

Transportation Commission  
September 16 & 17, 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  
District 4  
Kathleen Gilliland  
Livermore, District 5

Kathy Hall  
District 7  
Sidny Zink  
Durango, District 8  
Nolan Schriner  
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.

Unless otherwise noted, all meetings are in CDOT HQ Auditorium.

Tuesday, September 15, 2015

10:00 a.m. – 4:00 p.m. – New Commissioner Orientation  
6:30 p.m. Commissioner Dinner – 3222 Zuni St., Denver, CO 80211

Wednesday, September 16, 2015

8:00 a.m. Commissioner Retreat – Hyatt Place  
  
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. HPTE Board Break for Auditorium Reconfiguration  
  
2:15 p.m. Executive Session - HPTE Board and Bridge Enterprise Board Joint I-70  
East commercial and Financial Information Workshop (Tony DeVito)  
..... Tab 01

- 3:00 p.m. Executive Session - HQ/R1 and R2 Office Relocation Project Update (Herman Stockinger)
- 3:30 p.m. Program Management Workshop (Richard Zamora, Josh Laipply, Maria Sobota)..... Tab 02
- 3:45 p.m. Policy Directive 14 Performance Measures and Targets Report (Deb Perkins-Smith) ..... Tab 03
- 4:15 p.m. Budget Workshop (Maria Sobota)..... Tab 04
- 4:30 p.m. FASTER Audit Overview (Josh Laipply) ..... Tab 05
- 5:00 p.m. Adjournment

TRANSPORTATION COMMISSION MEETING

Thursday, September 17, 2015

- 7:30 a.m. Breakfast Meeting [Room 262]
- 9:00 a.m. 1. Call to Order, Roll Call
- 9:05 a.m. 2. Swearing in of new commissioners (Herman Stockinger)
- 9:10 a.m. 3. Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes
- 9:15 a.m. 4. Comments of Individual Commissioners
- 9:20 a.m. 5. Executive Director’s Report (Shailen Bhatt)
- 9:25 a.m. 6. Chief Engineer’s Report (Josh Laipply)
- 9:30 a.m. 7. HPTE Director’s Report (Michael Cheroutes)
- 9:35 a.m. 8. FHWA Division Administrator Report (John Cater)
- 9:40 a.m. 9. Act on Consent Agenda ..... Tab 06
  - a) Resolution to Approve the Regular Meeting Minutes of Aug. 20, 2015 (Herman Stockinger)
  - b) Approval of Updated Policy Directive 6.0 Fuel Controls for CDOT Fleet (Kyle Lester, Herman Stockinger)
  - c) Property Disposal 46-Rev2-X (Dave Eller)
  - d) Relinquishment of Owl Creek Road to Pitkin County (Dave Eller)

- e) Repeal of Policy Directive 1501.0 “Roadside Memorial Signing” (Ryan Rice, Herman Stockinger)
- f) Rail Abandonment Legislative Report (David Krutsinger)
- g) Approval of CDOT CDC Requests (Andy Karsian)
- h) Safe Routes to School (Deb Perkins-Smith)

9:45 a.m. 10. Discuss and Act on the 3rd Budget Supplement of FY 2016 (Maria Sobota)..... Tab 07

9:50 a.m. 11. Adoption of 2 CCR 601-4, Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads ("Oversize Overweight Rules") (Kyle Lester, Herman Stockinger) ..... Tab 08

9:55 a.m. 13. Introduction to RoadX (Amy Ford, Ryan Rice) ..... Tab 09

10:05 a.m. 14. Other Matters

10:10 a.m. 15. Adjournment

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The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. All times are approximate.

BRIDGE ENTERPRISE BOARD OF DIRECTORS .....Tab 10

10:10 a.m. Call to Order and Roll Call

10:15 a.m. Audience Participation  
Subject Limit: 10 minutes; Time Limit: 3 minutes

10:20 a.m. Act on Consent Agenda

- a) Resolution to Approve Regular Minutes from Aug. 20, 2015 (Herman Stockinger)

10:25 a.m. Discuss and Act on the 2<sup>nd</sup> Bridge Enterprise Budget Supplement of FY2016 (Maria Sobota)

10:30 a.m. Budget Timeline for FY2017 (Maria Sobota)

10:35 a.m. Acknowledgements of Board Appointments (Scott McDaniel)

10:40 p.m. Monthly Progress Report (Scott McDaniel)

10:45 a.m. Adjournment

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# I-70 East

2000 South Holly  
Denver, CO 80222

**DATE:** September 16, 2015

**TO:** Colorado Bridge Enterprise and HPTE Boards of Directors

**FROM:** Tony DeVito, I-70 East Project Director  
Mike Cheroutes, Director, HPTE

**SUBJECT:** Executive Session for I-70 East Key Procurement Issues

## Purpose

To discuss confidential commercial and financial information, and to receive legal advice regarding the I-70 East Project procurement.

## Action

No formal action. The discussion will provide greater awareness to Board Directors regarding key risk allocation provisions and cost considerations prior to release of the first draft Request for Proposals.

## Background

As staff has been preparing the Request for Proposals for the I-70 East Project, several issues have been identified that merit the attention of the Bridge Enterprise and HPTE Boards of Directors. These topics are being raised in advance of the September 29 release of the Project Agreement and Schedules.

## Details

The Executive Session will cover a number of topics, including:

- Qualitative Risk Profile
- Risk-Related Legal Issues
- Risk Quantification
- Project Cost Approach
- OMR Costs
- Termination Provisions

## Key Benefits

The discussion will also provide greater certainty to project staff in preparing the Request for Proposals.

## Next Steps

September 29, 2015 release of Project Agreement and Schedules.

## Attachments

PowerPoint presentation





**COLORADO**  
Department of Transportation  
Office of the Chief Engineer

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

**DATE:** September 16, 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 Asset Management 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 \$719 million at July 31, 2015. The actual Fund 400 cash balance at July 31, 2015 was \$631 million - a difference of \$88 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.

The Federal Fiscal Year end close is rapidly approaching and the Financial Management Information System (FMIS), a major application/system used by the Federal Highway Administration (FHWA) to support the automation and integration of public financial management processes, including the authorization and obligation of construction projects, will be shutdown on Sept 25th and will reopen on Oct 25th, 2015. This shutdown normally occurs this time of year and CDOT staff has been working diligently to mitigate its impact. This year, the shutdown period reflects an extended two week period as FHWA transitions from FMIS4 to FMIS5.

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



0.85 from 0.74 last month. Similarly, August's expenditures were close to the monthly amount estimated in our plan achieving a monthly XPI of 0.97.

The PMO Reporting Overview slide provides a status update of the four main programs being reported on by the Program Management Office. The SPI for Flood remains at 0.94 and the RAMP Partnership and Operations program remains at 0.95. Asset Management expenditures for the month of August more than doubled since July as the total number of projects being advertised, constructed, and completed has increased significantly since we last reported on the program.

The FY 2019 Asset Management candidate improvement lists (candidate projects) have been approved. This fall, the regions will be assembling candidate improvements into projects for development. This process is an element of the plan to maintain a four-year rolling list of projects. These lists of projects are published on our public website.

Of the one-hundred six projects in the 2014 Asset Management list, all but two projects are either completed or under construction. The remaining two projects are currently scheduled to advertise this Fall. The 2015 Asset Management list shows ten projects completed and another twelve projects awarded since June when we last reported on the Asset Management program.

The 2016 Asset Management list has two projects completed and forty projects under construction for a total of 42. Maintaining the program as a four-year list allows CDOT the flexibility to move individual projects in order to meet the desired expenditure goal.

The attached RAMP project controls update shows how the program is tracking against the remaining contingency and how the Partnership program is being managed to stay within that amount.

One RAMP Partnership funding request is being made this month. The RAMP project at I-25 and Arapahoe Road requires additional funding for right-of-way costs based on the latest estimates. For more information on this project, please refer to the attached memorandum and this month's budget supplement.

Also attached here is a memorandum for a Construction Modification included for commission action in the budget supplement.

### Attachments

1. Attachment A - Cash Balance Detail Memorandum
2. RAMP Partnership Program Controls Update (table)
3. I-25/Arapahoe Road Memorandum
4. Region 2 Surface Treatment Contract Modification Order Memorandum
5. Powerpoint Presentation





**COLORADO**

**Department of Transportation**

Office of the Chief Engineer

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

**DATE:** September 16, 2015  
**TO:** Transportation Commission  
**FROM:** Josh Laipply, Chief Engineer  
Maria Sobota, Chief Financial Officer  
Richard Zamora, Office of Program Management Director  
**SUBJECT:** Attachment A - Cash Balance Detail Memorandum

#### Details of Cash Balance Chart

Included in the PMO powerpoint presentation 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 July 31, 2015 was \$719 million. The actual Fund 400 cash balance at July 31, 2015 was \$631 million - a difference of \$88 million. One notable reason why the Fund 400 cash balance decreased more than projected for August 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 July 31, 2015, was \$215 million. The actual ending balance for federal obligation at July 31, 2015, was approximately \$189 million - a difference of \$26 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, FHWA informed all DOTs of a three-month extension to the federal authorization bill (MAP-21). As a result, CDOT received approximately \$83 million in additional obligation limit through September 30, 2015. CDOT is



currently in the process of converting this obligation to cash through federal billings, but did not convert as projected by the end of August.

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 2016 forecast established in July.

The projected Bridge Enterprise Fund (Fund 538) cash balance at July 31, 2015 was approximately \$265 million. The actual Fund 538 cash balance at July 31, 2014 was approximately \$246 million - a difference of \$19 million. The majority of Fund 538 cash is reserved for the I-70 Viaduct project.

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										Sept 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	\$78,000,000	(4,000,000)	Scalable to budget, with CMGC input.	Possible	\$4,000,000	\$0	CMGC (ICE Consultant is part of the project team); Requesting TC Approval for an additional \$4.0M in estimated ROW costs; ICE results for 60% plans evaluated in August; 90% Plans anticipated 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; Planned Advertisement for February 2016.	
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 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 2015.	
19911	I-70 Exit 31 Horizon Drive Roundabouts	\$5,000,000	<del>\$6,095,000</del> \$6,312,300	(1,312,200)	Complete	\$105,000 + \$496,300 Local Match (\$308,000 Utility Co)	\$423,000	\$0	Awarded; Additional Local Contribution was committed to award project in July; TC Approved additional RAMP Contingency funds in May 2015 needed 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	Project team has reevaluated the design; Local Contribution has increased its funding of the other 2 Phases; ICE results were valid; TC Approved additional RAMP Contingency Funds in August 2015; Planned Re-advertisement in September 2015.	
19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$1,627,796	372,204	Complete	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR complete; Bid alternates are not being considered at this time; Planned Advertisement in October 2015.	
19908	SH 172 / 151 SIGNALIZATION	\$1,800,000	\$1,729,562	70,438	Complete	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR complete; HazMat and Geology test results could impact project cost; Bid alternates being considered; Project received no contractor bids in August 2015.	
19397	SH 145 AT CR P SAFETY IMPROVEMENTS	\$1,660,194	<del>\$1,676,597</del> \$1,912,975	(252,781)	Possible	Unlikely	\$0	\$0	Awarded; Project was 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; An ICE is anticipated for this project; Planned Advertisement for December 2015.	
19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,780,174	(283,085)	Possible (3 options)	Unlikely	\$0	\$0	Scalability and Local Contribution under region review; Project to be bundled with \$8 mil SUR project; Further reduction of scope and FA items possible; Planned FOR in September 2015; Planned Advertisement in April 2016.	
Subtotals		\$337,990,970	\$390,912,462	(\$52,921,493)	(\$600,000)	\$6,710,754	\$32,475,209	\$14,043,450	\$907,921	
		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.



