipply)
- 8:55 a.m. 6. FHWA Division Administrator Report (John Cater)
- 9:00 a.m. 7. Act on Consent Agenda Tab 04
 - a) Resolution to Approve the Regular Meeting Minutes of May 21, 2015
(Herman Stockinger) Consent Agenda p 1
 - b) Resolution to Approve Legislative Memorial Designations (Andy
Karsian)..... Consent Agenda p 13
- 9:05 a.m. 8. Discuss and Act on OSOW Rules (Kyle Lester, Joshua Laipply, Dan
Wells) Tab 05
- 9:10 a.m. 9. Discuss and Act on the Resolution to Approve the SIB Rate (Maria
Sobota)..... Tab 06
- 9:15 a.m. 10. Discuss and Act on Updated Resolution to Central City SIB Loan
Application (Maria Sobota)..... Tab 07
- 9:20 a.m. 11. Discuss and Act on the 12th Budget Supplement of FY 2015 (Maria
Sobota)..... Tab 08
- 9:25 a.m. 12. Discuss and Act on the Devolution of SH 6 (Maria Sobota, Dave Eller)
..... Tab 09
- 9:30 a.m. 13. Other Matters
- 9:35 a.m. 14. Adjournment

- BRIDGE ENTERPRISE BOARD OF DIRECTORS Tab 10
- 9:40 a.m. Call to Order and Roll Call

- 9:45 a.m. Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 9:50 a.m. Act on Consent Agenda
- a) Resolution to Approve Regular Minutes from May 21, 2015
(Herman Stockinger) Bridge Enterprise p 1
- 9:55 a.m. Discuss and Act on the Transfer of Assets from CDOT to the Bridge
Enterprise (Maria Sobota).....Bridge Enterprise p 6
- 10:00 a.m. Discuss and Act on Resolution to Accept ownership of FASTER funded
bridges (Maria Sobota).....Bridge Enterprise p 9
- 10:05 a.m. Discuss and Act on the 10th Bridge Enterprise Budget Supplement of
FY2015 (Maria Sobota).....Bridge Enterprise p 11
- 10:10 a.m. I-70 East Inducement (Tony DeVito).....Bridge Enterprise p 14
- 10:15 p.m. Monthly Progress Report (Josh Laipply) Bridge Enterprise p 18
- 10:20 a.m. Adjournment. Board Bustang for departure to Denver.



MEMORANDUM

DATE: JUNE 17, 2015
TO: TRANSPORTATION COMMISSION
FROM: DAVID A. ELLER, REGION 3 DIRECTOR
CC: MARIA SOBOTA, ACTING CHIEF FINANCIAL OFFICER
SUBJECT: US 6 DEVOLUTION GYPSUM TO EAGLE

Purpose

This memorandum is requesting action from the Transportation Commission (TC) to fund the devolution of US 6 between the Town of Gypsum (MM 142.00) and the Town of Eagle (MM 149.67), and transfer the facility, all roadway assets, and future operations and maintenance on these assets to the Towns of Eagle and Gypsum. The Towns of Eagle and Gypsum are requesting the devolution of the above facility in the amount of \$12,500,000.

Action

CDOT Region 3 requests that the TC evaluate, discuss, and determine if the devolution of US 6 between Gypsum and Eagle is in the best interest of CDOT. Region 3 Staff have identified the following items that may benefit CDOT by reducing:

- Future maintenance, engineering, and specialty unit staff commitments to the corridor
- CDOT's future financial responsibilities for projects not identified in our asset management programs (i.e. corridor capacity improvement projects in the Towns of Gypsum and Eagle)
- CDOT's assets by eliminating three bridges, three major drainage structures, three traffic signals, 7.67 miles of pavement, and an overhead railroad structure with vertical height restrictions.

Background & Details

Region 3 presented to the May 2015 TC Meeting a proposal of \$13.1 Million, and after further discussions with Region 3 Staff and the communities, the final request for consideration from the Towns of Eagle and Gypsum is \$12,500,000.

Highway 6 serves primarily as a local road for the communities of the Town of Eagle and Town of Gypsum. This particular section of Highway 6 begins at the Gypsum Creek Roundabout (I-70 Gypsum Interchange) and ends at the Eby Creek Roundabout (I-70 Eagle Interchange Spur), creating a logical termination for CDOT responsibilities.

Both the Towns of Eagle and Gypsum have an interest in seeing this highway maintained and improved. Both municipalities have developed Access Control Plans outlining how to improve the various accesses onto Highway 6. Over the last five years, Gypsum has been designing and financing increased capacity from two lanes to four lanes through Gypsum. The Town of Eagle has also been working to improve Highway 6 access by improving shoulders, bike paths, and controlled pedestrian crossings.

Through the devolution of Highway 6, both municipalities intend to continue working to improve this connection for their communities. Devolution is attractive to local communities and provides them economic development flexibility. Additionally, it reduces obligations to follow state and federal procedures (i.e. NEPA, Uniform Act, etc.) during corridor improvement projects.

Previous devolution proposals/requests were considered in 2009 and 2013. However, CDOT now has a \$5.57 million project programmed in FY2017. Staff believes these funds contribute significantly to the viability of the devolution proposal and requests TC consideration of the proposal. Without this funding, it is unlikely that CDOT could consider devolution in the next 20 years.

CDOT's Office of Financial Management and Budget (OFMB) has prepared an updated 2015 NPV worksheet, which includes: Yearly roadway maintenance costs (~\$222,000 per year in 2015 dollars); The programmed 2017



resurfacing project (\$5.5 million plus \$70,000 Bridge Preventative Maintenance (BPM)); and the Gypsum Creek bridge replacement (\$3.77 million in 2025), which is in the 10-year Bridge Plan. The worksheet indicates that under the traditional 3% present value rate used for devolution, the Net Present Value of devolving this section of road is approximately \$12.82 million.

OFMB has also run a 4% present value scenario, possibly more reflective of the current market climate, which identifies a Net Present Value of \$12,176,196. Based on current market conditions for a similar length financing in the fixed income markets at today's interest rates, CDOT's Financial Advisor believes a 4.00% discount rate represents a reasonable cost of capital for the proposed transaction, associated to the devolution of US Highway 6.

The financial value of this proposal appears reasonable, considering several projects within the corridor have not been included in current NPV worksheets. The devolution of the roadway segments would significantly reduce the amount of CDOT resources and financial participation in the following:

- Planning, NEPA & Design in Town of Gypsum - ~\$500,000 (\$200,000 identified in the IMTPR 10-year RPP plan)
 - Construction of the Town of Gypsum Corridor including the UPRR overhead railroad bridge - ~\$30.0 million per FHU 2006 Master Traffic Study
- Planning, NEPA, & Design US 6 in Town of Eagle - ~\$500,000
 - Construction of Town of Eagle Corridor - ~\$12.0-\$15.0 million
- Other Items:
 - Improvements to three major drainage structures (two built in 1933/34)
 - Eliminate three traffic signals from CDOT system
 - Elimination of 7.67 Miles (194,000 SF) of pavement

Options and Recommendations

- 1) TC Approval of the devolution based on current financial market and 4% NPV, for the amount of \$12,176,196 with \$6,606,196 funding from TC Contingency (Staff Recommendation), or
- 2) TC Approval of the devolution of US 6 between the Town of Gypsum (MM 142.00) and the Town of Eagle (MM 149.67) in the amount of \$12,500,000, with \$6,930,000 funding from TC Contingency, or
- 3) Stop discussions on this initiative and inform the Towns of Eagle and Gypsum that the TC does not support devolution at this time.

Next Steps

- Notify the Town of Eagle and the Town of Gypsum of TC decision.

Attachments

- Attachment A: Area Map
- Attachment B: Devolution Financial Analysis
- Attachment C: Letter of Interest from Town of Gypsum and Town of Eagle



Attachment A: Area Map



Attachment B: Devolution Financial

**COLORADO DEPARTMENT OF TRANSPORTATION
DEVOLUTION OF HIGHWAY 6
PRESENT VALUE OF CASHFLOWS**

YEAR	ANNUAL MAINTENANCE	SURFACE TREATMENT	BRIDGE REPAIR	TOTAL ANNUAL COSTS	ANNUAL PV CASH FLOW
12/1/2015	222,402	5,500,000	70,000	5,792,402	5,792,402
12/1/2016	229,074	-	-	229,074	222,384
12/1/2017	235,946	-	-	235,946	222,384
12/1/2018	243,025	-	-	243,025	222,384
12/1/2019	250,315	-	-	250,315	222,384
12/1/2020	257,825	-	-	257,825	222,366
12/1/2021	265,560	-	-	265,560	222,366
12/1/2022	273,526	-	-	273,526	222,366
12/1/2023	281,732	-	-	281,732	222,366
12/1/2024	290,184	-	-	290,184	222,348
12/1/2025	298,890	-	3,765,654	4,064,544	3,023,668
12/1/2026	307,856	-	-	307,856	222,348
12/1/2027	317,092	-	-	317,092	222,348
12/1/2028	326,605	-	-	326,605	222,330
12/1/2029	336,403	-	-	336,403	222,330
12/1/2030	346,495	-	-	346,495	222,330
12/1/2031	356,890	-	-	356,890	222,330
12/1/2032	367,597	-	-	367,597	222,312
12/1/2033	378,625	-	-	378,625	222,312
12/1/2034	389,983	-	-	389,983	222,312
TOTAL	4,800,000	5,500,000	3,835,654	15,311,679	12,818,369

ASSUMPTIONS:

PV Date	12/1/2015
PV Rate	3.00%



**COLORADO DEPARTMENT OF TRANSPORTATION
DEVOLUTION OF HIGHWAY 6
PRESENT VALUE OF CASHFLOWS**

YEAR	ANNUAL MAINTENANCE	SURFACE TREATMENT	BRIDGE REPAIR	TOTAL ANNUAL COSTS	ANNUAL PV CASH FLOW
12/1/2015	222,402	5,500,000	70,000	5,792,402	5,792,402
12/1/2016	229,074	-	-	229,074	220,240
12/1/2017	235,946	-	-	235,946	218,122
12/1/2018	243,025	-	-	243,025	216,025
12/1/2019	250,315	-	-	250,315	213,948
12/1/2020	257,825	-	-	257,825	211,868
12/1/2021	265,560	-	-	265,560	209,831
12/1/2022	273,526	-	-	273,526	207,813
12/1/2023	281,732	-	-	281,732	205,815
12/1/2024	290,184	-	-	290,184	203,814
12/1/2025	298,890	-	3,765,654	4,064,544	2,744,975
12/1/2026	307,856	-	-	307,856	199,913
12/1/2027	317,092	-	-	317,092	197,991
12/1/2028	326,605	-	-	326,605	196,066
12/1/2029	336,403	-	-	336,403	194,181
12/1/2030	346,495	-	-	346,495	192,314
12/1/2031	356,890	-	-	356,890	190,465
12/1/2032	367,597	-	-	367,597	188,613
12/1/2033	378,625	-	-	378,625	186,799
12/1/2034	389,983	-	-	389,983	185,003
TOTAL	4,800,000	5,500,000	3,835,654	15,311,679	12,176,196

ASSUMPTIONS:

PV Date	12/1/2015
PV Rate	4.00%



Attachment C: Letter of Interest from Town of Gypsum and Town of Eagle

June 8, 2015

Colorado Transportation Commission
4201 E. Arkansas Avenue
Denver, CO 80222

Re: Devolution of U.S. Highway 6 in Eagle and Gypsum

Dear Commissioners:

The Towns of Eagle and Gypsum have reviewed the devolution memorandum dated June 5, 2015 prepared by Region 3 Director David Eller, along with the net present value calculations (NPV) dated June 8th, 2015. Both communities are very interested in pursuing the devolution of U.S. Highway 6 and we appreciate the efforts made to present this proposal to the Commission by Mr. Eller and his staff.

Having reviewed the NPV calculations prepared by CDOT staff we conclude that a fair value for devolution of this roadway is \$12,500,000. This number lies between the 3% and 4% discount rate NPV calculations.

The devolution proposal has been calculated primarily upon consideration of the cost of twenty years of maintenance and upkeep on the roadway. Of course the road will continue to be in service to the public for many decades to come and as such the twenty year cost savings is only a fraction of the long term benefit to CDOT. Nevertheless, the Towns recognize the many benefits devolution would bring to the local communities and we are willing to agree to the permanent ownership of the roadway knowing fully that our long term costs will greatly exceed the twenty year cost number.

We hope that the Commission appreciates our continued interest in devolution and also appreciates the considerable long term cost savings this would bring to the State. We believe that devolution provides an excellent opportunity for our communities to partner with the State in a way that is advantageous to the interests of each agency.

Sincerely,



Jim Hancock, Gypsum Town Engineer
On behalf of
Steve Carver
Mayor, Town of Gypsum



Tom Gosiorowski, Eagle Town Engineer
On behalf of
Yuri Kostick
Mayor, Town of Eagle





COLORADO

Department of Transportation

Office of the Chief Engineer

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

DATE: June 18, 2015
TO: Transportation Commission
FROM: Josh Laipply, Chief Engineer
Maria Sobota, Interim Chief Financial Officer
Richard Zamora, Office of Program Management Director
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 Asset Management, in particular the 2015 and 2016 programs.

Details

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 the actual cash balance for all CDOT funds—including Local Agency, Flood, etc.—against our path to target that has been set. The cash balance is approximately \$1,150 million, \$259.1 million above the target. Cash decreased compared to the same time last year, but is not currently decreasing at the rate set by our target.

A related measure is the cash plus cash equivalents balance. As shown in the Powerpoint diagram, the cash plus cash equivalents balance is approximately \$1,390 million, \$12.7 million over the target. The federal obligation, which is CDOT's authorization to bill FHWA for reimbursement of expenditures, is the main driver of cash equivalents. In a normal year CDOT receives federal obligation for the entire year in October. Due to the Continuing Resolution impacting FHWA, CDOT received its federal obligation in prorated amounts this year to date. In June, CDOT expects to receive additional federal obligation of approximately \$74 million for June and July, bringing the total authorized total year-to-date obligation of approximately \$395 million through July 31, 2015. Receipt of the remaining federal obligation of approximately \$74 million for August and September is dependent upon extension of the Continuing Resolution or passage of a new bill. The cash plus cash equivalents balance in the slide does not reflect the expected additional \$74 million in obligation for June and July due to the timing of receipt of the notice.



We are continuing to monitor program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. This month the cumulative XPI increased slightly to a 0.80 and the monthly XPI increased to a 0.94. We are also developing project-based cumulative construction spending curves and targets for FY16, FY17 and FY18. The FY16 project-based construction spending forecast is contained within the slide deck in your packet.

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. This month's presentation includes a focus on Asset Management.

The PMO Reporting Overview slide provides a status update of the four main programs being reported on by the Program Management Office. The SPI for Flood is at 0.94, and the RAMP Partnership and Operations program decrease slightly to a 0.95 from a 0.99 last month. With the focus this month on Asset Management, SPI's for the FY14, 15 and 16 are as follows, 1.00 (FY14), 0.99 (FY15), and 0.98 (FY16).

Currently CDOT has projects identified for four years of asset management programs, FY15 to FY18. These programs represent a list of projects anticipated to be delivered within that fiscal year (or construction complete within 18 months of the start of the fiscal year). However, regions have the flexibility to move projects between fiscal years as necessary to align with delivery goals and achieve the desired XPI. A majority of the asset management projects are classified as Engineering Capital projects meaning these projects are identified as having an Advertisement Date and available construction funds allowing an XPI to be tracked. The other projects within the asset management program are a combination of maintenance projects or projects delivered through purchase orders. The expenditure status shown on these slides includes all projects while the project status includes only Capital Engineering projects.

To date the FY15 Asset Management program has budgeted 98% of its approved budget and committed 86% to projects with 60% of the Engineering Capital projects advertised, in construction, or complete. Of the 155 projects identified in the FY16 Asset Management program, one project is already complete, another 25% are advertised or in construction, and the remaining projects have been scoped and are proceeding with design and procurement. To date the FY16 Asset Management program has budgeted 25% of its approved budget.

Attachments

1. Powerpoint Presentation
2. RAMP Partnership Program Controls Update (table)
3. RAMP Partnership: I-70 Vail Underpass Memorandum
4. RAMP Operations: I-70 Vail Chain Station Improvement Memorandum



RAMP Partnership Program Controls Update

RAMP Partnership Program Controls Update										June 2015
PCN	Project Name	Original TC Approved Budget [A]	Current Forecasted Cost Estimate [C]	Total Project Cost Variance [A-C]	Prelim. Scalable Review	Additional Non-CDOT Contribution	Additional RAMP Contingency	Additional CDOT Contribution	Project Controls Comments	
19192	I-25/ARAPAHOE RD INTERCHANGE	\$74,000,000	\$76,000,000	(2,000,000)	Scalable to budget, with CMGC input.	Possible	\$0	\$0	CMGC (ICE Consultant is part of the project team); 30% Plans complete; Additional \$2.0M in estimated ROW costs; 60% Plans scheduled for July 2015; Planned Construction in 2016.	
19954	US 160 Turnouts	\$1,015,000	\$493,898	521,102	Estimated (\$600,000)	Unlikely	\$0	\$0	Project scope has been scaled back to a single decel lane; Alternatively, both decel lanes would cost over \$2.1 million; Scaled project is within original budget.	
19906	US50/Dozier/Steinmeier Intersection Improvement & Signal Improvements (companion Ops project 2-9)	\$2,500,000	\$2,500,000	0	Completed	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR Level Estimate complete; Additional Local Contribution unlikely; Project is not scalable.	
18331 19039	I-25 AND CIMARRON EXPRESSWAY	\$95,000,000	\$113,624,588	(18,624,588)	Completed (\$11,500,000)	\$2,050,000	\$2,531,138	\$14,043,450	Awarded; Apparent successful proposer was selected in February; TC Approved additional RAMP Contingency funds; \$2.5 M in savings from bid opening returned to RAMP Contingency	
19056 19751	US 50 / SH 45 Interchange, Wills to Purcell - Pueblo (companion Ops project 2-10)	\$11,200,000	\$11,075,452	124,548	Bundled Projects	\$0	\$0	\$0	Awarded; Total Project Cost proposed (Ramp + Surface Treatment) is \$13,426,152	
19094	I-70 Simba Run Underpass (Vail Underpass)	\$20,800,000	\$30,100,000	(9,300,000)	Completed	2,730,000	\$6,570,000	\$0	CMGC project; Critical value engineering benefits have been realized and are ongoing; Additional Local Contribution approved by TOV council at matching percentage; Requesting TC Approval for additional RAMP Contingency funds; Planned Advertisement for December 2015.	
19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment and Vail Pass Multi-use Path Devolution	\$21,985,000	\$26,595,518	(4,610,518)	In-Progress	Likely (\$900,000 or more)	\$0	\$0	Value engineering effort ongoing; Additional Local Partner participation identified - pending results of FOR Level estimate; ICE results are currently being analyzed; Planned Advertisement for March 2016.	
19911	I-70 Exit 31 Horizon Drive Roundabouts	\$5,000,000	\$6,095,000	(1,095,000)	Complete	\$105,000 Local Match (\$317,000 Utility Co)	\$423,000	\$0	Additional Local Contribution confirmed at matching percentage; TC Approved additional RAMP Contingency funds in May 2015; Planned Advertisement in June 2015.	
19910	SH 9 CO River South Wildlife & Safety	\$46,000,000	\$52,627,747	(6,627,747)	Completed (\$4,200,000)	Completed	\$6,627,747	\$0	Awarded; Increased Local Contribution; TC Approved additional RAMP Contingency funds needed to Award	
12372 18401 19561 20632	US 287: Conifer to Laporte Bypass (Phase 1 - SH1 to Laporte Bypass) (Phases 2 & 3 - Local Agency)	\$22,000,000	\$26,595,518	(4,595,518)	Possible	Completed	\$0	\$0	Project team has reevaluated the design; Local Agency Partner has increased its funding of the other 2 Phases as matching contribution; ICE #2 results are currently being analyzed; Request for TC Funding Approval anticipated in July 2015; Planned Re-advertisement for September 2015.	
19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$1,627,796	372,204	Complete	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR complete; Bid alternates are not being considered at this time.	
19908	SH 172 / 151 SIGNALIZATION	\$1,800,000	\$1,729,562	70,438	Complete	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR complete; HazMat and Geology test results could impact project cost; Bid alternates being considered.	
19397	SH 145 AT CR P SAFETY IMPROVEMENTS	\$1,660,194	\$1,676,597	(16,403)	Possible	Unlikely	\$0	\$0	Project is currently tracking within 1% of original budget; FOR complete; Likely savings from design phase; One decel lane could be removed; Bid alternates being considered.	
18972	US 285 Antonito Storm Drainage System Replacement	\$2,742,429	\$3,343,337	(600,908)	Bundled Projects	Completed	\$0	\$0	Awarded; Local in-kind contribution increased by \$350,000; (Bundled with \$7.0 mil SUR project for bidding economy)	
19411	SH 62 Ridgeway Street Improvements (pending approval of local match)	\$13,791,257	\$13,463,955	327,302	In-progress	Unlikely	\$0	\$0	Project is currently tracking within budget; Scalability is on-going during design; FOR complete; An ICE is anticipated for this project; Planned Advertisement for December 2015.	
19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,780,174	(283,085)	Possible (3 options)	Unlikely	\$0	\$0	Scalability and Local Contribution under region review; Project to be bundled with \$8 mil SUR project; Further reduction of scope and FA items possible; Planned FOR in August 2015.	
Subtotals		\$323,990,970	\$370,329,142	(\$46,338,173)	(\$600,000)	\$5,772,000	\$16,151,885	\$14,043,450	(\$9,770,837)	
		Total Original	Total Forecast	Total Variance	Total Scope Reduction	Total Local Contribution	Total RAMP Contingency	Total CDOT Contribution	Remaining Projected Liability	

