

Transportation Commission
Nov. 18 & 19, 2015
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Kathy Connell, Chairwoman
Steamboat Springs, District 6

Shannon Gifford
Denver, District 1

Ed Peterson

Lakewood, District 2

Gary M. Reiff, Vice Chair

Englewood, District 3

Heather Barry

Westminster, District 4

Kathleen Gilliland

Livermore, District 5

Kathy Hall

Grand Junction, District 7

Sidny Zink

Durango, District 8

Nolan Schriener

Colorado Springs, District 9

William Thiebaut

Pueblo, District 10

Steven Hofmeister

Haxtun, District 11

THE CHAIRWOMAN 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.

The November Transportation Commission and Bridge Enterprise Board meetings will take place at the Region 4 Office in Greeley (10601 W. 10th St., Greeley, 80634). Transportation Commission workshop will take place at CDOT Headquarters in Denver.

Wednesday, Nov. 18, 2015

12:00 p.m. HPTE Board Meeting [Call to Order in Room 225]

12:55 p.m. HPTE Board Break

1:00 p.m. HPTE Board Meeting [Reconvenes in Auditorium]

2:00 p.m. FY17 MLOS Goal Setting (Kyle Lester, B.J. McElroy).... Tab 1

2:30 p.m. Budget Workshop (Maria Sobota)..... Tab 2

- 3:00 p.m. Program Management Workshop/Grand Avenue Bridge Discussion (Richard Zamora, Josh Laipply, Maria Sobota)..... Tab 3
- 3:15 p.m. SB-228/ Division of Transit and Rail Workshop Tab 4
- 3:45 p.m. Ten-Year Development Program (Debra Perkins-Smith) Tab 5
- 4:00 pm. Update on the Department’s development of Policies and Procedures regarding the FASTER Revenue Performance Audit (Joshua Jaipply, Herman Stockinger)..... Tab 6
- 4:10 p.m. Disadvantaged Business Enterprise (DBE) Committee (Greg Diehl) Tab 7
- 4:40 p.m. Safety Committee (Darrell Lingk) Tab 8
- 5:00 p.m. Adjournment
- 6:00 p.m. Dinner with Colorado Contractors Association (Cool River Café, 8000 E. Belleview Ave., Greenwood Village)

TRANSPORTATION COMMISSION MEETING

Thursday, Nov. 19, 2015

- 7:30 a.m. Breakfast Meeting [Room 262]
- 8:30 a.m. Bustang Departs for Greeley
- 10:00 a.m. Bustang Arrives in Greeley
- 10:15 a.m. 1. Call to Order, Roll Call
- 10:20 a.m. 2. Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes
- 10:25 a.m. 3. Comments of Individual Commissioners
- 10:30 a.m. 4. Executive Director’s Report (Shailen Bhatt)
- 10:35 a.m. 5. Chief Engineer’s Report (Josh Laipply)
- 10:40 a.m. 6. HPTE Director’s Report (David Spector)
- 10:45 a.m. 7. FHWA Division Administrator Report (John Cater)
- 10:50 a.m. 8. Act on Consent Agenda Tab 9
 - a) Resolution to Approve the Regular Meeting Minutes of Oct. 15, 2015 (Herman Stockinger) Page 1

b) Resolution to create Division of Human Resources (Kevin Furman)
..... Page 12

c) Approval of FY 2016-17 Annual Budget (Maria Sobota)Page 16

10:55 a.m. 9. Discuss and Act on New SIB Rate (Maria Sobota)..... Tab 10

11:00 a.m. 10. Discuss and Act on the 5th Budget Supplement of FY 2016 (Maria Sobota)..... Tab 11

11:05 a.m. 11. Discuss and Act on purchasing 3 new Bustang Buses (Mark Imhoff)
..... Tab 12

11:10 a.m. 12. I-70 East / Central 70 Quarterly Update (Tony DeVito)Tab 13

11:15 a.m. 13. Other Matters

11:20 a.m. 14. Adjournment

.....
The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Estimated Start Time: 11:25 a.m.

BRIDGE ENTERPRISE BOARD OF DIRECTORSTab 14

11:25 a.m. 1. Call to Order and Roll Call

2. Audience Participation

- Subject Limit: 10 minutes; Time Limit: 3 minutes

3. Act on Consent Agenda

a) Resolution to Approve Regular Minutes from Oct. 15, 2015
(Herman Stockinger)

4. Q4 FY 2015 BE Program Financial Update (Maria Sobota)

5 Discuss and Act on the 4th Bridge Enterprise Budget Supplement of FY2016 (Maria Sobota)

6. Monthly Progress Report (Scott McDaniel)

7. Adjournment

.....
11:40 a.m. Tour of Region 4 Building

12:40 p.m. Bustang departs for Headquarters

2:00 p.m. Bustang Arrives at Headquarters



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: KYLE LESTER, DIRECTOR OF THE DIVISION OF HIGHWAY MAINTENANCE
DATE: NOVEMBER 18, 2015
SUBJECT: MAINTENANCE LEVELS OF SERVICE BUDGET SETTING FOR FISCAL YEAR 2016-17

Purpose

This memorandum provides information to the Transportation Commission (TC) on the work being done by the Division of Highway Maintenance to use a new enhanced-based budget setting process for Fiscal Year (FY) 2016-17. An in-depth overview on the entire process and the outcomes are provided in the attached presentation.

Action

No action is required and the purpose of the memo is informational only.

Background & Details

As part of the larger Maintenance Optimization project, the Division of Highway Maintenance has implemented an enhanced budget modeling process for FY 2016-17. On October 16, 2015 a budget workshop was held that brought together Regional Transportation Directors (RTDs), Maintenance Superintendents, Traffic Engineers and various Division Directors to come to a consensus on a projected budget for each of the nine Maintenance Program Areas.

This enhanced budget process used various inputs, including the annual Maintenance Level of Service (MLOS) survey scorecard data, asset inventory information and target level of service by section, region and state, in order to create section level budgets that are rolled up to the state level for submission of a single budget request to the TC.

Key Benefits

The new budget setting process offers many benefits including:

- Aligns the Division of Highway Maintenance with the performance-based requirements under Moving Ahead for Progress in the 21st Century (MAP-21)
- Allows limited resources to be used more effectively and the performance of CDOT assets to maximized
- Improves communication regarding annual budget need across the entire Division
- Shifts the focus to outcomes and accomplishments, while more effectively communicating maintenance needs to decision makers

Options and Recommendations

N/A

Next Steps

N/A

Attachment A: Division of Highway Maintenance: Optimization Analysis



Division of Highway Maintenance Optimization Analysis

TRANSPORTATION COMMISSION MEETING

NOVEMBER 18, 2015



D Y E M A N A G E M E N T G R O U P , I N C .

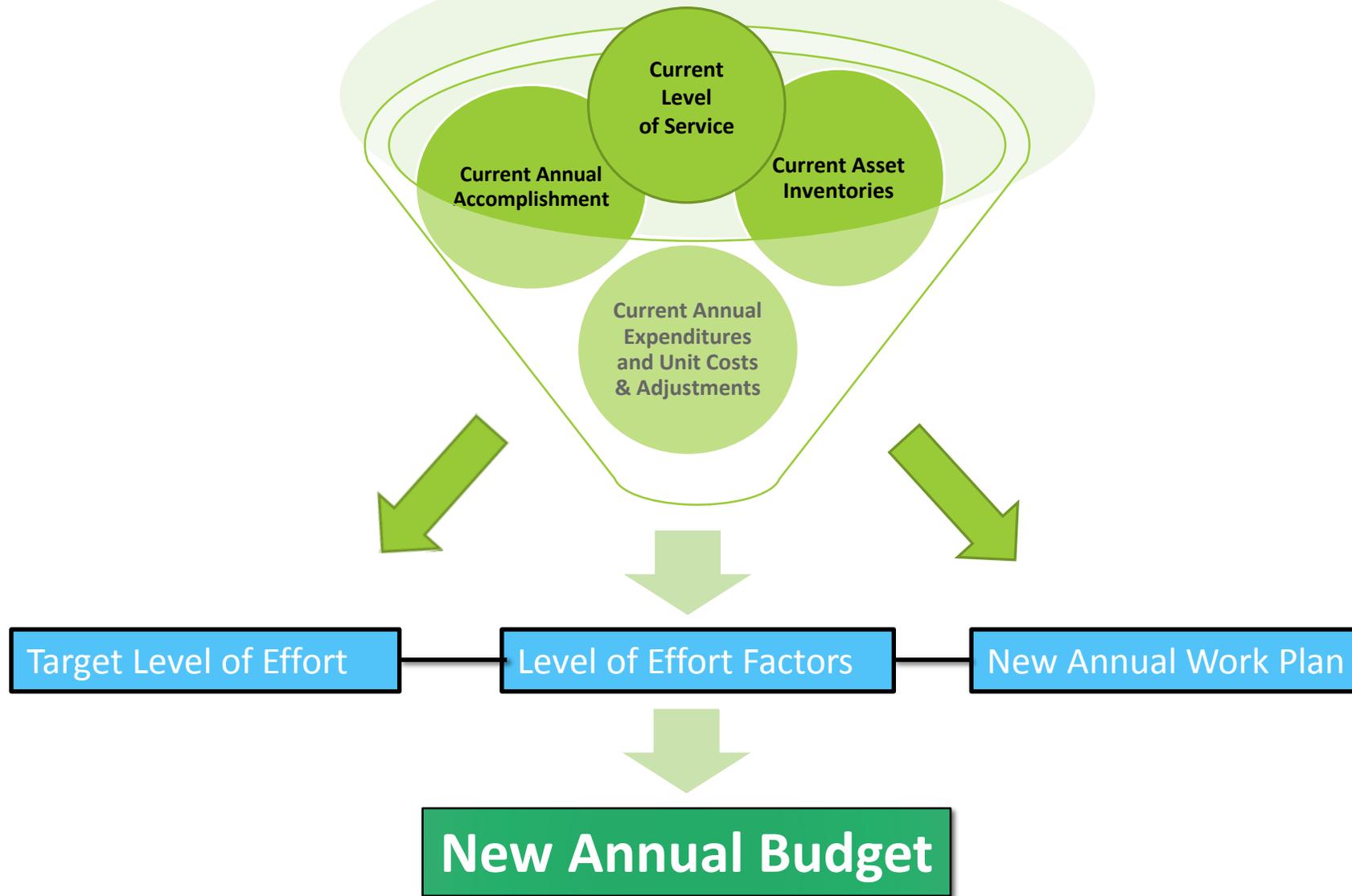
Agenda

- October 16 Budget Workshop Review
- “Bottom Up” Budget Process
- LOS Target Setting Exercise
- Year-to-Year LOS Trend Analysis
- LOS Target Scenarios
- Questions

October 16 Budget Workshop

- RTDs, Maintenance Superintendents, Traffic Engineers, and key division directors participated
- Goals of the workshop were:
 - Introduce “bottom up” budgeting process
 - Collaboratively set asset level of service (LOS) performance targets
 - Review funding requirements to achieve target LOS
 - Develop recommendations for Transportation Commission to review

Elements of LOS-Based Funding



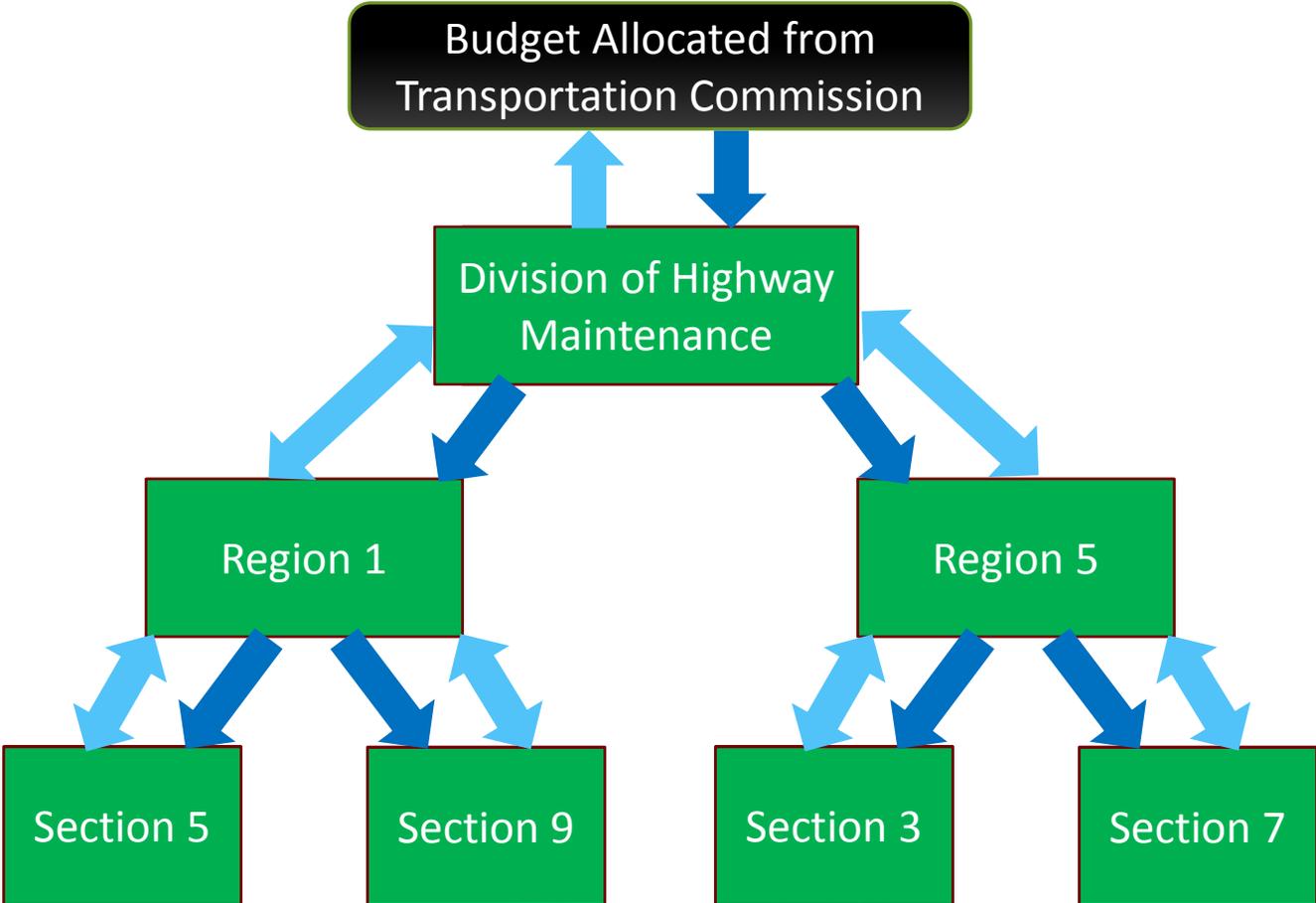
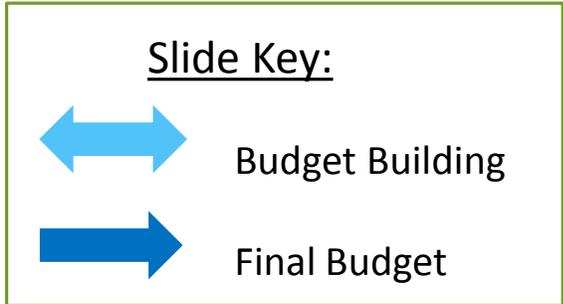
Performance-Based Budget Model

- Spreadsheet-based budget modeling tool.
- Performance-driven. LOS targets set by asset.
- Region/Section funding allocations
 - Based on inventory and priorities; Target levels of service; Funding allocated to achieve targets
- Aligns with MAP-21 performance-based requirements
- “What-if” analysis
- Transparent process
- Emphasize high priority or high visibility assets (e.g., striping, culverts)
- Annual maintenance lifecycle
 - Evaluate results, improved accountability

“Bottom Up” Budget Process

- Budget process begins at Section level
 - Budget development begins at the section level where the work will be performed
- Input
 - Annual MLOS Survey
 - Accomplishment data
 - Asset inventory
 - Desired target LOS (Section, Region, State)
- Output
 - Section budgets are rolled up to state level and aggregated into a single budget request
 - Budget approval process occurs and recommended budget is presented to Commission
 - HQ provides actual budgets to sections based on what was approved
- Iterative process
 - Set LOS targets
 - Evaluate resulting budget
 - Revise as needed

Budget



Benefits

- Aligns with MAP-21 performance-based requirements
- Leverages CDOT/MLOS cost and accomplishment data
- Helps prioritize maintenance backlog; shows current performance; identifies performance goals; quantifies what it will take to achieve targets
- Optimizes use of resources
- Shifts focus of field managers from dollars spent to outcomes and accomplishments
- Enhances department accountability; plan versus actual
- Effectively communicates maintenance needs to decision-makers and the public; quantifies performance impact if budget request not met

LOS-Based Budgeting, Percent of Total



- 6 of 9 MPA's included in the Budget Model that are performance-based and have sound performance data.
 - 150-Roadway Surface
 - 200-Roadside Facilities
 - 250-Roadside Appearance
 - 300-Traffic Services
 - 350-Structure Maintenance
 - 450-Buildings and Equipment
- 3 of the 9 MPA's do not have sound performance-based targets for this model
 - 100-Planning and Training
 - 400-Snow and Ice Removal
 - 500-Tunnels

LOS Target Setting Results – 300 MPA



2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)								
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total			
300 - Traffic Services	Traffic Signs	B+	B+	2018	1	302	Single Post Signs - Install Mtce Replace	2,473,308	853,564	1,300,914	5,965	\$ 4,633,751			
						303	Multi Post Signs - Install Mtce Replace	526,925	232,434	389,083	1,284,050	\$ 2,432,493			
								\$ 3,000,233	\$ 1,085,998	\$ 1,689,997	\$ 1,290,015	\$ 7,066,244			
	Delineators, Mile Markers	A	B+	2018	1	304	Delineator Post Install Mtce & Replace	2,330,534	747,779	710,425	836	\$ 3,789,574			
													\$ 2,330,534	\$ 747,779	\$ 710,425
	Metal Guardrail	A-	B+	2018	1	306	Metal Guard Rail Mtce Install Straighten	1,421,167	469,439	951,999	96,658	\$ 2,939,263			
													\$ 1,421,167	\$ 469,439	\$ 951,999
	Concrete Guardrail	A-	B+	2018	1	307	Concrete Rail Mtce & Installation	56,109	32,317	40,883	65	\$ 129,374			
													\$ 56,109	\$ 32,317	\$ 40,883
	Cable Guardrail	A-	B+	2018	1	305	Cable Rail Mtce Install & Repair	424,824	110,808	678,899	-	\$ 1,214,531			
													\$ 424,824	\$ 110,808	\$ 678,899
	Striping	D	C	2020	3	308	Pavement Striping - Machine	2,226,023	1,714,503	14,304,588	9,375,425	\$ 27,620,540			
													\$ 2,226,023	\$ 1,714,503	\$ 14,304,588
	Markings	D-	C	2018	1	310	Pavement Marking/Removal - Hand Machine	598,120	309,815	1,402,237	4,975,982	\$ 7,286,153			
													\$ 598,120	\$ 309,815	\$ 1,402,237
	Lighting	A+	C	2018	1	312	Roadway & Sign Lighting	636,581	359,569	1,360,141	10,035	\$ 2,366,326			
													\$ 636,581	\$ 359,569	\$ 1,360,141
Traffic Signals	A-	C+	2018	1	314	Traffic Signal Mtce & Repair	881,836	626,974	2,659,984	918,773	\$ 5,087,567				
					326	Traffic Signal Interconnect Systems	167,708	73,568	1,451,364	-	\$ 1,692,640				
											\$ 1,049,544	\$ 700,542	\$ 4,111,348	\$ 918,773	\$ 6,780,207
Energy Attenuators	A	A	2018	1	316	Energy Attenuator Mtce	198,384	66,360	906,946	-	\$ 1,171,690				
												\$ 198,384	\$ 66,360	\$ 906,946	\$ -
Electrical Systems, Wires	A	B	2018	1	320	Electrical Wiring - Refurb & Mtce	600,165	153,424	143,037	-	\$ 896,625				
												\$ 600,165	\$ 153,424	\$ 143,037	\$ -
ITS Equipment	A	B	2018	1	321	Intelligent Transport Systems	75,823	8,765	22,652	-	\$ 107,239				
												\$ 75,823	\$ 8,765	\$ 22,652	\$ -
	MPA 300 Summary	C+	C+					\$ 12,617,508	\$ 5,759,320	\$ 26,323,152	\$ 16,667,787	\$ 61,367,766			

Striping Example

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
	Striping	D	C	2020	3	308	Pavement Striping - Machine	2,226,023	1,714,503	14,304,588	9,375,425	\$ 27,620,540
								\$ 2,226,023	\$ 1,714,503	\$ 14,304,588	\$ 9,375,425	\$ 27,620,540

3 Year Target

LOS Target	Labor	Equipment	Materials	Other	Total
C-	\$2,017,634	\$1,586,704	\$13,397,427	\$8,794,257	\$25,796,022
C	\$2,226,023	\$1,714,503	\$14,304,588	\$9,375,425	\$27,620,540
C+	\$2,434,413	\$1,842,302	\$15,211,750	\$9,956,593	\$29,445,058
B-	\$2,642,802	\$1,970,101	\$16,118,912	\$10,537,761	\$31,269,576

1 Year Target

LOS Target	Labor	Equipment	Materials	Other	Total
C-	\$2,968,172	\$2,141,155	\$17,725,403	\$12,131,536	\$34,966,266
C	\$3,593,340	\$2,524,551	\$20,446,888	\$13,875,041	\$40,439,820
C+	\$4,218,509	\$2,907,948	\$23,168,373	\$15,618,545	\$45,913,375
B-	\$4,843,677	\$3,291,345	\$25,889,858	\$17,362,050	\$51,386,930

Statewide Budget by MPA Group

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET		Annual Budget (For LOS-Rated Assets Only)				
Asset Group	Asset Feature	Current LOS	Target LOS	Labor	Equipment	Materials	Other	Total
	MPA 150 Summary	B+	B+	\$ 15,137,090	\$ 7,570,312	\$ 19,921,390	\$ 627,925	\$ 43,256,716
	MPA 200 Summary	B+	A-	\$ 19,364,486	\$ 8,637,460	\$ 2,278,057	\$ 534,796	\$ 30,814,799
	MPA 250 Summary	B	B	\$ 5,598,461	\$ 2,231,609	\$ 1,121,721	\$ 230,860	\$ 9,182,651
	MPA 300 Summary	C+	C+	\$ 12,617,508	\$ 5,759,320	\$ 26,323,152	\$ 16,667,787	\$ 61,367,766
	MPA 350 Summary	C+	C+	\$ 4,491,829	\$ 1,430,606	\$ 2,299,647	\$ 15,309	\$ 8,237,391
	MPA 450 Summary	B-	B-	\$ 10,605,242	\$ 1,295,404	\$ 5,435,535	\$ 235,080	\$ 17,571,262
				\$67,814,615	\$26,924,709	\$57,379,503	\$18,311,758	\$170,430,585

Statewide Maintenance Budget

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET		Annual Budget (For LOS-Rated Assets Only)				
Asset Group	Asset Feature	Current LOS	Target LOS	Labor	Equipment	Materials	Other	Total
	MPA 150 Summary	B+	B	\$ 11,105,355	\$ 5,517,295	\$ 14,442,221	\$ 536,254	\$ 31,601,126
	MPA 200 Summary	B+	B+	\$ 15,196,860	\$ 6,437,774	\$ 1,887,022	\$ 529,010	\$ 24,050,667
	MPA 250 Summary	B	B	\$ 5,553,728	\$ 2,206,418	\$ 1,095,896	\$ 229,047	\$ 9,085,089
	MPA 300 Summary	C+	C+	\$ 12,717,299	\$ 5,715,501	\$ 25,532,831	\$ 15,870,390	\$ 59,836,020
	MPA 350 Summary	C+	C+	\$ 3,261,951	\$ 1,082,532	\$ 2,198,082	\$ 16,417	\$ 6,558,983
	MPA 450 Summary	B-	B-	\$ 10,560,590	\$ 1,287,637	\$ 5,446,179	\$ 234,995	\$ 17,529,402
				\$58,395,783	\$22,247,157	\$50,602,231	\$17,416,114	\$ 148,661,286

Results of LOS Target Setting

Colorado DOT	
Statewide Maintenance Budget - FY2017	
LOS-Based Activities	\$148,661,286
Non-LOS-Based Activities	\$109,793,485
Total	\$258,454,771

- CDOT: **\$148,661,286** of **\$258,454,771** is LOS-based. 58 percent.
- Arizona DOT = 41 percent LOS-based
- Nevada DOT = 52 percent LOS-based

FY17 Projected Budget



100 - Planning, Training & Scheduling	C-	\$15,584,857
150 - Roadway Surface	C+	\$39,207,301
200 - Roadside Facilities	C	\$22,031,593
250 - Roadside Appearance	C	\$8,582,670
300 - Traffic Services	C-	\$66,254,514
350 - Structure Maintenance	C	\$12,206,661
400 - Snow and Ice Control	B	\$76,064,129
450 - Rest Areas, Buildings and Ground	C-	\$15,487,037
500 - Tunnel Maintenance	C+	\$7,181,237
Overall	C+	\$262,600,000



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Transportation



Questions?

LOS Target Setting Results – 150 MPA



2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
150 - Roadway Surface	Asphalt Surface Defects	B	B-	2018	1	152	Flex Pave Patch / Minor Repairs	3,490,553	1,139,806	987,670	141,624	\$ 5,759,653
								\$ 3,490,553	\$ 1,139,806	\$ 987,670	\$ 141,624	\$ 5,759,653
	Asphalt Ruts > 1.5"	B+	B+	2018	1	154	Machine Patch Overlay & Leveling	3,919,099	2,995,325	14,958,346	4,237	\$ 21,877,007
						158	Rotomilling Flexible Pavement	358,374	237,334	9,405	23,393	\$ 628,506
								\$ 4,277,473	\$ 3,232,659	\$ 14,967,751	\$ 27,630	\$ 22,505,513
	Asphalt Cracks & Joints	B+	B+	2018	1	156	Hand Crack Sealing Flex Pave	3,489,980	1,337,791	1,431,411	271,885	\$ 6,531,067
								\$ 3,489,980	\$ 1,337,791	\$ 1,431,411	\$ 271,885	\$ 6,531,067
	Pavement Surface Raveling	B	B-	2018	1	160	Seal Coating - Chip Seal Squeegee	569,942	265,563	2,316,624	186,225	\$ 3,338,354
								\$ 569,942	\$ 265,563	\$ 2,316,624	\$ 186,225	\$ 3,338,354
	Asphalt Surface Oxidation	B	B-	2018	1	161	Fog Seal	15,582	3,093	25,500	-	\$ 44,175
								\$ 15,582	\$ 3,093	\$ 25,500	\$ -	\$ 44,175
	Severe Alligator Cracking	A+	B-	2018	1	164	Base Stabilization & Repair	-	-	-	-	\$ -
								\$ -	\$ -	\$ -	\$ -	\$ -
	Concrete Surface Defects	B	C+	2018	1	153	Rigid Pave Patch / Minor Repairs	16,168	5,857	33,274	-	\$ 55,299
							\$ 16,168	\$ 5,857	\$ 33,274	\$ -	\$ 55,299	
Concrete Ruts > 1.5"	B+	C+	2018	1	154	Machine Patch Overlay & Leveling	28,677	27,413	95,198	55	\$ 151,342	
					159	Rotomilling Rigid Pavement	7,754	2,661	-	-	\$ 10,415	
							\$ 36,431	\$ 30,074	\$ 95,198	\$ 55	\$ 161,757	
Concrete Cracks & Joints	B+	B-	2018	1	157	Hand Crack Sealing Rigid Pave	-	-	-	-	\$ -	
							\$ -	\$ -	\$ -	\$ -	\$ -	
Shoulder Drop-Off >1.5"	B	B-	2018	1	162	Blading Unpaved Surface & Shoulder	471,725	304,970	15,754	-	\$ 792,450	
							\$ 471,725	\$ 304,970	\$ 15,754	\$ -	\$ 792,450	
Shoulder Drop-Off >2.5"	A-	B+	2018	1	163	Building Restoring Unpaved Surface & Shldr	2,769,236	1,250,498	48,208	506	\$ 4,068,448	
							\$ 2,769,236	\$ 1,250,498	\$ 48,208	\$ 506	\$ 4,068,448	
MPA 150 Summary	B+	B+						\$ 15,137,090	\$ 7,570,312	\$ 19,921,390	\$ 627,925	\$ 43,256,716

Asphalt Ruts > 1.5" Example

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
	Asphalt Ruts > 1.5"	B+	B+	2018	1	154	Machine Patch Overlay & Leveling	3,919,099	2,995,325	14,958,346	4,237	\$ 21,877,007
158						Rotomilling Flexible Pavement	358,374	237,334	9,405	23,393	\$ 628,506	
							\$ 4,277,473	\$ 3,232,659	\$ 14,967,751	\$ 27,630	\$ 22,505,513	

LOS Target	Labor	Equipment	Materials	Other	Total
B+	\$4,277,473	\$3,232,659	\$14,967,751	\$27,630	\$22,505,513
A-	\$10,126,793	\$7,500,953	\$34,649,588	\$44,464	\$52,321,798
A	\$13,697,413	\$10,073,564	\$46,823,796	\$54,332	\$70,649,105

LOS Target Setting Results – 200 MPA



2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
200 - Roadside Facilities	Drainage Inlets & Structures	A-	A-	2018	1	202	Drain Structure Clean Repair Replace	2,708,184	914,360	441,275	47,816	\$ 4,111,635
						203	Clean Drain Struct - Dirt Removal	295,337	167,310	7,194	-	\$ 469,841
								\$ 3,003,521	\$ 1,081,669	\$ 448,470	\$ 47,816	\$ 4,581,475
	Drainage Ditches	A-	A-	2018	1	206	Maint Ditches & Streambeds	2,001,475	1,163,265	91,005	189	\$ 3,255,934
								\$ 2,001,475	\$ 1,163,265	\$ 91,005	\$ 189	\$ 3,255,934
	Slope Failures	A-	A-	2018	1	210	Slope Repair	5,669,673	3,129,702	857,862	-	\$ 9,657,237
								\$ 5,669,673	\$ 3,129,702	\$ 857,862	\$ -	\$ 9,657,237
	Fencing	B	B	2018	1	216	Fence Gate Cattleguard Clean & Mtce	1,894,031	459,199	383,165	280	\$ 2,736,676
							\$ 1,894,031	\$ 459,199	\$ 383,165	\$ 280	\$ 2,736,676	
Sound Barriers	B+	B+	2018	1	217	Sound Barrier Maintenance	171,145	16,018	32,040	90,226	\$ 309,429	
							\$ 171,145	\$ 16,018	\$ 32,040	\$ 90,226	\$ 309,429	
Roadside Litter, Debris	B-	B+	2018	1	218	Litter Barrel & Trash Cleanup	4,619,411	1,507,220	353,168	392,292	\$ 6,872,090	
							\$ 4,619,411	\$ 1,507,220	\$ 353,168	\$ 392,292	\$ 6,872,090	
Roadway Debris	A-	A-	2018	1	220	Sweeping - Machine	1,645,898	1,101,925	109,623	3,993	\$ 2,861,439	
					221	Sweeping - Machine Dirt Removal	186,292	162,147	1,668	-	\$ 350,107	
							\$ 1,832,189	\$ 1,264,072	\$ 111,291	\$ 3,993	\$ 3,211,546	
Shoulder with Sand	A-	B+	2018	1	222	Sweeping - Hand	173,042	16,314	1,057	-	\$ 190,413	
							\$ 173,042	\$ 16,314	\$ 1,057	\$ -	\$ 190,413	
MPA 200 Summary		B+	A-					\$ 19,364,486	\$ 8,637,460	\$ 2,278,057	\$ 534,796	\$ 30,814,799

Fencing Example

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
	Fencing	B	B	2018	1	216	Fence Gate Cattleguard Clean & Mtce	1,894,031	459,199	383,165	280	\$ 2,736,676
								\$ 1,894,031	\$ 459,199	\$ 383,165	\$ 280	\$ 2,736,676

LOS Target	Labor	Equipment	Materials	Other	Total
B-	\$1,277,132	\$312,996	\$241,199	\$103	\$1,831,430
B	\$1,894,031	\$459,199	\$383,165	\$280	\$2,736,676
B+	\$2,510,930	\$605,403	\$525,131	\$456	\$3,641,921
A-	\$2,853,652	\$686,627	\$604,002	\$555	\$4,144,835

LOS Target Setting Results – 250 MPA



2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)						
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total	
250 - Roadside Appearance	Grass Mowing	B-	B	2018	1	252	Veg Control - Dry Land	2,348,128	1,378,165	106,715	-	\$ 3,833,008	
						253	Veg Control - Bluegrass	86,069	40,568	8,890	-	\$ 135,527	
						254	Veg Control - Hand Mow Weed Chem	1,720,135	431,626	291,578	126,719	\$ 2,570,058	
								\$ 4,154,331	\$ 1,850,359	\$ 407,184	\$ 126,719	\$ 6,538,593	
	Noxious Weeds	A-	A-	2018	1	256	Veg Control - Herbicide Pesticide	776,823	254,393	677,363	103,893	\$ 1,812,472	
												\$ 776,823	\$ 254,393
	Landscaping Appearance	B	C-	2018	1	258	Veg Control - Irrigation	235,024	36,235	21,680	-	\$ 292,939	
						260	Tree Planting Removal Trimming	432,283	90,621	15,495	248	\$ 538,647	
									\$ 667,307	\$ 126,857	\$ 37,175	\$ 248	\$ 831,586
	MPA 250 Summary	B	B						\$ 5,598,461	\$ 2,231,609	\$ 1,121,721	\$ 230,860	\$ 9,182,651

Mowing Example

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
	Grass Mowing	B-	B	2018	1	253	Veg Control - Bluegrass	86,069	40,568	8,890	-	\$ 135,527
254						Veg Control - Hand Mow Weed Chem	1,720,135	431,626	291,578	126,719	\$ 2,570,058	
							\$ 4,154,331	\$ 1,850,359	\$ 407,184	\$ 126,719	\$ 6,538,593	

LOS Target	Labor	Equipment	Materials	Other	Total
B-	\$4,071,773	\$1,808,337	\$395,675	\$125,400	\$6,401,184
B	\$4,154,331	\$1,850,359	\$407,184	\$126,719	\$6,538,593
B+	\$4,236,889	\$1,892,382	\$418,692	\$128,039	\$6,676,002
A-	\$4,319,447	\$1,934,404	\$430,200	\$129,359	\$6,813,410

LOS Target Setting Results – 300 MPA



2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
300 - Traffic Services	Traffic Signs	B+	B+	2018	1	302	Single Post Signs - Install Mtce Replace	2,473,308	853,564	1,300,914	5,965	\$ 4,633,751
						303	Multi Post Signs - Install Mtce Replace	526,925	232,434	389,083	1,284,050	\$ 2,432,493
								\$ 3,000,233	\$ 1,085,998	\$ 1,689,997	\$ 1,290,015	\$ 7,066,244
	Delineators, Mile Markers	A	B+	2018	1	304	Delineator Post Install Mtce & Replace	2,330,534	747,779	710,425	836	\$ 3,789,574
								\$ 2,330,534	\$ 747,779	\$ 710,425	\$ 836	\$ 3,789,574
	Metal Guardrail	A-	B+	2018	1	306	Metal Guard Rail Mtce Install Straighten	1,421,167	469,439	951,999	96,658	\$ 2,939,263
								\$ 1,421,167	\$ 469,439	\$ 951,999	\$ 96,658	\$ 2,939,263
	Concrete Guardrail	A-	B+	2018	1	307	Concrete Rail Mtce & Installation	56,109	32,317	40,883	65	\$ 129,374
								\$ 56,109	\$ 32,317	\$ 40,883	\$ 65	\$ 129,374
	Cable Guardrail	A-	B+	2018	1	305	Cable Rail Mtce Install & Repair	424,824	110,808	678,899	-	\$ 1,214,531
								\$ 424,824	\$ 110,808	\$ 678,899	\$ -	\$ 1,214,531
	Striping	D	C	2020	3	308	Pavement Striping - Machine	2,226,023	1,714,503	14,304,588	9,375,425	\$ 27,620,540
								\$ 2,226,023	\$ 1,714,503	\$ 14,304,588	\$ 9,375,425	\$ 27,620,540
	Markings	D-	C	2018	1	310	Pavement Marking/Removal - Hand Machine	598,120	309,815	1,402,237	4,975,982	\$ 7,286,153
								\$ 598,120	\$ 309,815	\$ 1,402,237	\$ 4,975,982	\$ 7,286,153
	Lighting	A+	C	2018	1	312	Roadway & Sign Lighting	636,581	359,569	1,360,141	10,035	\$ 2,366,326
								\$ 636,581	\$ 359,569	\$ 1,360,141	\$ 10,035	\$ 2,366,326
Traffic Signals	A-	C+	2018	1	314	Traffic Signal Mtce & Repair	881,836	626,974	2,659,984	918,773	\$ 5,087,567	
					326	Traffic Signal Interconnect Systems	167,708	73,568	1,451,364	-	\$ 1,692,640	
							\$ 1,049,544	\$ 700,542	\$ 4,111,348	\$ 918,773	\$ 6,780,207	
Energy Attenuators	A	A	2018	1	316	Energy Attenuator Mtce	198,384	66,360	906,946	-	\$ 1,171,690	
							\$ 198,384	\$ 66,360	\$ 906,946	\$ -	\$ 1,171,690	
Electrical Systems, Wires	A	B	2018	1	320	Electrical Wiring - Refurb & Mtce	600,165	153,424	143,037	-	\$ 896,625	
							\$ 600,165	\$ 153,424	\$ 143,037	\$ -	\$ 896,625	
ITS Equipment	A	B	2018	1	321	Intelligent Transport Systems	75,823	8,765	22,652	-	\$ 107,239	
							\$ 75,823	\$ 8,765	\$ 22,652	\$ -	\$ 107,239	
MPA 300 Summary		C+	C+				\$ 12,617,508	\$ 5,759,320	\$ 26,323,152	\$ 16,667,787	\$ 61,367,766	

Striping Example

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
	Striping	D	C	2020	3	308	Pavement Striping - Machine	2,226,023	1,714,503	14,304,588	9,375,425	\$ 27,620,540
								\$ 2,226,023	\$ 1,714,503	\$ 14,304,588	\$ 9,375,425	\$ 27,620,540

3 Year Target

LOS Target	Labor	Equipment	Materials	Other	Total
C-	\$2,017,634	\$1,586,704	\$13,397,427	\$8,794,257	\$25,796,022
C	\$2,226,023	\$1,714,503	\$14,304,588	\$9,375,425	\$27,620,540
C+	\$2,434,413	\$1,842,302	\$15,211,750	\$9,956,593	\$29,445,058
B-	\$2,642,802	\$1,970,101	\$16,118,912	\$10,537,761	\$31,269,576

1 Year Target

LOS Target	Labor	Equipment	Materials	Other	Total
C-	\$2,968,172	\$2,141,155	\$17,725,403	\$12,131,536	\$34,966,266
C	\$3,593,340	\$2,524,551	\$20,446,888	\$13,875,041	\$40,439,820
C+	\$4,218,509	\$2,907,948	\$23,168,373	\$15,618,545	\$45,913,375
B-	\$4,843,677	\$3,291,345	\$25,889,858	\$17,362,050	\$51,386,930

LOS Target Setting Results – 350 MPA



2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
350 - Structure Maintenance	Bridge Cleaning	C+	B	2018	1	352	Bridge / Structure Cleaning	781,691	302,081	17,739	-	\$ 1,101,511
								\$ 781,691	\$ 302,081	\$ 17,739	\$ -	\$ 1,101,511
	Bridge Decks	C-	C	2018	1	353	Bridge Deck Repair	830,921	276,423	545,241	-	\$ 1,652,585
						360	Rotomilling Flex Bridge Deck	166,505	98,796	7,530	-	\$ 272,831
						361	Rotomilling Rigid Bridge Deck	-	-	-	-	\$ -
						362	Crack & Joint Sealing Rigid Bridge Deck	8,195	2,261	1,136	-	\$ 11,593
						363	Crack Sealing Flex Bridge Deck	24,748	9,347	7,591	-	\$ 41,685
								\$ 1,030,369	\$ 386,828	\$ 561,498	\$ -	\$ 1,978,695
	Bridge Superstructure	B	C	2018	1	354	Bridge Superstructure Mtce	123,743	52,776	184,675	-	\$ 361,194
								\$ 123,743	\$ 52,776	\$ 184,675	\$ -	\$ 361,194
	Bridge Painting	C-	B	2018	1	355	Bridge / Structure Painting	40,740	5,820	15,527	-	\$ 62,087
								\$ 40,740	\$ 5,820	\$ 15,527	\$ -	\$ 62,087
	Bridge Curbs, Railings	B+	B+	2018	1	356	Bridge Curb Wheel Guard Railing Repair	596,794	131,298	262,964	7,462	\$ 998,518
							\$ 596,794	\$ 131,298	\$ 262,964	\$ 7,462	\$ 998,518	
Bridge Bearings	F	C-	2018	1	357	Bridge Structure Bearing Mtce & Repair	720,345	74,718	37,861	-	\$ 832,924	
							\$ 720,345	\$ 74,718	\$ 37,861	\$ -	\$ 832,924	
Bridge Substructure	B	C	2018	1	358	Bridge Substructure Mtce & Repair	3,251	536	13,382	103	\$ 17,272	
							\$ 3,251	\$ 536	\$ 13,382	\$ 103	\$ 17,272	
Bridge Approaches, Slopes	B-	B-	2018	1	359	Approach Slab & Slope Protect Mtce & Repair	897,495	385,134	1,062,020	7,745	\$ 2,352,394	
							\$ 897,495	\$ 385,134	\$ 1,062,020	\$ 7,745	\$ 2,352,394	
Bridge Deck Expansion Joints	C+	C+	2018	1	364	Deck Expansion Device Mtce & Repair	297,402	91,414	143,981	-	\$ 532,797	
							\$ 297,402	\$ 91,414	\$ 143,981	\$ -	\$ 532,797	
	MPA 350 Summary	C+	C+					\$ 4,491,829	\$ 1,430,606	\$ 2,299,647	\$ 15,309	\$ 8,237,391

Bridge Cleaning Example

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
	Bridge Cleaning	C+	B	2018	1	352	Bridge / Structure Cleaning	781,691	302,081	17,739	-	\$ 1,101,511
								\$ 781,691	\$ 302,081	\$ 17,739	\$ -	\$ 1,101,511

LOS Target	Labor	Equipment	Materials	Other	Total
B-	\$716,673	\$282,081	\$17,109		\$1,015,862
B	\$781,691	\$302,081	\$17,739		\$1,101,511
B+	\$846,710	\$322,081	\$18,369		\$1,187,160
A-	\$911,728	\$342,082	\$18,999		\$1,272,809

LOS Target Setting Results – 450 MPA



2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
450 - Equip, Buildings & Grounds	Minor Equip. Maintenance	C+	C+	2018	1	458	Equipment Mtce by Field Personnel	3,126,302	275,187	2,384,020	5,521	\$ 5,791,029
								\$ 3,126,302	\$ 275,187	\$ 2,384,020	\$ 5,521	\$ 5,791,029
	Buildings & Grounds	B-	B-	2018	1	460	Building & Grounds	6,194,891	634,120	2,008,143	6,714	\$ 8,843,868
								\$ 6,194,891	\$ 634,120	\$ 2,008,143	\$ 6,714	\$ 8,843,868
	Rest Areas	B	B	2018	1	461	Rest Area Buildings & Misc Structures	1,284,050	386,097	1,043,373	222,845	\$ 2,936,364
								\$ 1,284,050	\$ 386,097	\$ 1,043,373	\$ 222,845	\$ 2,936,364
	MPA 450 Summary	B-	B-					\$ 10,605,242	\$ 1,295,404	\$ 5,435,535	\$ 235,080	\$ 17,571,262

Buildings & Grounds Example

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET					Annual Budget (For LOS-Rated Assets Only)					
Asset Group	Asset Feature	Current LOS	Target LOS	Target FY	Yrs to Target	Activity	Description	Labor	Equipment	Materials	Other	Total
	Buildings & Grounds	B-	B-	2018	1	460	Building & Grounds	6,194,891	634,120	2,008,143	6,714	\$ 8,843,868
								\$ 6,194,891	\$ 634,120	\$ 2,008,143	\$ 6,714	\$ 8,843,868

LOS Target	Labor	Equipment	Materials	Other	Total
C+	\$5,990,122	\$613,253	\$1,940,647	\$6,494	\$8,550,516
B-	\$6,194,891	\$634,120	\$2,008,143	\$6,714	\$8,843,868
B	\$6,399,659	\$654,988	\$2,075,639	\$6,935	\$9,137,221
B+	\$6,604,428	\$675,855	\$2,143,135	\$7,155	\$9,430,573

Statewide Budget by MPA Group



2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET		Annual Budget (For LOS-Rated Assets Only)				
Asset Group	Asset Feature	Current LOS	Target LOS	Labor	Equipment	Materials	Other	Total
	MPA 150 Summary	B+	B+	\$ 15,137,090	\$ 7,570,312	\$ 19,921,390	\$ 627,925	\$ 43,256,716
	MPA 200 Summary	B+	A-	\$ 19,364,486	\$ 8,637,460	\$ 2,278,057	\$ 534,796	\$ 30,814,799
	MPA 250 Summary	B	B	\$ 5,598,461	\$ 2,231,609	\$ 1,121,721	\$ 230,860	\$ 9,182,651
	MPA 300 Summary	C+	C+	\$ 12,617,508	\$ 5,759,320	\$ 26,323,152	\$ 16,667,787	\$ 61,367,766
	MPA 350 Summary	C+	C+	\$ 4,491,829	\$ 1,430,606	\$ 2,299,647	\$ 15,309	\$ 8,237,391
	MPA 450 Summary	B-	B-	\$ 10,605,242	\$ 1,295,404	\$ 5,435,535	\$ 235,080	\$ 17,571,262
				\$67,814,615	\$26,924,709	\$57,379,503	\$18,311,758	\$170,430,585

Statewide Maintenance Budget

2017	Statewide	MAINTENANCE WORK PROGRAM AND BUDGET		Annual Budget (For LOS-Rated Assets Only)				
Asset Group	Asset Feature	Current LOS	Target LOS	Labor	Equipment	Materials	Other	Total
	MPA 150 Summary	B+	B	\$ 11,105,355	\$ 5,517,295	\$ 14,442,221	\$ 536,254	\$ 31,601,126
	MPA 200 Summary	B+	B+	\$ 15,196,860	\$ 6,437,774	\$ 1,887,022	\$ 529,010	\$ 24,050,667
	MPA 250 Summary	B	B	\$ 5,553,728	\$ 2,206,418	\$ 1,095,896	\$ 229,047	\$ 9,085,089
	MPA 300 Summary	C+	C+	\$ 12,717,299	\$ 5,715,501	\$ 25,532,831	\$ 15,870,390	\$ 59,836,020
	MPA 350 Summary	C+	C+	\$ 3,261,951	\$ 1,082,532	\$ 2,198,082	\$ 16,417	\$ 6,558,983
	MPA 450 Summary	B-	B-	\$ 10,560,590	\$ 1,287,637	\$ 5,446,179	\$ 234,995	\$ 17,529,402
				\$58,395,783	\$22,247,157	\$50,602,231	\$17,416,114	\$ 148,661,286



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: NOVEMBER 18, 2015
SUBJECT: FY 2014-15 REVENUE RECONCILIATION AND FY 2015-16 TRANSPORTATION
COMMISSION CONTINGENCY RESERVE FUND (TCCRF) RECONCILIATION

Purpose

This memorandum summarizes the final Fiscal Year (FY) 2014-15 unaudited revenue reconciliation and Transportation Commission Contingency Reserve Fund (TCCRF) surplus balance reconciliation.

Action

The Division of Accounting and Finance (DAF) is asking the Transportation Commission (TC) to review the FY 2014-15 revenue reconciliation and an updated TCCRF reconciliation.

Background & Details

Over the last three months, DAF has reviewed the FY 2014-15 reconciliation items and re-distribution amounts with the TC.

FY 2014-15 Unaudited Revenue Reconciliation

The final FY 2014-15 revenue reconciliation was drafted using supplemental documents provided by the Colorado Department of Revenue (DOR) and the Federal Highway Administration (FHWA). Given that the federal fiscal year ended September 30, 2015, FY 2014-15 reconciling amounts have changed since they were presented at the October TC Budget Workshop. During the FY 2016-17 revenue reconciliation process, the Office of Financial Management and Budget (OFMB) found the federal obligation limitation rate for FY 2014-15 to be higher than anticipated. This updated rate resulted in a \$5.1 million increase in flexible spending, applied to the TCCRF for FY 2015-16.

Currently, FY 2014-15 revenue reconciliation reports for CDOT and the Enterprises reveal the following (see also Attachment A):

- CDOT had previously estimated revenues for the FY 2014-15 budget of \$1.217 billion, while actual FY 2014-15 revenues totaled \$1.360 billion, creating a surplus of \$143.0 million. This includes the additional federal obligation authority. The FY 2014-15 surplus is primarily due to higher than forecasted State Highway User Tax Fund revenues (\$27.3 million increase), as well as CDOT receiving more Permanent Flood Recovery funds than anticipated (\$185.0 million versus \$100.0 million), although these funds are inflexible.



- The Colorado High Performance Transportation Enterprise (HPTE) estimated revenues for FY 2014-15 of \$31.6 million, and received actual revenue in the amount of \$5.6 million, leaving a deficit of \$26.0 million. The FY 2014-15 budget was prepared in December 2013 and at that time, HPTE expected \$30.0 million in revenue for a portion of RTD's contribution to the US-36 Phase I Project. The projected revenue was based on an estimated completion date in FY 2014-15. However, Phase I of the project was completed in FY 2015-16. This reconciliation item is a timing issue.
- The Colorado Statewide Bridge Enterprise estimated revenues for the FY 2014-15 of \$114.9 million, and received actual in the amount of \$122.0 million, creating a surplus of \$7.1 million. This surplus is primarily due to higher than forecasted FASTER Safety Bridge Surcharge revenues.

Transportation Commission Contingency Reserve Fund (TCCRF) Surplus Fund Reconciliation

Including all final FY 2014-15 adjustments and pending November supplement items, the current TCCRF balance will be \$82.6 million. Based on current estimates for federal reimbursements and future supplement requests, the estimated remaining balance of the TCCRF at June 30, 2016 is \$40.8 million.

Department staff is currently compiling funding scenarios by evaluating multiple projects, Permanent Flood Recovery Department costs, and various known liabilities. During FY 2015-16, as part of the monthly supplement process, Department staff will provide the TC with a recommendation of one-time FY 2015-16 funding priorities from among a broad list of requests. Staff will use criteria including: 1) readiness to spend; 2) spending track record; 3) leverage of other funds, and other criteria in making a recommendation.

Last month, OFMB provided a preliminary FY 2014-15 Surplus Fund Reconciliation using revenue estimates during the budget workshop. The following reconciliation (Table 1) has been updated from October 2015 to reflect the updated federal obligation rate and the final FY 2014-15 Highway User Tax Fund (HUTF) year-end revenue distribution from the State Department of the Treasury.



Table 1: Cost Center & Revenue Reconciliation

FY2014-15 Cost Center & Revenue Reconciliation	
FY2014-15 Roll Forwards to TC Contingency:	
Remaining Cost Center Fund Balances	\$ 30,842,867
Automatic Roll Forwards (State Highway Fund)	\$ (20,691,635)
Total Approved Roll Forward Requests:	\$ (7,414,721)
· Roll Forward Requests Approved by TC - August	\$ (3,640,000)
· Roll Forward Requests Approved by Executive Management Team - August	\$ (3,085,119)
· Roll Forward Requests Approved by Executive Management Team - September	\$ (689,602)
Remaining Balance after Roll Forwards	\$ 2,737,193
Estimated Flexible Fund Revenue and Federal Obligation Actuals over the FY2014-15 budget (Refer to Attachment A)	\$ 57,597,858
Damage Recovery (Applied Directly to Cost Centers Facilitating Highway Repairs)	\$ (5,112,628)
Estimated Roll Forwards to TC Contingency	\$ 55,222,423
FY2015-16 TCCRF Reconciliation	
FY2014-15 November Additional Estimated Roll Forwards to TC Contingency	\$ 55,222,423
FY2014-15 October TCCRF Balance	\$ 35,412,192
FY2015-16 November Pending Supplement Items:	\$ (8,037,816)
· Return of Unused FASTER Transition Funds (Proposed to Shift to RoadX)	\$ 4,870,643
· Savings from Region 2 SH67 ER Project	\$ 79,331
· Proposal to Partially Fund RoadX (Seed \$\$)	\$ (10,000,000)
· State Match for Emergency Repair and Permanent Repair Projects	\$ (2,087,790)
· Vendor Settlement (Confirmation Item)	\$ (900,000)
FY2015-16 November Estimated TCCRF Balance	\$ 82,596,799
FY2015-16 TCCRF Funding Considerations:	
· FY2015-16 HPTE Payback	\$ 750,852
· FY2015-16 State Match for 2013 Flood Related Permanent Repair (High level risk)	\$ (15,000,000)
· FY2015-16 TCCRF Supplement Items - Next 7 months (estimated at \$2M per month)	\$ (14,000,000)
· Union Pacific Railroad Right of Way Resolution	\$ (12,500,000)
· Transfer to the SB228 Corridor to Backfill for Southwest Chief Decision	\$ (1,000,000)
Projected Contingency Balance - June, 2016	\$ 40,847,651

Options and Recommendations

N/A

Next Steps

During FY 2015-16, DAF will provide a list of FY 2015-16 funding requests recommended by Department staff for TC review and approval through the monthly Budget Supplement process. If further consideration is required for future consumption of TCCRF funds beyond normal budget supplement activity, Department staff will bring forth a recommendation.

Attachments

Attachment A - FY 2014-15 Final Revenue Reconciliation & FY 2016-17 Final Revenue Forecast



Attachment A Colorado Department of Transportation Actual/Forecasted Revenue & Federal Obligation Comparison 11.18.2015									
REVENUE SOURCE	FY 2014		FY 2015*			FY 2016	Revenue Projections	Comparison	
	Budget	Actual	Budget	Actual	Difference	Budget	FY 2017**	FY17-FY16	
1 STATE FUNDS									
2 HUTF Revenue to CDOT	407,000,000	412,573,599	408,700,000	435,991,884	27,291,884	410,477,300	414,339,713	3,862,413	
3 CDOT Miscellaneous Revenue	28,800,000	25,341,003	29,500,000	36,517,069	7,017,069	19,200,000	37,277,382	18,077,382	
4 General Fund Revenue to CDOT	0	0	500,000	500,000	0	205,600,000	0	(205,600,000)	
5 State Infrastructure Bank	500,000	608,466	700,000	405,582	(294,418)	500,000	420,804	(79,196)	
6 State Safety Education Funds	2,620,000	3,234,868	2,950,000	2,940,593	(9,407)	3,000,000	4,274,859	1,274,859	
7 Aeronautics Funds	42,800,000	36,882,264	42,800,000	31,347,752	(11,452,248)	30,000,000	25,041,181	(4,958,819)	
8 TOTAL STATE FUNDS	481,720,000	478,640,200	485,150,000	507,702,879	22,552,879	668,777,300	481,353,939	(187,423,361)	
9 FASTER FUNDS									
10 FASTER Safety - State Share to CDOT	96,900,000	101,186,683	97,900,000	104,120,969	6,220,969	106,300,000	107,853,157	1,553,157	
11 FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	5,000,000	5,000,000	0	5,000,000	5,000,000	0	
12 TOTAL FASTER FUNDS	101,900,000	106,186,683	102,900,000	109,120,969	6,220,969	111,300,000	112,853,157	1,553,157	
13 FEDERAL FUNDS									
14 Federal Highway Administration - Flexible	325,333,736	372,418,972	337,684,740	333,187,503	(4,497,237)	329,222,998	345,331,597	16,108,599	
15 Federal Highway Administration - Inflexible	146,109,263	102,067,864	138,775,094	138,219,528	(555,566)	136,962,985	142,496,482	5,533,497	
16 Federal Transit Administration	16,030,718	16,047,788	16,030,718	20,399,662	4,368,944	20,645,277	20,191,802	(453,475)	
17 National Highway Traffic Safety Administration	1,700,000	1,700,000	6,534,778	7,974,839	1,440,061	7,640,000	8,339,629	699,629	
18 Federal Aviation Administration	300,000	88,757	300,000	245,660	(54,340)	0	0	0	
19 TOTAL NON- EMERGENCY FEDERAL FUNDS	489,473,717	492,323,381	499,325,330	500,027,192	701,862	494,471,260	516,359,510	21,888,250	
20 LOCAL MATCHING FUNDS									
21 Local Match for FHWA Funding	19,867,343	20,200,664	20,069,966	20,061,977	(7,989)	19,876,092	20,654,720	778,628	
22 Local Match for FTA Funding	9,002,152	9,124,187	9,314,653	10,319,210	1,004,557	10,791,003	11,691,580	900,577	
23 TOTAL LOCAL MATCHING FUNDS	28,869,495	29,324,851	29,384,619	30,381,187	996,568	30,667,095	32,346,300	1,679,205	
24 Total Colorado Department of Transportation Revenue*	1,101,963,212	1,106,475,115	1,116,759,949	1,147,232,227	30,472,278	1,305,215,655	1,142,912,906	(162,302,749)	
ADDITIONAL FEDERAL OBLIGATION AUTHORITY - PERMANENT RECOVERY & REDISTRIBUTION									
25 Federal Highway Administration - Permanent Recovery		132,000,000	100,000,000	185,000,000	85,000,000	174,500,000	127,400,000	(47,100,000)	
26 Federal Highway Administration - Redistribution		31,769,903	0	27,786,142	27,786,142				
27 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY	0	163,769,903	100,000,000	212,786,142	112,786,142	174,500,000	127,400,000	(47,100,000)	
28 Total Colorado Department of Transportation Revenue & Obligation Authority	1,101,963,212	1,106,475,115	1,216,759,949	1,360,018,369	143,258,420	1,479,715,655	1,270,312,906	(209,402,749)	

Notes:

Total CDOT Flexible Revenue & Federal Obligation	761,133,736	842,103,477	776,384,740	833,982,598	57,597,858	964,500,298	796,948,692	(167,551,606)
Total CDOT Inflexible Revenue & Federal Obligation	340,829,476	264,371,638	440,375,209	526,035,772	85,660,563	515,215,357	473,364,214	(41,851,143)

*Final FY 2015 Revenues are unaudited
**FY 2017 Projections are subject to change as forecast is finalized

Colorado High Performance Transportation Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison 11.18.2015								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
29 STATE FUNDS								
30 Tolling Fee Revenue (Enterprise)	2,500,000	4,012,883	375,000	0	(375,000)	375,000	4,741,702	4,366,702
31 Tolling Violations	0	24,845	0	0	0	0	0	0
32 Interest Income - Exempt	0	280,404	200,000	616,513	416,513	200,000	200,000	0
33 Consulting Fees						2,000,000	2,080,000	80,000
34 Transfer From CDOT			1,000,000	1,000,000	0			0
35 TOTAL STATE FUNDS	2,500,000	4,318,132	1,575,000	1,616,513	41,513	2,575,000	7,021,702	4,446,702
36 LOCAL CONTRIBUTIONS								
37 Managed Lanes Revenue	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
38 TOTAL LOCAL CONTRIBUTIONS	30,000,000	3,281,651	30,000,000	3,998,863	(26,001,137)	0	695,000	695,000
39 High Performance Transportation Enterprise Revenue*	32,500,000	8,611,000	31,575,000	5,615,376	(25,959,624)	2,575,000	7,716,702	5,141,702

Colorado Statewide Bridge Enterprise Actual/Forecasted Revenue & Federal Obligation Comparison 11.18.2015								
REVENUE SOURCE	FY 2014		FY 2015*			Revenue Projections		Comparison
	Budget	Actual	Budget	Actual	Difference	FY 2016	FY 2017**	FY17-FY16
40 STATE FUNDS								
41 Other Enterprise Charges	0	0	0	0	0	0	0	0
42 Interest Income - Exempt	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
43 Cost Recovery	0	0	0	0	0	0	0	0
44 TOTAL STATE FUNDS	2,500,000	3,023,910	2,400,000	3,079,025	679,025	3,000,000	3,500,000	500,000
45 FASTER FUNDS								
46 FASTER - Bridge Surcharge	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
47 TOTAL FASTER FUNDS	91,600,000	95,700,102	91,100,000	98,026,565	6,926,565	100,100,000	102,100,000	2,000,000
48 FEDERAL FUNDS								
49 Buy America Bonds Credit	6,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
50 Re-distributed FHWA for BE Projects	15,000,000	15,000,000	15,000,000	15,000,000	0	15,000,000	15,000,000	0
51 TOTAL FEDERAL FUNDS	21,381,900	5,922,403	6,381,900	5,918,642	(463,258)	6,000,000	6,000,000	0
52 Statewide Bridge Enterprise Revenue*	115,481,900	119,646,415	114,881,900	122,024,232	7,142,332	124,100,000	126,600,000	2,500,000

53 Total Transportation Revenue & Federal Obligation	1,249,945,112	1,234,732,530	1,363,216,849	1,487,657,977	124,441,128	1,606,390,655	1,402,549,608	(203,841,047)
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Notes:

Total FY 17 Revenue is \$2.08M less than sum of CDOT, HPTE, & CBE revenue due to Fee for Service from CDOT to HPTE

*Final FY 2015 Revenues are unaudited

**FY 2017 Projections are subject to change as forecast is finalized



COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: NOVEMBER 18, 2015
SUBJECT: FY 2016-17 ANNUAL BUDGET

Purpose

This memorandum summarizes line item changes to the fiscal year (FY) 2016-17 Proposed Budget to be discussed during the Transportation Commission (TC) budget workshop, including:

- Administrative (Appropriated) Budget
- Division of Aeronautics Revenue
- Safety Education Funding
- Road X

FY 2016-17 Decision Items are also enclosed in the memorandum.