South Program  
 Cherry Creek Residency  
 3320 South Parker Road  
 Aurora, CO 80014

**MEMORANDUM**

**TO:** Transportation Commission  
**FROM:** Joshua Laipply, P.E., Chief Engineer  
 Maria Sobota, Chief Financial Officer  
 Paul Jesaitis, P.E., Region 1 Transportation Director  
**CC:** Scott McDaniel, Richard Zamora  
**DATE:** 3 September 2015  
**SUBJECT:** RAMP Project 1-46, I-25/Arapahoe Road Interchange, STU 0252-492 / 19192

Purpose

Request approval of an additional \$4M of project funds for the project right-of-way (ROW) phase (i.e., RAMP funding from \$50.4M to \$54.4M and total RAMP project funding from \$74M to \$78M). The original ROW estimate for this project was \$4.5M which has been budgeted.

Action

The requested action is approval for \$4M in increased RAMP funding for the project. If approved, \$2M will be immediately budgeted to provide funding needed for approved final ROW plans and clearances. \$2M will not be immediately budgeted but held and available for ROW litigation and damages claims that appear to be likely at this time.

Background

The estimates for other phases of this project remain in reasonable conformance to the original RAMP application. This approval and the additional funding is required to allow for necessary ROW acquisitions, clearances, and subsequently for construction. ROW is on the critical path for this project.

Details

This project is using an alternative delivery method know as Construction Manager/General Contractor (CM/GC). Under CM/GC delivery, CDOT hires a contractor to provide technical construction expertise during project design. The same contractor provides pricing for the actual construction. The contractor can be awarded the construction contract without further competition provided the contractor's pricing is determined to be reasonable via an independent cost estimate.

During design reviews for this project, areas of full depth reconstruction have been minimized wherever possible. Agreement has been reached with the Local Agencies (LAs) to limit aesthetic treatments of walls, in particular. "Betterments" will require local funding if they are incorporated into the final project. More costly Accelerated Bridge Construction (ABC) techniques will be used only in strategically critical times and locations, such as phases that would have major impacts to Arapahoe Road operations.

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Safety Integrity People Customer Service Excellence Respect



As this is not a linear project, there is little opportunity to reduce scope. Limits of construction and the ROW footprint are based on necessary design elements (e.g., where approach grades can physically be achieved, Environmental Assessment (EA) required environmental mitigations, and EA required capacity enhancements that require a wider roadway).

Two key examples of specific elements that have helped contain ROW costs are:

1. The EA anticipated drainage pond facilities that would utilize an open area and private pond in the northeast quadrant. Final design has eliminated this as the property owner appears to be eager to litigate damages. The design team was able to redesign the interior loop ramp ponds to serve the required drainage needs.
2. Coordination with TSM&O staff has led to reduced pavement width (i.e., optimal lane assignments have allowed less total lanes) in the immediate area of the interchange ensuring a minimal ROW footprint.

Budget Comparison

Original RAMP Application Amount	Revised Budget Amount	Variance (\$)	Variance (%)
\$74M	\$78M	\$4.0M	+5.4%

As this request regards the ROW phase, the ICE is not specifically involved. The ROW "ICE" process is the independent Fair Market Value (FMV) process (i.e., in which CDOT conducts independent appraisals and the property owners have the right to do the same). Budgeting the ROW phase based on estimated costs is one of the required prerequisites to begin the FMV process.

Per RAMP guidelines, ROW cost variance will be the responsibility of CDOT. Local Agencies are not willing to contribute additional funds to support the ROW phase at this time. The total commitment percentage of funds provided by or through the local agencies will remain over 30%.

Fund Sources Comparison

RAMP (w/ add. \$4M)	Non-RAMP Match (*)	Non-RAMP (%)
\$54.4M	\$23.6M	30.3%

\* Funds generated from LA directly and LA requested funds through DRCOG for the design and the previously anticipated separate Yosemite Street project phases.

According to the August Supplement, the Transportation Commission RAMP Public-Public Partnership Contingency fund is at \$11,524,791. This \$4.0M request would give staff budget authority for the ROW phase of the project, leaving the RAMP Contingency Reserve at \$7,524,791. If there are savings in the ROW phase of the project, any additional RAMP funds will be immediately returned to the RAMP Contingency fund.

Key Benefits & Recommendation

Approval of the additional funds allows the project team and CDOT to absorb the increased costs associated with ROW acquisition and litigation. CDOT staff believes that by adding these funds now, the project team will be able to maintain the project delivery schedule, particularly the ROW and Utility phases, and advertise the project as planned (CAPP Negotiations) in January 2016 with construction beginning in spring 2016.

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Safety      Integrity      People      Customer Service      Excellence      Respect



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 2 – South Program Engineering  
902 N. Erie Avenue  
Pueblo, CO 81001  
(719) 546-5429 FAX (719) 546-5702



### MEMORANDUM

TO: COLORADO TRANSPORTATION COMMISSION

FROM: KAREN ROWE, REGIONAL TRANSPORTATION DIRECTOR *A for K.R.*

CC: JOSH LAIPPLY; RICHARD ZAMORA; BILL SCHIEBEL, MARK ANDREW

DATE: SEPTEMBER 2, 2015

SUBJECT: REGION 2 SURFACE TREATMENT PROJECT STA 094A-033, SA 19015, (SH 94 ELLICOTT EAST TO EL PASO/LINCOLN COUNTY LINE)

#### Purpose

The purpose of this memorandum is to request an additional \$1,000,000 of Region 2's FY 16 Surface Treatment Allocation be added to the above referenced project to cover an unanticipated Hot Mix Asphalt overrun and to provide for shouldering material along the length of the project to reduce the edge of oil drop off.

#### Action

Per Policy Directive 703.0, dated August 27, 2014, Appendix C (attached), Transportation Commission approval is needed to supplement the existing project budget since the requested funding amount is both greater than or equal to 15% and greater than or equal to \$500,000. This funding request will cover the additional cost as outlined in the Draft CMO's for the project, attached to this memorandum

#### Background

The additional funding requested is needed to complete the paving and shouldering operation for the project length. The project was initially scoped and budgeted for an ultra-thin low-volume road treatment consisting of a 1.5" mill and overlay. During the preliminary design phase of the project, the treatment was changed to a 1.5" overlay preceded by "surgical repairs" consisting of full depth patching in areas of evident subgrade failure, and several small leveling course overlays in areas of moderate to severe wheel path rutting. Design proceeded under these recommendations.

Upon start of construction, it became evident that there were numerous locations along the project length where there was a break in the cross slope at the edge of the travel lane. This break was caused by past overlays that only treated the driving lanes, resulting in a drop-off to the existing shoulder in the range of 1 to 3 inches in some locations. In order to preserve the intent of the planned treatment, and to provide a safe roadway upon completion of the paving, the Contractor was directed to place an overlay approximately 1.5" in thickness at the center line, and at the edge of the traveled way, and then carry that cross slope to the edge of pavement. This resulted in the placement of up to 3 to 4 inches of asphalt on the shoulder areas in some locations, and has resulted in an average over-run on the order of 20% in the paving quantity. This has also created a need to provide shouldering material not originally planned in the project to address the now significant edge of oil drop off. Currently, approximately 15 of the planned 18 miles of paving has been completed with HMA placement to original planned quantity. Mainline paving has currently been suspended to allow for bridge work to take place in the remaining 3 miles of planned overlay. As plan quantity has been

placed, the additional funding is needed as soon as possible to avoid any paving related delays to the Contractor.

Details

Asphalt coverage is estimated at 20%, resulting in an additional quantity of approximately 7,000 tons. Shouldering material quantity now needed is estimated to be approximately 3,520 Cubic Yards. In conjunction with the shouldering operation, there is also a need for a Mobile Impact Attenuator truck to shadow the shouldering operation. Estimated cost details are provided below;

CMO Cost Tabulations

Item	Unit Bid Price or Estimated Unit Price	Quantity	Estimated Cost
403 - HMA	\$82.00/ton	7,000 tons	\$ 574,000
304 - ABC Special (Shouldering)	\$43.00/Cubic Yard	3,520 Cubic Yards	\$ 151,400
614 Impact Attenuator Truck	\$16,250/each	1 each	\$ 16,250
Total			\$741,650

With 22.1% Construction Engineering and Indirects added to this amount, the total requested funding amount is \$905,550. **To account for uncertainties in the needed quantity estimates, we are requesting to add an additional \$1,000,000 to the existing project budget.**

Budget Comparison

Current Budget Amount	Revised Budget Amount	Variance (\$)	Variance (%)
\$ 5,381,935	\$6,381,935	\$ 1,000,000	18.6%

Key Benefits

Key benefits to approving the funding request include providing a safer roadway to the traveling public, with improved driveability life. With the addition of the shouldering, the project will have improved safety and greater chance of recovery should a vehicle leave the paved roadway surface. Should the funding request not be approved, the project will have to leave approximately 3 miles of the roadway unpaved and in a poor driveability life condition.

Recommendations

The funding need for this project has been discussed with the Region Surface Treatment Asset Manager as well as the Statewide Surface Treatment Asset Manager, both who are in agreement that the needed funds qualify for Surface Treatment funds. It is proposed that the needed funding be transferred from the Region 2 FY 16 Surface Treatment Allocation with the understanding that in doing so, additional reduction in scope in a future project and/or potentially not funding a project may be needed to account for the funding request. The Region is committed to tracking their Surface Treatment allocation to ensure an accurate accounting of the funds.

Next Steps

If the Transportation Commission approves the funding request, the Resident Engineer will submit a Budget Action Request to the Region 2 Business Office who will work with OFMB to transfer the FY 16 Surface Treatment funds to the project, thus allowing the HMA overlay portion of the project to resume.