Legend:

Project Awarded (blue)
Updated cells (yellow)

Per resolution TC-3209, Establishment of the RAMP Program Project Controls, the table above includes those RAMP Public-Public Partnership CDOT administered projects that were un-awarded as of December 2014.



DATE: June 1, 2015
TO: Josh Laipply, Chief Engineer; Richard Zamora, Office of Program Management Director
FROM: Dave Eller, Region 3 Transportation Director
SUBJECT: I-70 Vail Underpass RAMP Partnership Project (3-09)

Purpose

The purpose of this memo is to request budget approval of RAMP Public-Public Contingency funds for ROW acquisition and construction of the I-70 Vail Underpass project (RAMP 3-09).

Action

Approve budget authority for an additional \$6.57M of RAMP Contingency funds to the I-70 Vail Underpass project for a total CDOT contribution of \$21.37M.

Similarly, the Town of Vail has agreed to increase their contribution by \$2.73M for a total of \$8.73M, which maintains their original matching percentage of 29%.

Background

RAMP Application Breakdown (July 1, 2013):

Total Budget:	\$20,800,000	
Design and Right-of-Way:		\$ 4,700,000
Utility and Construction:		\$16,100,000

RAMP Application Funding Sources:

CDOT RAMP Contribution:	\$14,600,000
CDOT Non-RAMP Contribution:	\$ 200,000
Local Partner Contribution:	\$ 6,000,000

Final Office Review (FOR) Cost Estimate Breakdown (April 20, 2015):

Total Budget:	\$30,100,000	
Design and Right-of-Way:		\$ 5,800,000
Utility and Construction:		\$24,300,000

RAMP Application Funding Sources:

CDOT RAMP Contribution:	\$21,170,000
CDOT Non-RAMP Contribution:	\$ 200,000
Local Partner Contribution:	\$ 8,730,000



Details

The project has been on the IMTPR long-range plan STIP since 1996 and included in the I-70 PEIS and ROD. The project has been thoroughly analyzed for scalability with critical value engineering benefits realized through the Construction Manager/General Contractor (CMGC) project delivery process. The project team has minimized cost by reducing the roundabout sizes, skews, lanes as well as bridge length and retaining wall heights. The local agency has been a very important partner in the development of this project and has agreed to share the costs of the overruns at their original 29% participation rate as noted in the original RAMP application.

In accordance with the Chief Engineer 'RAMP Program Project Controls Workshop' memo dated December 17, 2014, the I-70 Vail Underpass project is at the Final Office Review (FOR) level, >\$15M project and the Independent Cost Estimator (ICE) is greater than the budget; therefore, staff recommends the TC approve additional budget authority for the I-70 Vail Underpass project to finalize design and begin Right of Way acquisition so that construction can begin as soon as this Fall.

The TC Public-Public RAMP Contingency reserve according to the May 2015 Supplement is \$30,418,115. This request would use \$6,570,000 of the funds leaving the contingency reserve with \$23,848,115 left for other projects.

Key Benefits

The project provides major safety and mobility improvements for I-70 Mountain Corridor. The underpass will increase the life-span of the Main and West Vail interchanges as well as provide a critical link beneath the interstate between the frontage roads. The underpass improves vehicular and multi-modal mobility. The underpass will also improve regional and local connectivity to the Bustang stop in Vail.

Next Steps

Approving the funds at this TC meeting will allow the project team to proceed with right-of-way acquisition and increases the probability of completing construction by December 2017. Currently there are not adequate funds for right-of-way acquisition. If ROW were to pause, the likelihood of completing this project within its limited construction window due to the high elevation is difficult. Additionally, the project team would like to begin early construction items this fall.





COLORADO

Department of Transportation

Region 3, Program Engineering West

Date: June 10, 2015

To: Josh Laipply, Chief Engineer; Richard Zamora, Office of Program Management Director

From: David Eller, Region 3 Transportation Director

Subject: I-70 Vail Chain Station Improvements project, RAMP Operations Project #3-33

Purpose

This memorandum serves as an update to assist in meeting the RAMP Partnership & Operations Program established with the Transportation Commission by resolutions TC-3168 and TC-3209.

Action

Approve budget authority for increasing RAMP funding to the I-70 Vail Chain Satation Improvement project.

Project Background

The original RAMP application submitted on June 14, 2013 was approved for \$4.5M in RAMP Operations funding and \$4.5M in total project cost. As with most RAMP Operations projects the local contribution to the project was 0%.

RAMP Application Participation Breakdown:

Total Budget: \$4,500,000
Design: \$400,000
Utility and Construction: \$4,100,000

Scope Review

The original application scope was to construct added capacity to the I-70 eastbound chain station near MM 178 in Vail, CO. This work included widening the eastbound shoulder by approximately 15 feet for a length of 1,500 feet, providing new curb and gutter, a retaining wall, drainage facilities, chain station lighting, and relocating the necessary utilities to complete the project.

An internal scope review has been conducted by the region and findings determined that the project has not increased in scope. Through the review, minor items were identified that could be decreased, and others eliminated, to help mitigate increasing prices. Items that have been reduced include such things as conduit sizing and conduit installation methods.



Estimate Status

The advertisement date for the project is currently being revised for June 25, 2015. On April 3rd the Independent Cost Estimate (ICE) was completed by Stanton, and is 37.8% over the approved RAMP budget of \$4.50M. The new CDOT RAMP Budget request will be \$6.20M.

Funding Request

Originally this project was approved for \$4.5M in RAMP Operations funding and \$4.5M in total project cost as part of the RAMP Operations Plan. The current total project cost estimate is \$6.2 M. While \$3,135,513 still remains in the RAMP Operations contingency fund, the staff recommendation is to move construction funding from RAMP Operations Project #3-34 (I-70 Glenwood Canyon Variable Speed Signing) to cover the \$1.7 M shortfall. Alternative funding sources, including potential use of the RAMP operations contingency, are being explored to restore construction funding to RAMP Operations Project #3-34 (19875).

Recommended Funding for #3-33 I-70 Vail Chain Station Improvements:

- Design Phase - \$0.400 M
 - Design Phase is fully budgeted and no additional request
- Construction Phase - \$5.8 M
 - \$5.8 M Total Construction Cost Estimate
 - (-\$4.1 M) Approved in original RAMP Operations Plan
 - (-\$1.7 M) Requesting TC approval to move funds from RAMP Operations Project #3-34 (I-70 Glenwood Canyon Variable Speed Signing)

Next Steps

Approving the funds at this TC meeting will give staff budget authority for additional construction funds so that the project can be advertised and awarded. Staff will continue to evaluate potential funding sources for the I-70 Glenwood Canyon Variable Speed Signing and return to Transportation Commission when a funding package is fully identified.





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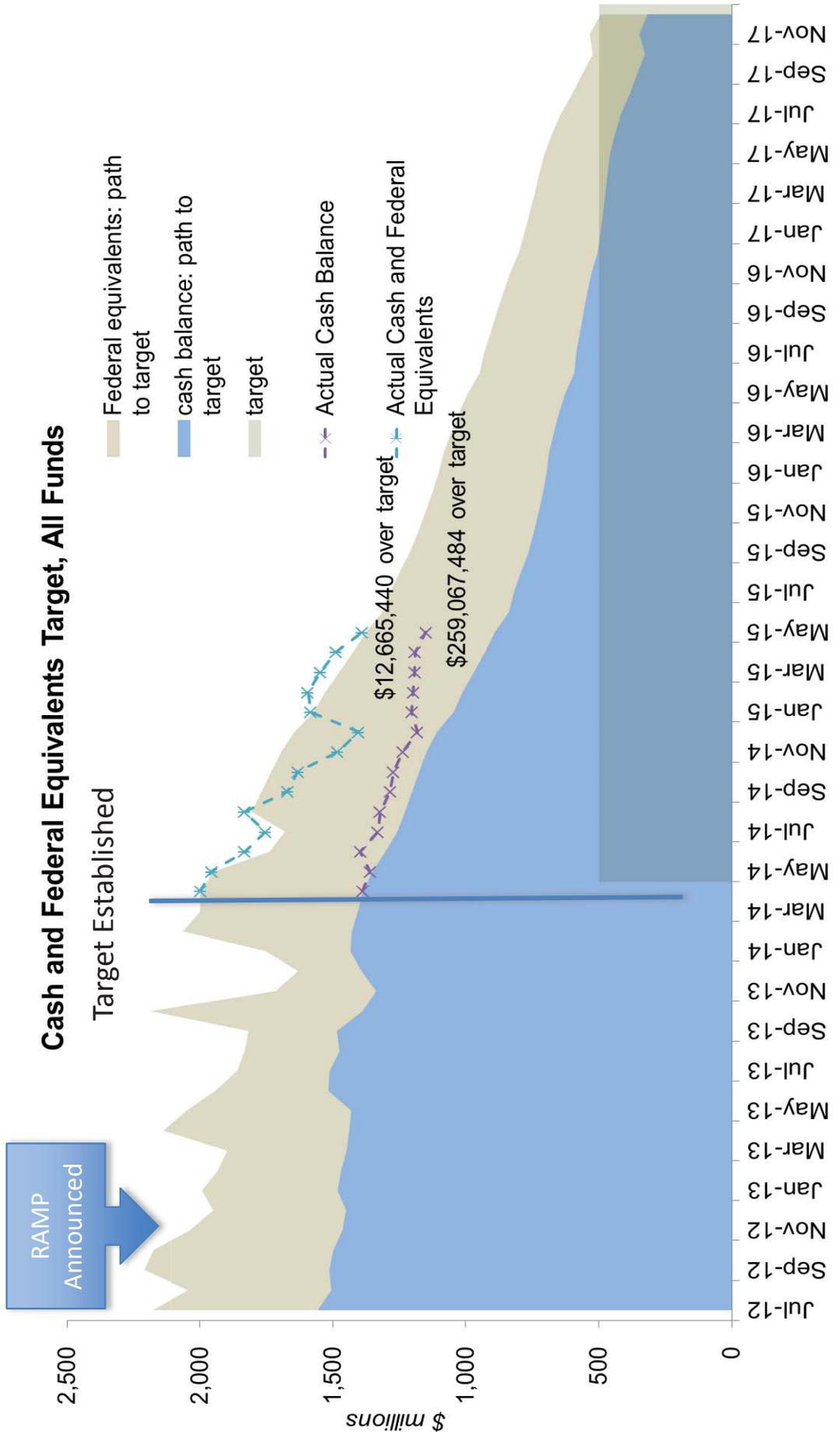
Department of
Transportation

