

Transportation Commission of Colorado
Regular Meeting Minutes
August 20, 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
Sidny Zink, District 8
Bill Thiebaut, District 10
Steven Hofmeister, District 11

ALSO PRESENT: Shailen Bhatt, Executive Director
Josh Laipply, Chief Engineer
Debra Perkins-Smith, Director of Transportation Development
Amy Ford, Communications Director
Maria Sobota, Acting CFO
Mark Imhoff, Director, Division of Transit and Rail
Karen Rowe, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
Barb Gold, Audit Director
Scott McDaniel, Staff Services Director
Mike Cheroutes, HPTE Director
Ryan Rice, Operations Division Director
Tony DeVito, I-70 East Project Director
Vince Rogalski, STAC Chairman
Gary Vansuch, Process Improvement Director

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

Chairwoman Connell opened the meeting for general public comment. There were no public comments.

Individual Commissioner Comments

Commissioner Barry is happy to have been re-appointed to the Transportation Commission for another two years. Over the summer, she spent three weeks at

Harvard taking part in their Executive leadership program. She recently took part in an open house for I-70 East in Commerce City. She stressed the importance of connecting individually with the citizens in the area to answer any questions and help the residents be comfortable with the upcoming project.

Commissioner Gilliland gave a report that Bustang is continuing to do very well. In July, the box fare for Bustang was 22%, which was stronger than anticipated. She is proud to say the western route to Glenwood Springs is averaging 85% capacity.

Recently Commissioner Gilliland had the opportunity to tour the Colorado State University transportation system. Commissioner Gilliland was surprised and impressed with their system and their separated bike and pedestrian points. The system works well with the local transit agency, and she hopes that Bustang will be able to partner with the school in the future.

Commissioner Gilliland attended two different meetings discussing I-25 North. One of the meetings Senator Bennett came to Loveland and offered his support to the community. The other meeting was with Larimer County that Jarred Polis attended.

Finally, Commissioner Gilliland attended a combined meeting between ports to plane and Heartland Express freight routes. At the meeting, members from Nebraska noted how their states are putting funding in their important freight routes, something that Colorado has not done. She hopes that Colorado is making the correct steps to support freight by developing better routes and managing congestion.

Vice Chair Reiff welcomed Paul Jesaitis as the new Region 1 Regional Transportation Director, and congratulated Maria Sobota on her new role as Chief Financial Officer. He thanked the commission for a good dinner with the Regional Transportation District the previous evening. Finally he was pleased to see Commissioner Barry returning to the Commission.

Commissioner Gifford also welcomed Paul Jesaitis and Maria Sobota to their new roles. She recently took part in a telephone town hall on the I-70 East Project, and thanked Michelle Castle and Rebecca White for their help on the town hall. She will be attending a town hall meeting on the project at the Swansea Rec Center in Denver.

Commissioner Hofmeister expressed that he would like to attend any future Ports to Planes and Heartland Express meetings with Commissioner Gilliland.

Commissioner Thiebaut congratulated the incoming commissioners and Heather Barry on their appointments. He also congratulated Paul Jesaitis and Maria Sobota on their new positions, and congratulated all the people who have moved onto different positions inside and outside of CDOT in the recent months. Commissioner Thiebaut also commented that he is always very impressed with all of the RTD's and Region 2 staff. He expressed his condolences for the recent loss of a CDOT employee.

Commissioner Peterson welcomed the new commissioners and congratulated Maria Sobota and Paul Jesaitis. He looks forward to working with Paul in his region. He also thanked Mike Cheroutes for his dedicated service to HPTE

Commissioner Zink attended three transportation planning region meetings in her district. At the meetings there are wants and needs, but also complements towards CDOT staff. She noted that though Red Mountain Pass is a wonderful area, she recommends a detour to avoid delays from the ongoing construction on the pass. Finally, Commissioner Zink gave an update on the situation in the Animas River in her district.

Chairwoman Connell attended annual county meetings with CDOT staff and the annual planning meeting in the region. She has heard a number of complements from everyone involved, and thanked staff for doing a great job. She met with Dave Eller on Highway 13 where two slides occurred, she noted the importance of this road, and how water and weather impact our roads. In her district, she is continuing to message the need for transportation funding with every group she meets. Finally she welcomed the new Commissioners and Heather back to the commission.

Executive Director's Report

Executive Director Shailen Bhatt expressed his concern for all those impacted by the accident in the Animas River. As part of the march towards becoming the best DOT in the nation, three peaks have been identified to help CDOT reach that distinction. One of those peaks is People. CDOT will be losing HPTE Director Mike Cheroutes, however Mr. Cheroutes be part time for some time as he transitions out of the Department. Director Bhatt also said his condolences for Scott Ellis of Region 4 who recently passed.

Another one of the peaks is Technology. The department is starting the conversation of how technology will fundamentally change the way we look at and experience transportation. On Oct. 28 CDOT will hold a Summit that will focus on technology. A number of private sector companies have been invited to join and speak at the summit. Most notably Transportation Secretary Anthony Fox will be the keynote speaker for the event.

Chief Engineer's Report

Chief Engineer Josh Laipply echoed Shailens thoughts on the passing of Scott Ellis. Moving on, Josh took the opportunity to welcome Maria Sobota and Paul Jesaitis to their new positions. He also thanked Region 4 RTD Johnny Olson for his help in negotiating with the Union Pacific Rail Road on US 85. Johnny has done a good job enlisting the US 85 coalition to help the negotiations.

HPTE Director's Report

HPTE director Mike Cheroutes informed the commission that the HPTE board started the discussion on tolling rates for the peak period shoulder lanes. Before final action has been taken the proposed rates will be put in front of the Transportation Commission. Additionally, the HPTE board created an open records policy recommended by the HPTE Audit. He mentioned this policy will be a national leader in transparency in public private partnerships.

Commissioner Gilliland offered her praise to Mike Cheroutes for the work he has been able to do over the years for the Department and for the State. She is pleased that he will be staying as a consultant for the I-70 East Project.

FHWA Division Administrator Report

FHWA Division Administrator John Cator spoke about a course that will be taking place in Durango that focuses on the Americans with Disabilities Act (ADA). This course will help teach how to best build transportation systems that accommodate people with disabilities. He mentioned CDOT has recently created a national model for ADA inventory, but there is still a way to go to address all the ADA concerns that exist in the system. FHWA will be working with CDOT and Local Agencies to help address all of those issues.

He closed by commending Region 5 for their exemplary pavement markings. Pavement markings are a big focus of his office, and region 5 has set a great example to follow.

Act on Consent Agenda

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

Resolution #TC-15-8-1

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for July 16, 2015, are approved.

Resolution #TC-15-8-2

Resolution # TC-15-8-2

Repeal of Policy Directive 805.0, "Work Zone Safety and Mobility" dated 10.16.08

Approved by the Transportation Commission on Aug. 20, 2015

WHEREAS, § 43-1-106, C.R.S. gives authority to the Transportation Commission of Colorado ("Commission") to formulate general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

WHEREAS, the Department continues to review Policy Directives to determine whether they still offer value; and

WHEREAS, the Department has determined that this Policy Directive 805.0 no longer provides value given that the companion Procedural Directive 1502.1 (formerly 805.1) contains sufficient guidance on the safe and efficient movement of both motorized and non-motorized traffic through or around temporary traffic control work zones, and the protection for workers and equipment located within those work zones.; and

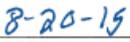
WHEREAS, updated Procedural Directive 1502.1 will meet the requirements of 23 U.S.C. 603.1006 which mandates that clear direction be given regarding work zone safety; and

WHEREAS, in addition to the updated Procedural Directive, the relevant terms of Policy Directive 805.0 are included in CDOT's "Work Zone Safety and Mobility Rule Protocol" which is reviewed bi-annually by the Federal Highway Administration ("FHWA") Division Administrator.

NOW THEREFORE BE IT RESOLVED, the Commission repeals Policy Directive 805.0 as being no longer necessary.



Herman Stockinger
Transportation Secretary



Date

Resolution #TC-15-8-3

Resolution # TC-15-8-3

Repeal of Policy Directive 1222.0 "Driving Record and License Requirements"

Approved by the Transportation Commission on Aug. 20, 2015

WHEREAS, § 43-1-106 (8)(a) C.R.S. gives authority to the Transportation Commission of Colorado ("Commission") to formulate general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

WHEREAS, the Department continues to review Policy Directives to determine whether they still offer value; and

WHEREAS, the Department has determined that Policy Directive 1222.0 no longer provides value with the recent updated of Procedural Directive 1222.1 "Driving Record and License Requirements" which now conforms to current practices and legal requirements; and

WHEREAS, providing all information in one document rather than two supports the goal of Department efficiency and transparency.

NOW THEREFORE BE IT RESOLVED, the Commission repeals Policy Directive 1222.0 as being no longer necessary.

Neuman J. Stockinger II
Transportation Secretary

8-20-15
Date

Resolution #TC-15-8-4

Resolution #TC-15-8-4

Disposal of Parcels 3A-EX and 3B-EX, SH 285 in Englewood

Approved by the Transportation Commission on Aug. 20, 2015

WHEREAS, CDOT acquired Parcel 3A in 1956 in Arapahoe County, in Englewood, Colorado as a part of CDOT Project # F002-2(33) for use as SH 285;

WHEREAS, CDOT believes it also acquired title to Parcel 53-Rev 3A in 1956 in Arapahoe County, in Englewood, Colorado as a part of CDOT Project # F002-2(33) for use as SH 285;

WHEREAS, the title work for Parcel 53-Rev indicated that Cherry Hills Village may have some interest in Parcel 53-Rev;

WHEREAS, the City of Cherry Hills Village quit claimed any interest they may have in Parcel 53-Rev to CDOT on March 2, 2015 to give CDOT clean title to the property;

WHEREAS, the combined Parcels 3A and 53Rev have been combined into Parcel 3A-EX and consists of 6,854 square feet;

WHEREAS, the Department of Transportation intends to sell Parcel 3A-EX to the adjacent property owner for Fair Market Value in accordance with C.R.S. 43-1-210(5);

WHEREAS, Parcel 3B-EX consists of 945 square feet and is currently being used for an alley;

WHEREAS, the City of Englewood would like to maintain Parcel 3B-EX as its current use, an alley;

WHEREAS, the Department of Transportation intends to relinquish Parcel 3B-EX to the City of Englewood;

WHEREAS, the disposal of Parcel 3A-EX and relinquishment 3B-EX will not affect the operation, maintenance, use or safety of CDOT's facility;

WHEREAS, the Department of Transportation, Region 1 has declared through Joshua Laipply as Chief Engineer, that the 7,799 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 Parcel 3A-EX consisting of 6,854 sf of SH 285 right of way is of use only to the adjacent property owner;

WHEREAS, the Department has determined that Parcel 3B-EX consisting of 945 sf of SH 285 right of way is of use only to the City of Englewood;

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, 23 CFR 710.403(d)(1) allows CDOT to convey property to other governmental entities for nominal value if the property is used for continued transportation purposes;

WHEREAS, if Parcel 3B-EX ever ceases to be used for transportation purposes the property will revert back to CDOT ownership;

WHEREAS, the City of Englewood desires to exercise its right of refusal to purchase the 945 sf of SH 285 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 Parcels 3A-EX and 3B-EX as excess property and dispose of the 6,854 sf (3A-EX) of SH 285 right of way which is no longer needed for transportation purposes for fair market value and relinquish the 945 sf (3B-EX) of SH 285 right of way which is no longer needed for transportation purposes for nominal value.