**COLORADO**

Department of  
Transportation

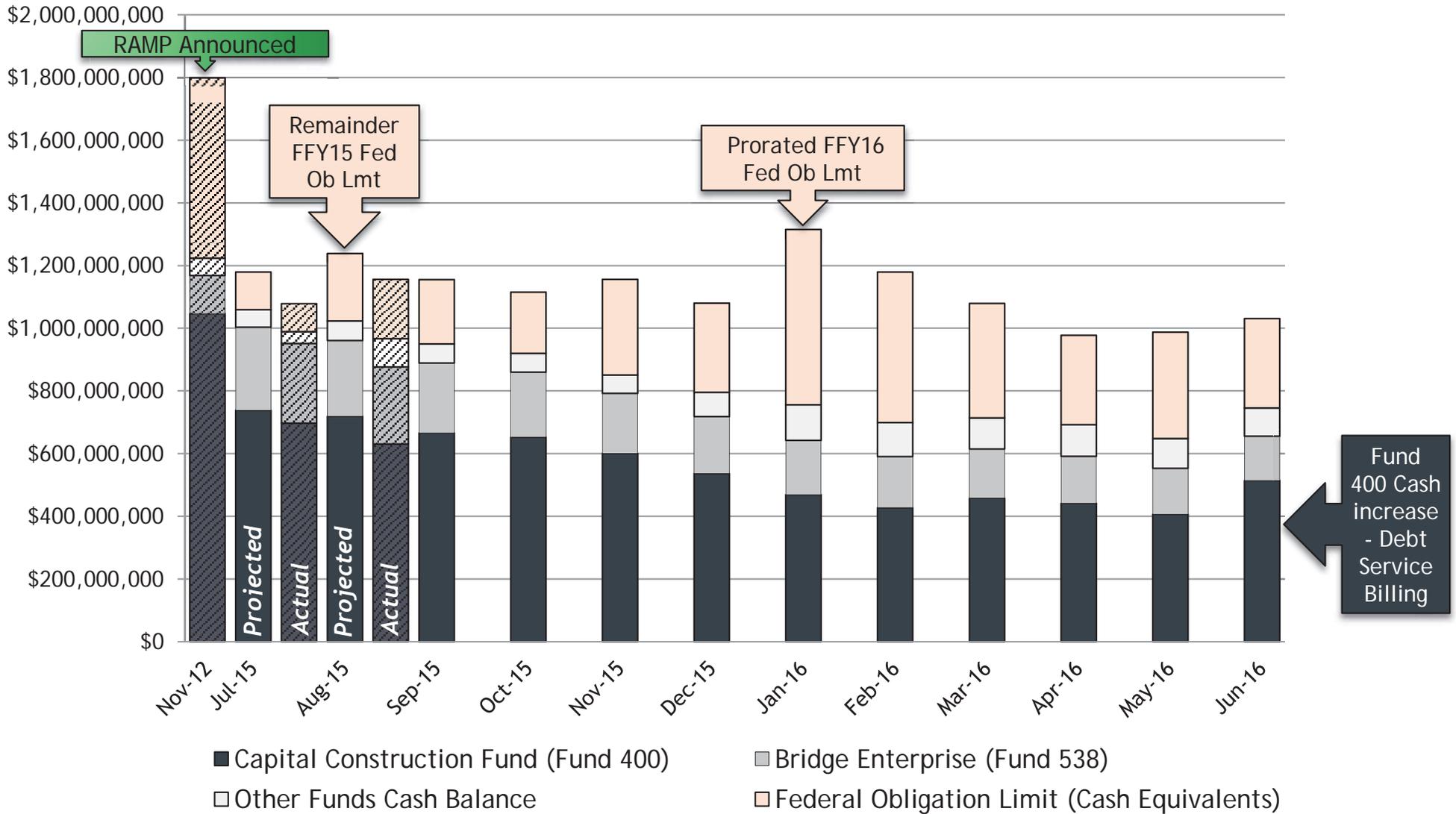


# Program Management Update

## September 16, 2015



# Cash & Federal Obligation Target Balance

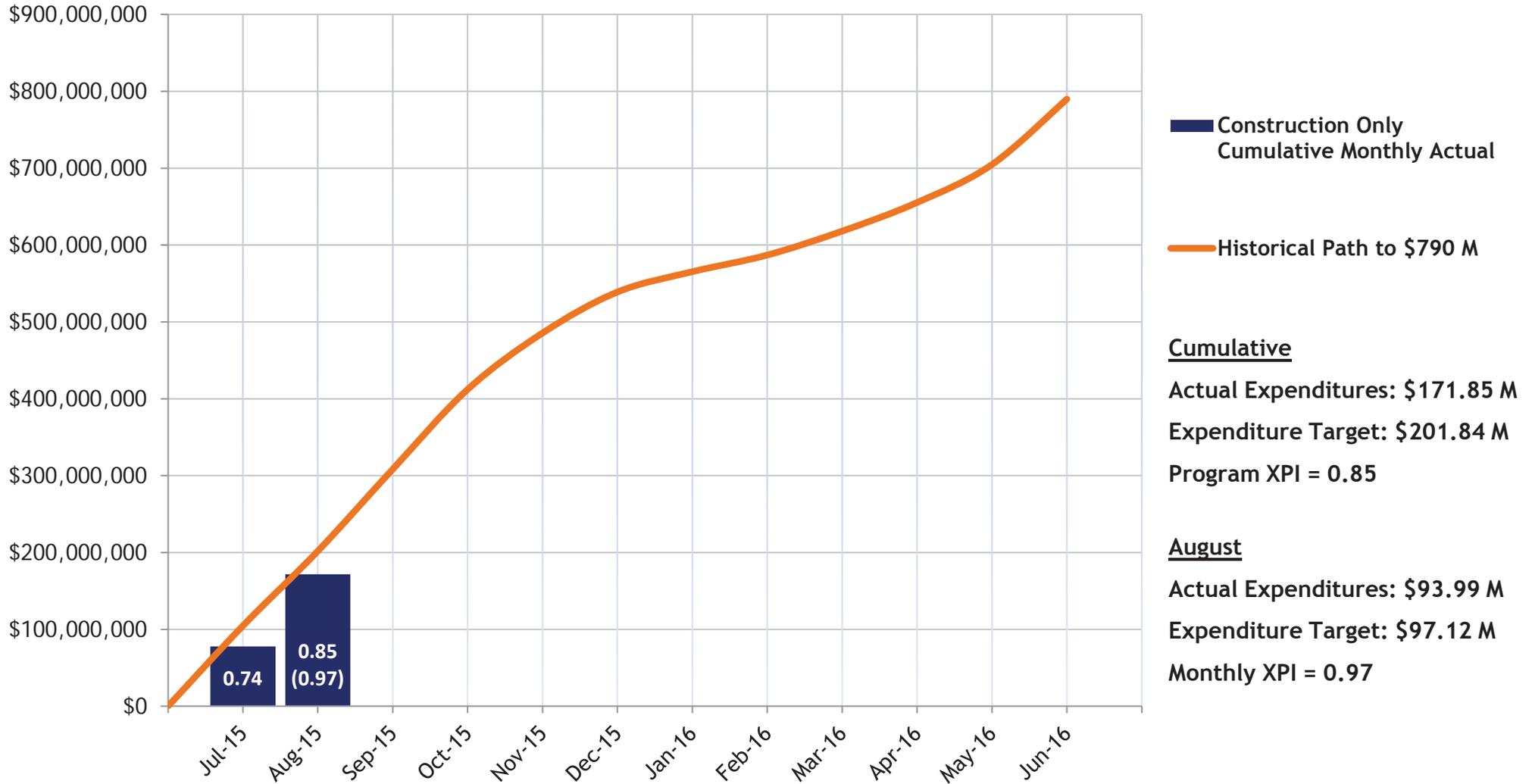


Assumes \$790M in Construction Spending including Indirects and Construction Engineering

As of September 1, 2015



# FY 2016 Capital Program Expenditures



As of September 1, 2015



# PMO Reporting Overview by Program

Program	Financial Performance (\$Millions)			Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 7/17/2015	Program Expenditure through 8/21/2015	\$ Change	SPI	
<b>Flood</b>	\$156.9	\$169.3	\$12.4	0.94	<b>Oct. 2015</b>
<b>RAMP P&amp;O (Overall)</b>	\$272.8	\$311.1	\$38.3	0.95	<b>Nov. 2015</b>
RAMP P&O (Local Agency)	\$33.1	\$49.8	\$16.7	0.92	<b>Oct. 2015</b>
RAMP P&O (CDOT)	\$239.7	\$261.3	\$21.6	0.95	<b>Nov. 2015</b>
<b>FASTER and HSIP</b>	\$470.5	\$491.1	\$20.6	-	<b>Nov. 2015</b>
<b>Asset Management</b>	\$959.4	\$1,065.6	\$106.2	*	<b>Sept. 2015</b>

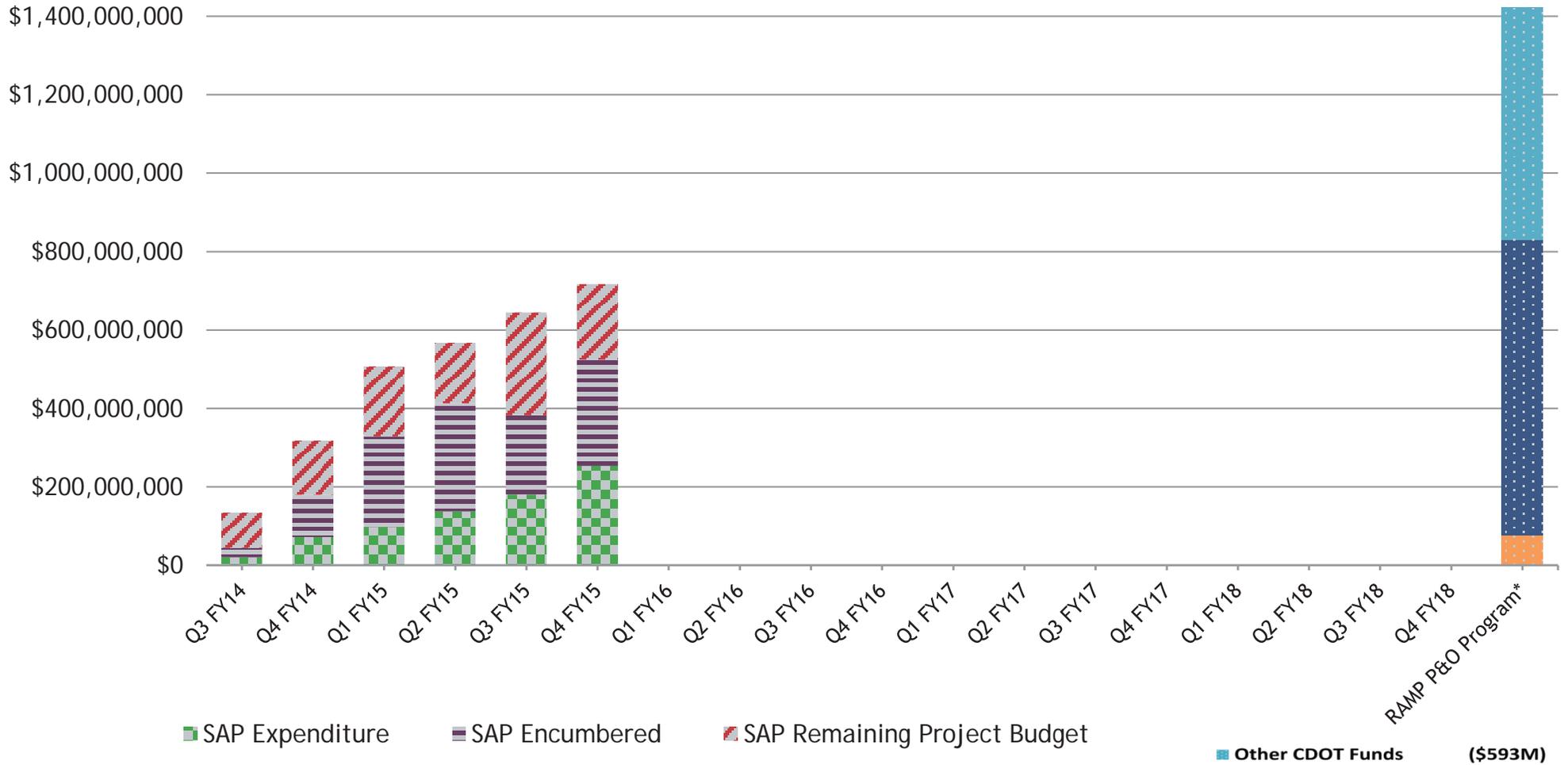
Notes:

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 excluded from SPI calculations)