Program Management Update

June 18, 2015



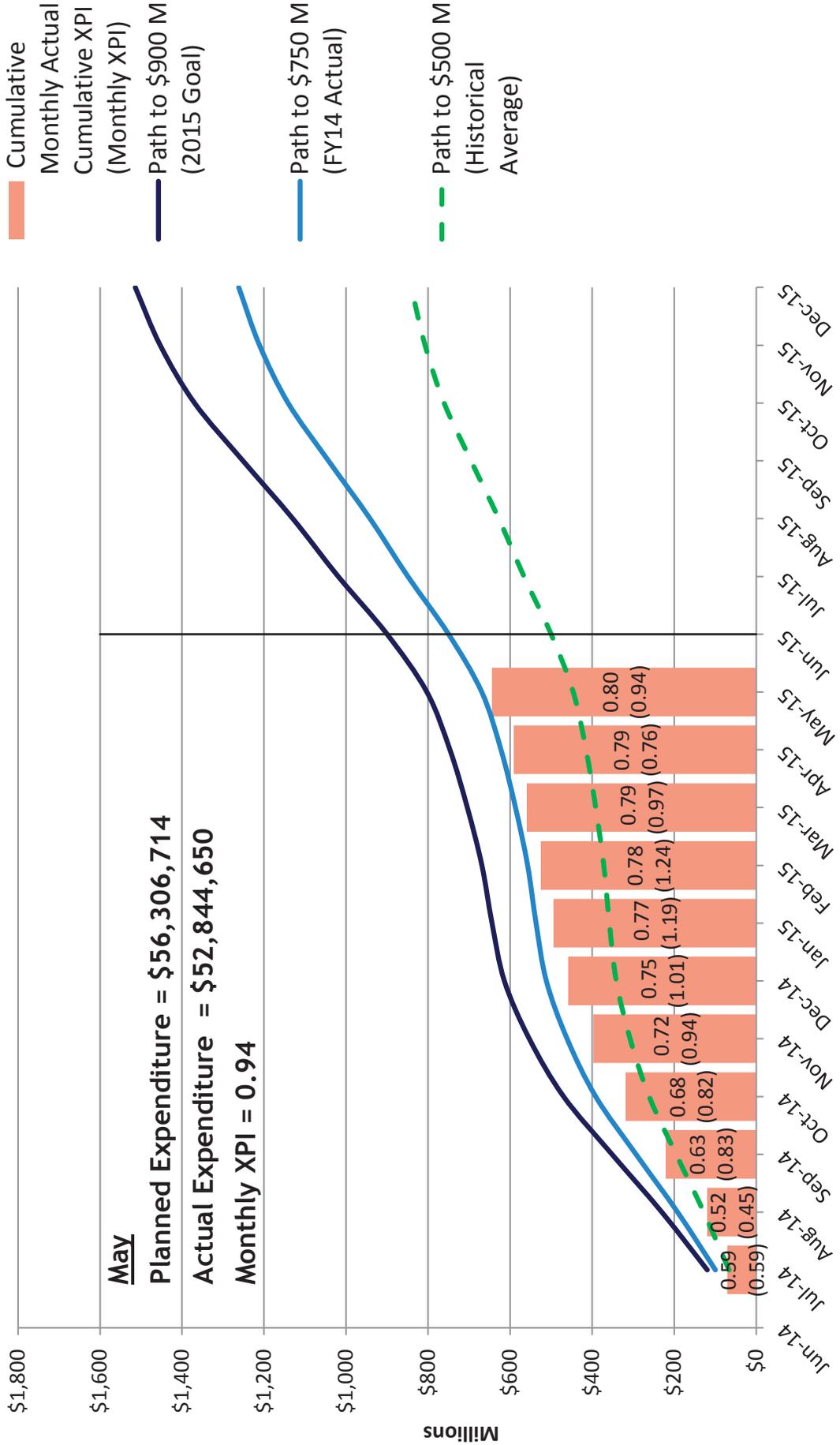
Cash & Equivalents Target Balance





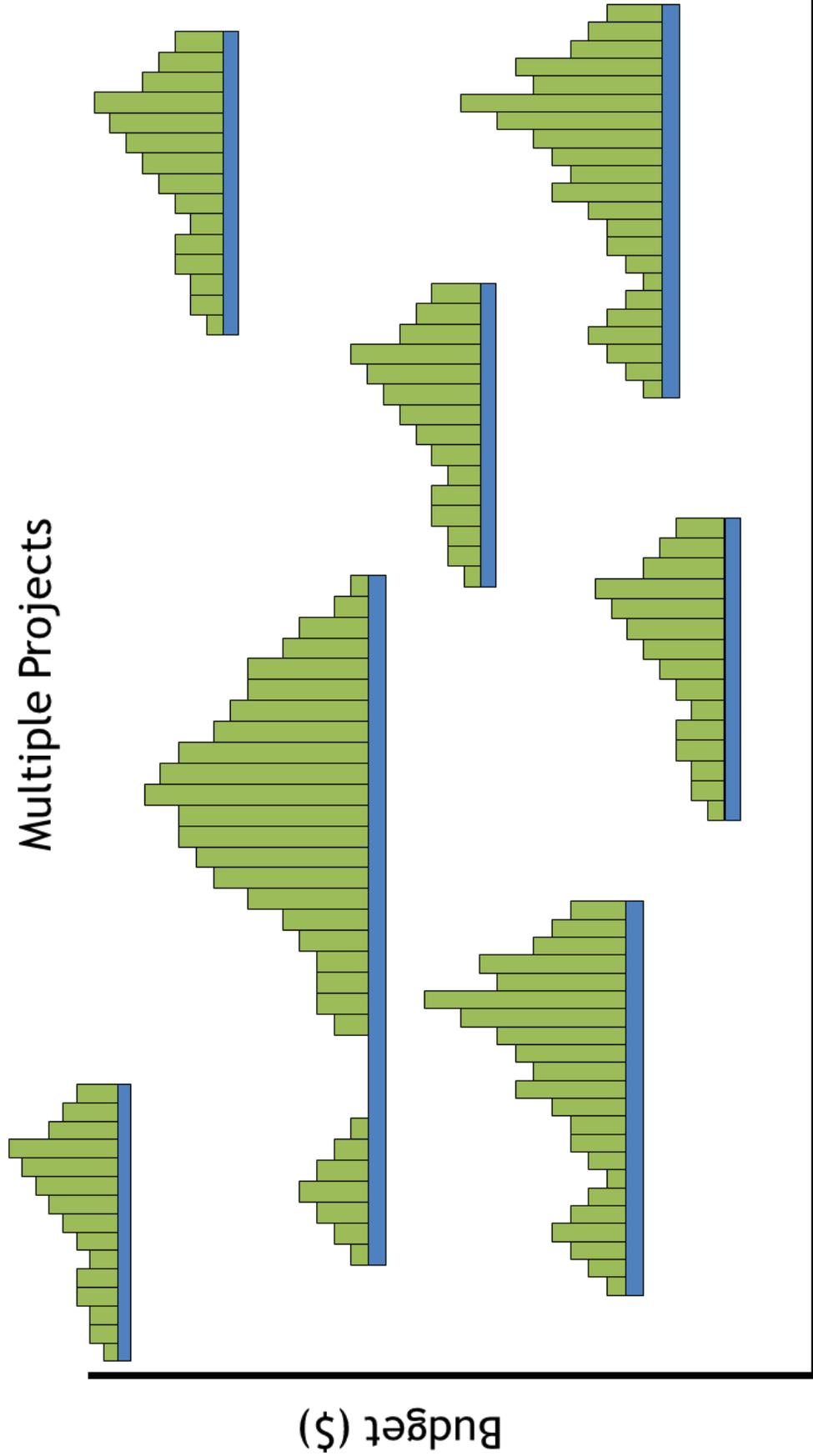
Expenditure Performance Index

Total Construction Expenditures FY 15



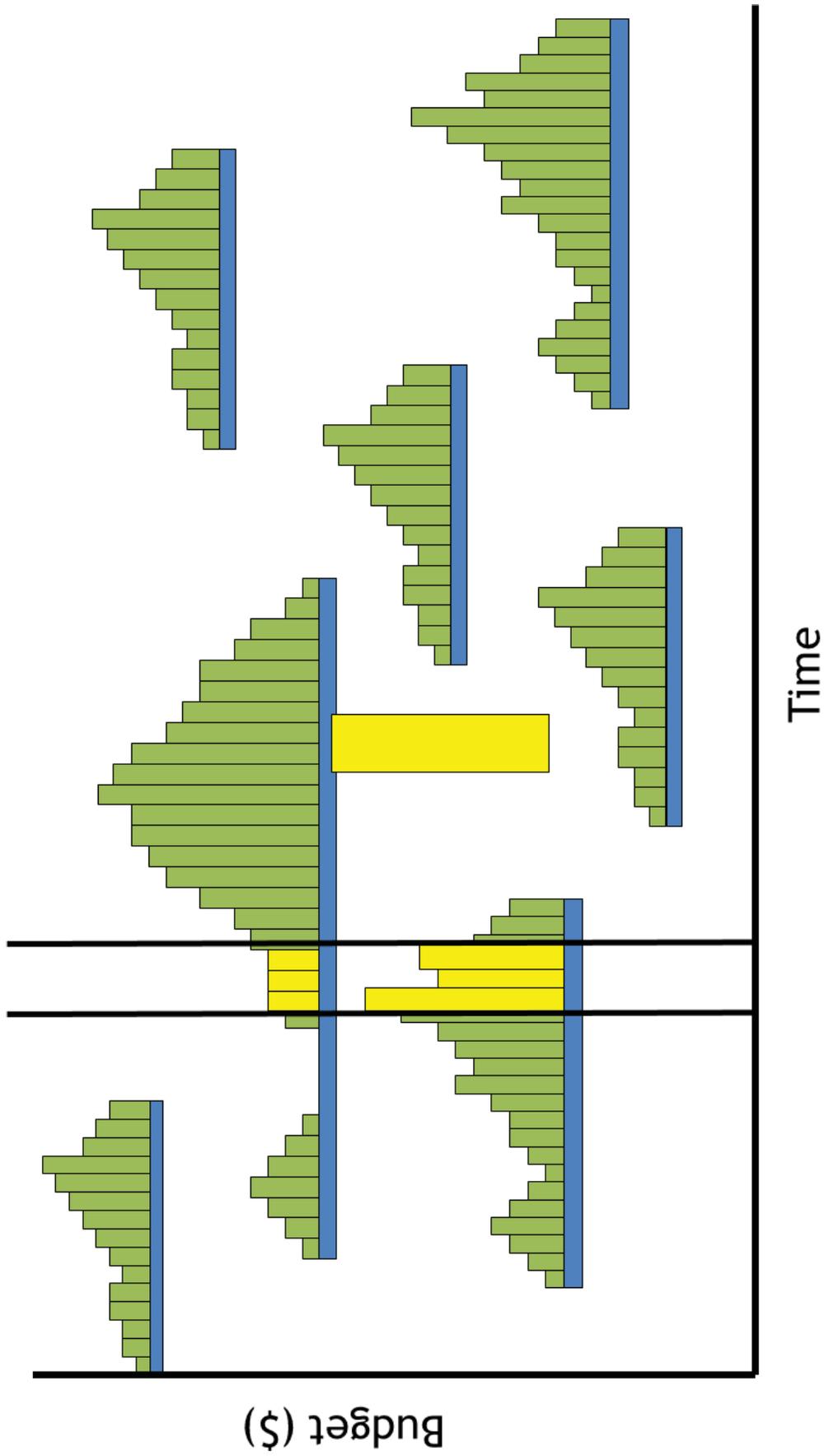


Project Expenditure Curves



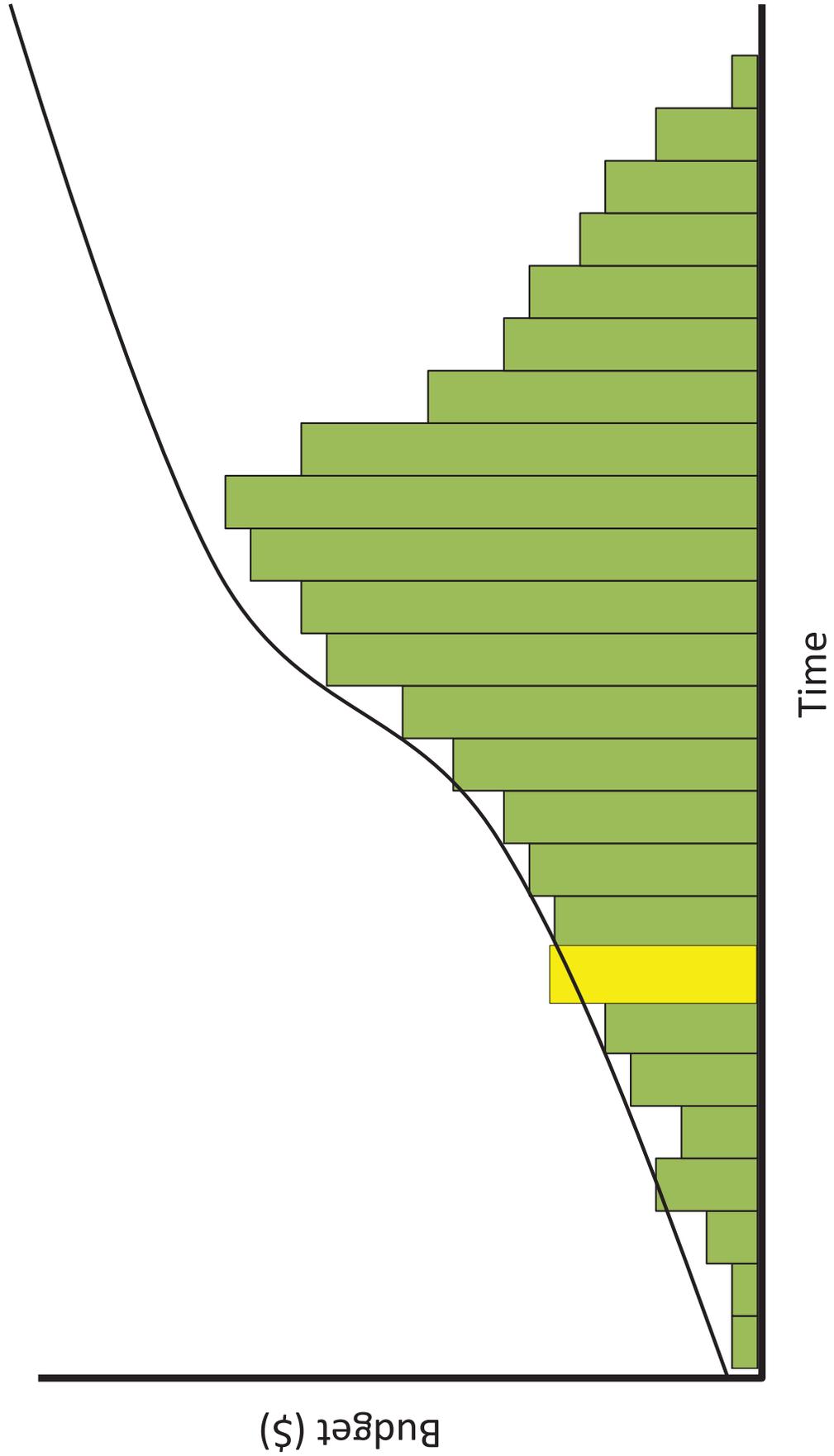


Project Expenditure Curves





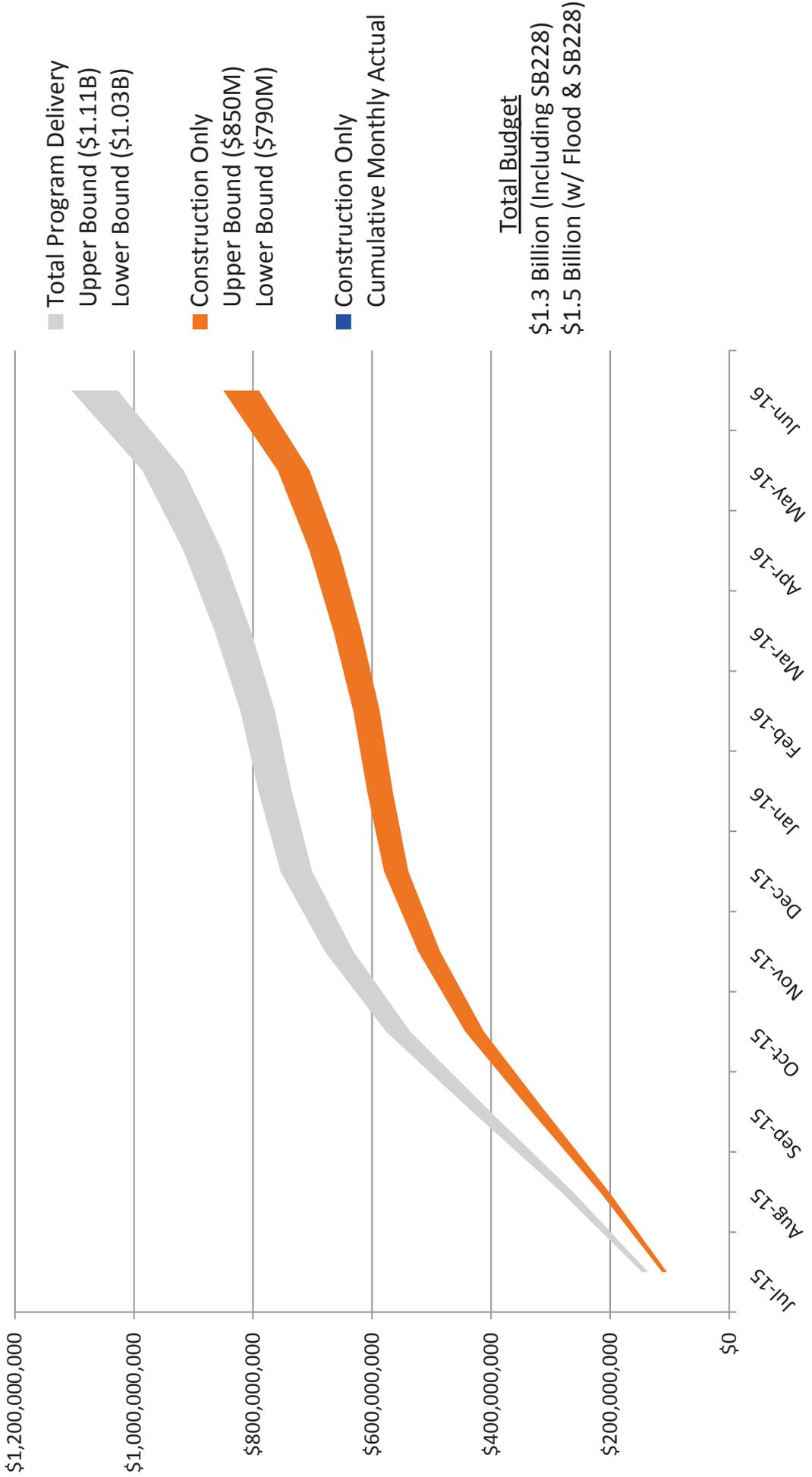
Project Expenditure Curves





Expenditure Forecast

FY 2016 Capital Program Expenditures





PMO Reporting Overview by Program

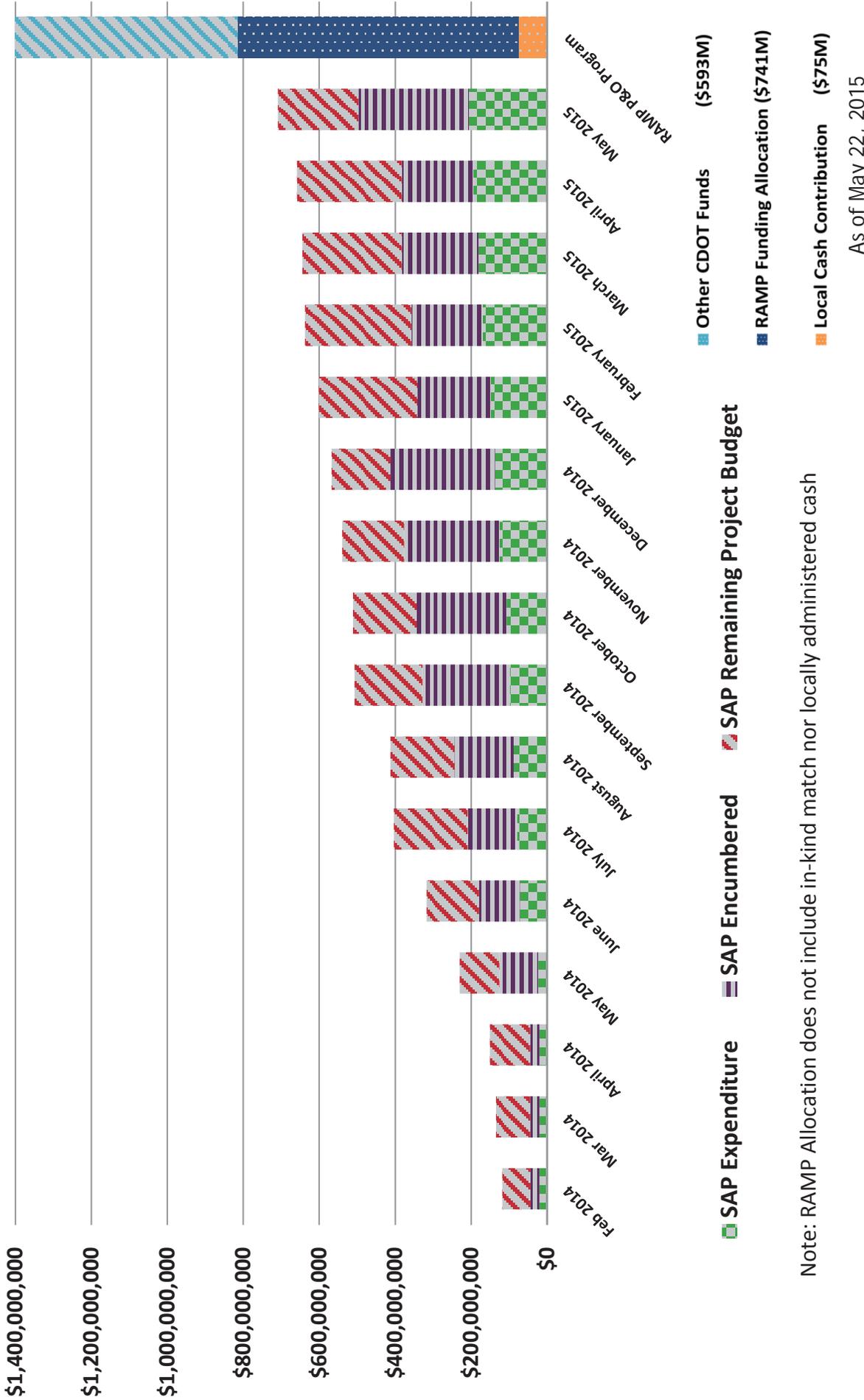
Program	Financial Performance (\$Millions)		Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 4/17/2015	Program Expenditure through 5/22/2015		
Flood	\$133.9	\$139.5	0.94	July 2015
RAMP P&O (Overall)	\$194.4	\$206.0	0.95	Aug. 2015
RAMP P&O (Local Agency)	\$7.3	\$8.4	0.71	July 2015
RAMP P&O (CDOT)	\$187.1	\$197.6	0.98	Aug. 2015
FASTER and HSIP	\$448.7	\$457.7	-	Aug. 2015
Asset Management	\$822.4	\$858.3	*	June 2015

Notes:

1. SPI's shown are for Preconstruction.
2. FASTER and HSIP funds are used on projects in multiple programs and as a result, an SPI is not provided for these programs.
3. Asset Management expenditures are a combination of 2014, 2015, 2016 and include MLOS and Roadway Equipment.
(Note: MLOS and Road Equipment are excluded from SPI calculations)
4. * The SPI's for each Asset Management program will be provided in June as part of the Quarterly Rotation cycle.