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

8-20-15

Date

Resolution #TC-15-8-5

Resolution #TC-15-8-5

Confirmation of CDOT Divisions for purpose of clearly defining
Appointing Authorities

Approved by the Transportation Commission on Aug. 20, 2015

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.

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

- Division of Administrative Services
- Division of Accounting & Finance
- Division of Transportation Systems Management and Operations
- Office of Program Management
- Office of Communications
- Office of Policy & Government Relations
- Division of Project Support
- Office of Major Project Development
- Office of Emergency Management
- Regional One
- Regional Two
- Regional Three
- Regional Four
- Regional Five

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

8-20-15
Date

Resolution #TC-15-8-6

Resolution #TC-15-8-6

Additions to Fiscal Year 2016 over \$50,000 project list approval

Approved by the Transportation Commission on Aug. 20, 2015

WHEREAS, under Senate Bill 98-148, public projects supervised by the Colorado Department of Transportation (CDOT) are exempt from the requirements of the "Construction Bidding for Public Projects Act;" and

WHEREAS, Section 24-92-109, Colorado Revised Statutes, as amended, requires CDOT to prepare cost estimates for projects to be undertaken by CDOT maintenance crews that exceed \$50 thousand, but are less than or equal to \$150 thousand for submission to the Transportation Commission for review and approval; and

WHEREAS, CDOT staff have prepared a cost estimate for these projects to be done in Fiscal Year 2016 as detailed in the memorandum entitled; Addition to FY 16 over \$50,000.00

WHEREAS, the funding for this project is contained in the Fiscal Year 2016 Budget.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission has reviewed the cost estimate, as contained in the official agenda, and approves CDOT Maintenance Forces undertaking the project therein.

.....

Region 1 Metro

| Highway | Begin MP | End MP | Type | Estimate |
|-------------------------------|----------|--------|---------------|---------------------|
| 40A | 243 | 243.7 | Machine Patch | \$102,000.00 |
| 36 | 130.2 | 130.65 | Machine Patch | \$118,000.00 |
| I-70 | Ramps | E-470 | Machine Patch | \$95,000.00 |
| Total - Region 1 Metro | | | | \$315,000.00 |

Region 2 - Pueblo

| Highway | Begin MP | End MP | Type | Estimate |
|------------------------------|----------|--------|-----------|---------------------|
| 101A | 0 | 5 | Chip Seal | \$149,340.00 |
| Total Region 2 Pueblo | | | | \$149,340.00 |

Region 4 - Greeley

| Highway | Begin MP | End MP | Type | Estimate |
|------------------------|----------|--------|---------------|--------------|
| 60/County Rd 40 | 0 | | Machine Patch | \$125,508.00 |
| Total Region 4 Greeley | | | | \$125,508.00 |

Region 5 - Durango

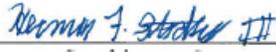
| Highway | Begin MP | End MP | Type | Estimate |
|------------------------|----------|--------|---------------|--------------|
| 184 | .3 | 1.1 | Machine Patch | \$112,470.76 |
| 145 A | 39 | 43 | Chip Seal | \$125,322.79 |
| 160 A | 11.25 | 13.75 | Chip Seal | \$140,170.69 |
| 140 A | 13.2 | 17.7 | Chip Seal | \$145,621.57 |
| 550 B | 68.7 | 72.7 | Chip Seal | \$129,465.01 |
| 550 B | 49.8 | 53 | Chip Seal | \$129,465.01 |
| Total Region 5 Durango | | | | \$642,345.14 |

Region 5 Alamosa

| Highway | Begin MP | End MP | Type | Estimate |
|------------------------|----------|--------|---------------|--------------|
| 114 A | 45.8 | 50.8 | Chip Seal | \$147,500.00 |
| 17 B | 115 | 116 | Machine Patch | \$147,000.00 |
| Total Region 5 Alamosa | | | | \$294,500.00 |

| | | | |
|-----------------|--|--|----------------|
| Statewide Total | | | \$1,526,693.14 |
|-----------------|--|--|----------------|

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


 Herman Stockinger, Secretary
 Transportation Commission of Colorado

8-20-15
 Date

Resolution #TC-15-8-7

BE IT SO RESOLVED, that the 2nd Supplement to the Fiscal Year 2015-2016 Budget as amended be approved by the Commission.

Discuss and Act on 2nd Budget Supplement of 2016

Chief Financial Officer Maria Sobota thanked everyone for the warm welcoming comments, and stressed her commitment to creating a world class financial institution. She opened up to the commission for questions on the budget supplement.

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

Resolution #TC-15-8-8

Resolution Number TC#15-8-8

Approval of FY 2015 roll forward requests

Approved by the Transportation Commission on Aug. 20, 2015

WHEREAS, the Transportation Commission has oversight of the Colorado Department of Transportation annual budget, including roll forward requests; and

WHEREAS, offices of the Colorado Department of Transportation can make requests to roll forward budget resources from a prior fiscal year to a current fiscal year; and

WHEREAS, the Division of Highway Maintenance has applied to the Office of Financial Management and Budget to roll forward \$3,640,000 of FY2014-15 funds to FY2015-16 for specific prioritized projects; and

WHEREAS, these projects have positive cost-benefit ratios that will make the Department more efficient, increase public safety, and further increase compliance with regulations; and

WHEREAS, Policy Directive 703.0, approved in May 2015 by the Transportation Commission, allows only the Transportation Commission to approve roll forward requests above \$1.0 million; and

WHEREAS, Department Executive Management must approve roll forward requests greater than \$1.0 million before they are presented to the Transportation Commission; and

WHEREAS, The Office of Financial Management and Budget, based on approval of Executive Management, has requested the Transportation Commission approve the \$3,640,000 roll forward request from the Division of Highway Maintenance.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission, in accordance with Policy Directive 703.0, authorizes the Office of Financial Management and Budget to roll forward \$3,640,000 from FY2014-15 to FY2015-16 for projects managed by the Division of Highway Maintenance.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

Discuss and Act on FY 2015 Roll Forward Items

Chief Financial Officer Maria Sobota asked the commission if there were any questions on the roll forward items.

Chairwoman Connell entertained a motion to approve the FY 2015 Roll Forward Items. Commissioner Hofmeister moved for approval of the resolution, and Commissioner Gilliland seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Adjournment

Chairwoman Connell closed the July Transportation Commission meeting at 9:32 a.m.



COLORADO
Transportation Commission

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

DATE: September 17, 2015
TO: Transportation Commission
FROM: Kyle Lester / Herman Stockinger
SUBJECT: Adoption of Updated Policy Directive 6.0 "Fuels Control for CDOT Fleet"

Purpose: To adopt updated Policy Directive 6.0 "Fuel Controls for CDOT Fleet"

Action: Pass a Resolution Adopting Policy Directive 6.0 "Fuel Controls for CDOT Fleet"

Background: Policy Directive 6.0 "Vehicle Fuels Control" was adopted by the Transportation Commission ("Commission") on February 21, 2013 in response to an internal audit report dated April 19, 2012. Since that time, the Department has continued to improve monitoring with an increasing reliance on more accurate technological tools that report any unusual fuel expenditures. This updated Policy Directive 6.0 supports the Department's use of technology to govern assets and monitor fuels, and further requires that Department personnel follow the requirements of the CDOT Fuel Protocol.

Details: The Fuel Protocol will continue to be improved as changes occur in the fuel program to lessen reliance on paper-based reporting and develop more time-efficient and accurate reporting through the WEX system. The Fuel Protocol will be continually updated and will reflect the current procedures required of all CDOT Fuel Coordinators and other personnel. While allowing a level of flexibility to the Director of Highway Maintenance to suggest and implement changes to the fuel program, the processes implemented through the Fuels Protocol will be routinely monitored and reviewed by executive management. Any changes require signature approval from the Director of Highway Maintenance and the Deputy Executive Director.

Key Benefits

- Increased use of technology to monitor fuel expenditures;
- Greater level of flexibility with required processes, while ensuring management oversight and approval;
- Proactive response to audit findings and pursuit of an ever improving fuel program

Options and Recommendations

- Approve PD 6.0 (staff supported option)
- Decline to approve
- PD 6.0 and request for more discussion
- Table approval of PD 6.0

Attachments

- Resolution
- Updated Policy Directive 6.0 "Fuels Control for CDOT Fleet" (existing PD 6.0 is available upon request)



| | | | |
|--|--------------------------|---|----------------------|
| COLORADO DEPARTMENT OF TRANSPORTATION | | <input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE | |
| Subject Fuel Controls for CDOT Fleet | | | Number 6.0 |
| Effective | Supersedes 02/21/2013 | Originating office Division of Highway Maintenance | |

I. PURPOSE

It is imperative for CDOT to be fiscally responsible and control the purchase and use of vehicle fuels and fuel card purchases. To this end, the Department of Transportation continues to implement internal controls and security of fuels (including petroleum products and alternative fuels) at all dispensing locations.