As of August 21, 2015



# Overview of RAMP P&O Program



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

As of August 21, 2015



# 2015 Asset Management Status

## 2015 Asset Management Financial Status

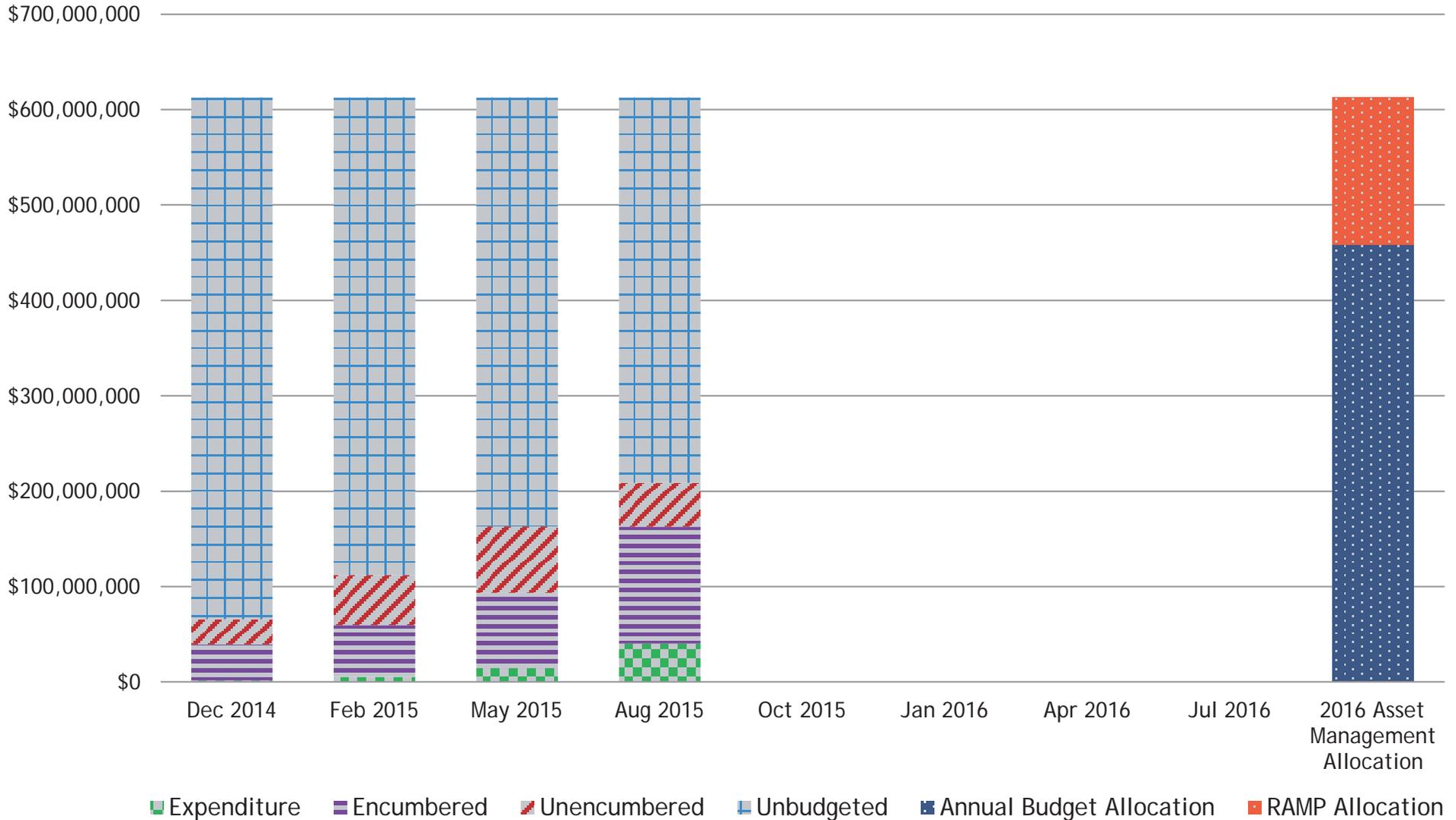


As of August 21, 2015



# 2016 Asset Management Status

## 2016 Asset Management Financial Status

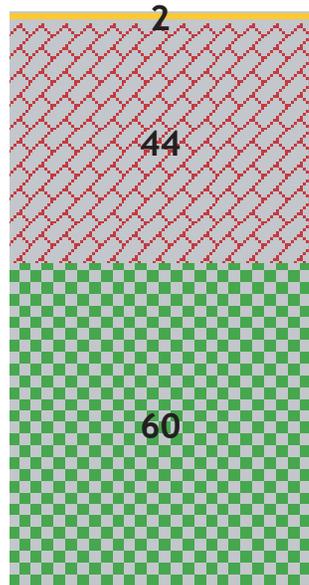


As of August 21, 2015



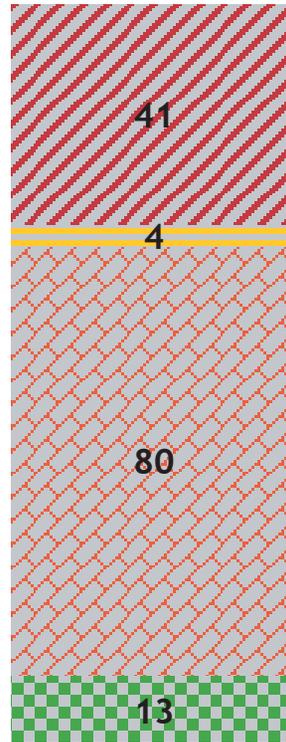
# Asset Management Project Status

2014 Asset Management  
(106 Total)



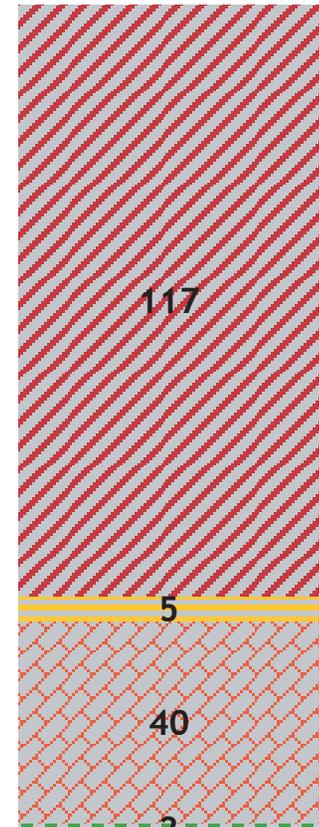
As of Aug 21, 2015

2015 Asset Management  
(138 Total)



As of Aug 21, 2015

2016 Asset Management  
(164 Projects Total)



As of Aug 21, 2015

Completed
  In Construction
  In Bid/Award
  In Design



# Asset Management 4-Yr Program

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- Project lists are published on CDOT's website
  - CODOT.gov → Programs & Projects → Projects → Approved Projects List
  - Or [www.codot.gov/projects/projects/approved-projects-lists](http://www.codot.gov/projects/projects/approved-projects-lists)
- Rolling four-year program gives flexibility for delivery
- 2019 Candidate Asset Improvements List has been approved for Regions to assemble into projects
- Publish 2019 project list this fall



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

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There is a Region 1 project that requires commission action:

## 1) I-25 & Arapahoe Road Interchange

- Budget authorization request of \$4,000,000 in ROW funding
- If approved, the remaining RAMP Public-Public Partnership Contingency Reserve will be \$7,524,791.



## Closing

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- Questions or Comments
- Upcoming topics for next month
  - Update of Cash Balance
  - Updated Expenditure Performance Index
  - Update on Flood and RAMP P&O Programs



**DATE:** September 16, 2015  
**TO:** Transportation Commission  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development  
**SUBJECT:** Policy Directive (PD) 14.0 Performance Measures and Objectives

#### Purpose

This memo reports on progress in meeting performance objectives in Policy Directive (PD) 14.0 “Policy Guiding Statewide Plan Development.” This workshop is being held in tandem with the FY 17 Budget Workshop in order to provide information on recent performance for consideration during the budget setting process. This is a new process and in the future the intention is to begin a discussion of performance results with the Transportation Commission in the months prior to the beginning of the annual budget setting process.

#### Action

Informational to inform the budget setting process. Input requested from TC on reporting content and format.

#### Background

CDOT establishes the transportation planning framework for each planning cycle through review and revision of PD 14.0, which guides Statewide Transportation Plan development and implementation, and the distribution of resources to meet performance objectives. The current PD 14.0 is consistent with the 2012 federal authorization law, MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century), 23 U.S.C. 134, 135 and 450, P.L. 112-141. MAP-21, emphasizes performance measures and targets, or objectives, to support the national goals. The current PD 14.0 was developed with extensive input and direction from the Transportation Commission Statewide Plan Committee, Asset Management Committee, and Transit & Intermodal Committee. The Transportation Commission adopted the current PD 14.0 in February, 2015 in advance of the March adoption of the 2040 Statewide Transportation Plan (SWP). PD 14.0 was developed in tandem with the 2040 SWP and the plan reflects PD 14.0 goals and performance objectives.

PD 14.0 outlines goals and performance objectives in the following areas:

- Safety - Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.
- Infrastructure Condition - Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- System Performance - Improve system reliability and reduce congestion, primarily through operational strategies and secondarily through the addition of capacity. Support opportunities for mode choice.
- Maintenance - Annually maintain CDOT’s roadways and facilities to minimize the need for replacement and rehabilitation.

PD 14.0 also articulates the intention to add additional measures and objectives in the future in the areas of Economic Vitality, Environmental Sustainability, Bicycle and Pedestrian, Truck Freight, and Freight Rail.

#### Details

The workshop will include a review of annual performance objectives, performance results, and budget for applicable funding programs. In general, performance results are reported on either a calendar or fiscal year basis with the most current data being for calendar and fiscal year 2014. These results are compared to the state fiscal year 2014 budget.

The results reflect that while it is possible to meet each performance objective individually, CDOT does not currently have sufficient funding to meet all performance objectives simultaneously. In 2014, objectives were generally met in the system performance and maintenance goal areas, had mixed results in infrastructure condition, and were not met in the safety goal area.

This marks the first year of reporting on PD 14.0 in conjunction with the budget setting process. Staff will continue to monitor progress in meeting PD 14.0 performance objectives and report annually on progress in advance of future budget setting processes. In the future we will be able to provide additional data on trends. This will help to strengthen alignment between performance objectives and funding decisions, and better support discussion of



appropriate funding levels and the tradeoffs between different performance measures. As we continue to monitor and report on progress in meeting performance objectives, we also will assess whether the measures and performance objectives are reflective of what we are trying to achieve or whether these may need refinement as well.

Next Steps

Development of FY 17 CDOT Budget

Attachments

Attachment A: PD 14.0

Attachment B: PD 14.0 FY 2014 Performance Summary Handout



<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>	
<b>Subject</b>			<b>Number</b>
<b>Policy Guiding Statewide Plan Development</b>			<b>14.0</b>
<b>Effective</b>	<b>Supersedes</b>	<b>Originating Office</b>	
2.27.15	14.0: 3.20.08 13.0: 12.14.06	<b>Division of Transportation Development</b>	

## I. PURPOSE

This Policy Directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed and implemented. With limited funding available, the Colorado Department of Transportation (CDOT) has developed a vision for the Statewide Transportation Plan that guides investment for Colorado’s multimodal transportation system and that balances:

- Preservation and maintenance, and incorporation of risk-based asset management,
- Efficient system operations and management practices,
- Capacity improvements, and
- Incorporation of safety in all areas

Policy Directive 14.0 performance objectives will guide the distribution of resources in the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. This Policy Directive will be revised, as needed, to update performance objectives or incorporate additional goal areas.

## II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 112-141 (“Moving Ahead for Progress in the 21<sup>st</sup> Century” or “MAP-21”), and its implementing regulations.

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

§ 43-1-1103, C.R.S. Transportation planning

Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

## III. APPLICABILITY

This Policy Directive applies to all CDOT Divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT’s planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.

#### **IV. DEFINITIONS**

“Aspirational Objectives” are those objectives, or targets, toward which CDOT may strive if CDOT receives revenues beyond those projected.

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic volume based categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving condition is specific to each traffic volume based category and means drivers must reduce speeds to compensate for poor conditions, navigate around damaged pavement, or endure intolerably rough rides. The Risk-Based Asset Management Plan identifies three categories of Drivability Life: High (greater than 10 years of Drivability Life remaining); Moderate (4-10 years); and Low (3 or fewer years).

“Geohazards” are geologic hazards that affect the transportation system and include debris flow, embankment distress, landslides, rockfall, rockslides, and sink holes.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Maintenance Level of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall maintenance level of service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.

“Performance Measures” are the ways that direction toward a goal is measured.

“Performance Objectives” are the specific targets for a performance measure that an organization intends to meet to make progress toward a goal.