Overview of RAMP P&O Program



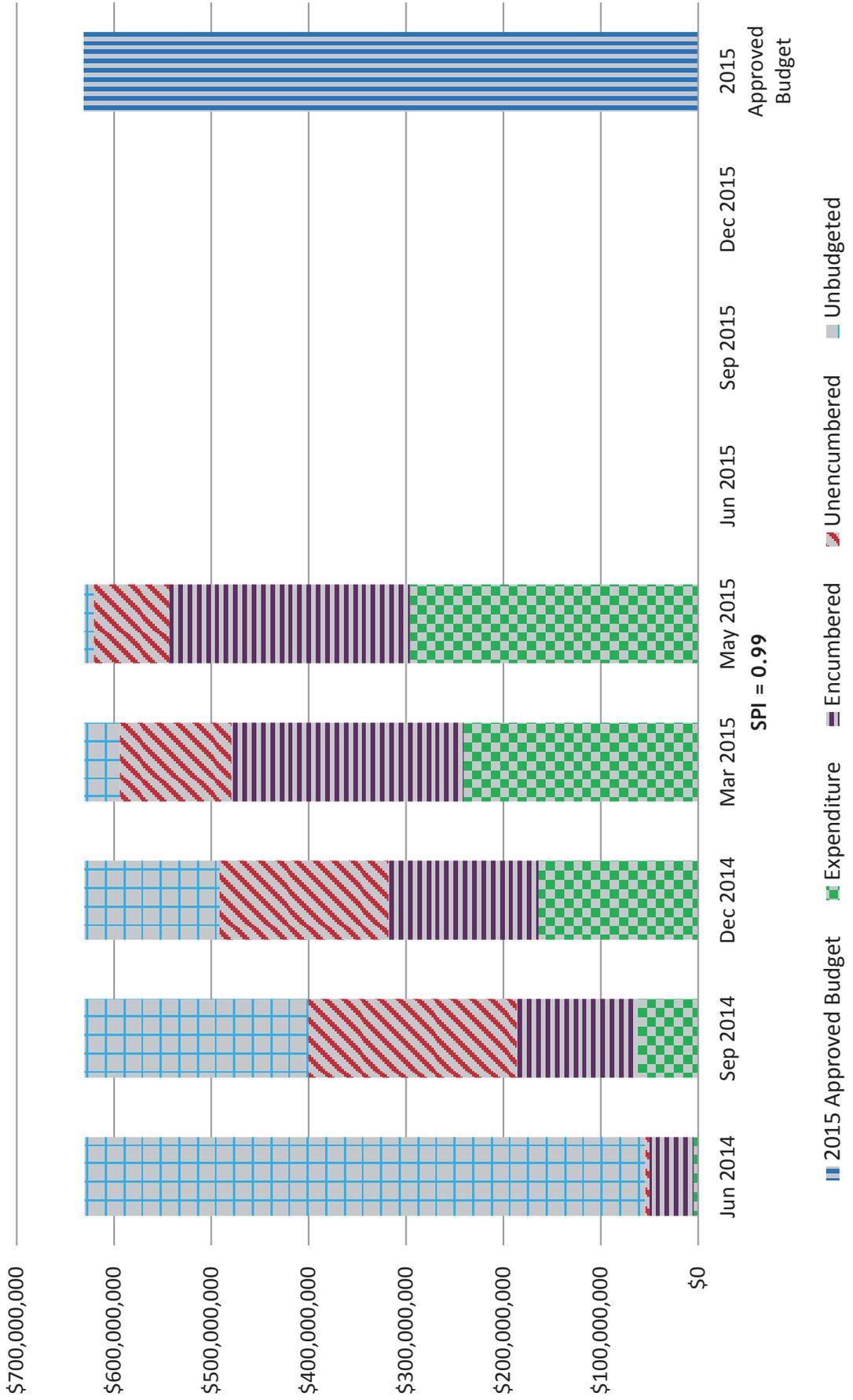
Note: RAMP Allocation does not include in-kind match nor locally administered cash

As of May 22, 2015



2015 Asset Management Status

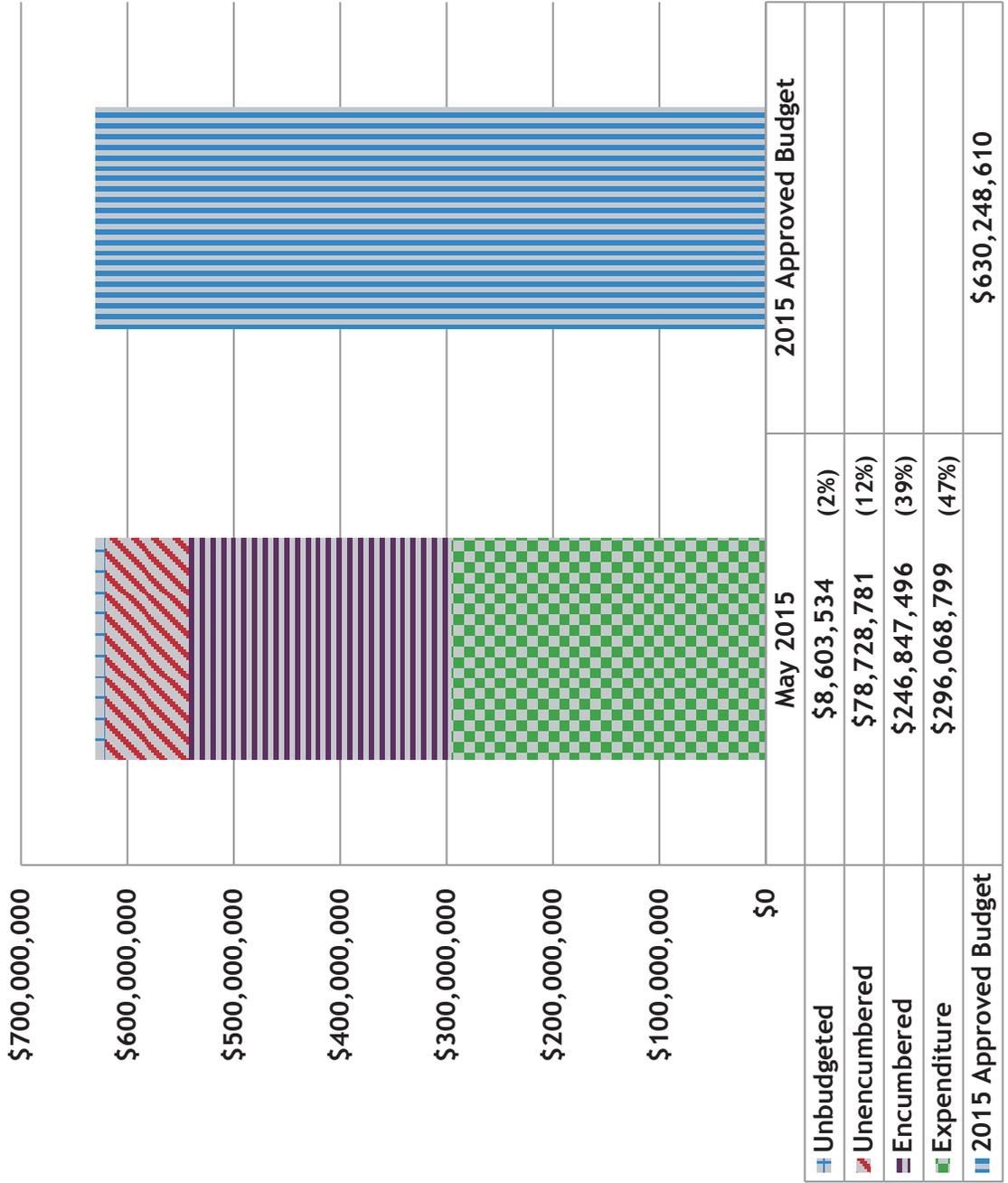
2015 Asset Management Financial Status





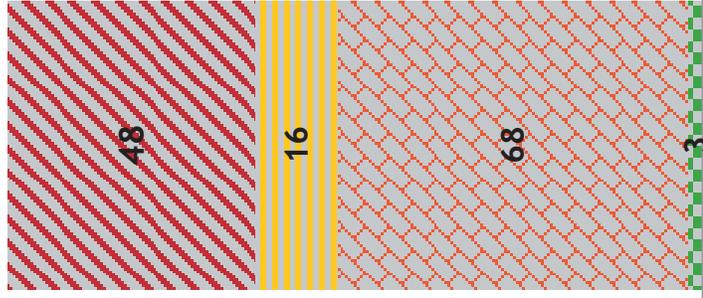
2015 Asset Management May Status

2015 Asset Management as of May 22, 2015



Asset Management Projects (135 Total)

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



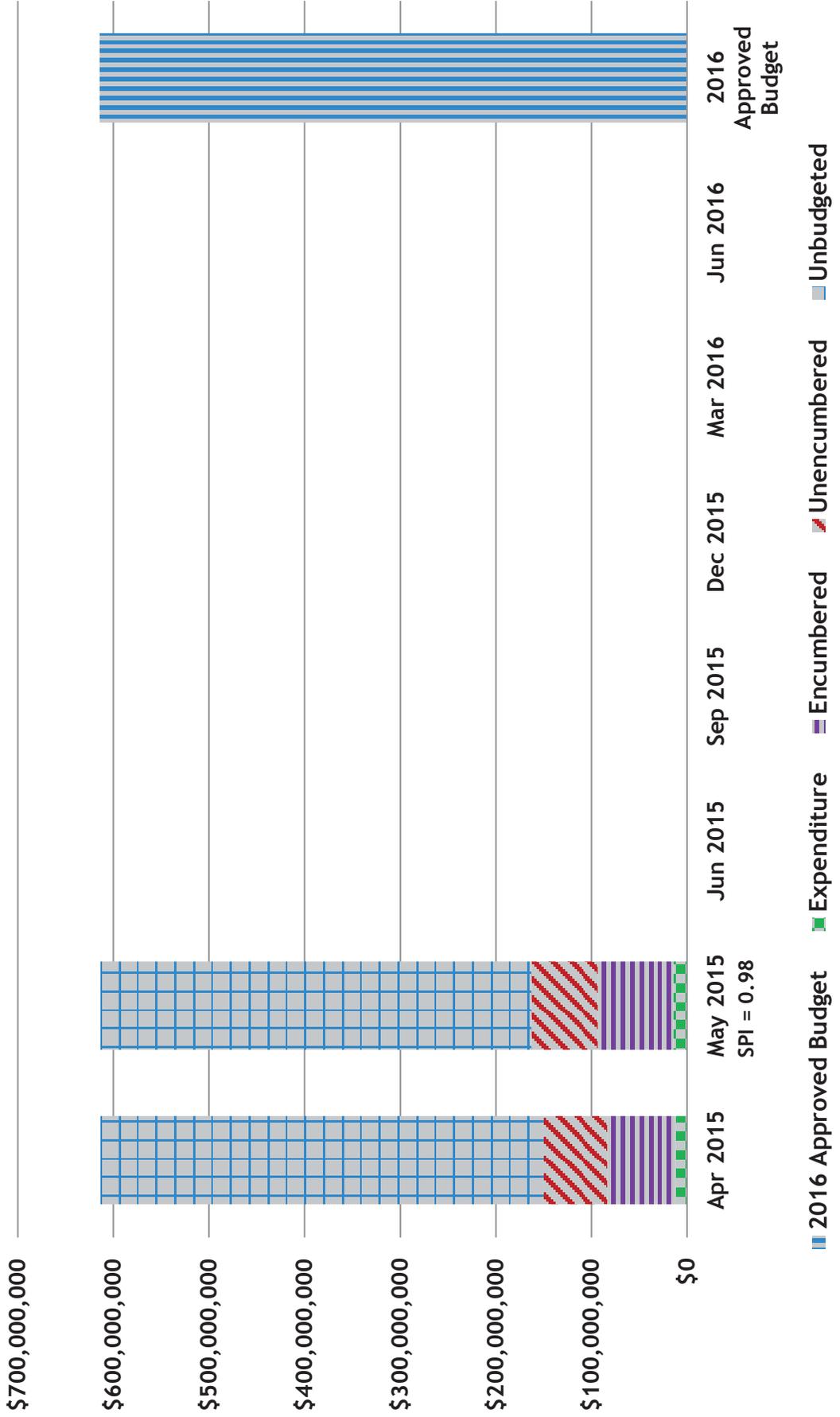
As of May 22, 2015

As of May 22, 2015



2016 Asset Management Status

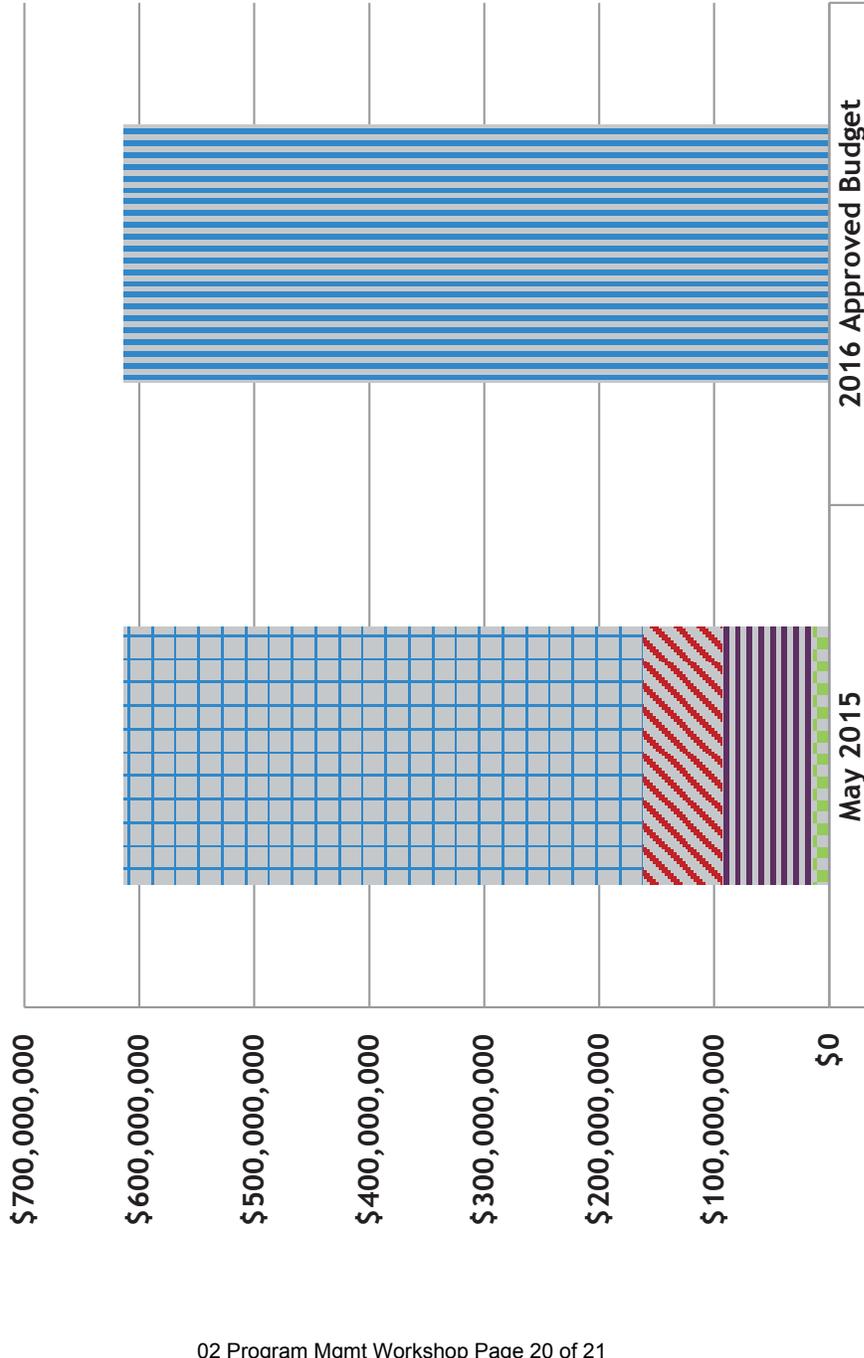
2016 Asset Management Financial Status





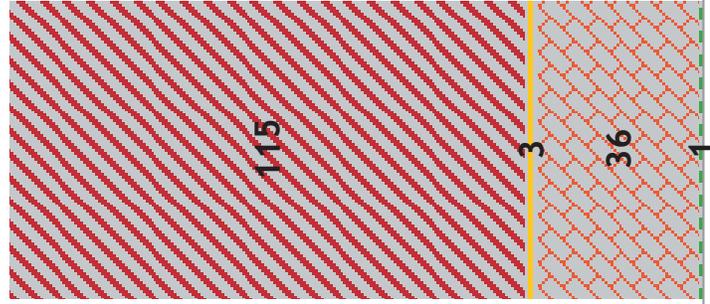
2016 Asset Management May Status

2016 Asset Management as of May 22, 2015



Asset Management Projects
(155 Projects Identified)

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



As of May 22, 2015

As of May 22, 2015



Coming Attractions

- Update of Cash Balance
- Updated Expenditure Performance Index
- Update on Flood Program and RAMP Local Agency Programs



I-70 East

4201 East Arkansas Avenue
Denver, CO 80222-3406

DATE: June 17, 2015

TO: Transportation Commission

FROM: Tony DeVito, Project Director, I-70 East Project

SUBJECT: Quarterly Update

Purpose

This memo summarizes the status of the I-70 East project across three key areas:

- Preparation of the final Environmental Impact Statement
- Project delivery and procurement
- Funding status and commitment from the City of Denver

Action

No actions are requested at this time, this memo is for information purposes only.

Background

Commission Resolution 3179 (July 21, 2014) directed staff to prepare quarterly updates on the development of the I-70 East Project and related procurement efforts.

Details

Environmental Impact Statement (EIS)

The final EIS is scheduled to be released in January of 2016, with initial internal/cooperating agency review of the document beginning this summer. This document will identify the Partial Cover Lowered Alternative as the preferred alternative for I-70 East. Additional public outreach will be held this summer and fall on key aspects of the EIS and full corridor-wide public meetings and a 30-day comment period will follow its release.

A Record of Decision (ROD) for Phase 1 is expected in the summer of 2016. Future phases will require the completion of additional RODs. Phase 1 is the initial project as identified by the Commission in December 2014.

- Lowering the highway between Colorado Blvd and Brighton Blvd
- Placing a landscaped cover over the highway between Columbine and Clayton Streets
- Adding one additional express toll lane in each direction from I-25 to I-225

Project Development and Procurement

Following the Commission's decision in February 2015 to pursue a Design Build Finance Operate Maintain (DBFOM) method of delivery for I-70 East, staff has moved forward to engage industry in the I-70 East project. Previous and upcoming milestones include:

- March 11, 2015: Industry Forum
- March 25, 2015: Release of Request for Qualifications (available publically)
- June 22, 2015: Deadline for receipt of Statement of Qualifications
- July 24, 2015: Announcement of shortlisted teams
- August 18-19, 2015: HPTE Pre-Draft RFP Public Meetings
- September 2015: Release of Draft Request for Proposals (available publically)
- Spring 2016: Final Request for Proposals (RFP) (available publically)
- End of 2016/Early 2017: Financial Close

Transparency

CDOT and HPTE continue to implement provisions of Executive Order D 2014-010 requiring additional transparency measures in the development of projects utilizing public-private partnerships. In addition to the public release of the above noted procurement documents, a second series of outreach meetings will occur in advance of the public release of the Draft RFP. These meetings are tentatively scheduled for August 18-19, 2015.



Project Funding

Staff has made considerable progress toward securing a funding commitment from the City of Denver to help address the \$90M shortfall resulting from the forecasted reduction in SB 228 revenues. An Intergovernmental Agreement (IGA) with the City of Denver is currently apparently under legal review. It will be considered by the Denver City Council this month, with a final vote expected by the end of June. This IGA provides funding support in the form of an annual availability payment totaling \$37M and in-kind contributions to the efficiency and risk reduction of the I-70 East project (\$46M). In addition, the City of Denver has agreed to make the I-25 and Alameda project (est \$30M) the City's top priority for DRCOG funding in the next TIP cycle. The Transportation Commission will be asked to formally approve the IGA at its July 2015 meeting.