II. AUTHORITY

Transportation Commission, pursuant to § 43-1-106(8)(a), C.R.S.

III. APPLICABILITY

This Policy Directive applies to all applicable divisions, branches, regions, and offices of the Department of Transportation, the Office of Information and Technology personnel and anyone utilizing CDOT and State Fleet vehicles and fuel cards assigned to CDOT.

IV. POLICY

Gasoline, diesel fuel, and alternative fuels represent high-dollar and high volume expenditures. The high risk and costs make it all the more necessary to take greater precautions regarding the control and usage of fuels. It is the responsibility of the Division of Highway Maintenance to monitor the procurement of fuel and to guard against fraud and theft. This Division will continue to research and utilize new methods to guard against losses in accordance with the requirements of the state statutes, state fiscal rules, and the state procurement code.

The Division of Highway Maintenance will endeavor to use technological tools to better track and govern fuel expenditures. The CDOT Fuel Control Protocol (“Fuel Protocol”) is binding on all CDOT employees, and OIT employees who utilize CDOT and state fleet vehicles. The Fuel Protocol will be continually updated and will reflect the current procedures required of all CDOT Fuel Coordinators. The processes implemented through the Fuels Protocol shall be routinely monitored and reviewed by executive management.

V. IMPLEMENTATION PLAN

This Policy Directive shall be implemented immediately upon approval by the Transportation Commission.

The Division of Highway Maintenance will oversee and monitor the responsible control and purchase of vehicle fuels through the requirements and procedures set forth in the Fuel Protocol.

The Division of Highway Maintenance will report bi-annually to executive management team and, if

necessary, to the Transportation Commission, on the progress of the Fuel Controls Program.

VI. DOCUMENTS REFERENCED IN THIS PROCEDURAL DIRECTIVE

CDOT Fuels Protocol

VII. REVIEW DATE

This Policy Directive shall be reviewed on or before September 2020.

Secretary, Transportation Commission

Effective Date

Resolution # TC-

Adopt Policy Directive 6.0 "Fuels Control for CDOT Fleet" (formerly known as "Vehicle Fuels Control")

WHEREAS, § 43-1-106 (8)(a), C.R.S. gives authority to the Transportation Commission of Colorado ("Commission") to formulate the general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

WHEREAS, current Policy Directive 6.0 was adopted by the Transportation Commission on February 21, 2013; and

WHEREAS, since that time, the Department has implemented improved processes with an ever-increasing reliance on technology to report fuel expenditures;

WHEREAS, the Department has developed a Fuel Control Protocol which sets forth in detail the required processes for tracking fuel expenditures; and

WHEREAS, updated Policy Directive 6.0 establishes the Commission's support of the Department's development of more efficient monitoring procedures as set forth in the Fuels Protocol.

NOW THEREFORE BE IT RESOLVED, the Commission herein approves Policy Directive 6.0 "Fuels Control for CDOT Fleet"

Herman Stockinger, Secretary
Transportation Commission of Colorado



DATE: September 16, 2015
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: I70 at Exit 147 - Disposal to Adjacent Property Owner

Purpose

CDOT is proposing to dispose of 33,607 sf of I-70 right of way that is no longer needed for transportation purposes. The property will be sold to the adjacent property owner.

Action

CDOT R3 is requesting a resolution approving the disposal of 33,607 sf of I70 ROW that is no longer needed for transportation purposes.

Background

Parcel 46 Rev .2-X was originally acquired as part of CDOT Project I-70-2(10) Unit 1 for the construction of I-70 from Milepost 138.6 to Milepost 146.9. The entirety of Parcel 46 REV. 2 as acquired contains 25.372 acres. The excess portion of this parcel is a strip approximately 555 feet long and 70 feet wide containing 0.771 acres. The excess portion of this parcel is located north of the I-70 North Frontage Road, also known as Rule Ranch Road. The subject parcel totals 33,607 SF (0.771 acres) and is outside of the right of way necessary for I-70.

Details

This parcel is of use only to the adjacent property owner. The adjacent property owner is interested in acquiring excess property for the expansion to the existing City Market grocery store, located at 103 Market St., Eagle, CO. CDOT Region 3 has determined that this property is not needed for highway purposes. The disposal of the subject parcel will have no effect upon the installation, operation, maintenance, repair or replacement of I-70 or the associated frontage road. The sale will be at fair market value in accordance with 43-1-210(5).

Key Benefits

CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. Proceeds from the sale of this property will be reinvested into transportation Infrastructure projects in accordance with 23 CFR 710.403.

Next Steps

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey the property to the adjacent property owner. The deed will be recorded in office of the Eagle County Clerk and Recorder

Attachments

Proposed Resolution
Exhibit Depicting the Exchange Parcels



Project #: I70-2(10) Unit 1
Location: I70 at Exit 147 in the Town of Eagle
Parcel #: 46 Rev .2-X
Municipality: Eagle County

PROPOSED RESOLUTION

WHEREAS, CDOT acquired Parcel 46 Rev .2 right of way for the purposes of the construction of Interstate 70 and associated frontage roads as part of project I70-2(10) Unit 1;

WHEREAS, the Department of Transportation, Region 3, has determined that a portion of Parcel 46 REV. 2, containing 0.771 acres, is excess land not needed for State transportation purposes;

WHEREAS, the 0.771 acres of excess land of Parcel 46 REV. 2 is named Parcel 46 Rev. 2-X;

WHEREAS, Parcel 46 Rev. 2-X contains 0.771 acres / 33,607 square feet;

WHEREAS, the adjacent property owner has requested to acquire Parcel 46 Rev. 2-X;

WHEREAS, the disposal of the property will not affect the operation, maintenance, safety, design, construction or utility of Interstate 70 or the adjacent Interstate 70 North Frontage Road;

WHEREAS, the Department of Transportation, Region 3 has declared through Joshua Laipply as Chief Engineer, that the 33,607 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 33,607 sf of I70 right of way is of use only to the adjacent property owner;

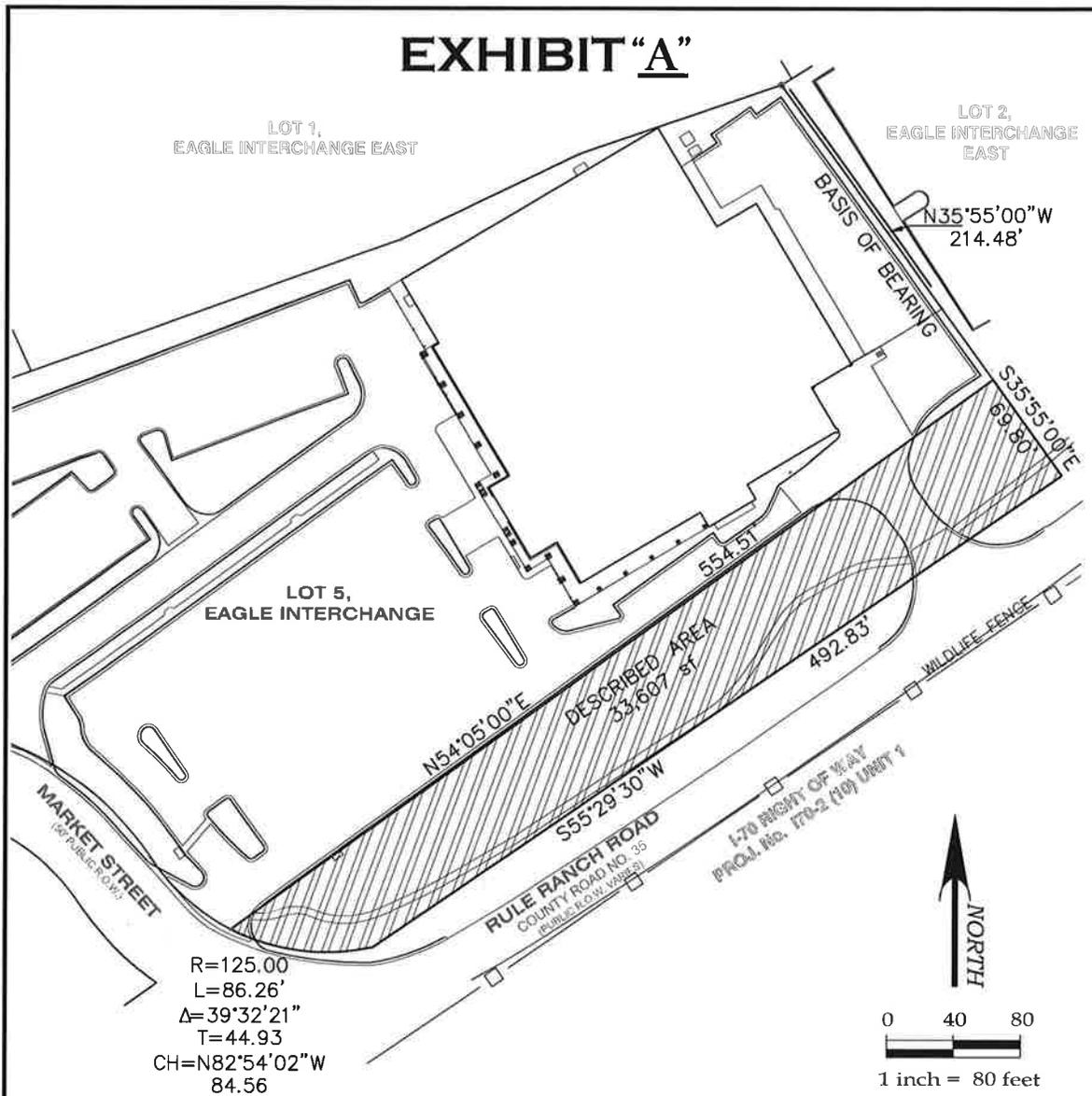
WHEREAS, pursuant to Colorado Revised Statutes (C.R.S) 43-1-210(5)(a)(III) when a parcel that is no longer needed for transportation purposes has value to only one adjacent owner, that owner shall have first right of refusal to purchase said property for fair market value;

WHEREAS, the adjacent property owner desires to exercise its right of refusal to purchase Parcel 42 Rev. 2-X for fair market value;

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 shall be given authority to declare Parcel 46 Rev. 2-X as excess property and dispose of the 33,607 sf of I70 right of way which is no longer needed for transportation purposes for fair market value.