“Planning Time Index” (PTI) is a measure of travel time reliability. For this performance measure it is defined as the 95<sup>th</sup> percentile travel time divided by travel time at free-flow speed. In general terms, it identifies the extra time needed to arrive on-time for a trip 19 times out of 20. For example, for a PTI<sub>95</sub> of 1.5, a worker should plan 45 minutes for a trip that takes 30 minutes in free flow conditions ( $30 \text{ minutes} \times 1.5 = 45 \text{ minutes}$ ) to be on-time 19 out of 20 times (which would mean the worker would be late only one of the 20 work days in a month).

“Revenue Service Miles” are the miles of service operated by transit vehicles and available to the general public.

“Serious Injuries” are evident incapacitating injuries which prevent injured persons from walking, driving or normally continuing the activities they were capable of performing before being injured in traffic crashes.

“Vehicle Miles Traveled” (VMT) is a measurement of miles traveled by vehicles obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.

## V. POLICY

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of financial resources to meet or make progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Financial resources should be directed toward achieving the objectives within the first 10 years of the planning horizon (2016-2025). Projects should be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while recognizing constraints on some funding sources. Aspirational objectives guide the use of funds received that are above baseline revenue projections.

2. Goals. PD 14.0 goals guide development of the multimodal Statewide Transportation Plan and of performance objectives. The goals are:

- SAFETY – Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.
- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational strategies and secondarily through the addition of capacity. Support opportunities for mode choice.
- MAINTENANCE – Annually maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation.

PD 14.0 and Statewide Plan Goals are in alignment with the MAP-21 National Goals. For the Statewide Plan, goals are expressed in more public-friendly terms and include: Safety, Mobility (System Performance in PD 14.0), Economic Vitality (not yet identified in PD 14.0), and Maintaining the System (Infrastructure Condition and Maintenance in PD 14.0).

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to direct investment decisions primarily focused on a 10-year planning horizon (2016-2025). Explanations of how the objectives will be measured and budget categories-

Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants- that fund the four goal areas are listed below with the appropriate goals.

a) HIGHWAY SAFETY:

The highway safety objectives (with the exception of the economic impact of crashes objectives) were set after studying trends from 2008 through 2013. Safety measures and objectives apply to *all* roads in the state. The other safety measures and objectives in this section are subsets of the highway measures and objectives. The budget categories that fund Safety are Maintain, Maximize, and Expand.

(1) All Highways

MEASURES:

- Number of fatalities
- Fatalities per vehicle miles traveled (VMT)
- Number of serious injuries
- Serious injuries per VMT
- Economic impact of crashes

OBJECTIVES:

- Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025.
- Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025.
- Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025.
- Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025.
- Reduce the economic impact of crashes annually by 1% over the previous calendar year.

ASPIRATIONAL OBJECTIVE:

- Reduce the fatality rate per 100 million VMT to 0.75 in 2025.

(2) Bike and Pedestrian

MEASURES:

- Number of bicyclist and pedestrian fatalities involving motorized vehicles
- Number of bicyclist and pedestrian serious injuries involving motorized vehicles

OBJECTIVES:

- Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.
- Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025.

**b) INFRASTRUCTURE CONDITION:**

The infrastructure condition objectives for highways and bridges are intended to be achieved or maintained over the first 10 years of the planning horizon (2016-2025). The budget category that funds Infrastructure Condition is Maintain, except for Transit which is funded with Pass-Through Funds/Multi-Modal Grants.

**(1) Bridges****MEASURES:**

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges
- Risk-Based Asset Management Plan measures for bridges (See Appendix A for additional bridge measures.)

**OBJECTIVES:**

- Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%.
- Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.
- Meet bridge objectives in the Risk-Based Asset Management Plan. (See Appendix A for additional bridge objectives.)

**ASPIRATIONAL OBJECTIVES:**

- Achieve the percent of NHS total bridge deck area that is not structurally deficient at or above 95%.

**(2) Highways****MEASURES:**

- Pavement condition of the Interstate System
- Pavement condition of the NHS, excluding Interstates
- Pavement condition of the state highway system

**OBJECTIVES:**

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

**ASPIRATIONAL OBJECTIVES:**

- Achieve 90% High/Moderate Drivability Life for Interstates based on

condition standards and treatments set for traffic volume categories.

- Achieve 90% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.

**(3) Other Assets**

**MEASURE:**

- Risk-Based Asset Management Plan measures for other assets (See Appendix A for measures for buildings, Intelligent Transportation Systems (ITS) equipment, roadway fleet, culverts, geohazards, tunnels, traffic signals, and walls)

**OBJECTIVE:**

- Meet objectives in the Risk-Based Asset Management Plan (See Appendix A for objectives for buildings, ITS equipment, roadway fleet, culverts, geohazards, tunnels, traffic signals, and walls)

**(4) Transit**

**MEASURE:**

- Transit Asset Condition

**OBJECTIVES:**

- Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.

**ASPIRATIONAL OBJECTIVE:**

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than 70% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.

**c) SYSTEM PERFORMANCE:**

The system performance objectives for Interstates, NHS and State Highway system are intended to be achieved within the first 10 years (2016-2025) of the planning horizon. The system performance objectives for transit begin in 2012 either for a five-year rolling average or as the baseline year. The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

**(1) Interstates, NHS and State Highway system**

**MEASURES:**

- Interstate Performance – Planning Time Index (PTI)
- NHS Performance excluding Interstates – PTI
- Colorado Freight Corridors Performance – PTI

**OBJECTIVES:**

- Prevent the spread of congestion by maintaining a PTI of 1.25 or less on 90% or greater of Interstate centerline miles.
- Prevent the spread of congestion by maintaining a PTI of 1.08 or less on 90% or greater of NHS centerline miles, excluding Interstates.
- Prevent the spread of congestion by maintaining a PTI of 1.25 or less on 90% or greater of Colorado Freight Corridor centerline miles.

**(2) Transit****MEASURES:**

- Transit Utilization – Ridership statewide for small urban and rural “transit grantees”
- Transit Connectivity – Revenue service miles provided

**OBJECTIVES:**

- Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.
- Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.

**ASPIRATIONAL OBJECTIVES:**

- Increase ridership of small urban and rural transit grantees by at least an average of 1.7% statewide over a five-year period beginning with 2012.
- Increase the statewide total number of revenue service miles of regional, inter-regional, and inter-city passenger service by at least an average 1.7% over a five-year period beginning with 2012.

**d) MAINTENANCE:**

Maintenance objectives are established based on annual funding levels and measured annually. The budget category that funds Maintenance is Maintain.

**MEASURES:**

- Level of Service (LOS) for snow and ice removal
- Overall Maintenance Level of Service (MLOS) for the state highway system

**OBJECTIVES:**

- Maintain a LOS B grade for snow and ice removal.

## Policy Guiding Statewide Plan Development

Number

14.0

- Maintain an overall MLOS B minus grade for the state highway system.

### ASPIRATIONAL OBJECTIVES:

- Achieve a LOS B+ grade for snow and ice removal.
- Achieve an overall Maintenance LOS B grade for the state highway system.

## VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE

**Appendix “A”** “CDOT Risk-Based Asset Management Plan Performance Measures and Objectives”

## VII. IMPLEMENTATION PLAN

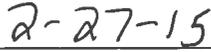
Additional measures and objectives are planned or currently under development. As additional measures and objectives are finalized they will be brought forward for consideration of incorporation into PD 14.0. This includes measures and objectives in the following areas: Bike and Pedestrian, Truck Freight, Freight Rail, Economic Vitality, and Environmental Sustainability.

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, the Division of Transportation Systems Management & Operations, and the Division of Transit & Rail, and in collaboration with other CDOT Divisions and CDOT Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Division of Transportation Development will report annually on performance of the transportation system to track progress toward objectives. At a minimum, the Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations, Office of Financial Management and Budget, Division of Transportation Systems Management & Operations, Division of Transit & Rail, and other CDOT Divisions and CDOT Regions.

## VIII. REVIEW DATE

This directive shall be reviewed on or before February 2018.

  
Secretary, Transportation Commission

  
Date of Approval

# Appendix A: CDOT Risk-Based Asset Management Plan Performance Measures and Objectives

Asset	Measure	Current Performance	Objective (Target)	Aspirational Objective (Target)
Bridges	Percentage of state highway total bridge deck area that is not structurally deficient	94%	90% <sup>a</sup>	95% <sup>a</sup>
	Percentage of NHS total bridge deck area that is not structurally deficient	95%	90% <sup>a</sup>	95% <sup>a</sup>
	Percentage of CDOT-owned bridges over waterways that are scour critical	7.1%	5%	1%
	Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches	0.4%	0.4%	0%
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches	4.8%	4.8%	2%
	Percentage of CDOT-owned bridges posted for load	0.1%	0%	0%
	Percentage of CDOT-owned bridges with a load restriction	2.6%	3%	1%
	Percentage of leaking expansion joint by length on CDOT-owned bridges	18.8%	15%	5%
	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	31%	30%	5%
Pavement	Percentage high-moderate drivability life for Interstates based on condition standards and treatments set for traffic volume categories	89%	80% <sup>a</sup>	90% <sup>a</sup>
	Percentage high-moderate drivability life for CDOT-owned NHS, excluding Interstates based on condition standards and treatments set for traffic volume categories	78%	80% <sup>a</sup>	90% <sup>a</sup>
	Percentage high-moderate drivability life for the State highway system based on condition standards and treatments set for traffic volume categories	73%	80% <sup>a</sup>	90%
Maintenance	Statewide Letter Grade	B-	B- <sup>a</sup>	B <sup>a</sup>
Buildings	Statewide Letter Grade	86% C or Better	90% C or Better	100% C or Better
ITS	Average Percent Useful Life	126%	90%	85%
Fleet	Average Percent Useful Life	103%	70%	50%
Culverts <sup>b</sup>	Percentage Critical Culverts	2.9%	5%	2%
Geohazards	Number of Sites with letter grade C or better	47%	60%	90% <sup>c</sup>
Tunnels	Key components of fire/life safety must not exceed 100% of useful life, based on manufacturer's specification, condition inspections and maintenance history.	TBD <sup>d</sup>	100%	100%
Traffic Signals <sup>e</sup>	Percent intersections with at least one component beyond 100% Useful Life	52%	15%	0%
Walls <sup>f</sup>	Percentage of CDOT-owned walls, by square foot, that are in condition state 3 or 4 (poor or severe).	1%	1%	0.5%

Highlighted measures and objectives are those that are identified specifically in the Infrastructure Condition section of PD 14.

<sup>a</sup> These measures and objectives are from the Infrastructure Condition section of PD 14.

<sup>b</sup> Culverts are minor structures between 4' and 20'.

<sup>c</sup> Some sites will always remain in the D category due to traffic volume. And at some sites, to effectively eliminate or significantly reduce the likelihood is beyond the scope of the Geohazards Program.

<sup>d</sup> Objective pending data collection.

<sup>e</sup> Overall signal infrastructure includes signal assemblies, cabinets and controllers.

<sup>f</sup> The walls inventory and condition are being collected under a 2 year project, so the information in this table is based on estimates.