Action

This month, the TC is being asked to review final changes to the FY 2016-17 Draft Budget and to adopt the budget prior to submission to the Office of State Budget and Planning (OSPB) and Joint Budget Committee (JBC). The TC is also being asked to approve FY 2016-17 Decision Items.

Background & Details

The TC annually adopts the CDOT and Enterprises' proposed budgets each fall before adoption of the final budgets each spring. Last month, the TC reviewed FY 2016-17 revenue estimates, the preliminary FY 2016-17 Draft Budget, and the FY 2016-17 Budget Narrative. The TC was informed that a final version of the FY 2016-17 Draft Budget, with minimal adjustments, would be brought back for adoption in November. The FY 2016-17 Proposed Budget (see Attachment A) and resolution for adoption are included in the packet for TC review. As discussed during the October TC meeting, there were no material changes made to the Budget Narrative. As a result, the slightly modified version of the Budget Narrative that will accompany the Proposed Budget for OSPB and JBC approval is not included in the November packet.

Last month, the TC reviewed a version of the FY 2016-17 Draft Budget that included comparisons to the FY 2015-16 budget allocations. This month, the Proposed Budget is shown in the format required by OSPB and the JBC for approval. The two primary columns are titled FY 2016-17 Allocations and FY 2016-17 Budget. In addition, minor formatting adjustments have been made. The line items are now numbered for ease of reference. The shading for flexible (TC-directed) and inflexible funds has been updated. In addition, two footnotes have been added regarding FASTER Safety funds and RAMP projects. The HPTE portion of the FY 2016-17 Proposed Budget also includes a footnote.



The FY 2016-17 Proposed Budget is balanced. The TC is being asked to adopt the Proposed Budget with changes made subsequent to the version included in the October packet. Changes have been made to the Administrative (Appropriated), Aeronautics, and Safety Education line items within the budget. The Road X program has also been added to the Proposed Budget.

Administrative (Appropriated) Budget

The Administrative (Appropriated) Budget has been increased to \$29,863,123 (see Line 64 of FY 2016-17 Proposed Budget). As an executive department, CDOT builds its Administration line of the budget in conjunction with OSPB. This process involves making incremental adjustments through common policies and decision items to the current year base budget. The Governor informed state employees on November 2, 2015 that there are to be no salary and merit pay increases for FY 2016-17. Since October, the Office of Financial Management and Budget (OFMB) has increased the Administration Line due to a Colorado Office of Information Technology cash fund transfer to CDOT in the amount of \$109,411 for the Secure Colorado initiative. The updated Administration line is reflected in the final version of the Proposed Budget.

Since CDOT funds its Administration line with State Highway Fund dollars, any money not appropriated to the Administration line is reverted to the Construction, Maintenance & Operations line of the budget. The balance is included in the TC Contingency line.

Division of Aeronautics Revenue

Division of Aeronautics revenue projections have been reduced from \$30.0 million in October to \$25.0 million in the November Proposed Budget (see Line 72). This is due to the ongoing suppression of the price of gasoline, which Aeronautics almost solely relies on for revenue.

Safety Education Funding

OSPB has approved a request by CDOT to increase funding to the “Heat is On” campaign by \$500,000, for a total of \$2.0 million (see Line 40 of FY 2016-17 Proposed Budget). OSPB believes that further allowances to the “Heat is On” campaign will decrease impaired driving due to alcohol, and is a good companion to CDOT’s marijuana safety initiatives, such as the “Drive High/Get a DUI” campaign. This \$500,000 increase is reflected on the Safety Education line of the Proposed Budget.

Road X

In alignment with the Road X Decision Item, CDOT has added a line item titled, “Road X” under the Maximize category (see Line 43 of FY 2016-17 Proposed Budget). This item will include all funding dedicated to the development of the Road X program initiative led by CDOT.

Besides TC-reviewed Decision Items (summarized below) and the program updates listed above, there were no further changes to the FY 2016-17 Proposed Budget.



FY 2016-17 Decision Items

The TC, as directed by Policy Directive 703.0, is being asked to approve three Decision Items in excess of \$1.0 million each (see below, and Attachment B):

1. The Division of Highway Maintenance Program requests an increase of \$2.1 million (see Line 61 of FY 2016-17 Proposed Budget).
 - a. Maintenance requests a baseline funding increase of \$1.1 million for Light Fleet, Avalanche Forecast, Avalanche Insurance, and Heavy Fleet AVL. As Maintenance deploys operational and capital improvements to the program, monthly costs to support these improvements continue to increase. This request is to backfill these costs in the Cost Center to avoid operational fund expenditures in the Regions.
 - b. Maintenance also requests a one-time increase of \$1.0 million for deicing tanks. Existing deicing tanks are aging and beginning to fail. This funding would seed the replacement plan for deicing tanks that is currently being developed. Currently, the funding identified will come from the Equipment replacement budget.
2. The RoadX program requests \$12.1 million to support the capital expenditure of the program (see Line 43 of FY 2016-17 of Proposed Budget). The funds will support numerous improvements to infrastructure to prepare CDOT and the State of Colorado for connected vehicle technology.
3. The Division of Transportation Systems Management and Operations (TSM&O) requests an increase of \$4.2 million.
 - a. TSM&O Requests a \$3.5 million baseline funding increase for toll lane management and operations on the I-25 corridor in Metro Denver and the I-70 Mountain Corridor (see Lines 36 and 37 of FY 2016-17 Proposed Budget).
 - b. TSM&O also requests \$750,000 baseline funding increase to expand Congestion Relief operations: \$500,000 for chain station operations and \$250,000 for Traffic Incident Management first responders (see Line 41 of FY 2016-17 Proposed Budget).

All Decision Items are funded from the “Staff-Recommended Programs” line on the FY 2016-17 Proposed Budget. Assuming all Decision Items as outlined above are approved and fully funded by the TC, this line no longer exists on the Budget.

FY 2016-17 Proposed Budget Allocation Plan Narrative

The Proposed Budget Allocation Plan Narrative was updated from October to reflect new program additions for Road X and High Performance Transportation Enterprise (HPTE) Project Financing (see Attachment C). There were also updates in Aeronautics revenue, the Administrative (Appropriated) line, Safety Education, and Road X. Because there were no further changes to the Proposed Narrative Budget, it has not been included in the November TC packet.

Key Benefits

N/A



Options and Recommendations

1. Adopt the FY 2016-17 Proposed Budget by resolution (see Attachment D) -- STAFF RECOMMENDATION.
2. Request additional changes to the FY 2016-17 Proposed Budget for review and adoption during the TC Meeting on November 19, 2015.
3. Request substantial changes to FY 2016-17 Proposed Budget. Call a special TC Meeting prior to December 15, 2015 deadline for submission to the Governor's Office to discuss and adopt an updated FY 2016-17 Proposed Budget.

Next Steps

On or before December 15, 2015, DAF will submit the FY 2016-17 Proposed Budget to OSPB and the JBC for approval.

In March 2016, DAF will:

- Update the FY 2016-17 Budget to include new revenue estimates and Common Policy and Legislative decisions, including Capital Development Committee funding, if any.
- Provide an updated FY 2016-17 Budget to the TC for final adoption.

In April 2016, upon adoption of the FY 2016-17 Budget by the TC, the Department will resubmit the Budget to the Governor for approval on or before the 15th of the month.

Attachments

Attachment A - FY 2016-17 Proposed Budget

Attachment B - FY 2016-17 Decision Items

Attachment C - FY 2016-17 Narrative Budget Additions

Attachment D - TC Resolution



Attachment A

Colorado Department of Transportation
Fiscal Year 2016-17 Proposed Budget Allocations 11-18-15

	Budget Category	Program Area	Directed by	FY2017 Draft Allocations	FY2017 Draft Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Roadway Surface	TC	39,207,301	39,207,301	SH
4		Roadside Facilities	TC	22,031,593	22,031,593	SH
5		Roadside Appearance	TC	8,582,670	8,582,670	SH
6		Structure Maintenance	TC	12,206,661	12,206,661	SH
7		Tunnel Activities	TC	7,181,237	7,181,237	SH
8		Snow and Ice Control	TC	76,064,129	76,064,129	SH
9		Traffic Services	TC	66,254,514	66,254,514	SH
10		Planning and Scheduling	TC	15,584,857	15,584,857	SH
11		Material, Equipment and Buildings	TC	15,487,037	15,487,037	SH
12				262,600,000	262,600,000	
13		Contracted Out Work				
14		Surface Treatment /1 /2	TC	145,125,000	113,859,715	FHWA/ SH/
15		Structures On-System Construction /1 /2	TC	31,268,000	24,531,718	FHWA/ SH/ 09-108: \$7.6M
16		Structures Inspection and Management /1 /2	TC	4,532,000	3,555,640	SH/09-108: \$3.5M
17		Geohazards Mitigation /1	TC	10,000,000	7,845,631	09-108: \$10.0M
18		Highway Safety Investment Program	FR	30,504,717	23,932,874	FHWA / SH
19		Railway-Highway Crossings Program	FR	3,282,636	2,575,435	FHWA / SH
20		Hot Spots	TC	2,167,154	1,700,269	FHWA / SH
21		Traffic Signals /1 /2	TC	11,200,000	8,787,106	FHWA/ SH/ 09-108: \$9.4M
22		FASTER - Safety Projects	TC	57,851,157	45,387,881	09-108
23		Permanent Water Quality Mitigation	TC	6,500,000	5,099,660	FHWA / SH
24		Maintain-Related Indirects/Overhead /2			41,359,940	
25		Maintain-Related CDOT Construction Engineering /2			23,794,794	
26				302,430,664	302,430,664	
27		Capital Expenditure				
28		Road Equipment /1 /2	TC	-	-	SH
29		Capitalized Operating Equipment	TC	3,760,247	3,760,247	SH
30		Property /1 /2	TC	10,000,000	10,000,000	SH
31				13,760,247	13,760,247	
32			Total:	578,790,911	578,790,911	
33	Maximize - Safely Making the Most of What We Have					
34		CDOT Performed Work				
35		TSM&O: Performance Programs and Services	TC	607,619	607,619	SH
36		TSM&O Traffic Incident Management	TC	1,989,156	1,989,156	SH
37		TSM&O: ITS Maintenance /1	TC	27,100,000	27,100,000	SH / 09-108: \$9.5M
38				29,696,775	29,696,775	
39		Contracted Out Work				
40		Safety Education	Comb	12,973,628	11,099,592	NHTSA / SSE
41		TSM&O: Congestion Relief	TC	4,750,000	3,726,675	FHWA / SH
42		Regional Priority Program	TC	48,609,000	38,136,826	FHWA / SH
43		Road X	TC	12,096,525	9,490,487	FHWA / SH
44		Maximize-Related Indirect/Overhead /2			10,141,224	
45		Maximize-Related CDOT Construction Engineering /2			5,834,349	
46				78,429,153	78,429,153	
47		Capital Expenditure				
48		TSM&O: ITS Investments	TC	10,000,000	10,000,000	FHWA / SH
49				10,000,000	10,000,000	
50			Total:	118,125,928	118,125,928	
51	Expand - Increasing Capacity					
52		CDOT Performed Work				
53				-	-	
54		Contracted Out Work				
55		Strategic Projects	SL	-	-	09-228
56		Expand-Related Indirect /2		-	-	
57		Expand-Related CDOT Construction Engineering /2		-	-	
58				-	-	
59			Total:	-	-	
60	Deliver - Program Delivery/Administration					
61		Operations [including maintenance support]	TC	32,738,361	32,738,361	SH
62		Projects Initiatives	TC	1,855,000	1,855,000	FHWA / SH
63		DTD Planning and Research - SPR	FR	13,283,014	13,283,014	FHWA / SH
64		Administration (Appropriated)	SL	29,863,123	29,863,123	SH
65		HPTE Fee for Service	TC	2,080,000	2,080,000	SH
66		FY2016 Common Policy Anticipated Salary Increase		-	-	
67			Total:	79,819,498	79,819,498	
68	Pass-Through Funds/Multi-modal Grants					
69		Aeronautics				
70		Division of Aeronautics to Airports	AB	23,991,181	23,991,181	SA
71		Division of Aeronautics Administration	AB	1,050,000	1,050,000	SA
72				25,041,181	25,041,181	
73		Highway				
74		Recreational Trails	FR	1,591,652	1,591,652	FHWA
75		Safe Routes to School	TC	2,500,000	2,500,000	FHWA
76		Transportation Alternatives Program	FR	12,045,395	12,045,395	FHWA / LOC
77		STP-Metro	FR	49,134,550	49,134,550	FHWA / LOC
78		Congestion Mitigation/Air Quality	FR	45,994,306	45,994,306	FHWA / LOC
79		Metropolitan Planning	FR	8,150,505	8,150,505	FHWA / FTA / LOC
80		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
81		Bridge Off-System - Federal Program	FR	6,285,161	6,285,161	FHWA / SH / LOC
82				128,865,708	128,865,708	
83		Transit				
84		Federal Transit	FR	29,621,237	29,621,237	FTA / LOC
85		Strategic Projects - Transit	SL	-	-	09-228
86		Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
87		Transit and Rail Statewide Grants	TC	5,800,000	5,800,000	09-108
88		Bustang	TC	3,000,000	3,000,000	09-108
89		Transit Administration and Operations	TC	1,200,000	1,200,000	FTA / 09-108
90				44,621,237	44,621,237	
91		Infrastructure Bank				
92		Infrastructure Bank	TC	420,804	420,804	SIB
93			Total:	198,948,930	198,948,930	
94	Transportation Commission Contingency / Debt Service					
95		Permanent Recovery				
96		Permanent Recovery		127,400,000	99,953,335	FHWA
97		Recovery-Related Indirect/Overhead /2			17,423,023	
98		Recovery-Related CDOT Construction Engineering /2			10,023,642	
99				127,400,000	127,400,000	
100						
101		Contingency				
102		TC Contingency	TC	25,000,000	25,000,000	FHWA / SH
103		Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
104				35,000,000	35,000,000	
105		Debt Service				
106		Strategic Projects - Debt Service	DS	128,869,125	128,869,125	FHWA / SH
107		Certificates of Participation-Property	DS	2,364,664	2,364,664	SH
108		Certificates of Participation-Energy	DS	993,850	993,850	SH
109				132,227,639	132,227,639	
110			Total:	294,627,639	294,627,639	
				1,270,312,906	1,270,312,906	
			Revenue	1,270,312,906	1,270,312,906	

/1 FASTER Safety funds (\$40.0M) were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.

/2 Budget excludes RAMP projects; CE and indirects are calculated based on total programs as shown.

Flexible Funds

Key to acronyms:

LOC=Loc DS= Debt Service Covenants
SIB=St. AB=Aeronautics Board
TC=Trans FR=Federal Requirements

SH=State Highway funding
FHWA=Federal Highway
FTA=Federal Transit

SL=State Legislation
Comb=Combination
SSE=State Safety Education

09-228=Funds from HB 09-228
09-108=Funds from HB 09-108 (FASTER)
NHTSA=Nat. Hwy. Traffic Safety Administration

**State Bridge Enterprise
Fiscal Year 2016-17 Proposed Budget Allocations 11-18-15**

	Budget Category		Program Area	Directed by	FY2017 Draft Allocations	FY2017 Draft Budget	Funding Source
	Maintain - Maintaining What We Have				B	C	
1							
2		CDOT Performed Work					
3		Contracted Out Work					
4			Maintenance	BEB	250,000	250,000	09-108
5			Scoping Pools	BEB	300,000	300,000	09-108
6					550,000	550,000	
7		Contracted Out Work					
8			Bridge Enterprise Projects	BEB	105,904,096	83,088,443	09-108
9			Maintain-Related Indirects/Overhead /1			14,483,277	
10			Maintain-Related CDOT Construction Engineering /1			8,332,376	
11					105,904,096	105,904,096	
				Total	106,454,096	106,454,096	
12	Maximize - Safely Making the Most of What We Have						
13		CDOT Performed Work					
14		Contracted Out Work					
15							
				Total	-	-	
16	Expand - Increasing Capacity						
17		CDOT Performed Work					
18		Contracted Out Work					
19							
				Total	-	-	
20	Deliver - Program Delivery/Administration						
21			Administration and Legal Fees		1,911,904	1,911,904	09-108
22				Total:	1,911,904	1,911,904	
23	Pass-Through Funds/Multi-modal Grants						
24		Highway					
25							
				Total:	-	-	
26	Transportation Commission Contingency / Debt Service						
27		Contingency					
28			Bridge Enterprise - Contingency	BEB	-	-	09-108
29							
30		Debt Service					
31			Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	FHWA / SH
32					18,234,000	18,234,000	
33				Total:	18,234,000	18,234,000	
					126,600,000	126,600,000	

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

Revenue **126,600,000** **126,600,000**

Key to acronyms:

BEB= Bridge Enterprise Board
DS= Debt Service Covenants

**High Performance Transportation Enterprise
Fiscal Year 2016-17 Proposed Budget Allocations 11-18-15**

	Budget Category		Program Area	Directed by	FY2017 Draft Allocations	FY2017 Draft Budget	Funding Source
	Maintain - Maintaining What We Have				B	C	
1							
2		CDOT Performed Work					
3		Contracted Out Work					
4							
				Total	-	-	
5	Maximize - Safely Making the Most of What We Have						
6		CDOT Performed Work					
7		Contracted Out Work					
8							
				Total	-	-	
9	Expand - Increasing Capacity						
10		CDOT Performed Work					
11			High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	Tolls/Managed Lanes Revenue
12							Tolls/Managed Lanes Revenue
13		Contracted Out Work					
14			High Performance Transportation Enterprise--Projects	HPTEB	5,636,702	4,422,348	Tolls/Managed Lanes
15			Expand-Related Indirect /1			770,866	
16			Expand-Related CDOT Construction Engineering /1			443,487	
17					5,636,702	5,636,702	Tolls/Managed Lanes Revenue
18				Total	5,636,702	5,636,702	
19	Deliver - Program Delivery/Administration						
20			High Performance Transportation Enterprise--Administration and Legal Fees		1,178,649	1,178,649	Fee for Service
21				Total:	1,178,649	1,178,649	
22	Pass-Through Funds/Multi-modal Grants						
23		Highway					
24							
				Total:	-	-	
25	Transportation Commission Contingency / Debt Service						
26		Contingency					
27		Debt Service			901,351	901,351	Fee for Service
28				Total:	901,351	901,351	
					7,716,702	7,716,702	

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

Revenue **7,716,702** **7,716,702**

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment (2,080,000) (2,080,000)

Total Consolidated Allocations **1,402,549,608** **1,402,549,608**

Total Consolidated Revenue **1,402,549,608** **1,402,549,608**

Attachment B: FY 2016-17 TC Decision Items

**Decision Item Request for Transportation Commission Approval:
Region 4: Base Adjustment for Operational Support of the Maintenance
Program**

Fiscal Year 2016-2017

Summary of Funding Request:

\$1,115,210 base adjustment for operational budget to support program improvements. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	Base Adjustment
Operating/Personal Services	\$1,115,210
Total Requested	\$1,115,210

Justification of Request

This funding will support projects with positive cost benefit ratios to make the Department efficient, increase safety, and increase compliance with regulations.

Details

Request of a funding increase to the Division of Highway Maintenance Program. As we deploy improvements to the Maintenance program, monthly costs to support these improvements continue to increase. This request is to backfill these costs in the Cost Center to avoid Regions expending operational funds to support the program improvements listed below.

1. CAIC Avalanche Forecasting Program is a critical to the safety of the traveling public and our employees. This request will pay for the following:
 - a. Additional forecasting services in adding a forecaster and advanced storm notification for the state.
 - b. Increased management of the program.
 - c. Fleet vehicles for CAIC, so that existing CDOT vehicles and fuel will not have to be used.

Summary of CAIC Funding

Cost of CAIC Program	\$724,210.30
Staff Maintenance Avalanche Budget	\$436,000.00
<i>Additional Funds Required</i>	<i>\$288,210.30</i>

2. Avalanche Program Insurance Increases. Due to the accident in 2014 and the addition of two Gazex systems, CDOT's insurance costs have increased by an estimated 40%. Currently funding will continue to be pulled from operations.



3. Current funding for deployment of the AVL is being pulled from each cost center that the vehicles are assigned to. A baseline increase to the Division budget would centralize the billing and impacts to each Regions cost centers. Current costs are as follows:

- a. Heavy Fleet- \$41 per month per vehicle with 1200 Vehicles in the fleet. Total annual department cost is \$590,256.00 for Heavy Fleet
- b. Light Fleet- \$22 per month per vehicle.

4. CDOT’s large deicing storage tanks are aging and beginning to fail. The requested funding for FY17 only will seed funds to begin a program of deicing tank replacement plan. The program going forward will be funded from the State Equipment Replacement program.

Project	Priority	Estimated Budget
CAIC Avalanche Forecasting Program	1	\$288,210
Avalanche Insurance	2	\$50,000
AVL Monthly Costs for both Light Fleet	3	\$277,000
AVL Monthly Costs for Heavy Fleet	4	\$500,000
Total		\$1,115,210



**Decision Item Request for Transportation Commission Approval:
Maintenance Division: Capital Improvements**
Fiscal Year 2016-2017

Summary of Funding Request:

\$1,000,000 in FY 2017 for Capital Improvements. This request is for FY2016-17 only and is an addition to funds approved through the Asset Management Program.

	FY 2016-17
Capital	\$1,000,000
Total Requested	\$1,000,000

Justification of Request

Provides funding for projects with positive cost benefit ratios to make the Department efficient, increase safety, and increase compliance with regulations.

Details

The following will be funded with this decision item:

This funding would seed the replacement plan for deicing tanks that is currently being developed.

Currently the funding is identified to come from the Equipment replacement budget. This funding will seed the replacement plan to catchup with the future cost being built into the equipment replacement plan.



**Decision Item Request for Transportation Commission Approval:
RoadX Program**
Fiscal Year 2016-2017

Summary of Funding Request:

\$12,096,525 in Fiscal Year 2017 for the development of RoadX connected vehicle technologies. This request is for FY2016-17 only and is an addition to funds approved through the Asset Management Program.

	FY 2016-17
Operating/Personal Services	\$615,000
Project Budget Pool	\$11,481,525
Total Requested	\$12,096,525

Justification of Request

RoadX is Colorado’s bold vision and commitment to being a national leader in the use of innovative technologies to improve the safety, mobility and efficiency of the transportation system, fostering the continued economic vitality of our state.

Summary

The Road X Program, being a new Program, has no base to build from so this funding request starts the process. These requests are derived from a Draft 5-Year Work-Plan (FY16-FY20) that initiates Colorado’s Vision: Road X. At this time the Draft 5-Year Work-Plan is a list of efforts RoadX envisions undertaking. These efforts can be subdivide into three categories - Projects (totaling \$54.28 million), Infrastructure/O&M (totaling \$30.35 million) and Planning/Policy (totaling \$6 million). The current 5-Year Draft Work-Plan totals to \$90.63 million or approximately \$18.13 million/year.

Details

Since launching RoadX on October 28, 2015 the RoadX Program has been approached my numerous innovative technologies that are interested partnering with CDOT to deploy their technologies to help move us toward Colorado’s bold vision. Example of these technologies include:

- Smart pavement systems that can detect the speed and direction of vehicles traveling on them. This same smart pavement system can alert drivers if they are entering a sharp curve too fast or getting too close to the edge and even call for help if it detects a vehicle departing the roadway too fast,
- A non-invasive light based sensors used for ITS applications with a high level of accuracy that collect speed and occupancy data, and



- Robotic traffic control devices that boast a system saves at least 5% in total costs per project, reduces injuries by 33%, reduces waiting times for drivers, and has an ROI of less than 24 months.

None of these technologies alone will achieve Colorado's bold vision, but collectively they can help save lives, reduce travel time and give the Department more information to use in its decision making process. By not funding this request we are postponing the benefits technology can bring us today.



Decision Item Request for Transportation Commission Approval: Transportation Systems Toll Lane Management & Operations Fiscal Year 2016-2017

Summary of Funding Request:

\$3,500,000 base adjustment for operational budget to support program improvements. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	Base Adjustment
Operating/Personal Services	\$3,500,000
Total Requested	\$3,500,000

Justification of Request

Continues the implementation of the Managed Roadways project and other critical ramp metering and operations projects on I-25, in Metro Denver, and on the I-70 Mountain Corridor.

Summary

This funding is necessary for the FY 2016-17 maintenance and operations of the tolled express lane corridors.

Details

Three Tolled Express Lane corridors are beginning operations in FY16: US 36 Phase I ATM systems, 1-70 PPSL, and 1-25 North. These three corridors contain over 850 ITS devices that are critical to the tolling revenue generation and the safe operations of the corridors. Planning for the operations and maintenance of these three corridors began in fall of 2014 to identify staffing levels, equipment needs, and level of service requirements for tolling and ATM devices. This planning has identified the need for additional contracted staff to support ITS device maintenance, IT network management, Traffic Management Center operators and dispatchers which are mission critical in ensuring the successful operation of the express lanes.



Decision Item Request for Transportation Commission Approval: Transportation Systems Management & Operations: Congestion Relief Expansion

Fiscal Year 2016-2017

Summary of Funding Request:

\$750,000 base adjustment for operational budget to support program improvements. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	Base Adjustment
Project Budget Pool	\$750,000
Total Requested	\$750,000

Justification of Request

This decision item will provide necessary funding for chain station operations and Traffic Incident Management first responders.

Summary

The Division of Transportation System Management & Operations (TSM&O) seeks to expand Congestion Relief related operations in FY 2016-17.

Details

I-70 Chain Station Operations - \$500,000 Base Budget Request: I-70 chain station operations with commercial vehicles during snow events can be chaotic and very dangerous. This project will fund contracted staff to managed chain stations during snow events to ensure efficient use of available spaces, reduce traffic delays, and improve commercial vehicle driver safety by ensuring that trucks are not being chained up in travel lanes.

Traffic Incident Management First Responders - \$250,000 Base Budget Request: Traffic Incident Management (TIM) funding for first responders will help equip COOT staff and partners with mission critical equipment and training necessary to conduct effective traffic incident management, which has been shown to reduce incident duration up to 50% and thereby improve travel reliability.



CDOT- Program Fact Sheet

RoadX

Statutory Authorization: Section 43-1-106 (8) (h), C.R.S. (2015)
Governance: Colorado Transportation Commission, Section 43-1-106, C.R.S. (2015)
Primary Funding Sources: State Highway Fund, Section 43-10-109, C.R.S. (2015);
The Highway Trust Fund 26 U.S.C. § 9503
Budget Category: Maximize – Making the Most of What We Have

Background

RoadX is a new program intended to carry out CDOT's vision to transform Colorado's transportation system into one of the safest and most reliable in the nation by harnessing emerging technology. By partnering with public and private industry partners, this program will fulfill CDOT's mission to become one of the most technologically advanced transportation systems in the nation, and a leader in safety and reliability. The current 5-year Draft Work Plan will allocate \$90 million into the following categories:

- Projects - \$54 million
- Infrastructure - \$30 million
- Planning and Policy - \$6 million

Current plans and projects include:

- Developing peak demand managed corridors that will use precise, real time data to relieve congestion
- Implementing smartphone mobile application technologies to warn motorists of hazards, road closures, weather advisories etc.
- Integrating connected vehicles and vehicle-to-infrastructure technologies into existing state transportation system to promote economic growth and reduce fatalities

Funding

Road X is funded through annual Transportation Commission allocations of state highway funds with federal reimbursement for eligible expenditures.

Road X Budget Allocations (in \$millions)				
	Actual	Actual	Budget	Proposed
<i>Allocations</i>	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Road Allocation	0.0	0	0	9.5
Indirect Cost Allocation	0	0	0	1.7
Construction Engineering Allocation	0.0	0.0	0.0	1.0
TOTAL	0.0	0.0	0.0	12.2

Source: CDOT Office of Financial Management & Budget

Note: Beginning in FY 2013, certain program figures specify indirect and construction engineering cost allocations (See Appendix B).



Colorado Department of Transportation

Shailen Bhatt, Executive Director

4201 East Arkansas Avenue, Denver, Colorado 80222

(303) 757-9011 • <https://www.codot.gov>

Financial Management:(303) 757-9262 • Government Relations:(303) 757-9772 • Communications:(303) 757-9228

HPTE - Revenue Source Fact Sheet

High Performance Transportation Enterprise Project Financing

Web Page: <https://www.codot.gov/projects/c470ExpressLanes>

Statutory Authorization: Section 43-4-807, C.R.S. (2015)

Funding Type(s): User Fees

Background

C-470 Express Lanes

The Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE) are undertaking a large-scale project to add a new managed lanes facility (the “C-470 Express Lanes”) to the median of the C-470 freeway and perform certain near term improvements to the existing general purpose lanes. C-470 is a key commuting corridor and constitutes the only east-west arterial for the residents of southwestern Denver’s metropolitan region and “beltway.” The total project cost will be shared by both CDOT and HPTE with anticipated funding sources being Responsible Acceleration of Maintenance and Partnerships (RAMP), local government contributions as well as revenue bonds and a TIFIA loan that will be issued by HPTE.

HPTE’s enabling legislation gives it the power to collect tolls and expend them only for the project for which they were collected without the approval of any governmental entity. Currently, future toll revenue generated from users of the C-470 Express Toll Lanes will be pledged to repay the revenue bonds, the TIFIA loan, (if obtained) as well as HPTE's operations and maintenance obligations on the managed lanes.

**Resolution # TC-
RESOLUTION FOR THE FY 2016-2017 ANNUAL BUDGET**

WHEREAS, in accordance with § 43-1-113 (2), C.R.S. (2015) requires the Transportation Commission to submit a proposed budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2016 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2015 for their review and comments; and

WHEREAS, the FY 2016-2017 proposed budget allocation plan contains funding requests from Colorado Department of Transportation Divisions to increase program allocations from the FY 2015-2016 budget allocation plan; and

WHEREAS, these funding requests are included within the FY 2016-2017 proposed budget allocation plan; and

WHEREAS, in November 2010, the Transportation Commission adopted TC Resolution #TC-1925 approving the policy of transferring federal bridge funds from CDOT to the Colorado Bridge Enterprise for purposes of advancing the business purposes of the Colorado Bridge Enterprise and this continues to be the policy of the current Transportation Commission; and

WHEREAS, requested by the CDOT Executive Director, the reallocation and transfer of \$15 million (\$15,000,000) of eligible federal bridge funds from CDOT to Colorado Bridge Enterprise is reflected in the approved CDOT and Colorado Bridge Enterprise Fiscal Year 2016-2017 budget; and

WHEREAS, FY 2016-2017 revenue forecasts are based on current federal appropriation guidelines, which may change by July 1, 2016; and

WHEREAS, the Transportation Commission has the statutory authority to alter the FY 2016-2017 proposed budget allocation plan before and/or after it is delivered to the Governor on April 15, 2015; and

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's proposed budget allocation plan for the period of July 1, 2016 through June 30, 2017 is approved by the Transportation Commission and forwarded to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2015 for their review and comment.

Transportation Commission Secretary

Date



Resolution # TC-

RESOLUTION FOR THE FY 2016-2017 ANNUAL BUDGET

WHEREAS, in accordance with § 43-1-113 (2), C.R.S. (2015) requires the Transportation Commission to submit a draft budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2016 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2015 for their review and comments; and

WHEREAS, the FY 2016-2017 proposed budget allocation plan contains funding requests from Colorado Department of Transportation Divisions to increase program allocations from the FY 2015-2016 budget allocation plan; and

WHEREAS, these funding requests are included within the FY 2016-2017 proposed budget allocation plan; and

WHEREAS, in November 2010, the Transportation Commission adopted TC Resolution #TC-1925 approving the policy of transferring federal bridge funds from CDOT to the Colorado Bridge Enterprise for purposes of advancing the business purposes of the Colorado Bridge Enterprise and this continues to be the policy of the current Transportation Commission; and

WHEREAS, requested by the CDOT Executive Director, the reallocation and transfer of \$15 million (\$15,000,000) of eligible federal bridge funds from CDOT to Colorado Bridge Enterprise is reflected in the approved CDOT and Colorado Bridge Enterprise Fiscal Year 2016-2017 budget; and

WHEREAS, FY 2016-2017 revenue forecasts are based on current federal appropriation guidelines, which may change by July 1, 2016; and

WHEREAS, the Transportation Commission has the statutory authority to alter the FY 2016-2017 proposed budget allocation plan before and/or after it is delivered to the Governor on April 15, 2015; and

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's proposed budget allocation plan for the period of July 1, 2016 through June 30, 2017 is approved by the Transportation Commission and forwarded to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2015 for their review and comment.

Transportation Commission Secretary

Date



COLORADO

Department of Transportation

Office of the Chief Engineer

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

DATE: November 18, 2015
TO: Transportation Commission
FROM: Josh Laipply, Chief Engineer
Maria Sobota, 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 the Safety and RAMP Partnership & Operations Program.

Details

A primary performance objective related to the integration of Cash Management and Program Management is a reduction of the cash balance. Total program spending has a significant impact on CDOT's cash balance. Included in the PMO deck is a bar chart projecting the impact of total program spending for Fiscal Year 2016 on individual cash fund balances and federal cash equivalents.

The Capital Construction Fund (Fund 400) was projected to be \$653 million at October 31, 2015. The actual Fund 400 cash balance at October 31, 2015 was \$574 million - a difference of \$79 million.

The attached memorandum give further details of the accounts in the total cash balance, along with details of the impacts of the Federal continuing resolutions for highway funding on our cash balance.

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 has risen to 0.91 from 0.89 last month. October expenditures were close to the monthly amount estimated in our plan, achieving a monthly XPI of 0.94.

The PMO Reporting Overview slide provides a status update of the four main programs being reported on by the Office of Program Management. The Schedule Performance Index (SPI) for the RAMP Partnership and Operations program decreased from 0.96 to 0.88.

The RAMP Partnership and Operations Program continues to show steadily increasing monthly expenditure totals. The attached RAMP Partnership program

controls update shows how the program is tracking against the remaining contingency and how CDOT is managing the Partnership program to stay within that amount.

There are no RAMP Partnership funding requests this month that require commission action. However, RAMP Partnership project #1-37 (Federal Boulevard from 6th to Howard) is tracking with schedule delays due to right of way relocations. This is a locally delivered partnership project and, under the terms of the Intergovernmental agreement, any additional costs are the obligation of the local partner (City and County of Denver). The Transportation Commission needs to be informed that the project will complete beyond the target completion date for RAMP (December 2017). Real estate market conditions have changed since the original project scoping and are making it difficult for the local partner to find suitable relocation properties. The current schedule shows completion thirteen months beyond the target (January 2019) and region staff are working with the local to identify ways to get the project back closer to the original schedule. For more information on this project, please refer to this month's budget supplement.

The Safety program focuses on projects with HSIP and FASTER Safety funds within the Fiscal Year Range (2010-Present). The slide provided is a snapshot of how these two safety programs are performing at delivering projects.

Attachments

1. Attachment A - Cash Balance Detail Memorandum
2. RAMP Partnership Program Controls Update (table)
3. Powerpoint Presentation
4. SH 82 - Grand Avenue Bridge Memorandum and Slide Presentation



COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222-3400

DATE: November 18, 2015
TO: Transportation Commission
FROM: Maria Sobota, Chief Financial Officer
SUBJECT: Attachment A - Cash Balance Detail Memorandum

Details of Cash Balance Chart

A primary performance objective related to the integration of Cash Management and Program Management is a reduction of the cash balance. Total program spending has a significant impact on CDOT's cash balance. Included in the PMO deck is a bar chart projecting the impact of total program spending for Fiscal Year 2016 on individual cash fund balances and federal cash equivalents.

The cash balance in the chart is split out by fund with the Capital Construction Fund (Fund 400) being the most relevant as its activity includes the receipt of Highway User Tax Fund (HUTF) transfers, receipt of FHWA reimbursements, and the majority of CDOT's construction spending. The projected Fund 400 cash balance at October 31, 2015, was \$653 million. The actual Fund 400 cash balance at October 31, 2015, was \$574 million - a difference of \$79 million. One notable reason why the Fund 400 cash balance decreased more than projected for October is that CDOT currently does not have a significant amount of federal obligation limitation to convert to cash.

The federal obligation, which is CDOT's authorization to bill FHWA for reimbursement of expenditures, is an important driver of cash balance increases and decreases. In general, CDOT begins to spend down the Fund 400 cash balance when the federal obligation has been exhausted. This is because as long as CDOT has federal obligation available, it will receive reimbursement for approximately 80 percent of any qualifying expenditures. The projected ending balance for federal obligation at October 31, 2015, was \$195 million. The actual ending balance for federal obligation at October 31, 2015, was approximately \$149 million - a difference of \$46 million.

The timing and amount of federal notices received impact CDOT's Fund 400 cash balance. In a normal year CDOT receives federal obligation of approximately \$500.0 million for the entire year in October. Due to the Continuing Resolution impacting FHWA, CDOT has been receiving its federal obligation in prorated amounts. In late July, CDOT received approximately \$83 million in obligation limit through September 30, 2015. In early October, CDOT received an additional \$37

million in obligation limitation through October 29, 2015. CDOT is currently in the process of converting this obligation to cash through federal billings.

There is still a possibility that federal cash reimbursements may slow in upcoming months due to FHWA restrictions, which would result in a decreased Fund 400 cash balance. We will continue to stay on top of any decisions made that may impact the cash balance and report on any changes related to the revised Fiscal Year 2016 forecast established in July.

The projected Bridge Enterprise Fund (Fund 538) cash balance at October 31, 2015, was approximately \$208 million. The actual Fund 538 cash balance at October 31, 2015, was approximately \$235 million - a difference of \$27 million. The cash balance is needed to commit to Central 70 milestone payments during construction to limit CBE's long term debt obligation.

Included in Other Funds are cash balances related to Aeronautics, HPTE, and the State Infrastructure Bank, among other smaller funds. Other Funds generally do not fluctuate significantly from month to month.

RAMP Partnership Program Controls Update

RAMP Partnership Program Controls Update									Nov 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	\$80,000,000	(6,000,000)	Scalable to budget, with CMGC input.	Possible	\$6,000,000	\$0	CMGC (ICE Consultant is part of the project team); TC approved an additional \$6.0M in estimated ROW costs in September; ICE results for 60% plans evaluated in August; 90% Plans reviewed in November, 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; FOR complete; Planned Advertisement in December 2015.
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; Planned Advertisement in November/December 2015.
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 (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; Additional Local Contribution approved by Town of Vail at matching percentage; TC Approved additional RAMP Contingency Funds in June 2015; Planned Advertisement in December 2015.
19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment and Vail Pass Multi-use Path Devolution	\$21,985,000	\$27,487,269	(5,502,269)	Completed (\$4,200,000)	1,012,454	\$4,489,815	\$0	ICE complete; Additional Local Contribution approved by Summit County partners at matching percentage; TC Approved additional RAMP Contingency Funds in July 2015; Planned Advertisement for December-March 2015.
19911	I-70 Exit 31 Horizon Drive Roundabouts	\$5,000,000	\$6,095,000 \$6,312,300	(1,312,200)	Complete	\$105,000 + \$496,300 Local Match (\$308,000 Utility Co)	\$423,000	\$0	Awarded; Additional Local Contribution (\$496k) was committed to award project in July; TC Approved additional RAMP Contingency funds in May 2015 to advertise the project 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)	\$36,000,000	\$43,833,509	(7,833,509)	Completed (\$800,000)	Completed	\$7,833,509	Local Agency is contributing to the other 2 Phases	Apparent Low Bidder Selected; Bid Savings realized; Local Contribution increased its funding of the other 2 Phases; TC Approved additional RAMP Contingency Funds in August 2015; Project Let on Nov 5th.
19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000 \$1,908,753	91,247	Complete	Unlikely	\$0	\$0	Awarded; Bid savings realized (\$250k); Advertised in October 2015; Project Let on Oct 29th.
19908	SH 172 / 151 SIGNALIZATION	\$1,800,000	\$1,729,562	70,438	Complete	Unlikely	\$0	\$0	In Bid/Award; Project is currently tracking within budget; FOR complete; Project received no contractor bids in August 2015; ReAdvertised; Letting on Nov 19th.
19397	SH 145 AT CR P SAFETY IMPROVEMENTS	\$1,660,194	\$1,676,597 \$1,912,975	(252,781)	Possible	Unlikely	\$0	\$252,781	Awarded; Project awarded at 3% above the Engineer's Estimate; Savings realized during the design phase; Used additional FASTER funds per original application.
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; Independent Cost Estimate (ICE) complete; Planned Advertisement in 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 September 2015; Planned Advertisement in April 2016.
Subtotals		\$337,990,970	\$393,193,419	(\$55,202,450)	(\$600,000)	\$6,710,754	\$34,475,209	\$14,296,231	\$879,745
		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)
Cells updated since last month (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.



COLORADO

Department of
Transportation

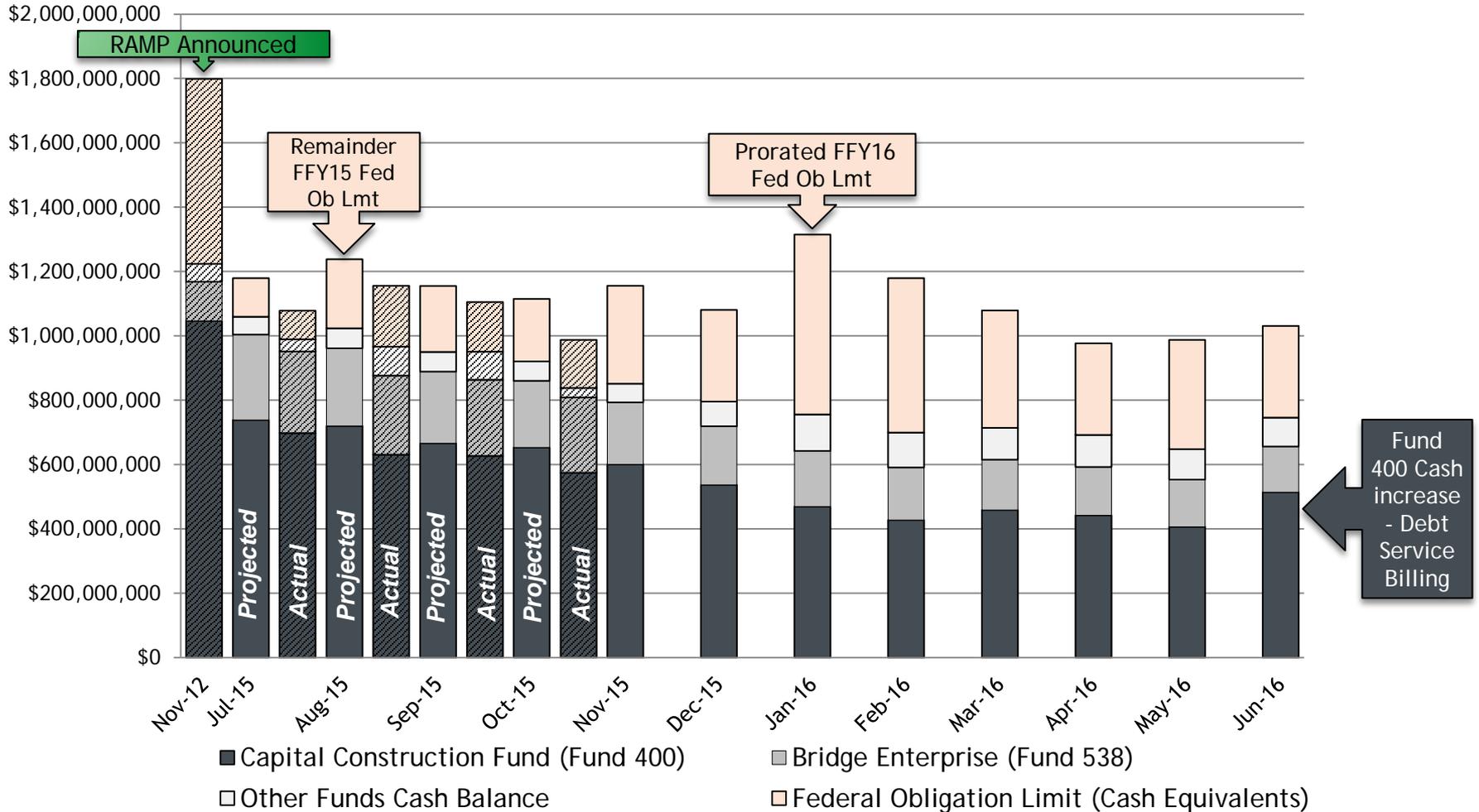


Program Management Update

November 18, 2015



Cash & Federal Obligation Target Balance

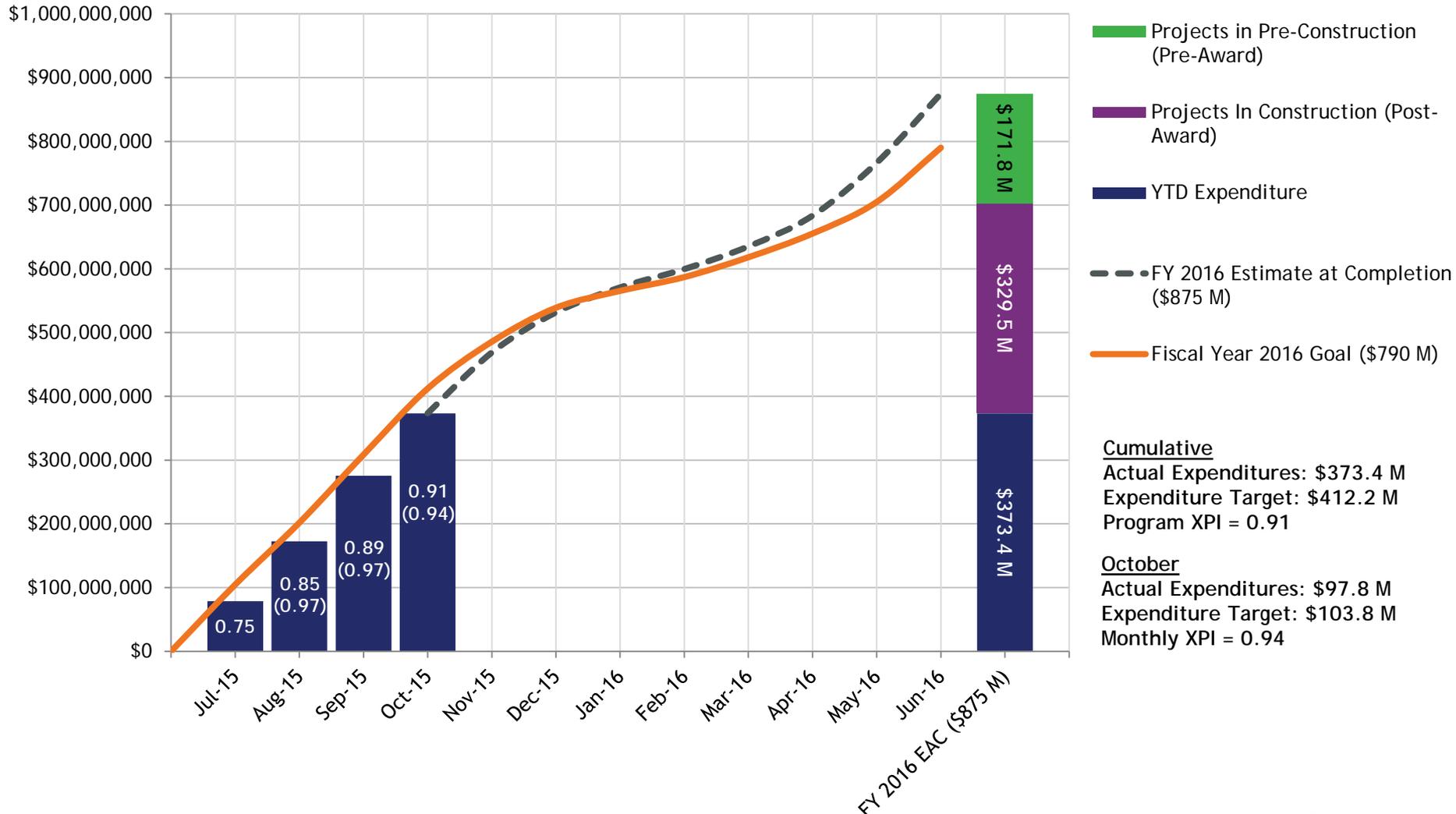


Assumes \$790M in Construction Spending including Indirects and Construction Engineering
 3 Program Management Workshop - Page 7 of 28

As of November 2, 2015



FY 2016 Capital Program Construction Expenditures





PMO Reporting Overview by Program

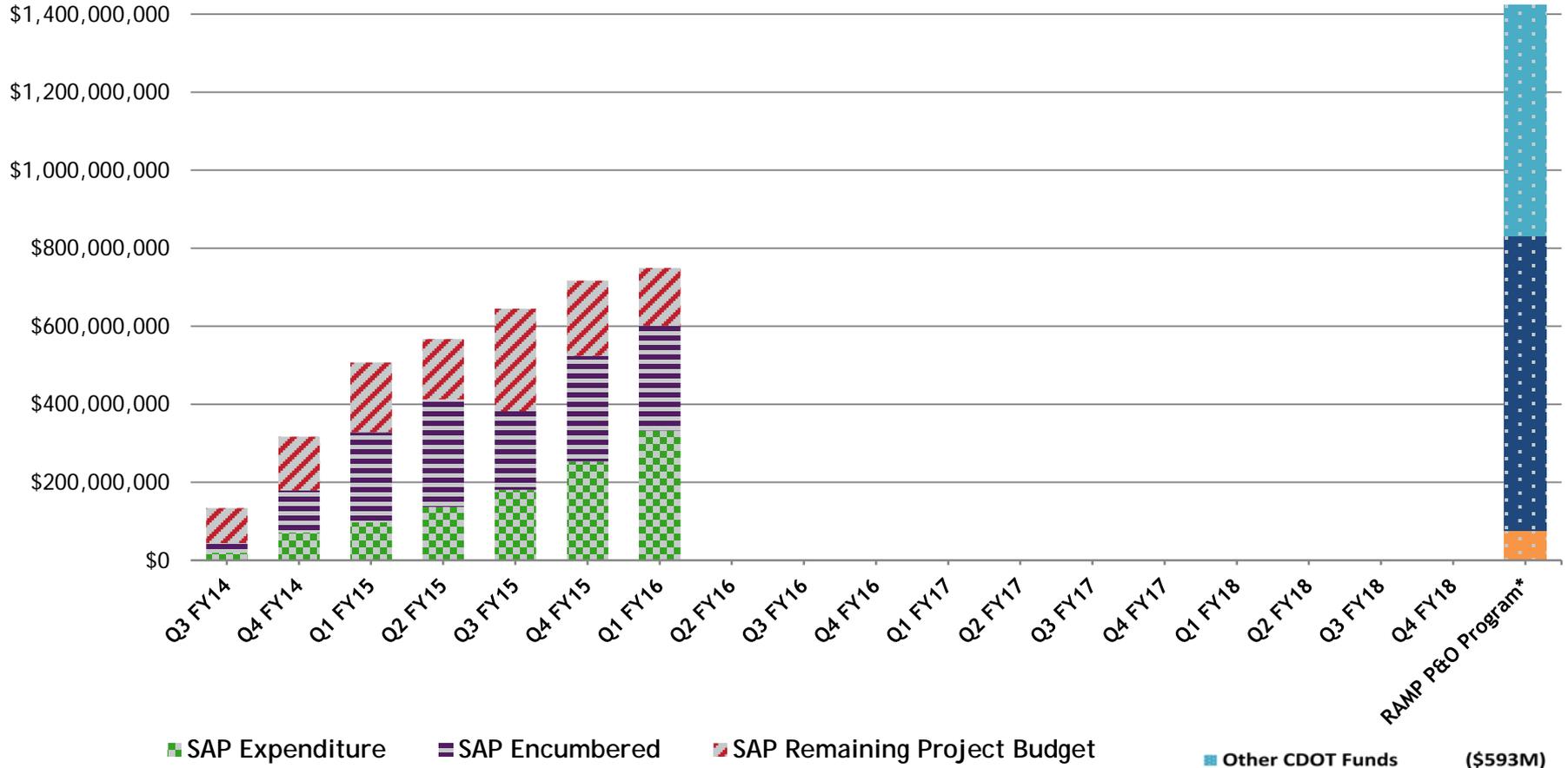
Program	Financial Performance (\$Millions)			Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 9/18/2015	Program Expenditure through 10/16/2015	\$ Change	SPI	
Flood	\$170.2 ‡	\$171.7 ‡	\$1.5	0.95	Jan. 2016
RAMP P&O (Overall)	\$332.3	\$357.8	\$25.5	0.88	Nov. 2015
RAMP P&O (Local Agency)	\$49.8	\$52.4	\$2.6	0.78	Jan. 2016
RAMP P&O (CDOT)	\$282.5	\$305.4	\$22.9	0.90	Nov. 2015
FASTER and HSIP	\$507.7	\$528.6	\$20.9	*	Nov. 2015
Asset Management	\$1,143.6	\$1,181.0	\$37.4	**	Dec. 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 Fiscal Year 2014, 2015, 2016 and include MLOS and Roadway Equipment.
(Note: MLOS and Road Equipment are included in expenditures and as a result, are excluded from SPI calculations)
4. ‡ Flood totals do not include fiscal year Cost Center expenditures



Overview of RAMP P&O Program



■ SAP Expenditure

■ SAP Encumbered

■ SAP Remaining Project Budget

■ Other CDOT Funds (\$593M)

■ RAMP Funding Allocation (\$755M)

■ Local Cash Contribution (\$76M)

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



Managing within the Established RAMP Program Controls (TC-3209)

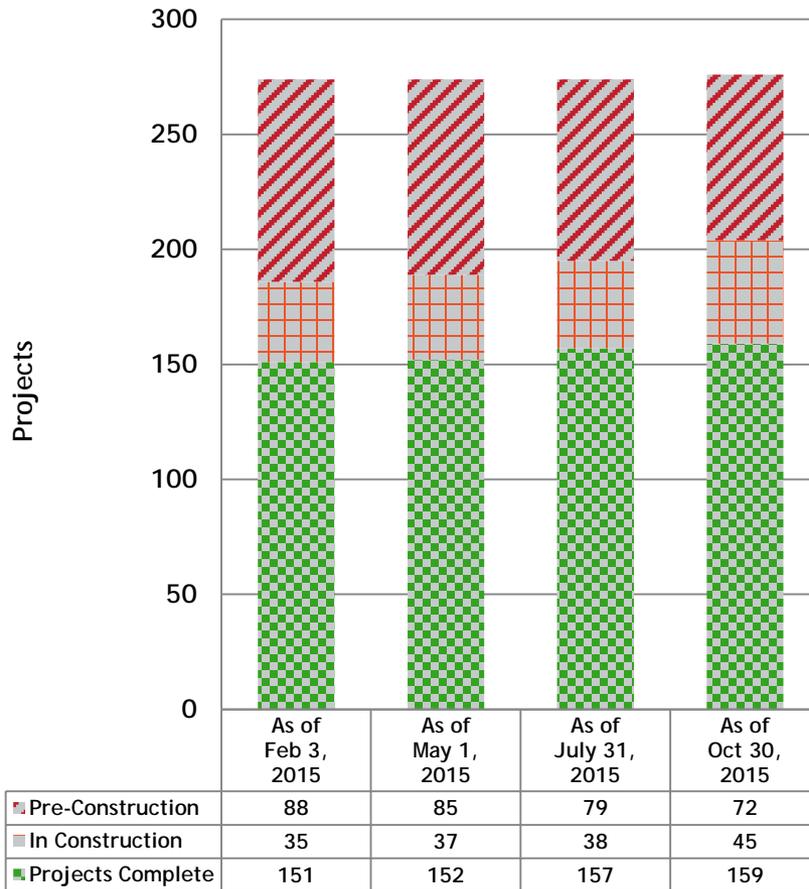
There are no RAMP projects requiring commission action this month.

- ✓ The remaining RAMP Public-Public Partnership Contingency Reserve is \$5,524,791.
- ✓ The remaining RAMP Operations Contingency is \$2,454,472.