Another important component of the IGA is an agreement for CDOT to support drainage improvements that provide early action on key elements of the drainage system needed for I-70 East and additionally support creation of a complimentary system that further protects the interstate in large storm events.

Lastly, staff continues to monitor the quarterly forecasts of SB228 revenues. The next quarterly forecast is expected later this month. Should these forecasts show a change in projected revenues, staff will provide a prompt update to the Commission on the financial impact of this change to the project.

Next Steps

TC Resolution 3179 also directed staff to develop a comprehensive program addressing disadvantaged and small business utilization and workforce development on the I-70 East project. Staff intends to provide an update on the status of this work at the July Commission meeting.

Attachment

Initial IGA Term Sheet May 2015



Item	Dollar Value (millions)	Form of Contribution	Current Status	Outstanding Issues	Notes
City of Denver Contributions					
Cover Enhanced Landscaping	10	Availability Payment	In agreement	None	Covers delta between basic and enhanced cover design
Cover Bookends	8	Availability Payment	In agreement	None	Includes cost of structure and design
Widening of Peoria and Quebec	2	Availability Payment	In agreement	None	Bridges built to accommodate future widening of Peoria and Quebec streets.
Slip Ramps and Bypass Lanes	17	Availability Payment	In agreement	None	Parties commit to cost saving factor in proportion to investment percentage
Right-of-Way	13	In-kind but reflects true value	Near agreement	CDOT currently supports an upper value of \$25.7M	Reflects the delta between a set CDOT purchase price of \$12.7M for ROW and the City's estimate.
Subtotal	\$50				
I-25/Alameda Partnership	30	Funding for another priority project for the regional transportation system	Parties agree: 1) jointly pursue I-25/Alameda as top priority for DRCOG funding in the 2018 TIP request to DRCOG 2) IGA will include language solidifying the commitment to this partnership 3) CDOT to support City's TIGER grant application for I-25/Broadway	CDOT offers to split local match 50% (est \$6M of \$30M total cost) required for DRCOG funding. CDOT will no longer require the City to provide a financial backstop. Access permit for Gates Re-development will be re-evaluated in the same spirit it was originally approved, in obvious consideration with new development projections once those are submitted	
Total	\$80				
Partnering Efficiencies					
Risk Reduction	10	In-kind	In agreement		
Relief of City permit fees	15	In-kind	In agreement		
Fill Dirt	3	In-kind	In agreement		
Devolution of Brighton Blvd	5	In-kind	In agreement		
Total	\$33				

CDOT Drainage Cost Summary for CCD Negotiations		
Description	CDOT	CCD
	Cost	
Total TBDP (as received 5-25)		\$134,000,000
CDOT proposes 40/60 split	\$53,600,000	\$80,400,000
	CDOT	CCD
EADP	\$42,200,000	\$26,800,000
Remainder of TBDP	\$11,400,000	\$53,600,000
Total Contribution	\$53,600,000	\$80,400,000
CDOT Contribution as shown in Draft IGA	\$53,600,000	
CDOT I-70 Offsite Remnant Drainage System with TBDP (see note 1)	\$14,900,000	
Brighton Blvd Concrete Box Culvert - Pond 7 to 41st (see note 2)	\$2,500,000	
CDOT total Expenditure on Drainage	\$71,000,000	

Handwritten notes and signatures:

5/26/2015

CDOT commits to paying this at 100%

CDOT commits to paying this at 100%

John Bant
26 May 2015

In order for CDOT to pay for costs associated with work within NEPA cleared area and those of contributions towards benefits of Denver's TBDP, CDOT proposes to remove the Remnant and Brighton Box costs from proposed split and cover those costs at 100%. However, in doing so CDOT needs to then reduce the percent contributed to Denver's project to 40%. *CDOT's contribution of 40% will be based upon actual project costs @ award or financial close.*

- Note 1 - CDOT Offsite Remnant System includes system to capture remnant Park Hill and Montclair Basin local flows and will be designed and constructed with CDOT's I-70 East project.
- Note 2 - Brighton Blvd Box Culvert is proposed to be constructed in CCD's Brighton Blvd project and will be designed to drain CDOT's Remnant Drainage System (Pond 7).
- Note 3 - Denver's contribution to Availability payment (currently estimated at \$37 Million) to be based on Denver's proportionate share of final costs.
- Note 4 - CDOT and Denver will participate in each other's developer/contractor selections.

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.

Audience Participation

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

Commissioner 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 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. Commissioner 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

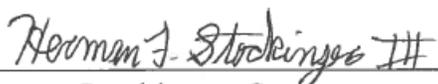
WHEREAS, 23 CFR Part 450.210 requires public comment on the proposed STIP, which was solicited between April 6, 2015 and May 8, 2015; and

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

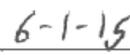
WHEREAS, the Fiscal Year 2016-2019 Statewide Transportation Improvement Program is being adopted by the Transportation Commission and released for approval by the Federal Highway Administration and the Federal Transit Administration; and

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 Stockinger, Secretary
Transportation Commission of Colorado



Date

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 Stockinger, Secretary
Transportation Commission of Colorado

6-1-15

Date

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

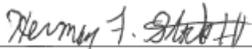
WHEREAS, Policy Directive 703.0 is intended to establish one document that provides guidance to the Department as to what budgetary items require Transportation Commission approval; and

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

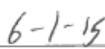
WHEREAS, the Transportation Commission ("Commission") recognizes financial risk as a necessary element in maximizing the flow of funds to projects; and

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 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.



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 Resolution 15-1024 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 want 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 Resolution 15-1024 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.



COLORADO

Department of Transportation

Office of Policy and Government Relations

4201 E. Arkansas, Room 275
Denver, CO 80222

**Memorandum: Rules Pertaining to Transport Permits for the Movement of
Extra-Legal Vehicles or Loads
("Oversize Overweight Rules" or "OSOW Rules")**

Purpose

To update the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads ("OSOW Rules"), 2 CCR 601-4 in conformance with current practice.

Action

To open rule-making and delegate authority to an Administrative Hearing Officer to Conduct a Public Hearing Regarding Amendments to the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads ("Oversize Overweight Rules" or "OSOW Rules"), 2 CCR 601-4.

Background

CDOT has 22 sets of rules; of these, the Commission has statutory authority to promulgate 13 sets; the remaining 9 sets are under the authority of the Executive Director. The OSOW Rules are under the authority of the Commission. Because administrative Rules have the force of law, any change in wording must follow the full process set forth in the Administrative Procedure Act. The many steps in this process include: requesting that stakeholders review the rule changes, requesting the Commission open the rule making process, gathering public input, holding a hearing, the Administrative Hearing Officer recommending a course of action to the Commission, requesting the Commission adopt the rules, and finally, requesting review by the Attorney General's Office.

The OSOW rules were last updated on June 30, 2012. That update was based on statutory changes resulting from legislation in 2011 (HB11-1192, HB 11-1163, and HB11-1279) which amended § 42-4-505(3)(a) C.R.S. and § 42-4-510 C.R.S.

Details

While an explanation of all proposed changes to the rules is set forth below, a copy of the red-line rules showing the changes are available upon request.

The proposed Rule amendments are a result of: (1) legislation in 2014 regarding a new annual fleet permit; (2) the Department's implementing an electronic permitting system and lessening the burden on drivers of commercial motor vehicles to carry

paper documents; (3) conforming Auxiliary Power Unit (“APU” requirements based on changes in the federal regulations made pursuant to MAP-21; and (4) a practical revision of the Rules meant to clarify a statute that speaks to certain roads with low clearances. The proposed amendments are made to:

1. Conform the rules to HB14-1160, codified at § 42-4-510(11)(a)(VII)(D), C.R.S., which created a new annual fleet permit for non-interstate overweight divisible loads pertaining to power units utilizing a trailer with two or three axles. See Rule 300.6 and 300.11.
2. Incorporate processes for the new electronic permitting system. The changes to the Rules include:
 - Stating that a copy of the Rules will be available electronically on the Department’s website, and need not be carried in hard copy in the commercial motor vehicle. See Rules 103.5 and 309, and 309.1.2;
 - Coordinating the Rules with CVIEW (Commercial Vehicle Information Exchange Window) used by law enforcement;
 - Modifying the application information required for the system. See Rules 303.1 through 303.4, 303.18, and 303.19;
 - Providing an option of having the Transport Permit available electronically while operating the commercial motor vehicle. See Rule 309.1.1; and
 - Adhering to routing restrictions. See Rule 309.1.3.
3. Conforming the Auxiliary Power Unit (“APU”) requirements to a change in weight made in MAP-21, increasing it from 400 to 550 lbs. See 23 U.S.C. 127. This only concerns permitted vehicles. This change also conforms CDOT’s Rules with the Colorado Port of Entry Rules for Commercial Motor Carrier Size, Weight and Clearance, 8 CCR 1507-28, Rule IV B.2 a “Auxiliary Power Units (APU) and Idle Reduction Technology Units” (stating that any vehicle that uses an APU or idle reduction technology unit in order to reduce fuel use and emissions resulting from engine idling shall have the actual weight of the APU or idle reduction technology unit exempted from the calculation of the actual axle and Gross Vehicle Weight (GVW), up to 550 pounds).
4. Clarify height restrictions in § 42-4-504(1), C.R.S., which provides: “No vehicle unladen or with load shall exceed a height of thirteen feet; except that vehicles with a height of fourteen feet six inches shall be operated only on highways designated by the department of transportation.” The Department believes it is better to provide information to motor carriers where the low structures are located in the state rather than where clearances are in excess of 13 feet in height (up to 14 feet six inches in height). In relation to the number of highway miles, there are only a few low clearance structures. See Rules 103.1.2, 305.1, and 306.1.

Key Benefits

The proposed changes in the Rules align with MAP-21, with state statutory changes from 2014, with changes as a result of CDOT's electronic permitting process, and with current practice.

Options and Recommendations

- Open the Rules and delegate authority to an Administrative Hearing Officer to hold a public rule-making hearing. (staff supported option)
- Defer the decision to open the rules pending the provision of additional information;
or
- Decline to open the rules at this time.

Attachments

- Resolution
- A Red-line copy of Rules showing proposed amendments is available upon request

Resolution # TC-

Open Rule Making and Delegate Authority to an Administrative Hearing Officer to Conduct a Hearing Regarding Amendments to the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads (“OSOW Rules”), 2 CCR 601-4.

WHEREAS, § 42-4-510(1)(b)(I), § 42-4-510(1.7)(B)(II)(B), § 42-4-511(1) and § 43-1-106(8)(k) C.R.S. authorize the Transportation Commission of Colorado (“Commission”) to promulgate rules regarding permits for extra-legal vehicles or loads; and

WHEREAS, the proposed amendments to the OSOW Rules are based on changes to Auxiliary Power Unit (“APU”) requirements from a change in weight made in MAP-21 (23 U.S.C. 127) increasing it from 400 to 550 pounds; and

WHEREAS, additional changes are based on statutory changes resulting from HB14-1160, codified at § 42-4-510(11)(a)(VII)(D), C.R.S., which created a new annual fleet permit for non-interstate overweight divisible loads pertaining to power units utilizing a trailer with two or three axles; and

WHEREAS, the Department seeks to clarify height restrictions in § 42-4-504(1), C.R.S., by providing information to motor carriers where the low structures are located in the state rather than where clearances are in excess of 13 feet in height (up to 14 feet six inches in height); and

WHEREAS, the proposed amendments incorporate processes for CDOT’s electronic permitting system for oversize and overweight vehicles; and

WHEREAS, the Commission has the authority to delegate authority to an Administrative Hearing Officer for the purposes of conducting a rule-making hearing, making a complete procedural record of the hearing, and submitting that record and any recommendations to the Commission for its review and action concerning amendment to the Rules; and

WHEREAS, proposed amendments of the Rules further effectuate Governor Hickenlooper’s Executive Order 2012-002, which directs all state agencies to review and update any existing rules to confirm that they are effective, efficient and essential; and

NOW THEREFORE BE IT RESOLVED, the Commission opens the rule-making process and authorizes staff to take all necessary actions in accordance with the State Administrative Procedure Act for the purpose of amending the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads, 2 CCR 601-4.

BE IT FURTHER RESOLVED, the Commission delegates its authority to conduct the public rulemaking hearing to a CDOT Administrative Hearing Officer to prepare a complete record of the hearing and provide the rule-making record, findings, and the proposed amendments to the Rules to the Commission for consideration and adoption.



4201 East Arkansas Avenue, Room 235
 Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, ACTING CHIEF FINANCIAL OFFICER
DATE: JUNE 18, 2014
SUBJECT: STATE INFRASTRUCTURE BANK INTEREST RATE RECOMMENDATION FOR THE FIRST HALF OF FY2016

Purpose

This memo summarizes information related to the State Infrastructure Bank interest rate for loans originating in the first half of State Fiscal Year 2016.

Action

The Office of Financial Management and Budget (OFMB) recommends that the Transportation Commission maintain the current interest rate at 2.50% for loans originating in the first half of the State fiscal year 2016.

Background

The State Infrastructure Bank (SIB) was created in 43-1-113.5(3) CRS. Rule V, article 2 of 2 CCR 605-1 require that the Transportation Commission set bi-annual interest rates for SIB loans. Established rates over the past 18 months have been:

FY2014 3Q3/Q4: 2.50%	FY2015 Q1/Q2: 2.75%	FY2015 Q3/Q4: 2.50%
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Rate Recommendation/Interest Rate Outlook for US Treasury Market

The Market Consensus and Department’s financial adviser’s Projections for the US Treasury Market are used in conjunction to determine the SIB interest rate. Based on the 10-year US Treasury Market rate, the Department’s recommendation is that the interest rate remain at 2.50% This is based off of the following:

- CDOT’s financial adviser, Stifel Nicolaus & Company, projects that treasury yields will most likely decrease from current levels.
- The Market Consensus is that the yields will continue to rise in 2015.
- The Federal Funds policy rate target is not expected to increase until the fourth quarter of 2015. They are supportive of short term rates remaining relatively low until late 2015.
- The informational data used to determine the SIB interest rate is provided in Table 1.



Table 1:

Stifel Projections for US Treasury Market					
	Current	2Q15	3Q15	4Q15	1Q16
Fed Funds	0.25%	0.25%	0.25%	0.50%	0.75%
2-year	0.59%	0.70%	0.90%	1.10%	1.25%
5-year	1.55%	1.45%	1.55%	1.65%	1.70%
10-year	2.25%	2.00%	2.10%	2.20%	2.25%
30-year	3.05%	2.60%	2.70%	2.75%	2.80%

Note: Current rates as of 5/21/15. Projections as of 4/13/2015.

Market Consensus Projections for US Treasury Market					
	Current	2Q15	3Q15	4Q15	1Q16
Fed Funds	0.25%	0.25%	0.45%	0.70%	0.95%
2-year	0.59%	0.70%	0.96%	1.22%	1.48%
5-year	1.55%	NA	NA	NA	NA
10-year	2.25%	2.17%	2.33%	2.51%	2.68%
30-year	3.05%	2.83%	2.98%	3.14%	3.28%

Note: Current rates as of 5/21/15. Projections as of 4/13/2015.

"Simplified" AAA Municipal Index Projections					
	Current	2Q15	3Q15	4Q15	1Q16
1-year	0.22%	0.22%	0.22%	0.44%	0.66%
2-year	0.62%	0.74%	0.95%	1.16%	1.31%
5-year	1.45%	1.36%	1.45%	1.54%	1.59%
10-year	2.30%	2.04%	2.15%	2.25%	2.30%
30-year	3.28%	2.80%	2.90%	2.96%	3.01%

Note: Current rates as of 5/21/15. Simplified projections uses Stifel's Treasury forecasts and assumes that the current ratio between Municipal rates and US Treasury rates remains constant.

Options and Recommendation

1. Maintain the current interest rate of 2.50% for all SIB loans originating in the first half of fiscal year 2016. **Staff Recommendation**
2. Adopt a new interest rate, different from staff recommendation.
3. Deny the recommended SIB loan interest rate, request additional staff analysis, and/or delay for a future month.

Next Steps

Apply the approved interest rate to all SIB loans originating in the first half of fiscal year 2016.



**Transportation Commission of Colorado
June 18, 2015**

Resolution Number TC-

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

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

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

WHEREAS, pursuant to 2CCR 605-1 (rule V) the Transportation Commission is required to set the bank's interest rate and the origination fee on loans no later than June 30, of each year for loans originating during the ensuing months of July; August; September; October; November; December of the first half of fiscal year 2016; and

WHEREAS, based on current market conditions, the Department has recommended an interest rate of two and one half percent (2.50%) on all loans originating in the first half of the State fiscal year 2016; and

NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes the Department, under the guidance and direction of the Chief Financial Officer, under the terms and provisions set forth in the adopted rules, to assess an interest rate of two and one half percent (2.50%) on all bank loans for the first half of the State fiscal year 2016.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date



4201 East Arkansas Avenue, Room 235
Denver, CO 80222

MEMORANDUM

TO: COLORADO TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, ACTING CHIEF FINANCIAL OFFICER
DATE: JUNE 18, 2015
SUBJECT: CENTRAL CITY STATE INFRASTRUCTURE BANK LOAN AGREEMENT UPDATE

Purpose

To provide an update on the Central City State Infrastructure Bank (SIB) loan that was approved by the Transportation Commission (TC) in February 2015 (Resolution TC-15-2-6).

Action

Based on the recommendation from the SIB Committee, the TC is being asked to review and approve the Central City Transportation Enterprise SIB loan request, totaling \$1,521,693.

Background & Details

After working with the State Attorney General's office and the City's attorneys, it was determined that the City of Central was in violation of TABOR, as the loan was originally approved. The City had entered into a multi-year fiscal obligation without having cash funds pledged irrevocably to repay the outstanding balance of the loan. In order to mitigate this violation, the City established the City of Central Transportation Enterprise. The Enterprise has also identified a new Escrow agent since its original application was approved in February. The City of Central Transportation Enterprise has updated its original application that was approved in February 2015, changing the name of the applicant and identifying UMB Banks as its new Escrow agent.

If the Commission wishes to review additional loan documentation including, Central City Revenues, the Central City Council Resolution Establishing Transportation Enterprise, the Transportation Device Fee Revenue Description, a copy of Article V: Device Fee Definition, City of Central Transportation Enterprise Fund SIB Application Cover Memos or the Escrow Agent Confirmation Letter, please contact Maria Sobota at maria.sobota@state.co.us for copies.

Key Benefits

The requested SIB loans will allow improvements to several different structures and roadways in Central City in addition to mitigating future damages caused by rock fall and storm water. The funds will ease maintenance burdens and provide safer travel to tourists visiting Central City, which will potentially create more gaming and device fee revenue for the State of Colorado.

Options and Recommendations

1. Approve the new resolution for the \$1,521,693 loan to the City of Central Transportation Enterprise with the recommended changes. **Staff Recommendation.**
2. Request additional information from OFMB and/or delay for a future month.
3. Deny SIB loan request.