# Policy Directive 14 - FY 2014 Performance Summary

PD 14.0 Objectives	Annual Objective	2014 Results	Objective Met?	FY 14 Budget	Funding Sources/Budget Program Category
<b>Safety</b>					
<b>All Highways</b>					
Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025.	476	488 (2014 data as of 9/1/2015)		\$123 million	Highway Safety Improvement Program, FASTER Safety, Safety Education, Hot Spots Program
Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025.	1.01	1.00 (2014 data as of 9/1/2015)			
Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025.	3,110	3,217 (2014 data as of 9/1/2015)			
Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025.	6.66	6.57 (2014 data as of 9/1/2015)			
Reduce the economic impact of crashes annually by 1% over the previous calendar year.	\$7.54 billion	\$7.79 billion			
<b>Bike and Pedestrian</b>					
Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.	65	73 (2014 data as of 9/1/2015)		N/A	No dedicated funding source: includes portions of TAP, Safe Routes to School Program, CMAQ, and Bike Safety Education Programs through SPR
Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025.	456	470 (2014 data as of 9/1/2015)			
<b>System Performance</b>					
<b>Highways</b>					
Prevent the spread of congestion by maintaining a Planning Time Index (PTI) of 1.25 or less on 90% or greater of Interstate centerline miles.	90%	90% of Interstate centerline miles achieved PTI		FY 14: \$25.2 million dedicated funding plus individual project spending	Congestion Relief, ITS Investments, and ITS Maintenance Programs
Prevent the spread of congestion by maintaining a PTI of 1.08 or less on 90% or greater of National Highway System (NHS) centerline miles, excluding Interstates.	90%	88% of NHS centerline miles achieved PTI			
Prevent the spread of congestion by maintaining a PTI of 1.25 or less on 90% or greater of Colorado Freight Corridor centerline miles.	90%	90% of Colorado Freight Corridors achieved PTI			
<b>Transit</b>					
Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning in 2012.	0.30%	2.25% (CY13 Data)		\$29 million	FTA Programs and FASTER Transit funding for rural and small urban areas
Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.	TBD	TBD		TBD	
<b>Infrastructure Condition</b>					
<b>Highways</b>					
Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	80%	89%		\$238.8 million	Surface Treatment Program (including FASTER Safety)
Achieve 80% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	80%	78%			
Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.	80%	73%			
<b>Transit</b>					
Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration Guidelines.	65%	Final figures for FY 2014 should be available at the end of November 2015. As of April 2015, 65% of transit vehicles were operating in fair, good, or excellent condition.		\$29 million	FTA Programs and FASTER Transit funding for rural and small urban areas
Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.	20%	9%		N/A	

# Policy Directive 14 - FY 2014 Performance Summary

PD 14.0 Objectives	Annual Objective	2014 Results	Objective Met?	FY 14 Budget	Funding Sources/Budget Program Category
<b>Bridges</b>					
Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%.	90% or greater	95%		\$185 million	On-System Bridge Program (including FASTER Safety), Off-System Bridge Program, and Colorado Bridge Enterprise
Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.	90% or greater	94%			
Percentage of CDOT-owned bridges over waterways that are scour critical	5%	7%			
Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches	0.40%	0.40%			
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches	4.80%	4.80%			
Percentage of CDOT-owned bridges posted for load	0%	0.1%			
Percentage of CDOT-owned bridges with a load restriction	3%	3%			
Percentage of leaking expansion joint by length on CDOT-owned bridges	15%	19%			
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	30%	31%			
<b>Buildings</b>					
Statewide Letter Grade	90%; C or Better	86%; C or Better		\$11.3 million	Property Capital Expenditure Program
<b>ITS</b>					
Average Percent Useful Life	90% or less	126%		\$21.5 million	ITS Maintenance
<b>Fleet</b>					
Average Percent Useful Life	70% or less	97%		\$20.9 million	Road Equipment Capital Expenditure Program
<b>Culverts</b>					
Percentage Critical Culverts	5% or less	3%		\$11.5 million	Bridge On-System and Off-System Programs (Separate Culverts Program funding began in FY 15)
<b>Geohazards</b>					
Number of Sites with letter grade C or better	60%	47%		\$9.0 million (rockfall)	Rockfall Mitigation Program (including FASTER Safety) (Geohazards Program as of FY15)
<b>Tunnels</b>					
Key components of fire/life safety must not exceed 100% of useful life, based on manufacturer's specification, the condition inspections, and maintenance history	100%	TBD		\$7.4 million	Tunnel Activities Maintenance Program Area
<b>Traffic Signals</b>					
Percent intersections with at least one component beyond 100% Useful Life	15%	52%		Program initially funded in FY 15	Traffic Signals Program
<b>Walls</b>					
Percentage of CDOT-owned walls, by square foot, that are in condition state 3 or 4 (poor or severe).	1%	1%		Program initially funded in FY 15	Bridge On-System and Off-System Programs (Separate Walls Program funding began in FY 15)
<b>Maintenance</b>					
Maintain a LOS B grade for snow and ice removal.	B	B		\$59.7 million Final Budget: \$72.5 million	Snow & Ice Program and Contingency
Maintain an overall MLOS B minus grade for the state highway system.	B -	B-		\$249 million Final Budget: \$262 million	CDOT Maintenance Program and Contingency



# 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:** SEPTEMBER 17, 2015  
**SUBJECT:** FY2014-15 COST CENTER ROLL FORWARD REQUESTS

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#### Purpose

This memorandum allows the Transportation Commission (TC) to review requests to roll FY2014-15 cost center balances into FY2015-16.

#### Action

All items are informational.

#### Background & Details

In accordance with Policy Directive PD 703.0, all requests to roll forward ending cost center balances from the previous to the current fiscal year in amounts less than \$1.0 million are subject to approval by Executive Management. Two signatures are required for approval.

#### *Transportation Systems Management & Operations (TSM&O)*

TSM&O requested a roll forward to FY2015-16 in the amount of \$689,602, which is presented to the TC today for informational purposes. According to PD 703.0, roll forward requests that are less than \$1.0 million can be approved by two Executive Management signatures. Attachment A lists FY2014-15 to FY2015-16 roll forward requests that have been approved by Executive Management, totaling \$3.7 million. These roll forwards will allow 10 CDOT offices to further advance their program goals into FY2015-16.

#### *Transportation Summit Conferences*

In August 2015, OFMB, with the CFO and Chief Engineer's approval, enacted an automatic roll forward in the amount of \$19,058 from FY2014-15 to FY2015-16 for Transportation Summit Conferences. This roll forward, presented in September 2015 to the TC for informational purposes, is in addition to the other automatic roll forwards presented to the TC in August 2015 (Attachment B).

#### Key Benefits

Staff-approved and automatic roll forwards allow Departmental operations to continue uninterrupted while minimizing budget considerations.

#### Attachments

- A: Staff-Approved Roll Forwards
- B: Automatic Roll Forwards



**Attachment A: FY2015-16 Staff-Approved Roll Forwards**

Office	Total Requested	Staff Note
Division of Transportation Development	\$544,487	
Program Management Office	\$959,811	Of the total, \$761,571 is a request for additional indirect spending authority
<b>Transportation Systems Management &amp; Operations</b>	<b>\$689,602</b>	
Office of Transportation Safety	\$326,613	
Office of Major Project Development	\$874,706	This request is for additional indirect spending authority
Region 1	\$18,000	
Region 2	\$62,515	
Region 3	\$4,096	
Region 4	\$16,000	
Region 5	\$230,000	
<b>TOTAL</b>	<b>\$3,725,830</b>	



**Attachment B: Automatic Roll Forwards**

<b>Program</b>	<b>Cost Centers</b>	<b>Roll Forward Criteria</b>	<b>Justification</b>	<b>Project or Operating Expense</b>	<b>Responsible Party</b>
Bridge Enterprise (BE)	B8800-538, B88AD-538, B88MS-538, B88SP-538	All fund balances	Statutory	Both	BE Board/OFMB
High Performance Transportation Enterprise (HPTE)	T8620-536, T8630-536, T8640-536, T8650-536, T8700-537	All fund balances	Statutory	Both	HPTE Board/OFMB
FASTER Transit	D9620-010, D9635-010, D9636-010, D9637-010, D9638-010	All fund balances	Statutory	Operating	DTR
Aeronautics	V0090-020, VDG15-033, V0091-020, V009J-020, V0095-032, V009A-033, V009D-033, V009E-033, V009F-033, V009N-033, V009R-033, V009T-033, V009W-033, V009X-033, V009Z-033, VDGPC-033	All fund balances	Statutory	Both	Aero Board
Motorcycle Operator Safety Training (MOST)	ST890-309, ST892-309, ST895-308, ST896-308	All fund balances	Statutory	Both	Office of Transportation Safety
Law Enforcement Assistance Fund (LEAF)	ST880-307, ST882-307, ST885-304	All fund balances	Statutory	Both	Office of Transportation Safety
Heavy Road Equipment	S0247-010, S0270-010	All fund balances	2009 CFO Memo	Capital Purchases	Maintenance Division
Property Pool	SM265-010, S0014-010	All fund balances	2009 CFO Memo	Capital projects	DAS--Property Manager
Intelligent Transportation Systems (ITS)	O1440-010	All fund balances	2009 CFO Memo	Both	TSM&O--ITS Branch
Non-road, non-computer (other) equipment.	E0249-010, R1001-010, R2001-010, R3001-010, R4001-010, R5001-010	Only fund balances associated with encumbrances	Previous Budget Director Memo	Capital Purchases	Project Support & Region RTDs
Transportation Summit Conference	S0192-010	All fund balances	2015 CFO Memo	Operating	Intergovernmental Relations/Communications
Transportation Engineering Training Program (TETP)	S0193-010	All fund balances	2009 CFO Memo	Operating	Office of Employee Development





# 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:** SEPTEMBER 17, 2015  
**SUBJECT:** FY 2014-15 REVENUE RECONCILIATION AND FY 2015-16 TRANSPORTATION COMMISSION CONTINGENCY RESERVE FUND (TCCRF) RECONCILIATION

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#### Purpose

This memorandum summarizes the preliminary Fiscal Year (FY) 2015-16 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 surplus fund balances from FY 2014-15. Funding considerations that are reviewed will be vetted through the normal monthly supplement process.

#### Background & Details

At the close of each fiscal year, the Office of Financial Management and Budget (OFMB) within DAF compares the forecasted revenues to the actual revenues and recommends a course of action to the TC for any surpluses or deficits.

#### *FY2014-15 Preliminary Revenue Reconciliation*

The preliminary 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 ends September 30, 2015, there is a possibility that FY 2014-15 reconciling amounts may change. CDOT is eligible to receive an increase in the annual allocation known as Federal Redistribution. The amount available to states varies each year. For FY 2013-14, CDOT received \$31.8 million. CDOT has been notified of the preliminary FY 2014-15 amount, which is \$27.8 million. OFMB will provide the TC with future updates of the reconciliation and redistribution of FY 2014-15 revenue in October.

Currently, FY 2014-15 reconciliation reports for CDOT and the Enterprises reveal the following surplus/deficit amounts (see Attachment A):

- CDOT had estimated revenues for the FY 2014-15 budget of \$1.217 billion and received actual revenues and additional federal obligation authority (FY 2014-15 redistribution) in the amount of \$1.345 billion, creating a surplus of \$128.0 million. The surplus is primarily due to higher than forecasted State Highway User Tax Fund revenues, as well as CDOT receiving more Emergency Relief funds than anticipated.



- 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 \$5.4 million, leaving a deficit of \$26.2 million. The FY2014-15 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 FY2014-15. However, Phase I of the project was completed in FY2015-16. 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 \$121.5 million, creating a surplus of \$6.6 million. This surplus is primarily due to higher than forecasted FASTER Safety Bridge Surcharge revenues.

**Transportation Commission Contingency Reserve Fund (TCCRF) Surplus Fund Reconciliation**

At the end of each fiscal year, the remaining cost center fund balances are calculated. Approved roll forward requests are deducted from this amount and actual flexible revenue is added to this amount. The final amount is swept and rolled into the TCCRF. For FY 2014-15, this estimated roll forward to the TCCRF is \$43.8 million. Table 1 (below) illustrates this reconciliation and also shows the projected TCCRF balance at the end of FY 2015-16. The TC will be asked to examine FY 2015-16 TCCRF funding considerations. If the TC funds should be appropriated to these programs, supplement items will be presented to the TC in October 2015.