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.

EXHIBIT "A"



A parcel of land Situate in Section 32, Township 4 South, Range 84 West of the 6th Principal Meridian, County of Eagle, State of Colorado and lying within the I-70 Right of Way as depicted on the Department of Highways State of Colorado Federal Aid Project No I-70 - 2 (10) Unit 1 plans said parcel being more particularly described as follows;

Beginning at a point on the northern line of the said I-70 right of way also being the most East angle point of Lot 5, Eagle Interchange according to the Final Plat thereof as recorded November 14, 1995 in Book 680 at Page 891 in the Office of the Eagle County Clerk and Recorder, said Eagle County from which the most North angle point of said Lot 5 bears, and all bearings contained herein based upon, N35°55'00"W, 214.48 feet; thence S35°55'00"E, 69.80 feet; thence S55°29'30"W, 492.83 feet; thence 86.26 feet upon a non-tangential curve to the right, having a radius of 125.00 feet, a central angle of 39°32'21" and a chord which bears N82°54'02"W, 84.56 feet to a point being the southeast corner of said Lot 5; thence upon said North Right of Way line contiguous with the southeastern boundary of said Lot 5 N54°05'00"E, 554.51 feet to the Point of Beginning.

Containing 33,607 square feet more or less.

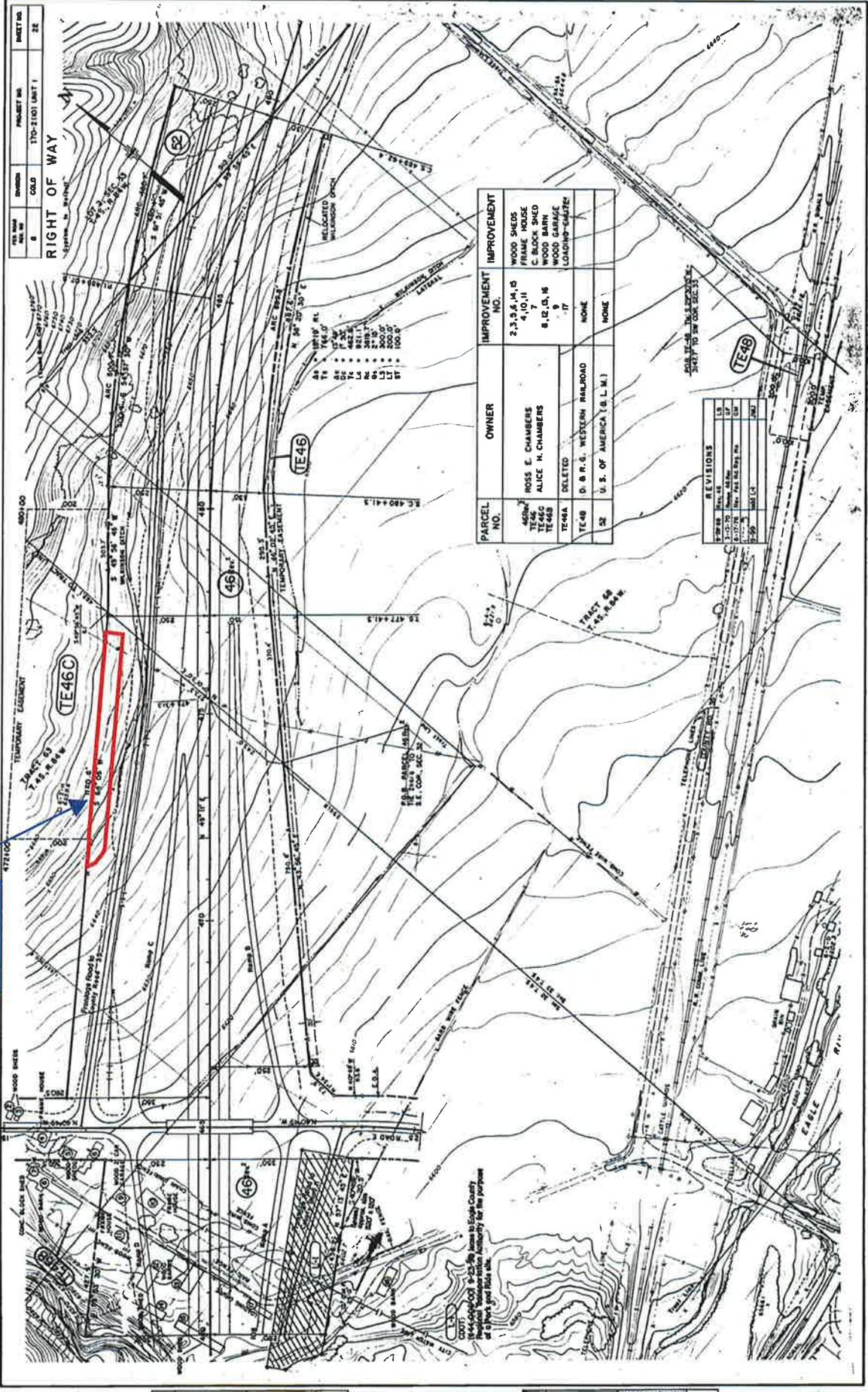
| | | |
|------------------|---------------------|---|
| DRAWN BY: MSS | DATE: 01-14-2015 | JOB NUMBER: 07106_City Mkt-Exhibit.dwg |
|------------------|---------------------|---|

Theodore J. Archibeque PLS 37902
Professional Land Surveyor

Archibeque Land Consulting, Ltd
~ Professional Land Surveying & Mapping ~
115 Broadway- P.O. Box 3893
Eagle, Colorado 81631
970.328.6020 Office 970.328.6021 Fax

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon. Additionally, this document is prepared for the sole purpose of use by the parties stated hereon. The improvements are generally situated as shown and only apparent (visible at the time of fieldwork) improvements and encroachments are noted. Archibeque Land Consulting, Ltd., its owner(s) and employee(s) will not be liable for more than the cost of this document, and then only to the parties specifically shown hereon. Acceptance and/or use of this document for any purpose constitutes acknowledgement and agreement to all terms stated herein.

46 Rev.2-X

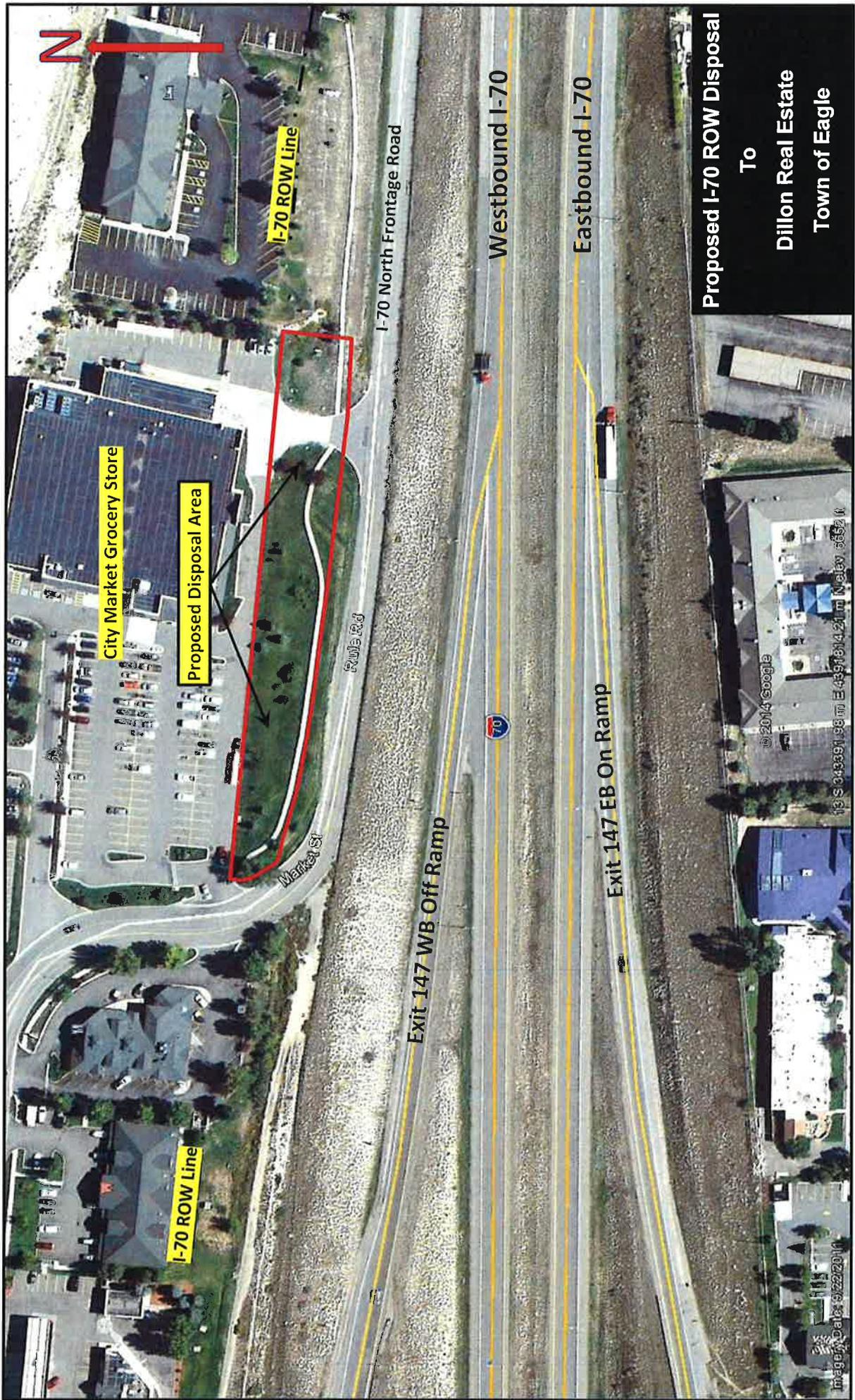


| | | | |
|-------------|-----------------|-----------|----|
| PROJECT NO. | 170-2101 UNIT 1 | SHEET NO. | 22 |
| DIVISION | C&D | | |