Next Steps

If the loan is approved, OFMB will submit a loan agreement to the City of Central and issue the approved loan for \$1,521,639.



**Transportation Commission of Colorado
June 18, 2015**

Resolution Number TC-

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 City of Central (borrower), to borrow \$1,521,639 to correct drainage issues and mitigate rockslide incidents; and

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

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

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

WHEREAS, the borrower has expressed its intent to attain UMB Bank (the agent) as the third party fiduciary, escrow, or administrative agent to confirm proper documentation from the borrower for loan draws and pay a 0.75% origination fee, with the Department’s Division of Highways, directly disbursing funds to the borrower upon receipt of the agent’s confirmation; and

WHEREAS, the Division of Project Support has reviewed and acknowledged the highway projects significance to transportation goals for which the Borrower requests to borrow funds; and

WHEREAS, a sufficient amount is available to loan in the highway account; and

WHEREAS, the Colorado Transportation Commission previously approved an application for a loan for an equal amount for the same projects to the City of Central in Resolution #TC-15-2-6; and

WHEREAS, the term of the loan is ten (10) years with a 2.50% interest rate, set by the Transportation Commission semi-annually, the Borrower must allow CDOT to have consent rights to any new parity obligations before issued by the City; and provide CDOT the ability to retain any gaming revenues to be rebated back to the City in the event of non-appropriation; and

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 \$1,521,639 under the terms and provisions set forth in the adopted rules.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date



COLORADO
Department of Transportation
Division of Accounting and Finance

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

MEMORANDUM

DATE: June 18, 2015
TO: Transportation Commission
FROM: Maria Sobota, Budget Director
SUBJECT: Twelfth 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.**

Baseline Program

Region 4

\$1,784,950 – SH 23 Holyoke to The State Line- **Surface Treatment**- Project was advertised 04/30/2015. Increase construction funds for project award. (20310/1000209342)

SH 23 Holyoke to The State Line

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Eleventh Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
Construction	<i>Surface Treatment</i>	\$8,100,001	\$1,784,950	\$0	\$0	\$1,784,950	\$9,884,951	\$0
	Total Construction	\$8,100,001	\$1,784,950	\$0	\$0	\$1,784,950	\$9,884,951	\$0
Total Project Budget		\$8,100,001	\$1,784,950	\$0	\$0	\$1,784,950	\$9,884,951	\$0
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
			\$0	\$1,784,950	\$0	\$1,784,950		

Per PD703.0 required adjustment above 15% and \$500,000 require Commission approval.

Aeronautics

\$135,000 – *Personal Services*– In June the Colorado Aeronautics Board was asked to approve an increase in their administrative budget for activities including additional HQ support, Director salary and benefits, and non-capitalized furniture and fixture expenses in the planned remodel of the Watkins building. This request will move existing funding from three Aero cost centers to the Aero Admin cost center. If approved this would increase the cost center budget from \$975,951.52 to \$1,110,951.52, which is under the 5% statutory cap, an estimated \$1.5M.

Transportation Commission approval is required for recommendation from the Colorado Aeronautical Board to move budget from the Aviation fund to Personal Services.

Transportation Commission Contingency Reserve Fund

Hazardous Materials

\$1,000,000–FY16 *Property Management Hazardous Materials*- The current budget of \$2.2 million is used for hazardous materials requirements at CDOT locations. Property Management requests additional funds to cover the costs at additional facilities for remediation activities to comply with regulatory requirements including four CDOT maintenance sites for prior UST releases, floor drain recycle systems at three additional locations and storm water management at two locations.

Please note, this item is presented for FY2016 budget approval and will be ongoing incremental expense. Prior to FY2017 Draft Budget preparation, a Decision Item will be submitted to the TC for review and approval.

Region 3

\$3,450,972-SH13 *Retaining Wall Failure*-May 20th landslide caused by above average rainfall and weakened supporting soil structure. Repair retaining wall.

This action was approved as a Confirmation Item by Chairman Peterson for \$3,200,000. An additional \$250, 972 is needed for project award. The TCC will be reimbursed if FHWA allocates Federal Emergency Relief funding or if actual budget requirement is below the estimated amount.

RAMP

Region 3

\$6,570,000–RAMP Public-Public Contingency Fund- Increase RAMP funding approved for project #3-09 I-70 Vail Underpass from \$14,600,000 to \$21,170,000 based on completed Independent Cost Estimate. In addition to the RAMP Contingency funds the local agency will contribute an additional match of \$2,730,000. (19094/1000...)

Per PD703.0 this project is being brought to the Commission as it requires additional RAMP funds from the RAMP contingency pool. If there are bid savings upon award, the additional RAMP funds are to be returned to the RAMP contingency fund at an 80% rate with the local agency receiving 20% of the savings. Refer to the Program Management Office presentation for more information.

\$1,700,000–RAMP Operations- Increase RAMP funding approved for project #3-33 I-70 Vail Chain Station Improvements from \$4,500,000 to \$6,200,000 based on completed Independent Cost Estimate. The funding for this project will come from withdrawing RAMP project 3-34 I-70 Glenwood Canyon Variable Speed Signing. (19490/1000...)

This project is being brought to the Commission as it requires approval to increase the project budget as well as acknowledge the reduction and possible deferment of another RAMP Operations project. Refer to the Program Management Office presentation for more information.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Twelfth
Supplement**

Fiscal year 2014-2015

Dated: May 21, 2015

COLORADO DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

RESOLUTION NO. TC –

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

**Transportation Commission Contingency RAMP Reserve
Twelfth Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance
December-14	<i>Beginning Balance</i>		\$0
	<i>Transfer from TCCRF</i>	\$40,000,000	
	<i>Region 2-19039 I-25/CIMARRON EXPRESSWAY</i>	(\$5,000,000)	
	<i>Region 3-19910 SH 9 CO River South Wildlife</i>	(\$6,627,747)	
January-15	<i>Balance 7S15</i>		\$28,372,253
February-15	<i>Balance 8S15</i>		\$28,372,253
	<i>Region 2-19039 I-25/CIMARRON EXPRESSWAY</i>	\$2,468,862	
March-15	<i>Balance 9S15</i>		\$30,841,115
April-15	<i>Balance 10S15</i>		\$30,841,115
	<i>Region 3-19911 I-70 Exit 31 Horizon Drive (correction to previous month)</i>	(\$423,000)	
May-15	<i>Balance 11S15</i>		\$30,418,115
	<i>(Pending) Region 3-19094 I-70 Vail Underpass</i>	(\$6,570,000)	
June-15	<i>Balance 12S15</i>		\$23,848,115

**Transportation Commission Transition Fund Reconciliation
Twelfth 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>Region 1-SH 2 in Commerce City Devolution (RAMP 1-14)</i>	\$ (2,100,000)		1000202202
October-14	<i>Balance 4S15</i>		\$6,969,922	
	<i>Region 4-SH 52 at WCR 59 Intersection</i>	\$ (70,190)		1000203923
	<i>Region 1-I-76 & C470 CABLE RAIL BARRIER</i>	\$ (127,996)		1000204377
January-15	<i>Balance 7S15</i>		\$6,771,736	
	<i>Region 3-SH 82 AABCR Pedestrian Underpass</i>	\$ (1,001)		1000204958
	<i>Region 1-US85/SH86 FACTORY SHOPS TO ALLEN WAY</i>	\$ (142,470)		1000205089
February-15	<i>Balance 8S15</i>		\$6,628,265	
	<i>Region 3-SH 340 Kingsview Intersection</i>	\$ (867,389)		1000205609
March-15	<i>Balance 9S15</i>		\$5,760,876	
April-15	<i>Balance 10S15</i>		\$5,760,876	
	<i>Region 4-SH52 at WCR 59 Intersection-return surplus</i>	\$ 49,854		1000209419
June-15	<i>Balance 12S15</i>		\$5,810,730	

**Transportation Commission Contingency Reserve Fund Reconciliation (1 of 2)
Twelfth 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 Transition 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</i>	\$ 2,896,453		1000208765
	<i>FY2014 Surplus Cost Center Balances</i>	\$ 5,081,711		1000204474
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)		1000202202
	<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)		1000208765
	<i>Tolled Express Lane Operations Planning</i>	\$ (1,850,000)		1000202517
October-14	<i>Pre Walkon Balance 4S15</i>		\$108,411,946	
	<i>I-76 Emergency Culvert and Concrete Repair Bid adjustment-Walkon</i>	\$ (642,660)		1000202202
October-14	<i>Post Walkon Balance 4S15</i>		\$107,769,286	
	<i>state match for ER permanent repair projects</i>	\$ 636,241		1000201870/1000202080
	<i>HPTE Purchase / Lease</i>	\$ (5,000,000)		1000203614
November-14	<i>Balance 5S15</i>		\$103,405,527	
	<i>state match for ER permanent repair projects</i>	\$ 64,868		1000203095;1000203114;1000203535
	<i>return project savings US 40 Muddy Pass Slide Repair</i>	\$ 57,714		1000203602
	<i>RAMP Program Cost Overruns</i>	\$ (40,000,000)		1000204200
	<i>Workforce for the Future</i>	\$ (2,000,000)		1000204382
	<i>I-70 WB Floyd Hill to Empire</i>	\$ (2,000,000)		1000204200
December-14	<i>Balance 6S15</i>		\$59,528,109	
	<i>SH127 ER Slope Repair Project Closure Savings</i>	\$ 78,948		1000204417
	<i>state match for ER permanent repair projects</i>	\$ (616,703)		1000204363
	<i>US 24 Fire Mitigation return unbudgeted</i>	\$ 1,000,569		1000204419/1000204501
January-15	<i>Balance 7S15</i>		\$59,990,923	
	<i>state match for ER permanent repair projects</i>	\$ (450,135)		1000204769-1000205203
	<i>Region 5 US285 Right of Way purchase from railroad</i>	\$ (402,000)		1000205581
February-15	<i>Balance 8S15</i>		\$59,138,788	
	<i>state match for ER permanent repair projects</i>	\$ (2,896)		1000205405
	<i>state match to close 2013 SH67 region 2 ER project</i>	\$ (79)		1000205734
March-15	<i>Balance 9S15</i>		\$59,135,813	
	<i>return project savings SH 139 Culvert Repair</i>	\$ 124,428		1000206707
April-15	<i>Balance 10S15</i>		\$59,260,241	

**Transportation Commission Contingency Reserve Fund Reconciliation (2 of 2)
Twelfth Supplement FY 2015 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
	<i>Glenwood Canyon Bike Path closure savings</i>	\$ 84,975		1000207048
	<i>Return funds from HPTE unneeded stipends</i>	\$ 1,500,000		1000207232
	<i>FY15 Capital Construction General Fund allocation</i>	\$ 500,000		1000207295
	<i>state match for ER permanent repair projects</i>	\$ (48,493)		1000207125-1000207687
	<i>SH139 MP2.8 Culvert Repair savings</i>	\$ 33,193		1000207570
	<i>FY2014 FHWA and State Revenues Reconciliation Correction</i>	\$ (1,707,535)		1000208765
May-15	<i>Balance 11S15</i>		\$59,622,381	
	<i>FHWA Redistribution of nationally unused TIFIA funds</i>	\$ 8,741,447		1000208063
	<i>Savings from Floyd Hill</i>	\$ 3,153		1000209428
	<i>Savings from US 24 ER Repairs</i>	\$ 1,335,983		1000209428
	<i>state match for ER permanent repair projects</i>	\$ (835,237)		1000207688-1000209335
	<i>SH13 Landslide Confirmation Item</i>	\$ (3,450,972)		1000209257/1000209726
June-15	<i>Hazardous Materials Remediation at additional facilities</i>	\$ (1,000,000)		Pending
	<i>Pending Balance 12S15</i>		\$64,416,755	

**Transportation Commission Contingency Snow & Ice Fund Reconciliation
Twelfth 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
January-15	<i>Balance 7S15</i>		\$10,000,000	
	<i>supplemental to Maintenance Sections</i>	(\$3,024,973)		1000205582
February-15	<i>Balance 8S15</i>		\$6,975,027	
	<i>supplemental to Maintenance Sections</i>	(\$5,861,489)		1000206444
March-15	<i>Balance 9S15</i>		\$1,113,538	
	<i>supplemental to Maintenance Sections</i>	(\$1,113,538)		1000207467
April-15	<i>Pending Balance 10S15</i>		\$0	



MEMORANDUM

DATE: JUNE 17, 2015
TO: TRANSPORTATION COMMISSION
FROM: DAVID A. ELLER, REGION 3 DIRECTOR
CC: MARIA SOBOTA, ACTING CHIEF FINANCIAL OFFICER
SUBJECT: US 6 DEVOLUTION GYPSUM TO EAGLE

Purpose

This memorandum is requesting action from the Transportation Commission (TC) to fund the devolution of US 6 between the Town of Gypsum (MM 142.00) and the Town of Eagle (MM 149.67), and transfer the facility, all roadway assets, and future operations and maintenance on these assets to the Towns of Eagle and Gypsum. The Towns of Eagle and Gypsum are requesting the devolution of the above facility in the amount of \$12,500,000.

Action

CDOT Region 3 requests that the TC evaluate, discuss, and determine if the devolution of US 6 between Gypsum and Eagle is in the best interest of CDOT. Region 3 Staff have identified the following items that may benefit CDOT by reducing:

- Future maintenance, engineering, and specialty unit staff commitments to the corridor
- CDOT's future financial responsibilities for projects not identified in our asset management programs (i.e. corridor capacity improvement projects in the Towns of Gypsum and Eagle)
- CDOT's assets by eliminating three bridges, three major drainage structures, three traffic signals, 7.67 miles of pavement, and an overhead railroad structure with vertical height restrictions.

Background & Details

Region 3 presented to the May 2015 TC Meeting a proposal of \$13.1 Million, and after further discussions with Region 3 Staff and the communities, the final request for consideration from the Towns of Eagle and Gypsum is \$12,500,000.

Highway 6 serves primarily as a local road for the communities of the Town of Eagle and Town of Gypsum. This particular section of Highway 6 begins at the Gypsum Creek Roundabout (I-70 Gypsum Interchange) and ends at the Eby Creek Roundabout (I-70 Eagle Interchange Spur), creating a logical termination for CDOT responsibilities.

Both the Towns of Eagle and Gypsum have an interest in seeing this highway maintained and improved. Both municipalities have developed Access Control Plans outlining how to improve the various accesses onto Highway 6. Over the last five years, Gypsum has been designing and financing increased capacity from two lanes to four lanes through Gypsum. The Town of Eagle has also been working to improve Highway 6 access by improving shoulders, bike paths, and controlled pedestrian crossings.

Through the devolution of Highway 6, both municipalities intend to continue working to improve this connection for their communities. Devolution is attractive to local communities and provides them economic development flexibility. Additionally, it reduces obligations to follow state and federal procedures (i.e. NEPA, Uniform Act, etc.) during corridor improvement projects.

Previous devolution proposals/requests were considered in 2009 and 2013. However, CDOT now has a \$5.57 million project programmed in FY2017. Staff believes these funds contribute significantly to the viability of the devolution proposal and requests TC consideration of the proposal. Without this funding, it is unlikely that CDOT could consider devolution in the next 20 years.

CDOT's Office of Financial Management and Budget (OFMB) has prepared an updated 2015 NPV worksheet, which includes: Yearly roadway maintenance costs (~\$222,000 per year in 2015 dollars); The programmed 2017



resurfacing project (\$5.5 million plus \$70,000 Bridge Preventative Maintenance (BPM)); and the Gypsum Creek bridge replacement (\$3.77 million in 2025), which is in the 10-year Bridge Plan. The worksheet indicates that under the traditional 3% present value rate used for devolution, the Net Present Value of devolving this section of road is approximately \$12.82 million.

OFMB has also run a 4% present value scenario, possibly more reflective of the current market climate, which identifies a Net Present Value of \$12,176,196. Based on current market conditions for a similar length financing in the fixed income markets at today's interest rates, CDOT's Financial Advisor believes a 4.00% discount rate represents a reasonable cost of capital for the proposed transaction, associated to the devolution of US Highway 6.

The financial value of this proposal appears reasonable, considering several projects within the corridor have not been included in current NPV worksheets. The devolution of the roadway segments would significantly reduce the amount of CDOT resources and financial participation in the following:

- Planning, NEPA & Design in Town of Gypsum - ~\$500,000 (\$200,000 identified in the IMTPR 10-year RPP plan)
 - Construction of the Town of Gypsum Corridor including the UPRR overhead railroad bridge - ~\$30.0 million per FHU 2006 Master Traffic Study
- Planning, NEPA, & Design US 6 in Town of Eagle - ~\$500,000
 - Construction of Town of Eagle Corridor - ~\$12.0-\$15.0 million
- Other Items:
 - Improvements to three major drainage structures (two built in 1933/34)
 - Eliminate three traffic signals from CDOT system
 - Elimination of 7.67 Miles (194,000 SF) of pavement

Options and Recommendations

- 1) TC Approval of the devolution based on current financial market and 4% NPV, for the amount of \$12,176,196 with \$6,606,196 funding from TC Contingency (Staff Recommendation), or
- 2) TC Approval of the devolution of US 6 between the Town of Gypsum (MM 142.00) and the Town of Eagle (MM 149.67) in the amount of \$12,500,000, with \$6,930,000 funding from TC Contingency, or
- 3) Stop discussions on this initiative and inform the Towns of Eagle and Gypsum that the TC does not support devolution at this time.

Next Steps

- Notify the Town of Eagle and the Town of Gypsum of TC decision.

Attachments

- Attachment A: Area Map
- Attachment B: Devolution Financial Analysis
- Attachment C: Letter of Interest from Town of Gypsum and Town of Eagle



**Transportation Commission of Colorado
June 18, 2015**

**Resolution #TC-
Devolution of US 6E between Mileposts 142.00 and Mileposts 149.67**

WHEREAS, The Department of Transportation owns 7.67 linear miles of Highway in the Town of Gypsum, and Eagle and Eagle County, Colorado identified as State Highway 6 (US 6E);

WHEREAS, Region 3 has determined that abandoning this portion of US 6E 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 (1) Town of Gypsum proposed to take ownership of US 6E from Milepost 142.00 to Milepost 147.7, and (2) Town of Eagle proposed to take ownership of US 6E from Milepost 147.7 to Milepost 149.67, in exchange for a payment from CDOT;

WHEREAS, the payment is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of US 6E 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 the Towns of Gypsum and Eagle pursuant to the terms and conditions of the IGA;

WHEREAS, the Parties agree to prepare the necessary right-of-way plans to execute the abandonment;

WHEREAS, the governing bodies of the Town of Gypsum and Town of Eagle will adopt a resolution, agreeing to the state's abandonment of the portion of US 6E, agreeing that said highway segment no longer serves the ongoing purposes of the state highway system; committing the Town of Gypsum and Eagle to assume ownership of said highway segment in the "as is" condition;

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);

NOW THEREFORE BE IT RESOLVED, the Commission herein approves Region 3 to proceed with the devolution of US 6E to the Town of Gypsum and Town of Eagle.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

**Bridge Enterprise Board
Regular Meeting Minutes
May 21, 2015**

Chairman Ed Peterson convened the meeting at 10:15a.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.