Table 1: Cost Center & Revenue Reconciliation

FY2014-15 Cost Center & Revenue Reconciliation	
<b>FY2014-15 Roll Forwards to TC Contingency:</b>	
Remaining Cost Center Fund Balances	\$ 30,842,867
Automatic Roll Forwards (State Highway Fund)	\$ (20,691,635)
Total Approved & Staff Recommended 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)
· Tolloed Express Lane Corridors - TSM&O Request - September	\$ (689,602)
Remaining Balance after Roll Forwards	\$ 2,736,511
Estimated Flexible Fund Revenue and Federal Obligation Actuals over the FY2014-15 budget (Refer to Attachment A)	\$ 46,094,868
Damage Recovery (Applied Directly to Cost Centers Facilitating Highway Repairs)	\$ (5,112,628)
<b>Estimated Roll Forwards to TC Contingency</b>	<b>\$ 43,718,750</b>
FY2015-16 TCCRF Reconciliation	
FY2014-15 September Additional Estimated Roll Forwards to TC Contingency	\$ 43,718,750
FY2014-15 August TCCRF Balance	\$ 51,996,643
FY2015-16 September Pending Supplement Items:	\$ (2,492,115)
· Savings of State Match for Permanent Flood Recovery Repairs	\$ 7,885
· Transfers of State Funds to Safe Routes to School	\$ (2,500,000)
FY2015-16 September Estimated TCCRF Balance	\$ 93,223,278
FY2015-16 TCCRF Funding Considerations:	
· Return of Unused FASTER Transition Funds (Proposed to Shift to RoadX)	\$ 4,859,055
· FY2015-16 HPTE Payback	\$ 750,852
· FY2015-16 TCCRF Supplement Items - Next 9 months (estimated at \$2M per month)	\$ (18,000,000)
· FY2015-16 State Match for 2013 Flood Related Permanent Repair (Mid level risk)	\$ (15,000,000)
· Union Pacific Railroad Right of Way Resolution	\$ (12,500,000)
· Baptist Road (Reflects Approximately Half of Total Liability)	\$ (5,000,000)
· TSM&O: Tolloed Express Lane Operations & Maintenance	\$ (2,085,000)
· Transfer to the SB228 Corridor to Backfill for Southwest Chief Decision	\$ (1,000,000)
· Add Pavement to Platteville Yard facility	\$ (466,781)
· Add Pavement to Greeley West Yard facility	\$ (79,540)
· Proposal to Partially Fund RoadX (Seed \$\$)	\$ (4,701,864)
· Unknowns	\$ -
<b>Projected Contingency Balance - June, 2016</b>	<b>\$ 40,000,000</b>

**Next Steps**

In October 2015, DAF will:

- Provide updates to the FY2014-15 revenue reconciliation and federal redistribution;
- Provide recommendation for use of the surplus TC Contingency.

**Attachments**

Attachment A - FY2014-15 Preliminary Revenue Reconciliation & FY2016-17 Initial Revenue Forecast



Attachment A Colorado Department of Transportation Actual/Forecasted Revenue & Federal Obligation Comparison						
REVENUE SOURCE	FY 2015*			Revenue Projections		Comparison
	Budget	Preliminary Actual	Difference	FY 2016	FY 2017**	FY17-FY16
<b>1 STATE FUNDS</b>						
2 HUTF Revenue to CDOT	408,700,000	428,829,160	20,129,160	410,477,300	411,072,367	595,067
3 CDOT Miscellaneous Revenue	29,500,000	36,509,468	7,009,468	19,200,000	19,225,538	25,538
4 General Fund Revenue to CDOT	500,000	500,000	0	205,600,000	0	(205,600,000)
5 State Infrastructure Bank	700,000	405,582	(294,418)	500,000	300,000	(200,000)
6 State Safety Education Funds	2,950,000	3,100,000	150,000	3,000,000	3,324,859	324,859
7 Aeronautics Funds	42,800,000	31,593,412	(11,206,588)	30,000,000	30,119,701	119,701
<b>8 TOTAL STATE FUNDS</b>	<b>485,150,000</b>	<b>500,937,622</b>	<b>15,787,622</b>	<b>668,777,300</b>	<b>464,042,465</b>	<b>(204,734,835)</b>
<b>9 FASTER FUNDS</b>						
10 FASTER Safety - State Share to CDOT	97,900,000	103,796,726	5,896,726	106,300,000	106,726,422	426,422
11 FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	5,000,000	5,000,000	0
<b>12 TOTAL FASTER FUNDS</b>	<b>102,900,000</b>	<b>108,796,726</b>	<b>5,896,726</b>	<b>111,300,000</b>	<b>111,726,422</b>	<b>426,422</b>
<b>13 FEDERAL FUNDS</b>						
14 Federal Highway Administration - Flexible	373,930,900	365,100,998	(8,829,902)	364,737,932	382,241,051	17,503,119
15 Federal Highway Administration - Inflexible	102,528,934	100,436,839	(2,092,095)	101,448,051	105,587,028	4,138,977
16 Federal Transit Administration	16,030,718	18,758,753	2,728,035	20,645,277	16,790,520	(3,854,757)
17 National Highway Traffic Safety Administration	6,534,778	7,974,839	1,440,061	7,640,000	7,966,631	326,631
18 Federal Aviation Administration	300,000	245,660	(54,340)	0	92,865	92,865
<b>19 TOTAL NON- EMERGENCY FEDERAL FUNDS</b>	<b>499,325,330</b>	<b>492,517,089</b>	<b>(6,808,241)</b>	<b>494,471,260</b>	<b>512,678,095</b>	<b>18,206,835</b>
<b>20 LOCAL MATCHING FUNDS</b>						
21 Local Match for FHWA Funding	20,069,966	19,797,643	(272,323)	19,876,092	20,654,720	778,628
22 Local Match for FTA Funding	9,314,653	9,978,105	663,452	10,791,003	9,546,478	(1,244,525)
<b>23 TOTAL LOCAL MATCHING FUNDS</b>	<b>29,384,619</b>	<b>29,775,748</b>	<b>391,129</b>	<b>30,667,095</b>	<b>30,201,198</b>	<b>(465,897)</b>
<b>27 Total Colorado Department of Transportation Revenue</b>	<b>1,116,759,949</b>	<b>1,132,027,185</b>	<b>15,267,236</b>	<b>1,305,215,655</b>	<b>1,118,648,181</b>	<b>(186,567,474)</b>
<b>ADDITIONAL FEDERAL OBLIGATION AUTHORITY - EMERGENCT RELIEF &amp; REDISTRIBUTION</b>						
24 Federal Highway Administration - Emergency Relief	100,000,000	185,000,000	85,000,000	174,500,000	93,300,000	(81,200,000)
25 Federal Highway Administration - Redistribution	0	27,786,142	27,786,142			
<b>26 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY</b>	<b>100,000,000</b>	<b>212,786,142</b>	<b>112,786,142</b>	<b>174,500,000</b>	<b>93,300,000</b>	<b>(81,200,000)</b>
<b>28 Total Colorado Department of Transportation Revenue &amp; Obligation Authority</b>	<b>1,216,759,949</b>	<b>1,344,813,327</b>	<b>128,053,378</b>	<b>1,479,715,655</b>	<b>1,211,948,181</b>	<b>(267,767,474)</b>
<b>Notes:</b>						
Total CDOT Flexible Revenue & Federal Obligation	812,630,900	858,725,768	46,094,868	1,000,015,232	812,538,956	(187,476,276)
Total CDOT Inflexible Revenue & Federal Obligation	404,129,049	486,087,559	81,958,510	479,700,423	399,409,225	(80,291,198)
*Final FY 2015 Revenues will be available in September 2015						
**FY 2017 Projections are subject to change as forecast is finalized						

**Colorado High Performance Transportation Enterprise  
Actual/Forecasted Revenue & Federal Obligation Comparison**

REVENUE SOURCE	FY 2015*			Revenue Projections		Comparison
	Budget	Preliminary Actual	Difference	FY 2016	FY 2017**	FY17-FY16
<b>29 STATE FUNDS</b>						
30 Tolling Fee Revenue (Enterprise)	375,000	0	(375,000)	375,000	375,000	0
31 Tolling Violations	0	0	0	0	0	0
32 Interest Income - Exempt	200,000	598,213	398,213	200,000	200,000	0
33 Consulting Fees				2,000,000	2,000,000	0
34 Transfer From CDOT	1,000,000	1,000,000	0			0
<b>35 TOTAL STATE FUNDS</b>	<b>1,575,000</b>	<b>1,598,213</b>	<b>23,213</b>	<b>2,575,000</b>	<b>2,575,000</b>	<b>0</b>
<b>36 LOCAL CONTRIBUTIONS</b>						
37 Managed Lanes Revenue	30,000,000	3,836,767	(26,163,233)	0	0	0
<b>38 TOTAL LOCAL CONTRIBUTIONS</b>	<b>30,000,000</b>	<b>3,836,767</b>	<b>(26,163,233)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>39 High Performance Transportation Enterprise Revenue</b>	<b>31,575,000</b>	<b>5,434,980</b>	<b>(26,140,020)</b>	<b>2,575,000</b>	<b>2,575,000</b>	<b>0</b>

**Colorado Statewide Bridge Enterprise  
Actual/Forecasted Revenue & Federal Obligation Comparison**

REVENUE SOURCE	FY 2015*			Revenue Projections		Comparison
	Budget	Preliminary Actual	Difference	FY 2016	FY 2017**	FY17-FY16
<b>40 STATE FUNDS</b>						
41 Other Enterprise Charges	0	0	0	0	0	0
42 Interest Income - Exempt	2,400,000	3,020,472	620,472	3,000,000	3,510,298	510,298
43 Cost Recovery	0	0	0	0	0	0
<b>44 TOTAL STATE FUNDS</b>	<b>2,400,000</b>	<b>3,020,472</b>	<b>620,472</b>	<b>3,000,000</b>	<b>3,510,298</b>	<b>510,298</b>
<b>45 FASTER FUNDS</b>						
46 FASTER - Bridge Surcharge	91,100,000	97,560,807	6,460,807	100,100,000	102,083,588	1,983,588
<b>47 TOTAL FASTER FUNDS</b>	<b>91,100,000</b>	<b>97,560,807</b>	<b>6,460,807</b>	<b>100,100,000</b>	<b>102,083,588</b>	<b>1,983,588</b>
<b>48 FEDERAL FUNDS</b>						
49 Buy America Bonds Credit	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	0	15,000,000	15,000,000	0
<b>51 TOTAL FEDERAL FUNDS</b>	<b>6,381,900</b>	<b>5,918,642</b>	<b>(463,258)</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>0</b>
<b>52 Statewide Bridge Enterprise Revenue</b>	<b>114,881,900</b>	<b>121,499,921</b>	<b>6,618,021</b>	<b>124,100,000</b>	<b>126,593,886</b>	<b>2,493,886</b>

**53 Total Transportation Revenue & Federal Obligation**      **1,363,216,849**    **1,471,748,228**    **108,531,379**    **1,606,390,655**    **1,339,117,067**    **(267,273,588)**

Notes: Total FY 17 Revenue is \$2.0M less than sum of CDOT, HPTE, & CBE revenue due to Fee for Service from CDOT to HPTE



# 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:** SEPTEMBER 17, 2015  
**SUBJECT:** FY2016-17 BUDGET WORKSHOP

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#### Purpose

This memorandum summarizes the FY2016-17 revenue projections in preparation for the Transportation Commission's (TC) review of the Draft Program Allocation Budget in October. Decision Items requiring TC approval in October are also included in this memorandum.

#### Action

The Division of Accounting and Finance (DAF) is asking the TC to review and comment on the FY2016-17 revenue estimates. The TC is also being asked to review two FY2016-17 Decision Items over \$1.0 million. In addition, there are four Staff-Approved Decision Items included in the memorandum for informational purposes.