RIGHT OF WAY

| PARCEL NO. | OWNER | IMPROVEMENT NO. | IMPROVEMENT |
|------------|-----------------------------|-----------------|----------------|
| 46007 | ROSS E. CHAMBERS | 2,3,3,6,10,15 | WOOD SHEDS |
| TE46C | ALICE M. CHAMBERS | 4,10,11 | FRAME HOUSE |
| TE46B | DELETED | 7 | C. BLACK SHED |
| TE46A | DELETED | 8,12,15,16 | WOOD BARN |
| TE46 | D. & R. G. WESTERN RAILROAD | 9 | WOOD GARAGE |
| 32 | U. S. OF AMERICA (B. L. M.) | 17 | LANDING LIGHTS |
| | | NONE | |
| | | NONE | |

| REVISIONS | |
|-----------|----------|
| LS | 1-15-70 |
| LF | 2-10-70 |
| LM | 3-17-70 |
| LN | 4-17-70 |
| LO | 5-17-70 |
| LP | 6-17-70 |
| LQ | 7-17-70 |
| LR | 8-17-70 |
| LS | 9-17-70 |
| LT | 10-17-70 |
| LU | 11-17-70 |
| LV | 12-17-70 |
| LW | 1-17-71 |
| LX | 2-17-71 |
| LY | 3-17-71 |
| LZ | 4-17-71 |
| MA | 5-17-71 |
| MB | 6-17-71 |
| MC | 7-17-71 |
| MD | 8-17-71 |
| ME | 9-17-71 |
| MF | 10-17-71 |
| MG | 11-17-71 |
| MH | 12-17-71 |
| MI | 1-17-72 |
| MJ | 2-17-72 |
| MK | 3-17-72 |
| ML | 4-17-72 |
| MM | 5-17-72 |
| MN | 6-17-72 |
| MO | 7-17-72 |
| MP | 8-17-72 |
| MQ | 9-17-72 |
| MR | 10-17-72 |
| MS | 11-17-72 |
| MT | 12-17-72 |
| MU | 1-17-73 |
| MV | 2-17-73 |
| MW | 3-17-73 |
| MX | 4-17-73 |
| MY | 5-17-73 |
| MZ | 6-17-73 |
| MA | 7-17-73 |
| MB | 8-17-73 |
| MC | 9-17-73 |
| MD | 10-17-73 |
| ME | 11-17-73 |
| MF | 12-17-73 |
| MG | 1-17-74 |
| MH | 2-17-74 |
| MI | 3-17-74 |
| MJ | 4-17-74 |
| MK | 5-17-74 |
| ML | 6-17-74 |
| MM | 7-17-74 |
| MN | 8-17-74 |
| MO | 9-17-74 |
| MP | 10-17-74 |
| MQ | 11-17-74 |
| MR | 12-17-74 |
| MS | 1-17-75 |
| MT | 2-17-75 |
| MU | 3-17-75 |
| MV | 4-17-75 |
| MW | 5-17-75 |
| MX | 6-17-75 |
| MY | 7-17-75 |
| MZ | 8-17-75 |
| MA | 9-17-75 |
| MB | 10-17-75 |
| MC | 11-17-75 |
| MD | 12-17-75 |
| ME | 1-17-76 |
| MF | 2-17-76 |
| MG | 3-17-76 |
| MH | 4-17-76 |
| MI | 5-17-76 |
| MJ | 6-17-76 |
| MK | 7-17-76 |
| ML | 8-17-76 |
| MM | 9-17-76 |
| MN | 10-17-76 |
| MO | 11-17-76 |
| MP | 12-17-76 |
| MQ | 1-17-77 |
| MR | 2-17-77 |
| MS | 3-17-77 |
| MT | 4-17-77 |
| MU | 5-17-77 |
| MV | 6-17-77 |
| MW | 7-17-77 |
| MX | 8-17-77 |
| MY | 9-17-77 |
| MZ | 10-17-77 |
| MA | 11-17-77 |
| MB | 12-17-77 |
| MC | 1-17-78 |
| MD | 2-17-78 |
| ME | 3-17-78 |
| MF | 4-17-78 |
| MG | 5-17-78 |
| MH | 6-17-78 |
| MI | 7-17-78 |
| MJ | 8-17-78 |
| MK | 9-17-78 |
| ML | 10-17-78 |
| MM | 11-17-78 |
| MN | 12-17-78 |
| MO | 1-17-79 |
| MP | 2-17-79 |
| MQ | 3-17-79 |
| MR | 4-17-79 |
| MS | 5-17-79 |
| MT | 6-17-79 |
| MU | 7-17-79 |
| MV | 8-17-79 |
| MW | 9-17-79 |
| MX | 10-17-79 |
| MY | 11-17-79 |
| MZ | 12-17-79 |
| MA | 1-17-80 |
| MB | 2-17-80 |
| MC | 3-17-80 |
| MD | 4-17-80 |
| ME | 5-17-80 |
| MF | 6-17-80 |
| MG | 7-17-80 |
| MH | 8-17-80 |
| MI | 9-17-80 |
| MJ | 10-17-80 |
| MK | 11-17-80 |
| ML | 12-17-80 |
| MM | 1-17-81 |
| MN | 2-17-81 |
| MO | 3-17-81 |
| MP | 4-17-81 |
| MQ | 5-17-81 |
| MR | 6-17-81 |
| MS | 7-17-81 |
| MT | 8-17-81 |
| MU | 9-17-81 |
| MV | 10-17-81 |
| MW | 11-17-81 |
| MX | 12-17-81 |
| MY | 1-17-82 |
| MZ | 2-17-82 |
| MA | 3-17-82 |
| MB | 4-17-82 |
| MC | 5-17-82 |
| MD | 6-17-82 |
| ME | 7-17-82 |
| MF | 8-17-82 |
| MG | 9-17-82 |
| MH | 10-17-82 |
| MI | 11-17-82 |
| MJ | 12-17-82 |
| MK | 1-17-83 |
| ML | 2-17-83 |
| MM | 3-17-83 |
| MN | 4-17-83 |
| MO | 5-17-83 |
| MP | 6-17-83 |
| MQ | 7-17-83 |
| MR | 8-17-83 |
| MS | 9-17-83 |
| MT | 10-17-83 |
| MU | 11-17-83 |
| MV | 12-17-83 |
| MW | 1-17-84 |
| MX | 2-17-84 |
| MY | 3-17-84 |
| MZ | 4-17-84 |
| MA | 5-17-84 |
| MB | 6-17-84 |
| MC | 7-17-84 |
| MD | 8-17-84 |
| ME | 9-17-84 |
| MF | 10-17-84 |
| MG | 11-17-84 |
| MH | 12-17-84 |
| MI | 1-17-85 |
| MJ | 2-17-85 |
| MK | 3-17-85 |
| ML | 4-17-85 |
| MM | 5-17-85 |
| MN | 6-17-85 |
| MO | 7-17-85 |
| MP | 8-17-85 |
| MQ | 9-17-85 |
| MR | 10-17-85 |
| MS | 11-17-85 |
| MT | 12-17-85 |
| MU | 1-17-86 |
| MV | 2-17-86 |
| MW | 3-17-86 |
| MX | 4-17-86 |
| MY | 5-17-86 |
| MZ | 6-17-86 |
| MA | 7-17-86 |
| MB | 8-17-86 |
| MC | 9-17-86 |
| MD | 10-17-86 |
| ME | 11-17-86 |
| MF | 12-17-86 |
| MG | 1-17-87 |
| MH | 2-17-87 |
| MI | 3-17-87 |
| MJ | 4-17-87 |
| MK | 5-17-87 |
| ML | 6-17-87 |
| MM | 7-17-87 |
| MN | 8-17-87 |
| MO | 9-17-87 |
| MP | 10-17-87 |
| MQ | 11-17-87 |
| MR | 12-17-87 |
| MS | 1-17-88 |
| MT | 2-17-88 |
| MU | 3-17-88 |
| MV | 4-17-88 |
| MW | 5-17-88 |
| MX | 6-17-88 |
| MY | 7-17-88 |
| MZ | 8-17-88 |
| MA | 9-17-88 |
| MB | 10-17-88 |
| MC | 11-17-88 |
| MD | 12-17-88 |
| ME | 1-17-89 |
| MF | 2-17-89 |
| MG | 3-17-89 |
| MH | 4-17-89 |
| MI | 5-17-89 |
| MJ | 6-17-89 |
| MK | 7-17-89 |
| ML | 8-17-89 |
| MM | 9-17-89 |
| MN | 10-17-89 |
| MO | 11-17-89 |
| MP | 12-17-89 |
| MQ | 1-17-90 |
| MR | 2-17-90 |
| MS | 3-17-90 |
| MT | 4-17-90 |
| MU | 5-17-90 |
| MV | 6-17-90 |
| MW | 7-17-90 |
| MX | 8-17-90 |
| MY | 9-17-90 |
| MZ | 10-17-90 |
| MA | 11-17-90 |
| MB | 12-17-90 |
| MC | 1-17-91 |
| MD | 2-17-91 |
| ME | 3-17-91 |
| MF | 4-17-91 |
| MG | 5-17-91 |
| MH | 6-17-91 |
| MI | 7-17-91 |
| MJ | 8-17-91 |
| MK | 9-17-91 |
| ML | 10-17-91 |
| MM | 11-17-91 |
| MN | 12-17-91 |
| MO | 1-17-92 |
| MP | 2-17-92 |
| MQ | 3-17-92 |
| MR | 4-17-92 |
| MS | 5-17-92 |
| MT | 6-17-92 |
| MU | 7-17-92 |
| MV | 8-17-92 |
| MW | 9-17-92 |
| MX | 10-17-92 |
| MY | 11-17-92 |
| MZ | 12-17-92 |
| MA | 1-17-93 |
| MB | 2-17-93 |
| MC | 3-17-93 |
| MD | 4-17-93 |
| ME | 5-17-93 |
| MF | 6-17-93 |
| MG | 7-17-93 |
| MH | 8-17-93 |
| MI | 9-17-93 |
| MJ | 10-17-93 |
| MK | 11-17-93 |
| ML | 12-17-93 |
| MM | 1-17-94 |
| MN | 2-17-94 |
| MO | 3-17-94 |
| MP | 4-17-94 |
| MQ | 5-17-94 |
| MR | 6-17-94 |
| MS | 7-17-94 |
| MT | 8-17-94 |
| MU | 9-17-94 |
| MV | 10-17-94 |
| MW | 11-17-94 |
| MX | 12-17-94 |
| MY | 1-17-95 |
| MZ | 2-17-95 |
| MA | 3-17-95 |
| MB | 4-17-95 |
| MC | 5-17-95 |
| MD | 6-17-95 |
| ME | 7-17-95 |
| MF | 8-17-95 |
| MG | 9-17-95 |
| MH | 10-17-95 |
| MI | 11-17-95 |
| MJ | 12-17-95 |
| MK | 1-17-96 |
| ML | 2-17-96 |
| MM | 3-17-96 |
| MN | 4-17-96 |
| MO | 5-17-96 |
| MP | 6-17-96 |
| MQ | 7-17-96 |
| MR | 8-17-96 |
| MS | 9-17-96 |
| MT | 10-17-96 |
| MU | 11-17-96 |
| MV | 12-17-96 |
| MW | 1-17-97 |
| MX | 2-17-97 |
| MY | 3-17-97 |
| MZ | 4-17-97 |
| MA | 5-17-97 |
| MB | 6-17-97 |
| MC | 7-17-97 |
| MD | 8-17-97 |
| ME | 9-17-97 |
| MF | 10-17-97 |
| MG | 11-17-97 |
| MH | 12-17-97 |
| MI | 1-17-98 |
| MJ | 2-17-98 |
| MK | 3-17-98 |
| ML | 4-17-98 |
| MM | 5-17-98 |
| MN | 6-17-98 |
| MO | 7-17-98 |
| MP | 8-17-98 |
| MQ | 9-17-98 |
| MR | 10-17-98 |
| MS | 11-17-98 |
| MT | 12-17-98 |
| MU | 1-17-99 |
| MV | 2-17-99 |
| MW | 3-17-99 |
| MX | 4-17-99 |
| MY | 5-17-99 |
| MZ | 6-17-99 |
| MA | 7-17-99 |
| MB | 8-17-99 |
| MC | 9-17-99 |
| MD | 10-17-99 |
| ME | 11-17-99 |
| MF | 12-17-99 |
| MG | 1-1800 |
| MH | 2-1800 |
| MI | 3-1800 |
| MJ | 4-1800 |
| MK | 5-1800 |
| ML | 6-1800 |
| MM | 7-1800 |
| MN | 8-1800 |
| MO | 9-1800 |
| MP | 10-1800 |
| MQ | 11-1800 |
| MR | 12-1800 |
| MS | 1-1801 |
| MT | 2-1801 |
| MU | 3-1801 |
| MV | 4-1801 |
| MW | 5-1801 |
| MX | 6-1801 |
| MY | 7-1801 |
| MZ | 8-1801 |
| MA | 9-1801 |
| MB | 10-1801 |
| MC | 11-1801 |
| MD | 12-1801 |
| ME | 1-1802 |
| MF | 2-1802 |
| MG | 3-1802 |
| MH | 4-1802 |
| MI | 5-1802 |
| MJ | 6-1802 |
| MK | 7-1802 |
| ML | 8-1802 |
| MM | 9-1802 |
| MN | 10-1802 |
| MO | 11-1802 |
| MP | 12-1802 |
| MQ | 1-1803 |
| MR | 2-1803 |
| MS | 3-1803 |
| MT | 4-1803 |
| MU | 5-1803 |
| MV | 6-1803 |
| MW | 7-1803 |
| MX | 8-1803 |
| MY | 9-1803 |
| MZ | 10-1803 |
| MA | 11-1803 |
| MB | 12-1803 |
| MC | 1-1804 |
| MD | 2-1804 |
| ME | 3-1804 |
| MF | 4-1804 |
| MG | 5-1804 |
| MH | 6-1804 |
| MI | 7-1804 |
| MJ | 8-1804 |
| MK | 9-1804 |
| ML | 10-1804 |
| MM | 11-1804 |
| MN | 12-1804 |
| MO | 1-1805 |
| MP | 2-1805 |
| MQ | 3-1805 |
| MR | 4-1805 |
| MS | 5-1805 |
| MT | 6-1805 |