Audience Participation

Chairman Peterson stated that no members of the audience wished to address the Board of Directors.

Act on Consent Agenda

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

Resolution #BE-15-5-4

Approval of Regular Meeting Minutes for April 16, 2015.

BE IT SO RESOLVED, that the Minutes for the April 16, 2015, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the April 16, 2015 meeting of the Bridge Enterprise Board of Directors.

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

Maria Sobota asked for Board accept the transfer of three Region 3 bridges from CDOT to the Bridge Enterprise. Commissioner Hofmeister moved approval of the resolution, with Commissioner Connell seconding the motion. Upon vote of the Board, the resolution passed unanimously.

Resolution #BE-15-5-1

Resolution #BE-15-5-1

Accept Transfer of Assets from CDOT to the Bridge Enterprise

Approved by the Bridge Enterprise Board of Directors 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 Bridge Enterprise Board accepts the transfer of these structures listed above to the Colorado Bridge Enterprise at no cost.


Herman Stockinger, Secretary
Bridge Enterprise Board of Directors

6-1-15
Date

Discuss and Act on the 9th Supplement to the FY2016 Budget

Maria Sobota asked for approval of the 9th Supplement as listed in the packet of information provided to the Board. Chairman Peterson entertained a motion to approve the Consent Agenda. Commissioner Aden moved to approve the 9th Supplement to the FY 2016 Budget, with Commissioner Connell seconding the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #BE-15-5-2

BE IT SO RESOLVED, that the 9th Supplement to the Fiscal Year 2015 Budget is hereby approved by the Bridge Enterprise Board.

FY 2015 BE Program Financial Update

Maria Sobota offered to answer any questions regarding the financial update. Commissioner Aden noted that in interviews with the State Auditor on the FASTER program, the issue of bridge prioritization and Board oversight was discussed. Chairman Peterson concurred that he too, had similar discussions with the State Auditor's office.

Discuss and Act on Final FY 2016 Budget

Chief Financial Officer Maria Sobota noted that the budget was brought to the Directors in draft form last month, and no significant changes have been made since that time. She went on to state that last year the budget was presented to the Board but staff did not ask for a formal resolution to adopt the budget, but this year a resolution has been prepared for adoption. Chairman Peterson entertained a motion to approve the FY '16 budget, which was moved, seconded, and approved unanimously.

Resolution #BE-15-5-3

Resolution #BE-15-5-3

Approval and adoption of the Fiscal Year 2016 Operating Budget for Bridge Enterprise Fund 538

Approved by the Bridge Enterprise Board of Directors on May 21, 2015

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

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

WHEREAS, in March 2015, the Transportation Commission was asked to review final changes and to adopt the final CDOT FY2016 Annual Budget prior to its submission to the Governor; and

WHEREAS, the final CDOT FY2016 Annual Budget included \$124.1 Million in allocations for Bridge Enterprise which are now part of the approved FY2016 Long Bill; and

WHEREAS, based on this allocation, in April 2015 a draft version of the operational FY2016 Bridge Enterprise budget for Fund 538 (Statewide Bridge Enterprise Special Revenue Fund) was presented to the Bridge Enterprise Board of Directors for review and feedback; and

WHEREAS, this month, a final FY2016 operational budget for Fund 538 is now being presented to the BE BOD for final approval.

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board of Directors hereby approves the FY 2016 operational budget for Fund 538.



Herman Stockinger, Secretary
Bridge Enterprise Board of Directors



Date

Monthly Progress Report

Scott McDaniel noted to the Board that staff is still working on reporting on the underperforming portion of the program as related to railroad-related bridges.

Adjournment

Chairman Peterson adjourned the meeting with no objection.



COLORADO

Department of Transportation

Statewide Bridge Enterprise

4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Maria Sobota, Acting CBE Chief Financial Officer
DATE: June 18, 2015
SUBJECT: Previously Transferred Existing Bridges

Purpose:

This memorandum is to inform the Bridge Enterprise Board of Directors of a resolution to document structures that have been taken-out-of-service and formally acknowledge asset ownership of the replacement structures.

Action:

This month the Bridge Enterprise Board of Directors is asked to approve the resolution.

Details:

Ninety-five (95) bridges have been transferred from CDOT to Colorado Bridge Enterprise (CBE) to date. These transfers were initially accomplished via a two step process: first, the Transportation Commission approved a resolution transferring the assets from CDOT to CBE; and second, the Bridge Enterprise Board of Directors approved a separate resolution accepting asset ownership of the existing bridges.

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

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

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

This resolution only addresses replacement structures that are complete and open to traffic; this means the existing Bridge IDs are now officially taken-out-of-service. This resolution addresses five (5) out of the ninety-nine (99) structures transferred. Prior to Fiscal Year 2015, sixty (60) new Bridge IDs were formally acknowledged and there will be future resolution(s) addressing the remaining structures as they are completed. Rehabilitated structures are not included from this resolution as they retain their existing Bridge ID number.



Colorado Bridge Enterprise
June 18, 2015

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

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

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

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

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

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

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

Herman Stockinger, Secretary,
Bridge Enterprise Board of Directors

Date

Attachment A



COLORADO
 Department of Transportation
 Statewide Bridge Enterprise

Transferred Existing Bridge ID	Facility Carried Over Featured Intersection	Replacement Structure New Bridge ID
E-17-CA	SH44 ML (104th Ave) over South Platte River	E-17-VA
E-17-ER	SH44 ML (104th Ave) over Bull Seep	Minor Structure 044A002673BR
F-17-DM	SH88 ML Arapahoe over Cherry Creek	F-17-YB
F-17-BS	US40 ML (East Colfax) WBND over Sand Creek	F-17-XI
F-17-F	US40 ML (East Colfax) EBND over Sand Creek	F-17-WZ



4201 E. Arkansas Ave.
Denver, CO 80222

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Maria Sobota, Acting CBE Chief Financial Officer
DATE: June 18, 2015
SUBJECT: Asset Ownership of FASTER funded structures

Purpose:

This memorandum is to inform the Bridge Enterprise Board of Directors of a resolution to formally acknowledge asset ownership of a replacement structure.

Action:

This month the Bridge Enterprise Board of Directors is asked to approve the resolution.

Details:

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

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

- The Bridge Enterprise Board approved the allocation of Bridge Enterprise funding via the monthly budget supplement process.
- Structure was completed and open for traffic in fiscal year 2015.

The attached resolution accepts asset ownership of the following bridge:

**New Bridge Enterprise
Owned Bridge**

N-17-BV

**Facility Carried Over Featured
Intersection**

I-25 Business Route over Sull Creek



**Colorado Bridge Enterprise
June 18, 2015**

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

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

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

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

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

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

WHEREAS, the Bridge Enterprise Board previously approved the use of FASTER funding via the monthly budget supplement process to construct the below noted replacement structure which was completed and open to traffic in Fiscal Year 2015; and

**New Bridge Enterprise
Owned Bridge**

**Facility Carried Over Featured
Intersection**

N-17-BV

I-25 Business Route over Sull Creek

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

Herman Stockinger, Secretary,
Bridge Enterprise Board of Directors

Date



COLORADO
Department of Transportation
Statewide Bridge Enterprise

DATE: June 18, 2015
TO: Bridge Enterprise Board of Directors
FROM: Maria Sobota, Acting Chief Financial Officer
SUBJECT: Tenth Supplement to the FY 2015 Bridge Enterprise Budget

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

REGION 3:

Establish Miscellaneous Phase budget for the Long Lead Time Procurement (LLTP) items of steel for the vehicular and pedestrian bridges and boulders for the causeway. The LLTP is necessary to keep the project on schedule. These components were planned under the construction phase and do not reflect a net increase to project. In addition, funds are requested to supplement the current Design Phase budget for personnel from Staff Bridge to perform inspections of the fabrication of steel components of the bridges.

- **\$7,426,600** SH 82 ML over I-70 ML, Colorado River and Rail Road in Garfield County (old F-07-A) (new F-07-V) (18158/1000...). April 2015 Prioritization Plan Score: 29.5

SH 82 ML over I-70 ML, Colorado River and Rail Road in Garfield County
 (old F-07-A) (new F-07-V)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Tenth BE Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2015	FY 2016	FY 2017			
ROW	<i>FASTER Bridge Funds</i>	\$10,661,000	\$0	\$0	\$0	\$0	\$0	\$1,762,040
	Total ROW	\$10,661,000	\$0	\$0	\$0	\$0	\$0	\$1,762,040
Environmental	<i>FASTER Bridge Funds</i>	\$470,100	\$0	\$0	\$0	\$0	\$0	\$439,114
	<i>Bond Funds</i>	\$7,655,357	\$0	\$0	\$0	\$0	\$0	\$7,655,357
	Total Environmental	\$8,125,457	\$0	\$0	\$0	\$0	\$0	\$8,094,471
Design	<i>FASTER Bridge Funds</i>	\$10,879,900	\$51,200	\$0	\$0	\$51,200	\$10,931,100	\$6,038,067
	<i>Bond Funds</i>	\$2,882,000	\$0	\$0	\$0	\$0	\$0	\$2,882,000
	Total Design	\$13,761,900	\$51,200	\$0	\$0	\$51,200	\$13,813,100	\$8,920,067
Miscellaneous	<i>FASTER Bridge Funds</i>	\$0	\$7,375,400	\$0	\$0	\$7,375,400	\$0	\$0
	Total Miscellaneous	\$0	\$7,375,400	\$0	\$0	\$7,375,400	\$7,375,400	\$0
Total Project Budget & Expenditure		\$32,548,357	\$7,426,600	\$0	\$0	\$7,426,600	\$39,974,957	\$18,776,578
			Year of Expenditure			Total Request		
			FY 2015	FY 2016	FY 2017			
				\$7,426,600		\$7,426,600		

Resolution No. BE-15-6-1

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

COLORADO BRIDGE ENTERPRISE

Memorandum

Colorado Bridge Enterprise
4201 East Arkansas Avenue
Denver, Colorado 80222

DATE: June 5, 2015
TO: Bridge Enterprise Board of Directors
FROM: Kathy Young, CBE Counsel
SUBJECT: Adoption of Inducement Resolution Expressing Intent to Issue Private Activity Bonds (PABs) for the I-70 East Project Financing

The Bridge Enterprise Board of Directors is requested to adopt the attached resolution which provides for Colorado Bridge Enterprise's intent to issue private activity bonds in a principal amount not to exceed \$725 million to defray a portion of the costs of the designated bridge project components of the Interstate 70 East Reconstruction Project.

The Colorado Bridge Enterprise (CBE), along with the Colorado Department of Transportation and the Colorado High Performance Transportation Enterprise (HPTE) are currently in the process of procuring the transportation improvement project commonly known as the "Interstate 70 East Reconstruction Project" (I-70 East Project). The I-70 East Project, as currently envisioned, will generally consist of the removal of the 50-year old viaduct between Brighton Boulevard and Colorado Boulevard, the lowering and reconstruction of I-70 below grade between Brighton Boulevard and Colorado Boulevard, the placement of a landscaped cover over I-70 between Columbine Street and Clayton Street, and construction of two additional managed lanes in each direction.

The I-70 East Project will be procured through a design-build-finance-operate-maintain public-private partnership structure that will be governed by a project agreement among CBE, HPTE, and a private sector developer to be selected by CBE and HPTE (P3 Developer). Funding for the I-70 East Project is currently expected to consist of proceeds of private activity bonds to be issued by CBE, along with numerous other sources of funding. The proceeds of the private activity bonds will be loaned to the P3 Developer who will be obligated to repay the loan, and by extension, the principal of and interest on the bonds. In order to issue the private activity bonds, CBE will be required to apply to the United States Secretary of Transportation (USDOT Secretary) for, and receive from the USDOT Secretary, a portion of the private activity bond national allocation authorized by federal law (USDOT National Allocation). As part of the application process, CBE must provide evidence to the USDOT Secretary (e.g., an adopted resolution) that if it receives a portion of the USDOT National Allocation, CBE intends to utilize that allocation and issue private activity bonds in support of the I-70 East Project.

Today's action does not provide authorization to issue the private activity bonds; it only sets forth CBE's intent to issue the bonds. Provided various preconditions are met (including, but not limited to, receipt by CBE of a portion of the USDOT National Allocation, and the negotiation of an agreement acceptable to the Bridge Enterprise Board of Directors, among others, with a P3 Developer to design, build, finance, operate and maintain the I-70 East Project), at a later date, the Bridge Enterprise Board of Directors will be requested to authorize the issue of the private activity bonds.

Resolution #BE-15-6-

Bridge Enterprise Resolution Expressing Intent to Issue Private Activity Bonds to Finance a Portion of Interstate 70 East Reconstruction Project

**Approved by the Bridge Enterprise Board of Directors on
June 18, 2015**

WHEREAS, the Colorado Bridge Enterprise was created pursuant to Section 43-4-805, C.R.S., as an enterprise for purposes of section 20 of article X of the Colorado Constitution, and as a government-owned business within the Colorado Department of Transportation (“CDOT”), for the business purpose of financing, repairing, reconstructing, and replacing designated bridges, as defined in Section 43-4-803(10), C.R.S.; and

WHEREAS, CDOT, along with other participants, is currently undertaking the Interstate 70 East Reconstruction Project, which generally consists of the removal of the I-70 viaduct between Brighton Boulevard and Colorado Boulevard, the lowering of approximately one mile of I-70 below grade, the construction of a landscaped cover over a portion of I-70, and the addition of two managed lanes in each direction on I-70 between I-25 and Tower Road (the “I-70 East Project”); and

WHEREAS, the Colorado Bridge Enterprise has identified that certain portions of the I-70 East Project qualify as a designated bridge project, including, among other portions, the removal of the I-70 viaduct between Brighton Boulevard and Colorado Boulevard and the lowering of approximately one mile of I-70 below grade; and

WHEREAS, Sections 43-4-805(5)(c) and 43-4-807, C.R.S., provide, in part, that the Colorado Bridge Enterprise may issue revenue bonds for the purpose of paying the cost of financing, repairing, reconstructing, replacing and maintaining designated bridges; and

WHEREAS, Section 142(a)(15) of the Internal Revenue Code of 1986, as amended (the “IRS Code”), authorizes the issuance of private activity bonds for qualified highway or surface freight transfer facilities that receive federal assistance under Title 23 of the United States Code (“Qualified Facilities”); and

WHEREAS, Section 142(m) of the IRS Code establishes a national limitation of \$15 billion on the amount of private activity bonds which may be issued for Qualified Facilities (the “National Allocation”) and directs the United States Secretary of the Transportation (the “USDOT Secretary”) to allocate such amount among Qualified Facilities as the USDOT Secretary deems appropriate; and

WHEREAS, the I-70 East Project is a qualified highway facility as described in Section 142(a)(15) of the IRS Code and is expected to receive federal assistance under Title 23 of the United States Code; and

WHEREAS, Section 43-4-805(5)(h), C.R.S., authorizes the Colorado Bridge Enterprise to make and enter into contracts or agreements with private entities pursuant to which such private entity designs, develops, constructs, reconstructs, repairs, operates or maintains all or any portion of a designated bridge project on behalf of the Colorado Bridge Enterprise; and

WHEREAS, the I-70 East Project is expected to be procured pursuant to a design-build-finance-operate-maintain structure pursuant to a project agreement among the Colorado Bridge Enterprise, the Colorado High Performance Transportation Enterprise (“HPTE”) and a private entity; and

WHEREAS, the Colorado Bridge Enterprise intends to make available the issuance of private activity bonds as a source of funding for the private entity to design, develop, construct, reconstruct, repair, replace, operate and/or maintain the designated bridge project components of the I-70 East Project (the “I-70 East Bonds”); and

WHEREAS, the Colorado Bridge Enterprise would act solely as the issuer of the I-70 East Bonds and would lend the proceeds of such I-70 East Bonds to the private entity and the private entity would be obligated to repay such loan, and by extension, the principal of and interest on the I-70 East Bonds; and

WHEREAS, in order to issue the I-70 East Bonds, the Colorado Bridge Enterprise will be required to apply to the USDOT Secretary for a portion of the National Allocation and receive an award of allocation from the USDOT Secretary in an amount equal to the principal amount of I-70 East Bonds to be issued by the Colorado Bridge Enterprise for the designated bridge project components of the I-70 East Project; and

WHEREAS, (a) the I-70 East Bonds, when issued, will be special, limited obligations of the Colorado Bridge Enterprise, payable solely from and secured solely by a trust estate established under the issuing instrument, and will not, and shall not be deemed to constitute an obligation, moral or otherwise, of the Colorado Bridge Enterprise, HPTE, CDOT or the State of Colorado (the “State”), any other agency, instrumentality or political subdivision of the State, or any official, board member, director, officer, employee, agent or representative of any of the foregoing, and neither the full faith and credit of the Colorado Bridge Enterprise, HPTE, CDOT or the State nor the taxing power of the State or any other agency, instrumentality or political subdivision of the State will be pledged to the payment of the principal or redemption price of and interest on the I-70 East Bonds; (b) the registered owners of the I-70 East Bonds may not look to any revenues of the Colorado Bridge Enterprise, HPTE, CDOT or the

State for repayment of the I-70 East Bonds and the only sources of repayment of the I-70 East Bonds will be as provided in the issuing instrument; (c) the I-70 East Bonds will not constitute an indebtedness of the Colorado Bridge Enterprise, HPTE, CDOT or the State or a multiple-fiscal year obligation of the Colorado Bridge Enterprise, HPTE, CDOT or the State within the meaning of any provisions of the State Constitution or the laws of the State; (d) the payment of the I-70 East Bonds will not be secured by any encumbrance, mortgage, or other pledge of property of the Colorado Bridge Enterprise, HPTE, CDOT or the State, other than the trust estate established under the issuing instrument; and (e) no property of the Colorado Bridge Enterprise, HPTE, CDOT or the State, subject to such exception, will be liable to be forfeited or taken in payment of the I-70 East Bonds; and

NOW THEREFORE BE IT RESOLVED, the Colorado Bridge Enterprise intends to issue the I-70 East Bonds in an aggregate principal amount not to exceed \$725 million to defray a portion of the costs of the designated bridge project components of the I-70 East Project, provided that the I-70 East Bonds shall be issued only (a) after receipt from the USDOT Secretary of an allocation of a portion of the National Allocation; (b) after negotiation of an agreement acceptable to the Bridge Enterprise Board of Directors with one or more private entities to design, build, finance, operate and maintain the I-70 East Project; and (c) adoption by the Bridge Enterprise Board of Directors of a resolution approving the issuing of the I-70 East Bonds.

BE IT FURTHER RESOLVED, the Bridge Enterprise Board of Directors hereby authorizes the Bridge Enterprise Director or any other officer of the Colorado Bridge Enterprise to execute and deliver such certificates and other documents and take such other actions as may be necessary or convenient to the accomplishment of the purposes of this Resolution, including, without limitation, the delivery of all certificates and other documents required to be delivered in connection with applying to the USDOT Secretary for a portion of the National Allocation.