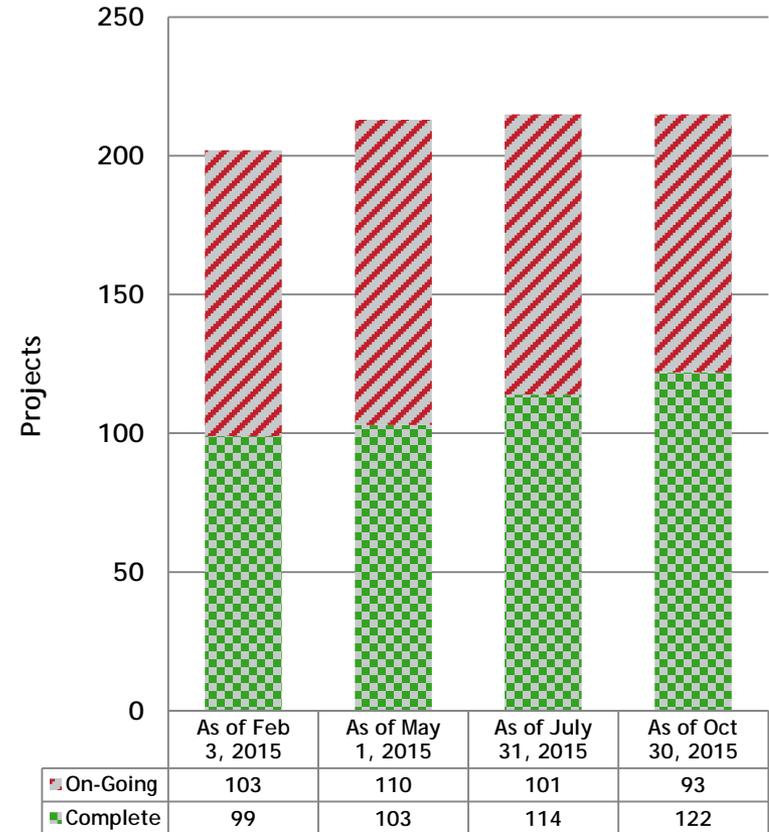


Safety Program Project Status

FASTER Program



HSIP Program



* Completed Projects Within Fiscal Year Range (2010 – Present)



Closing

- Questions or Comments
- Upcoming topics for next month
 - Update of Cash Balance
 - Updated Expenditure Performance Index
 - Update on Asset Management



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Department of Transportation

Region 3

Region Director
222 S 6th Street, Room 317
Grand Junction, CO 81501

MEMORANDUM

DATE: November 10, 2015
TO: Bridge Enterprise Board of Directors
FROM: David Eller, Region 3 Director
SUBJECT: SH 82, Grand Avenue Bridge - Update on OPCC No. 5 Pricing and Path Forward

Purpose

Collectively the following four projects are commonly referred to as the Grand Avenue Bridge Project:

1. 18158 Grand Avenue/SH 82 Vehicle Bridge (GAB);
2. 21122 Grand Avenue Pedestrian;
3. 21116 Grand Avenue Safety Improvements Project; and
4. 20588 US 6 Surface Treatment Project

Region 3 has sought guidance from the Colorado Bridge Enterprise (CBE) Board at multiple times during project development. In September of 2014, Region 3 presented to the CBE a funding plan to supplement the previously established BE project budget. Region 3 and the GAB Project Team/stakeholders have obtained additional funding commitments of approximately \$17.3 M from other funding sources within CDOT Programs (~ \$9.9 M, includes RPP, Faster, Operations, Signal Asset) as well as funding from multiple Local Agencies (\$6.3 M) and Utility Companies (~\$2.0 M). Value Engineering has been a continuous activity in the CMGC process, and the project has had 4 specific events to reduce costs through scope elimination, deferral or reduction, the most recently between OPCC 4 and OPCC 5 resulted in ~\$2.7 M in cost reductions.

The efforts to date to secure additional funding sources and reduce costs through scope modifications have significantly benefited the project, however according to our Independent Cost Estimate (ICE) we currently anticipate the project will still need additional CBE funding to award if the CMGC CAP negotiations are successful.

Action

The GAB project is using the Construction Management/General Contractor (CMGC) procurement method. The GAB project is 100% designed and has completed Opinion of Probable Construction Cost (OPCC) No. 5 and is currently in the Contractor Agreed Price (CAP) process. The CAP process requires the Contractor's and the ICE's project cost to be within 5% of the projects previously established a 5% variance as the threshold to award.

The OPCC No. 5 ICE for CBE elements on the GAB has identified that we will likely be slightly over the current budget. Region 3 will be requesting additional CBE funding at the November 19, 2015 Board Meeting, but would like to do so through a "walk on" action to keep our current Cost Estimates confidential during CAP negotiations with the contractor.

Background/Project Details

The SH 82 Grand Avenue Bridge has a sufficiency rating of 43.2 and is Scour-Critical. When this project was initiated we contemplated a bridge replacement in essentially the same location as the existing structure. The project utilizes Accelerated Bridge Construction (ABC) techniques helping to limit traffic delays during construction for the 26,000 vehicles that use the SH 82 structure daily. Right-of-Way (ROW) acquisition was considered minimal, and we assumed a fairly straight forward Environmental Assessment (EA) process. The need for the replacement of the pedestrian bridge was not immediately clear at project initiation.

Region 3, in concert with the Federal Highway Administration (FHWA), identified the EA project logical terminus and developed a draft Purpose and Need:

“The purpose of the project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The importance of the bridge to the local and regional transportation network underscores the following two project needs:

- (1) Improve multimodal connectivity between downtown Glenwood Springs and the Roaring Fork Valley with the historic Glenwood Hot Springs pool area and I-70; and
- (2) Address the functional and structural deficiencies of the bridge.”

Through the planning process we incorporated the Chief Engineer Policy Memo #26, Context Sensitive Solutions (CSS) approach, and it was determined that building the new structure in the proposed location, using ABC techniques, provided a better project as it offered opportunities to create a more direct, safer and effective connection between I-70 and SH 82, and minimized impacts to the Glenwood Springs community. Policy Memo #26 further states: “CSS requires the flexibility to consider alternative solutions that can benefit a broad range of stakeholders, while recognizing the fiscal constraints and the limits of CDOT’s mission as a transportation agency.”

The Preferred Alignment (Alternative 3) was identified in December of 2012, with the unanimous vote of the Glenwood Springs City Council as well as strong support from affected stakeholders and agencies. This alignment was chosen based on extensive stakeholder input and it vastly improves both pedestrian and vehicular operations and safety in this tourist environment that is vital to the State economy. This alignment, however, does have higher costs due to the longer alignment and needed connections to the local system. In addition, the ROW costs were significantly higher than anticipated when it was determined that neither CDOT nor the City of Glenwood Springs owned the ROW in which the current structure resides, but rather the existing structure is in a transportation easement.

A pedestrian bridge replacement was also included as the most effective and efficient method to address the needs to relocate critical utilities before the demolition, address multi-modal needs in accordance with PD 1602, and enable implementation of I-70 safety improvements related to the Eastbound On-Ramp that are currently in conflict with the superstructure of the existing pedestrian bridge. Approximately \$1.5 M revenue from affected utilities has been committed to the new pedestrian bridge and funding for the Eastbound On-Ramp has been provided through Faster Safety to complete this portion of added scope.

Key Benefits

The existing bridge was designed over 60 years ago for two-lane usage, including multi-modal sidewalks on each side. It is now Functionally Obsolete and Scour Critical. A 7 foot

deep scour hole was found in a 1992 inspection, two feet below the bottom of the 5-foot deep footing at river center.

The Safety Assessment report chronicles multiple sideswipe accidents owing to the 9 foot, 4-1/2 inch lanes: for a similar roadway over a 5 year period, the expected number of side swiipe accidents per mile per year would be 10.51. The observed number for GAB is 38.77 showing this section has a much higher total accident rate.

The planned bridge also improves operations for this congested section of SH 82, a section that carries about 84% of all vehicles in and out of the Roaring Fork Valley. The project creates a more direct, effective connection between I-70 and SH 82 by eliminating existing signals at 6th and Pine and separating the pedestrian movement at 6th & Laurel while reducing overall delay and potential for backups onto I-70.

Options and Recommendations

Based on the CMGC Contract and environmental constraints the practical options available include:

1. Providing the CMGC Contract Requirements are met and the CAP is within 5% of the ICE, increase the CBE funding and proceed with CMGC project award.
2. Maintain current CBE funding and elect to Advertise the project through Design/Bid/Build process.

If CMGC Negotiations are not successful, or the CBE Board elects to hold the current budget, then the project will need to use the Design Bid Build (DBB) Procurement process, and by contract CDOT is required to advertise the same scope of work. The DBB procurement process will require that the project be delayed at least one year due to repackaging of the Plans, Specifications and Estimate (PS&E), and environmental constraints of the project that restrict working activities in the Colorado River - requiring river work to start in the winter.

The risks associated with delay include: Construction Cost Escalation; loss of other CDOT and/or outside agency funding; increased design costs required for repackaging the PS&E for DBB; loss of Stakeholder Support; loss of key Consultant CM staff identified for the project; and additional risk with project award to a Contractor who has not been involved in the project development and may not understand the complexity and context of the project resulting in additional difficulties during construction.

Region 3 respectfully asks that Option 1 be exercised to increase the potential for the GAB project to be awarded in December 2015, and minimize the risk of possible delay and the costs associated with a delay.

Attachments

PowerPoint Slides



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Grand Avenue Bridge Project



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Grand Avenue Bridge

- Built in 1953 as a 2-lane bridge with shoulders
- Currently 4 lanes, narrow, no shoulders, 26,000 ADT
- Only 1 of 2 options over the Colorado River
- Utility corridor across Colorado River





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History of Project



- Main Issues:
 - ◆ Lane Width (9.4' lanes)
 - ◆ Vertical Clearance - RR, I 70 and 7th St.
 - ◆ Pier adjacent to I-70
 - ◆ Scour Critical Pier in Colorado River
 - ◆ Load Capacity = Functionally Obsolete.
SR = 43.2
- Project Delivery in 1990s failed due to local opposition





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CDOT and CSS

- CDOT has committed to CSS approach on the I-70 Mountain Corridor.
- Guidelines would be consistent with the principles of CSS and CDOT's Policy Memo 26 and, along with the historic context, would guide the development of Tier 2 undertakings on the corridor.

Context statement
Vision
Goals / Purpose and Need
Evaluation Criteria
Alternative Screening
Public comment





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Public Involvement

- 3,000+ Stakeholders involved
- 5 Public Open Houses (avg. 90 attendees)
- 10 Stakeholder Working Group meetings
- 30 meetings with business owners
- 30 meetings with public officials
- 20 civic group meetings





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Purpose and Need

- Improve Multimodal Connectivity
 - ◆ Narrow Lanes
 - ◆ Inadequate Bike/Ped Facilities
 - ◆ Traffic Congestion
- Address Functional and Structural Deficiencies of Bridge
 - ◆ Vertical/Horizontal Clearance
 - ◆ Scour Issue
 - ◆ Bridge Width
 - ◆ Pier Location
 - ◆ Load Capacity



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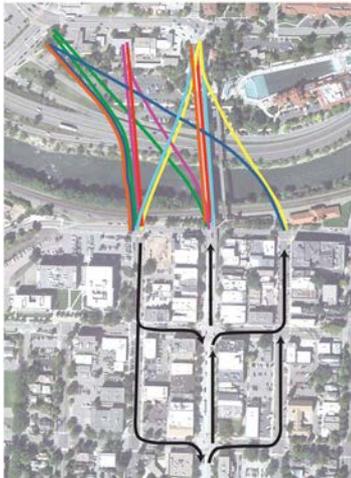
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Alternatives

SH 82 Grand Avenue Bridge Environmental Assessment
Alignments Being Evaluated



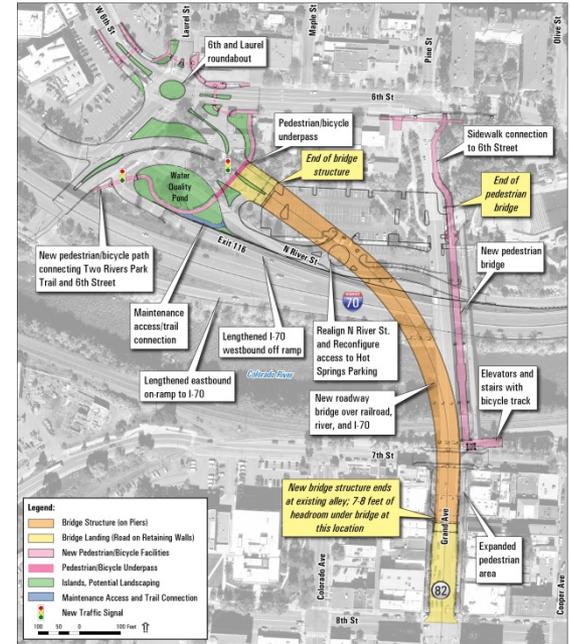
- 4-Lane Two-Way Bridge Alternatives**
- Alternative 1 – Align to Pine
 - Alternative 2 – Align to Maple
 - Alternative 3 – Align to Exit 116 / Laurel / 6th
 - Alternative 4 – Align to Laurel & Pine (2 bridges)



- One-Way Couplet (Paired) Alternatives**
- Using Grand Avenue and Colorado Avenue:**
- Alternative 5 – Colorado & Laurel – Grand & Pine
 - Alternative 6 – Align Colorado & Grand with Pine
 - Alternative 7 – Align Colorado & Grand with Maple
 - Alternative 8 – Colorado & Maple - Grand & Pine
 - Alternative 9 – Align Colorado & Grand with Laurel
- Using Cooper Avenue and Colorado Avenue:**
- Alternative 10 – Align Colorado & Cooper with Pine
 - Alternative 11 – Align Colorado & Cooper with Laune



Screening

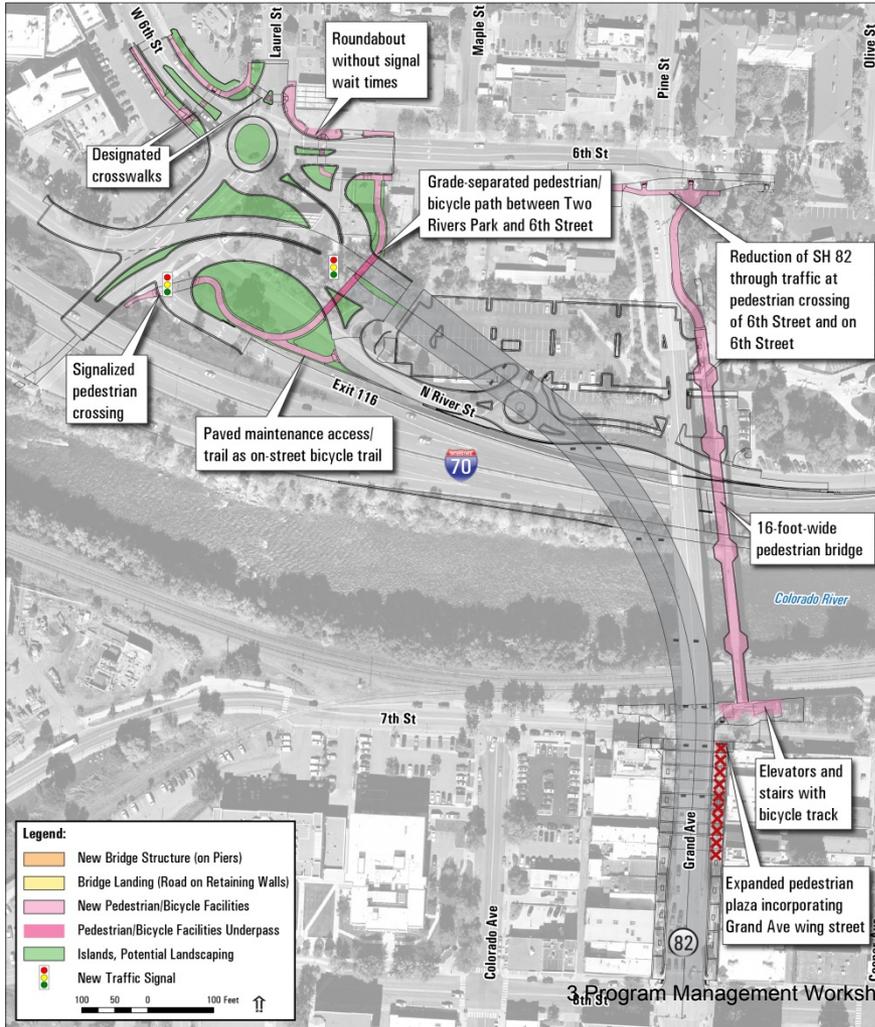


Preferred Alternative



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Project Elements

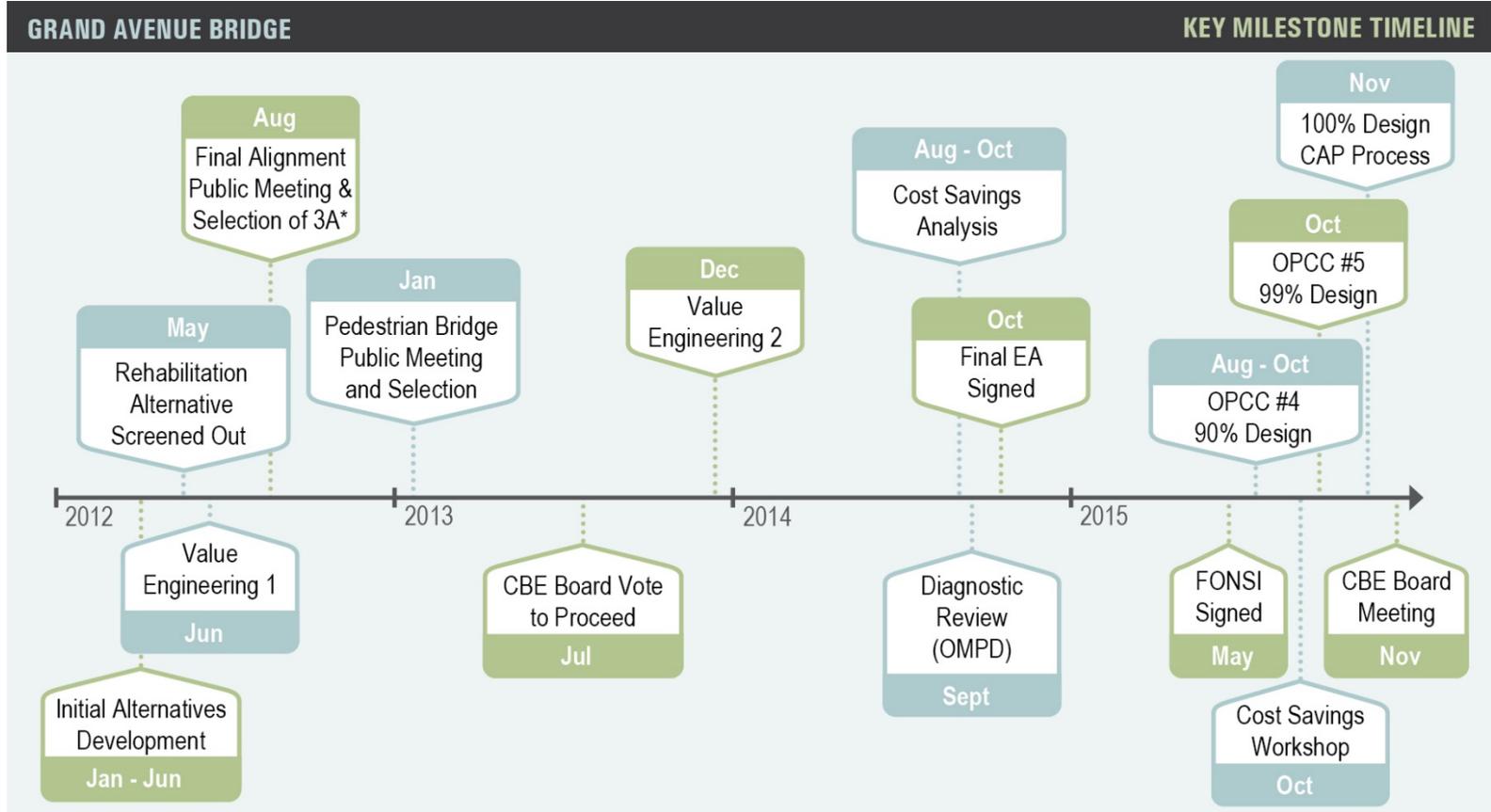
- Pedestrian Bridge Replacement
- ◆ Utility Relocation
- ◆ Aesthetics-Historic Character
- ◆ Bike/Ped Connectivity
- ◆ I-70 EB Acceleration Lane



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Value Engineering & Cost Control



*Public preferred alignment 3 by 4:1 and 3A by almost 4:1 over next favored. Evaluation showed 3A best met criteria



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Mitigation Commitments

- Accelerated Construction
 - ◆ SH 82 bridge critical to local and regional traffic
 - ◆ Grave concern about extended bridge closures
 - ◆ Accelerated construction incorporated to mitigate adverse effects to businesses & travelling public during certain phases of project



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Funding Sources and Partnerships

Colorado Bridge Enterprise

ST: I-70 & SH 82 Tie-Ins, US 6 Resurfacing

SGA: Signal replacements

FSA: Safety improvements at I-70 Exit 114 & 116, 6th & Laurel roundabout

Utility Companies: Utility relocation onto new ped bridge

Glenwood Hot Springs: Effluent outfall sewer replacement

Eagle County: General (non-specific) project contribution

City of Glenwood Springs: Enhancements and betterments

Garfield County: Pedestrian bridge

RPP: General (non-specific) project contribution



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Accountability & Milestones

- To reduce impacts and provide accountability to our customers, the following key milestones are contained in the construction contract.
 - ◆ South causeway construction by 3/1/2016
 - ◆ Installation of temporary ped bridge walkway by 3/1/2016
 - ◆ Removal of existing ped bridge by 4/30/2016
 - ◆ New pedestrian bridge opened for public use by 3/1/2017
 - ◆ New SH 82 bridge opened for public use in late fall 2017 in accordance with Lane Rental Specification (\$25k daily disincentive)
 - ◆ SH 82, I-70 and local street connectivity completed by 12/1/2017
 - ◆ Project completion by 6/30/2018



DATE: November 19, 2015
TO: Transportation Commission
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: SB 228/SB 1 Transit Funds Conceptual Utilization Plan

Purpose

The purpose of this memo and workshop is to seek general acceptance and guidance on the concept for the proposed utilization of the combined FY2016 SB 228 and remaining SB 1 dedicated transit funds.

Action

No action is required. The Transit & Intermodal Committee, at their October meeting, agreed to move forward with the SB228/SB1 Conceptual Plan. General acceptance from the full Transportation Commission is sought for the Conceptual Plan, and agreement to spend the winter refining the overall approach, cost estimates, and implementation schedule.

Background

Senate Bill 228 (SB 228) provides for approximately \$200M in new revenue coming to CDOT, with at least 10% (approximately \$20M) dedicated to transit. In addition, the Division of Accounting and Finance (DAF) has identified \$12M of old Senate Bill 1 (SB 1) transit funds that remain unobligated due to project withdrawal and project savings. Both programs are specified to be used for TC approved strategic projects with statewide or regional significance. Staff from several divisions and regions within CDOT went through an exercise last fall to generate a comprehensive list of potential SB 228 projects; this list included transit projects that totaled in excess of \$300M.

In February 2015 the TC adopted PD 14 to guide future allocation of resources and investment decisions. For System Performance, the transit objectives are to increase rural transit ridership (Transit Utilization), and to increase the miles of regional and interregional service (Transit Connectivity). Bustang is CDOT's first attempt to provide regional connectivity by connecting the six largest transit agencies over 230 miles in the I-25 and I-70 corridors. The Statewide Transit Plan was adopted by the TC this past spring, and one of the priority needs of rural communities across the state is for better rural to urban transit connections for essential services; i.e. medical, business, shopping, pleasure, connection to the intercity and interregional transit network, airports, etc. In response to that input, a performance measure was adopted within the Statewide Transit Plan that charges DTR with working to improve the percentage of Colorado's rural population served by public transit.

In addition, the Intercity and Regional Transit Network Study was completed in 2014 and identified an extensive statewide network of rural regional needs and priorities. These efforts all had significant public and stakeholder outreach, which culminated into the Statewide Transit Plan. An Informational Item was provided to the Transportation Commission last November outlining the concept of CDOT operated &/or contracted Rural Regional bus service.

Details

SB 228 and SB 1 funds are not continuing long term, so are not appropriate for operating purposes. They should be utilized only for capital investments. CDOT receives approximately \$1.6M/year in FTA Section 5311(f) funds with guidance from FTA to support three national objectives. First is to provide dedicated rural connections to the national intercity transit network, support services to meet the intercity travel needs of rural residents and to



support the infrastructure of the intercity bus network including national commercial bus operators, such as Greyhound. Figure 1 depicts the network of intercity bus routes currently funded by or subsidized by 5311(f) funds. These routes are proposed by others through a competitive process for individual routes. CDOT, utilizing the 5311(f) funds, contracts to public and private providers to operate the service. The current practice has benefits, but it is not coordinated into a state network, includes amortized capital in the reimbursed operating costs, and is not branded as an integrated product. The annual FASTER Transit Statewide program also includes up to \$1.0M/year available for rural regional transit operations, of which approximately \$550K/year are currently utilized.

From the Intercity and Regional Bus Network Study, a rural regional bus network has been developed by identifying high priority routes that provide rural to urban connections (see Figure 2). To better compliment and integrate interregional and rural regional routes into a statewide system, it includes an expansion of the Bustang service to Grand Junction, Greeley and Pueblo; also shown in Figure 2. This proposed operating plan has been developed as a sustainable service plan to utilize the combined 5311(f) and unallocated FASTER Statewide Transit operating funds. This proposal would rely on SB 228 and SB 1 funds to provide the capital needs, i.e. buses and Park & Rides. Smaller buses, sized to rural demand levels, would be procured and utilized for the rural regional and Bustang expansion. This proposal optimizes the usage of limited operating funds by leveraging other available sources of capital funding. Similar to Bustang, the rural regional system would be managed by CDOT through packages of operating contracts. With renewed packages of contracts bid in 2017, the revised network of services would begin in 2018.

A final piece of this integrated statewide plan is to further expand the current Bustang Park & Ride facilities, and provide the ability for Bustang service expansion as needed with additional buses. The Bustang annual budget would cover the operating costs, and rely on SB 228 funds for capital needs (buses and Park & Rides). Consideration could be given to additional stops and Park & Rides on the current routes for Castle Rock, SE Weld County and Idaho Springs; pending further policy discussion from the T&I Committee and the TC.

A consultant has been procured to assist in the SB 228/SB 1 program development. The established criteria will be used to focus the Conceptual Plan development and refinement to projects needed for the rural regional system, Bustang expansion, and other strategic transit projects with statewide or regional significance. The consultant will work with DTR and CDOT Regions to generate project cost estimates and an implementation schedule.

Criteria/Rationale for project order and inclusion - Last November staff presented the TC a comprehensive list of both highway and transit projects meeting the criteria established for SB 228 project eligibility: (1) strategic in nature with state/regional significance, (2) standalone project without significant existing funding, and (3) ready to go/begin construction within 5 years. Further evaluation criteria included mobility and economic development measures. SB 1 had similar and consistent eligibility criteria. Refining and scaling the comprehensive transit project list into an implementable program to utilize the available SB 228 funds (\$20M) and the remaining SB 1 funds (\$12M) was undertaken. This process constrained the eligibility criteria to include the priorities and goals of the Statewide Transit Plan and Policy Directive 14. In addition, each CDOT Engineering Region was given the opportunity to propose transit projects that met the broader SB 228 criteria, and were ready for implementation.

Table 1 identifies the draft list of projects for the Conceptual Plan. Detailed cost estimates have not been developed for all the projects in Table 1, and will not be developed until the Conceptual Plan comes closer to finalization over the winter with stakeholder input. Once finalized, projects would be implemented in the order of priority until the available funds are exhausted.

It is proposed that projects would be prioritized in an order that first addresses any outstanding capital needs impacting the effective and efficient provision of the current Bustang system; examples include improvements to the Harmony Road Park & Ride in Fort Collins and the Woodmen Road Park & Ride in Colorado Springs. The next priority category are projects that provide the necessary infrastructure to support the early steps of developing the statewide bus network. CDOT has limited operating resources, but needs to begin the acquisition and development of infrastructure to support the proposed services that can feasibly be provided at this time. Examples are bus



purchases and the development of new Park & Rides to support new or expanded routes in the statewide bus network, possibly including park & rides in Pueblo, Telluride, and other locations.

Table 1

Strategic Transit Capital Plan from SB 1 & SB 228 Sources (\$ Millions)	
Bustang and Rural/Regional PnR needs	\$12.75
Bustang and Rural/Regional rolling stock needs	\$10.00
Other Strategic Transit Projects	<u>\$9.25</u>
	\$32.00
Identified PnR Needs Beyond	<u>\$5.70</u>
	\$37.70

STAC Input - The concept of the Rural/Regional bus network was presented to the STAC at their September 25, 2015 meeting. The general tone of the conversation was positive and supportive. STAC did ask very constructive questions regarding priorities/timing of individual projects, and what kind of metrics would be used to assess those priorities as well as overall system performance. Members would also like to see information on what other State's experience has been in developing this type of network. STAC also requested further information on proposed service metrics (revenue service hours, for instance) and performance metrics that would be used to set project/route priorities as well as all overall system performance. Given approval by T&I and the Transportation Committee to do so, DTR intends to refine this work over the winter and subsequently report back to the STAC and the T&I Committee on all of these points at future meetings.

The T&I Committee reviewed the Conceptual Plan at their October meeting and is recommending the TC also approve for finalization of the Concept over the winter months.

Benefits

The transit plan outlined above implements elements of the Statewide Transit / Transportation Plans, further develops the Bustang interregional bus system, and expands the CDOT transit service area to include rural connections to urban centers. It delivers a truly statewide transit system, and furthers the Commission mission of providing the best multimodal system. Other benefits include:

- Utilizing the SB 228 10% for transit and the remaining SB 1 transit funds for strategic capital investments with statewide significance and covering all regions of the state. These projects meet SB228 list criteria in the areas of being strategic, stand-alone, ready-to-go projects with high mobility and economic benefit potential.
- These projects also work to fulfilling the PD 14 investment goal of connecting communities with interregional and regional transit service; including increased revenue miles of service.
- Fulfilling one of the priority goals from the Statewide Transit Plan; providing rural to urban center transit connections for essential services.
- Optimizing the designated rural regional operating funds for a sustainable service plan.
- Compliments and integrates with the Bustang service network.
- Provides for Park & Ride and additional buses (as needed) for the Bustang system.

Next Steps

- Engage the consulting firm to assist with refining service plans and cost estimates.
- With TC concurrence in November; begin MPO, TPR and public outreach to refine the plan.
- Finalize the plan over the winter; seek TC approval of the plan in the spring 2016.
- Procure buses and contract operators; summer 2016 - Fall 2017.
- Begin the revised network of services in 2018.

Attachments



Figure 1: Current Intercity & Regional Bus Network
 Figure 2: Conceptual Rural Regional Bus Network

Figure 1: Current Intercity Bus Network

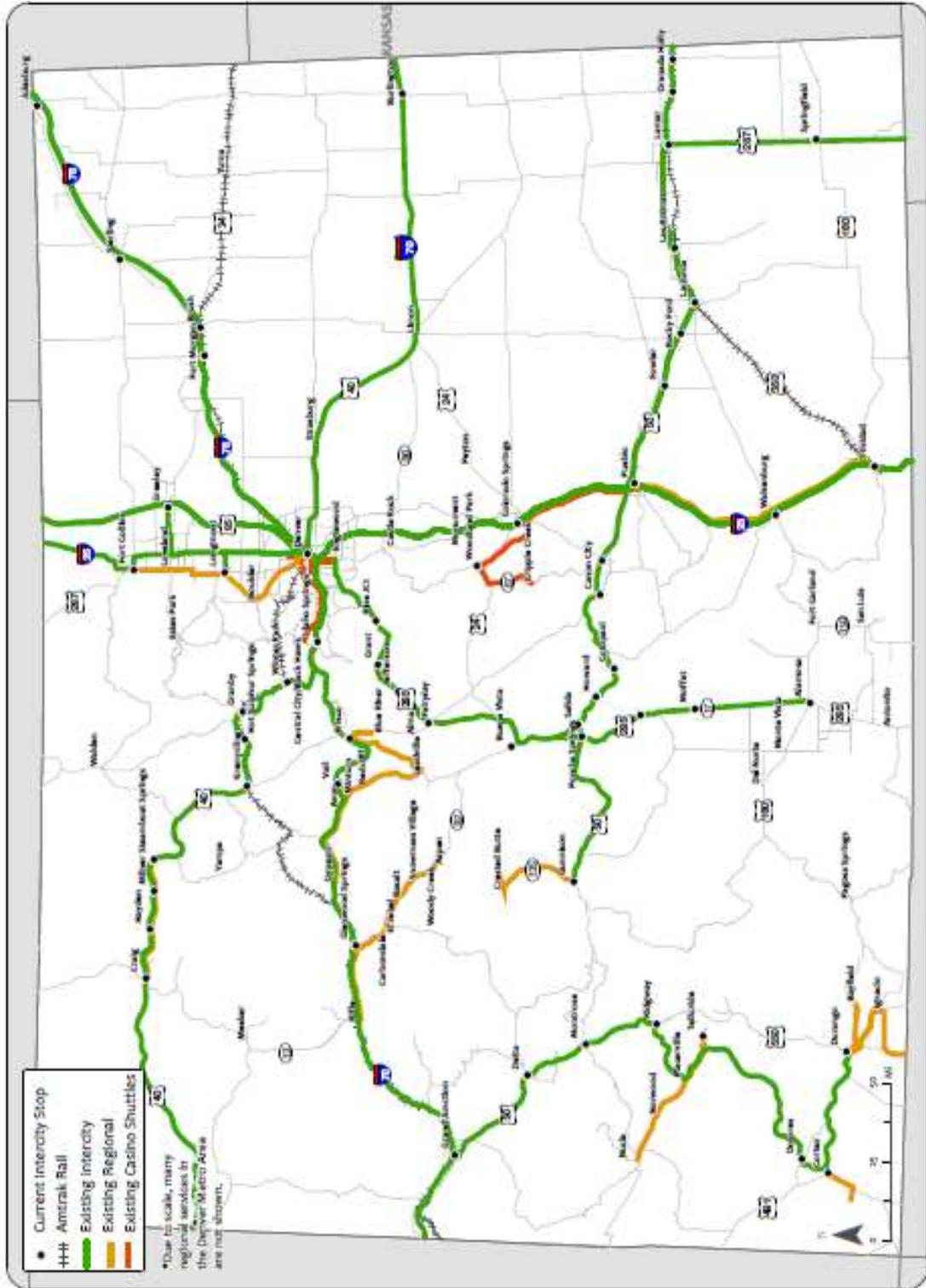
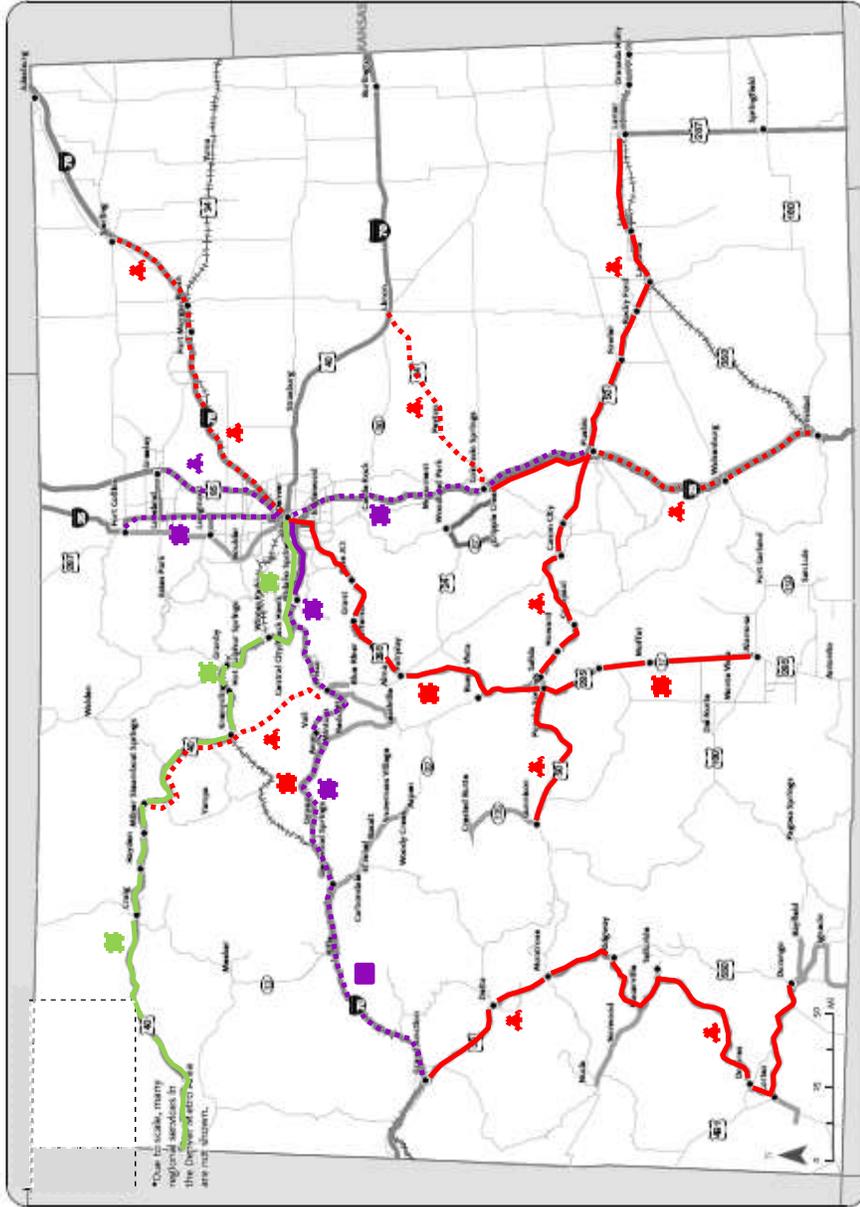
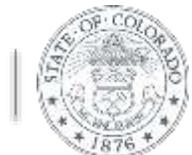


Figure 2: Conceptual Rural Regional Bus Network



LEGEND

- Primary Corridors
- Bustang Expansion
- Add'l High Priority Coverage Routes
- Interstate & State Highways
- Connecting Transit Services
- ★ 50-seat over-the-road coach
- ★ 30-seat over-the-road coach





DATE: November 18, 2015
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: 10 Year Development Program

Purpose

To provide additional context on overall purpose and intent of the Development Program, and more specific information on studies and projects identified to date.

Action

Informational. No action requested.

Background

The purpose of the Development Program is to bridge the gap between the 4-year Statewide Transportation Improvement Program (STIP) and the 20+ year Statewide Transportation Plan (SWP), and to *identify the needs for major investments and the priorities over a 10 year timeframe*. This will serve to:

- Communicate the status of major investments to the public and stakeholders;
- Provide a resource for the prioritization or tiering of major investments if significant additional revenue were to become available, and for future “list” development exercises;
- Provide a guide to needs and priorities to inform TIP, STIP, and Regional Transportation Plan (RTP) development, and other project selection, design, or development decisions;
- Provide a tool to aid in identifying and quantifying transportation needs to support planning and programming processes.

Staff provided a high-level overview of the Development Program concept at an October Transportation Commission workshop. At that workshop several questions were raised regarding the planning process and how the Development Program relates to the planning process and to previous efforts to identify projects. **Attachment A** provides additional background on the purpose of the Development Program, and how it relates to the planning process.

Details

Over the last several months DTD staff have been working with the CDOT Regions to: 1) identify major project/corridor investment needs and 2) identify priorities for major investments over a 10 year timeframe (through 2025). Major investment needs were identified based on a statewide inventory of documented needs from planning and development studies. These major investment or corridor needs are also identified in the RTPs for the TPRs and MPOs.

Attachments B and C include information on the studies identified to date. Studies include, at a minimum, EIS, EA, and PEL studies. Some Regions have also identified other studies significant to their area, such as Corridor Plans, Access Control Plans, etc. Due to limited funding, many of the major projects or corridor improvements identified in these studies and plans have not been funded yet or have only been funded for initial phases. Many of the projects identified below represent the next phase of implementation.

Attachments D and E include information on the major projects identified to date, which total over \$7 billion. The Regions have identified projects based on needs established through the transportation planning process, the development of RTPs and the STIP, and prior efforts including the identification of Senate Bill (SB) 228 projects. The Development Program is not intended to capture every potential project identified to date. It is intended to, at a minimum, capture major projects as defined by each Region. Attachment D also includes investment priorities that have been identified for transit and



operations. Recognizing that the major projects identified are not inclusive of all needs, the Development Program will also include information at a more programmatic level for other needs including Asset Management, Safety, and other regional needs including Regional Priority Program (RPP) projects.

The Development Program will include a database with an inventory of project needs, attributes, and priorities that can be maintained and used in the future in response to requests for “lists” based on different purposes, such as for candidate TIGER projects, or a need to identify projects for a potential new funding source. CDOT has also been developing more data-driven processes and tools to aid in project prioritization and selection. Future plans include further analysis of Development Program projects to quantify benefits and support the further prioritization of projects. Development Program data will be updated periodically, with a new Development Program created every four years through the transportation planning process in tandem with the development of the SWP, RTPs, and STIP.

Staff are currently finalizing and confirming Development Program information. Outreach is anticipated through STAC to incorporate additional planning partner input.

Next Steps

- Continue to work with CDOT Regions to finalize Development Program information
- Obtain Planning partner review and input
- Develop document, web content, and other resources

Attachments

- Attachment A - 10 Year Development Program Presentation
- Attachment B - Development Program Draft Studies
- Attachment C - Map of Studies
- Attachment D - Development Program Draft Major Investment Projects/Corridors
- Attachment E - Map of Major Investment Projects/Corridors





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10 Year Development Program

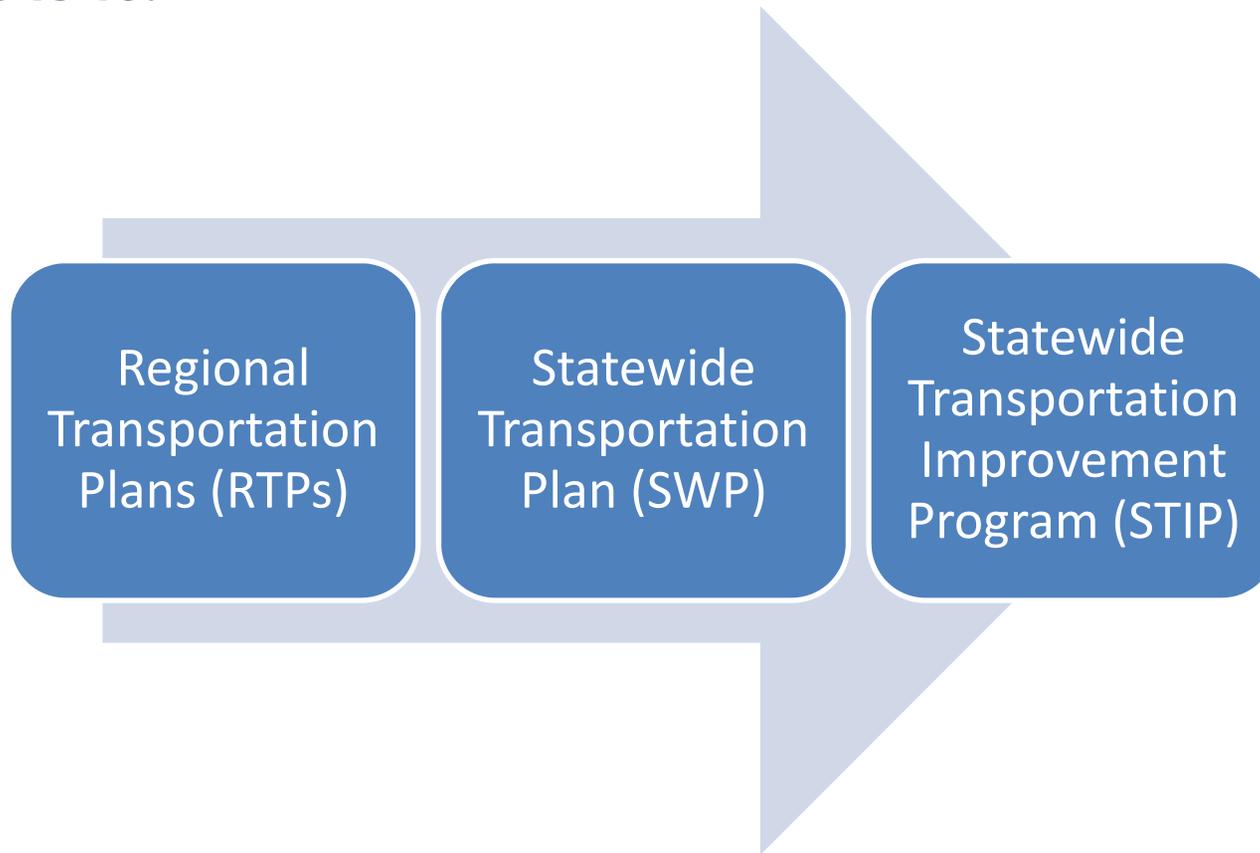
Transportation Commission

November 18, 2015 ₁



Development Program

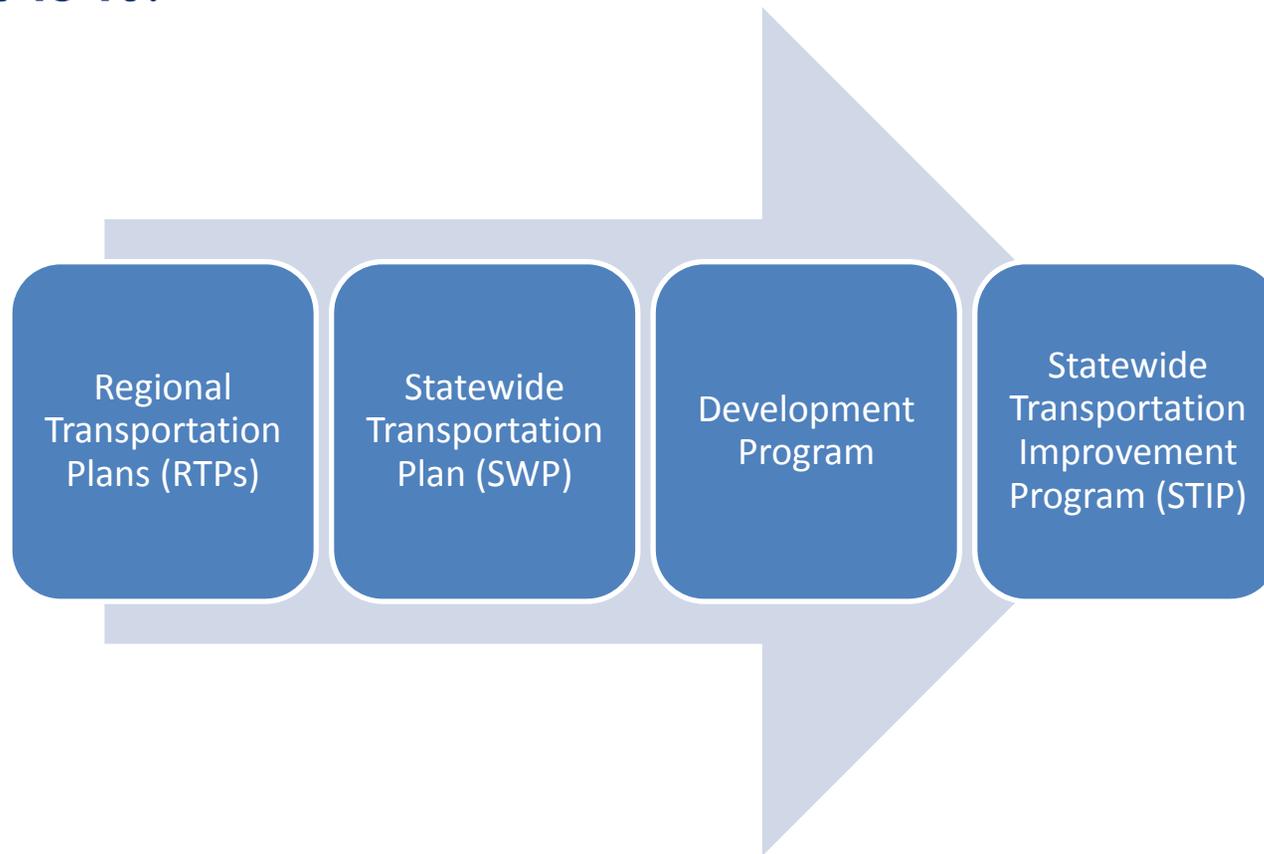
What is it?





Development Program

What is it?





Development Program

Purpose

- ***To identify the needs for major investments and the priorities over a 10 year timeframe.***

Major Investments are *investments of significant cost or scope* which cannot typically be funded through a single funding source, and which may require additional revenue or other funding sources to fully complete.

The Development Program reflects the *priorities identified through the transportation planning process*, in the Regional Transportation Plans, and other modal and functional plans.

The Development Program is a tool, not a commitment or a decision on what we do in the future. It's *what we might do* if we received additional revenue, or what we might do incrementally with current revenues.



Development Program

Why have a Development Program?

- The Development Program provides a solution for:
 - Scattered and incomplete information on major investments beyond the STIP
 - Lack of consolidated information to discuss major investments *across* the state
 - Lack of public friendly information
 - Repeated development of new “lists” for different purposes
 - Limited ability to track major investments as they move from a conceptual project to construction
 - Limited information on the cost of long-term enhancements or expansion to the system



Development Program

Where does this fit in the planning process?



In the future, the Development Program will be developed in tandem with the SWP, RTPs, and STIP.

The Development Program does:

- Inventory major investment needs (Database of Needs)
- Reflect unprogrammed future projects or phases
- Serve as a resource to identify potential projects

The Development Program doesn't:

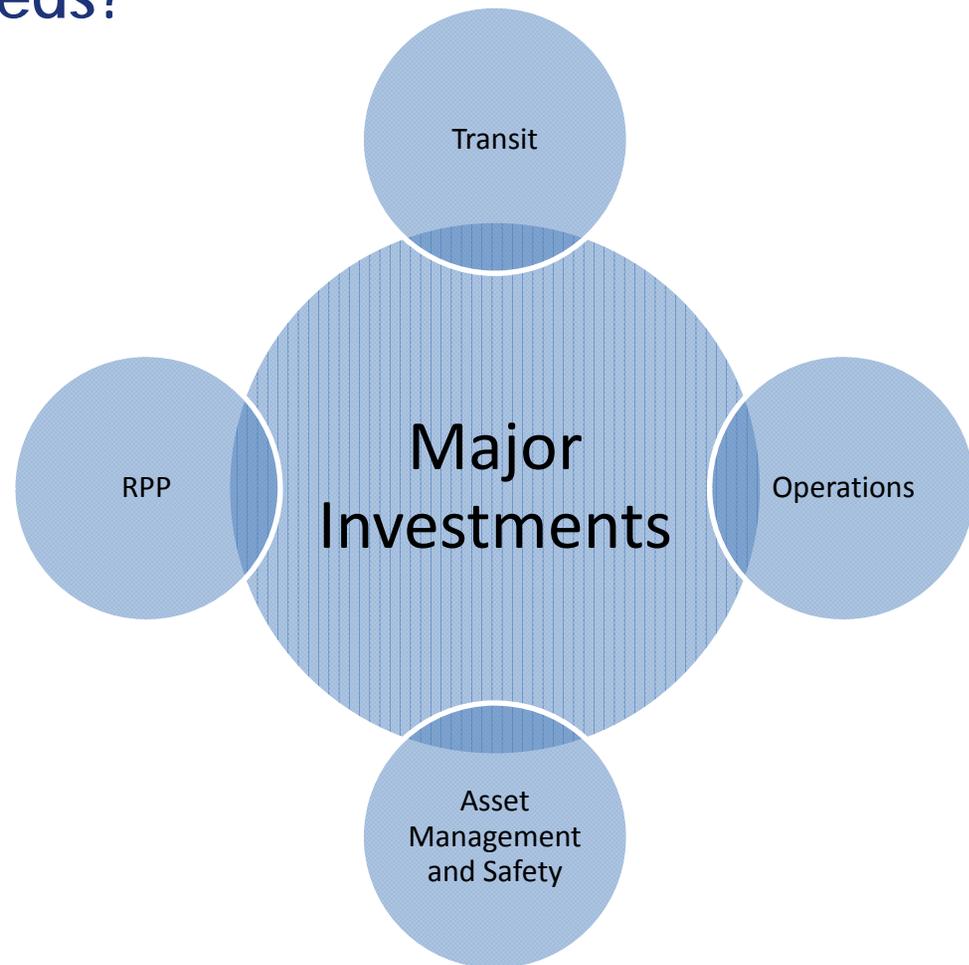
- Program projects
- Assign funds
- Include all unprogrammed projects or phases
- Require that projects be included to be in STIP



Development Program

What about other needs?

The Development Program will not identify in detail every potential project, but will include information at a more programmatic level for other needs including RPP, Asset Management, Safety, Operations, and Transit.





Development Program

How will this be used?

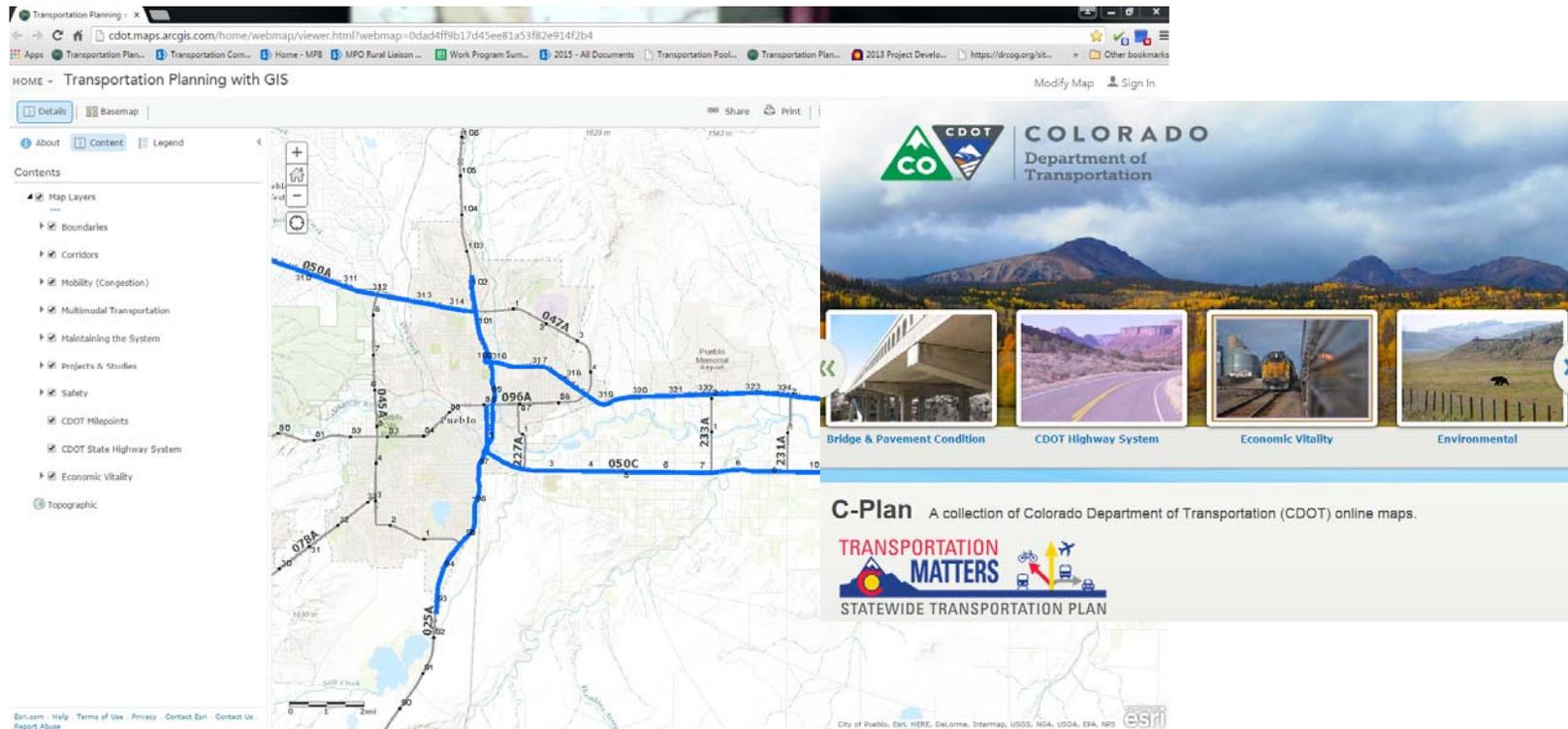
1. Communicate information about major investments and other needs to the public and stakeholders
2. Provide a guide to needs and priorities to inform TIP, STIP, and RTP development, and other project selection, design, or development decisions
3. Provide a resource for prioritizing or phasing projects if significant additional revenue were to become available, and for future “list” development exercises
4. Provide a tool to aid in identifying and quantifying transportation needs to support planning and programming processes



Development Program

How will this be used?

1. Communicate information about major investments and other needs to the public and stakeholders



EXAMPLE - DEVELOPMENT PROGRAM PROJECT / CORRIDOR PROFILE



Corridor/Project: I-25 New Pueblo Freeway

Limits: MP 94 (south of Pueblo Blvd.) to MP 101 (south of US 50/SH 47 Interchange)

Study Status: FEIS completed September 2013. Phase I ROD in April 2014.

Improvement Status: Improvements between Ilex and City Center Dr. under construction.

Corridor Designations: NHS; Regional Priority Investment Corridor; Freight Corridor

Region: 2

Transportation Commission District: 10

TPRs: Pueblo Area

Counties: Pueblo

SWP Goal Areas: Mobility, Maintaining the System, Safety

SWP Strategies: Capacity, System Preservation, Safety, Operations, Freight, Bicycle/Pedestrian, Economic Vitality

Corridor/Project Website:

https://www.codot.gov/library/studies/i25_puebloeis

Corridor/Project Map:

<http://arcg.is/1P8gyAa>

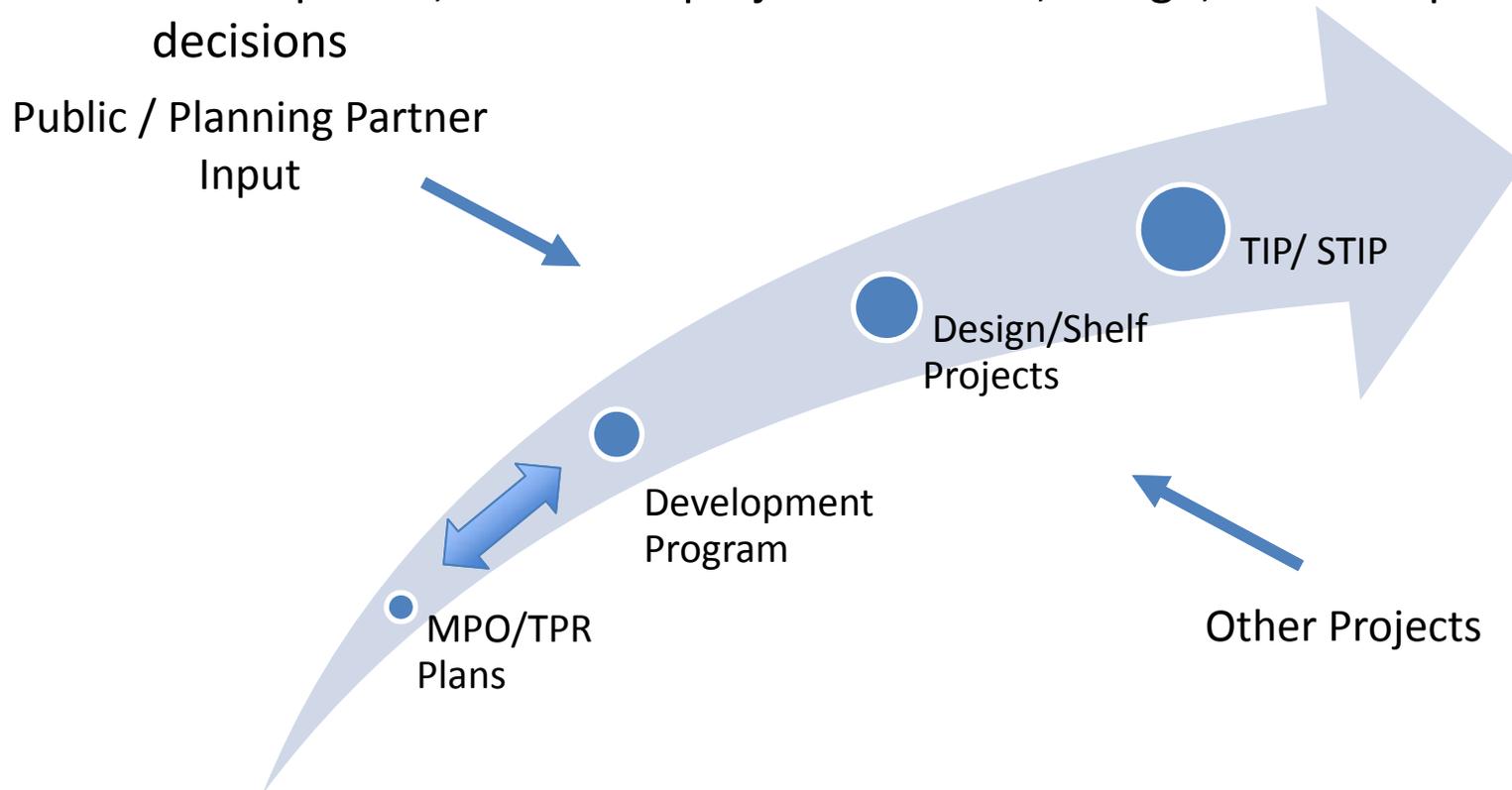




Development Program

How will this be used?