Proposed I-70 ROW Disposal
To
Dillon Real Estate
Town of Eagle



DATE: September 16, 2015
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: SH 82 Parcel 109A - Disposal to Pitkin County

Purpose

CDOT is proposing to relinquish 274,999 sf of SH 82 right of way to Pitkin County that is no longer needed for State Highway purposes.

Action

CDOT R3 is requesting a resolution approving the relinquishment of 274,999 sf of SH 82 ROW that is no longer needed for State Highway purposes.

Background

Parcel 109A was acquired as part of CDOT Project NH 0821-051 to combine three separate accesses on the southwest side of SH 82 of the highway. The access points of Owl Creek Road, West Buttermilk Road, and the Buttermilk Ski Area were combined with the realignment of Owl Creek Road. CDOT entered into an Intergovernmental Agreement with Pitkin County on August 9, 2000, for project improvements to State Highway 82, the realignment of three access points, and the County's proposed Airport Business Center. CDOT and the County agreed to jointly acquire 23.4 acres for a variety of public uses. At the conclusion of the project, CDOT was to convey to the County certain property it acquired for the County's use. The IGA states in Paragraph 6 "...properties acquired for county road purposes should be conveyed to the County without any cost to the County at Project completion."

Details

CDOT is obligated by the IGA dated August 9, 2000, to convey this parcel to the County to operate and maintain Owl Creek Road, a County facility at this location. Parcel 109A consists of 274,999 sf or 6.313 acres. The parcel is currently an operational link of Owl Creek Road, connecting other rights-of-way for the road owned by Pitkin County. CDOT Region 3 has determined that this property is not needed for State Highway purposes. CDOT intends to Relinquish Parcel 109A to Pitkin County. The relinquishment Parcel 109A will have no effect on the operation, use, maintenance or safety of the State Highway facility.

Key Benefits

CDOT will be relieved of maintenance responsibilities and liability associated with this parcel.

Next Steps

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey Parcel 109A to the County of Pitkin. The deed will be recorded in office of the Pitkin County Clerk and Recorder

Attachments

Proposed Resolution
Exhibit Depicting the Exchange Parcels

Project #: NH 0821-051
Location: SH 82
Parcel #: 109A
County: Pitkin

PROPOSED RESOLUTION

WHEREAS, CDOT acquired Parcel 109A for Project NH 0821-051 to combine three separate accesses to SH82;

WHEREAS, CDOT entered into an Intergovernmental Agreement (IGA) with Pitkin County on August 9, 2000, for improvements to State Highway 82, including the realignment of three access points (Owl Creek Road, West Buttermilk Road and the Buttermilk Ski Area) to be combined with Owl Creek Road;

WHEREAS, CDOT is obligated by said IGA to convey to the County property CDOT acquired for the operation and maintenance of Owl Creek Road, a County facility in this location;

WHEREAS, Parcel 109A consists of 274,999 square feet;

WHEREAS, the Department of Transportation would like to relinquish Parcel 109A to the County of Pitkin;

WHEREAS, if the 274,999 sf comprising Parcel 109A to be conveyed to Pitkin County ever ceases to be used as a County transportation facility, it will revert back to CDOT ownership;

WHEREAS, the disposal of Parcel 109A will not affect the operation, maintenance, use or safety of SH 82;

WHEREAS, the Department of Transportation, Region 3 has declared through Joshua Laipply as Chief Engineer, that the 274,999 sf is not needed for State Highway purposes;

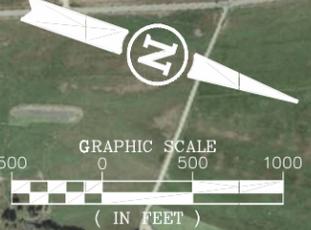
WHEREAS, pursuant to Colorado Revised Statutes (C.R.S) 43-2-106 The Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to relinquish a section of State Highway to a jurisdictional county or municipality;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-2-106 the Department of Transportation be given authority to relinquish Parcel 109A to Pitkin County under the condition that if the Parcel ever ceases to be used as a County transportation facility title to the Parcel will revert to CDOT.

Parcel 109A of Project NH
0821-051 Unit 1.
Proposed Owl Creek Road
conveyance to Pitkin County.
6.313 acres

This segment of Owl Creek Rd
has already been approved for
conveyance to Pitkin County.

SH 82





COLORADO
Transportation Commission

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

DATE: September 17, 2015
TO: Transportation Commission
FROM: Herman Stockinger / Ryan Rice
SUBJECT: Repeal of PD 1501.0 "Roadside Memorial Signing"

Purpose

To repeal Policy Directive 1501.0 as part of the Department's initiative to streamline Directives and repeal those that are no longer necessary. The Department continues to review Policy Directives due for review and suggesting repeal of those that do not require Commission involvement or high-level policy issues.

Action

To approve the repeal of Policy Directive 1501.0 "Roadside Memorial Signing" dated 09.24.2009.

Background:

This Policy is no longer necessary because the Department has updated the companion Procedural Directive 1501.1 on August 7, 2015 that will provide guidance on the Department's procedures and requirements regarding the criteria that apply to state memorial signs, which are signs erected on a highway to commemorate private citizens involved in a fatal accident.

Key Benefits

The Department continues to review Directives and request that the Commission repeal Policies that are no longer necessary, in an effort to reduce the number of Directives, and increase the effectiveness of the remaining Directives.

Options and Recommendations

- Repeal Policy Directive 1501.0 (staff supported).
- Table the repeal of the Policy Directive and request further information.
- Decline to repeal Policy Directive 1501.0

Attachments



- Existing Policy Directive 1501.0
(Updated Procedural Directive 1501.1 is available upon request)



| | | |
|--|-------------------------------|---|
| COLORADO DEPARTMENT OF TRANSPORTATION | | <input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE |
| Subject Roadside Memorial Signing | | Number 1501.0 |
| Effective 09/24/2009 | Supersedes 08/19/04 | Originating Office Safety & Traffic Engineering Branch |

PURPOSE

Pursuant to state law and as a means to commemorate people who die on a State Highway, the Colorado Department of Transportation will install roadside memorial signs for traffic crash related fatalities at the request of an applicant who meets commission/program criteria.