Herman Stockinger, Secretary
Bridge Enterprise Board of Directors

Date



MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Joshua Laipply, Chief Engineer
DATE: June 18, 2015
SUBJECT: June 2015 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; this report is 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 May 2015. The May Schedule Performance Index (SPI) = 0.93, 0.03 increase from prior month (April SPI = 0.90). Note: Program Goal SPI \geq 0.90.

- Over-performing projects
 - 7 projects with \$11.9M in combined Earned Value (EV) greater than planned
 - Increases overall program SPI by 0.020; a decrease of 0.001 from prior month (April = 0.021)
- Under-performing projects
 - 13 Railroad projects with \$39.5M in combined lost EV*
 - Reduces overall program SPI calculation by 0.07; a 0.02 DECREASE from prior month (April = 0.09)

*Reduction of lost EV due mostly to the resetting of E-17-JP I70-Havana baseline schedule in accordance with GD #7 rev.1

PROGRAM INITIATIVES AND RECENT ACTIVITY:

The BE team continues to collaborate with CDOT in managing, monitoring and reporting on the progress and success of the program. Some recent program tasks and initiatives include:

- OSA FASTER Performance Audit reporting and RFI responses
- Fiscal Year-end data compilation and reporting
- Quarterly reporting
- Maintenance invoicing
- FY15 Q3 financial update
- Ongoing project coordination
- Closeout and deprogramming funds from completed projects
- 100-Year Bridge Design
- Programming of new projects for preconstruction using returned project funds
- PMO office coordination



TO CONSTRUCTION:

- Region 1, E-17-JP, I 70 ML over Havana Street, UPRR, Denver County
- Region 2, P-23-A, US 160 ML over Smith Canyon Tributary; Near Kim, CO, in Las Animas County

BRIDGES RECENTLY PROGRAMMED FOR PRECONSTRUCTION:

Region 2:

- K-17-F, SH96 over Rush Creek
- L-22-L, SH71 over the Arkansas River

Region 3:

- D-13-A, US34 over N. Fork of Colorado River
- F-10-L, I 70 ML WBND over Colorado River
- F-05-L, I 70 ML EBND over US 6, RR, Eagle River
- G-03-Q, I-70 ML over Colorado River Overflow

Region 4:

- C-17-B, SH60 over the South Platte River

INNOVATIVE PROJECT UPDATE:

- Region 3, Garfield County/Glenwood Springs - The SH 82/Grand Avenue Bridge Finding of No Significant Impact (FONSI) for the Environmental Assessment (EA) has been finalized.

TOTAL PROGRAM FINANCIAL PERFORMANCE

Expenditure and encumbrance data through April 30, 2015 summarized below:

- Projected Expenditures: Increased by \$11.4 M or 1.9%
- Actual Expenditures: Overall increased by \$15.0 M or 3.2% | Bond increased by \$0.0M or 0.0%
- Encumbrance Balance: Overall increased by \$13.1 M or 9.1% | Bond decreased by -\$1.1 M or -10.1%

STATUS OF FASTER ELIGIBLE BRIDGES

There are currently 189 bridges eligible for the BE program.

Completed	107
In Construction	24
Design Complete	0
In Design	20
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	24
Design Complete	0
In Design	12
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.
 - L-18-M I 25 ML NBND over Indiana Ave. is in construction; I-70 Viaduct will be the final original '30 worst' bridge addressed.

(The report also contains the status of the 30 worst bridges based on 2014 ratings.)

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

Monthly Report: FFY 2015 (10/1/14 - 4/30/15)	
5 Prime Contracts Awarded	\$119,948,677
145 Subcontracts Awarded	\$32,038,799
55* Total DBE Contracts Awarded	\$10,345,740
DBE Percentage of Subcontract Dollars	32.3%

*The 55 subcontracts went to 37 individual DBE firms.





COLORADO

Department of
Transportation



Colorado Bridge Enterprise

June 2015 Monthly Progress Report
Board of Directors Meeting



Program Schedule

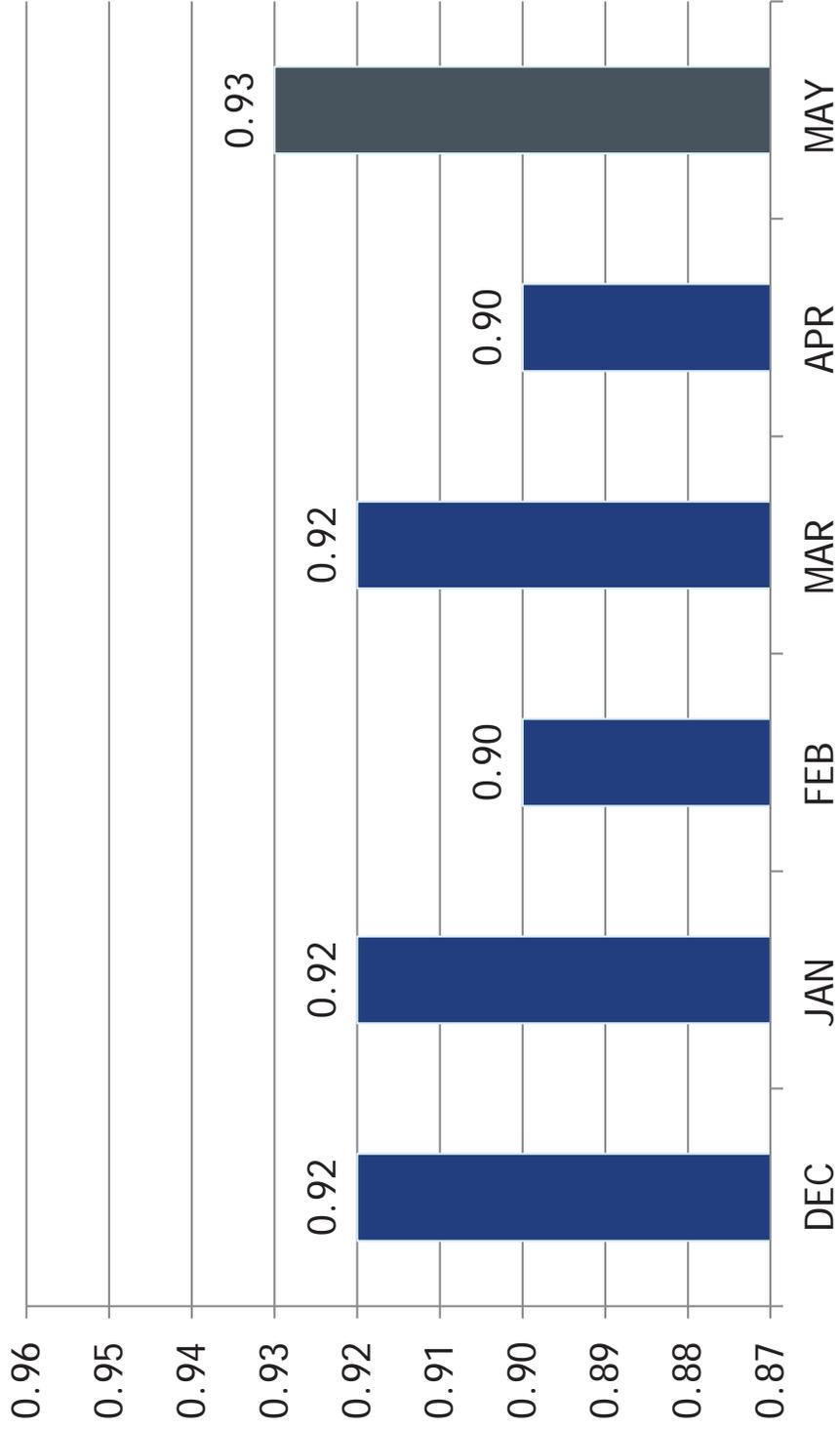
- Program schedule updated for work complete through May 2015
- May Schedule Performance Index (SPI) = 0.93; an INCREASE of 0.03 from prior month (April SPI = 0.90)
- Over-performing projects
 - 7 projects with \$11.9M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.020; a DECREASE of 0.001 from prior month (April = 0.021)
- Under-performing projects
 - 13 Railroad projects with \$39.5M in combined lost EV*
 - Reduces overall program SPI calculation by 0.07; a 0.02 DECREASE from prior month (April = 0.09)

*Reduction of lost EV in May 2015 is due mostly to the resetting of E-17-JP I70/Havana baseline schedule in accordance with GD #7 rev.1



Program Schedule

Program SPI by Month



Program Goal SPI \geq 0.90



Program Initiatives

CURRENT PROGRAM INITIATIVES:

- OSA FASTER Performance Audit reporting and RFI responses
- Fiscal Year-end data compilation and reporting
- Quarterly reporting
- Maintenance invoicing
- FY15 Q3 financial update
- Ongoing project coordination
- Closeout and deprogramming funds from completed projects
- 100-Year Bridge Design
- Programming of new projects for preconstruction activities
- PMO office coordination



Recent Project Activity

TO CONSTRUCTION:

- Region 1, E-17-JP, I 70 ML over Havana Street, UPRR, Denver County
- Region 2, P-23-A, US 160 ML over Smith Canyon Tributary; near Kim, CO, Las Animas County

BRIDGES RECENTLY PROGRAMMED FOR PRECONSTRUCTION:

Region 2

- K-17-F, SH96 over Rush Creek
- L-22-L, SH71 over the Arkansas River

Region 3

- D-13-A, US34 over N. Fork of Colorado River
- F-05-L, I-70 EBND over US 6, RR, Eagle River
- F-10-L, I-70 ML WBND over Colorado River
- G-03-Q, I-70 ML over Colorado River Overflow

Region 4

- C-17-B, SH60 over the South Platte River

INNOVATIVE PROJECT UPDATE:

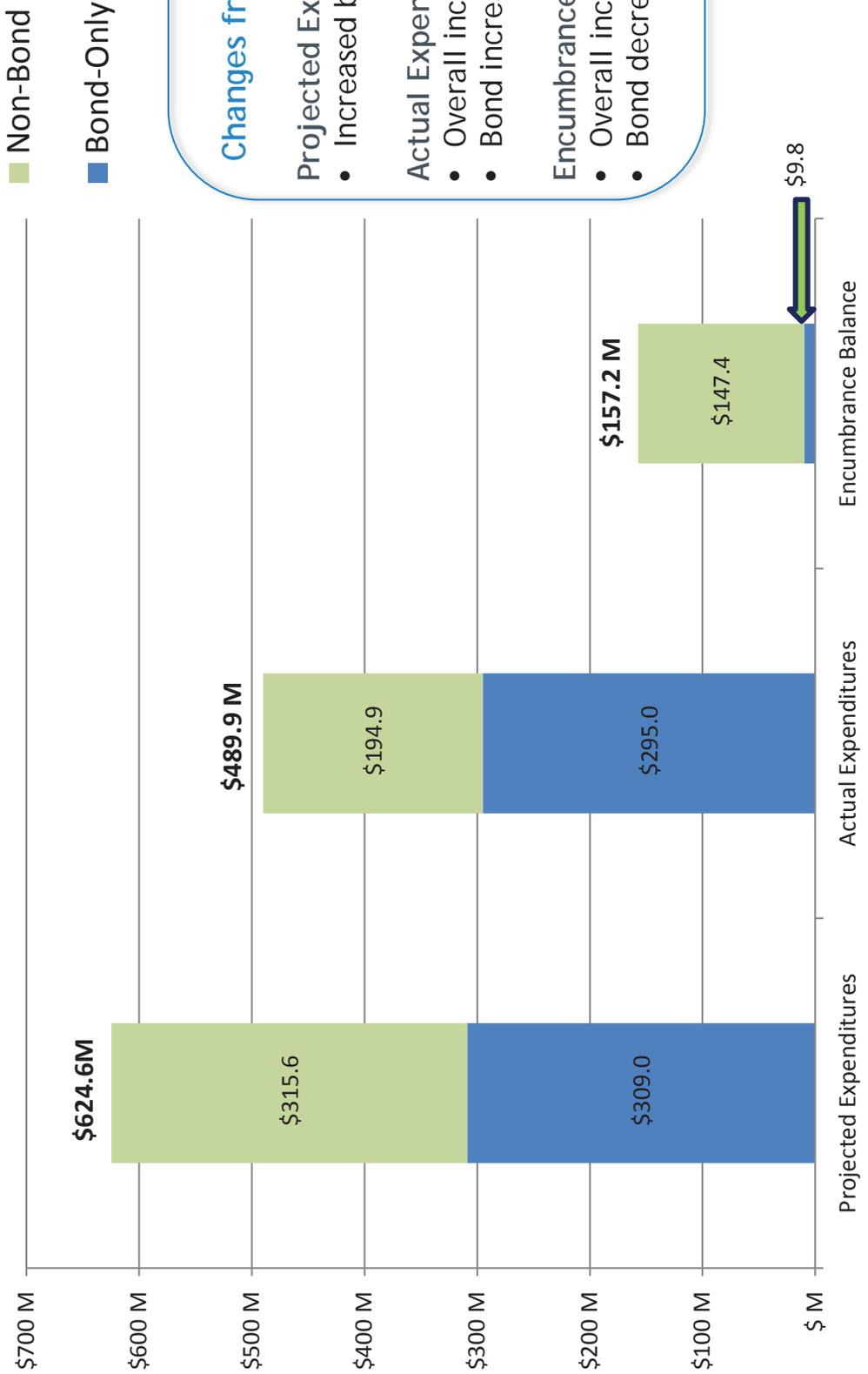
- Region 3, Garfield County/Glenwood Springs – The SH 82/Grand Avenue Bridge Finding of No Significant Impact (FONSI) for the Environmental Assessment (EA) has been finalized.



Total Program Financial Performance

Colorado Bridge Enterprise Total Program Performance

As of April 30, 2015



Changes from Previous Month

Projected Expenditures

- Increased by \$11.4 M or 1.9%

Actual Expenditures

- Overall increased by \$15.0 M or 3.2%
- Bond increased by \$0.0M or 0.0%

Encumbrance Balance

- Overall increased by \$13.1 M or 9.1%
- Bond decreased by **-\$1.1 M or -10.1%**

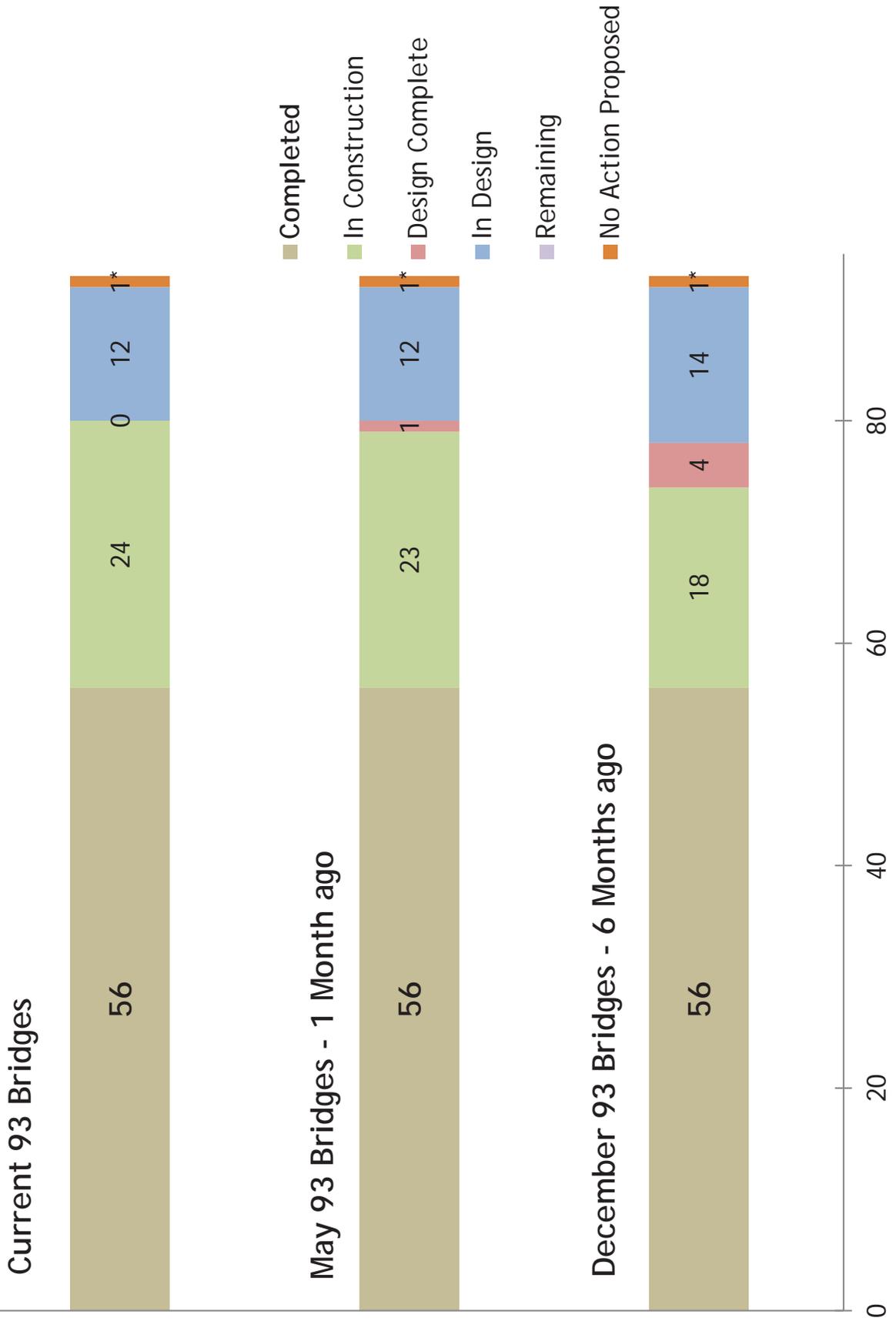


Status FASTER Eligible Bridges





Status \$300M Bond Bridges



*One project was determined ineligible



Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	6	28
In Construction	8	1*
Design Complete	0	0
In Design	11	1**
Remaining	5***	0
Total Addressed	30	30

*L-18-M I 25 ML NBND over Indiana Ave; ** I-70 Viaduct will be the final original '30 worst' bridge addressed.

***Remaining/Not Programmed

Bridge	Region	County	Facility Carried over Featured Intersection
E-17-KR	1	DENVER	I 270 ML EBND over I 70 ML
E-17-EW	1	DENVER	I 70 ML EBND over UP RR; W of QUEBEC STREET
E-17-DF	1	DENVER	I 70 ML WBND over UP RR W of QUEBEC STREET
F-10-C	3	EAGLE	US 6 ML over EAST LAKE CREEK
N-11-C	5	RIO GRANDE	SH 112 ML over RIO GRANDE CANAL



DBE Participation

State & FHWA-funded BE construction contracts continue to help CDOT exceed its overall 10.25% DBE goal through the following achievements:

Monthly Report: FFY 2015 (10/1/14 - 4/30/15)	
5 Prime Contracts Awarded	\$119,948,677
145 Subcontracts Awarded	\$32,038,799
55* Total DBE Contracts Awarded	\$10,345,740
DBE Percentage of Subcontract Dollars	32.3%

*The 55 subcontracts went to 37 individual DBE firms.



FASTER Q & A



Questions & Answers