2. Provide a guide to needs and priorities to inform TIP, STIP, and RTP development, and other project selection, design, or development decisions





Development Program

How will this be used?

3. Provide a resource for prioritizing or phasing projects if significant additional revenue were to become available, and for future “list” development exercises

Serves as a “starting point” in identifying projects

Project attributes help to identify potential projects

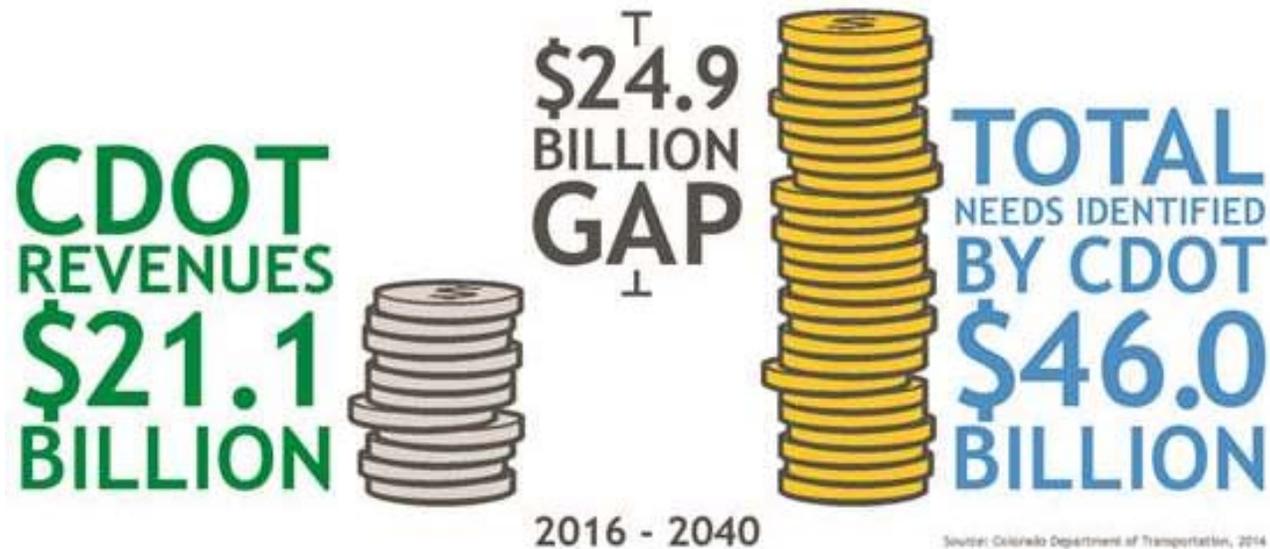
- Project Type/Elements (bridge, bike/ped, safety, etc.)
- Needs (congestion, poor pavement, structures, etc.)
- Corridor/Facility Type (NHS, Freight Corridor, etc.)



Development Program

How will this be used?

- 4. Provide a tool to aid in identifying and quantifying transportation needs to support planning and programming processes





Development Program

Next Steps

- Continue to work with Regions to finalize Development Program information, and to assemble and organize data
- Obtain planning partner review and input
- Develop resources to communicate information
- Update Development Program periodically to keep current
- New Development Program to be developed as part of transportation planning process and used in the development of SWP, RTPs, and STIP

Development Program - DRAFT Studies
11/10/2015

Completed or In Progress Studies with Remaining Unfunded Work								
A	B	C	D	E	F	G	H	I
Study ID	Region	Corridor	Study	Website	Milestones	Limits From	Limits To	Description
1	1	I-25: El Paso County Line to C-470	I-25 South PEL	N/A	PEL- Not yet started	Monument	C-470	PEL to address need for mobility improvements.
2	1	I-25: Broadway to C-470 I-25: C-470 to Castle Rock US 85: C-470 to I-25	I-25/US 85: South EIS and ROD	https://www.codot.gov/library/studies/southi25us85-feis-rod	FEIS- May 2001 ROD- October 2002	I-25 MP 178 and US 85 MP 184	I-25 MP 195 and US 85 MP 200	Improvements for congestion and safety, including adding lanes, turn lanes and passing or climbing lanes, interchange and intersection improvements, bike/ped, frontage road, and carpool lot improvements.
3	1	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	https://www.codot.gov/library/studies/i-25-valley-highway-EIS	FEIS- November 2006 ROD- June 2007 ROD 2- February 2013	I-25 at Logan St. US 6 at I-25	I-25 at US 6 US 6 at Federal Blvd.	Lane continuity and balance on I-25 from Logan to US 6, linking with sections of I-25 to the north and south, operations improvements, updates to meet current design standards on US 6, and bike/ped improvements.
4	1	I-25 North	I-25 North: US 36 to SH 7 PEL	https://www.codot.gov/projects/northi25pel	PEL- December 2014	US 36	SH 7	Safety and mobility improvements on I-25 between US 36 and SH 7, building on the I-25 North EIS.
5	1	I-70 Mountain	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	https://www.codot.gov/projects/i-70mountaincorridor	PEIS- March 2011 ROD- June 2011	C-470	Glenwood Springs	Various improvements to the mainline including lane additions, and improvements to interchanges and tunnels.
6	1	I-70 West: C-470 to I-25	I-70 Kipling Interchange PEL	https://www.codot.gov/projects/i70kiplingpel	PEL- July 2013	MP 279		Reconstruction of interchange to reduce congestion and improve operational performance and safety.
7	1	I-70 East: I-25 to E-470	I-70 East EIS and ROD	http://www.i-70east.com/index.html	SDEIS- August 2014 FEIS- January 2016 ROD- Summer 2016	I-25	Tower Rd.	Replacement of I-70 Viaduct and capacity improvements.
8	1	I-225	I-225 PEL	https://www.codot.gov/projects/i-225pel	PEL- September 2014	Yosemite	I-25	Improvements to relieve bottlenecks along I-225 and at interchanges.
9	1	I-270	I-270 PEL	N/A	PEL- Not yet started	I-76	I-70	PEL to address need for mobility improvements.
10	1	C-470 / US 6 / SH 93	West Connect PEL	N/A	PEL- Starting Summer 2016	C-470 (Kipling)	US 36 via US 6, SH 93, and Jefferson Pkwy.	Mobility improvements for C-470 from Kipling to I-70, then north on US6, SH 93, and proposed Jefferson Parkway to US 36. Fills in gaps between Jefferson Parkway, Golden Plan, and C-470 EA.
11	1	C-470	C-470 Express Lanes Feasibility Study/EA/Revised EA and FONSI	https://www.codot.gov/projects/c470ExpressLanes	C-470 Express Lanes Feasibility Study- June 2005 C-470 EA- February 2006 Revised EA - July 2015	Kipling Pkwy.	I-25	Managed lanes and interchange improvements.
12	1	US 6: I-70 to I-25	US 6: Wadsworth Blvd. EA and FONSI	https://www.codot.gov/projects/US6wadsworth	FONSI- March 2010	Wadsworth at 4th	Wadsworth at 14th	Interchange reconstruction and improvements on Wadsworth Blvd.
13	1	US 85: I-270 to E-470	US 85: Vasquez PEL	N/A	PEL- Starting October 2015	I-270	60th	PEL to address need for mobility improvements.
14	1	SH 79	SH 79: Kiowa-Bennett Rd. PEL	https://www.codot.gov/library/studies/sh79pel	PEL- November 2013	SH 79 at East 38th (Bennett)	SH 79 at I-70 and Kiowa-Bennet Rd.	Improvements to address regional connectivity, reduce conflict and delay at the SH 79 at-grade crossing of Union Pacific Railroad, and address safety concerns along the major corridors within the study area for existing and future conditions.
15	2	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	https://www.codot.gov/library/studies/i25puebloeis	FEIS- September 2013 Phase I ROD- April 2014	South of Pueblo Blvd. (MP 94)	South of US 50 / SH 47 Interchange (MP 101)	Safety and mobility improvements including interchange improvements.
16	2	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	https://www.codot.gov/projects/us24west	EA- May 2012 FONSI- September 2014	I-25	Manitou Ave,	Bridge widening, bridge replacement, intersection improvements, and trails.
17	2	US 287: Oklahoma to Eads	US 287: Lamar Reliever Route EA and FONSI	https://www.codot.gov/library/studies/us287-at-lamar-ea-fonsi	EA- September 2013 FONSI- November 2014	US 287 at Co. Rd CC South of Lamar	CR 196 North of Lamar	Relocation of US 287 and US 50 from downtown Lamar to a new alignment, known as the reliever route, approximately one mile east of Lamar.

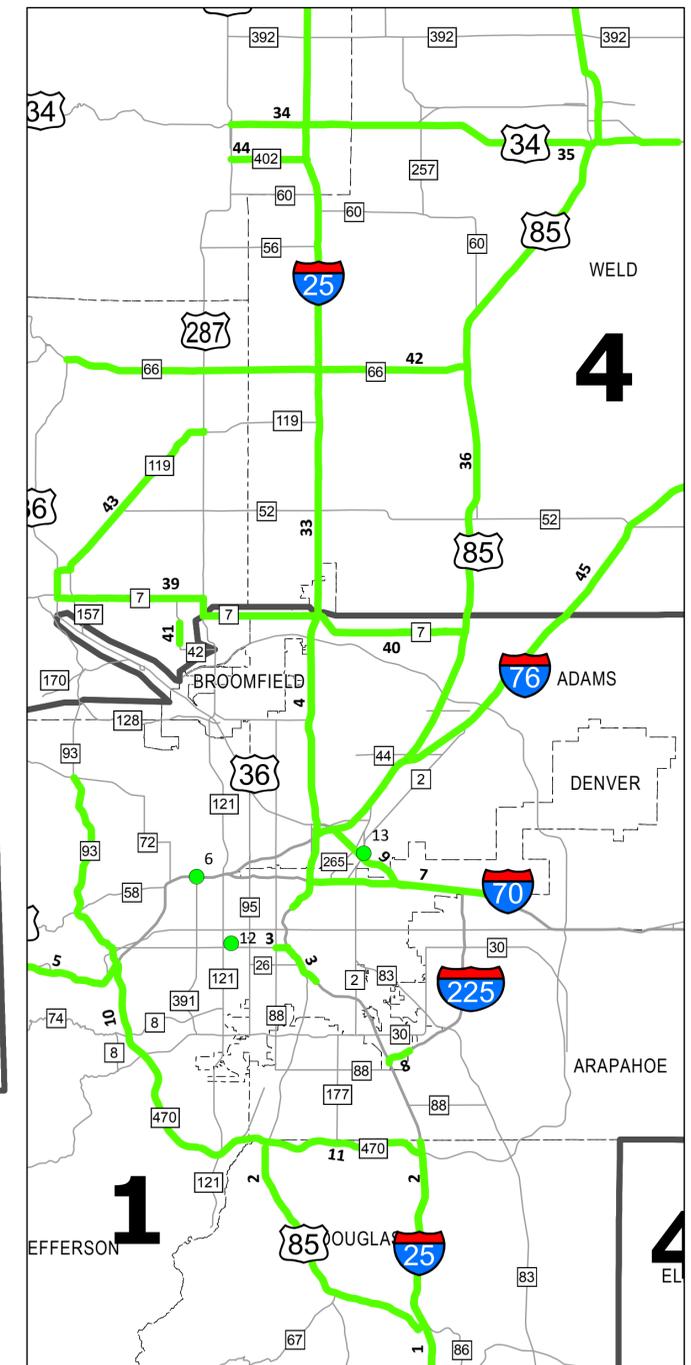
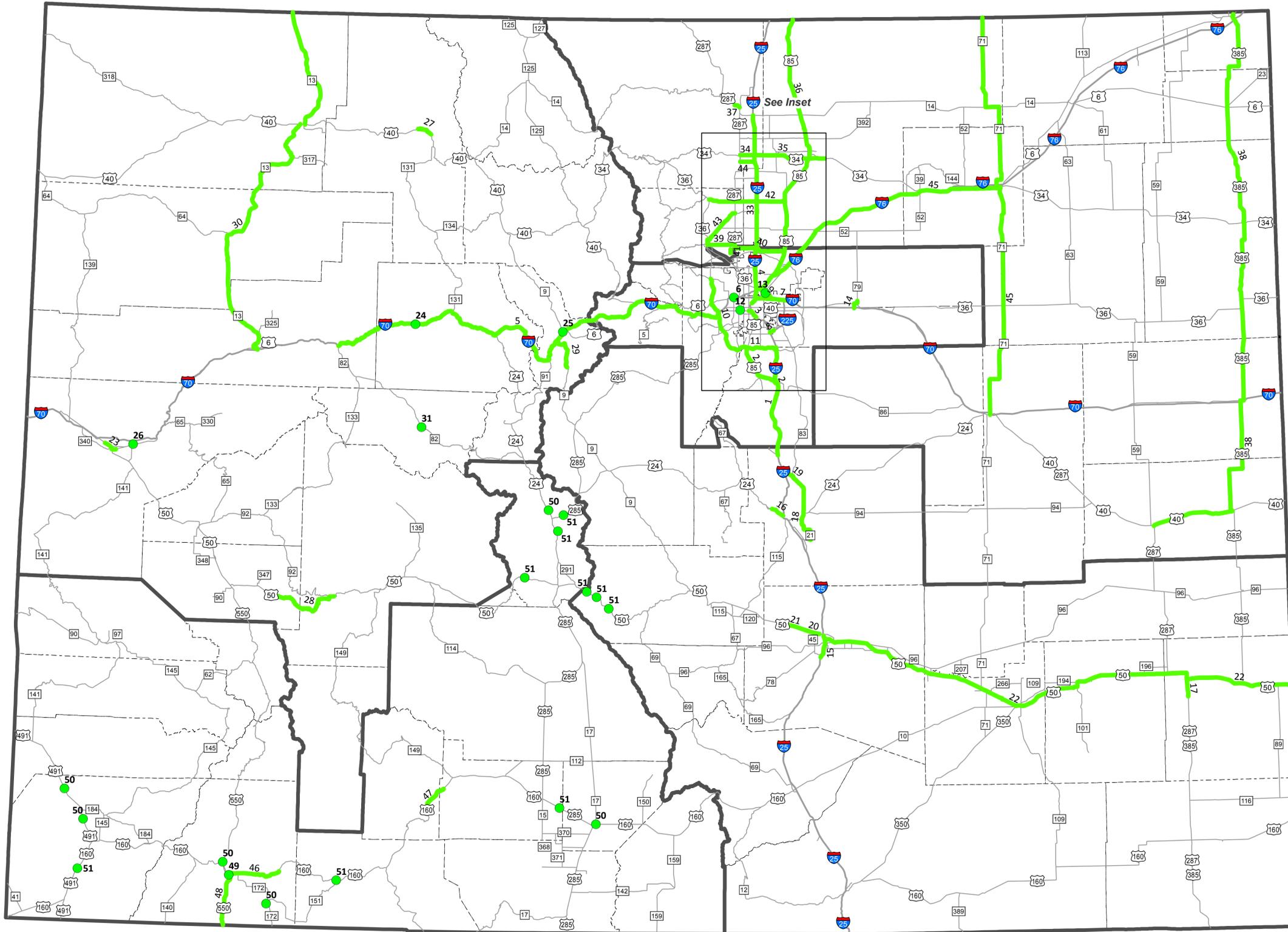
Attachment B

18	2	SH 21 Colorado Springs	SH 21: Powers Blvd. Central EA and FONSI	N/A	EA- April 2010 FONSI- January 2011	Woodmen Rd	SH 16	Improvements to reduce current and future traffic congestion on Central Powers Boulevard.
19	2	SH 21 Colorado Springs	SH 21: Powers Blvd. North EA and FONSI	N/A	EA- July 1997 FONSI- January 1998	I-25	Woodmen Rd.	Improvements to connect SH 21 Powers Blvd. to I-25.
20	2	US 50: Pueblo to SH 115	US 50 West EA and FONSI	https://www.codot.gov/library/studies/us50ea	EA- August 2014 FONSI- March 2016	McCulloch Blvd. (MP 307)	Wills Blvd. (MP 313)	Widening, intersection improvements, and water quality improvements.
21	2	US 50: Pueblo to SH 115	US 50 West PEL	https://www.codot.gov/library/studies/us-50-west-pel-study	PEL- June 2012	Swallows Rd.	Baltimore Ave.	Safety and mobility improvements.
22	2	US 50: I-25 to Kansas	US 50 East: Kansas to Pueblo Programmatic EIS and ROD	https://www.codot.gov/projects/us50e	EIS- In progress ROD- Spring 2016	Pueblo	Kansas State Line	Widening, intersection improvements, passing lanes, turn lanes, bridges.
23	3	I-70B through Grand Junction	I-70B EA and FONSI	https://www.codot.gov/library/studies/i70bwest	EA- March 2008 FONSI- August 2008	24 Rd.	15th St.	Improvements include six lanes, intersection improvements, bike/ped, and bus stops.
24	3	I-70: Glenwood Springs to Vail	I-70 Eagle County Airport Interchange EA and FONSI	N/A		I-70 (MP 142)	MP 143	New Interchange.
25	3	I-70: Vail to EJMT	I-70: Silverthorne/Dillon Interchange PEL	https://www.codot.gov/projects/I70SilverthorneDillon		MP 205		Improvements to SH 9 and US 6 at the I-70 Silverthorne/Dillon Interchange Exit 205.
26	3	US 6: Fruita to Palisade	US 6: Clifton PEL	https://www.codot.gov/projects/us6cliftonstudy	PEL- October 2015	I-70B	33 Rd.	Safety and mobility improvements on US 6 through Grand Junction.
27	3	US 40: Kremmling to Steamboat Springs	US 40: Steamboat Springs to Steamboat II Documented Cat Ex	N/A		Steamboat Springs	Steamboat II	
28	3	US 50: Montrose to Gunnison	US 50: Blue Creek Canyon CatEx and CSS	https://www.codot.gov/projects/us50bluecreeksanddome		Cerro Summit	Blue Mesa Dam	Various improvements including adding paved shoulders and passing lanes.
29	3	SH 9: I-70 to US 285	SH 9 EIS and ROD	https://www.codot.gov/projects/hwy9f2b	FEIS- March 2004 ROD- May 2004	Frisco	Breckenridge	Various improvements for mobility, safety, and water quality
30	3	SH 13	SH 13 CatEx and CSS	N/A		Town of Rifle	Wyoming State Line	Various improvements including adding paved shoulders and passing lanes.
31	3	SH 82	SH 82: Entrance to Aspen EIA	N/A		Maroon Creek Bridge	Aspen	
32	3	Multiple	Region 3 Intersection Prioritization Study	N/A				Identification and ranking of priority intersections throughout the Region.
33	4	I-25 North	I-25 North EIS and Phased ROD	https://www.codot.gov/projects/north-i-25-eis	FEIS- August 2011 ROD 1- December 2011 ROD 1 Revision (SH 392 to SH 14)- August 2015 ROD 2 (120th to SH 7)- September 2016 ROD 3 (I-25 and Crossroads)- February 2016	Denver Union Station	Ft. Collins (SH 14)	Address congestion and safety with operations improvements, and improvements to highway, bus lanes, commuter rail, interchange improvements, and bike/ped improvements.
34	4	US 34: Loveland to Kersey	US 34: US 287 to LCR 3 EA and FONSI	https://www.codot.gov/library/studies/us34us287lcr3EA-FONSI	EA- April 2007 FONSI- July 2007	US 287 / North Cleveland Ave	LCR 3	Widening and interchange improvements.
35	4	US 34: Loveland to Kersey	US 34 Corridor Optimization Plan and Access Control Plan	N/A	COP - March 2003 ACP - May 2003	I-25	Town of Kersey	Widening, intersection improvements, safety improvements, construct / improve parallel facilities and interchanges.
36	4	US 85: I-76 to SH 14	US 85 PEL	https://www.codot.gov/projects/us85pel	PEL- November 2015	I-76	Wyoming State Line	Develop strategic vision for US 85 between I-76 and Town of Nunn that identifies the safety and operational needs along US 85 and determine short and long-term transportation priorities.
37	4	US 287: Fort Collins to Wyoming	US 287: SH 1 to LaPorte Bypass EA and FONSI	https://www.codot.gov/library/studies/us287sh1laporteEA-fonsi	EA- September 2004 FONSI- June 2006	SH 1	Laporte Bypass	
38	4	US 385	US 385/US 40: High Plains Highway Corridor Development and Management Plan	https://www.codot.gov/library/studies/385_final_web.pdf	Corridor Plan- July 2007	Town of Kit Carson	Nebraska State Line	Shoulders, intersection improvements, and safety improvements.

39	4	SH 7	SH 7 PEL and BRT Study	N/A	PEL and BRT Study- Not yet started	Boulder	Brighton	BRT study (Boulder to Brighton) and PEL (75th to US 287) to identify environmental resources, operational and multi-modal needs along with Access Management Plan.
40	4	SH 7	SH 7 PEL	https://www.codot.gov/projects/sh7pel	PEL- February 2014	US 287 (Lafayette)	US 85 (Brighton)	Improved cross section to accommodate bike/ped, transit and intersection improvements.
41	4	SH 42	SH 42 PEL	https://www.codot.gov/library/studies/sh42-pel/view	PEL- June 2013	Paschal Dr,	Pine St. (Louisville)	Improvements to roadway and intersections around Gateway and future RTD rail station.
42	4	SH 66: US 36 to US 85	SH 66 PEL	N/A	PEL- In progress	TBD- Potentially US 36	TBD- Potentially US 85	PEL to identify environmental resources, operational and multi-modal needs along with Access Management Plan
43	4	SH 119	SH 119 PEL and BRT Study	N/A	PEL and BRT Study- Not yet started	Boulder	Longmont	PEL and BRT to identify environmental resources, operational and multi-modal needs along with Access Management Plan
44	4	SH 402	SH 402 EA and FONSI	https://www.codot.gov/library/studies/sh402ea-fonsi	EA- July 2007 FONSI- January 2008	US 287	I-25	Mobility and safety improvements along the existing SH 402 from the US 287 intersection east to the I-25 interchange.
45	4	Multiple	Eastern Plains Mobility Study	https://www.codot.gov/library/studies/EastCoMobilityStudy.pdf	Eastern CO Mobility Study- April 2002			Shoulders, intersection improvements, and safety improvements.
46	5	US 160: Durango to South Fork	US 160: Durango to Bayfield EIS and ROD	https://www.codot.gov/projects/us160eis	FEIS- May 2006 ROD- October 2006	MP 88	MP 104.2	Interchange construction, widening, intersection improvements.
47	5	US 160: Durango to South Fork	US 160: East of Wolf Creek Pass EA and FONSI	N/A	EA- November 1998 FONSI- April 1999 Re-eval Needed	MP 174	MP 181	Reconstruction of US 160 from the existing two lanes with narrow shoulders to a combination of a two- and three-lane facility with wide shoulders, turn lanes, and passing lanes.
48	5	US 550: New Mexico to Durango	US 550 EA and FONSI	https://www.codot.gov/projects/us550-environmental-assessment-finding-of-no-significant-impact	EA- July 2005 FONSI- December 2005	New Mexico State Line	US 160	Widening to 4 lanes, shoulders, drainage, wildlife crossings, and fencing.
49	5	US 550: New Mexico to Durango	US 550: 160 South Connection EIS and ROD	https://www.codot.gov/projects/us550-at-160	ROD- April 2015	US 160/US 550 at Farmington Hill		Complete connection of US 160 and US 550 via Grandview interchange.
50	5	Multiple	Region 5 Intersection Prioritization Study	N/A	Region Study- 2014	US 491 & MCR S US 160 & SH 17 SH 172 & CR 318 US 491 & MCR BB US 24 & Crossman Ave. US 550 & 11th St. / 12th St.		Identification and ranking of priority intersections throughout the Region. Provides scoping level recommendations.
51	5	Multiple	Region 5 Passing Lanes & Pullout Study	N/A	Region Study- 2014	Passing Lane Priorities: US 50 Westbound: 236.2-237.3 US 285 Southbound: 143.5-144.3 US 160 Westbound: 126.9-127.5 US 160 Eastbound: 28.35-29.55 US 160 Eastbound: 221.8-222.9	Pull-Out Priorities: US 50 Eastbound MP 231.1 US 24 Westbound MP 216.8 US 50 Westbound MP 231.2 US 50 Westbound MP 227.2 US 50 Eastbound MP 206.4	Identification and ranking of passing lane and pull-out locations throughout the Region. Provides scoping level recommendations.

10 Year Development Program Studies

● — NEPA, PEL, and Other Studies*



Data Source: CDOT 2015
Published: November 2015

*NEPA, PEL, or other studies with remaining unfunded work. Does not include studies where all work has either been completed or has been funded.

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Development Program - DRAFT Major Investment Projects/Corridors
11/10/2015

A	B	C	D	E	F	G	H	I	J	K	L
Project ID	Region	County	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	Project/ Related Phase in STIP
Highway Projects											
1	1	Douglas	I-25: El Paso County Line to C-470	I-25 South PEL	I-25: Monument to C-470	PEL to be completed for corridor with movement into NEPA and design/construction. Potential for adding one tolled Express Lane in each direction on I-25 to connect to tolled Express Lane on C-470.	Monument	C-470	\$ 270.00	\$ 270.00	v
2	1	Denver	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	Santa Fe	Alameda	\$ 3.00	\$ 30.00	v
3	1	Denver	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening.	Santa Fe	Bronco Arch	\$ 60.00	\$ 60.00	
4	1	Adams	I-25 North	I-25 North EIS and Phased ROD; I-25 North: US 36 to SH 7 PEL	I-25 North: US 36 to 120th	Implementation of I-25 North PEL recommendations including additional capacity from 84th Ave. to Thornton Pkwy., and auxiliary lanes between interchanges.	US 36	120th	\$ 95.00	\$ 95.00	v
5	1	Adams / Broomfield	I-25 North	I-25 North EIS and Phased ROD; I-25 North: US 36 to SH 7 PEL	I-25 North: 120th to SH 7	Extension of one tolled express lane in each direction from where segment three ends (136th/144th) to SH 7. Addition of auxiliary lanes between interchanges as identified in the I-25 North PEL.	120th	SH 7	\$ 80.00	\$ 150.00	v
6	1	Clear Creek	I-70 Mountain	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Empire Junction to top of Floyd Hill.	Empire Junction (MP 231)	Beaver Brook (MP 246.5)	\$ 170.00	\$ 170.00	
7	1	Clear Creek	I-70 Mountain	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PPSL) or permanent.	E. Idaho Springs (MP 241)	Beaver Brook (MP 246.5)	\$ 200.00	\$ 250.00	
8	1	Jefferson	I-70 West: C-470 to I-25	I-70 Kipling Interchange PEL	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.	I-70 and Kipling		\$ 60.00	\$ 60.00	
9	1	Denver	I-70 East: I-25 to E-470	I-70 East EIS and ROD	I-70 East: I-25 to I-225	Reconstruction of I-70, including the I-70 viaduct. First phase project would include the addition of one tolled Express Lane in each direction from Brighton Blvd. to I-225. Preferred ultimate alternative is expansion and reconstruction of I-70 from Brighton Blvd. to Tower Rd. with two tolled Express Lanes in each direction.	I-25	I-225	\$ 180.00	\$ 1,117.00	v
10	1	Denver	I-225	I-225 PEL	I-225: I-25 to Yosemite	Complete NEPA and final design for \$3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	I-25	Yosemite	\$ 60.00	\$ 60.00	
11	1	Adams	I-270	I-270 PEL	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Addition of one tolled Express Lane in each direction, replacement of bridges, and reconstruction of concrete pavement.	I-76	I-70	\$ 250.00	\$ 250.00	v

Attachment D

12	1	Douglas	C-470	C-470 Express Lanes Feasibility Study/EA/Revised EA and FONSI	C-470: Platte Canyon to Kipling	Second phase of C-470 Corridor project. Currently funded first phase adds one tolled Express Lane westbound from I-25 to Wadsworth, and a second tolled Express Lane from I-25 to Colorado. Eastbound, the project adds one tolled Express Lane from Platte Canyon to I-25. The funded first phase also includes auxiliary lanes between select interchanges. The second phase includes the extension of one westbound tolled Express Lane from Platte Canyon to Kipling, and a second westbound tolled Express Lane to Lucent. Eastbound, one tolled Express Lane would be extended to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.	Platte Canyon	Kipling	\$ 65.00	\$ 334.00	v
13	1	Jefferson	US 6: I-70 to I-25	US 6: Wadsworth Blvd. EA and FONSI	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	US 6 and Wadsworth		\$ 60.00	\$ 60.00	
14	1	Douglas	US 85: C-470 to I-25	I-25/US 85: South EIS and ROD	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/deceleration lanes. Includes a 10 foot trail.	Louviers	Meadows	\$ 55.00	\$ 55.00	
15	1	Adams	US 85: I-270 to E-470	US 85: Vasquez PEL	US 85: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	I-270	62nd Ave.	\$ 35.00	\$ 35.00	
16	2	Pueblo	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	I-25: 1st St. to 13th St. (New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between 1st St. and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps.	1st St.	13th St.	\$ 130.00	\$ 130.00	v
17	2	Pueblo	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	I-25: 29th St. Section	Part of the Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads.	US 50B (Exit 100)	US 50 / SH 47 Interchange	\$ 52.00	\$ 52.00	v
18	2	El Paso	I-25 through Colorado Springs	N/A	I-25: Widening S. Academy to Circle/Lake	Widening of roadway to six lanes.	S. Academy Blvd.	Circle/Lake	\$ 35.00	\$ 35.00	
19	2	El Paso	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	US 24 West: Ute Pass	Drainage and intersection improvements and resurfacing..	Green Mountain Falls	Manitou Springs	\$ 20.00	\$ 20.00	v
20	2	El Paso	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	US 24 West: Ridge Rd. St to 8th St.	Widening of roadway to six lanes.	Ridge Rd. St.	West of 8th St.	\$ 55.00	\$ 55.00	
21	2	El Paso	US 24 East: I-25 to I-70	N/A	US 24 East: SH 21 to Limon (focus on Garrett Rd. to Woodmen Rd.)	Repaving and intersection improvements and drainage improvements at Fern Gulch and Cascade.	SH 21	Limon	\$ 15.00	\$ 15.00	
22	2	Pueblo	US 50: Pueblo to SH 115	US 50 West EA and FONSI US 50 West PEL	US 50 West of Pueblo	Widening of US50A westbound from two lanes to three lanes, widening eastbound from McCulloch to Purcell. Improvements to intersections by constructing jughandle intersections.	West of Purcell	Pueblo Blvd. / SH 45	\$ 25.00	\$ 25.00	v
23	2	Pueblo / Otero / Bent	US 50: I-25 to Kansas	US 50 East: Kansas to Pueblo Programmatic EIS and ROD	US 50B Widening	Widening of roadway to four lanes.	Pueblo	East of Lamar	\$ 55.00	\$ 55.00	
24	2	Prowers	US 287: Oklahoma to Eads	US 287: Lamar Reliever Route EA and FONSI	US 287: Lamar Reliever Route	Phased construction of new two lane roadway.	US 287 (MP 73) US 50 (MP 433)	US 287 (MP 79) US 50 (MP 435)	\$ 160.00	\$ 160.00	
25	2	El Paso	SH 21 Colorado Springs	SH 21: Powers Blvd. Central EA and FONSI	SH 21: Widening	Widening from Milton E. Proby Pkwy. to East Fountain Blvd.	Milton E. Proby Pkwy.	East Fountain Blvd.	\$ 13.00	\$ 13.00	
26	2	El Paso	SH 21 Colorado Springs	SH 21: Powers Blvd. North EA and FONSI	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy.	North of Woodmen Rd.	South of Briargate Pkwy.	\$ 30.00	\$ 30.00	
27	2	Teller	SH 67	N/A	SH 67: Divide to Victor Shoulder Widening and Safety improvements	Shoulder widening and safety improvements.	Divide	Victor	\$ 25.00	\$ 25.00	
28	3	Mesa	I-70B through Grand Junction	I-70B EA and FONSI	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	I-70B (MP 4)	15th St. (MP 6)	\$ 16.00	\$ 20.00	v
29	3	Mesa	I-70: Palisade to Parachute	N/A	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Palisade	Debeque	\$ 45.00	\$ 45.00	v
30	3	Eagle	I-70: Glenwood Springs to Vail	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70: Edwards Spur Rd.	Improvements to southern half of the Edwards Spur Rd. starting north of the roadway bridge and ending with connection to US 6 to the south. Improvements anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	I-70G Spur Rd. (MP 0)	I-70G Spur Rd. (MP 0.527)	\$ 25.00	\$ 35.00	v

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31	3	Eagle	I-70: Glenwood Springs to Vail	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	MP 170	MP 174	\$ 22.00	\$ 22.00	v
32	3	Eagle / Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of three miles of roadway widening.	MP 180	MP 195	\$ 72.50	\$ 75.00	
33	3	Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consideration of addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	MP 202	MP 203	\$ 6.20	\$ 6.20	
34	3	Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	Frisco (MP 203)	Silverthorne (MP 205)	\$ 10.00	\$ 11.20	
35	3	Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently); I-70: Silverthorne/Dillon Interchange PEL	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	MP 205	MP 206	\$ 19.00	\$ 20.00	
36	3	Mesa	US 6: Fruita to Palisade	US 6: Clifton PEL	US 6: Improvements Mesa County	Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor. Intersection, shoulders, and other safety and mobility Improvements at problem locations throughout the corridor.	Fruita (MP 21.2)	Palisade (MP 43.3)	\$ 57.00	\$ 60.00	v
37	3	Grand	US 40: Empire to Kremmling	N/A	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	Fraser (MP 226.5)	Winter Park (MP 229)	\$ 11.00	\$ 11.00	
38	3	Routt	US 40: Kremmling to Steamboat Springs	US 40: Steamboat Springs to Steamboat II Documented Cat Ex	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	Steamboat Springs	Steamboat II	\$ 28.00	\$ 28.00	
39	3	Gunnison	US 50: Montrose to Gunnison	US 50: Blue Creek Canyon CatEx and CSS	US 50: Little Blue Canyon	Reconstruct and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard land-slide within the project limits. Can be implemented in phases.	MP 121.5	MP 126.5	\$ 35.00	\$ 42.50	
40	3	Summit	SH 9: I-70 to US 285	SH 9 EIS and ROD	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	MP 84.8	MP 96	\$ 9.00	\$ 10.00	v
41	3	Garfield	SH 13	SH 13 CatEx and CSS	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Rifle (MP 4)	Rio Blanco County Line (MP 16)	\$ 52.00	\$ 60.00	v
42	3	Rio Blanco / Moffat	SH 13	SH 13 CatEx and CSS	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	MP 16	MP 122.7	\$ 14.00	\$ 30.00	v
43	3	Moffat	SH 13	SH 13 CatEx and CSS	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	MP 123.03	MP 110.83	\$ 25.00	\$ 35.00	v
44	4	Adams / Broomfield / Weld / Larimer	I-25 North	I-25 North EIS and Phased ROD	I-25 North: SH 7 to SH 14	Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	SH7 (MP 229)	SH14 (MP 270)	\$ 1,500.00	\$ 1,500.00	v
45	4	Lincoln / Kit Carson	I-70 Plains	N/A	I-70: ASR Pavement Replacement and Safety Improvements	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	Stratton		\$ 55.52	\$ 59.00	
46	4	Morgan	I-76 Plains	N/A	I-76: Reconstruction Phase 4 and 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan	Brush	\$ 400.00	\$ 400.00	v
47	4	Larimer	US 34: Loveland to Kersey	US 34: US 287 to LCR 3 EA and FONSI	US 34: Widening Denver Ave. to LCR 3	Widening of roadway to six lanes.	Denver Ave.	LCR 3	\$ 25.00	\$ 25.00	v
48	4	Larimer / Weld	US 34: Loveland to Kersey	US 34 Corridor Optimization Plan and Access Control Plan	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	LCR 3	East of US 85	\$ 170.00	\$ 170.00	

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49	4	Weld	US 34: Loveland to Kersey	US 85 PEL	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as Spaghetti Junction.	US 85 (MP 112)	US 85 (MP 114)	\$ 99.00	\$ 100.00		
50	4	Adams / Weld	US 85: I-76 to SH 14	US 85 PEL	US 85: Corridor Improvements	Safety, intersection and interchange improvements.	MP 227	MP 309	\$ 197.25	\$ 200.00	v	
51	4	Larimer	US 287: Fort Collins to Wyoming	US 287 Environmental Overview Study	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.	Harmony Rd	SH392	\$ 25.00	\$ 25.00		
52	4	Kit Carson / Yuma / Phillips / Sedgwick	US 385	US 385/US 40: High Plains Highway Corridor Development and Management Plan	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety Improvements at problem locations.	Wyoming State Line	Cheyenne / Kiowa County Line	\$ 961.46	\$ 965.00	v	
53	4	Larimer	SH 14: US 287 to I-25	N/A	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.	I-25	Riverside	\$ 30.00	\$ 30.00		
54	4	Boulder / Weld	SH 52: SH 119 to US 85	N/A	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	SH 119	US 85	\$ 80.00	\$ 80.00	v	
55	4	Weld	I-76: E-470 to Wyoming	N/A	SH 52 Interchange in Hudson	Reconstruction of interchange.	I-76 / SH 52		\$ 20.03	\$ 25.00		
56	4	Boulder / Weld	SH 66: US 36 to US 85	SH 66 PEL	SH 66: Corridor Improvements West	Widening, safety, and intersection improvements.	Hover Rd.	I-25	\$ 98.50	\$ 100.00	v	
57	4	Boulder / Weld	SH 66: US 36 to US 85	SH 66 PEL	SH 66: Corridor Improvements East	Safety and intersection improvements.	US 85	I-25	\$ 50.00	\$ 50.00	v	
58	4	Lincoln / Morgan / Weld	SH 71	Eastern Colorado Mobility Study	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	I-70	Nebraska State Line	\$ 99.21	\$ 100.00		
59	4	Boulder	SH 119	SH 119 PEL and BRT Study	SH 119: Managed Lanes	Construction of managed lanes.	MP 43	MP 58	\$ 75.00	\$ 75.00		
60	4	Boulder	SH 119	N/A	SH 119 / SH 52 Interchange	Construction of new interchange.	MP 49	MP50	\$ 30.00	\$ 30.00		
61	4	Larimer / Weld	SH 392: US 287 to SH 14	SH 392 Environmental Overview Study	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.	I-25	Briggsdale	\$ 110.00	\$ 110.00		
62	4	Larimer	SH 402	SH 402 EA and FONSI	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements.	US 287	I-25	\$ 45.00	\$ 45.00		
63	5	Chaffee	US 24: Hartsel to Johnson Village	Region 5 Passing Lanes & Pullouts Study	US 24: Safety and Mobility Improvements on Trout Creek Pass-Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	MP 213	MP 227	\$ 7.80	\$ 8.00	v	
64	5	Chaffee	US 50: Canon City to Poncha Springs	Region 5 Passing Lanes & Pullouts Study	US 50: Safety and Mobility Improvements between Salida and Coaldale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	MP 223	MP 243	\$ 4.60	\$ 6.60	v	
65	5	La Plata	US 160: Durango to South Fork	US 160: Durango to Bayfield EIS and ROD	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	MP 96	MP 100	\$ 21.50	\$ 21.50	v	
66	5	Montezuma	US 160: New Mexico to Durango	Region 5 Passing Lanes & Pullouts Study	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	MP 28	MP 32	\$ 9.10	\$ 9.10	v	
67	5	Mineral	US 160: Durango to South Fork	US 160: East of Wolf Creek Pass EA and FONSI	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety Improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	Lake Creek (MP 175)	East of chain station (MP 180)	\$ 45.30	\$ 45.30		
68	5	Saguache	US 285: Alamosa to Poncha Springs	Region 5 Passing Lanes & Pullouts Study	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	MP 63	MP 86	\$ 7.00	\$ 7.00	v	
69	5	Chaffee	US 285: Poncha Springs to Fairplay	Region 5 Passing Lanes & Pullouts Study	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	MP 128	MP 211	\$ 0.05	\$ 5.00	v	
70	5	La Plata	US 550: New Mexico to Durango	US 550 EA and FONSI	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	MP 8	MP 10	\$ 26.60	\$ 26.60	v	
71	5	La Plata	US 550: New Mexico to Durango	US 550 EA and FONSI	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	MP 9	MP 12	\$ 27.30	\$ 30.00	v	
72	5	La Plata	US 550: New Mexico to Durango	US 550: 160 South Connection EIS and ROD	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 (\$71 M) provides 2 lane configuration. Phase 2 (\$20 M) provides for additional 2 lanes.	US 160 (MP 15)		\$ 90.00	\$ 91.00	v	
73	5	Ouray	US 550: Durango to Ridgeway	Region 5 Passing Lanes & Pullouts Study	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	MP 112	MP 115	\$ 27.00	\$ 27.00	v	
74	5	Alamosa	SH 17	N/A	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	MP 105	MP 118	\$ 6.00	\$ 7.00	v	
75	5	San Miguel	SH 145	Region 5 Passing Lanes & Pullouts Study	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	MP 72	MP 80	\$ 5.80	\$ 9.70	v	
									TOTAL	\$ 7,053.72	\$ 8,504.70	

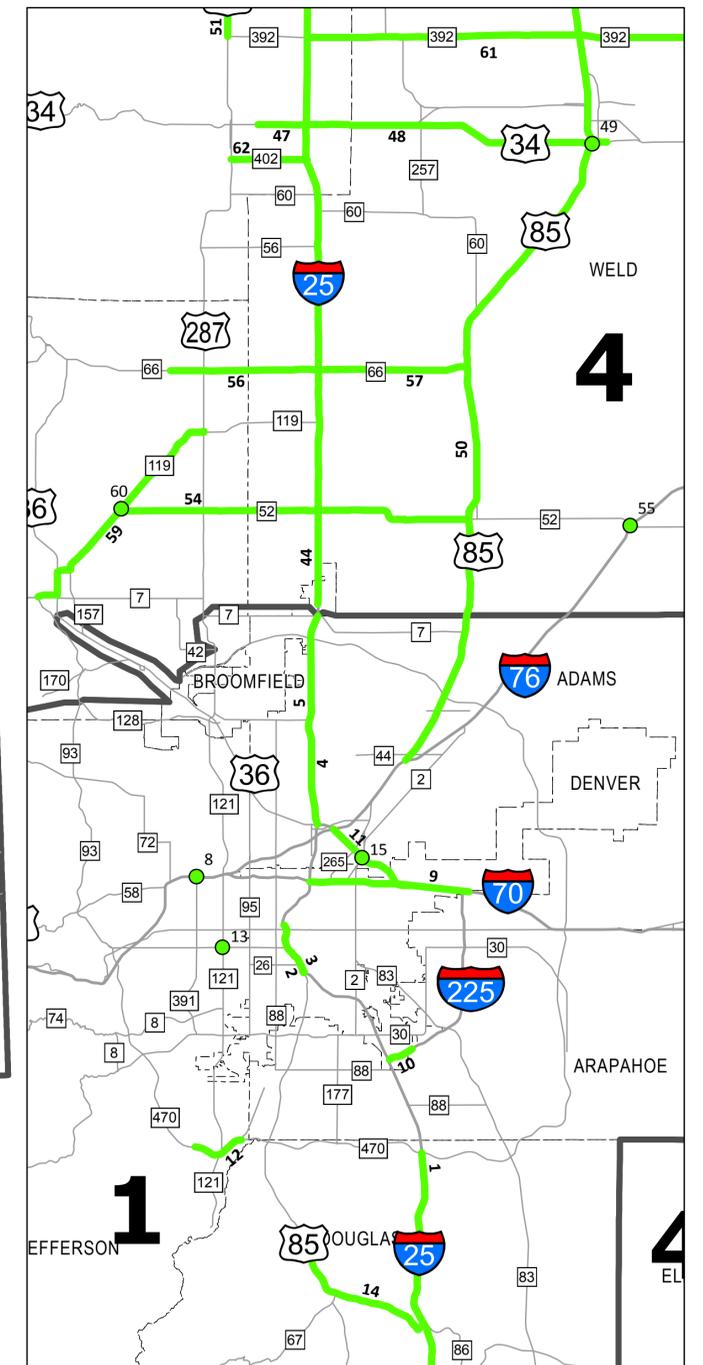
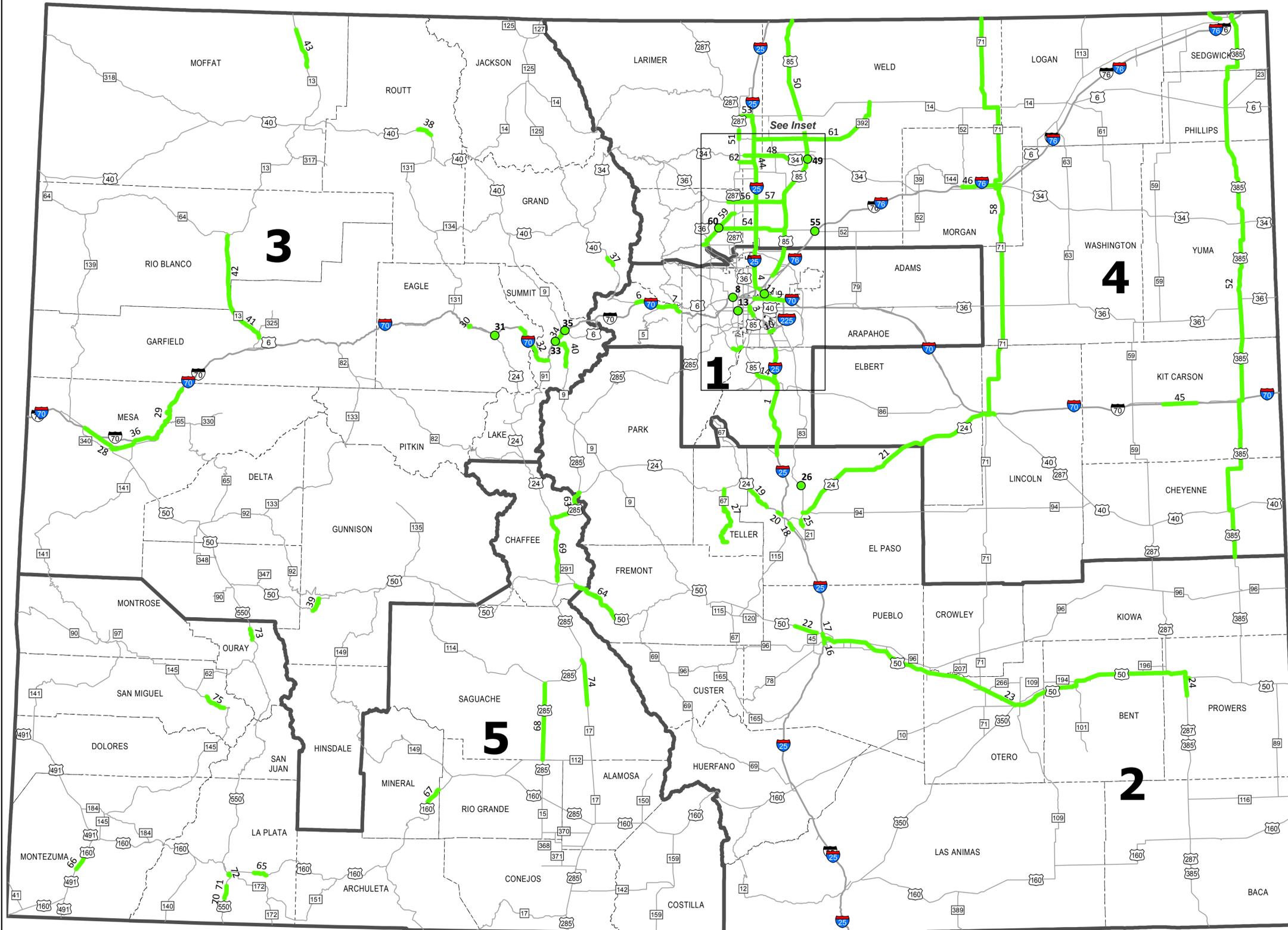
Transit Projects

Attachment D

T1	1	Douglas	I-25: El Paso County Line to C-470	Intercity and Regional Bus Plan	Castle Rock Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Castle Rock.			\$ 1.00	\$ 2.00	
T2	1, 4	Denver/ Adams / Boulder	I-25 North	I-25 North EIS and Phased ROD; North I-25 Commuter Rail Update	North I-25 Commuter Rail Right of Way (ROW)	Purchase of ROW to facilitate development of commuter rail services in the North I-25 Corridor.			\$ 38.00	\$ 38.00	
T3	1, 4	Denver/ Adams / Boulder	I-25 North	Intercity and Regional Bus Plan	North Metro Rail Line - Park-n-Ride Connection with Interregional Services	Construction of Park-n-Ride that connects interregional services (Bustang) to North I-25 Commuter Rail Line.			\$ 10.00	\$ 168.00	
T4	1	Clear Creek	I-70 Mountain	SW Transit Plan; Intercity and Regional Bus Plan	Idaho Springs Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Idaho Springs.			\$ 1.00	\$ 2.00	
T5	2	Pueblo	I-25 through Pueblo	SW Transit Plan; Intercity and Regional Bus Plan	Pueblo Park-n-Ride	Construction of a new Park-n-Ride in Pueblo.			\$ 2.50	\$ 2.50	
T6	2	El Paso	I-25 through Colorado Springs	SW Transit Plan; Intercity and Regional Bus Plan	Woodmen Rd. Park-n-Ride Relocation	Relocation of Woodman Rd. Park-n-Ride in Colorado Springs.			\$ 1.50	\$ 1.50	
T7	3	Garfield	I-70: Parachute to Glenwood Springs	SW Transit Plan; Intercity and Regional Bus Plan	New Castle Park-n-Ride	Construction of New Castle Park-n-Ride to support RFTA regional services and Bustang interregional services.			\$ 0.80	\$ 0.80	
T8	3	Grand	US 40: Empire to Kremmling	SW Transit Plan	Winter Park Train Platform	Construction of new passenger loading platform to support Winter Park express passenger train services.			\$ 3.00	\$ 3.00	
T9	3	Eagle	I-70: Glenwood Springs to Vail	Intermountain TPR Plan	Simba Run Underpass	Construction of underpass under I-70.			\$ 1.00	\$ 1.00	
T10	4	Weld	I-25 North	Intercity and Regional Bus Plan	Carbon Valley (SH 52 / I-25) Park-n-Ride	CDOT contribution to construction of Park-n-Ride in the Carbon Valley.			\$ 1.00	\$ 2.00	
T11	4	Larimer	I-25 North	SW Transit Plan; Intercity and Regional Bus Plan	Harmony Rd. Park-n-Ride Expansion	Expansion of existing Harmony Rd. Park-n-Ride at Harmony Rd. and I-25.			\$ 1.50	\$ 1.50	
T12	4	Weld	US 85: I-76 to SH 14; US 34: Loveland to Kersey	SW Transit Plan	Greeley Transit Facility Cost Escalation	Expansion of the existing Greeley-Evans Transit System facility to accommodate ICB services and local transit system.			\$ 1.20	\$ 1.20	
T13	4	Weld	US 85: I-76 to SH 14	SW Transit Plan	US 85 Park-n-Ride Cost Escalation	Completion of work on US 85 Park-n-Rides.			\$ 0.20	\$ 0.20	
T14	4	Larimer	SH 402	SW Transit Plan; Intercity and Regional Bus Plan	SH 402 Park-n-Ride Improvements	Rehab and expansion of existing Park-n-Ride at SH 402 and I-25.			\$ 2.00	\$ 2.00	
T15	5	San Miguel	SH 145	SW Transit Plan; Intercity and Regional Bus Plan	SH 145 Park-n-Ride	Construction of a new Park-n-Ride on county owned property outside of Telluride near the intersection of SH 145 and Society Dr.			\$ 2.50	\$ 2.50	
T16	Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(5) 50 Passenger Over the Road (OTR) Coaches	Purchase of five OTR 50 passenger coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.			\$ 3.00	\$ 3.00	
T17	Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(3) 50 Passenger Over the Road (OTR) Coaches	Purchase of three OTR 50 passenger coaches to support the expansion of current Bustang services.			\$ 1.80	\$ 1.80	
T18	Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(20) 30 Passenger Over the Road (OTR) Coaches	Purchase of 20 OTR 30 passenger coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.			\$ 7.00	\$ 7.00	
TOTAL									\$ 79.00	\$ 240.00	
Operations Projects											
O1	Statewide	Multiple	Multiple	N/A	Traffic Incident Management (TIM) Program	Expansion of TIM program throughout the state including staffing, vehicles, operations, maintenance, and vendor contracts.			TBD	TBD	
O2	Statewide	Multiple	Multiple	N/A	Traffic Management Operations Centers (TMOOC)	Updates and modernizations to existing TMOOCs, and potential new TMOOCs in Regions 4 and 5.			TBD	TBD	
O3	Statewide	Multiple	Multiple	N/A	ITS Programmatic Improvements	Replacement and expansion of ITS including additional ramp metering, expansion of communications networks, expanded app and software development to support public information, roadway weather management and information, and other new technologies.			TBD	TBD	
O4	Statewide	Multiple	Multiple	N/A	Corridor Operations Plan Development and Implementation	Development and implementation of Corridor Operations Plans. Improvements include maintenance turn around areas, chain up stations, and managed roadway technologies.			TBD	TBD	
O5	Statewide	Multiple	Multiple	N/A	Planning, Performance, and Transportation Demand Management (TDM)	TSMO planning and coordination, including expansion of TDM program, and support for corridor coalitions.			TBD	TBD	
O6	Statewide	Multiple	Multiple	N/A	RoadX Connected/Autonomous Vehicles Technology	Development of data platform to support connected/autonomous vehicles technology and RoadX corridor projects.			TBD	TBD	
TOTAL									TBD	TBD	

10 Year Development Program Major Investment Projects/Corridors

● Major Investment Projects/Corridors (Highways)



Data Source: CDOT 2015
Published: November 2015

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".



DATE: Nov. 18, 2015
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer / Herman Stockinger,
Commission Secretary
SUBJECT: Department Status Regarding FASTER Audit Findings

Purpose

To provide an update to the Commission on the Department's progress regarding the August 2015 Performance Audit "Collection and Usage of the FASTER Motor Vehicle Fees"

Action

The Department will submit two Policy Directives to the Commission (Including the Bridge Enterprise Board of Directors) for review and approval at the Commission's January 2016 meeting, and will provide copies of Procedural Directives executed by the Executive Director. CDOT will thus meet the January deadline specified in its audit responses.

Background

In 2009, the legislature approved HB 09-108, known as "FASTER" (Funding Advancements for Surface Transportation and Economic Recovery). FASTER created or increased six motor vehicle fees generating about \$200 million per year to CDOT to repair and replace poor bridges, and provide funding for road safety and transit projects. Additionally, FASTER created the Bridge Enterprise, the High Performance Transportation Enterprise, and the Efficiency & Accountability Committee.

The audit was prompted by a legislative audit request which expressed concerns about whether FASTER fees have been used for their intended purpose. The Audit was performed from July 2014 through July 2015, and primarily reviewed data and policies through fiscal year 2014.

Details

Per the language of the audit, it was found that "CDOT should improve its oversight and management of the State's allocation of FASTER motor vehicle fee revenue to ensure effective and appropriate usage." Further, the audit "found deficiencies in some of the processes used for collecting three of the six FASTER fees at CDOT, the Department of Revenue, and the Judicial Department."

The findings resulted in eight specific recommendations to CDOT and the Transportation Commission that will improve how CDOT utilizes FASTER revenues. CDOT agrees with each of the recommendations and is in the process of analyzing the audit in depth as a means of improving its programs and transparent use of FASTER revenues.

Starting on Sept 3rd, the Department - including personnel from DTR, Transit, OFMB, Safety (Mitigation and Asset Mngmnt) met for a total of 36 meetings. These meetings focused on each program's processes



and sought to determine the potential improvements or gaps based on the audit findings. Additionally, management has held oversight meetings, periodically checking on the progress of the directives. The Department will complete the following directives and submit them for approval to the Commission and Executive Director in January:

- A Policy Directive pertaining to the criteria and funding allocation for DTR, Safety Mitigation and Asset Management, and includes OFMB's management of FASTER revenues;
 - A Policy Directive which pertains only to the Statewide Bridge Enterprise setting for the criteria for Designated Bridges, to be approved by the Bridge Enterprise Board of Directors;
 - A Procedural Directive pertaining to Transit Related FASTER Projects;
 - A Procedural Directive pertaining to Safety Mitigation FASTER Projects;
 - A Procedural Directive pertaining to Asset Management FASTER Projects;
 - A Procedural Directive pertaining to Bridge Enterprise FASTER Projects
- Total = 6 directives (two policy directives / 4 procedural directives)

Key Benefits

CDOT will address and resolve the Legislative Audit Findings on time and within the identified schedule.

Next Steps

CDOT will finalize the policy directives.



**Transportation Commission of Colorado
Disadvantaged Business Enterprises (DBE) Committee
Agenda**

**Wednesday, November 18, 2015
4201 East Arkansas Avenue; Auditorium
Denver, Colorado**

**HEATHER BARRY, Chairwoman
District 4**

**BILL THIEBAUT
District 10**

**KATHY GILLILAND
District 5**

**STEVEN HOFMEISTER
District 11**

**Kathy Hall
District 7**

**HERMAN STOCKINGER
Policy and Government
Relations Director/Secretary**

The Chairwoman may change the item sequence or timing

- 1. Call to order**
- 2. Approval of Minutes from August 19, 2015..... p 2**
- 3. CRBRC Center Update p 4**
- 4. Small Business Program(s) Update**
- 5. Workforce Development Update**
- 6. Small Business Outreach & Statewide Collaboration Approach
("Regional Spotlights" and "CREWS" etc.)**
- 7. Public Input/Comments**
- 8. Adjournment**

Transportation Commission of Colorado
DBE Committee Meeting Minutes
August 19, 2015

- The meeting was called to order at 4:35pm.
- The following were in attendance:

Commissioner Barry
Commissioner Gilliland
Greg Diehl
Anna Mariotti
Tom Perterson

Commissioner Hoffmeister
Commissioner Thibaut
Katherine Williams
Jim Moody
Herman Stockinger

- Election of Commissioner Barry as Committee Chair. Commissioner Hoffmeister motioned to elect Commissioner Heather Barry as chair of the DBE committee. Commissioner Gilliland seconded this motion. All voted in favor.
- Approval of Minutes. The committee unanimously approved the minutes.
- DBE Program Update.

As of the end of June, the DBE participation was 9.9%. However, there is some lag in the overall DBE participation because most race-neutral participation is coming in via subcontracts during the performance of the contracts. The CRBRC does expect this participation to rise for the end of the year report. Although we are currently slightly behind the goal, we have increased our DBE participation this year by over 30%.

The new triennial overall goal is 12.15%. This will become effective October 1, 2015 pending FHWA approval. The I-70 East proposed goals will be released in the draft RFP and will include two DBE goals and a 3% Emerging Small Business goal.

- Workforce Development.

There will be an OJT goal and potentially a local preference goal on the I-70 contract. Local preferences are not normally permitted, but CDOT one of the agencies seeking to participate in FHWA's pilot program.

- Input and Questions.

Question: Since we are currently behind on our DBE goal, will it be difficult to reach the 12.15% goal?

Answer: Yes, we understand that it is an aggressive goal, but we think there is sufficient DBE capacity to meet these goals.

Question: Since we are currently behind the DBE goal, could we keep it lower?

Answer: In accordance with the DBE regulation, we must begin utilizing our DBE goal as of October 1.

Question: Is there an available analysis of the goals from the other states.