AUTHORITY

Transportation Commission
C.R.S. 43-2-149

BACKGROUND

On May 20, 2004 legislation was passed to provide regulation for the installation of roadside memorial signs.

POLICY

After the review and approval of an application by the Safety & Traffic Engineering Branch, direction will be given to a Region to have a sign installed in a timely manner.

FISCAL IMPACT

The maximum cost of implementation for the program is approximately \$9,000.

IMPLEMENTATION

This policy directive was implemented on 08/19/04 along with the “Roadside Memorial Signing Program” in the Safety and Traffic Engineering Office.

REVIEW DATE

This Policy Directive shall be reviewed on or before August, 2015.



 Transportation Commission Secretary

09/24/2009

Resolution Number TC-

Repeal Policy Directive 1501.0, “Roadside Memorial Signing”

WHEREAS, § 43-1-106 (8)(a) C.R.S. gives authority to the Transportation Commission of Colorado (“Commission”) to formulate the general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

WHEREAS, current Policy Directive 1501.0 was adopted by the Transportation Commission on September 24, 2009; and

WHEREAS, the review date for Policy Directive 1501.0 was August 2015; and

WHEREAS, Policy Directive 1501.0 set forth the requirements for signage on state highways to commemorate private citizens involved in an accident which resulted in a fatality; and

WHEREAS, the Executive Director approved updated Procedural Directive 1501.1 on August 7, 2015, which incorporates the guidance set forth in Policy Directive 1501.0; and

WHEREAS, the updated Procedural Directive 1501.1 meets the requirements of § 42-4-104 C.R.S., for overseeing a uniform system of traffic control devices for use upon highways within Colorado; and

WHEREAS, the Commission supports CDOT’s goal of eliminating unnecessary Directives where possible and consolidate those that still provide value.

NOW THEREFORE BE IT RESOLVED, the Commission herein repeals Policy Directive 1501.0 “Roadside Memorial Signing.”

Herman Stockinger, Secretary
Transportation Commission of Colorado



COLORADO

Department of Transportation

Division of Transit & Rail

4201 East Arkansas Avenue, Room227
Denver, CO 80222-3406

DATE: September 17, 2015

TO: Transportation Commission

FROM: Mark Imhoff, Director, Division of Transit & Rail

SUBJECT: Annual Senate Bill 37 / CDOT Report to TLRC on Rail Abandonments and Possible Right of Way Acquisitions

Purpose

Required by law, the Executive Director makes a report to the TLRC by October each year.

Action

Approve submission of the report to the Transportation Legislation Review Committee (TLRC).

Background

During the last year, there has been one active abandonment request and three lines were being watched for possible abandonment. The full report (available upon request to David Krutsinger, 303-757-9008) describes these, and many other rail-related activities of CDOT with longer-term potentials for rail right-of-way preservation or acquisition.

Details

Towner Line: On December 1, 2011, CDOT received formal notice of intent from V&S to abandon 79.5 miles of the Towner Line, from N.A. Junction to Eads, Colorado. As required by 43-1 Part 13, CDOT notified the legislature of the availability of the line. The legislature chose not to exercise the State's right of first refusal. On May 14, 2014 V&S filed a notice of Exemption Abandonment with STB to abandon the remaining 39.5 miles from Eads to Towner, Colorado. STB rejected the petition on June 17, 2014 "because this transaction requires further scrutiny," based on filings made by interested parties claiming V&S has failed to meet all required legal requirements. In this case, CDOT's role is to ensure that rail crossings with public roadways are handled in such a manner to protect the safety of the highway-traveling public, whether the line is abandoned (crossings removed) or not (crossings maintained).

BNSF Railway 7300-Raton Pass Line: In late 2007, BNSF Railways ceased most freight operations on the Raton Pass line through southeastern Colorado and northeastern New Mexico, rerouting freight trains on the parallel Transcontinental Line. Diminished freight traffic on the BNSF Railway, Amtrak's host railroad for this segment, has made maintenance and especially repair and replacement of aging track, signals and bridges too costly for the railroad to justify without additional financial resources. The Colorado legislature created the Southwest Chief Commission to engage in discussions exploring the preservation and/or re-routing of the Amtrak service within Colorado via Pueblo and Walsenburg. In 2014, Garden City, KS was awarded a TIGER VI grant to complete repair and replacement to the worst 50 miles of track in western Kansas and eastern Colorado. The City of La Junta led the effort to apply for a TIGER VII grant in 2015. The award list for 2015 has not yet been announced.

Fort Collins Branch Line (UP): The Fort Collins Branch line is a line that runs southeast from Fort Collins to Milliken and Dent, then east to La Salle. It is identified as a Rail Corridor of State Significance since it connects Greeley and Fort Collins to the North I-25 corridor. This line does not appear to be at risk of abandonment at this

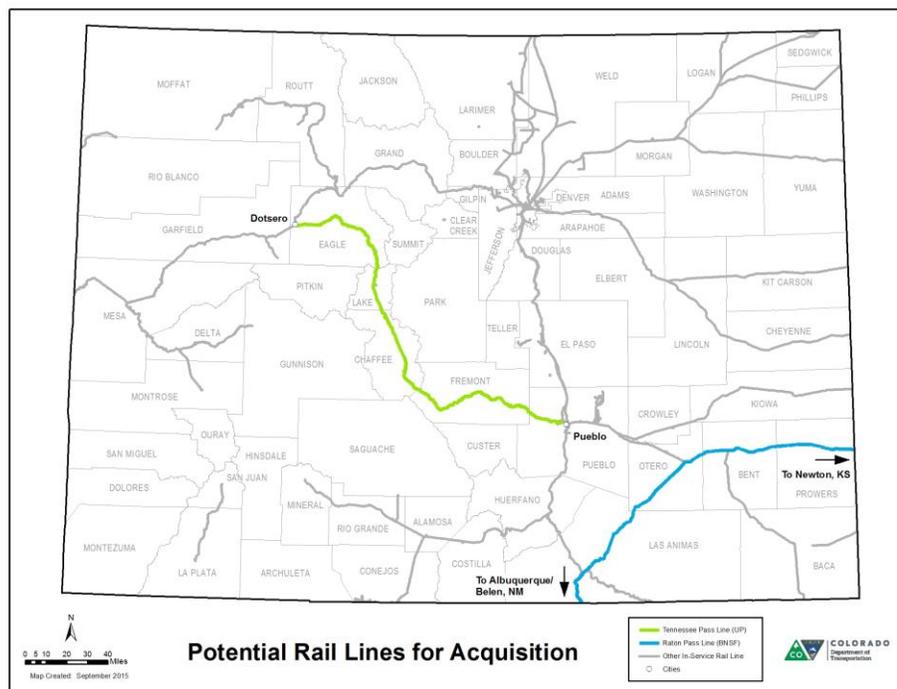


time. The Division will continue to monitor activities on this rail line but it will not be considered a potential line for acquisition until such time conditions warrant.

Tennessee Pass Line (UP): The Tennessee Pass line runs 178 miles from near Gypsum, through Eagle, Edwards, Avon, and Minturn, over Tennessee Pass and along the Arkansas River via Leadville, Buena Vista, Salida, and Cañon City to Pueblo. The Tennessee Pass line has been identified as significant to CDOT because of its potential to carry both passengers and freight, and because it is the only existing trans-mountain alternative in Colorado to the Moffat Tunnel line, which often runs near capacity. Tourist passenger rail operates on twelve miles of the line west of Cañon City. No freight has been shipped on the Tennessee Pass Line since 1996. In relatively recent (2011 & 2014) conversations with the UP, there was no indication that UP would abandon this line in the near future. There have been no changes since.

Recommendations

The first priority is to monitor the status of the BNSF Railway Raton Pass line (re: Amtrak Southwest Chief) and to participate in the Southwest Chief Commission. The second priority is to monitor the status of the UP Tennessee Pass line.



Next Steps (if applicable)

CDOT staff will continue to monitor and report on abandonment activity.

Attachments

Full report to the TLRC for reference.



Resolution # TC-XXXX

43 CRS 1-1303 (2) Report to the TLRC for Prioritization of Railroad Corridors for Acquisition, Use & Preservation

Approved by the Transportation Commission on: September 17, 2015

WHEREAS, the abandonment of rail lines in Colorado is considered to be of statewide importance because of the impacts these abandonments may have on local communities as well as the "market", including shippers, receivers and consumers; and

WHEREAS, the Transportation Commission of Colorado has been given statutory responsibility by the State for approving the acquisition of rail lines or railroad right-of-way under 43 C.R.S. 1-1303(2); and

WHEREAS, the Colorado Department of Transportation (Department) has identified a list of criteria for prioritization of rail corridors for preservation in a Rail Corridor Preservation Policy, PD 1607, dated August 22, 2014; and

WHEREAS, preliminary analysis has been performed by Department staff to determine which rail lines are in jeopardy of being lost due to potential abandonment; and

WHEREAS, the Department has responded to the provisions set forth in Senate Bill 09-094 by establishing the Division of Transit and Rail which shall, in coordination with other transit and rail providers, plan, promote, and implement investments in transit and rail services statewide; and

WHEREAS, the Department, in conjunction with other interested parties, is in the process of updating a State Freight and Passenger Rail Plan, and has completed the Colorado Interregional Connectivity Study (ICS) and an Advanced Guideway Feasibility Study (AGS), and completed the North I-25 Commuter Rail plan update as a means of better planning passenger and freight rail improvements into the future; and

WHEREAS, C.R.S. 43-1-1303(3) requires the Executive Director of Colorado Department of Transportation to submit a prioritized list of proposed railroad acquisitions and their proposed uses to the Transportation Legislative Review Committee; and

WHEREAS, the Division of Transit and Rail has examined rail lines that meet the preservation criteria that have been abandoned, or have been proposed to be abandoned, during the past year and determined that none were Rail Corridors of Statewide Significance; and

WHEREAS, there are no rail lines of statewide significance that are at immediate risk of abandonment and in need of acquisition; and

WHEREAS, the Transportation Commission wishes to keep the TLRC informed of rail activities that could impact rail service in the State.

NOW THEREFORE BE IT RESOLVED, the Executive Director is hereby directed to submit the following list of recommendations to the Transportation Legislation Review Committee:

The **first priority** is to monitor the status of the Raton Pass line (re: Amtrak Southwest Chief) and to participate in the Southwest Chief Commission. Recent history suggests risk of the New Mexico segment being abandoned, but not the Colorado segment.