Answer: We can obtain a list of all goals in our region to present at the next meeting.

Suggestion: It would be nice to have a meeting with small businesses to discuss challenges and successes.



COLORADO
Transportation Commission

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

DATE: November 6, 2015

TO: Transportation Commission

FROM: Greg Diehl, Manager, *Civil Rights & Business Resource Center (CRBRC)*

SUBJECT: November Disadvantaged Business Enterprise (DBE) Committee Meeting

CRBRC Center Update

CDOT believes that a key component of reaching CDOT's vision for "becoming the best DOT in the County" is having effectively supported and operationally aligned civil rights programs and resources. CDOT's Civil Rights & Business Resource Center (CRBRC) has been realigned to report directly to CDOT's Transportation Program Director/Chief Engineer. The new reporting structure better positions the CRBRC to successfully integrate and deliver these important programs.

DBE Participation Report

As expected, race-neutral DBE participation increased on CDOT projects throughout the construction season. As this memo goes to print, the final data entry for calculating the annual DBE participation is still underway, but the final report will be available at the DBE Committee meeting (and afterwards online).

I-70 East Small Business Update

The CRBRC has established three proposed goals for the I-70 East Project: 11.6% DBE Design, 12.5% DBE Construction and 3% Emerging Small Business. The DBE goals were set using the overall goal methodology and public input is still being obtained via an open comment period that ends November 23, 2015.

In October the CRBRC, Connect2DOT and the I-70 East Project Team co-hosted a reverse trade fair for design firms and an open networking event for all small businesses. Over 40 small businesses showcased their expertise to the four developer teams and approximately 300 people attended the event.

On November 5, CDOT hosted the second webinar in its I-70 East Small Business Webinar Series and combined it with a live component so that small businesses could discuss barriers to success on large projects and help CDOT brainstorm solution. The key areas identified by small businesses included: being able to establish new relationships with primes, prompt payment, bonding, insurance and resource development. The CRBRC and the project team are collaborating on strategic approaches to address these issues.

Workforce Development Update

On November 2, CDOT hosted a workforce roundtable focused on the I-70 project. In attendance were workforce agencies, training agencies, supportive services agencies, community colleges, as well as industry personnel. The focus of the event was to gather feedback regarding not only successful, but sustainable workforce programs.

CDOT has gained conditional approval for the local hiring preference to be utilized on the project and is currently working on gathering information in the form of a needs assessment to determine the local workforce availability. The study will focus on the Environmental Justice area as a targeted primary geographic location as well as a larger secondary area that includes adjacent communities.



Local Agency Compliance

On October 15, the CRBRC facilitated a nondiscrimination training with over fifty attendees from local agencies and CDOT regions. The training was one of many activities conducted over the past year to educate local agencies on civil rights statutes, regulations and programmatic requirements. This effort will continue into next year as we strive to develop agencies with facilities, services, programs and activities accessible to all pursuant to Title VI of the Civil Rights Act of 1964, ADA and related statutes.

ADA Transition Plan

CRBRC is partnering with internal and external stakeholders to update to its ADA Transition Plan and to develop a strategic and integrated approach for progressively bringing curb ramps across the state into federal compliance.

Attachments

August 2015 DBE Committee Meeting Minutes



**Transportation Commission of Colorado
Safety Committee Meeting Agenda
November 19, 2015 @ 3:30 PM
4201 East Arkansas Avenue; Auditorium
Denver, Colorado**

**Darrell Lingk
Director,
Office of Transportation Safety**

**Herman Stockinger
Secretary**

**Ed Peterson
District 3, Lakewood**

**Steve Hofmeister
District 11, Haxtun**

**Heather Barry
District 4, Westminster**

**Sidny Zink,
District 8, Durango**

THE AGENDA MAY BE ALTERED AT THE CHAIRMAN'S DISCRETION

- 1. Call to Order and Roll Call**
- 2. Discuss & Act on Safety Committee Minutes of March 19, 2015**
- 3. Loss History (Excellence In Safety Update) – 5 minutes**
- 4. Public Communications for Office of Transportation Safety– 5 minutes**
- 5. Geo Hazard Program – Ty Ortiz - 10 minutes**
- 7. Adjournment**



COLORADO

Transportation Commission

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

DATE: November 19, 2015
TO: Transportation Commission
FROM: Darrell Lingk, Director, Office of Transportation Safety and Risk Management
SUBJECT: Safety Committee Meeting

Purpose

Update the Safety Committee on our Loss History (Excellence In Safety Process), Public Communications for Office of Transportation Safety, and CDOT's GeoHazards Program.

Action

Information only

Background

Not Applicable

Details

The Loss History Chart is intended to provide an overview of CDOT's property, Auto and workers compensation losses. The loss history shows the impact that "Excellence In Safety" program directly impacted reducing the frequency of on the job injuries.

The Public Communications presentation will review the marketing and communications tactics used by CDOT to educate the public on impaired driving, alcohol awareness campaign. These efforts are targeted to specific, at-risk audiences in ways that are relevant to them.

The Geohazards program will review their current projects and update on recent geohazard highlight responses.

Key Benefits (if applicable)

Not Applicable

Options and Recommendations (if applicable)

Not Applicable

Next Steps (if applicable)

Not Applicable

Attachments



TRANSPORTATION COMMISSION OF COLORADO
SAFETY COMMITTEE MEETING MINUTES
July 15th, 2015

Chairperson Kathy Connell called the meeting to order at 3:18 p.m. on Wednesday July 15th, 2015 in the auditorium of the CDOT Headquarters building at 4201 East Arkansas Avenue, Denver, Colorado.

PRESENT WERE: Commissioner Kathy Connell, District 6
Commissioner Sidny Zink, District 8
Commissioner Steven Hofmeister, District 11
Commissioner Edward Peterson, District 2

ALSO PRESENT: Commissioner Shannon Gifford, District 1
Commissioner Kathy Gilliland, District 5
Darrell Link, Director of OTS
Shailen Bhatt, CDOT Executive Director
Mike Lewis, CDOT Deputy Executive Director
Herman Stockinger, Director, Government Relations
Josh Laipply, Chief Engineer
Ryan Rice, TSM&O
Maria Sobota, Acting Director OFMB, CFO
Paul Jesaitas, Acting RTD Region 1
Anthony DeVito, Director I-70 East Corridor
Karen Rowe, Regional Transportation Director, Region 2
Johnny Olson, Regional Transportation Director, Region 4
Kerrie Neet, Regional Transportation Director, Region 5
Dave Eller, Regional Transportation Director, Region 3
AND: Other CDOT & State Staff

One audiotape and supporting documentation is filed in the Transportation Commission office.

March 19th, 2015 Transportation Commission of Colorado Safety Committee Meeting Minutes

Commissioner Connell asked if there were any comments, additions or deletions on the March Safety Committee meeting minutes. There were none and the minutes were approved.

Loss History (Excellence in Safety Update)

Office of Transportation Safety Director Darrell Link gave a 5 minute presentation. Darrell presented 2 Loss History charts showing where CDOT stands regarding Worker's Compensation claims from the beginning of 2011 to

present. Darrell highlighted the results for CDOT employees for FY15. This year was the first time we have ever had fewer than 300 claims.

Commissioner Connell commented and said, “Congratulations on this significant accomplishment”.

Darrell went on to explain that the chart shows a 24% reduction in claims over in FY2015 compared to a 3 year average encompassing 2012, 2013, and 2014. CDOT realized a 28% reduction in lost time claims during that same time period. Darrell stated, “This is a milestone for CDOT, not to be looked at as a success, but more so as progress.” Excellence in Safety, implemented in 2012, is a behavioral based program focused on leading indicators rather than lagging indicators. Darrell stated, “We still use lagging indicators, that is what these charts are, but the focus is on proactive things that employees and supervisors do every day to promote safety before injuries actually happen. A lot of that has to do with the results we have seen in these charts over the past couple of years. Results of the Excellence in Safety Program is determined by our Safety Culture and the ownership of that culture within the organization by our supervisors and employees practicing it.” Darrell went on to explain that in his view we are 50% to 60% down the road from where he would like us to be ultimately. So the good news is we do have room to grow. Darrell would like to see that number of claims drop below 200, hopefully within the next year or 2 years at the most.

Commissioner Peterson then noted, “As the newest member of this committee the first thing I want to say is you are spot on. I work in construction and it is nice to have indicating numbers but for any safety program to be effective there has to be buy in. I think that what you are doing and the way you are looking at this will get you where you want and it will sustain you. I want to commend you for that attitude and I’d like to know how programmatically you are working within the organization to establish that culture of “why safety is beneficial to me.”

Darrell then asks if he could take his last minute to describe the evolution of Excellence in Safety. This is not a safety program; it is a safety process. The difference is, a program typically has a start and an end point, a process doesn’t necessarily end. So, Excellence in Safety has always been designed to evolve over time. We don’t know what this program is going to look like several years from now because we are waiting to see what turns we need to take based on the mindset of the workforce.

Commissioner Zink asked the following question: I was curious about the total number of employees that this number is relative to?

Darrell indicated that the employee population at CDOT has remained fairly static over the last 4-5 years at approximately 3,000.

Commissioner Connell then asked if there are any other questions or comments and there were none. She thanked Darrell and commends him on great progress.

Public Relations Update

CDOT Safety Communications Manager Sam Cole delivered a 10 minute update on the latest highway safety media campaigns.

Amy Ford introduced Sam as this is his first time presenting to the commission.

Sam explained that he oversees safety campaigns with a budget of 3 million dollars: most of the funds coming from NHTSA. He presented an overview of the safety campaigns that CDOT has been running since last fall:

Impaired Driving Campaign: 9 different “The Heat is On” enforcement periods, St. Patrick’s Day green carpet roll out was a huge success gaining 16 stories on television and 11 million impressions on social media - a \$58,000 paid media value.

Marijuana Impaired Driving Campaign: “Drive High Get a DUI” Targeted young males age 21-34. Survey conducted of marijuana users revealed 21% do not know that marijuana impaired driving can result in a DUI, 57% have driven within 2 hours of consuming marijuana and 11% of Coloradans overall say that they smoke Marijuana. The goal of the campaign was to increase awareness of “Drive high get a DUI. New campaigns have been incredibly successful, gaining 200 million social media impressions for a total value of \$217,000. These new tactics included 2 smoking cars, 10 arcade games (partnering with dispensaries) and 1 cannabis quiz cab (partnering with yellow cab). Sam explained how each of these campaigns worked and then showed a short video that recaps the campaign using each of the tactics.

Motorcycle Safety Training: The “Ride Wise” campaign This campaign included taglines and words of wisdom from real Colorado riders and were placed on billboards, online ads & online video. Ride Wise targets an older male rider demographic 45-65 and encourages them to seek out refresher or advanced training.

Seatbelt Use Campaign: We are not a state with a primary seat belt law and we have overall lower seatbelt usage than the national average. A billboard campaign was launched up and down the I-25 corridor

Upcoming August – September Campaigns: Teen Driving, Motorcycle Safety, Child Passenger Safety, Impaired Driving with a focus on alcohol and Pedestrian Safety.

Commissioner Connell thanked Sam and asks if there are any pressing comments before we moved on to Ty. There were none.

CDOT Rock Fall/Geohazards Report

Ty Ortiz gave a 5 minute update on CDOT's Geohazards Program.

Ty asked if there are any questions on the information supplied in the meeting packet. There were none. Ty made a point that this May has been the rainiest month in Colorado history. We have had some unexpected road closures as a result. He explained that people inquire about these road closures because they see nothing wrong; however, our trained experts do see potential movement and they make the decision to close the road. Ty gave a personal account of a time about 10 years ago when he didn't request a road closure when there was uncertainty about movement and there was a slide and a car did get hit.

Commissioner Gilliland asked the following question. Last month we took a trip to Grand Junction and there is so many sheer rock walls that you pass by. With all of this rain and everything getting wet and then drying out; does that cause long term possibilities of more slides because things have been loosened up?

Ty explained how the science of geohazards works and that he would be more concerned with landslides rather than rock fall.

Commissioner Connell then said, "I just want to comment that I really appreciate since I've been on the commission this change of going from reactive to proactive mode in this area. As you all know one of the reasons I am on this committee is because one of my employee was killed due to rock fall". The work CDOT has done in the last 4 years to change this has been wonderful and I applaud you. I know that Douglas pass is another example of this proactive approach you are taking and I really appreciate it".

Commissioner Connell then asked if there were any other comments.

A visitor in the meeting did have a comment. The person stated. "If I could interject something really quickly on Ty Ortiz. Recently, there has been an unusual occurrence of rock fall in Oklahoma. They called on national expertise and flew Ty out to help at their director's request. That is the kind of dedication and expertise that Ty is bringing to our program."

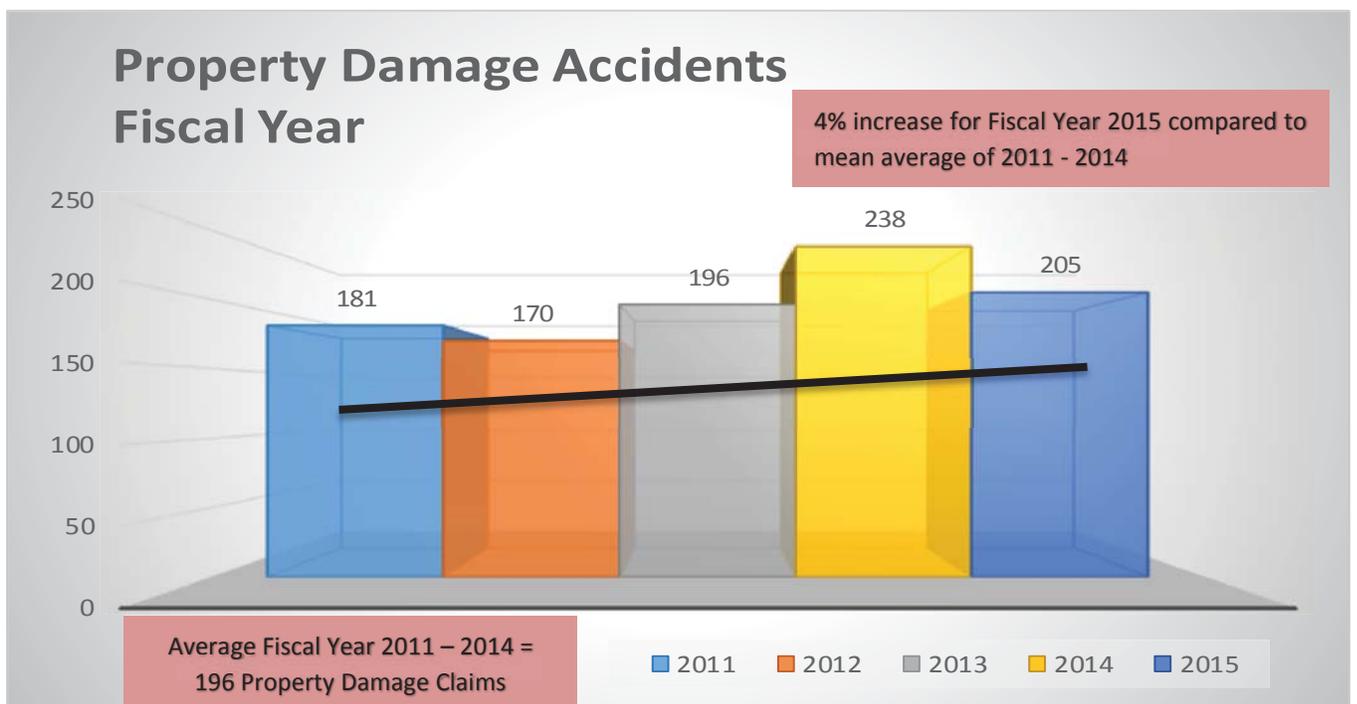
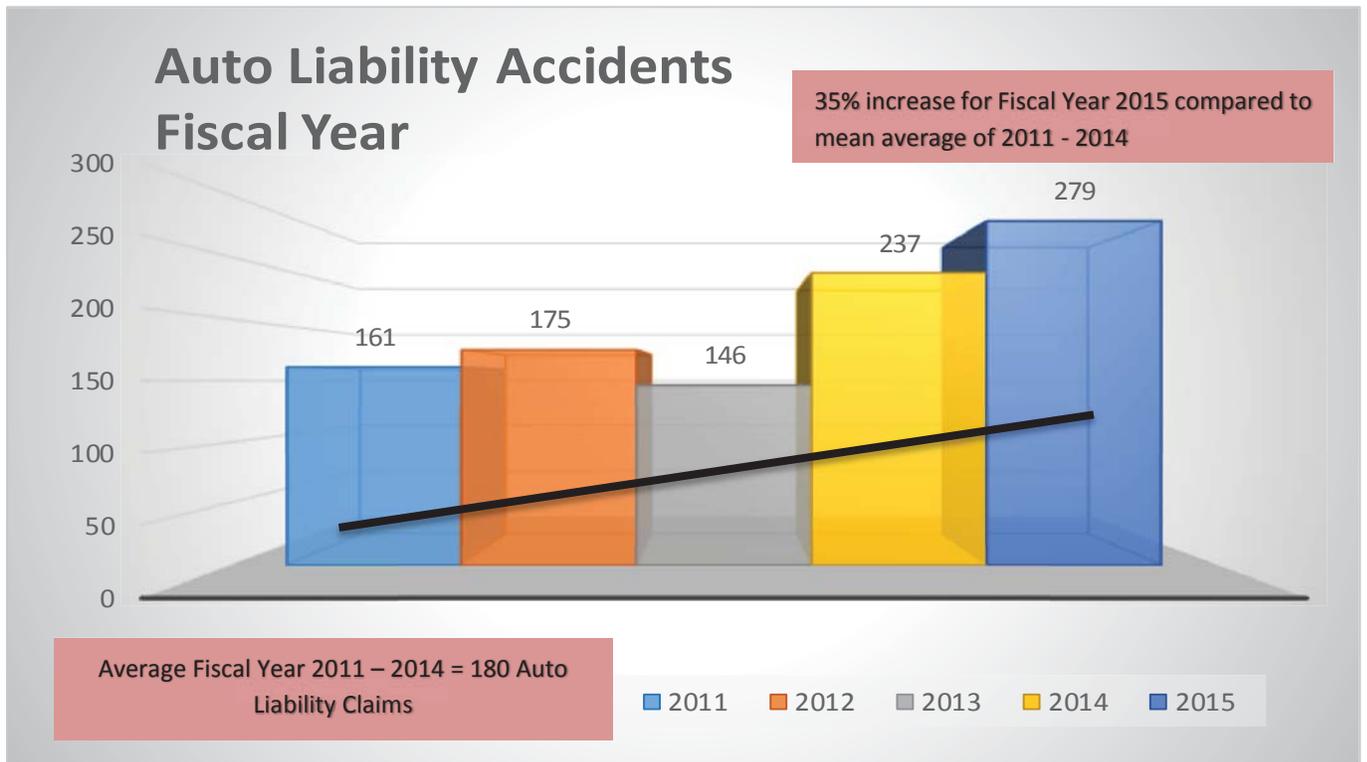
Commissioner Connell thanks the observer for sharing the comment.

Other Matters and Adjournment

And there being no further matters to discuss, Chairperson Connell adjourned the meeting at 3:42 p.m. on Wednesday, July 15th, 2015.

**Herman Stockinger, Secretary
Transportation Commission of Colorado**

Total Number of Claims for Fiscal Year July 1 through June 30

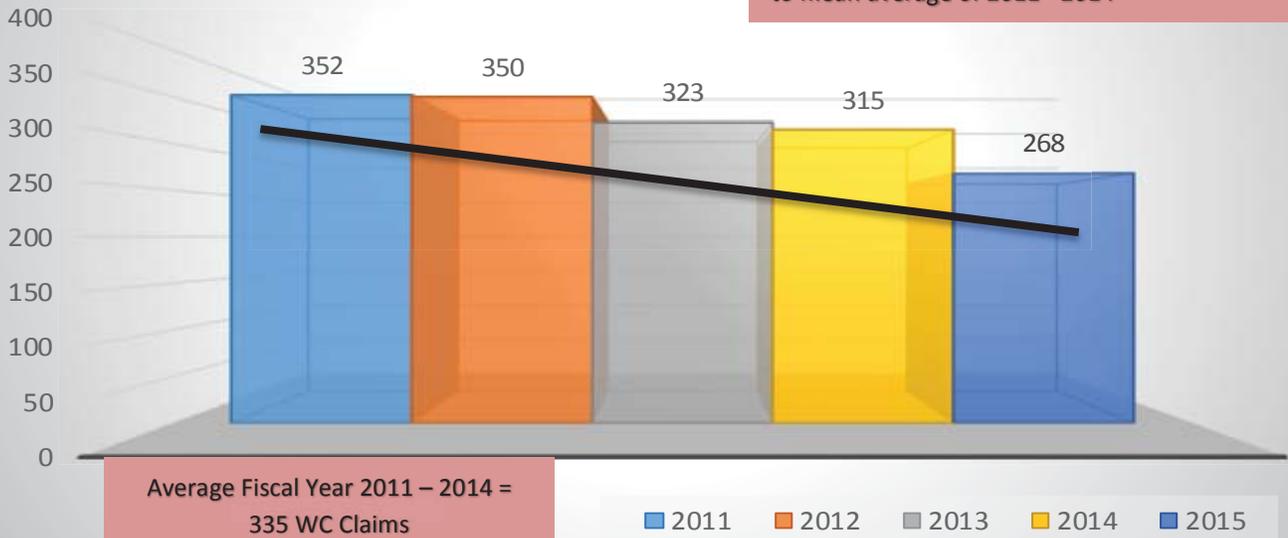


*Claims valued as of October 28, 2015. Number is subject to change due to late reporting.

Total Number of Claims for Fiscal Year July 1 through June 30

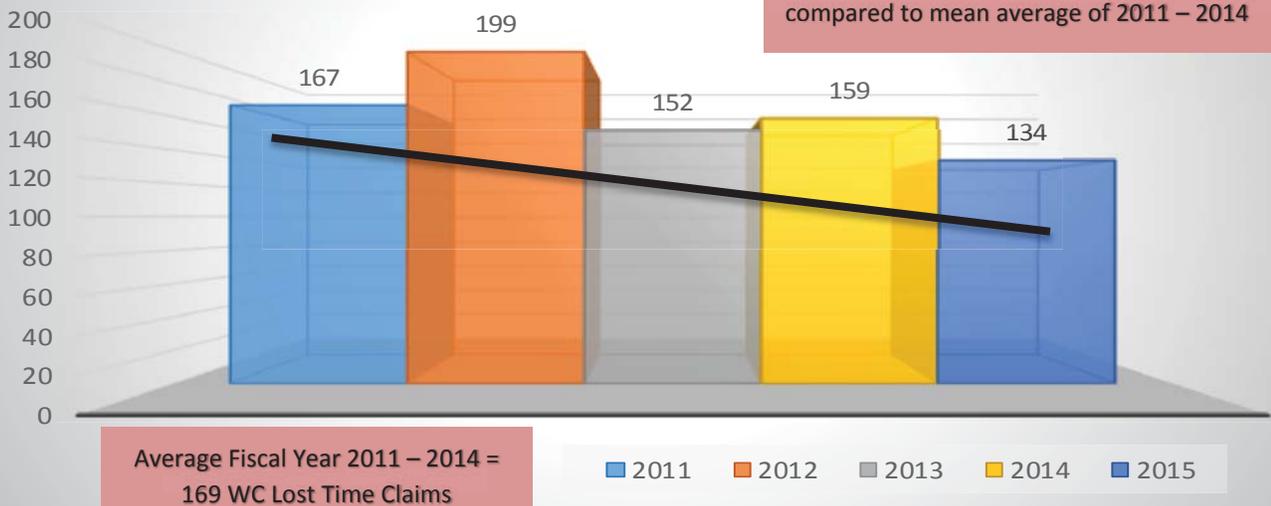
Workers' Compensation Claims Fiscal Year

20% decrease for Fiscal Year 2015 compared to mean average of 2011 - 2014



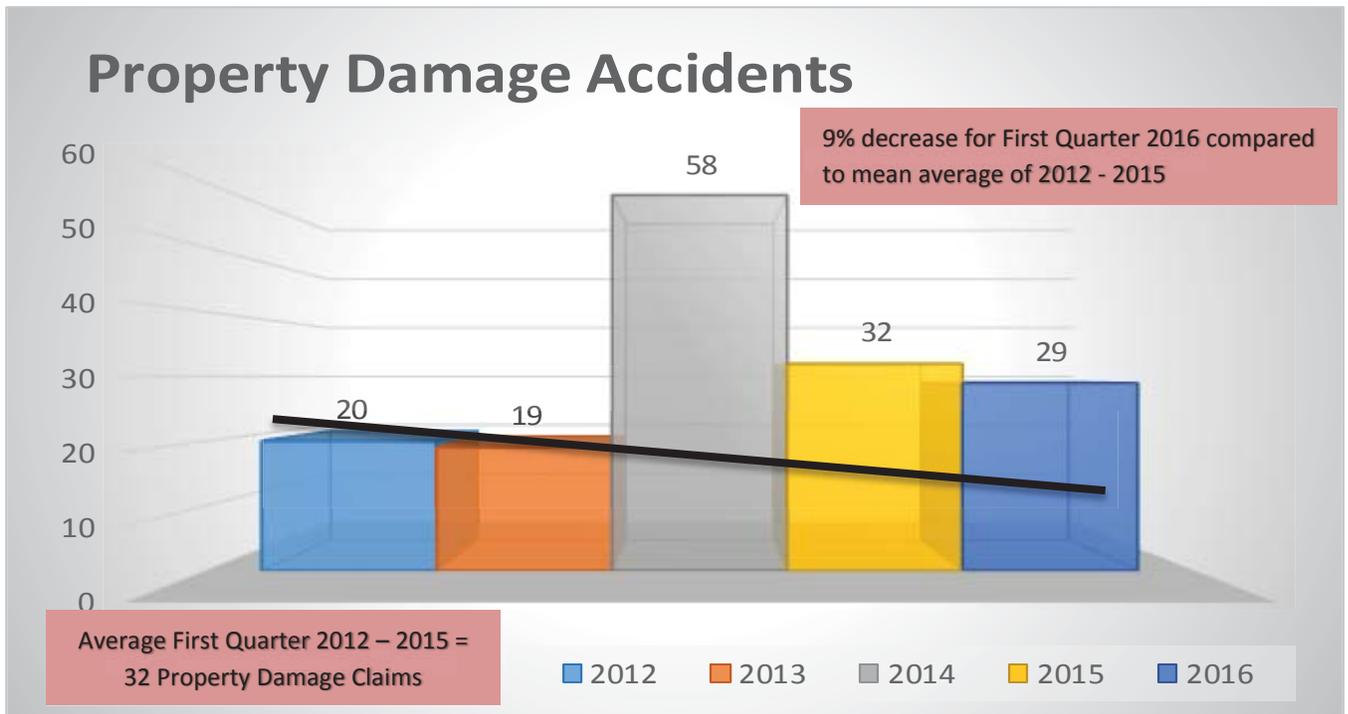
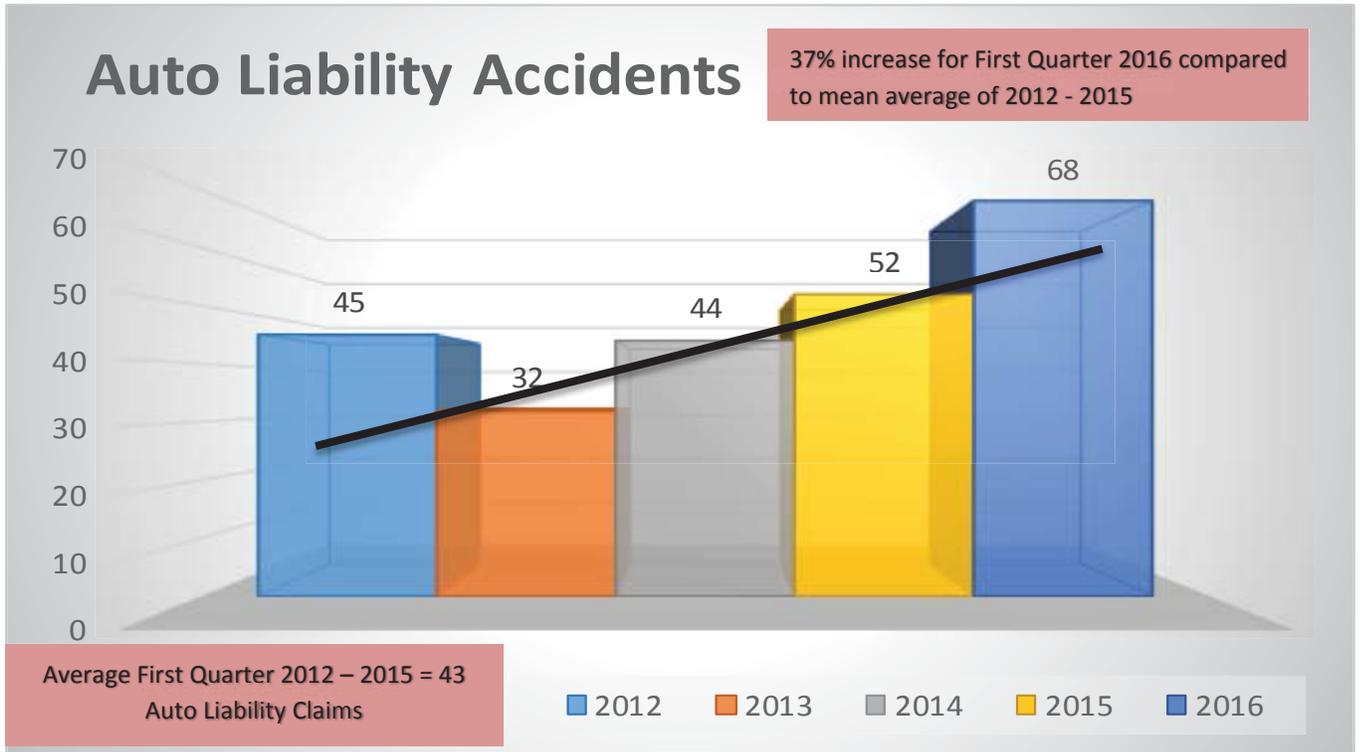
Workers' Compensation Lost Time Claims Fiscal Year

21% decrease for Fiscal Year 2015 compared to mean average of 2011 - 2014



*Claims valued as of October 28, 2015. Number is subject to change due to late reporting.

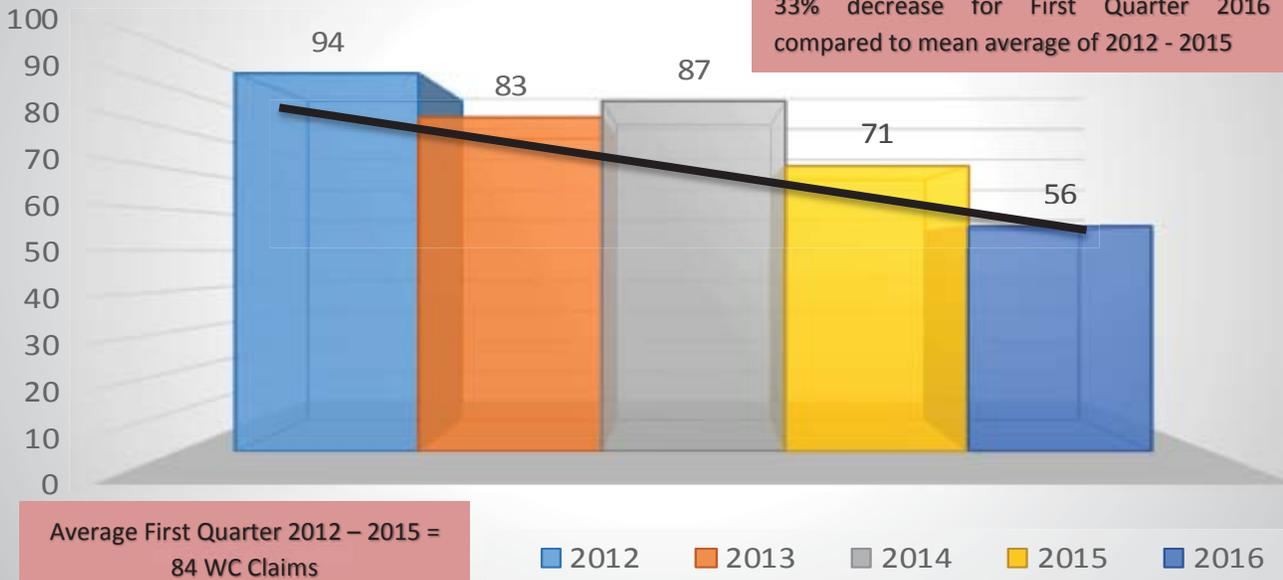
Total Number of Claims by First Quarter July 1 through September 30



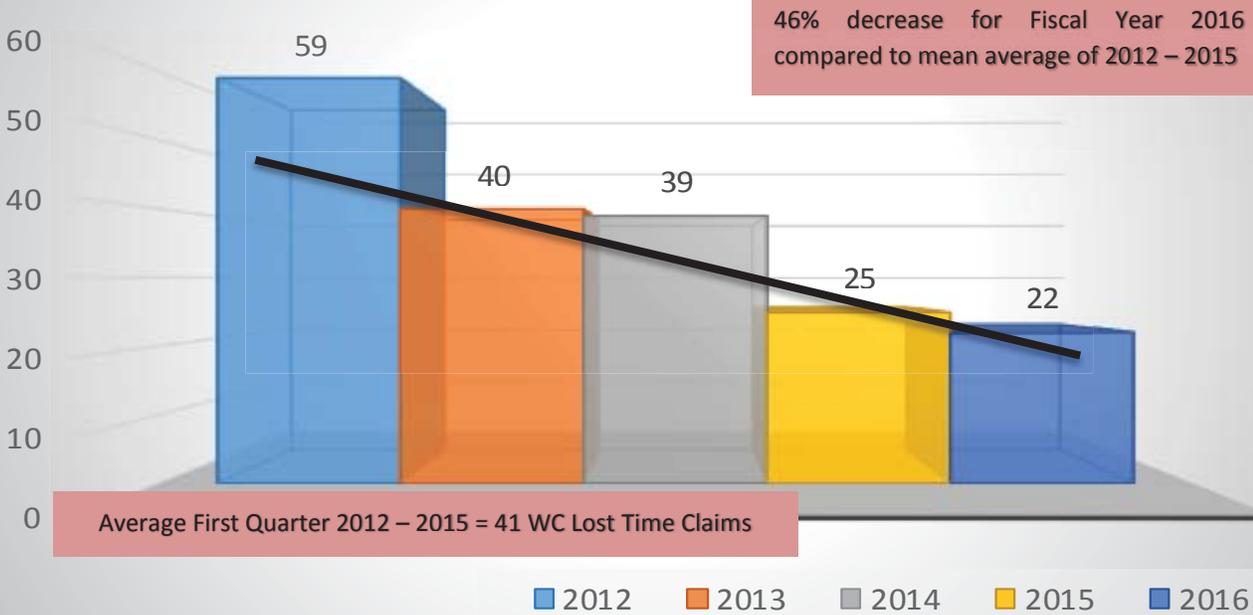
*Claims valued as of October 28, 2015. Number is subject to change due to late reporting.

Total Number of Claims by First Quarter July 1 through September 30

Workers Compensation Claims



WC Lost Time Claims



*Claims valued as of October 28, 2015. Number is subject to change due to late reporting.

**Traffic Safety – Communications
June to October, 2015**

Teen Driving

Campaign Name: *High School Football Game “Buckle Booth”*

Target: Teens aged 15 – 18 in high school

Budget: \$75,000

Goal: Have conversations with Colorado teens about the importance of wearing a seat belt - every ride, every time, ultimately changing their buckling behavior to move towards zero teen crash deaths.

Tactics:

- Feature a seat belt photo booth (aka “Buckle Booth”) at 6 high school football games as a fun way to remind teens to buckle up

Results:

- 10 media stories (e.g. 9News, Univision, Greeley Tribune, and others); 3,019,447 earned media impressions; 512 pledges signed by teens;



Child Passenger Safety

Campaign Name: *Car Seats Colorado*

Target: Parents of children 0-14 years

Budget: \$50,000

Goal: Educate parents about the proper car seat and seating position for children

Tactics:

- During Child Passenger Safety Week partner with the Colorado State Patrol (CSP) to conduct media outreach and secure new coverage about how to properly and safely restrain children in vehicles.

Results:

- Promoted 25 car seat check events; garnered 7 online stories, 2 print stories, and 1 TV story; 3,271,508 earned media impressions with a publicity value of \$39,916.46

Motorcycle Safety

Campaign Name: *Look Twice for Motorcycles*

Target: Drivers in urban areas of the state

Budget: \$150,000

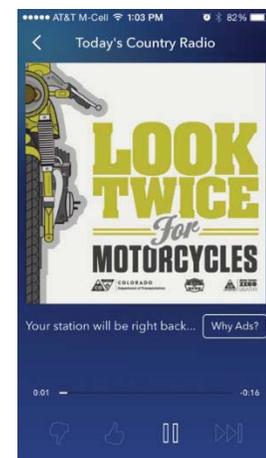
Goal: Instill awareness among drivers to look out for motorcyclists as a way to prevent crashes

Tactics:

- Using a mass advertising campaign, saturated the state with awareness messaging about motorcycle safety

Results:

- 24,284, 444 paid media impressions; 2,973,892 earned media impressions; 5 news stories on major news outlets



Pedestrian Safety

Campaign Name: *Hank's How to Get Hit by a Car Video Series*

Target: Pedestrians, especially those skewing male and younger

Budget: \$210,000

Goal: To educate pedestrians about the importance of safety and observing pedestrian laws

Tactics:

- Offer edgy content to capture attention of young males via 90-second campaign video, *Hank's How to Get Hit by a Car Video Series*, offering digestible, yet unconventional, pedestrian safety tips tailored for social media



Results:

- 10 total media stories, 8 online and 2 broadcast; 3,973,125 total earned media impressions 11,961 YouTube views; 2,150 likes, shares, comments, re-tweets; "Millennials" segment reacted to the message in a neutral-positive light - posts saw little to no polarizing negative conversations.



Impaired Driving – Alcohol:

Campaign Name: 1) *A Few Can Be Dangerous*; 2) *Know Your Limit*

Target: Males, 21 - 34 years old, over represented in crash and fatality data, not chronic DUI offenders.

Budget: \$800,000

Goal: Shift attitudes and behaviors around drinking and driving among our target

Tactics:

A Few Can Be Dangerous

- Use humor to engage and ultimately raise awareness among our target that "a few can still be dangerous" using paid media.



Know Your Limit Campaign

- Raise awareness about personal breathalyzers as a way to know how many drinks are too many by partnering with Alcohoot, a personal breathalyzer company, to host a series of events over Labor Day Weekend

Results:

- Paid Media: Internet video - 3,736,459 impressions; 2,486 clicks to landing page; 3,046,502 completed views (82% completion rate);
- Hispanic events - 100,000 attendees reached with DUI messaging at 6 events

- Breathalyzer events - 3,500 people stopped by 3 events; 750 people tested out an Alcohoot breathalyzer; 140 devices given away; \$1,000 in Uber ride credit given away; 13 on-air TV stories with an estimated 369,252 impressions; \$105,545.03 publicity value; Received 5 online stories with an estimated 2,234,903 impressions



Funding for campaigns is provided via grant funds from NHTSA, except for the Drive High, Get a DUI and MOST campaigns, which are funded by the state.

CDOT

2015 Impaired Driving - Alcohol Awareness Campaign

Office of Communications



DUI 2015

Goals:

1. Build statewide public awareness of the “Drink & Don’t Drive” campaign while working to change behavior.
2. Support the 4 summer enforcement periods.

Target Audience:

Males, 21 - 34 years old:

- Over represented in crash and fatality data
- Think they know how much alcohol they can consume and still be safe to drive.
- Nearly 70% feel that they are safe to drive after 1 - 2 drinks.

DUI 2015

Campaign Name: "A Few Can Still be Dangerous"

Guiding Principles:

- When it comes to having "just a few" drinks, a lot of people don't think twice about driving.
- This campaign serves as a reminder that "a few can still be dangerous."
- Our target demographic does not respond well to lecturing or finger wagging.
- Used humor to engage ... and raise awareness.

DUI 2015

TV/Pre-roll - Chainsaws :30



DUI 2015

TV/Pre-roll - Tarantulas :30

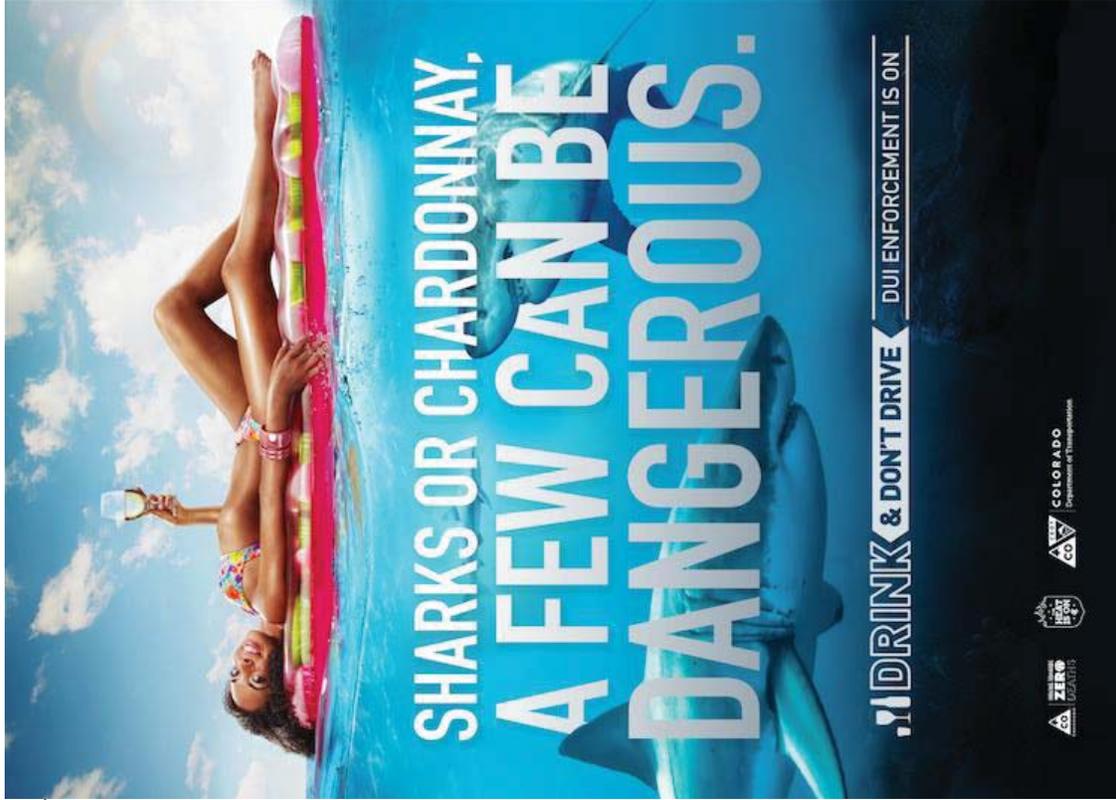


DUI 2015

Bar Bathroom Posters

Copy:
SHARKS OR CHARDONNAY, A
FEW CAN BE DANGEROUS.

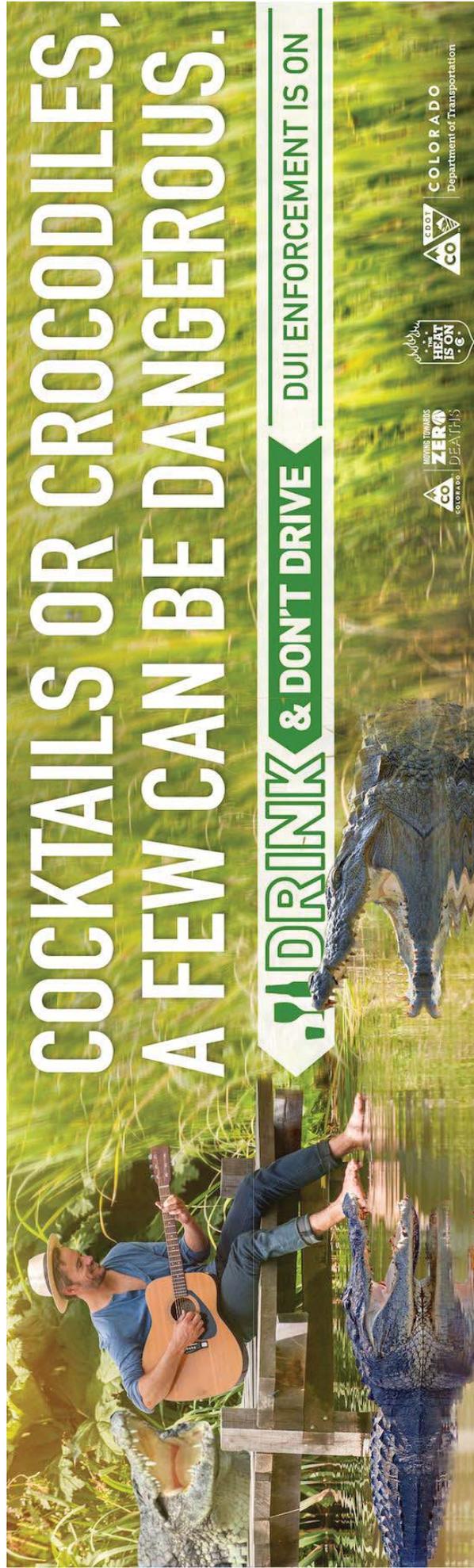
Drink & Don't Drive.
DUI ENFORCEMENT IS ON.



COLORADO
Department of Transportation

DUI 2015

Bus Tail



**COCKTAILS OR CROCODILES,
A FEW CAN BE DANGEROUS.**

DRINK & DON'T DRIVE | **DUI ENFORCEMENT IS ON**

 **COLORADO**
Department of Transportation

 **MOVING TOWARDS
ZERO
COLORADO DEATHS**

 **HEAT IS ON**

DUI 2015

Radio - Terminal Velocity: 30 sec



Breathalyzer Events

- Over Labor Day weekend, CDOT partnered with smartphone breathalyzer company **Alcoholoot** and ride-hailing company **Uber**
- Friday, Sept. 4, and Saturday, Sept. 5, we hosted events outside the Tavern Downtown at 21st and Market
- On Sunday, Sept. 6, we hosted an event inside Coors Field during the Rockies game

U B E R
ALCOHOOT





Breathalyzer Events



DUI 2015

Breathalyzer Events - Media Metrics

- Received **13** on-air TV stories
 - Estimated **369,252** impressions; **\$105,545.03** publicity value
- Received **5** online stories
 - Estimated **2,234,903** impressions



Current Projects

R1 – US 6 Clear Creek Canyon Corridor – *Project rescheduled for FY 17 to accommodate free funding to mitigate the Sand Dome Landslide on US 50, ≈ mp 122, Region 3,*

R2 – I 25 Raton Pass Corridor – *Scheduled for advertisement this spring. Design for second phase in progress (No change from last update).*

R3 – I 70 Glenwood Canyon – *Rockfall fence construction is in final stage.*

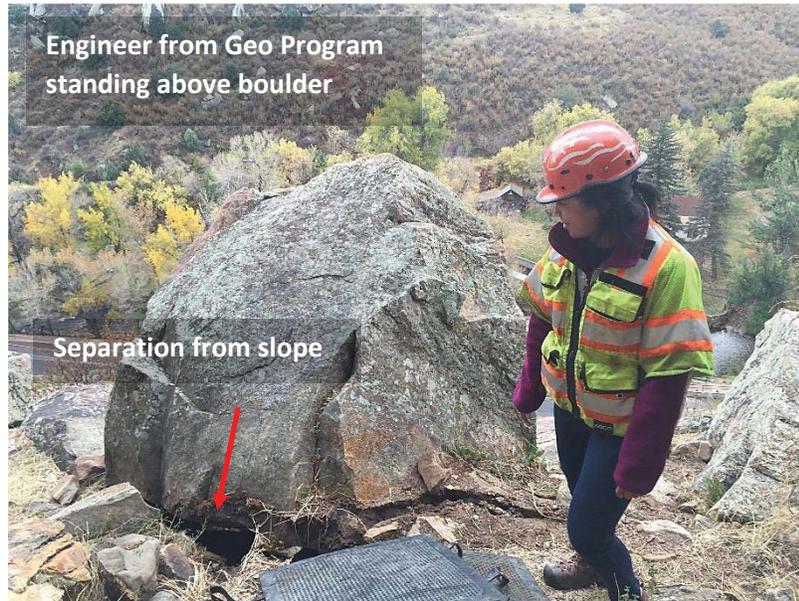
R3 – SH 133 Paonia Reservoir – *Project is under construction. It was re-awarded to Kissner Construction after the original contractor was unable to complete the work.*

R5 – US 550 Ridgeway – *Construction is complete.*

Geohazard Response Highlights

The Geohazards Program continues to respond to slope stability inquiries and failures as needed. A recent, noteworthy response was the removal of a large boulder above SH 8 in the town of Morrison on October 23. The loose boulder was identified by a local rock climber, Jon Dinsmore. Mr. Dinsmore contacted Ron Ratzel of R1 Maintenance who forwarded the information the Geohazards Program on the evening of October 22. The removal is a good example of CDOT coordinating and responding to a safety issue that had the potential to be tragic if not addressed immediately. Photos of the boulder are below.







In an effort to identify areas susceptible to slope movement and potential failure, we are looking into remote sensing applications to periodically scan slopes along corridors. Scans will be compared to each other and analyzed for change detection and displacement. Where consistent slope movement is observed, actions ranging from increasing scan intervals to slope mitigation can be implemented. Two areas we are currently performing a photogrammetric, remote sensing effort are along I-70 through DeBeque Canyon and along US 24 near Minturn. The US 24 site was discussed in the last Geohazards Program update. Rockfall mitigation was constructed at the site in the first quarter of FY 16. The photos below shows the results of the photogrammetry efforts so far. The areas highlighted are where detectable and measurable change in the slope is observed.

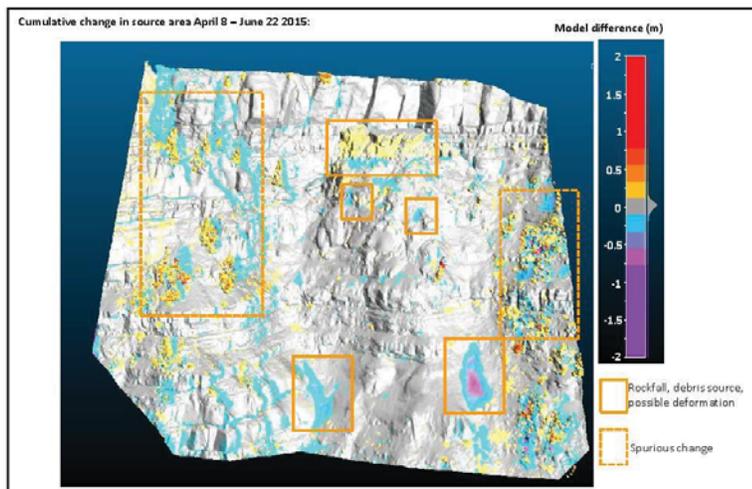


Figure 4. Cumulative change between April 8 and June 22 2015, with examples of model difference interpretation, for reference on Figures 5 and 6.

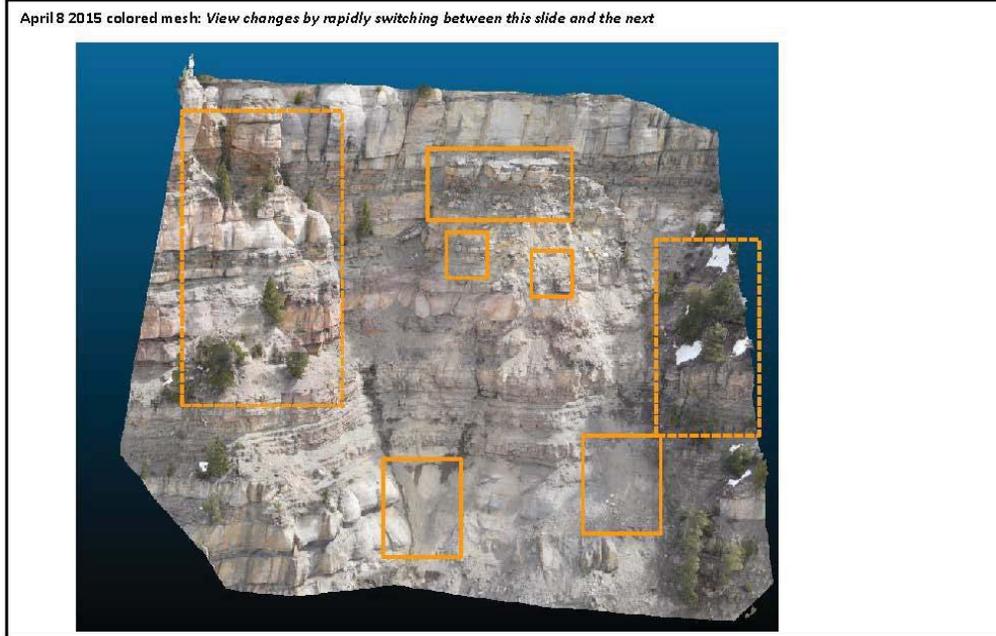


Figure 5: April 8 2015 colored mesh. Switch rapidly between Figs. 5 and 6 to view changes.



BGC ENGINEERING INC.

Page 5

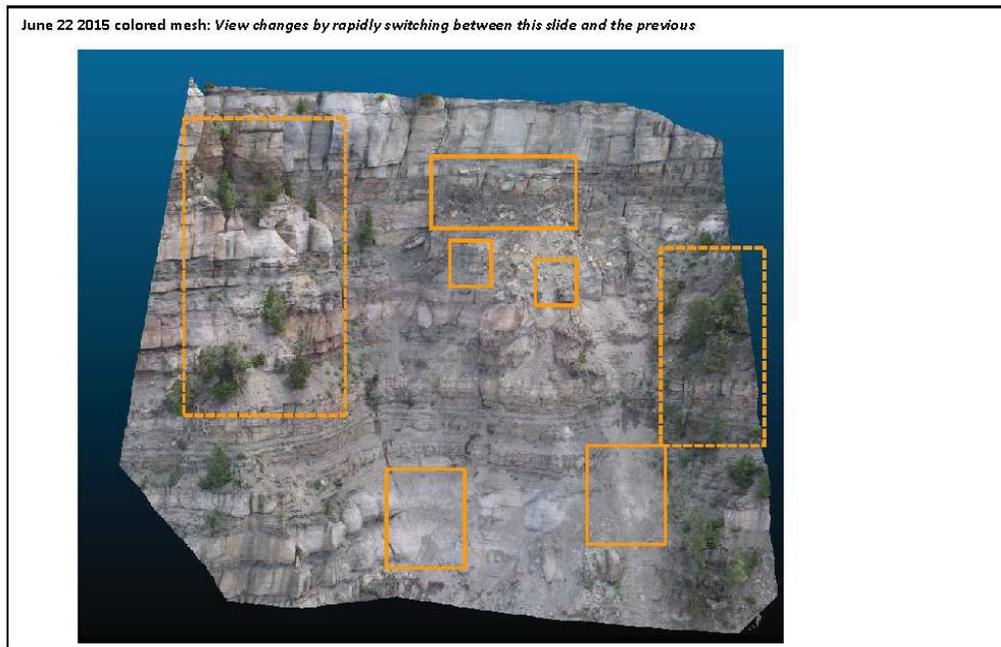


Figure 6: June 22 2015 colored mesh. Switch rapidly between Figs. 5 and 6 to view changes.

Program Challenges

Recently, the Geohazards Program submitted an amendment to its FY 16 spending plan rescheduling Clear Creek Canyon work from FY 16 to FY 17. The change allowed us to increase funding for the Sand Dome landslide on US 50 in R3. The landslide mitigation is estimated in the \$6M range. The Geohazards Program had earmarked only \$1.5M for the site. To make up the difference, the scope of the FY 16 rockfall fence updates in Glenwood Canyon was reduced and R3 covered the cost to install concrete barriers in DeBeque Canyon to increase ditch effectiveness. These sites are listed in the FY 16 spending plan. The changes allow us to allocate about \$5M to the landslide mitigation. R3 will cover the remainder of the mitigation cost.

To fund mitigation associated with larger geohazards like the Sand Dome Slide, future requests for additional funding will be necessary. As the Geohazard Management Plan matures and corridor designs are developed, estimates should be known in advance and can hopefully be planned two to three years in advance. However, at this point the Program is not able to plan funding for more than about one year in advance.



Geohazard Program Key Points

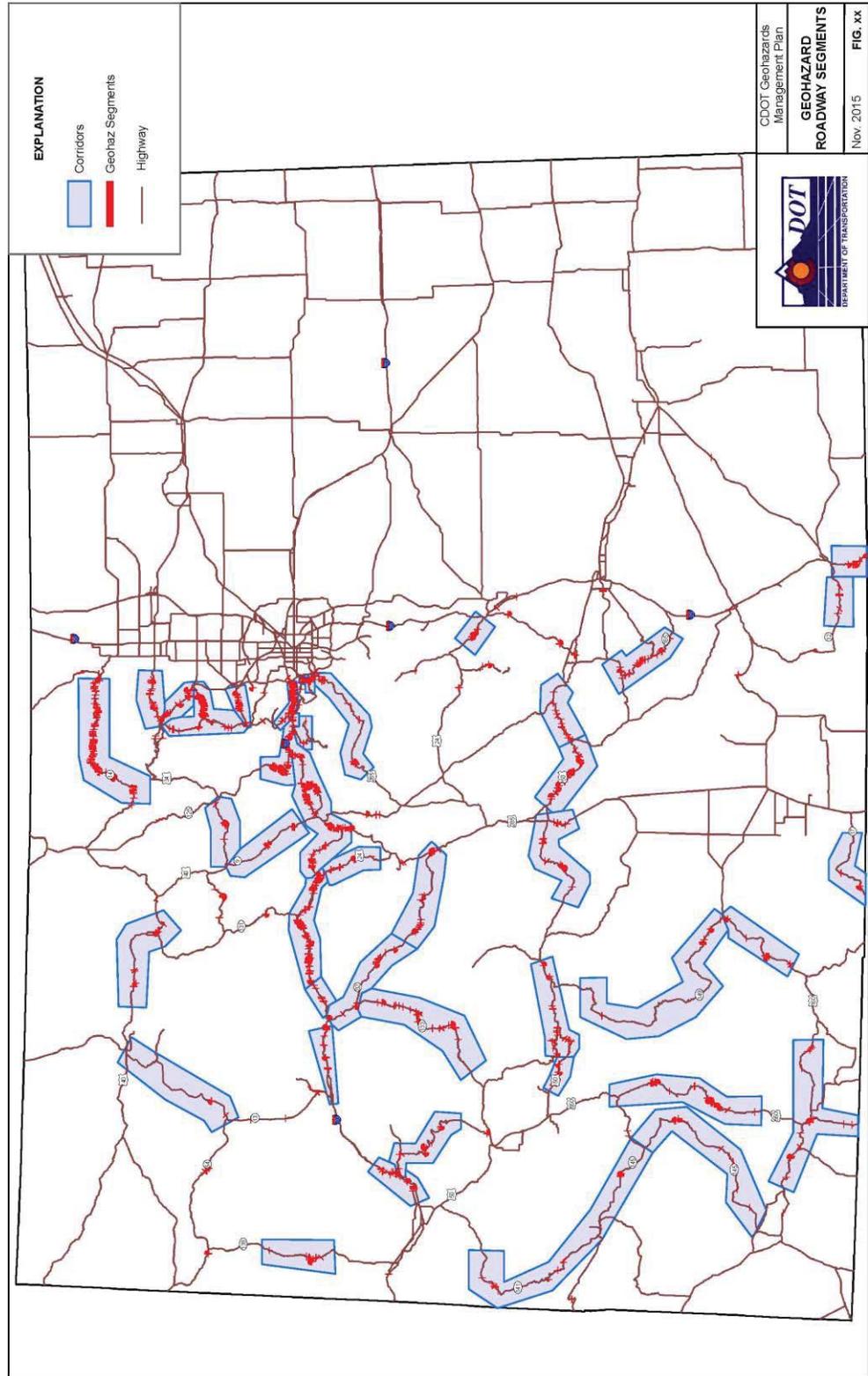
Remote Sensing: We are working toward using remote sensing to complement the Geohazards Management Plan and work towards proactive and data driven resource allocation to augment field and empirical observations

[Remote Sensing Example](#)

Funding Corridor Mitigation: Mitigation through corridors reduces risk more efficiently than a top down approach. Current funding scenario may not allow key hazards to be mitigated through the program



Geohazard Corridors

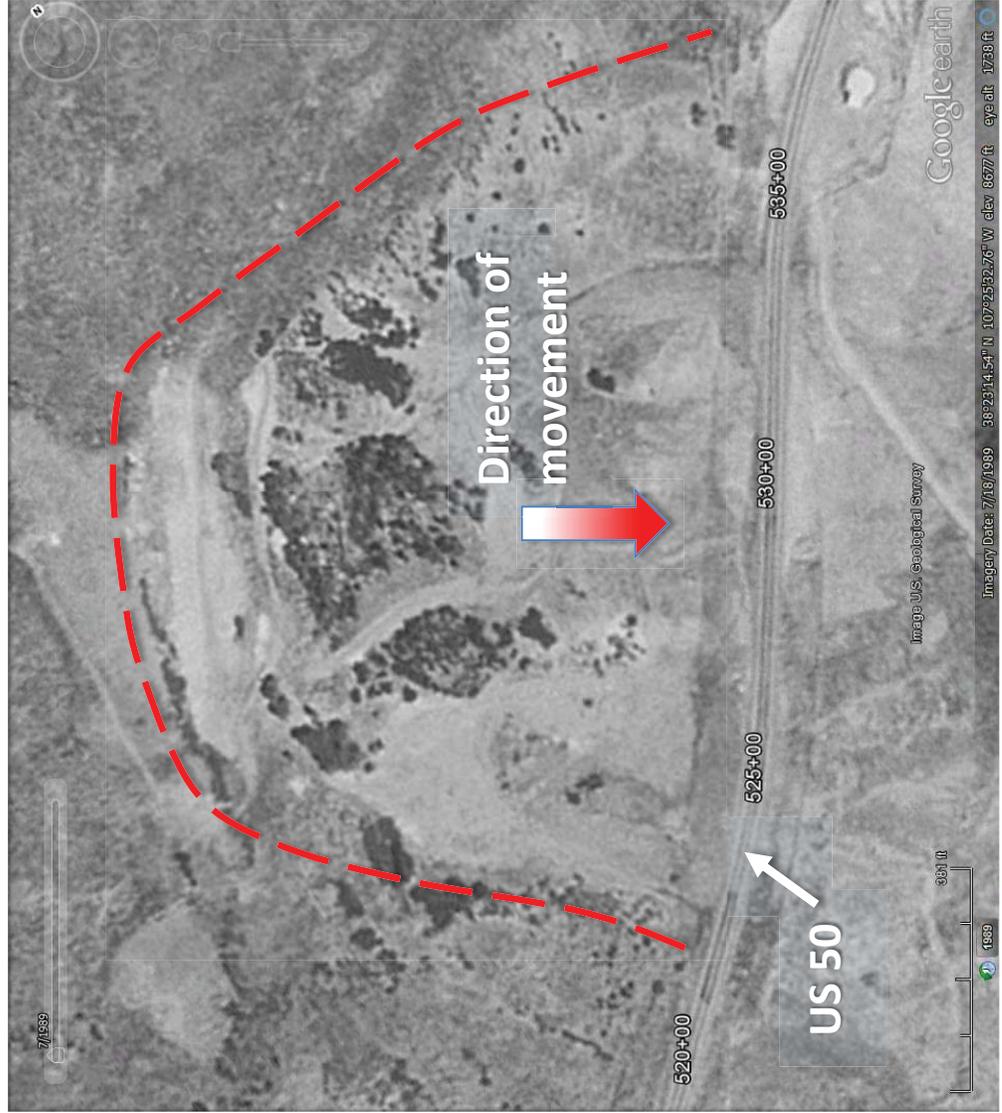




US 50 Landslide – mp 122

Estimated mitigation = \$6M

FY16 Program
total budget = \$9.2M



Transportation Commission of Colorado
Regular Meeting Minutes
October 15, 2015

Chairwoman Kathy Connell convened the meeting at 9:02 a.m. in the auditorium of the headquarters building in Denver, Colorado.

PRESENT WERE: Kathy Connell, Chairwoman, District 6
Gary Reiff, Vice Chair District 3
Shannon Gifford, District 1
Ed Peterson, District 2
Heather Barry, District 4
Kathy Gilliland, District 5
Kathy Hall, District 7
Sidny Zink, District 8
Nolan Schriener, District 9
Bill Thiebaut, District 10

EXCUSED: Steven Hofmeister, District 11

ALSO PRESENT: Shailen Bhatt, Executive Director
Michael Lewis, Deputy Executive Director
Josh Laipply, Chief Engineer
Debra Perkins-Smith, Director of Transportation Development
Amy Ford, Communications Director
Maria Sobota, CFO
Herman Stockinger, Government Relations Director
Debra Perkins-Smith, Director of Transportation Planning
Paul Jesaitis, Region 1 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
Barb Gold, Audit Director
Scott McDaniel, Staff Services Director
David Specter, HPTE Director
Kyle Lester, Director, Division of Highway Maintenance
Ryan Rice, Operations Division Director
Mark Imhoff, Director of Transit and Rail
Kevin Furman, Human Resources Director
Vince Rogalski, STAC Chairman
Gary Vansuch, Director of Process Improvement
David Ulane, Director of Aeronautics

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

Will Toor, the Transportation Program Director for the Southwest Energy Efficiency Project (SWEEP) spoke to the Commission about the HOV policy issues on the C-470 Express Lanes Project. Mr. Toor thanked CDOT for their commitment to bicycle travel. He has already seen excitement from local agencies for the program.

Mr. Toor submitted a letter to the commission stating that SWEEP believes that managed lanes are the way to go fiscally to manage congestion. However, in the managed lanes, SWEEP believes that toll free access of HOV 3+ should be incorporated into the managed lanes, as well as bus transit. Mr. Toor states that by including HOV and transit into managed lanes, CDOT will be able to accommodate more travelers per lane mile, in turn, reducing congestion.

His second concern is an equity concern. Demographics show that higher income travelers are much more likely to utilize the tolled lanes than lower income populations. Allowing toll-free access for carpoolers opens this infrastructure to a wider range of incomes. Finally, with the technology for dynamic ride sharing growing and becoming more feasible, he is concerned that by not providing toll-free HOV, CDOT will be behind the curve by not supporting those technological advances in Managed Lanes.

Individual Commissioner Comments

Commissioner Schriener has been meeting with State Representatives over the last month and is settling into his new role.

Commissioner Barry held Bagels with Barry in Superior. The attendees were looking forward to having the Diverging Diamond Interchange at McCaslin opening soon. The work that staff and the communities have put forth are coming to light with the US36 project developing along.

Commissioner Gilliland recently met with the organization ColoRail with Mike Lewis. The group is focused on rail in Colorado, specifically Amtrak. They are also looking into methods for funding the Colorado Ski Train and how to support the Southwest Chief. She mentioned how impressive the Union Station in Denver is after the renovation, and recommended everyone to tour the building. It was refreshing to her to hear the excitement surrounding rail travel in the state.

Commissioner Hall is enjoying learning about all CDOT does despite the learning curve. Region 7 has a lot of concern about highway funding, and has been seeing a number of presentations from associations about securing more funding for transportation. In Grand Junction a dangerous area is in the process of being improved to increase the safety of the road. She was concerned this would cause traffic congestion during construction, but the contractor was able to avoid too much congestion.

Commissioner Gifford recently attended a US36 town hall meeting on the tolling of the highway. She thanked Megan Castle on her great work on the town hall.

Commissioner Thiebaut thanked the members of the public for their time speaking to the Commissioner. He recently had the chance to tour Southeast Colorado and was

impressed with the efficiency and quality of work that staff does. He also gave an update on Region 2 Transportation Director Karen Rowe, and that she might be coming back from leave mid-October. Finally Commissioner Thiebaut extended his condolence to a CDOT employee in Eads who had passed away.

Commissioner Peterson had the opportunity to go to the JeffTac meeting. He received a glowing review from everyone there on CDOT staff and the projects they were taking part in. Specifically the WestConnect coalition has been very encouraging for the area. Last night the TC had the chance to have dinner with DRCOG. At the dinner a member of the DRCOG board mentioned how wonderful the working relationship is between DRCOG with CDOT staff.

Commissioner Zink appreciated that TLRC came to southwest Colorado. She believes it is important for staff and others to see the region and talk with the locals and appreciates that they take that effort. She has also been continuing her meetings with County Commissioners throughout the area. Finally Red Mountain Pass is now open. Commissioner Zink was proud to say it opened on time and with a clean safety record.

Vice Chair Reiff thanked Deb Perkins-Smith for all the work she does keeping a good line of communication open with DRCOG. He thanked the commission for a good dinner with DRCOG last night.

Chairwoman Connell echoed Vice Chair Reiff's thoughts on a successful dinner with DRCOG. Chairwoman Connell stated that the Commission and CDOT staff are very concerned with the issues on I-70 West around Idaho Springs, and that we stand with the community and look forward to addressing the problems there. She acknowledged it has been a long process in the area, and that she hopes as the project comes to a close that it will end successfully for everyone involved. She also mentioned the first phase of the Highway 9 project is going very well.

Executive Director's Report

Executive Director Shailen Bhatt introduced David Specter as the new HPTE Director, replacing Michael Cheroutes. Director Bhatt brought up the success of realigning the I-25 and US 6. This area had up to 400 crashes in a year before the project, and is looking forward to seeing a much lower number in the area.

Last month there were some public comments to the TC regarding the environmental process on C-470. Executive Director Bhatt is still committed to following the process, and will listen and vet all concerns from the public.

Coming up on Oct. 28, CDOT will be hosting the Transportation Matters Summit. The summit is sold out with a waiting list. Tom Lorz and Amy have done a wonderful job putting together the event. As part of the summit, rides will be provided in autonomous vehicles to demonstrate what the future of transportation might be like. Additionally, CDOT is hosting a Leadership Forum for all of the managers at CDOT.

Executive Director Bhatt echoed Commissioner Thiebaut's thoughts for Karen Rowe, and stated that she should be back in the office in the near future and thanked Ajin

Hu for her hard work as interim RTD. Additionally, he offered his condolences to Craig Hansen, the TM1 who passed away recently.

Chief Engineer's Report

Chief Engineer Josh Laipply informed the Commission that CDOT hosted an FHWA showcase project for a three span interstate bridge with GRS. For the showcase people from all over the nation came out to see the innovations CDOT is using. Mr Laipply also spoke on the recovery path for the cash management program. Thanks to a proactive approach, PMO is back on track by increasing funding and scope on some projects that had been trimmed.

HPTE Director's Report

HPTE director David Spector introduced himself as the new Director of HPTE. He reported that Director Day will be leaving the HPTE Board. Public outreach is being conducted along US36 and PPSL. A telephone town hall was conducted for both projects, reaching 10,000 and 5,000 people respectively. The HPTE board approved the toll rate ranges for PPSL, and will be looking at what triggers the increase in rates on the lanes. The Board also approved the special event schedule for the US36 corridor. The board also recommended to the commission that HOV 3+ not free on C-470. Finally, the HPTE board took action on the US 36 concession, and the Transportation Commission will be asked in this meeting to act on the same item.

FHWA Division Administrator Report

FHWA Division Administrator John Cater made the Commission aware that in Sept. of every year, FHWA has their annual leaders meeting. They recently received word that the FHWA Executive Director will be stepping down shortly. In Sept., Mr. Cater spent time touring Region 2 and Region 3. He was very impressed with the scale and scope of the HW 9 wildlife project. Additionally, he toured the US 50 EIS corridor and the Lamar Reliever route and spoke with some locals about the projects.

Mr. Cater finished with sharing a concern with the Commission. This year, traffic volumes are rising and fatalities are rising. This is on state and local roads. So far, analysis is not showing why this is the case, however speculation is distracted driving is a contributing factor. He stressed it will continue to be important to think about safety and how to deal with creating safe roadways.

Commissioner Thiebaut thanked Mr. Cater for spending the time to tour southeast Colorado. He brought up how important the Lamar Reliever route is to the area, and would like to see the commission act on it soon.

Act on Consent Agenda

Chairwoman Connell entertained a motion to approve the Consent Agenda. Commissioner Gifford moved for approval of the resolution, and Commissioner Gilliland seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-15-10-1

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for Sept. 17, 2015, are approved.

Resolution #TC-15-10-2

Resolution # TC-15-10-2

Disposal of property no longer needed for transportation purposes.

Approved by the Transportation Commission on October 15, 2015

WHEREAS, CDOT acquired undesignated subject Parcel as right of way for the purposes of SH 24 right of way as part of projects NRH 248-F and NRM 248-H;

WHEREAS, approximately four (4) square feet (sf) of a private single family residence extend into and encroaches upon the subject right-of-way;

WHEREAS, the adjacent property owner has requested to acquire the 4 square feet of the undesignated Parcel;

WHEREAS, the disposal of the subject Parcel, containing four 4 sf, will not affect the operation, maintenance, use, design, construction, utility or safety of CDOT's US24;

WHEREAS, the Department of Transportation, Region 3 has declared through Joshua Laipply as Chief Engineer, that the 4 sf is not needed for transportation purposes;

WHEREAS, pursuant to Colorado Revised Statutes (C.R.S) 43-1-210(5)(a)(I) The Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest therein which is no longer needed for transportation purposes;

WHEREAS, the Department has determined that the 4 sf of SH 24 right of way is of use only to the adjacent property owner;

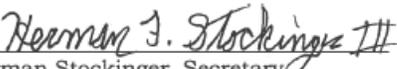
WHEREAS, pursuant to Colorado Revised Statutes (C.R.S) 43-1-210(5)(a)(III) when a parcel that is no longer needed for transportation purposes has value to only one adjacent owner, that owner shall have first right of refusal to purchase said property for fair market value;

WHEREAS, the Department of Transportation, Region 3, recommends disposing of a portion of the subject Parcel, containing four 4 sf, for a nominal sum of \$100.00;

WHEREAS, the adjacent property owner desires to exercise its right of refusal to purchase the four 4 sf of SH 24 right of way which is no longer needed for transportation purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403 the Department of Transportation be given authority to declare a portion of undesignated Parcel as excess property and dispose of the four 4 sf of SH 24 right of way, as shown on Exhibit A, which is no longer needed for transportation purposes for a nominal fee of \$100.00.

FURTHER, funds from the sale of the property shall be disbursed in accordance with Section 7.2.15 of the CDOT Right-of-Way Manual.


Herman Stockinger, Secretary
Transportation Commission of Colorado

10-20-15
Date

Discuss and Act on the 4th Budget Supplement of FY 2016

Maria Sobota discussed the 5th item for consideration. The item is a RAMP request to meet the requirement of initial finance plan for C-470. Chairwoman Connell entertained a motion to approve the Budget Supplement. Commissioner Schriener moved for approval of the resolution, and Commissioner Barry seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Discuss and Act on Amendment to the June 27, 2013 US 36 Concession Project IAA between CDOT and HPTE

Nick Farber explained that now Phase 1 is done, Plenary Roads is now responsible for routine maintenance. In the agreement plenary is performing those services based on the requirements in the concession agreement. If they do not reach those requirements, HPTE Board can assess noncompliance points to Plenary. In March, the legislative Audit did not have a project specific agreement that defined HPTE and CDOT's ability to oversee the agreement. This resolution defines HPTE as overseeing the concession agreement.

Commissioner Reiff commented that he is thoughtful about oversight on Plenary. Any good partnership requires trust, however if we are not active in verifying it will leave CDOT vulnerable to be taken advantage of. Being vigilant prevents abuse of the relationship through cutting corners. He stated he believes it is important for Plenary to attend HPTE and Commission board twice a year. Additionally, he believes there should be a person on a senior level who works with Plenary in oversight.

Chairwoman Connell entertained a motion to approve the Budget Supplement. Commissioner Reiff moved for approval of the resolution, and Commissioner Peterson seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-15-10-4

Resolution # TC-15-10-4

Approving the Second Amendment to Intra-Agency Agreement between CDOT and HPTE for the US 36 Concession Project.

Approved by the Transportation Commission on October 15, 2015

WHEREAS, the Transportation Commission is responsible, pursuant to Section 43-1-106(8), C.R.S., for formulating the general policy with respect to the management, construction and maintenance of public highways and other transportation systems in the State; and

WHEREAS, the Transportation Commission's approval is required for Colorado Department of Transportation ("CDOT") intergovernmental agreements that may involve more than \$750,000; and

WHEREAS, the Colorado High Performance Transportation Enterprise ("HPTE"), negotiated and entered into a public private partnership concession agreement ("Concession Agreement") dated June 27, 2013, with Concessionaire Plenary Roads Denver, Inc., for the design, construction, financing, operation and maintenance of the U.S. 36 corridor between Denver and Boulder and the I-25 Express Lanes (collectively US 36 Project); and

WHEREAS, the Transportation Commission previously approved an Intra-Agency Agreement dated June 27, 2013 ("Original Agreement"), between CDOT and HPTE for the US 36 Project and a first amendment to the Original Agreement dated October 17, 2013 ("First Amendment").

WHEREAS, in both the Original Agreement and the First Amendment, CDOT agreed, among other things, to perform the CDOT Service Funding Obligations, provide for a CDOT Backup Loan to HPTE, and fulfill the CDOT Performance Obligations, all relating to the Concession Agreement and the US 36 Project; and

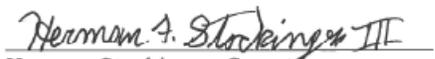
WHEREAS, the Colorado Office of the State Auditor undertook a performance audit of the Concession Agreement and issued its audit report to members of the Colorado Legislative Audit Committee on March 11, 2015; and

WHEREAS, in its audit report, the State Auditor recommended, in part, that the HPTE should work with CDOT to develop a comprehensive monitoring framework and systematic mechanisms for managing and monitoring the Concessionaire during the 50-year operations phase of the Concession Agreement and recommended that HPTE execute a project-specific agreement for specifying in detail HPTE's, CDOT's, and their

contractors' respective roles and responsibilities for monitoring the 50-year Concession Agreement operations phase; and

WHEREAS, the attached Second Amendment to the Intra-Agency Agreement between CDOT and HPTE for the US 36 Concession Project outlines and memorializes HPTE's and CDOT's plan to manage and monitor the 50-year operations phase of the of the Concession Agreement.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves the Second Amendment to the Intra-Agency Agreement between CDOT and HPTE for the US 36 Concession Project and authorizes CDOT's Executive Director to sign the amendment on behalf of CDOT.


Herman Stockinger, Secretary
Transportation Commission of Colorado

10-20-15
Date

Discuss and Act on Adoption of HOV Policy

Deb Perkins Smith passed out a revised resolution to the Commission. She stated that in the resolution, the benefits of HOV are pointed out, noting CDOT and the

Commission's position supporting HOV. The question is if HOV should be free in express lanes. After research, in some projects this is not reasonable. Staff came up with a number of analytics on how to determine if an express lane should include toll-free HOV3+.

Commissioner Peterson thanked HPTE Board and staff for looking into the issue. He stated he has strong support for toll-free HOV3+ as an alternative, because it helps to mitigate the inequities from tolling. He likes this resolution as it gives the amount of flexibility needed to bring express toll projects together. This resolution gives a good basis to make decisions on projects like this in the future.

Commissioner Gilliland stated she supports the use of toll-free HOV3+ and transit opportunities. She believes the criteria listed in the resolution to determine if free HOV3+ is applicable are appropriate. Commissioner Gilliland reiterated she strongly believes CDOT try to use toll-free HOV3+ whenever possible.

Chairwoman Connell entertained a motion to approve the HOV Policy. Commissioner Peterson moved for approval of the resolution, and Commissioner Gilliland seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-15-10-5

Resolution #TC-15-10-5

Adopting a requirement that as of January 1, 2017, toll-free travel offered to High Occupancy Vehicles on all tolled managed lanes that are part of the state highway system shall be limited to vehicles with three or more occupants; and

Adopting an approach for the consideration of toll-free travel for High Occupancy Vehicles with three or more occupants on all tolled managed lanes that are part of the state highway system.

Approved by the Transportation Commission on: October 15, 2015

WHEREAS, the Transportation Commission is responsible, pursuant to C.R.S. 43-1-106(8), for formulating the general policy of the Colorado Department of Transportation (CDOT); and

WHEREAS, the Transportation Commission recognizes the importance of consistency among tolled managed lane corridors with regard to High Occupancy Vehicle exceptions; and

WHEREAS, the Transportation Commission recognizes the benefits of toll-free travel for vehicles carrying three or more occupants (HOV-3+) to increasing person throughput and encouraging carpooling and transit use, with resulting reductions in vehicle emissions, to reduce congestion, and improve the safety, capacity, and accessibility of the surface transportation system; and

WHEREAS, the General Assembly created the Colorado High Performance Transportation Enterprise (HPTE) as a government-owned business within CDOT, pursuant to Section 43-4-806 C.R.S., to aggressively pursue innovative means of more efficiently financing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system; and

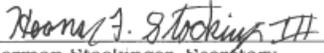
WHEREAS, to facilitate the financing of important transportation projects, the HPTE Board of Directors has recommended that the Transportation Commission require toll-free travel offered to High Occupancy Vehicles on tolled managed lanes that are part of the state highway system to be limited to HOV-3+; and

WHEREAS, the Transportation Commission recognizes the benefits of toll-free HOV-3+ and the importance of considering toll-free HOV-3+ on all planned or future tolled managed lanes that are part of the state highway system; and

WHEREAS, the Transportation Commission recognizes that the feasibility of toll-free HOV-3+ must be considered with respect to its impacts on safety, the ability to achieve established performance measures on tolled managed lanes, financial feasibility, and other factors that may be applicable.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby requires that as of January 1, 2017 toll-free travel offered to High Occupancy Vehicles on tolled managed lanes that are part of the state highway system shall be limited to HOV 3+; and

BE IT FURTHER RESOLVED, the Transportation Commission hereby directs that, for all planned or future tolled managed lanes that are part of the state highway system, consideration be given as to the feasibility of offering toll-free HOV-3+, including an evaluation of factors including, but not necessarily limited to, its impact on safety, the ability to achieve established performance measures on the tolled managed lanes, and financial feasibility of the tolled managed lane proposal.


Herman Stockinger, Secretary
Transportation Commission of Colorado

10-20-15
Date

Discuss and Act on C-470 HOV Policy

Brett Johnson introduced a resolution contemplating if C-470 managed lanes should be HOV3+. Based on the numbers the project team has analyzed, the C-470 Express Lanes project would be between \$20-\$40 million underwater with HOV3+ added to the managed lanes. This number is one of the criteria listed in the last resolution, as the project would not be financially feasible with HOV included.

Commissioner Peterson brought up why he likes the previous resolution, as it lets the commission be pragmatic towards this issue. The planning process for this project has been long and collaborative. With this in mind, he believes it is important for this project to move forward, with no free HOV3+ should be the policy on the project.

Commissioner Thiebaut stated that he will respectfully not support the resolution. He believes the corridor should include toll-free HOV3+, and is interested in the potential of adding free HOV3+ in the future. However, he doesn't believe it is realistic to wait to change it to free HOV3+. On a policy level, he believes that toll-free HOV3+ should be included on all projects of this nature. He stressed that by voting no on this project, he feels remorse for not supporting his fellow commissioners on this project, but on a policy level he could not get past it.

Commissioner Reiff stated he believes Commissioner Thiebaut's policy concerns are very real. He is 60-40 on the issue himself, with the economics pushing him to voting in favor for the resolution. He agrees it would be very difficult for the managed lanes to switch to HOV3+ free later on down the road.

Commissioner Zink asked the question, why can't CDOT cover the difference to make it a free HOV3+ managed lane? Brett Johnson stated there are two options going forward. TC could pass the resolution as is, or CDOT could find the money to make the project work. However to get the money to backfill the project, funds would likely be drawn from other projects.

Commissioner Schriener asked how the project can switch towards toll-free HOV3+ in the future. Executive Director Shailen Bhatt suggested staff sit down with HPTE to figure out how it would be possible in the future to switch to toll-free HOV3+.

Commissioner Peterson echoed Executive Director Bhatt's thoughts, and strongly encouraged the future alternatives of toll-free HOV3+ in the corridor be assessed.

Commissioner Gifford seconded the thoughts of Commissioner Peterson, and would like to see every project have the potential to be free HOV3+ to help future decision making.

Chairwoman Connell entertained a motion to approve the Budget Supplement. Commissioner Peterson moved for approval of the resolution, and Commissioner Reiff seconded the motion. Upon vote of the Commission, the resolution passed 9-1, with Commissioner Thiebaut voting no.

Resolution #TC-15-10-6

Resolution #TC-15-10-6

Determining Not to Include Toll-Free HOV3+ Travel for the C-470 Tolloed Express Lanes Project

Approved by the Transportation Commission on October 15, 2015

WHEREAS, pursuant to § 43-1-106(8), C.R.S., the Transportation Commission is responsible for formulating the general policy of the Colorado Department of Transportation (CDOT) with respect to the management of public highways in the state; and

WHEREAS, the Transportation Commission is authorized, pursuant to § 42-4-1012(1)(a), C.R.S., to designate exclusive or preferential lanes that carry a specified number of persons; and

WHEREAS, the Transportation Commission recognizes the benefits of HOV accessibility in encouraging carpooling and transit use, with resulting reductions in vehicle emissions, congestions mitigation, and improvements in the safety, capacity, and accessibility of the surface transportation system; and

WHEREAS, by Resolution #TC-3052, approved February 21, 2013, the Transportation Commission recognized the importance of consistency among tolled managed lane corridors with regard to encouraging high occupancy vehicle (HOV) use; and

WHEREAS, by Resolution #TC-XXXX, approved October 15, 2015, the Transportation Commission updated Resolution #TC-3052 to provide that the feasibility of toll-free travel for vehicles carrying three or more occupants (HOV-3+) be considered with respect to its impact on safety, the ability to achieve established performance measures on tolled managed lanes, financial feasibility, and other factors which may be applicable, for all planned or future tolled managed lanes that are part of the state highway system; and

WHEREAS, pursuant to § 43-4-806, *et seq.*, C.R.S., the General Assembly created the High Performance Transportation Enterprise (HPTE) as a government-owned business within CDOT to pursue innovative means of more efficiently financing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system; and

WHEREAS, HPTE and CDOT are currently undertaking the procurement of the C-470 Express Lanes Segment 1 Project, which is planned to add two tolled express lanes westbound from I-25 to Colorado Blvd., one tolled express lane westbound from Colorado Blvd. to Wadsworth Blvd.; and one tolled express lane eastbound from Platte Canyon Road to I-25, with a desire to extend the tolled express lanes in each direction to Kipling Blvd. as funding allows; and

WHEREAS, in accordance with the general policy in favor of HOV-3+, HPTE and CDOT staff undertook a HOV-3+ Analysis with respect to the C-470 Tolled Express Lanes Project; and

WHEREAS, the HOV-3+ Analysis determined that accommodating HOV-3+ is not currently financially feasible for the C-470 Express Lanes Segment 1 Project, as it would result in a funding gap of approximately \$40 million in the preferred financing scenario for the project and there are currently no other funding sources available to close the gap; and

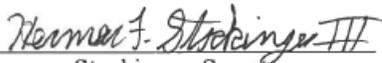
WHEREAS, the analysis further determined that accommodation of HOV-3+ is projected to reduce excess toll revenues by approximately \$100 million over 40 years, potentially delaying future additional corridor improvements; and

WHEREAS, in order to facilitate the financing of the C-470 Express Lanes Segment 1 Project, the Board of Directors of the HPTE has recommended that the Transportation Commission not include toll-free HOV-3+ travel for the C-470 Tolled Express Lanes; and

WHEREAS, the Transportation Commission's determination in the resolution with respect to toll-free HOV-3+ travel is not intended to affect or prejudice in any way the ongoing NEPA process, and the determination not to include toll-free HOV-3+ travel for the C-470 Tolled Express Lanes is contingent upon a final determination from FHWA on a Proposed Action based on the C-470 Corridor Revised Environmental Assessment.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby determines that offering toll-free HOV-3 travel in the C-470 Tolled Express Lanes is not feasible at this time, and declares that the C-470 Tolled Express Lanes will be exempted from the general policy that tolled managed lane corridors permit HOV-3 vehicles toll-free.

BE IT FURTHER RESOLVED, if financing conditions permit reconsideration of this determination at a future date, HPTE and CDOT staff should evaluate a re-designation of the C-470 Tolled Express Lanes as an HOV-3+ corridor in accordance with Transportation Commission HOV policy guidance and, if conditions warrant such re-designation, present such findings to the Transportation Commission for its consideration.


Herman Stockinger, Secretary
Bridge Enterprise Board of Directors


Date

Acknowledgements

Every year, the regions have a bicycle challenge to see which region can get the greatest percentage of their employees to ride their bikes from June through August. Overall, CDOTers who signed up rode over 22,000 miles. This year Region 2 had the largest percent at 9% of their employees riding their bicycles.

Adjournment

Chairwoman Connell closed the September Transportation Commission meeting at 10:05 a.m.



DATE: Nov. 18, 2015
TO: Transportation Commission
FROM: Kevin Furman, Director of Human Resources
SUBJECT: Confirmation of CDOT Division of Human Resources

Purpose

The purpose of this memo is to confirm/establish the Division of Human Resources within the department to ensure all employees are placed within a division and that there is an appropriate Appointing Authority for each division in order to administer HR functions as required in State Personnel Board Rules.

Action

Staff is requesting the Transportation Commission confirm that the CDOT organizations contained in this memo and the attachments are considered “divisions” within CDOT for the purpose of identifying appropriate Appointing Authorities for each division.

Background

There are three ways a CDOT division may be established and recognized.

1. The division is created within state statute
2. The Transportation Commission shall create divisions of CDOT as described in statute.
3. The Executive Director may create a division with the concurrence of the Governor.

Details

If employees are not placed in clearly defined divisions, with an appropriate Appointing Authority identified by statute, by virtue of their status as a Division Director, or through a delegation of authority via the appropriate Appointing Authority (such as the Executive Director), there could be questionable authority for their hiring and a lack of authority for their performance evaluations, corrective actions, disciplinary actions, etc. All positions within state agencies have to be placed within a division such that the proper appointed authority can be exercised.

The Department currently has a division that has no clear record of being established through any of these mechanisms.

Therefore, pursuant to the authority under C.R.S. § 43-1-104 (2)(a), (b)(l) and (c), it is requested that the Transportation Commission confirm the creation/existence of the following non-statutorily created divisions in order to establish the appropriate Appointing Authorities for this division:

- Division of Human Resources

Key Benefits

Approval of this request will mitigate risk associated with HR-related issues by ensuring every employee has a properly designated Appointing Authority in order to carry out HR actions. No policy or structural changes are being requested.



Next Steps

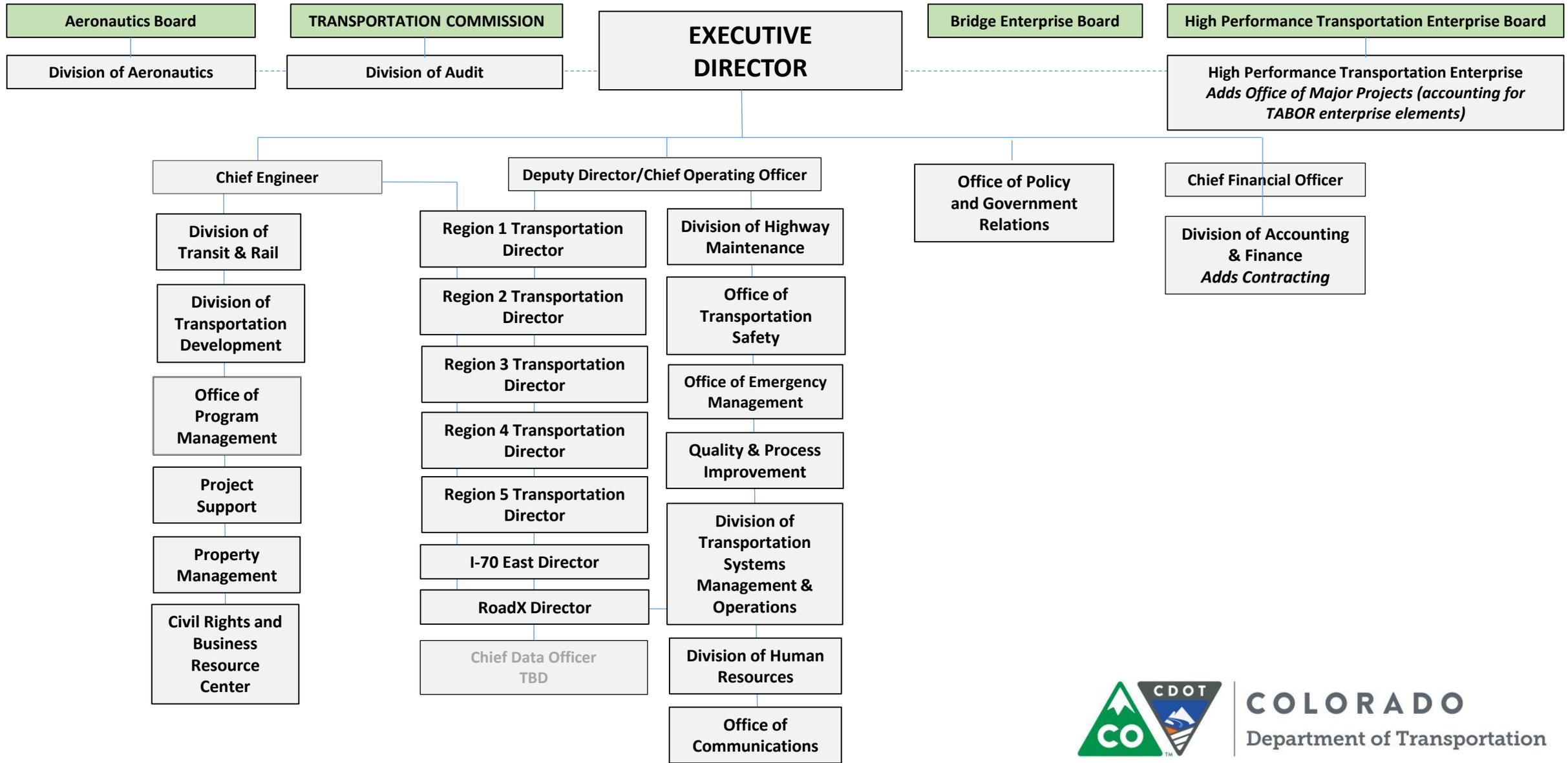
Upon approval of the Transportation Commission, CDOT will execute appropriate delegations of authority so all employees have a clear and proper Appointing Authority.

Attachments

CDOT Organization Chart

Resolution approving divisions





COLORADO
Department of Transportation

Resolution #

Confirmation of CDOT Division of Human Resources for purpose of clearly defining Appointing Authorities

WHEREAS, the Colorado Department of Transportation ("CDOT") is an executive department of the State of Colorado; and

WHEREAS, the Colorado State Transportation Commission (the "Commission") is the governing body of CDOT; and

WHEREAS, CDOT is presently comprised of a number of offices and divisions; and

WHEREAS, the Transportation Commission, pursuant to their authority under C.R.S. 43-1-104 (2) (a), (b)(1) and (c) may establish divisions with the department; and

WHEREAS, it is necessary for every employee to be placed in a division with an appropriate Appointing Authority for the purpose of hiring, performance evaluations, job descriptions, corrective actions, creation/abolishment of positions, and as otherwise established in the State Personnel Board Rules; and

WHEREAS, the Division of Administrative Services as designated in Transportation Commission Resolution #TC-15-8-5 will be dissolved by the creation of the Department of Human Resources.

NOW, THEREFORE, BE IT RESOLVED, the Commission herein confirms the following non-statutory division as division of the department:

- Division of Human Resources

Resolution # TC-

RESOLUTION FOR THE FY 2016-2017 ANNUAL BUDGET

WHEREAS, in accordance with § 43-1-113 (2), C.R.S. (2015) requires the Transportation Commission to submit a draft budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2016 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2015 for their review and comments; and

WHEREAS, the FY 2016-2017 proposed budget allocation plan contains funding requests from Colorado Department of Transportation Divisions to increase program allocations from the FY 2015-2016 budget allocation plan; and

WHEREAS, these funding requests are included within the FY 2016-2017 proposed budget allocation plan; and

WHEREAS, in November 2010, the Transportation Commission adopted TC Resolution #TC-1925 approving the policy of transferring federal bridge funds from CDOT to the Colorado Bridge Enterprise for purposes of advancing the business purposes of the Colorado Bridge Enterprise and this continues to be the policy of the current Transportation Commission; and

WHEREAS, requested by the CDOT Executive Director, the reallocation and transfer of \$15 million (\$15,000,000) of eligible federal bridge funds from CDOT to Colorado Bridge Enterprise is reflected in the approved CDOT and Colorado Bridge Enterprise Fiscal Year 2016-2017 budget; and

WHEREAS, FY 2016-2017 revenue forecasts are based on current federal appropriation guidelines, which may change by July 1, 2016; and

WHEREAS, the Transportation Commission has the statutory authority to alter the FY 2016-2017 proposed budget allocation plan before and/or after it is delivered to the Governor on April 15, 2015; and

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's proposed budget allocation plan for the period of July 1, 2016 through June 30, 2017 is approved by the Transportation Commission and forwarded to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2015 for their review and comment.

Transportation Commission Secretary

Date



4201 East Arkansas Avenue, Room 235
 Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER

DATE: NOVEMBER 19, 2015

SUBJECT: STATE INFRASTRUCTURE BANK INTEREST RATE RECOMMENDATION FOR THE SECOND HALF OF FY2016

Purpose

This memo summarizes information related to the State Infrastructure Bank interest rate which will support a decision to set the interest rate for loans originating in the second half of the 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 second half of the State fiscal year 2016.

Background

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

FY2015 3Q1/Q2: 2.75%	FY2015 Q3/Q4: 2.50%	FY2016 Q1/Q2: 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 before increasing in late 2016.
- 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 U.S. Treasury Yield Curve Projections					
	Current	4Q15	1Q16	2Q16	3Q16
Fed Funds	0.25%	0.25%	0.25%	0.50%	0.50%
2-year	0.75%	0.70%	0.90%	1.25%	1.35%
5-year	1.53%	1.50%	1.70%	1.85%	1.95%
10-year	2.19%	2.10%	2.15%	2.20%	2.25%
30-year	2.96%	2.90%	2.85%	2.90%	3.00%

Market Consensus Projections for US Treasury Market					
	Current	4Q15	1Q16	2Q16	3Q16
Fed Funds	0.25%	0.40%	0.60%	0.80%	1.05%
2-year	0.75%	0.89%	1.11%	1.33%	1.54%
5-year	N/A	N/A	N/A	N/A	N/A
10-year	2.19%	2.33%	2.49%	2.65%	2.80%
30-year	2.96%	3.09%	3.24%	3.35%	3.46%

"Simplified" AAA Municipal Index Projections¹					
	Current	4Q15	1Q16	2Q16	3Q16
1-year	0.23%	0.23%	0.23%	0.46%	0.46%
2-year	0.54%	0.50%	0.65%	0.90%	0.97%
5-year	1.17%	1.15%	1.30%	1.41%	1.49%
10-year	2.04%	1.96%	2.00%	2.05%	2.10%
30-year	3.07%	3.01%	2.96%	3.01%	3.11%

Note: Current rates, Stifel and "Simplified" projections as of 10/29/15. Market Consensus Projections as of 10/8/15.

¹Simplified projections use 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 second half of State fiscal year 2016. **Staff Recommendation**
2. Adopt a new interest rate, different from staff recommendation.
3. Deny the recommended SIB loan interest rate, and/or request additional staff analysis and delay for a future month.

Next Steps

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



**Transportation Commission of Colorado
November 19, 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 5) the Transportation Commission is required to set the bank's interest rate and the origination fee on loans no later than June 30, of each year for loans originating during the ensuing months of July; August; September; October; November; December of the next fiscal year; and

WHEREAS, based on current market conditions, the Office of Financial Management and Budget (OFMB) has recommended an interest rate of two and one half percent (2.50%) on all loans originating in the second half of the State fiscal year 2016.

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

Herman Stockinger, Secretary

Date

Transportation Commission of Colorado



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 19, 2015
SUBJECT: STATE INFRASTRUCTURE BANK ACTIVITY REPORT FOR FISCAL YEAR 2016

Purpose

This memo summarizes information related to State Infrastructure Bank (SIB) activity in the State fiscal year 2016.

Action Requested

This is for information purposes only. No action is requested or required by the Transportation Commission regarding this item.

Background

The State Infrastructure Bank was created in 43-1-113.5(3) CRS, and in accordance with Procedural Directive (PD) 0720-1 (21):

The Office of Financial Management and Budget (OFMB) shall prepare a financial summary and review of the Transportation Infrastructure Revolving Fund (Fund 715) on a periodic basis. OFMB shall present the report to the Colorado Transportation Commission (TC) at their monthly meeting in August for the period ending June 30th of the previous State fiscal year, and as a mid-year review, in February for the period ending December 31th of the current State fiscal year.

Summary Narrative

As of November 1, 2015, the Colorado SIB had \$26.4 million in total assets. Of the total assets, 78.2 percent was attributed to the Aeronautics account and 21.8 percent was attributed to the Highway account. The Transit and Rail accounts of the Colorado SIB have never been capitalized.

As of November 1, 2015, there was a total of \$18.6 million available to loan, of which \$14.4 million was in the Aeronautics account and \$4.2 million was in the Highway account.

To date the Colorado SIB has six outstanding loans totaling \$17.2 million. Five loans are from the Aeronautics account and one loan is from the Highway account.



During this year, the fund's assets increased by 0.6%. The primary reason for the increase is due to the interest earned in the first half of the fiscal year. The SIB fund earned a total of \$233,859 from interest on loans and on accounts in fiscal year 2016. The first half interest rate on all Colorado SIB loans was two and one half percent (2.50%). The second half interest rate on all Colorado SIB loans is proposed to remain at two and one half percent (2.50%).

During fiscal year 2016, no loans were re-paid in full. As of November 1, 2015, all Colorado SIB loans were current.

The Transportation Commission has not approved any loans in State fiscal year 2016. In State fiscal year 2015, the Transportation Commission did approve a loan of \$566,500 to Park County. The loan agreement will soon be executed and the funds are expected to be disbursed in November of State fiscal year 2016.

Overview of Colorado SIB Assets

As of November 1, 2015

<u>Assets</u>	<u>Aeronautics</u>	<u>Highways</u>	<u>Total</u>
Cash:			
Fund 715 Cash	14,375,605	4,253,421	18,629,026
Authorized Federal Funds	<u>0</u>	<u>0</u>	<u>0</u>
Amount Available to Loan	14,375,605	4,253,421	18,629,026
Accounts Receivable:			
Outstanding Loan Balances	6,289,145	1,521,693	7,810,838
Accrued Interest	<u>0</u>	<u>0</u>	<u>0</u>
Total Accounts Receivable	6,289,145	1,521,693	7,810,838
Total Assets	20,664,750	5,775,114	26,439,894
<i>Percent of account/fund Loaned</i>	<i>30.4%</i>	<i>26.3%</i>	<i>29.5%</i>



Colorado SIB Loans Summary

As of November 1, 2015

	Original Loan Date	Loan Amount	Balance Due	Interest Rate	Debt Service	Next Payment Due Date
Aeronautics Account:						
Arapahoe Co. Public Airport	Oct 2, 2007	5,400,000	1,790,637	3.00%	633,045	Oct 5, 2016
Colorado Springs Airport	Dec 1, 2014	2,336,000	2,336,000	2.50%	266,908	Dec 1, 2015
Front Range Airport Authority	Aug 1, 2007	1,800,000	596,879	3.00%	211,015	Aug 1, 2016
Grand Junction Regional Airport	Jun 1, 2009	4,000,000	1,744,632	3.00%	116,122	Dec 1, 2015
Rocky Mountain Metropolitan Airport	Mar 1, 2008	2,100,000	696,359	3.00%	246,184	Mar 12, 2016

Highway Account:

City of Central Transportation Enterprise	July 17, 2015	1,521,693	1,521,693	2.50%	173,867	July 17, 2016
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Transportation Commission Decision Request

This report is for informational purposes only. The Transportation Commission is not being asked to consider anything pertaining to this matter.

Next Steps

In accordance with Procedural Directive (PD) 0720-1 (21), Staff will provide the Commission a review of year-to-date fiscal year 2016 SIB activities in February 2016. In the interim, please feel free to contact me by phone at (303) 757-9171 or email at maria.sobota@state.co.us, if you have any questions.





COLORADO
Department of Transportation
Division of Accounting and Finance

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

MEMORANDUM

DATE: November 19, 2015
TO: Transportation Commission
FROM: Maria Sobota, Chief Financial Officer
SUBJECT: Fifth Supplement - FY 2016

The project request included in the Supplement are consistent with the FY 2016 through FY 2019 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.

Region 3

\$2,648,000 – *I-70 Exit 49 East Resurfacing* – **Surface Treatment**-Additional funds for Change Modification Order to add scope previously identified in asset management program and extend project limits in support of Program Management performance.

I-70 Exit 49 East Resurfacing

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Third Supplement Action					Revised Budget	Expended To-Date
			Year of Budget			Total Request	Percent Increase		
			FY 2016	FY 2017	FY 2018				
Construction	<i>Surface Treatment</i>	\$12,677,000	\$0	\$2,648,000	\$0	\$2,648,000		\$15,325,000	\$9,370,444
	Total Construction	\$12,677,000	\$0	\$2,648,000	\$0	\$2,648,000		\$15,325,000	\$9,370,444
Total Project Budget		\$12,677,000	\$0	\$2,648,000	\$0	\$2,648,000	20.89%	\$15,325,000	\$9,370,444
			Year of Expenditure			Total Request			
			FY 2016	FY 2017	FY 2018				
			\$2,648,000	\$0	\$0	\$2,648,000			

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

\$4,312,538 – *US 50 East of Gunnison* – **Surface Treatment**- Additional funds for Change Modification Order to add scope previously identified in asset management program and extend project limits in support of Program Management performance.

US 50 East of Gunnison

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Fifth Supplement Action					Revised Budget	Expended To-Date
			Year of Budget			Total Request	Percent Increase		
			FY 2016	FY 2017	FY 2018				
Construction	<i>Surface Treatment</i>	\$11,461,061	\$0	\$4,312,538	\$0	\$4,312,538		\$15,773,599	\$8,236,542
	Total Construction	\$11,461,061	\$0	\$4,312,538	\$0	\$4,312,538		\$15,773,599	\$8,236,542
Total Project Budget		\$11,461,061	\$0	\$4,312,538	\$0	\$4,312,538	37.63%	\$15,773,599	\$8,236,542
			Year of Expenditure			Total Request			
			FY 2016	FY 2017	FY 2018				
			\$4,312,538	\$0	\$0	\$4,312,538			

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

Transportation Commission Transition Fund

\$4,870,643 – Proposal to return the remaining Transition Funds to the Transportation Commission Contingency Reserve Fund to partially fund the Road X initiative.

Transportation Commission Contingency Reserve Fund

\$10,000,000 – *ROAD X* – **TCCRF**- Funding for the current fiscal year based on a Draft 5-Year Work-Plan including 3 categories: Projects such as I-25 South Metro Managed Motorways and I-70 Mountain Corridor Connected Vehicle; Infrastructure / Operations and Maintenance such as Broadband Communication Network; and Planning / Policy such as amending the Long Range Planning Process.

Additional information is provided in Attachment A.

Confirmation Item

\$900,000 – *Vendor Settlement* – **TCCRF**- Finalize settlement with a vendor as noted in previous TCCRF reconciliation memos presented in September and October. Permission to make payment prior to the November Commission meeting was given by the TC Chair via a Confirmation Item.

RAMP

Region 1

\$13,000,000 – *Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements*– **Local Agency Funding**- Additional funds from City and County of Denver for Right of Way real estate and relocation costs.

Refer to Program Management Office workshop for more information.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Fifth
Supplement**

Fiscal year 2015-2016

Dated: November 19, 2015

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

**“BE IT RESOLVED, That the Fifth Supplement to the Fiscal Year 2015-2016
Budget be approved by the Commission”**

**Transportation Commission Contingency Reserve Fund Reconciliation
Fifth Supplement FY 2016 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-15	<i>Final Balance 12S15</i>		\$64,416,755	
	<i>state match for ER permanent repair projects</i>	\$ (1,682,770)		1000209366-1000210687
	<i>FY16 Budget Allocation</i>	\$ 1,972,914		1000209249
	<i>TREX Coping Panel Reenforcement</i>	\$ (4,250,000)		1000211551
	<i>SH139 in Garfield County roadway failure due to rainfall</i>	\$ (400,000)		1000211551
July-15	<i>Balance 1S16</i>		\$60,056,899	
	<i>SH6 Devolution as approved by resolution in the June Commission meeting</i>	\$ (6,606,196)		1000211883
	<i>Savings from 2012 ER project K-16-W BRIDGE REPLACEMENT</i>	\$ 162		1000211198-1000211861
	<i>state match for ER permanent repair projects</i>	\$ 45,778		1000211198-1000211861
	<i>SH13 Stabillization Wall Failure</i>	\$ (1,500,000)		1000212439
August-15	<i>Balance 2S16</i>		\$51,996,643	
	<i>Savings from 2009 Snowplow restoration</i>	\$ 1,309		1000212265
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ 6,576		10002123358-1000213730
	<i>Transfer State funds to Safe Routes to School</i>	\$ (2,500,000)		1000213834
September-15	<i>Balance 3S16</i>		\$49,504,528	
	<i>Savings from Region 2 SH67 ER project</i>	\$ 3,134		1000215459
	<i>Savings from Region 5 US550 ER project</i>	\$ 15,995		1000215459
	<i>Return savings from R2 SH139 Douglas Pass</i>	\$ 111,082		1000214577
	<i>Payback of On the Job Training and Disadvantage Business Advancement</i>	\$ 319,068		1000214364
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ (354,294)		1000214082-1000215243
	<i>US-50 Near Parkdale Embankment Repair</i>	\$ (125,000)		1000215790
	<i>Pave Platteville Yard Facility</i>	\$ (79,540)		1000215793
	<i>Pave Greeley West Yard Facility</i>	\$ (466,781)		1000215793
	<i>Tolled Express Lanes Operations and Maintenance</i>	\$ (2,085,000)		1000215796
	<i>Baptist Road</i>	\$ (11,431,000)		1000215795
October-15	<i>Balance 4S16</i>		\$35,412,192	
	<i>Return savings from FASTER Transition Fund to patially fund Road X</i>	\$ 4,870,643		Pending
	<i>Savings from Region 2 SH67 ER project</i>	\$ 79,331		1000215788
	<i>Road X (Pending)</i>	\$ (10,000,000)		Pending
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ (2,087,790)		1000215791-1000215925
	<i>urHub Settlement (Approved as Confirmation Item)</i>	\$ (900,000)		1000216075
November-15	<i>Pending Balance 5S16</i>		\$27,374,376	

**Transportation Commission Transition Fund Reconciliation
Fifth Supplement FY 2016 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-15	<i>Balance 12S15</i>		\$5,810,730	
	<i>Region 4-SH52 at WCR 59 Intersection-return surplus</i>	\$ 43,325		1000210169
July-15	<i>Balance 1S16</i>		\$5,854,055	
	<i>Region 3-SH 24/50/348 Minturn/Montrose Culverts</i>	\$ (995,000)		1000214263
September-15	<i>Balance 3S16</i>		\$4,859,055	
	<i>Region 3 - SH340 Kingsview Interesection, return savings</i>	\$ 11,588		10002015021
October-15	<i>Balance 4S16</i>		\$4,870,643	
	<i>Return savings from FASTER Transition Fund to patially fund Road X</i>	\$ (4,870,643)		Pending
November-15	<i>Balance 5S16</i>		\$0	

**Transportation Commission Contingency Snow & Ice Fund Reconciliation
Fifth Supplement FY 2016 Budget**

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-15	<i>Carry forward from FY 2015</i>		\$0	
	<i>FY 2016 allocation</i>	\$10,000,000		1000209249
July-15	<i>Balance 1S16</i>		\$10,000,000	

**Transportation Commission Contingency RAMP Reserve
Fifth Supplement FY 2016 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>Region 3-19094 I-70 Vail Underpass</i>	(\$6,570,000)	
June-15	<i>Balance 12S15</i>		\$23,848,115
	<i>Region 3-19930 SH 9 - Frisco to Breckenridge</i>	(\$4,489,815)	
July-15	<i>Balance 1S16</i>		\$19,358,300
	<i>Region 4-12372 North College / US 287 Conifer to Laporte Bypass</i>	(\$7,833,509)	
August-15	<i>Balance 2S16</i>		\$11,524,791
	<i>Region 1-1-46 I-25 / Arapahoe Road Interchange</i>	(\$6,000,000)	
September-15	<i>Balance 3S16</i>		\$5,524,791
October-15	<i>Balance 4S16</i>		\$5,524,791
November-15	<i>Balance 5S16</i>		\$5,524,791

Transportation Commission Contingency Reserve Fund September 11, 2013 Flood Related Monthly Activity Report

Provides detail level information for any (disbursements from)/reimbursements to the TCCRF

Fifth Supplement 2016

Emergency and Permanent Repairs-Nonparticipating costs and state match (not reimbursable if expended)

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
4	119C	61.419-63.699	PR SH 119 MP 61.5-63.9	Weld	\$ (1,852,642)
4	036B	20.000-27.952	PR US36 D-15-X & D-15-I	Boulder	\$ (217,842)
1	225A	7.100-11.740	PR I-225:Miss to I-70 Flood Repairs	Adams/Arapahoe	\$ (15,822)
1	070A	241.400-241.800	PR I-70 MP 241.6 Flood Repair:Slide	Clear Creek	\$ (1,484)
Total					<u>\$ (2,087,790)</u>
Grand Total TCCRF Activity for Flood Relief Since Last Reporting					<u>\$ (2,087,790)</u>



COLORADO

Department of Transportation

Office of the Chief Engineer

4201 East Arkansas Ave, Suite 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: JOSHUA LAIPPLY, CHIEF ENGINEER AND PETER KOZINSKI, ROADX PROGRAM DIRECTOR

DATE: NOVEMBER 19, 2015

SUBJECT: FY2016 ROADX FUNDING REQUEST

Summary of FY2016 Funding Request:

The initial funding request as part of the Fifth Supplement to the Fiscal Year 2015-2016 will utilize the surplus from the Transition Fund and roll forward balances. A separate Decision Item is being presented as part of the FY2016-2017 Annual Budget for additional funding to be expended in 2017.

Budget

	FY 2016
Project Total Requested	\$10,000,000

Summary

The RoadX Program, being a new Program, has no base to build from so this funding request starts the process. These requests are derived from a *Draft 5-Year Work-Plan* (FY16-FY20) that initiates Colorado's Vision: RoadX. At this time the Draft 5-Year Work-Plan is a list of efforts RoadX envisions undertaking. These efforts can be subdivide into three categories - Projects (totaling \$54.28 million), Infrastructure/O&M (totaling \$30.35 million) and Planning/Policy (totaling \$6 million). The current 5-Year Draft Work-Plan totals to \$90.63 million or approximately \$18.13 million/year. Projects will be vetted through the transportation planning process so that they can be eligible for existing funding streams that are commensurate with the goal of the specific RoadX project. e.g. a rural safety project may use HSIP or FASTER Safety funding if it achieves or exceeds our existing cost/benefit criteria.

The RoadX Program is committed to a transparent process of identifying efforts in the categories listed above, and intends to post the Work-Plan on the RoadX website once it has been endorsed internally and local stakeholders have been consulted.

The following outlines some potential project concepts that are in development that this funding may advance. As more project detail and local planning efforts advance these projects we will update the Transportation Commission:

Project:

I-25 South Metro/Managed Motorway Project - *Managed Motorways is a concept successfully deployed five years ago on the M1 in Melbourne, Australia. For five years this concept has reduced recurring congestion, optimized the capacity of the freeway and recapture the benefits of the taxpayer investment in the existing roadway. The Colorado Managed Motorways project builds upon the Intelligent Transportation Systems (ITS) applications already present in the I-25 corridor, including ramp metering and traveler information systems, to improve the*



overall average speed and vehicular throughput in the corridor during peak demand (rush hour). To perform properly, Managed Motorways require very precise data on real time traffic conditions to operate advanced computer algorithms that control and coordinate ramp metering (vehicle access) throughout the corridor. This project would install the equipment necessary to provide precise real time data and traffic flow control. The demonstration project would operate the Managed Motorways concept for 6 months, evaluate the effectiveness of the system, and determine if the concept performance is compelling enough for broader implementation throughout Colorado.

I-70 Mountain Corridor Connected Vehicle Project - The primary goal of the CV Pilot Program is to maximize safety and mobility on the I-70 mountainous corridor through probe data collection, vehicle-to-infrastructure (V2I) communication, and related decision support analysis to enable real time traffic management and traveler information and safety applications. This project would:

- Equip more than 700 CDOT, first responder, ski shuttle, and commercial vehicles on I-70 with Dedicated Short Range Communication (DSRC) devices to facilitate data collection;
- Install over 24 DSRC devices on the roadside to enable data collection and timely V2I safety alerts;

Deploy smartphone mobile application technology capable of data collection and delivering the following real-time, hands-free, text-to-voice safety and travel alerts including curve speed warning, queue warning, virtual variable speed limits, spot weather advisory, motorist advisory warnings, advanced traveler information systems, freight travel information systems, smart truck parking, work zone warning, hazard warning (historical), incident advisory, avalanche warning, rock fall warning, sun glare warning, low visibility warning, managed lanes info, travel time, chain law activation, loss of friction, wrong way driver warning, emergency response vehicle warning

Vehicle to Infrastructure (V2I) - Vehicle to infrastructure or Infrastructure to vehicle communications can take many different forms, it can be the expansion of "smart" ramp meters - like those that would be used on the I-25 Managed Motorway, the instillation of enhanced cellular communications, the deployment of Dedicated Short Range Communications (DSRC) radios or other technologies that help inform the vehicle and driver about how to best use the infrastructure more efficiently and safely.

This Project will not supplant existing efforts to install traditional ITS equipment, but will more augment those efforts by installing these more technologically beneficial systems in key locations.

Infrastructure/O&M:

Broadband Communication Network - The old adage that information is power, is even truer in the era of connected vehicles and the most efficient way to move this information is via a broadband communication network. Many of our rural areas that could benefit from safety improvements available in connected vehicles do not have a communication network that is reliable and fast enough to move the data that is needed.

This Projects is intended to build upon our current efforts and explore partnership opportunities to expand our broadband network throughout Colorado.

Planning/Policy:

Inform Transportation Planning and Project Development Processes - CDOT's planning and project development process, including NEPA and corridor studies, revolve around using local predictions of land use and travel behaviors, including freight movement. None of these processes anticipate how a connected / autonomous vehicle would impact the need for additional capacity or mode choice. Our transportation planning processes consider travel demand looking 20+ years into the future. All indications are that connected / autonomous vehicles will be prevalent in 7 to 10 years.

We need to examine our planning assumptions and work with our planning partners to understand how, when and at what level of saturation of connected / autonomous vehicles we change our travel mode assumptions and prediction of capacity needs. Ensuring we do this in a timely manner could save the Department hundreds of millions of dollars in unneeded capacity improvements.