The **second priority** is to monitor the status of the Tennessee Pass line. While there is no indication that the UP will abandon this line in the near future, the line has not been used for over 15 years. If this line is abandoned, the State should purchase it to preserve it for freight service in the future.

Herman Stockinger, Secretary
Transportation Commission of Colorado



COLORADO
Transportation Commission

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

DATE: September 17, 2015
TO: Transportation Commission
FROM: Andy Karsian, Office of Policy & Government Relations
SUBJECT: FY 2016-17 Capital Development Committee (CDC) Requests

Purpose

To receive Commission approval for submission of a Department application to the General Assembly for capital development funds to support transportation projects.

Action

Approval of a resolution stating the Department's priority requests for CDC funds for the next fiscal year using either the attached staff recommendation or another project list the Commission determines.

Background

Each year, the CDC prioritizes state departments' requests for funding to support facility maintenance and improvement projects. Projects receiving the CDC's recommendation are forwarded to the Joint Budget Committee for inclusion in the annual state budget bill (formally known as the Long Bill). Under state law, the Transportation Commission provides an annual capital construction request to the CDC, with a prioritized list of recommended state highway reconstruction, repair, and maintenance projects.¹

Details

This year, the Division of Transportation Development (DTD) developed a data-driven selection process to identify key projects worthy of CDC funds. The Regions submitted nine projects for consideration as potential CDC project requests. DTD and the Chief Financial Officer evaluated projects for variables such as cost, project timing, lack of existing funding sources, and other key factors, and developed a ranked list of projects. Table 1 summarizes the nine projects evaluated.

Table 1
Potential CDC Project Applications

| Project Name | Funding Amount | Region |
|---|----------------|--------|
| I-25 Pueblo to New Mexico Fiber and Connected Vehicles Infrastructure | \$5,000,000 | 1,3 |
| I-70 Frontage Road /Fall River Road Pedestrian Bridge | \$1,197,542 | 1 |
| Colorado Springs Ramp Meters | \$2,000,000 | 2 |
| I-70 Glenwood Canyon Variable Speed Signing | \$4,200,000 | 3 |
| US 34 Bridge De-icing System | \$698,860 | 4 |
| Mountain Pass Chain Up Station Improvements | \$2,497,000 | 5 |

The project list was further narrowed by the Office of Policy & Government Relations accounting for factors such as available CDC funding, project interest to the General Assembly, and available funding sources or lack thereof. Table 2 summarizes the staff recommended priority list.

¹ COLO. REV. STAT. § 2-3-1304(1)(a.5).



Table 2
Staff Recommendation

| Priority | Project | Request | Region |
|----------|---|-------------|--------|
| 1 | I-25 Pueblo to New Mexico Fiber and Connected Vehicles Infrastructure | \$5,000,000 | 1,3 |
| 2 | Mountain Pass Chain Up Station Improvements | \$2,497,000 | 5 |
| 3 | I-70 Frontage Road /Fall River Road Pedestrian Bridge | \$1,197,542 | 1 |

Options and Recommendations

The Transportation Commission has the following options:

- Approve the staff recommended project applications (Table 2) as the Department's CDC requests;
- Approve some or all of the projects in need of funding (Table 1) as the Department's CDC Requests; or
- Do not approve any project applications and direct staff not to submit a Department CDC Request list this year.

The staff recommends that the Commission approve the three projects summarized in Table 2 as the Department's FY 2015-16 CDC requests.

Next Steps (if applicable)

If approved, the Chief Financial Officer, or Designee, and Legislative Liaison will present the Department's requests to the Capital Development Committee at its winter hearing.

Attachments

Resolution - Adopting a Request to the Capital Development Committee of the General Assembly for FY 2015-16 Capital Construction Funds

Resolution Number TC-
**Adopting a request to the Capital Development Committee of the
General Assembly for FY 2016-17 Capital Construction Funds**

WHEREAS, in accordance with C.R.S. 2-3-1304(1)(a.5) and C.R.S. 43-1-113(2.5), the Capital Development Committee of the General Assembly shall determine certain projects that may be funded with Capital Construction Fund monies for state highway reconstruction, repair, or maintenance projects; and

WHEREAS the Transportation Commission shall submit an annual request to the Capital Development Committee (CDC) for Capital Construction Fund monies; and

WHEREAS, such request shall consist of a prioritized list of recommended state highway reconstruction, repair, and maintenance projects; and

WHEREAS, the Department developed a project list which can utilize Capital Construction Fund monies during Fiscal Year 2016-17; and

WHEREAS, the Commission recognizes that approval and funding of this project list are contingent upon available revenue and other statewide priorities for Capital Construction Fund monies as determined by the Governor and the General Assembly.

NOW THEREFORE BE IT RESOLVED, that the Commission approves a request of:

- Priority 1: I-25 Pueblo to New Mexico Fiber and Connected Vehicle Infrastructure
- Priority 2: Mountain Pass Chain Up Station Improvements; and
- Priority 3: I-70 Frontage Road /Fall River Road Pedestrian Bridge.

BE IT FURTHER RESOLVED, that Department staff is instructed to submit the request to the Capital Development Committee for consideration and approval for funding.





DATE: September 17, 2015
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Safe Routes to School (SRTS) Program

Purpose

This memo provides information on the continuation of the Colorado Safe Routes to School (SRTS) program by funding the program beginning in FY 2016. The SRTS program promotes safe practices and places to walk or bicycle for K-8 students, and supports the Governor's initiative for Colorado's commitment to become the healthiest state in the nation.

Action

Approve Resolution for continuation of the SRTS program by committing to fund the program.

Background

In 2004, the Colorado State Legislature passed a law establishing a SRTS program in Colorado. The program was designed to enable and encourage children ages kindergarten through 8th grade to safely walk and bike to and from school. With the passage of SAFETEA-LU in 2005 (and its dedicated SRTS program), Colorado was the first state in the nation to begin implementing the program with federal dollars, and is still considered a SRTS leader throughout the country. Successful SRTS programs are designed around the 5 Es - engineering, education, encouragement, enforcement, and evaluation - to achieve the greatest gains.

In total, CDOT's SRTS program has distributed \$18.2 million through 204 grants to schools, school districts, cities, towns, and counties for 88 infrastructure (capital) and 116 non-infrastructure (education and encouragement) projects throughout all areas of Colorado. In addition, the Colorado SRTS program has developed trainings and curricula that are available statewide. The program has reached more than 790 schools and benefitted more than 300,000 total Colorado students to date. Additionally, parents, teachers, motorists, and other community members also benefit directly or indirectly from SRTS programs.

MAP-21 eliminated the dedicated federal funding for SRTS, but did not eliminate the program. Since FY 2013, the Colorado SRTS program has been funded in various ways: flexible funds from the Transportation Commission, savings from SAFETEA-LU projects, and a one-time allocation from the State Legislature. Despite the successes of SRTS, the long-term sustainability of the program has been in jeopardy since the passage of MAP-21. SRTS has been a strong component of CDOT's commitment to multi-modal transportation, yet currently there are no federal, state, or CDOT dollars dedicated to SRTS.

Key Benefits

SRTS supports the Governor's initiative to be the healthiest state in the nation. In May 2013, Governor Hickenlooper presented a vision for Colorado as the healthiest state that included as one of the cornerstones - promoting prevention and wellness through prevention programs, individual behavior and physical environment. Although Colorado ranks #1 in physical health, our childhood obesity rate is 2nd fastest growing in the nation. Therefore one of the 18 initiatives in this program is to tackle obesity among youth and adults. SRTS contributes to Colorado's quality of life through healthier lifestyles, expanded commuting options, and easier access to schools and neighborhoods

Colorado K-8 students walk and bike to school more frequently than students in other states. A study of Colorado schools found that schools that have implemented SRTS programs increased the number of students walking and



biking from 21% to 25%. In addition, schools with SRTS programs have also demonstrated a drop in the number of children arriving at school by car from 49% to 45% as compared to an increase nationally from 51% to 55%.

SRTS has been a strong component of CDOT's commitment to multi-modal transportation and equitably supports the diverse transportation needs of Colorado youth of all abilities, income levels, races, and national origins.

Options and Recommendations

1. A continuation of the SRTS program based on the current program structure at a funding level of \$2 million for infrastructure projects and \$0.5 million for non-infrastructure projects annually, beginning in FY 2016. (Staff recommendation)
2. A continuation of the SRTS with a different program structure and/or funding level or source.
3. No funding of the SRTS program.

Next Steps

- Approve resolution continuing the SRTS program by committing to fund the program
- Call for FY 2016 projects in October
- Announcement of FY 2016 project awards in May

Attachments

Resolution - Safe Routes to School Funding



Resolution TC- XXXX

Safe Routes to School Funding

WHEREAS, in 2004, C.R.S. 43-1-1604 required the Transportation Commission of Colorado to establish and the Colorado Department of Transportation (CDOT) to administer a Safe Routes to School (SRTS) program to distribute funds to eligible projects that enable and encourage children K-8 to bicycle and walk to school; and

WHEREAS, since 2005, Colorado has been a national leader in SRTS; funding programs that have reached more than 790 schools and more than 300,000 students statewide; and

WHEREAS, a study of Colorado schools found SRTS programs or projects increased the number of students walking and biking to school from 21% to 25%; and

WHEREAS, schools with SRTS programs have also demonstrated a drop in the number of children arriving at school by car from 49% to 45% as compared to an increase nationally from 51% to 55%; and

WHEREAS, successful SRTS programs are designed around the 5 Es of engineering, education, encouragement, enforcement, and evaluation; and

WHEREAS, SRTS has been a strong component of CDOT's commitment to multi-modal transportation; and

WHEREAS, SRTS equitably supports the diverse transportation needs of Colorado youth at all abilities, income levels, races and national origins.

WHEREAS, SRTS contributes to Colorado's quality of life through healthier lifestyles, expanded commuting options, and easier access to schools and neighborhoods; and

NOW THEREFORE BE IT RESOLVED, the Transportation Commission approves the continuation of the SRTS program by committing to fund the program with \$2 million for infrastructure projects and \$0.5 million for non-infrastructure projects annually, beginning in FY 2016.