Consequences if not Funded

RoadX is Colorado's bold vision and commitment to being a national leader in the use of innovative technologies to improve the safety, mobility and efficiency of the transportation system, fostering the continued economic vitality of our state.



Since launching RoadX on October 28, 2015 the RoadX Program has been approached by numerous innovative technologies that are interested in partnering with CDOT to deploy their technologies to help move us toward Colorado's bold vision. Example of these technologies include:

- Smart pavement systems that can detect the speed and direction of vehicles traveling on them. This same smart pavement system can alert drivers if they are entering a sharp curve too fast or getting too close to the edge and even call for help if it detects a vehicle departing the roadway too fast,
- A non-invasive light based sensors used for ITS applications with a high level of accuracy that collect speed and occupancy data, and
- Robotic traffic control devices that boast a system saves at least 5% in total costs per project, reduces injuries by 33%, reduces waiting times for drivers, and has an ROI of less than 24 months.

None of these technologies alone will achieve Colorado's bold vision, but collectively they can help save lives, reduce travel time and give the Department more information to use in its decision making process. By not funding this request we are postponing the benefits technology can bring us today.





FY 2016 Contingency Balance Projection

Pending November FY 2016 TC Contingency Balance	\$82,596,799	
FY 2016 State Match for Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$9,500,000)	(\$15,000,000)
Union Pacific Railroad Right of Way Resolution	(\$12,500,000)	(\$12,500,000)
Backfill Southwest Chief Decision to SB228	(\$1,000,000)	(\$1,000,000)
Return of HPTE loans, Potential Insurance Reimbursements and Other Impacts	Max Reimbursement Estimate	Min Reimbursement Estimate
	\$7,000,000*	\$750,852*
FY 2016 Contingency Estimate - Prior to FY 2015 TCCRF Funding Requests	High Balance	Low Balance
	\$66,596,799	\$54,847,651
Estimated FY2016 TCCRF Funding Requests	(\$14,000,000)	(\$14,000,000)
Projected FY 2016 YE Contingency Balance	\$62,596,799	\$40,847,651
<i>TCCRF Fund Balance Adjustment to Reach \$40M Balance - Period 1 FY2017</i>	<i>(\$22,596,799)</i>	<i>(\$847,651)</i>

*Right-hand column assumes only HPTE payback to establish minimum expected reimbursements.



FY 2016 Contingency Balance Reconciliation

October FY 2015 TC Contingency Balance	\$35,412,192
Additional 2015 Estimated Roll Forwards and Revenue	\$55,222,423
Return Transition Fund Balance to partially fund Road X	\$4,870,643
Savings from Region 2 SH67 ER Project	\$79,331
Road X FY16 Funding (Pending)	(\$10,000,000)
State Match for ER and Permanent Flood repairs	(\$2,087,790)
Vendor Settlement (Approved as Confirmation Item)	(\$900,000)
Pending November FY 2016 TC Contingency Balance	\$82,596,799

Key	
	TC Approved or Staff Recommends Budgeting Funds (Group 1)
	Staff Recommends Budgeting Funds (Group 2)
	Staff Recommends Further Development (Group 3)
	Projects that have been Withdrawn or Removed (Group 4)

** Numbers are shown as a COST VARIANCE	
-\$4,800.00	Numbers shown in red or with a negative represent an overage
\$6,000.00	Numbers shown in green represent an underage

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status through October TC	
Group 1	N/A	19879 19880	WB Twin Tunnels Expansion	\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$0	\$7,000,000	\$0	RAMP Funding Approved by TC in February 2014; Project Complete - Project Acceptance 4/15/15.
	4-5a*	19626*	I-25: Tolle Express Lanes: 120th North to SH7 * (Southern Segment / Segment 3)	\$500,000,000 ‡	\$73,250,000	\$0	\$55,000,000	\$55,000,000	\$0	\$750,000	\$0	\$750,000	\$17,500,000	\$17,500,000	RAMP Funding of 10% granted by TC in March 2014; Additional \$2.85M RAMP Funding for the continuation of preconstruction activity was approved by TC in the 5th Supplement FY15 (November 2014) (#TC-3208). * TC informed of I-25 Express Lanes project scope, schedule, and budget - including the reduction in scope and alternative advertisement packaging; Authority to budget all remaining RAMP Funds (\$55.0M) granted by TC in the PMO Workshop (April 2015) and resolved via the 10th Supplement FY15 (April 2015)(#TC-15-4-5).
	4-5b**	20575**	I-25: Tolle Express Lanes: SH7 North to SH14 ** (Northern Segment / Crossroads Interchange)	\$540,000,000 ‡	\$35,000,000	\$0	\$35,000,000	\$35,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding of 10% granted by TC in March 2014 for continued preconstruction activity; ** TC informed of the I-25 Crossroads Interchange project scope, schedule, and budget; Authority to budget the RAMP Funds (\$35.0M) granted by TC in the RAMP Program Controls Workshop (December 2014) and resolved via the 6th Supplement FY15 (#TC-3214, walk-on).
	1-2	18999	C-470 Managed Toll Express Lanes: Kipling to I-25	\$200,000,000	\$289,000,000 ‡	-\$89,000,000	\$100,000,000	\$120,000,000	-\$20,000,000	\$10,000,000	\$5,500,000	\$0	\$153,500,000	\$69,000,000	RAMP Funding and Additional Total Project Costs Approved by TC in the 8th Supplement FY15 (February 2015) (#TC-15-2-4, walk-on); Additional RAMP HPTE Development Funds approved by TC in the 4th Supplement FY16 (Oct 2015). TC informed of C-470 Express Lanes project scope, schedule, and budget - including the results of Level 3 tolling & revenue studies, loan finance options, and additional revenue and construction costs elements of the project.
4	TC Approved or Staff Recommends Budgeting Funds (Group 1)		\$1,295,000,000	\$452,250,000	-\$89,000,000	\$238,000,000	\$258,000,000	-\$20,000,000	\$10,750,000	\$5,500,000	\$750,000	\$178,000,000	\$86,500,000		

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status through October TC
Group 2														None
	Staff Recommends Budgeting Funds (Group 2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status through October TC
Group 3	N/A	-	HTPE P3 Development Fund	\$200,000,000	\$200,000,000 ‡	\$0	\$40,000,000	\$15,600,000	\$24,400,000	\$0	\$0	\$184,400,000	\$0	Staff Recommends Further Development; \$4.6M of HPTE RAMP Funds approved by TC in the 2nd Supplement FY15 (August 2014)(#TC-3188), for the I-70 EB PPSL (RAMP Ops Project #1-09); \$20.0M of HPTE Funds approved by TC in 4th Supplement FY16 (October 2015), for the C-470 Express Lanes project based on the initial finance plan (IFP).
	1	Staff Recommends Further Development (Group 3)		\$200,000,000	\$200,000,000	\$0	\$40,000,000	\$15,600,000	\$24,400,000	\$0	\$0	\$0	\$184,400,000	\$0

5	SUB-TOTAL Public-Public Partnership Projects			\$1,495,000,000	\$652,250,000	-\$89,000,000	\$278,000,000	\$273,600,000	\$4,400,000	\$10,750,000	\$5,500,000	\$750,000	\$362,400,000	\$86,500,000	
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Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status through October TC
Group 4														None
	Projects that have been Withdrawn (Group 4)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

5	TOTAL Partnership Projects: HTPE P3 Projects			\$1,495,000,000	\$652,250,000	-\$89,000,000	\$278,000,000	\$273,600,000	\$4,400,000	\$10,750,000	\$5,500,000	\$750,000	\$362,400,000	\$86,500,000	
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Percentage over Transportation Commission Approved Amount

5.95%

1.58%

RAMP Program totals are within currently approved program total plus 3.5%. Staff may make individual authorizations per PD 703.0

‡ The total project cost shown may include estimates of funding from partner sources (such as PPP concessionaire contribution, loan or bonds on toll revenue, or federal funds (TIFIA loans). The details of these other sources will be presented to the Commission for information or action as the project develops.

Key	
TC Approved or Staff Recommends Budgeting Funds (Group 1)	
Staff Recommends Budgeting Funds (Group 2)	
Staff Recommends Further Development (Group 3)	
Projects that have been Withdrawn or Removed (Group 4)	

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-\$4,800.00	Numbers shown in red or with a negative represent an overage
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Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status through October TC
1-7	17810	Eisenhower-Johnson Memorial Tunnels (EJMT) Fire Suppression System	\$25,000,000	\$25,000,000	\$0	\$9,000,000	\$9,000,000	\$0	\$5,000,000	\$0	\$0	\$11,000,000	\$0	RAMP Funding Approved by TC in February
1-14	19969 19970	SH 2 in Commerce City Widening and Devolution	\$20,800,000	\$20,800,000	\$0	\$13,600,000	\$13,600,000	\$0	\$5,100,000	\$0	\$0	\$2,100,000	\$0	RAMP Funding Approved by TC in February Devolution resolution approved by TC in Dec 2014 (#TC-3206).
1-15	19896	US 6 and 19th St. Intersection Grade Separation	\$25,000,000	\$25,000,000	\$0	\$20,000,000	\$20,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
1-19	17219	Colorado Blvd. in Idaho Springs Final Phase and Devolution	\$21,900,000	\$21,900,000	\$0	\$21,900,000	\$21,900,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February Devolution resolution approved by TC in April 2014 (#TC-15-3-9).
1-37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	\$29,203,881	\$29,181,821	\$22,060	\$23,363,105	\$23,341,821	\$21,284	\$5,840,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Due to changes in market conditions ROW relocation and procurement schedule has been extended; TC informed of project delivery delay in November 2015.
1-46	19192	I-25 and Arapahoe Rd. Interchange	\$74,000,000	\$80,000,000	-\$6,000,000	\$50,400,000	\$56,400,000	-\$6,000,000	\$16,400,000	\$0	\$0	\$7,200,000	\$0	RAMP Funding Approved by TC in February; Additional RAMP Funding Approved by TC for ROW phase in the 3rd Supplement FY16 (Sept 2015).
2-1	19964	SH 67 in Victor Devolution (cash payment)	\$307,702	\$307,702	\$0	\$307,702	\$307,702	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Devolution resolution approved by TC in Nov 2014 (#TC-3198); Approval of Time Extension granted by TC in April 2015 (#TC-15-3-5).
2-5	19954	US 160 Turnouts	\$1,015,000	\$1,015,000	\$0	\$840,000	\$840,000	\$0	\$0	\$175,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
2-7	19965	US 24 Business Route Devolution (cash payment)	\$2,602,475	\$2,602,475	\$0	\$2,602,475	\$2,602,475	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Devolution resolution approved by TC in Dec 2014 (#TC-3204).
2-20	19906	US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project to 2-9)	\$1,500,000	\$1,500,000	\$0	\$1,200,000	\$1,200,000	\$0	\$300,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
2-21	18331 19039	I-25 and Cimarron Interchange Reconstruction	\$95,000,000	\$113,624,588	-\$18,624,588	\$24,000,000	\$26,531,138	-\$2,531,138	\$8,050,000	\$0	\$2,050,000	\$79,043,450	\$14,043,450	RAMP Funding Approved by TC in March; RAMP Contingency, RPP, LA Funding approved by TC in RAMP Program Controls Workshop (December 2014) and resolved in the 6th Supplement FY15 (#TC-3214, walk-on).
2-22	18367	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	\$21,300,000	\$23,300,000	-\$2,000,000	\$11,000,000	\$11,700,000	-\$700,000	\$1,300,000	\$7,000,000	\$1,300,000	\$3,300,000	\$0	RAMP Funding Approved by TC in February
2-23	19522	SH 21 / Old Ranch Rd. Interchange Completion	\$9,266,000	\$10,333,779	-\$1,067,779	\$600,000	\$600,000	\$0	\$8,600,000	\$0	\$600,000	\$1,133,779	\$467,779	RAMP Funding Approved by TC in February
2-31	19205 19208 19408	I-25 Ilex to 1st St. in Pueblo (includes devolution match in RAMP request)	\$33,200,000	\$42,153,270	-\$8,953,270	\$22,000,000	\$30,953,270	-\$8,953,270	\$1,200,000	\$0	\$0	\$10,000,000	\$0	RAMP Funding Approved by TC in February; Additional RAMP Funding Approved by TC in the 5th Supplement FY15 (November 2014) (#TC-3208).
2-33	19056 19751	US 50 / SH 45 Interchange, Wills to Purcell-Pueblo (companion project 2-10)	\$10,000,000	\$10,075,452	-\$75,452	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$5,075,452	-\$75,452	RAMP Funding Approved by TC in February; Awarded bid includes companion FY16 Surface Treatment project (\$1.6M).
3-6	20087	SH 6/SH13 in Rifle Devolution	\$5,600,000	\$5,600,000	\$0	\$5,600,000	\$5,600,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Devolution resolution approved by TC in Dec 2014 (#TC-3203).
3-9	19094	I-70 Vail Underpass (Simba Run)	\$20,800,000	\$30,100,000	-\$9,300,000	\$14,600,000	\$21,170,000	-\$6,570,000	\$6,000,000	\$0	\$0	\$2,930,000	\$0	RAMP Funding Approved by TC in February; RAMP Contingency Funding & Local Cash match approved by TC in PMO Workshop and resolved in the 12th Supplement FY15 (June 2015).
3-12/29	19930	SH 9 - Frisco to Breckenridge: Iron Springs Phase and Vail Pass Multi-Use Path Devolution	\$21,985,000	\$27,487,269	-\$5,502,269	\$17,500,000	\$21,989,815	-\$4,489,815	\$1,012,454	\$4,485,000	\$1,012,454	\$0	\$0	RAMP Funding Approved by TC in February; RAMP Contingency Funding & Local Cash match approved by TC in PMO Workshop and resolved in the 1st Supplement FY16 (July 2015).
3-14	19459	I-70 Eagle Interchange Upgrade	\$9,887,365	\$9,887,365	\$0	\$3,500,000	\$3,500,000	\$0	\$3,437,364	\$0	\$0	\$2,950,001	\$0	RAMP Funding Approved by TC in February
3-24	19911	I-70 Exit 31 Horizon Drive	\$5,000,000	\$6,312,300	-\$1,312,300	\$4,000,000	\$4,423,000	-\$423,000	\$1,624,300	\$0	\$624,300	\$265,000	\$0	RAMP Funding Approved by TC in February; RAMP Contingency Funding & Local Cash match approved by TC in PMO Workshop and resolved in the 11th Supplement FY15 (May 2015); Additional Local Contribution Funds added in July 2015 to award the project.
3-31	19874	US 40 Improvements in Fraser	\$1,950,390	\$2,145,320	-\$194,930	\$1,267,754	\$1,394,458	-\$126,704	\$750,862	\$0	\$68,226	\$0	\$0	RAMP Funding Approved by TC in February
3-40	19910	SH 9 Grand County Safety Improvement Project	\$46,000,000	\$52,627,747	-\$6,627,747	\$36,222,000	\$42,849,747	-\$6,627,747	\$9,200,000	\$0	-\$522,000	\$578,000	\$522,000	RAMP Funding Approved by TC in February; RAMP Contingency Funding approved by TC in RAMP Program Controls Workshop (December 2014) and resolved in the 6th Supplement FY15 (#TC-3214, walk-on).
4-6	19893	US 34 in Estes Park Improvements and Devolution	\$16,000,000	\$16,005,000	-\$5,000	\$4,200,000	\$4,200,000	\$0	\$0	\$0	\$0	\$11,805,000	\$5,000	RAMP Funding Approved by TC in February; Devolution resolution approved by TC in Nov 2014 (#TC-3199).

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status through October TC
4-20	12372 18401 19561 20632	North College / US 287 Conifer to Laporte Bypass	\$36,000,000	\$43,833,509	-\$7,833,509	\$17,500,000	\$25,333,509	-\$7,833,509	\$4,648,500	\$0	\$248,500	\$13,851,500	-\$90,818	RAMP Funding Approved by TC in February; Additional RAMP Funding Approved by TC in the 2nd Supplement FY16 (Aug 2015)(#TC-15-8-7).
4-25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	\$2,100,000	\$2,100,000	\$0	\$1,680,000	\$1,680,000	\$0	\$420,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
4-28	19891	SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$3,685,180	\$0	\$1,842,590	\$1,842,590	\$0	\$1,842,590	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-29	19890	US 34 & CR 49 Intersection Safety Improvements	\$2,200,000	\$2,200,000	\$0	\$1,500,000	\$1,500,000	\$0	\$700,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-30	19892	SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$2,249,875	\$0	\$1,000,000	\$1,000,000	\$0	\$1,249,875	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-34/51/52	19894 20204 20203 20700	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	\$1,752,000	\$1,591,000	\$161,000	\$944,200	\$944,200	\$0	\$0	\$627,000	\$0	\$19,800	-\$161,000	RAMP Funding Approved by TC in February
4-54	18397	SH 119 Diagonal: 30th to Foothills Parkway Multi-modal Improvements Project	\$5,570,000	\$5,570,000	\$0	\$4,456,000	\$4,456,000	\$0	\$1,114,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-58	19888	SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$5,466,350	\$0	\$4,373,080	\$4,373,080	\$0	\$1,093,270	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
5-6	19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000	\$0	\$1,600,000	\$1,600,000	\$0	\$400,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
5-8	19908	SH 172 / 151 Signalization	\$1,800,000	\$1,800,000	\$0	\$1,430,000	\$1,430,000	\$0	\$370,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
5-10	19902	US 160 / Wilson Gulch Road Extension	\$6,400,000	\$6,400,000	\$0	\$4,288,000	\$4,288,000	\$0	\$2,112,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
5-13	19397	SH 145 at CR P Safety Improvements	\$1,660,194	\$1,660,194	\$0	\$1,577,185	\$1,577,185	\$0	\$83,036	\$0	\$0	-\$27	\$0	RAMP Funding Approved by TC in February
5-14	18972	US 285 Antonito Storm Drain System Replacement	\$2,742,429	\$3,343,337	-\$600,908	\$2,193,944	\$2,794,852	-\$600,908	\$100,000	\$448,485	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Additional RAMP Funding approved by TC in 6th Supplement FY15 (December 2014); Awarded bid includes approved Surface Treatment project (\$7.02M).
5-15	19411	SH 62 Ridgway Street Improvements (pending approval of local match)	\$13,791,257	\$13,291,257	\$500,000	\$10,494,509	\$10,494,509	\$0	\$2,000,000	\$796,748	\$0	\$0	-\$500,000	RAMP Funding Approved by TC in February
5-18	19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,497,090	\$0	\$1,997,090	\$1,997,090	\$0	\$500,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
38	TC Approved or Staff Recommends Budgeting Funds (Group 1)		\$587,232,188	\$654,646,880	-\$67,414,692	\$349,579,634	\$394,414,441	-\$44,834,807	\$95,448,251	\$13,532,233	\$5,381,480	\$151,251,955	\$14,210,959	

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status through October TC
														None
	Staff Recommends Budgeting Funds (Group 2)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status through October TC
														None
	Staff Recommends Further Development (Group 3)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

38	SUB-TOTAL Public-Public Partnership Projects		\$587,232,188	\$654,646,880	-\$67,414,692	\$349,579,634	\$394,414,441	-\$44,834,807	\$95,448,251	\$13,532,233	\$5,381,480	\$151,251,955	\$14,210,959	
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Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status through October TC
2-27	-	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544	\$0	\$110,544	\$110,544	\$0	\$110,544						Local Agency Withdrew Project in December 2013
2-29	-	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307	\$0	\$155,307	\$155,307	\$0	\$155,307						Local Agency Withdrew Project in December 2013
2	Projects that have been Withdrawn (Group 4)		\$265,851	\$0	\$265,851	\$265,851	\$0	\$265,851						

40	TOTAL Public-Public Partnership Projects		\$587,498,039	\$654,646,880	-\$67,148,841	\$349,845,485	\$394,414,441	-\$44,568,956	\$95,448,251	\$13,532,233	\$5,381,480	\$151,251,955	\$14,210,959	
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Percentage over Transportation Commission Approved Amount

11.43%

12.74%

Program totals are currently in excess of original TC approved program total plus 3.5%. The TC must budget additional project funds per PD 703.0 and resolution TC#-3209, Establishment of RAMP Program Project Controls.

Key	
TC Approved or Staff Recommends Budgeting Funds (Group 1)	
Staff Recommends Budgeting Funds (Group 2)	
Staff Recommends Further Development (Group 3)	
Projects that have been Withdrawn or Removed (Group 4)	

** Numbers are shown as a COST VARIANCE	
-\$4,800.00	Numbers shown in red or with a negative represent an overage
\$6,000.00	Numbers shown in green represent an underage

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status through October TC	
Group 1	1-09	19474 19984 20092 20306 20307 20308 20309	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$78,487,480	-\$44,175,026	\$20,000,000	\$26,998,000	-\$6,998,000	\$500,000	\$0	\$0	\$50,989,480	\$37,489,480	RAMP Funding Approved for Construction Pkg 2 by TC in 2nd Supplement FY15 (August 2014) (#TC-3188); Other Funds includes \$4.6M from HPTC RAMP Funding which may be returned upon closure of commercial loan; Included as an informational item in the 5th Supplement FY15 (November 2014); Other Funds includes HPTC Loan funding for Construction Package 3 design services and procurement of long lead time items (backed by RPP funds until closure of HPTC loan); Included as an informational item in the 6th Supplement FY15 (December 2014); Other Funds includes HPTC Loan, Safety, and ITS funding for Construction Package 3; CMGC execution date estimated February 2015 (in conjunction with CBE project). Other Funding Approved for Construction Pkg 3 by TC in the PMO Workshop and resolved in the 9th Supplement FY15 (March 2015)(#TC-15-3-11);
	1-27	20063	SH-74 South of El Rancho Safety Shoulders	\$57,947	\$55,000	\$2,947	\$57,947	\$55,000	\$2,947	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-41	19978	State Highway Signal Upgrades: Phase I - Colfax Signals	\$2,495,000	\$3,486,615	-\$991,615	\$2,200,000	\$2,200,000	\$0	\$0	\$1,286,615	\$991,615	\$0	\$0	RAMP Funding Approved by TC in February; Local Partner has committed additional funds;
	1-42	19979	State Highway Signal Upgrades: Phase III - Denver Slipfit												
	1-44	19980	State Highway Signal Upgrades: Phase I - Santa Fe and Evans												
	1-51	20070	Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT)	\$2,575,000	\$2,529,035	\$45,965	\$2,575,000	\$2,529,035	\$45,965	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-53	20182	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	\$1,060,000	\$1,060,000	\$0	\$1,060,000	\$1,060,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	1-54	19958	I-76 at 88th Ave. Interchange Improvements (MP 10)	\$1,050,000	\$2,633,693	-\$1,583,693	\$1,050,000	\$1,583,693	-\$533,693	\$0	\$0	\$0	\$1,050,000	\$1,050,000	RAMP Funding Approved by TC in March Additional RAMP Funding and Other CDOT Program Funds Approved by TC in the 10th Supplement FY15 (May 2015)(#TC-15-4-5).
	1-63	20089	I-70 at Grapevine Rd. (MP 256.0)	\$189,000	\$344,342	-\$155,342	\$189,000	\$296,091	-\$107,091	\$0	\$0	\$0	\$48,251	\$0	RAMP Funding Approved by TC in February Additional RAMP Funding Approved by TC in 5th Supplement FY15 (November 2014) (#TC-3208); An additional \$20K added for Safety concerns post-award in June 2015.
	1-77	20202	New Ramp Meters and Ramp Meter Upgrades	\$965,000	\$998,639	-\$33,639	\$965,000	\$998,639	-\$33,639	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in 1st Supplement FY15 (July 2014) (#TC-3177, walk-on); Additional RAMP Funding Approved by TC in the 3rd Supplement FY15 (September 2014) (#TC-3194).
	1-81	19086	US 40 Berthoud Pass Remote Avalanche Control System Pilot Program	\$1,000,000	\$1,275,000	-\$275,000	\$1,000,000	\$1,000,000	\$0	\$225,000	\$0	\$225,000	\$50,000	\$50,000	RAMP Funding Approved by TC in 1st Supplement FY15 (July 2014) (#TC-3177); Local Partner committed to providing additional funds; RAMP ID # changed from 3-51 to 1-81.
	2-08	19905	US 24 / Judge Orr Rd. Intersection Improvement	\$2,000,000	\$200,000	\$1,800,000	\$2,000,000	\$200,000	\$1,800,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; RAMP Funding Withdrawn with TC Approval in the 9th Supplement FY15 (March 2015)(#TC-15-3-11); Project will be shelved until other funding is made available.
	2-09	19906	US 50 / Dozier Ave. Intersection Improvement (companion project Partnership 2-20)	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-10	19751	US 50 / Purcell and US 50 / McCulloch Intersection Improvement (companion project Partnership 2-33)	\$1,200,000	\$1,200,000	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-17	19884	US 50 / 32nd Ln., US 50 / Cottonwood Ave., US 50 / 34th Ln. Intersection Improvements	\$1,500,000	\$5,800,000	-\$4,300,000	\$1,500,000	\$3,300,000	-\$1,800,000	\$0	\$0	\$0	\$2,500,000	\$2,500,000	RAMP Funding Approved by TC in February; Additional RAMP Funding and Other Funds Approved by TC in the 9th Supplement FY15 (March 2015)(#TC-15-3-11).
	3-33	19490	I-70 Vail Chain Station Improvements	\$4,500,000	\$6,535,000	-\$2,035,000	\$4,500,000	\$6,535,000	-\$2,035,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; RAMP Funding withdrawn from RAMP Ops project #3-34; Approved by TC in the 12th Supplement FY15 (June 2015)(#TC-15-6-6); Additional RAMP Funding reallocated from RAMP Ops project #3-34; Approved by the TC in the 3rd Supplement FY16 (Sept 2015).
	3-34	19875	I-70 Glenwood Canyon Variable Speed Signing	\$2,200,000	\$165,000	\$2,035,000	\$2,200,000	\$165,000	\$2,035,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; RAMP Funding Withdrawn with TC Approval in the 12th Supplement FY15 (June 2015)(#TC-15-6-6); Additional RAMP Funding reallocated to RAMP Ops project #3-33 with TC Approval in the 3rd Supplement FY16 (Sept 2015); Project to remain shelved until other funding is made available.
	4-13	19960	Adaptive Signal Control - US 85 Greeley	\$750,000	\$750,000	\$0	\$600,000	\$600,000	\$0	\$0	\$150,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Bundled project advertisement with RAMP Ops #4-41 (see below).
	4-35	19886	Loveland I-25 and Crossroads Blvd. Anti-icing Spray System	\$250,000	\$250,000	\$0	\$200,000	\$200,000	\$0	\$50,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	\$380,000	\$380,000	\$0	\$304,000	\$304,000	\$0	\$76,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-41	19959	Adaptive signals on US 34 Bypass in Greeley	\$500,000	\$646,448	-\$146,448	\$400,000	\$546,448	-\$146,448	\$0	\$100,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Bundled with RAMP Ops #4-13; TC Approved additional RAMP Funding via the 3rd Supplement FY16 (Aug 2015).	
4-42	19963	Fiber Optics and ITS Devices on I-76	\$11,000,000	\$4,475,000	\$6,525,000	\$5,000,000	\$4,475,000	\$525,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Partial RAMP Funds reallocated to RAMP Ops project #4-50 with TC Approval in the 9th Supplement FY15 (March 2015)(#TC-15-3-11).	
4-44/4-49	19961	Adaptive Signals on SH 119 Airport Rd. to Zlaten Dr. in Longmont / Adaptive Signals on SH 119: I-25 to WCR 3.5	\$1,850,000	\$1,850,000	\$0	\$1,680,000	\$1,680,000	\$0	\$0	\$170,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February	

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4-50	19962	Fiber Optic Communication from I-25 to CDOT West Yard	\$1,700,000	\$2,225,000	-\$525,000	\$1,700,000	\$2,225,000	-\$525,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Additional RAMP Funds reallocated from RAMP Ops project #4-42 with TC Approval in the 9th Supplement FY15 (March 2015)(#TC-15-3-11)
4-66	20059	Adaptive Traffic Signals System along US 287 (Main St.) in Longmont	\$1,760,000	\$1,760,000	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$600,000	-\$60,000	\$60,000	\$60,000	RAMP Funding Approved by TC in February
5-03	20061	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	\$3,757,844	\$3,753,865	\$3,979	\$3,757,844	\$3,753,865	\$3,979	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
O-01	20179	Fiber Optic Backbone - I-25 (Pueblo to Walsenburg); and US 285 (C-470 to Conifer)	\$7,000,000	\$7,000,000	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	RAMP Funding Approved by TC in February
O-02	-	I-70 Mountain Corridor Wireless Improvement	\$5,300,000	\$5,300,000	\$0	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$3,600,000	\$0	RAMP Funding Approved by TC in February
O-03	20378	CDOT ITS Information Kiosks- Pilot Project	\$480,000	\$480,000	\$0	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
O-04	20222	Regional Satellite Solar Powered Cameras (LiveView)	\$1,750,000	\$1,750,000	\$0	\$1,750,000	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
O-06	20181	Enhanced Traffic Incident Management Software - Phase I	\$3,700,000	\$3,700,000	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$700,000	\$0	RAMP Funding Approved by TC in February
O-07	20234	Enhanced Incident Management Software - Phase II	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
O-08	20233	Integration of CAD Dispatch Systems - Phase I	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
O-09	20249	Upgrade Snow Plows with Advanced Instrumentation	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
O-10	20251	Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
O-11	19782 20166	I-25: Expansion of Traffic and Weather Surveillance	\$2,200,000	\$5,200,000	-\$3,000,000	\$2,200,000	\$2,200,000	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	RAMP Funding Approved by TC in June (#TC-3168)
O-12	20236	I-70: Expansion of Traffic and Weather Surveillance	\$2,500,000	\$7,900,000	-\$5,400,000	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$5,400,000	\$5,400,000	RAMP Funding Approved by TC in June (#TC-3168)
O-13	20232	Enhancing Incident Detection Capabilities	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
O-14	20238	Operation Data Integration	\$500,000	\$900,000	-\$400,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	RAMP Funding Approved by TC in June (#TC-3168)
O-15	20250	On-Scene Incident Command Vehicles Communication Equipment	\$182,000	\$182,000	\$0	\$182,000	\$182,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)
40	Staff Recommends Budgeting Funds (Group 1)		\$104,451,791	\$157,372,117	-\$52,607,872	\$75,150,791	\$82,916,771	-\$7,765,980	\$851,000	\$2,306,615	\$1,156,615	\$71,297,731	\$49,949,480	

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														None
	Staff Recommends Budgeting Funds (Group 2)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status through October TC
														None
	Staff Recommends Further Development (Group 3)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

40	SUB-TOTAL Operations Projects		\$104,451,791	\$157,372,117	-\$52,607,872	\$75,150,791	\$82,916,771	-\$7,765,980	\$851,000	\$2,306,615	\$1,156,615	\$71,297,731	\$49,949,480	
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1-56	20071 20302	US 285 at Mount Evans Blvd./Pine Valley Rd. (MP 229)	\$422,000	\$0	\$422,000	\$422,000	\$0	\$422,000	\$0	\$0	\$0	\$0	\$0	CDOT Staff Recommends Withdrawing Project; TC Informed in November 2015
1-59	20090	SH 86 Intersection Improvement at Crowfoot Valley Rd. (MP 101.53)	\$516,000	\$0	\$516,000	\$516,000	\$0	\$516,000	\$0	\$0	\$0	\$0	\$0	CDOT Staff Recommends Withdrawing Project; TC Informed in March 2014
2	Projects that have been Withdrawn (Group 4)		\$938,000	\$0	\$938,000	\$938,000	\$0	\$938,000						

42	TOTAL Operations		\$105,389,791	\$157,372,117	-\$51,669,872	\$76,088,791	\$82,916,771	-\$6,827,980	\$851,000	\$2,306,615	\$1,156,615	\$71,297,731	\$49,949,480	
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Percentage over Transportation Commission Approved Amount

49.03%

8.97%

Program \$156,139,550

Program \$85,706,243

Remainder -\$1,232,567

Remainder \$2,454,472

Proposed Total Program Funding Amount per the 4th Supplement FY15 (October 2014). When approved funding amount (by TC and staff action) is below this amount, staff may budget additional project funds per PD 703.0 and per resolution TC#-3209, Establishment of RAMP Program Project Controls.



DATE: November 19, 2015
TO: Transportation Commission
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Purchase Three New Bustang Buses

Purpose

The purpose of this memo is to seek approval from the Transportation Commission to purchase three (3) new Bustang buses.

Action

The Transit & Intermodal Committee discussed and deliberated this item at their October meetings, and made a formal recommendation to the TC to approve the purchase of three (3) new Bustang buses. A resolution is attached.

Background

The Bustang interregional express bus service went into operation July 13, 2015. The West Route is experiencing loads nearing capacity. As an interim solution, a second bus is being staged in Frisco as needed on the current scheduled run.

A fleet expansion is desired to provide flexibility for all three routes as demand grows. CDOT has a five year price agreement with MCI to purchase additional Bustang buses. Once ordered, and depending on the assembly line availability, delivery of new buses will take 9 to 12 months. FASTER Transit (Bustang) Roll-Forward funds will be used to cover the cost of the three buses.

Details

The Bustang operations team is monitoring the useage and loads of each route, including directional flows, on a daily basis. The results are being tabulated to track daily, weekly and monthly trends. When the average load factor trend for any given route reaches 40%, it likely means that some runs are exceeding 50%, and a more in-depth analysis begins to assess whether schedule additions need to be considered. The planning includes a schedule addition when the route reaches a 60% average load factor, unless the analysis indicates the need in an earlier timeframe. A critical element of the planning is whether the schedule addition can be accommodated with the existing fleet, or whether additional buses are required.

The Bustang Quarterly Report shows the ridership and load factor trends for the West Corridor. The current average weekly load factor has settled in at 50%, after exceeding 60% prior to Labor Day.

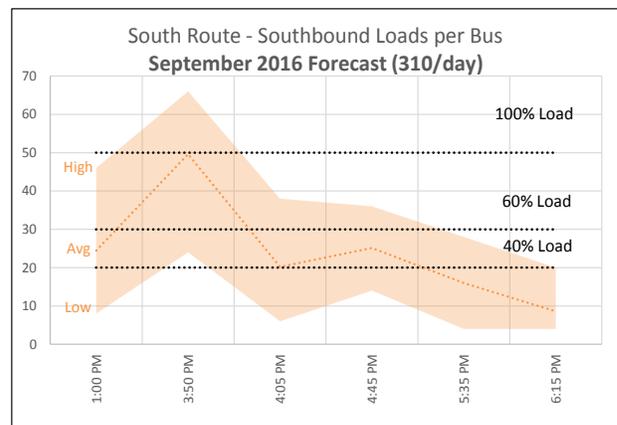
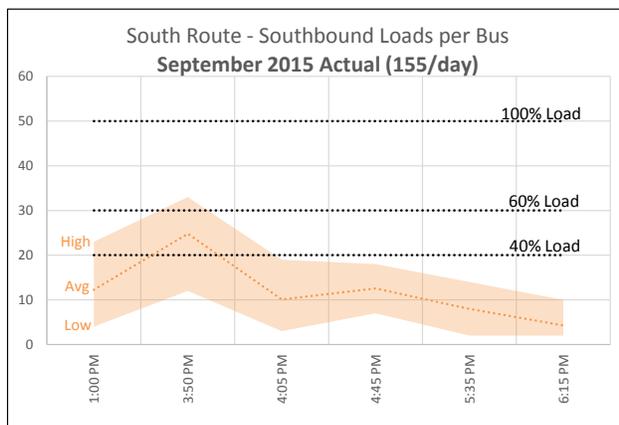
Between July 27 and August 21 the West Route eastbound average weekly load factor reached and maintained 63% in August with instances of the daily load factor reaching 85% on certain runs, indicating the need to make a schedule addition. As an interim solution, a second bus was being staged in Frisco as needed on the current scheduled run. This solution protects against an overload that could not be accommodated, but it added approximately 70 miles of deadhead at a cost of \$265/day. To better accommodate the West Route demand, a service addition to add a second round trip each day from Vail to DUS should be implemented, and at least one new bus ordered to allow the run addition. The second round trip adds the needed capacity to the West Route, and offers customers a second option



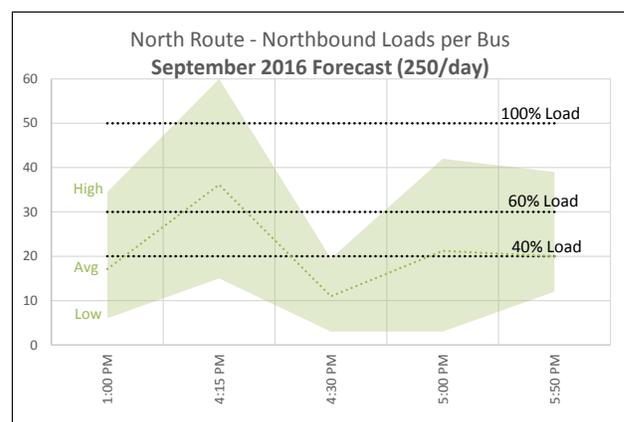
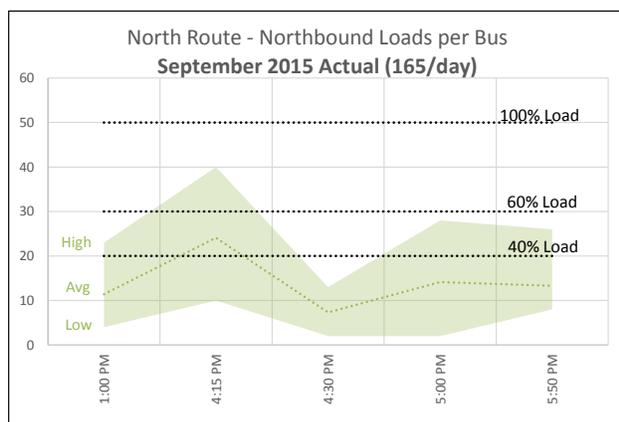
for their travel which likely will increase demand. Also, with a bus housed in Vail, the second round trip will eliminate the deadhead miles and costs that are being incurred on the interim solution of a staged bus in Frisco.

After three months of operation, the ridership has increased (July to September) by 34% on the West Route. 51% on the North Route, 54% on the South Route. As a point of reference, the FREX service at its conclusion was carrying 397 passengers/day compared to the Bustang South Route at 155 passengers/day. With the spare ratio requirement of 20% minimum, there is no flexibility to add service if/when we near a capacity threshold in any corridor.

A trend analysis has been conducted for the South Route by run to project daily ridership for September 2016, one year from now. The current South Route trend of ridership increase after three months of operation would project an increased ridership of nearly triple what it is today. While we expect ridership to continue to grow, we do not expect to sustain this level of increase month after month. For analysis purposes, we chose a doubling of ridership as a more obtainable level of demand over the course of the next year, which equates to approximately 80% of the previous FREX ridership from 2012. The graphs below show the ridership levels for the South Route southbound daily runs. The first graph depicts the current condition for September 2015, with the solid line representing the daily average for each run, and the shaded band representing the high and low days for the month. This analysis indicates the need for at least one additional bus by one year from today.



A trend analysis for the North Route was also conducted. A more conservative approach was taken given the smaller market size, the stability of the CSU campus, and lack of comparable past experience (like FREX for the South Route). For projection purposes a ridership increase of 1.5 was utilized, still significantly less than the current three month trend. The graphs below show the ridership levels for the North Route northbound daily runs. The first graph depicts the current condition for September 2015, with the solid line representing the daily average for each run, and the shaded band representing the high and low days for the month. The North Route analysis also indicates the need for one additional bus by one year from today.



Bus delivery is estimated at 9 to 12 months followed by a month of livery wrapping, installation of fare boxes and wifi, and testing. The West Route needs one more run and bus today. The South and North Route forecasting analyses indicate a likelihood of additional runs being needed by a year from now, hence needing two additional buses to accommodate. Ordering three buses now will give us the flexibility to deploy them as needed in 9-12 months when they are delivered. Ridership and operational trends will continue to be monitored and analyzed, and reported to the T&I Committee. Adding three (3) buses would increase the fleet to 16 buses. Assuming all three new buses would be deployed (one in each corridor), the number of vehicles operated in maximum service (VOMS) would be 13, with three spares; yielding a spare ratio of 23%. If the actual ridership growth does not justify the deployment of all three buses, the spare ratio would be increased until the demand warrants adding service. If, for example, only two of the three new buses were deployed, the VOMS would be 12, with four spares; yielding a spare ratio of 33%.

The impact on Bustang operating costs is shown in the two tables below. Table 1 shows the daily and annual operating costs for the South, North, West and total system, without fare revenue. The costs are portrayed for three scenarios: 1) the current operation; weekday service on all three routes. 2) the operation that will begin in November, adding weekend service to the West Route. 3) proposed service that could begin in November 2016 with one additional run on each route. Please note that Table 1 is illustrative as each scenario assumes consistent operation for a full year.

System Annual Operating Cost (without Fare Revenue)						
Timeframe	Route	days/week	Rndtrip miles	Rndtrps/day	Op cost/day	Op cost/year
2015-current	South	5	152	7	\$ 4,606	\$ 1,174,423
2015-current	North	5	130	6	\$ 3,243	\$ 827,026
2015-current	West	5	330	1	\$ 1,320	\$ 336,702
2015-current	Total					\$ 2,338,151
Nov 2015 w/7 day West	South	5	152	7	\$ 4,606	\$ 1,174,423
Nov 2015 w/7 day West	North	5	130	6	\$ 3,243	\$ 827,026
Nov 2015 w/7 day West	West	7	330	1	\$ 1,320	\$ 481,946
Nov 2015 w/7 day West	Total					\$ 2,483,395
Nov 2016 proposed	South	5	152	8	\$ 5,264	\$ 1,342,198
Nov 2016 proposed	North	5	130	7	\$ 3,784	\$ 964,864
Nov 2016 proposed	West	7	330	2	\$ 2,641	\$ 963,892
Nov 2016 proposed	Total					\$ 3,270,954



Table 2 then takes the System Annual Totals for the three scenarios and applies a range of farebox recovery ratios, from 20% to 50%, and calculates Net Annual Operating Costs. Farebox Recovery Ratios of 30%, 35% and 40% have been highlighted as the most likely range of utilization by fall 2016.

Net System Annual Operating Cost			
Farebox Recovery	2015 - current	Nov 2015 w/7 day West	Nov 2016 proposed
20%	\$ 1,870,521	\$ 1,986,716	\$ 2,616,763
25%	\$ 1,753,613	\$ 1,862,546	\$ 2,453,215
30%	\$ 1,636,706	\$ 1,738,377	\$ 2,289,667
35%	\$ 1,519,798	\$ 1,614,207	\$ 2,126,120
40%	\$ 1,402,891	\$ 1,490,037	\$ 1,962,572
45%	\$ 1,285,983	\$ 1,365,867	\$ 1,799,024
50%	\$ 1,169,076	\$ 1,241,698	\$ 1,635,477

The cost of three additional buses, based on the MCI price agreement, is approximately \$588k/bus, or \$1.76M for three. The FASTER Transit (Bustang) Roll Forward from last year is \$4,097,796; representing unused funds from the Bustang FY2014 start-up budget and the FY2015 operating budget. These funds will be used to purchase the three new buses.

It is important to clarify and stress that staff believes three buses will be needed by fall 2016 to supplement the current service plan, however it is not known at this time where the best deployment will be needed. Over the course of the coming year, while buses are on order, we will continue to monitor, analyze and report the route utilization. Before any service can be added, the T&I Committee must concur; we will make those recommendations as we approach bus delivery. If however, the ridership demand does not justify the deployment of all three buses the spare ratio will be increased until deployment is justified.

PD 1605 requires the T&I Committee to evaluate and recommend capital expenditures to the TC for action. The T&I Committee made that recommendation at their October meetings.

Benefits

Purchasing three new buses will provide for increased service while maintaining an adequate fleet spare ratio. Also, with ridership rising, and the unknowns of where ridership will plateau, an increase in fleet of three buses will allow for a small increase in service, when ridership warrants, by the time the buses are delivered in 9 to 12 months.

Options and Recommendations

1. Approve the purchase of three new Bustang buses—**Staff and T&I Recommendation.**
2. Approve the purchase of one or two new Bustang buses. This is not recommended because it does not provide the flexibility to respond to ridership demand on a timely basis.
3. Manage within the existing fleet. This is not recommended because the West Route already justifies an additional run.

Next Steps

- With TC approval an order will immediately be placed for three new buses.
- The Bustang Operations team will present updates to the T&I Committee at each quarterly meeting to keep the Committee appraised of the service options for utilizing the additional three buses.





I-70 East

4201 East Arkansas Avenue
Denver, CO 80222-3406

DATE: November 19, 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

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

The final EIS is on schedule to be released on January 15, 2016. A 30-day review period will follow the release with three public hearings held during the comment period. The team hosted a series of corridor-wide meetings in mid-August to provide an update on the EIS status. In October, staff teams went door-to-door to the 300 homes adjacent to the interstate to provide an update on the proposed mitigations for the project.

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. Completed and upcoming milestones include:

- ✓ March 11, 2015: Industry Forum
- ✓ March 25, 2015: Release of Request for Qualifications (available publicly)
- ✓ June 22, 2015: Deadline for receipt of Statement of Qualifications
- ✓ July 24, 2015: Announcement of shortlisted teams
- ✓ September 15 and 29, 2015: Release of Draft No 1 Request for Proposals (available publicly)
- Winter 2016: Second Draft RFP (available publicly)
- Spring 2016: Third Draft RFP (available publicly)
- Summer 2016: Final Draft RFP (available publicly)
- Summer 2016: Record of Decision
- 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 third series of outreach meetings were held in advance of the September release of the first draft of the RFP. These meetings included:

Public Meeting in Commerce City: August 17

Public Meeting in Aurora: August 18

Telephone Townhall: August 19

Public Meeting in Denver: August 20

Small Business and Workforce Development

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. The team hosted a small business networking event on October 22 with the four shortlisted teams, which was attended by nearly 300 people. The team has received conditional approval from FHWA to participate in a SEP-14 Local Hiring Pilot Program and is beginning the process to set a local hiring goal for the project. The team—in partnership with the Civil Rights and Business Resource Center—also has initiated discussions with stakeholders on the project’s approach to small business engagement and workforce development.

Funding and Expenditures

The project has developed a detailed draw-down of non-developer costs through FY2022, including staff charges, contract commitments, ROW purchases, railroad and utility agreements. These non-developer costs (which are netted out of the \$1.2B project cost) have been used to inform a Maximum Availability Payment (MAP) Upset Limit for the project. The Upset Limit will be released to the shortlisted teams in conjunction with the second draft of the RFP. Each bidder’s proposed MAP will need to be under this limit to be considered responsive. Because of bidding confidentiality, the non-developer draw-down cannot be released at this time.

This month’s Bridge Enterprise budget request was submitted in order fulfill key non-developer financial commitments through the end of the fiscal year, including needs related to ROW and EIS development. Going forward, the Project Director will brief the Commission on an annual basis of the anticipated draw-down for the upcoming fiscal year.

Staff continues to monitor the quarterly forecasts of SB228 revenues. The next quarterly forecast is expected in December 2015. The first year transfer of SB228 revenues will be set by the March 2016 Legislative Council forecast.



Bridge Enterprise Board of Directors
Nov. 19, 2015
Kathy Connell, Chairwoman
Steamboat Springs, District 6

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

Kathy Hall
Grand Junction, District 7
Sidny Zink
Durango, District 8
Nolan Schriener
Colorado Springs, District 9
William Thiebaut
Pueblo, District 10
Steven Hofmeister
Haxtun, District 11

THE CHAIRWOMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

The Bridge Enterprise Board of Directors will take place at the Region 4 Office in Greeley.

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Estimated Start Time: 11:25 a.m.

- 11:25 a.m. 1. Call to Order and Roll Call
2. Audience Participation
- Subject Limit: 10 minutes; Time Limit: 3 minutes
3. Act on Consent Agenda
- a) Resolution to Approve Regular Minutes from Oct. 15, 2015 (Herman Stockinger) Page 2
4. Q4 FY 2015 BE Program Financial Update (Maria Sobota) Page 4
- 5 Discuss and Act on the 4th Bridge Enterprise Budget Supplement of FY2016 (Maria Sobota) Page 7
6. Monthly Progress Report (Scott McDaniel)Page 11
7. Adjournment
-

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, Oct. 15, 2015**

PRESENT WERE: Kathy Connell, Chairwoman, District 6
Gary Reiff, Vice Chair District 3
Shannon Gifford, District 1
Ed Peterson, District 2
Heather Barry, District 4
Kathy Gilliland, District 5
Kathy Hall, District 7
Sidny Zink, District 8
Nolan Schriener, District 9
Bill Thiebaut, District 10

EXCUSED: Steven Hofmeister, District 11

ALSO PRESENT: Shailen Bhatt, Executive Director
Michael Lewis, Deputy Executive Director
Josh Laipply, Chief Engineer
Debra Perkins-Smith, Director of Transportation Development
Amy Ford, Communications Director
Maria Sobota, CFO
Herman Stockinger, Government Relations Director
Debra Perkins-Smith, Director of Transportation Planning
Paul Jesaitis, Region 1 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
Barb Gold, Audit Director
Scott McDaniel, Staff Services Director
David Specter, HPTE Director
Kyle Lester, Director, Division of Highway Maintenance
Ryan Rice, Operations Division Director
Mark Imhoff, Director of Transit and Rail
Kevin Furman, Human Resources Director
Vince Rogalski, STAC Chairman
Gary Vansuch, Director of Process Improvement
David Ulane, Director of Aeronautics

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.

Chairwoman Connell convened the meeting at 10:05 a.m. in Auditorium at CDOT Headquarters.

Audience Participation

Chairwoman Connell stated that no members of the audience wished to address the Board of Directors.

Act on Consent Agenda

Chairwoman Connell entertained a motion to approve the Consent Agenda. Director Peterson moved to approve the resolution, and Director Gilliland seconded the motion. Upon vote of the Board the resolution passed unanimously.

Resolution #BE-15-10-1

Approval of Regular Meeting Minutes for Sept. 17, 2015.

BE IT SO RESOLVED THAT, the Minutes for the Sept. 17, 2015, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the Oct. 14 & 15, 2015, meeting of the Bridge Enterprise Board of Directors.

FY 2016-17 Draft Budget and FY 2014-15 Revenue Reconciliation Information

Maria Sobota presented two memos to the Board. She noted there were revenue surpluses in Bridge Enterprise, OFMB will be looking at how to appropriately distribute the surplus. The two memos are information only. The second memo contains a description of the revenues in the one page transportation budget to be brought forward for approval in November. Also included is the detailed preliminary budget.

Discuss and Act on 3rd Budget Supplement of 2016

Chief Financial Officer Maria Sobota named the two items for the 3rd budget supplement and opened up the floor for questions.

Chairwoman Connell entertained a motion to approve the Budget Supplement. Director Gilliland moved for approval of the resolution, and Director Hall seconded the motion. Upon vote of the Board, the resolution passed unanimously.

Monthly Progress Report

Scott McDaniels had no new action to report, and opened the floor for any questions on the information presented in the packet. There were no questions.

Adjournment

Chairwoman Connell asked if there were any more matters to come before the Bridge Enterprise Board of Directors. Hearing none, Chairwoman Connell announced the adjournment of the meeting at 10:10 a.m.



4201 E. Arkansas Ave, Room 124B
Denver, CO 80222-4206

MEMORANDUM

TO: BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 19, 2015
SUBJECT: FY 2015 Q4 CBE PROGRAM FINANCIAL UPDATE

Purpose:

The Bridge Enterprise (BE) team has prepared a BE Program Update as of Q4 FY2015 for the Board of Directors information. No action is requested from the Board; for informational purposes only. Summarized below are the tables contained in this report. This report has been delayed due to the implementation of a new statewide accounting system, which held up the release of FY2015 Q4 financial data.

Bridge Enterprise Program Liability

The program life-to-date total liabilities for the CBE program are \$896.2M, a decrease of \$15.8M from the \$912.0M total liability at March 31, 2015. LTD expenditures as of June 30, 2015 are \$532.1M as compared to \$474.9M at March 31, 2015. The current encumbrance balance is \$135.7M as compared to \$144.1M at March 31, 2015.

Forecasted Bond Spending

As the attached Figure 1 document illustrates, the program had a balance of \$13.3M as of March 31, 2015 in comparison to a balance of \$10.1M as of June 30, 2015, a reduction of \$3.2M. The \$10.1M balance is almost entirely life-to-date interest earnings. The \$10.1M bond balance has been substantially expended and is in the process of being billed to the trustee. Bridge Enterprise (BE) staff has expedited the release of bond balances from substantially complete projects and reprogrammed bond funds from slower spending projects to rebudget under quicker spending projects. Since FY2014, \$33.3M of bond funds has been transferred to the US 6 over RR, Bryant St., and S. Platte R. Design/Build project and to the Arapahoe over Cherry Creek project, two of the quicker spending projects in the current program.

Cash Flow

Attached is Figure 2 which depicts all current available BE cash balances, forecasted revenues and forecasted expenditures for all currently programmed projects. BE has forecasted \$43.0M use of cash on the I-70 Viaduct replacement project during the time period of April 2017 through June 2018. This is based on an estimate that has a combination of milestone and availability payments. This will change once the I-70 Viaduct replacement project team is able to determine the scope of the project, the optimal contracting method and BE has been able to determine the optimal funding scenario based on those determinations. The cash balance on June 30, 2015 was \$265.3M and is projected to decrease to \$85.3M by June 30, 2018, if the I-70 Viaduct project proceeds as currently scheduled.





Colorado Bridge Enterprise Status of Unbilled Bond Funds As of June 30, 2015 Amounts in Millions

Unbilled Bond Proceeds and Interest Earnings:	3.31.15	\$10.2
	:6.30.15	\$10.1

Potential Savings:		
Project Budgets in Process of Being Transferred to Higher Spending Projects	\$0.0	
Slower Spending and Substantially Complete Projects (Good Candidates for Reprogramming of Budget to Higher Spending Projects)	\$0.0	
Older Substantially Complete Projects - Working with Regions to Swap Out Budget and/or Defund Project	\$0.0	

Savings Transferred in FY 2014 & 2015:

\$24.2	US 6 over Bryant, S. Platte R. and RR Design/Build
<u>\$9.1</u>	Arapahoe Road over Cherry Creek
\$33.3	

Currently Programmed Project Budgets substantially expended between December 2014 and June 2015 and in billing process:		\$10.1 *
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* Includes Savings Already Transferred to US 6 over Bryant, S. Platte R., RR Design/Build and Arapahoe Road over Cherry Creek

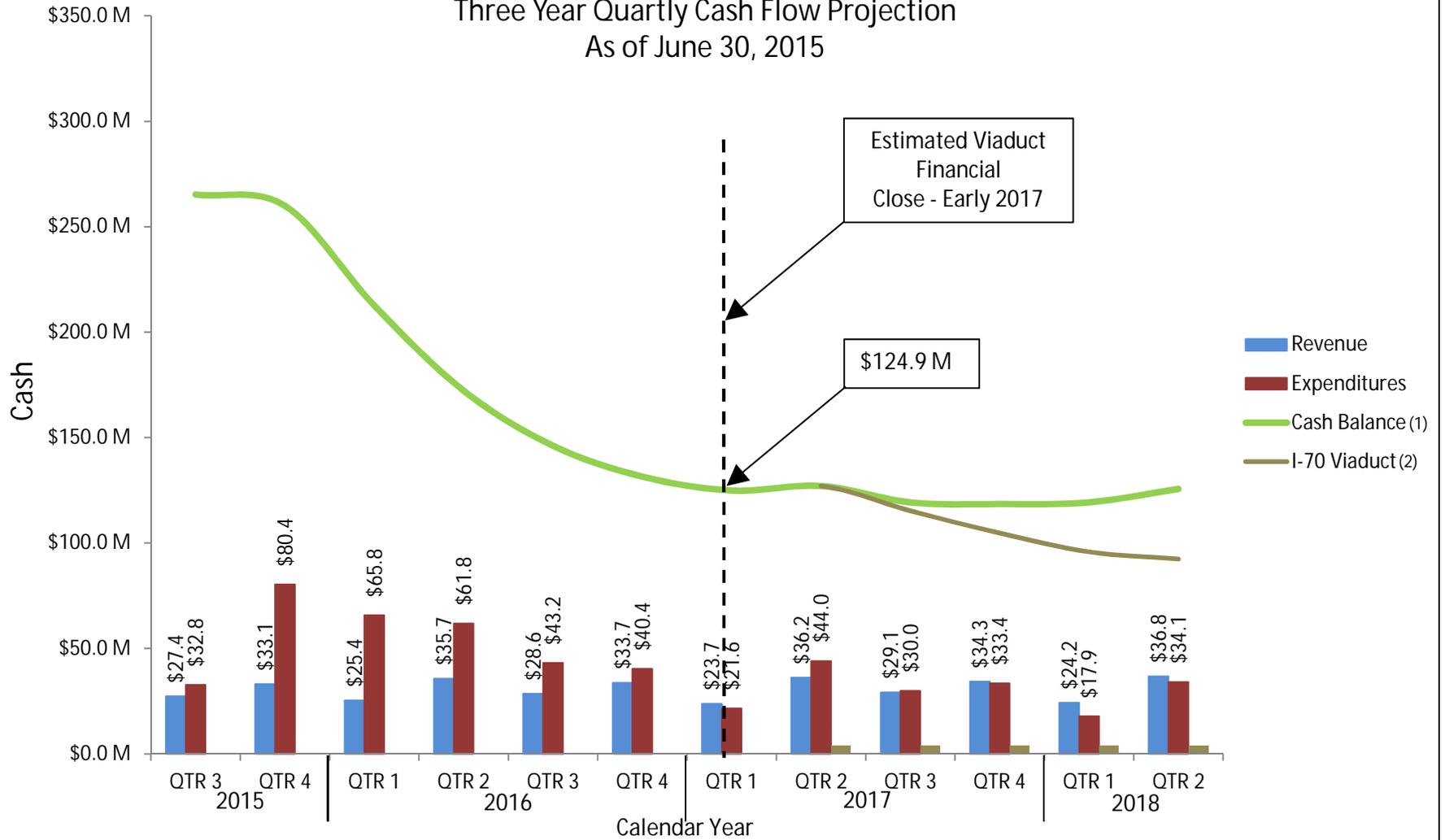
Additional Opportunities for the Transfer of Budget Savings:

- US 6 Design/Build
- Arapahoe over Cherry Creek
- Ilex/Pueblo Rehabs
- Eagle/Vail
- US 40 over Tollgate Creek
- I-76 over UPRR
- SH 14 over Cache La Poudre River
- I-70 Viaduct

FIGURE 1



Colorado Bridge Enterprise Three Year Quarterly Cash Flow Projection As of June 30, 2015



(1) Cash balance line includes the use of \$97.8 M of preconstruction activities for the I-70 Viaduct.
 (2) Estimated impact to cash - assuming cash contribution to I-70 Viaduct project through Q2 2018, for milestone and availability payments from the most recent financial model.

FIGURE 2



COLORADO
Department of Transportation
Statewide Bridge Enterprise

DATE: November 19, 2015
TO: Bridge Enterprise Board of Directors
FROM: Maria Sobota, Chief Financial Officer
SUBJECT: Fourth Supplement to the FY 2015-16 Bridge Enterprise Budget

Enclosed is the Fourth Supplement to the FY 2015-16 Bridge Enterprise Budget.

Region 1:

The current budget authority for the BE eligible portion of the Central 70 project is \$90,700,000. This budget supplement request is seeking an increase of \$28,662,928 resulting in total budget authority of \$119,362,928. Approval of this action will decrease the available project allocation to a balance of \$730,637,072 from the original \$850,000,000 available for the project as approved previously by the BE Board of Directors.

Total Request: \$28,662,928- I-70 ML over US 6, Rail Road, City Street (Viaduct) in Denver County. (old E-17-FX) (new not assigned). April 2015 Prioritization Plan Score: 32

Breakdown of Budget Request by Phase:

- **\$24,806,491 FASTER Bridge Funds - Right-of-Way.** Increase the right-of-way phase budget to: Enter into an agreement with Denver Public Schools for Environmental Mitigation and Functional Replacement associated with Swansea Elementary School, \$14,970,047; Right-of-Way Phase 2 (Adjustment), \$1,775,000; Right-of-Way Phase 2B, \$2,825,000; Right-of-Way Phase 2C, \$4,150,000; Consultant Staff, \$777,338; and In-house staff, \$309,106.
- **\$1,203,162 FASTER Bridge Funds - Design.** Increase the design phase budget in order for the project team to perform procurement services for the project.
- **\$2,653,275 FASTER Bridge Funds - Environmental.** Establish the environmental phase budget for in-house, consultant and legal staff in preparation of the Record of Decision (ROD).

I-70 ML over US 6, Rail Road, City Street (Viaduct) in Denver County
(old E-17-FX) (new not assigned yet)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Second BE Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2016	FY 2017	FY 2018			
ROW	<i>FASTER Bridge Funds</i>	\$69,100,000	\$24,806,491	\$0	\$0	\$24,806,491	\$93,906,491	\$20,963,293
	Total ROW	\$69,100,000	\$24,806,491	\$0	\$0	\$24,806,491	\$93,906,491	\$20,963,293
Design	<i>FASTER Bridge Funds</i>	\$6,000,000	\$1,203,162	\$0	\$0	\$1,203,162	\$7,203,162	\$2,401,827
	Total Design	\$6,000,000	\$1,203,162	\$0	\$0	\$1,203,162	\$7,203,162	\$2,401,827
Miscellaneous	<i>FASTER Bridge Funds</i>	\$15,600,000	\$0	\$0	\$0	\$0	\$0	\$5,693,900
	Total Miscellaneous	\$15,600,000	\$0	\$0	\$0	\$0	\$0	\$5,693,900
Environmental	<i>FASTER Bridge Funds</i>		\$2,653,275	\$0	\$0	\$2,653,275	\$2,653,275	\$0
	Total Environmental		\$2,653,275	\$0	\$0	\$2,653,275	\$2,653,275	\$0
Total Project Budget & Expenditure		\$90,700,000	\$28,662,928	\$0	\$0	\$28,662,928	\$119,362,928	\$29,059,019
			Year of Expenditure			Total Request		
			FY 2016	FY 2017	FY 2018			
			\$23,100,099	\$5,562,829			\$28,662,928	

Region 3:

Project Construction Agreed Price (CAP) negotiations are expected to be final by the November Board meeting. When the final cost of the project is known, a budget supplement will be brought to the Board for consideration. At that time the Board can take action on the supplement request or advise that the project be advertised.

Resolution No. BE-

**“BE IT RESOLVED, That the Fourth Supplement to the Fiscal Year 2015-2016
Budget is approved by the Bridge Enterprise Board.”**



MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott McDaniel, PE, Director of Project Support
DATE: November 19, 2015
SUBJECT: November 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 October 31, 2015. The October Schedule Performance Index (SPI) = 0.94, an increase of 0.01 from prior month (August SPI = 0.93). Note: Program Goal SPI \geq 0.90.

Over-performing projects

- 4 projects with \$12.2M in combined Earned Value (EV) greater than planned.
- Increases overall program SPI by 0.018; an increase of 0.003 from prior month (September = 0.015)

Under-performing projects

- 3 projects with \$36.5M in combined lost EV
 - Reduces overall program SPI calculation by 0.05; no change from prior month (September = 0.05)
- Of the 13 railroad-involved projects there are none currently being impacted by railroad delays.

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:

- Policy and Procedural Directives Task Team
- Ongoing project coordination and oversight
- Closeout and deprogramming funds from completed projects
- Programming of new projects for preconstruction activities
- Continued PMO coordination
- Quarterly Reporting
- Year-end research and reporting
- Continued reorganization efforts for BE website to increase transparency and eliminate confusion



RECENT PROJECT ACTIVITY:

Project Completion:

Region 2, P-23-A, SH 160 over Smith Canyon Tributary; near Kim, CO - Las Animas County - completed 10/30/2015

TOTAL PROGRAM FINANCIAL PERFORMANCE

Expenditure and encumbrance data through August 31, 2015 summarized below:

- Overall projected expenditures increased by \$13.5 M or 2.0%
- Overall actual expenditures increased by \$19.9 M or 3.7%
- Actual Bond expenditures, no increase or decrease. Bond proceeds are essentially expended and the bulk of the remaining balance is related to interest earnings.
- Overall encumbrances increased by \$4.1M or 2.8%
- Bond encumbrances decreased by (\$0.8 M) or -10.0%

STATUS OF FASTER ELIGIBLE BRIDGES

There are currently 189 bridges eligible for the BE program.

Completed	114
In Construction	25
Design Complete	2
In Design	12
Remaining	22
No Action Proposed	14

STATUS OF \$300M BOND BRIDGES

There are currently 93 bridges in the BE bond program.

Completed	63
In Construction	25
Design Complete	2
In Design	3

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; E-17-FX, the I-70 Viaduct will be the final original '30 worst' bridge addressed. The status of the 30 worst bridges based on 2014 final ratings are as follows:

	2014 30 Worst	Original 30 Worst
Complete	9	28
In Construction	10	1
Design Complete	2	0
In Design	4	1
Remaining	5*	0

<i>*Remaining/Not Programmed Structures</i>
I 270 ML EBND over I 70 ML, Denver
I 70 ML EBND over UPRR; W of Quebec St., Denver
I 70 ML WBND over UPRR, W of Quebec St., Denver
US 6 ML over East Lake Creek, Eagle County
SH 112 ML over Rio Grande Canal, Rio Grande

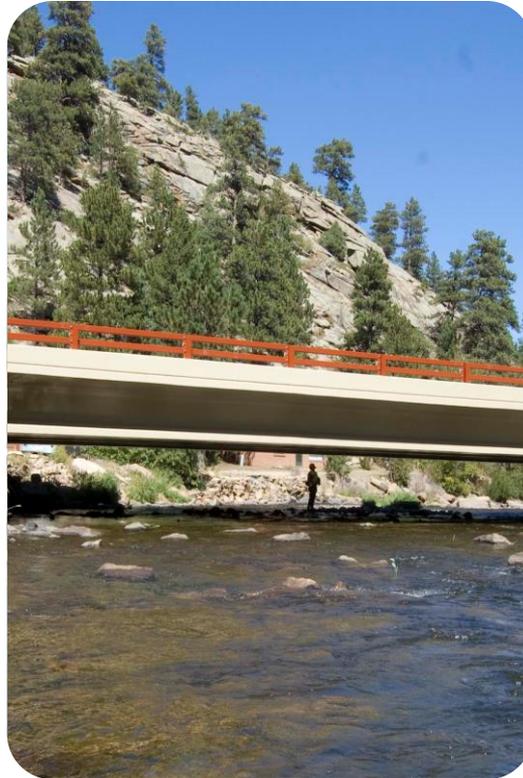
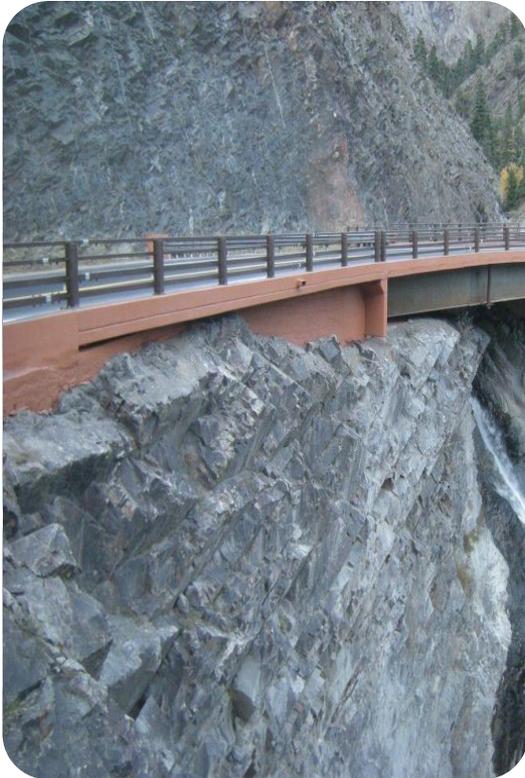
DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

State & FHWA-funded CBE construction contracts continue to help CDOT exceed its overall 12.46% DBE goal. An updated DBE percentage was not available at the time this report was published as all subcontracts needed for calculation had not been entered in the CDOT tracking system. We will provide up-to-date numbers in the next progress report.





COLORADO
Department of
Transportation



Colorado Bridge Enterprise

November 2015 Monthly Progress Report

Board of Directors Meeting



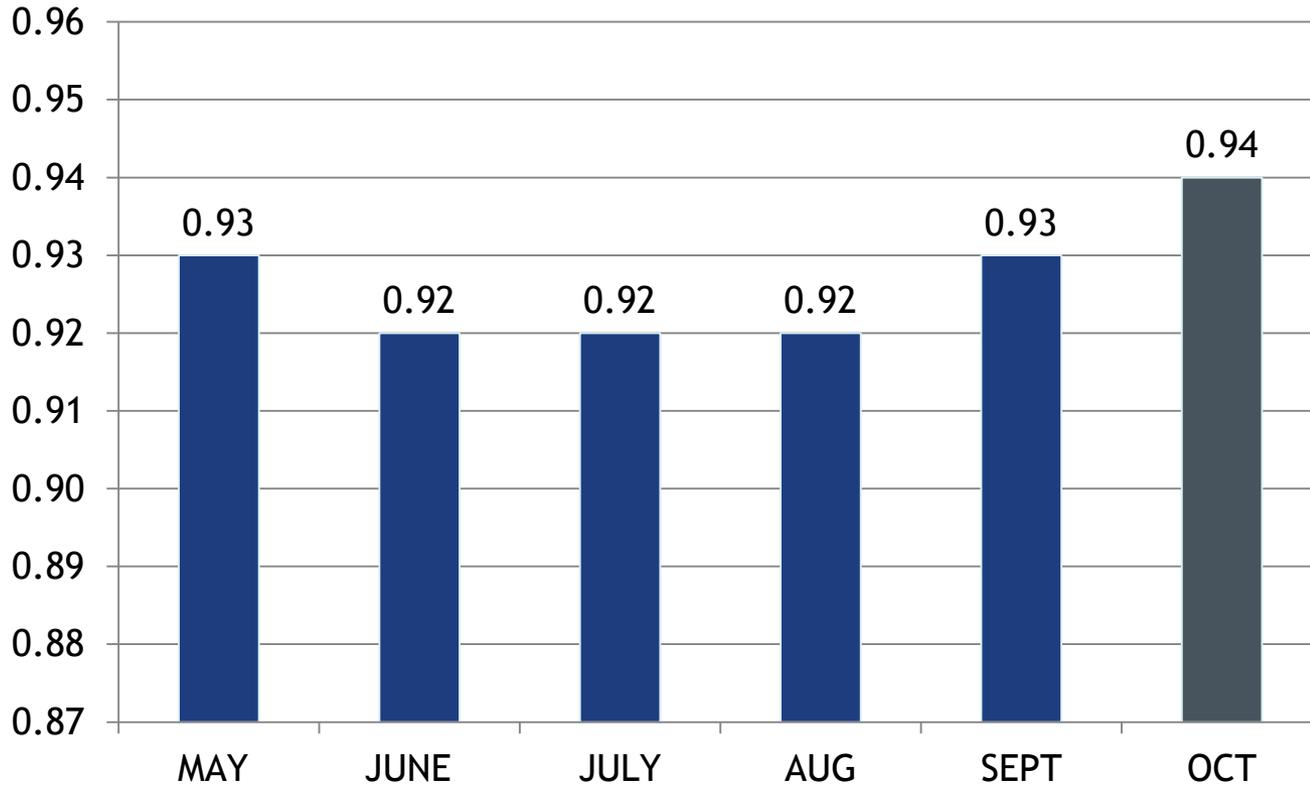
Program Schedule

- Program schedule updated for work complete through October 2015
- October Schedule Performance Index (SPI) = 0.94; an INCREASE of 0.01 from prior month (September SPI = 0.93)
- **Over-performing projects**
 - 4 projects with \$12.2M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.018; an INCREASE of 0.003 from prior month (September = 0.015)
- **Under-performing projects**
 - 3 projects with \$36.5M in combined lost EV
 - Reduces overall program SPI calculation by 0.05; NO CHANGE from prior month (September = 0.05)
 - Of the 13 railroad-involved projects there are none currently being impacted by railroad delays



Program Schedule

Program SPI by Month



Program Goal SPI \geq 0.90



Program Initiatives

CURRENT PROGRAM ACTIVITY & INITIATIVES:

- Policy and Procedural Directives Task Team
- Ongoing project coordination and oversight
- Closeout and deprogramming funds from completed projects
- Programming of new projects for preconstruction activities
- Continued PMO coordination
- Quarterly Reporting
- Year-end research and reporting
- Continued reorganization efforts for BE website to increase transparency and eliminate confusion



Recent Project Activity

PROJECT COMPLETION:

Region 2, P-23-A, SH 160 over Smith Canyon Tributary; near Kim, CO - Las Animas County - completed 10/30/2015

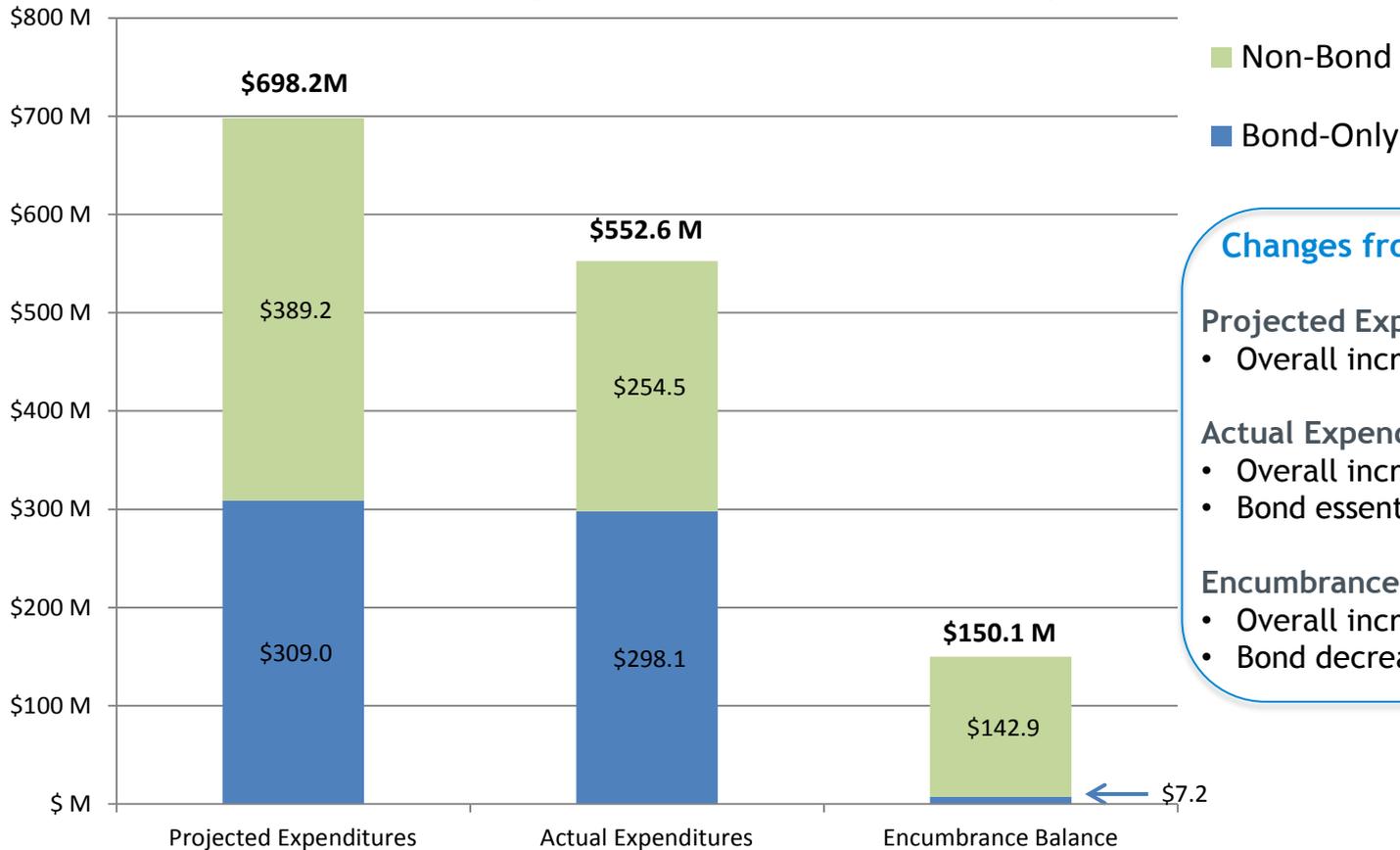




Total Program Financial Performance

Colorado Bridge Enterprise Total Program Performance

As of September 30, 2015 - Preliminary



Changes from Previous Month

Projected Expenditures

- Overall increased by \$13.5 M or 2.0%

Actual Expenditures

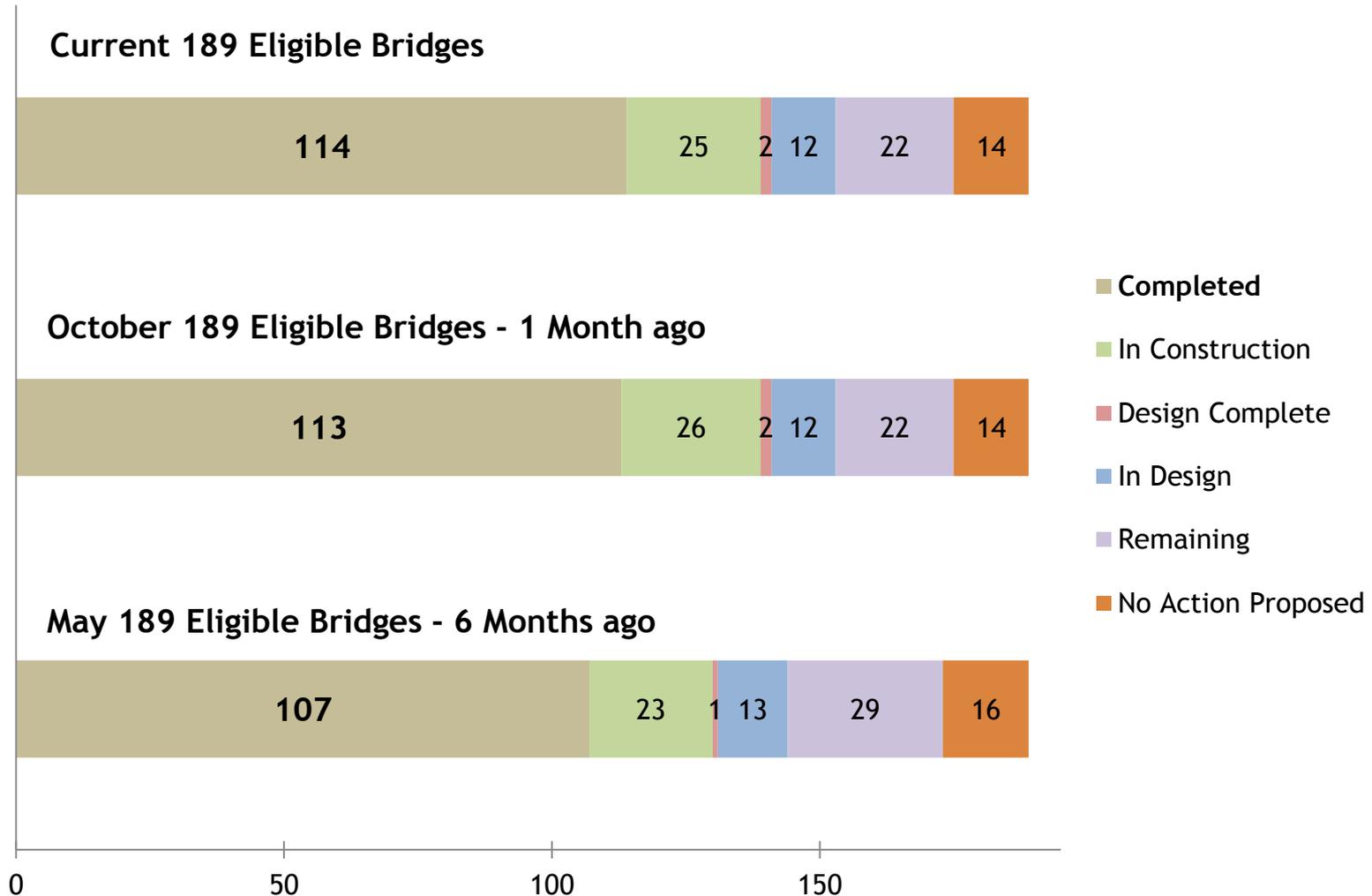
- Overall increased by \$19.9 M or 3.7%
- Bond essentially expended

Encumbrance Balance

- Overall increased by \$4.1M or 2.8%
- Bond decreased by (\$0.8M) or -10.0%

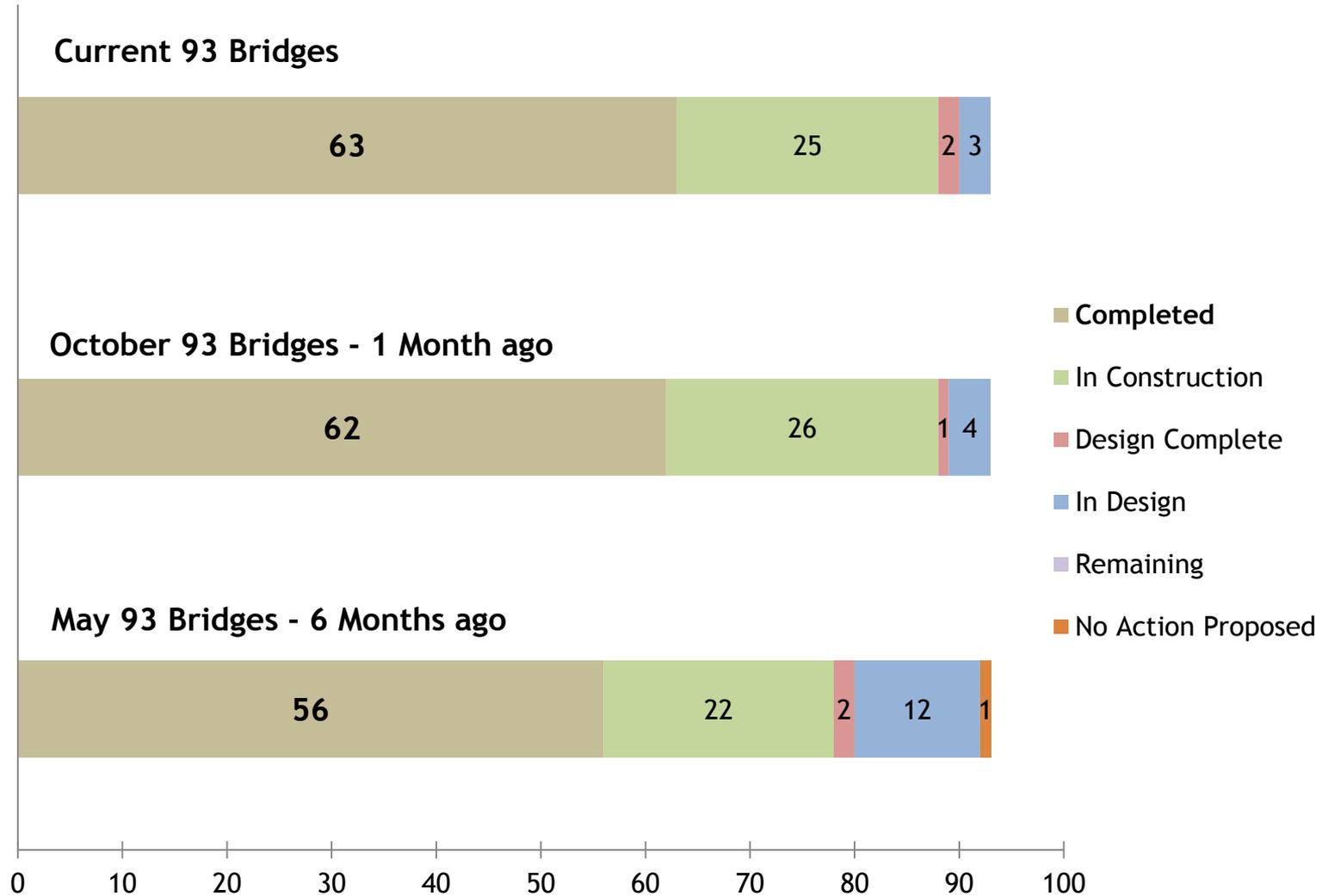


Status FASTER Eligible Bridges





Status \$300M Bond Bridges





Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	9	28
In Construction	10	1*
Design Complete	2	0
In Design	4	1**
Remaining	5***	0
Total Addressed	30	30

*L-18-M I 25 ML NBND over Indiana Ave; ** E-17-FX 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



FASTER Q & A

Questions & Answers



4201 E. Arkansas, Room 275
 Denver, CO 80222

MEMORANDUM

TO: Transportation Commission
FROM: Andy Karsian, Office of Policy & Government Relations
DATE: November 19, 2015
SUBJECT: Agenda for 2016 Legislative Session

Every year the Department sends out an invitation throughout the Department for legislative ideas. This year we received fifteen policy issues. The Department prioritized six issues to submit to the Governor’s office for consideration. The Governor’s office weighs the Administration’s priorities, Departmental resources and political considerations and designates for the Departments their final recommendations.

The chart below summarizes the six proposals the Department recommended to the Governor’s office. They are not in order of importance, instead the first three are the approved issues which CDOT will pursue as specific CDOT bills in the 2016 legislative session, and one request still pending.

Legislative Proposal	Summary
Publishing Bridge Heights	<ul style="list-style-type: none"> • Currently, by law CDOT must designate all roads that trucks with a height of 14’6” may operate. • CDOT is amending CRS 42-4-504 to allow the Department to designate highway locations below 14’6” instead. • This will clean up old statute language and CDOT will be able to publish maps online that identify bridges which are below 14’6”, instead of designating highways for truckers to use.
Clarifying Parking Enforcement	<ul style="list-style-type: none"> • Add a new section in CRS 43-1-117.5 to clarify CDOT’s parking enforcement powers for the Department’s Park-n-Ride facilities. • The legislation will provide clarity on the Department’s ability to manage multi-modal transit hubs along relevant highways. • The language will give CDOT the same authority that RTD has to manage their parking facilities. It also will protect us in the future if challenged by the public stating the Dept does not have the authority to manage parking facilities.
Efficiency and Accountability Committee	<ul style="list-style-type: none"> • The Department is working with the Legislative Audit Committee to reinvent this statutory committee. CDOT’s proposal includes allowing the Executive Director to appoint relevant individuals to a committee examining specific ways CDOT could be more efficient and realize additional revenue savings through efficiencies. • CDOT wishes also to add a sunset date to the E/A committee in FASTER statute language so that the legislature and the Department can review the committee’s work in a year or two.
Bus on Shoulder	<ul style="list-style-type: none"> • CDOT, in collaboration with RTD, is seeking an exemption in CRS 42-4-1007 to allow specific buses the ability to use the far right shoulder in specific traffic conditions.

	<ul style="list-style-type: none"> • The issue centers on US36 currently, as the original concessionaire agreement included language allowing buses to use the shoulder - and the shoulders were built to accommodate buses. • CDOT is currently working with the State Patrol and RTD to address safety concerns, a specific bill is dependent on whether those issues are resolved.
Primary seatbelt law	<p>Add wearing a seatbelt into the primary traffic offenses for the state.</p> <ul style="list-style-type: none"> • One of the most important parts in getting a major policy passed in the legislature is timing and groundwork. • CDOT raised this issue to signal other that we are working on this as a priority for the future and laying the groundwork to introduce a bill next year. • <u>CDOT, State Patrol and other stakeholders are meeting monthly to prepare for a bill in 2017.</u>
Future Transportation Funding	<p>Request to continue the dialogue about how to generate additional funding for state infrastructure.</p> <ul style="list-style-type: none"> • There will be funding bills coming forth this year that the Department and Governor's office can react to. • The Governor's office and CDOT are focused on passing the Hospital Provider Fee in order to free up SB228 funding for the future.

If you have any questions regarding this memorandum or the resolutions, please contact Andy Karsian at (303) 757-9703 or andy.karsian@state.co.us.



COLORADO

Department of Transportation

Division of Accounting and Finance

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

DATE: NOVEMBER 19, 2015
TO: TRANSPORTATION COMMISSION
FROM: DAVID SPECTOR, DIRECTOR, HIGH PERFORMANCE TRANSPORTATION ENTERPRISE
BRETT JOHNSON, DIRECTOR, OFFICE OF MAJOR PROJECT DEVELOPMENT
MARIA SOBOTA, CHIEF FINANCIAL OFFICER
SUBJECT: METHODOLOGY FOR PURSUING FINANCING RELATED TO I-25 NORTH, SEGMENT 3,
EXPRESS LANES PROJECT

Purpose

This memorandum introduces the idea of considering a corridor's ability to generate sufficient revenue to pay for itself as one criteria to consider when evaluating how to fund surface transportation projects.

Action:

Staff is seeking feedback from the Transportation Commission (TC) regarding the recommendation that private financing be considered as a primary option for funding on corridor's that are able to generate adequate revenue through the collection of user-fees. The TC is specifically being asked to comment on using this approach to fill the funding gap currently identified on I-25 North Segment 3.

Background

In 2013, Region 4 submitted an application for the use of Responsible Acceleration of Maintenance and Partnerships (RAMP) funds on I-25 North: 120th to State Highway (SH) 7 Managed Lanes Project. The proposed project included all design, Right-of-Way (ROW), utility relocation, environmental evaluation, and construction to provide new High Occupancy Managed Lanes on I-25 North from 120th Avenue in Denver to State Highway 7. The project proposed to continue the managed lanes that are currently under construction from U36 up to 120th, also known as I-25 North Segment 2. The project will maximize the use of the existing highway infrastructure to expand the capacity of I-25 by adding one HOV/tolled Express Lane in each direction. In addition, the project will resurface the existing lanes along this 6-mile stretch. The new Express Lanes will connect directly with the existing I-25 Express Lanes leading into and out of downtown Denver, providing motorists with the option of carpooling or paying a toll for a more reliable commute, or utilizing the existing general purpose lanes for free. Currently, Segment 2 is slated to be completed and operation in the spring of 2016. Extending the project past the limits of Segment 2 from 120th to SH7 proposed to bring continuity for the traveling public while decreasing travel time and expanding transportation choices further along the I-25 corridor.

Funding Details

Based on the application submitted by Region 4 in 2013, the I-25 North Segment 3 project was approved for \$55.0 million in RAMP Public-Private Partnership funds. Since that time, the entire \$55.0 million of allotted RAMP funding has been budgeted via the budget supplement process in March 2014, November 2014 and April 2015. In addition to RAMP funds, the Segment 3 project originally identified various other sources of funding including a variety of CDOT program funds as well as contributions from the Regional Transportation District (RTD). Region 1 and Region 4 coordinated to formulate a funding package that best leverages the approved RAMP funds and extend the project as far north as possible. However, Segment 3 still has a funding gap that needs to be filled.

Filling the Current Funding Gap

In a constrained funding environment, identifying additional options for project funding is a top priority. In general, most construction projects within CDOT are funded with cash through conventional project funding processes, whether through RAMP or other sources. As CDOT pursues projects with innovative financing approaches, such as managed lanes, certain projects may include revenue streams that allow the project help to pay for itself.

One recent example of a project that was able to use revenue generated by the project to secure private financing is the Mountain Express Lanes Project (formerly known as the Peak Period Shoulder Lane or PPSL). Last December, the High Performance Transportation Enterprise (HPTE) closed on a \$25 million short-term construction loan with Bank of America to provide gap financing for the project. Backed by future toll revenues on the corridor, the loan was structured with maximum flexibility allowing HPTE to either to amortize with toll revenue generated on the lane or to eventually be refinanced into a larger project transaction.

Other projects in various stages of development that could utilize the same methodology are as follows:

I-25 North Managed Lanes Segment 3 (funding gap approximately \$26.0 million):

CDOT is committed to extend the I-25 Segment 2 project from 120th to E470 - currently defined as Segment 3 - and is currently planning to start the design-build process as soon as January 2015. Based on preliminary Toll and Revenue analysis by CDM Smith in 2014, the revenues of this corridor are more than sufficient to support financial structure similar to the PPSL financing. Aggressive interest rates (below 3%), similar to the PPSL transaction, would provide similar benefits and flexibility to the project. If the decision is made to pursue financing for this segment of the project, there will still be a funding gap that CDOT will look to fill with local contributions.

Extending I-25 North Segment 3 past E470 (approximately \$33.0-\$35.0 million):

Based on current financing options and depending on final design costs, there is a strong possibility that the financing could also be structured to extend the I-25 North Segment 3 project to State Highway 7. Contingent on the cost, HPTE and Office of Major Project Development (OMPD) will work with the region to determine viability of this option.

Key Benefits: I-25 North Financing Approach

As the I-25 North Segment 3 project is current in development, CDOT staff has been evaluating various methods to complete the project and believes pursuing a financing similar to the PPSL loan to be the most advantageous. Staff sees the following benefits to pursuing this approach:

Allow CDOT to Retain RAMP Funds for Additional Projects

More often than not RAMP projects do not have a self-supporting revenue stream. By financing the balance of the I-25N Segment 3 project cost, utilizing toll revenues as pledged revenues; this will allow RAMP funds to be utilized on other projects throughout the State that cannot finance themselves. For example, RAMP development fund dollars saved could be use to a close a funding gap on other potential managed lanes corridors, such as I-25 South, identified for Planning and Environmental Linkages (PEL) studies.

Efficient Reinvestment of Corridor-Specific Toll Revenues

Toll revenues collected on I-25 must be used on corridor-specific costs or improvements. Since the long-term goal is to extend improvements further north, the most efficient way to use these revenues is to accelerate the development and construction of Segment 3 to allow for a more comprehensive solution.

Provide Financial Flexibility

The loan structure will allow maximum flexibility to provide preserve multiple restructuring possibilities based on future revenue constraints and capital finance needs. It will also allow for accelerated principal repayment if revenues are sufficient.

- Based on an initial fixed rate of 2.79% for a 7-year initial term, with a step-up rate of 7.00% for a 3-year term out provision (identical structure to the PPSL Loan). The projected revenues from the T&R Study are sufficient to make the fixed rate interest payments through the initial term, with a residual \$13 million available for pre-payment on the optional redemption date. As a point of reference, interest rates are currently within 5 basis points of when the PPSL Loan was executed.
- Benefit from a Low Interest Rate Environment - Allows the High Performance Transportation Enterprise (HPTE) to take advantage of low interest rates to borrow money to complete project
- Rating Agency Considerations

Next Steps

- If the Transportation Commission agrees with the recommendation that private financing be considered as a primary option for funding on corridor's that are able to generate adequate revenue through the collection of user-fees, CDOT and HPTE staff will begin researching a finance plan for I-25 North Segment 3 that includes the use of a possible loan.
 - In December, staff will return with a final budget request when the funding scenario is identified
 - Similar to PPSL, prior to the approval of any loan, terms and conditions will be brought before the TC for review and approval
 - At that time, similar to the PPSL, CDOT will be asked to sign a back-up loan agreement
- Support funding for a Planning and Environmental Linkages (PEL) study on other managed lanes corridors, such as I-25 South, through RAMP/HPTE Development Fund



COLORADO

Department of
Transportation



I-70 Mountain Express Lane Toll Rate Adjustments



I-70 Mtn. Express Lane – Agenda

❖ Overview:

- Existing
- Added Capacity
- Operations
- Toll Rate Change



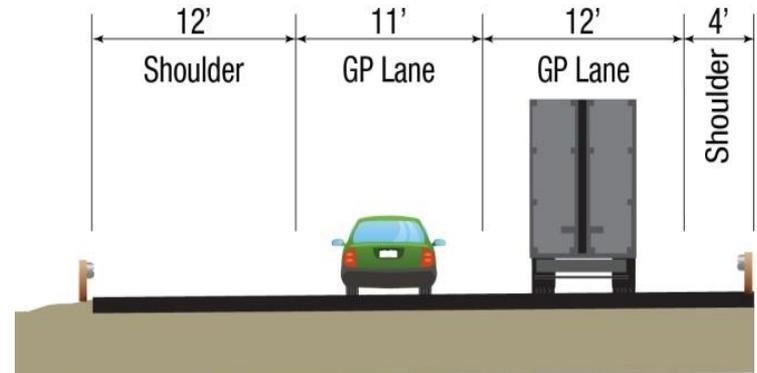


I-70 Mtn. Express Lane – Existing

Normal Operations

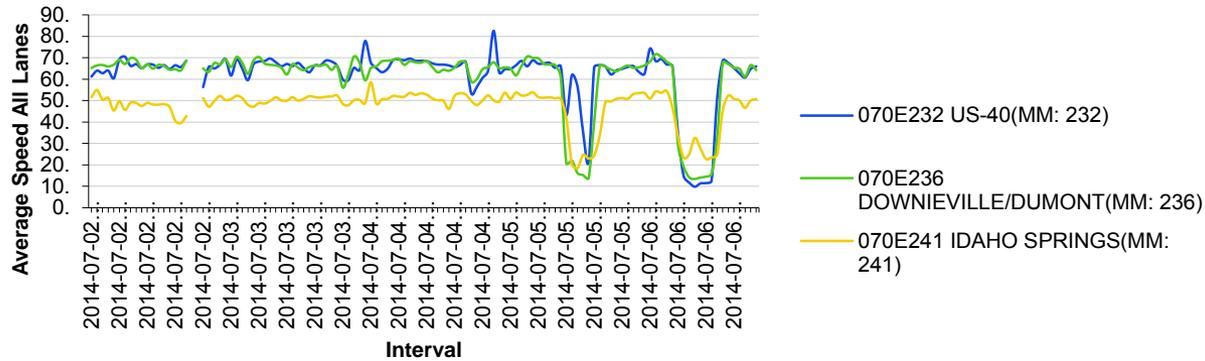
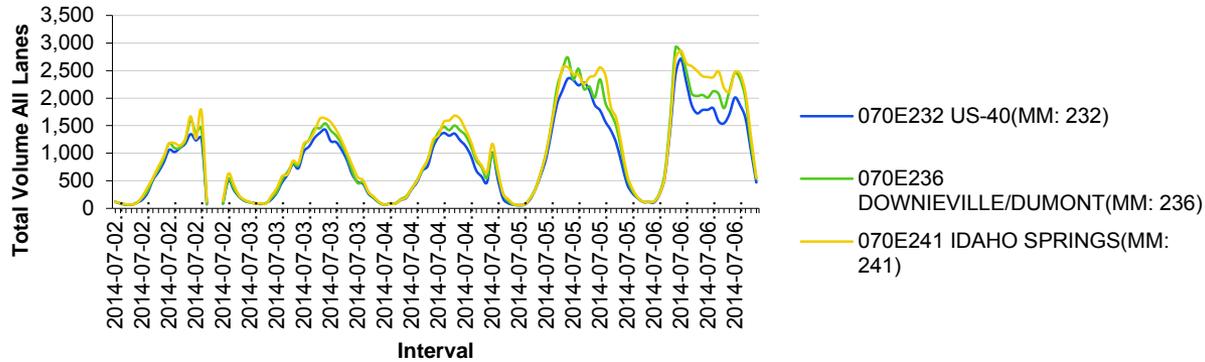
❖ During normal operations:

- The inside left shoulder is 12 feet wide
- The outside right shoulder is 4 feet wide





I-70 Mtn. Express Lane – Existing





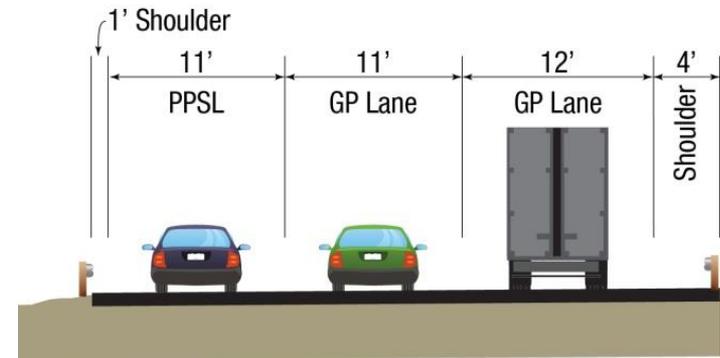
I-70 Mtn. Express Lane – Added Capacity

❖ Project Template:

❖ During Peak period operations:

- The inside left shoulder is 1 foot wide
- The outside right shoulder is 4 feet wide
- PPSL is 11 feet wide with no buffer to GP Lane

Peak Period Operations



❖ Additional Capacity Obtained Through Debt Financing:

- Additional Capacity Provided by the Express Lane will be 700 - 900 VPH
- The Express Lane will increase the corridor capacity to 2,750 VPH
- Toll Rates will be Priced to Attract Travelers to the Express Lane
- Price to high and the GP lanes remain heavily congested
- Price to low and the Express Lane becomes congested



I-70 Mtn. Express Lane – Operations

- ❖ Successful operations depend upon providing reliable travel-time through the Corridor
 - Too many vehicles in the Express Lane will reduce reliability
 - Too few vehicles give the perception of wasted capacity
 - Demand will fluctuate from weekend to weekend
- ❖ Establishing a proper toll rate/range for the congestion and level of demand being experienced will provide the operating flexibility required to meter how vehicles use the I-70 Mountain Express Lane.



I-70 Mtn. Express Lane – Operations

❖ Toll Rate Adjustments are Based Upon Measured Demand:

- Demand is based Upon an Assessment of Existing Volumes in the Corridor and Upstream Volumes that will soon reach the Corridor
- I-70 Mountain Express Lane Project has 13 stations, each station measures volume and speed at the Express Lane and adjacent two GP Lanes.
- Upstream Volumes are measured at:
 - Silverthorne / EJMT / US 40 Empire / Empire Junction On-Ramp
- The Express Lane must be cleared of debris before opening as a result the Express Lane will open before corridor volumes start to build.
- The opening Toll Rate has been set at \$3.00 (Transponder) / \$6.75 LPT



I-70 Mtn. Express Lane – Toll Rate Adjustments

❖ Method for Toll Rate Adjustments:

- Volumes are measured and transmitted to the CTMC at 60 second intervals.
- Volume data collected and transmitted at 60 second intervals is measured as Density.
- Very roughly 3,000 VPH traveling at 50 MPH for a distance of one mile equates to a one minute Density of 60.
- Data for all of these points will be projected on monitors at the TOC.



I-70 Mtn. Express Lane – Toll Rate Adjustments

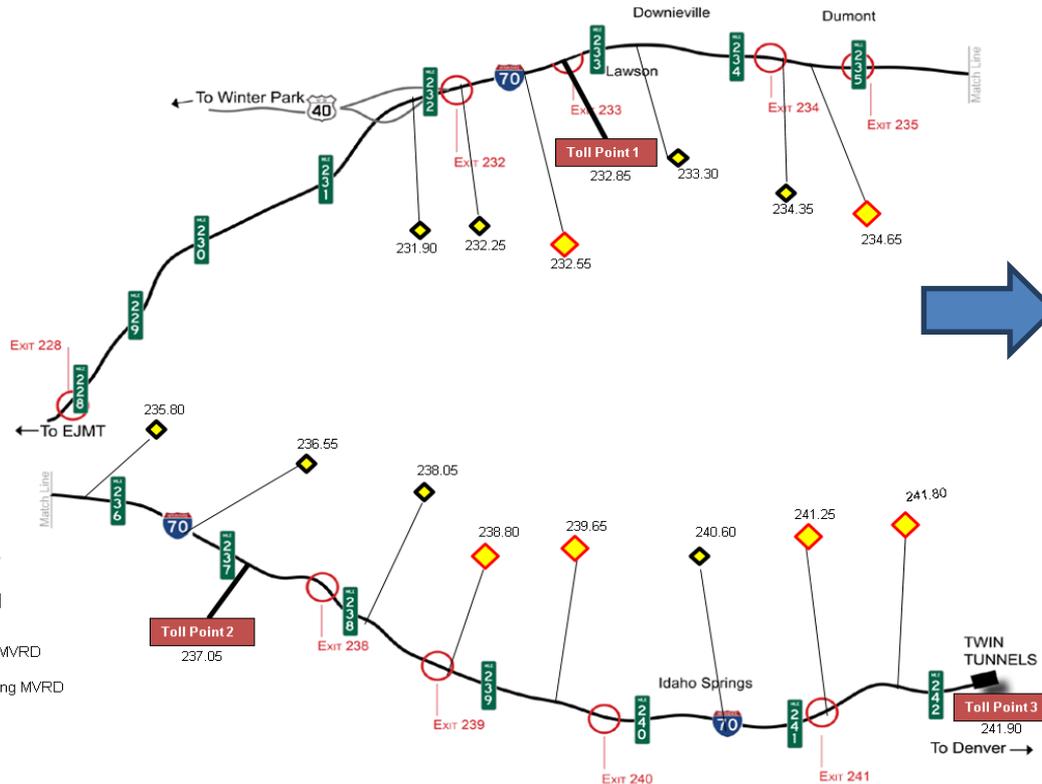
❖ Method for Toll Rate Adjustments:

- We expect the first few weekends to be the brunt of the learning curve.
- The CTMC has decades of experience with traffic volumes in the corridor.
 - Based upon this experience traffic volumes from the prior weekend will be reviewed to identify daily trends. On the Thursday prior to the upcoming weekend a time of day pricing structure based upon the prior weekends trends will be entered into the toll rate table.
 - This weekend specific toll structure is to minimize on the fly toll rate changes on the day of operation.
- Adjustments to Toll Rates will be at the direction of the I-70 Corridor Manager based upon existing density in the corridor and volumes being experienced upstream.



I-70 Mtn. Express Lane – Toll Rate Adjustments

The system will monitor traffic density in the Express Lane and GP Lanes at each Microwave Vehicle Radar Detector (MVRD) location. The Colorado Transportation Management System (CTMS) will display a screen that shows the color-coded density at each location. The display will include six columns; the first column will show the current density, the second will show the density at each location from the previous minute, the third will show the density from two minutes ago, etc. Thus, the display will show corridor conditions for the previous five minutes



Milepost	t	t-1	t-2	t-3	t-4	t-5
231.90	27	27	22	21	21	20
232.25	27	28	22	21	21	20
232.55	22	22	21	21	20	20
233.30	22	22	21	21	20	20
234.35	22	21	21	20	20	19
234.65	22	21	21	20	20	19
235.80	21	21	20	20	19	19
236.55	21	21	20	20	19	19
238.05	21	20	20	19	19	18
238.80	21	20	20	19	19	18
239.65	20	20	19	19	18	18
240.60	20	20	19	19	18	18
241.25	20	20	19	18	18	18



I-70 Mtn. Express Lane – Toll Rate Adjustments

Scenario 1: Typical Volumes

Time	GP Volume	GP Speed	EL volume	EL Speed	Action	Toll	GP Density	EL Density	
8:00 AM	1150	60	0	0			9.6	N/A	1150
9:00 AM	2045	50	0	0	Open Express Lane	\$4.00	20.5	N/A	2045
10:00 AM	2521	50	400	50		\$4.00	25.2	8.0	2921
11:00 AM	2409	45	750	50		\$4.00	26.8	15.0	3159
12:00 PM	2063	40	1000	45		\$4.00	25.8	22.2	3063
1:00 PM	1917	30	1200	40	Raise Toll \$4	\$8.00	32.0	30.0	3117
2:00 PM	2017	30	1000	45		\$9.00	33.6	22.2	3017
3:00 PM	1652	25	1000	45		\$9.00	33.0	22.2	2652
4:00 PM	1588	25	1000	50		\$9.00	31.8	20.0	2588
5:00 PM	1161	30	500	50		\$10.00	19.4	10.0	1661
6:00 PM	740	50	100	50	Lower toll to base rate	\$4.00	7.4	2.0	840
7:00 PM	696	60	100	50	Close Express Lane	\$4.00	5.8	2.0	796

Scenario 2: Higher Volumes

Time	GP Volume	GP Speed	EL volume	EL Speed	Action	Toll	GP Density	EL Density	
8:00 AM	1611	50	0	0	Open Express Lane		16.1	N/A	1611
9:00 AM	2255	45	200	50		\$4.00	25.1	4.0	2455
10:00 AM	2505	45	500	50		\$4.00	27.8	10.0	3005
11:00 AM	2516	40	750	50		\$4.00	31.5	15.0	3266
12:00 PM	2099	30	1300	35	Raise Toll \$6	\$10.00	35.0	37.1	3399
1:00 PM	2367	30	1000	45		\$10.00	39.5	22.2	3367
2:00 PM	2146	25	1200	40	Raise Toll additional \$4	\$15.00	42.9	30.0	3346
3:00 PM	2289	25	1000	45		\$15.00	45.8	22.2	3289
4:00 PM	2175	25	750	50		\$15.00	43.5	15.0	2925
5:00 PM	1426	45	750	50	Lower toll to base rate	\$6.00	15.8	15.0	2176
6:00 PM	924	30	500	50		\$4.00	15.4	10.0	1424
7:00 PM	1205	50	200	50	Close Express Lane	\$4.00	12.1	4.0	1405



I-70 Mtn. Express Lane – Initial Unknowns

- ❖ Practical throughput capacity of the Express Lane - is it 750, 900 or 1,000 VPH?
- ❖ Consistency of upstream traffic volumes and resulting impact on Express Lane.
- ❖ Ramp Up Time:
 - Impact of the posted toll rate on customer choice to use Express Lane.
 - Magnitude of toll rate change - \$5.00 initial increments, measured by customer use of the Express Lane.
- ❖ System lead time required to complete a toll rate change.
- ❖ How does the additional capacity provided by the Express Lane change users daily behavior in the corridor

TRANSPORTATION ACRONYM GUIDE

3P Public Private Partnership #
4P Project Priority Planning Process
7th Pot CDOT's Strategic Investment Program and projects - utilizing S.B. 97-01 funds

AASHTO American Association of State Highway and Transportation Officials A
ACEC American Council of Engineering Companies of Colorado
ACP Access Control Plan
ACPA American Concrete and Paving Association
ADA Americans with Disabilities Act
ADT Average Daily Traffic (7 days)
AG Attorney General
AIMS Asset Investment Management System
AMP Access Management Plan
APCC Air Pollution Control Commission
APCD Air Pollution Control Division
APTA American Public Transportation Association
ARC Audit Review Committee
ARRA American Recovery and Reinvestment Act
ARTBA American Road and Transportation Builder Association
AWOS Automated Weather Observation System

BAC Blood Alcohol Level
BAMS Bid Analysis Management System
BE Bridge Enterprise - part of the FASTER program B
BMP Best Management Practice
BMS Bridge Management System
BRT Bus Rapid Transit

CASTA Colorado Association of State Transit Agencies
CCA Colorado Contractors Association
CCI Colorado Counties Incorporated
CDC Construction Development Center
CDC Capital Development Committee - The State Legislative Committee which
approves specific funding for the CDOT and transportation projects
CDL Commercial Drivers License
CDOT Colorado Department of Transportation
CE Categorical Exclusions (or Cat Ex)
CFR Code of Federal Regulations
CFR TPR Central Front Range Transportation Planning Region
CMAQ Congestion Mitigation and Air Quality Program
CMCA Colorado Motor Carriers Association
CMGC Construction Management General Contractor - an integrated approach to
planning, design and construction of highway projects
CML Colorado Municipal League
CMO Contract Modification Order
CO Carbon Monoxide
COFRS Colorado Financial Reporting System
COG Council of Governments

COP Certificate of Participation
COSMIX Colorado Springs Metro Interstate Expansion
COTRIP Colorado Transportation Resource and Information Partnership
CRHRS Colorado Rockfall Hazard Rating System
CRS Colorado Revised Statutes
CSP Colorado State Patrol
CTE Colorado Tolling Enterprise (replaced by HPTE)
CVO Commercial Vehicle Operations

DBE Disadvantaged Business Enterprise
DEIS Draft Environmental Impact Statement
DIA Denver International Airport
DRCOG Denver Regional Council of Governments
DTD Division of Transportation Development within CDOT (Planning)
DUI Driving Under the Influence
DUS Denver Union Station
DWAI Driving While Ability Impaired

D

EA Environmental Assessment
EIS Environmental Impact Statement
EJ Environmental Justice
EJMT Eisenhower Johnson Memorial Tunnel
EMT Executive Management Team (CDOT)
EO Executive Order
EOC Emergency Operations Center
ERP Enterprise Resource Planning
ESB Emerging Small Business
ETPR Eastern Transportation Planning Region

E

FAA Federal Aviation Administration
FASTER Funding Advancements for Surface Transportation and Economic Recovery | Senate Bill 09-108
FasTracks 2004 RTD Ballot Initiative
FEIS Final Environmental Impact Statement
FEDL Federal Lands dollars
FHWA Federal Highway Administration
FMCS Fleet Management and Control Systems
FONSI Finding of No Significant Impact
FRA Federal Railroad Administration
FTA Federal Transit Administration
FTE Full Time Employee
FY Fiscal Year

F

GFE Good Faith Effort
GIS Geographic Information Systems
GUI Graphical User Interface
GVT Grand Valley Transit
GV TPR Gunnison Valley Transportation Planning Region

G

H

HAZMAT Hazardous Materials
HI Hazard Index
HLT Hanging Lake Tunnel
HOT High-Occupancy Toll
HOV High-Occupancy Vehicle
HPTE High Performance Transportation Enterprise
HSR High Speed Rail
HTF Highway Trust Fund (federal)
HUTF Highway Users Tax Fund (state)

IBTTA International Bridge Tunnel and Turnpike Association
IG Inspector General (federal)
IGA Intergovernmental Agreement
IM Interstate Maintenance
IM TPR Intermountain Transportation Planning Region
ISTEA Intermodal Surface Transportation Efficiency Act of 1991
IT Information Technology
IT-ITS Information Technology-Intelligent Transportation System Committee
ITS Intelligent Transportation Systems
JBC Joint Budget Committee (Colorado General Assembly)

LEAF Law Enforcement Assistance Fund
LEV Low Emissions Vehicle
LOS Level of Service
LRP Long-Range Plan
LRT Light Rail Transit

MAP-21 Moving Ahead for Progress in the 21st Century - Current Federal Transportation Bill through 9/31/2014
MBE Minority Business Enterprise
MIS Major Investment Study
MLOS Maintenance Level of Service
MOA Memorandum of Agreement
MOST Motorcycle Operator's Safety Training Fund
MOU Memorandum of Understanding
MP Mile Post
MPA Maintenance Program Area
MPO Metropolitan Planning Organization
MSA Metropolitan Statistical Area
MVIC Metro Vision Issues Committee (DRCOG)

NAAQS National Ambient Air Quality Standards
NARC National Association of Regional Councils
NCHRP National Cooperating Highway Research Program
NEPA National Environmental Policy Act of 1969
NEPA Documents:

Cat Ex Categorical Exclusion
EA Environmental Assessment

EIS Environmental Impact Statement
FONSI Finding of no Significant Impact

ROD Record of Decision
NFR AP&CD North Front Range Air Pollution & Control District
NFRMPO North Front Range Metropolitan Planning Organization
NHI National Highway Institute
NHPP National Highway Performance Program
NHS National Highway System
NHTSA National Highway Traffic Safety Administration
NPRM Notice of Proposed Rule Making
NPS Non-Project Specific
NWCCOG Northwest Colorado Council of Governments
NW TPR Northwest Transportation Planning Region

O&D Origin and Destination (survey)
O&M Operations and Maintenance
OFMB Office of Financial, Management and Budget (CDOT)
OIG Office of the Inspector General
OJT On-the-Job Training
OSHA Occupational Safety and Health Association
OSPB Office of State Planning and Budgeting (Governor's Office)
OTS Office of Transportation Safety
OTiS Online Transportation Information System

PACOG Pueblo Area Council of Governments
PE Preliminary Engineering
PEIS Programmatic Environmental Impact Statement
PL Public Law
PLH Public Land Highways
PM10 Particulate Matter Less than 10 Micron Size
PMP Pavement Management Program
PMS Pavement Management System
POE Port-of-Entry
PPACG Pikes Peak Area Council of Governments
PPI Public/Private Initiative Program
PPPP Project Priority Programming Process (4P)
ProMIS Program Management Information System
PS&E Plans, Specifics, and Estimate
PSI Pavement Serviceability Index

RAMP Responsible Acceleration of Maintenance and Partnerships
RAQC Regional Air Quality Council (Denver)
RFP Request for Proposal
ROD Record of Decision
ROW Right-of-Way
RPC Regional Planning Commission

O

P

R

RPP Regional Priority Program
RSL Remaining Surface Life (of road)
RTA Regional Transportation Authority
RTD Regional Transportation District (Denver's mass transit operator)
RTD Regional Transportation Director (CDOT Engineering Region Director)
RTP Regional Transportation Plan
RWIS Road Weather Information System

SAFETEA-LU Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

SAP Manufacturer of CDOT's enterprise resource planning software that manages operational and financial activities of the Department.

SC TPR South Central Transportation Planning Region

SE TPR Southeast Transportation Planning Region

SH State Highway

SHPO State Historical Preservation Officer

SHRP Strategic Highway Research Program

SIB State Infrastructure Bank

SIP State Implementation Plan (plan for attaining air quality compliance)

SLV TPR San Luis Valley Transportation Planning Region

SOV Single-Occupancy Vehicle

SP Strategic Projects, aka 7th Pot - CDOT's Strategic Investment Program and projects

STAC Statewide Transportation Advisory Committee

STE Surface Transportation Program- Enhancements

STF Surface Transportation Program- Flexible

STIP State Transportation Improvement Program

STP-Metro Surface Transportation Program- Metro - a federal funding program for metro Areas

SUR Surface Treatment Pool

SWP Statewide Plan

TABOR Taxpayer's Bill of Rights

TAC Technical Advisory Committee

TAMS Transportation Asset Management System

TAP Transportation Alternatives Program

TAZ Traffic Analysis Zone

TC Transportation Commission (CDOT)

TDM Transportation Demand Management

TEA-21 Transportation Equity Act for the 21st Century

TIFIA Transportation Infrastructure Finance and Innovation Act of 1998

TIGER Transportation Investment Generating Economic Recovery

TIP Transportation Improvement Program

TLRC Transportation Legislation Review Committee

TMA Transportation Management Area

TMO Transportation Management Organization

TOC Traffic Operations Center (CDOT)

TOD Transit-Oriented Development

TODS Tourist Oriented Directional Signs

TPR Transportation Planning Region

There are 15 in the State

PP Pikes Peak Area Council of Governments

DR Denver Regional Council of Governments

NF North Front Range MPO

PB Pueblo Area Council of Governments

GJ Grand Valley MPO (Grand Junction/Mesa County)

EA Eastern

SE Southeast

SL San Luis Valley

GV Gunnison Valley

SW Southwest

IN Intermountain

NW Northwest

UF Upper Front Range

CF Central Front Range

SC South Central

TRANS Transportation Revenue Anticipation Notes

TRB Transportation Research Board

T-REX Transportation Expansion Project in Southeast Denver

TRIP Transportation Resource Information Partnership

UFR TPR Upper Front Range Transportation Planning Region

UGB Urban Growth Boundary

UPWP Unified Planning Work Program

USACE United States Army Corp of Engineers (also see COE)

USC United States Code

USDOT United States Department of Transportation

V/C Volume Capacity Ratio

VMS Variable Message Sign

VMT Vehicle Miles Traveled

VO Vehicle Occupancy

VOC Volatile Organic Compound

VPD Vehicles Per Day

WASHTO Western Association of State Highway and Transportation Officials

WBE Women-Owned Business Enterprise

WIM Weigh In Motion

WTS Women in Transportation Seminar

U

V

W