#### Background & Details

At the beginning of each fiscal year, the Office of Financial Management and Budget (OFMB) within DAF, creates the initial development of CDOT's revenue allocation for the new fiscal year, followed by developing and balancing the new fiscal year program budget.

#### *FY2016-17 Revenue Estimates*

A comparison of the preliminary FY2016-17 revenue estimates versus FY2015-16 for all Transportation Revenue is summarized as follows (see Attachment A - FY2015/FY2016 Budget Revenue Comparison):

- CDOT's FY2016-17 estimated revenues for next fiscal year's Draft Budget are \$1.214 billion, which is a decrease of \$267.8 million or 18%; the majority of the decrease is driven by the prediction that CDOT will not receive any Senate Bill 228 revenue in the fiscal year, compared to the predicted \$205.6 million in FY 2015- 16.
- Colorado's High Performance Transportation Enterprise (HPTE) FY2016-17 estimated revenues for next fiscal year's Draft Budget are \$2.575 million, which is identical to FY 2015 -16. This is because there is no predicted change in tolling revenue or the fee for service by CDOT, the two sources of HPTE revenue.
- Colorado's Statewide Bridge Enterprise (CBE) FY2016-17 estimated revenues for next fiscal year's Draft Budget are \$126.6 million, which is an increase of \$2.494 million or 2.0%; the



majority of the increase is driven by the forecasted increase in FASTER Safety Bridge Surcharge revenues, the primary funding source for CBE.

The attached FY2016/FY2017 Budget Revenues Comparison also identifies revenues estimated for flexible (TC directed) and inflexible programs. FY2016-17 revenues specific to a program are considered inflexible (i.e., MAP-21 and State mandated programs such as safety education and Aeronautics) and have been automatically adjusted based on the total FY2016-17 revenue assumptions. All other program revenues are considered flexible and are estimated based on the FY2015-16 budget amounts as adopted by the TC in March 2015.

- As of September 2015, Senate Bill (SB) 09-228 projections remain at \$206.5 million for CDOT in FY2015-16. However, the current projection assumes ZERO dollars to CDOT for FY2016-17. This reduction in General Fund transfers to CDOT largely accounts for CDOT's estimated revenue reduction for FY2016-17.
- A second major reduction in CDOT allocations for FY2016-17 includes Emergency Relief/Permanent Recovery funding from the federal government for flood repair projects. In FY2015-16, Emergency Relief/Permanent Recovery funding totaled \$174.5 million. However, FY2016-17 allocation projections for Permanent Recovery are estimated to be \$93.3 million.

#### **Decision Items**

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

1. Properties requests a Hazardous Materials (Hazmat) increase from \$2.2 million to \$3.2 million in FY2016-17. A \$1.0 million increase would be the first baseline adjustment for the program in 10 years. This increase would help CDOT maintain compliance standards and is requested in order to support Hazmat's investigative, remedial, evaluation, clean up, and abatement efforts. The TC has previously approved a \$1.0 million increase for FY2015-16 in the first budget supplement.
2. Division of Transportation Development requests a funding increase to \$2.5 million in FY2016-17 for the Safe Routes to Schools (SRTS) program, a request summarized in the August 2015 TC packet under "Informational Items". SRTS promotes safe practices and places to walk or bicycle for K-8 students in Colorado. Please refer to SRTS in the Consent Agenda.

Department staff was given additional Transportation Systems Management & Operations and Maintenance items that are currently under review. They will be presented to the TC in October 2015.

In addition, there are four Decision Item requests that were approved by Staff and the Executive Management Team (see below, and Attachment C):

1. Office of Emergency Management (OEM) requested \$25,000 for Incident Command System (ICS) classes.



2. OEM requested \$65,000 to fund the development and sustainment of a CDOT Incident Management Team.
3. OEM requested \$450,000 for a base budget increase to develop a new communications platform.
4. North Holly requested \$30,000 for an increase in operating expenditures due to necessary upgrades in the HVAC system.

#### **Options and Recommendations**

N/A

#### **Next Steps**

In October 2015, DAF will:

- Bring final Decision Items to the TC for approval;
- Provide updated revenue projections to the TC;
- Provide the FY2016-17 Draft Program Allocation Budget to the TC;
- Provide the Draft Administrative Budget for TC review;
- Provide the initial FY2016-17 Narrative Budget for TC review.

#### **Attachments**

- Attachment A - FY2014-15 Preliminary Revenue Reconciliation & FY2016-17 Initial Revenue Forecast
- Attachment B - FY2016-17 TC Decision Items
- Attachment C - FY2016-17 Staff/EMT Decision Items



Attachment A Colorado Department of Transportation Actual/Forecasted Revenue & Federal Obligation Comparison						
REVENUE SOURCE	FY 2015*			Revenue Projections		Comparison
	Budget	Preliminary Actual	Difference	FY 2016	FY 2017**	FY17-FY16
<b>1 STATE FUNDS</b>						
2 HUTF Revenue to CDOT	408,700,000	428,829,160	20,129,160	410,477,300	411,072,367	595,067
3 CDOT Miscellaneous Revenue	29,500,000	36,509,468	7,009,468	19,200,000	19,225,538	25,538
4 General Fund Revenue to CDOT	500,000	500,000	0	205,600,000	0	(205,600,000)
5 State Infrastructure Bank	700,000	405,582	(294,418)	500,000	300,000	(200,000)
6 State Safety Education Funds	2,950,000	3,100,000	150,000	3,000,000	3,324,859	324,859
7 Aeronautics Funds	42,800,000	31,593,412	(11,206,588)	30,000,000	30,119,701	119,701
<b>8 TOTAL STATE FUNDS</b>	<b>485,150,000</b>	<b>500,937,622</b>	<b>15,787,622</b>	<b>668,777,300</b>	<b>464,042,465</b>	<b>(204,734,835)</b>
<b>9 FASTER FUNDS</b>						
10 FASTER Safety - State Share to CDOT	97,900,000	103,796,726	5,896,726	106,300,000	106,726,422	426,422
11 FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	5,000,000	5,000,000	0
<b>12 TOTAL FASTER FUNDS</b>	<b>102,900,000</b>	<b>108,796,726</b>	<b>5,896,726</b>	<b>111,300,000</b>	<b>111,726,422</b>	<b>426,422</b>
<b>13 FEDERAL FUNDS</b>						
14 Federal Highway Administration - Flexible	373,930,900	365,100,998	(8,829,902)	364,737,932	382,241,051	17,503,119
15 Federal Highway Administration - Inflexible	102,528,934	100,436,839	(2,092,095)	101,448,051	105,587,028	4,138,977
16 Federal Transit Administration	16,030,718	18,758,753	2,728,035	20,645,277	16,790,520	(3,854,757)
17 National Highway Traffic Safety Administration	6,534,778	7,974,839	1,440,061	7,640,000	7,966,631	326,631
18 Federal Aviation Administration	300,000	245,660	(54,340)	0	92,865	92,865
<b>19 TOTAL NON- EMERGENCY FEDERAL FUNDS</b>	<b>499,325,330</b>	<b>492,517,089</b>	<b>(6,808,241)</b>	<b>494,471,260</b>	<b>512,678,095</b>	<b>18,206,835</b>
<b>20 LOCAL MATCHING FUNDS</b>						
21 Local Match for FHWA Funding	20,069,966	19,797,643	(272,323)	19,876,092	20,654,720	778,628
22 Local Match for FTA Funding	9,314,653	9,978,105	663,452	10,791,003	9,546,478	(1,244,525)
<b>23 TOTAL LOCAL MATCHING FUNDS</b>	<b>29,384,619</b>	<b>29,775,748</b>	<b>391,129</b>	<b>30,667,095</b>	<b>30,201,198</b>	<b>(465,897)</b>
<b>27 Total Colorado Department of Transportation Revenue</b>	<b>1,116,759,949</b>	<b>1,132,027,185</b>	<b>15,267,236</b>	<b>1,305,215,655</b>	<b>1,118,648,181</b>	<b>(186,567,474)</b>
<b>ADDITIONAL FEDERAL OBLIGATION AUTHORITY - EMERGENCT RELIEF &amp; REDISTRIBUTION</b>						
24 Federal Highway Administration - Emergency Relief	100,000,000	185,000,000	85,000,000	174,500,000	93,300,000	(81,200,000)
25 Federal Highway Administration - Redistribution	0	27,786,142	27,786,142			
<b>26 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY</b>	<b>100,000,000</b>	<b>212,786,142</b>	<b>112,786,142</b>	<b>174,500,000</b>	<b>93,300,000</b>	<b>(81,200,000)</b>
<b>28 Total Colorado Department of Transportation Revenue &amp; Obligation Authority</b>	<b>1,216,759,949</b>	<b>1,344,813,327</b>	<b>128,053,378</b>	<b>1,479,715,655</b>	<b>1,211,948,181</b>	<b>(267,767,474)</b>
<b>Notes:</b>						
Total CDOT Flexible Revenue & Federal Obligation	812,630,900	858,725,768	46,094,868	1,000,015,232	812,538,956	(187,476,276)
Total CDOT Inflexible Revenue & Federal Obligation	404,129,049	486,087,559	81,958,510	479,700,423	399,409,225	(80,291,198)
*Final FY 2015 Revenues will be available in September 2015						
**FY 2017 Projections are subject to change as forecast is finalized						

**Colorado High Performance Transportation Enterprise  
Actual/Forecasted Revenue & Federal Obligation Comparison**

REVENUE SOURCE	FY 2015*			Revenue Projections		Comparison
	Budget	Preliminary Actual	Difference	FY 2016	FY 2017**	FY17-FY16
<b>29 STATE FUNDS</b>						
30 Tolling Fee Revenue (Enterprise)	375,000	0	(375,000)	375,000	375,000	0
31 Tolling Violations	0	0	0	0	0	0
32 Interest Income - Exempt	200,000	598,213	398,213	200,000	200,000	0
33 Consulting Fees				2,000,000	2,000,000	0
34 Transfer From CDOT	1,000,000	1,000,000	0			0
<b>35 TOTAL STATE FUNDS</b>	<b>1,575,000</b>	<b>1,598,213</b>	<b>23,213</b>	<b>2,575,000</b>	<b>2,575,000</b>	<b>0</b>
<b>36 LOCAL CONTRIBUTIONS</b>						
37 Managed Lanes Revenue	30,000,000	3,836,767	(26,163,233)	0	0	0
<b>38 TOTAL LOCAL CONTRIBUTIONS</b>	<b>30,000,000</b>	<b>3,836,767</b>	<b>(26,163,233)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>39 High Performance Transportation Enterprise Revenue</b>	<b>31,575,000</b>	<b>5,434,980</b>	<b>(26,140,020)</b>	<b>2,575,000</b>	<b>2,575,000</b>	<b>0</b>

**Colorado Statewide Bridge Enterprise  
Actual/Forecasted Revenue & Federal Obligation Comparison**

REVENUE SOURCE	FY 2015*			Revenue Projections		Comparison
	Budget	Preliminary Actual	Difference	FY 2016	FY 2017**	FY17-FY16
<b>40 STATE FUNDS</b>						
41 Other Enterprise Charges	0	0	0	0	0	0
42 Interest Income - Exempt	2,400,000	3,020,472	620,472	3,000,000	3,510,298	510,298
43 Cost Recovery	0	0	0	0	0	0
<b>44 TOTAL STATE FUNDS</b>	<b>2,400,000</b>	<b>3,020,472</b>	<b>620,472</b>	<b>3,000,000</b>	<b>3,510,298</b>	<b>510,298</b>
<b>45 FASTER FUNDS</b>						
46 FASTER - Bridge Surcharge	91,100,000	97,560,807	6,460,807	100,100,000	102,083,588	1,983,588
<b>47 TOTAL FASTER FUNDS</b>	<b>91,100,000</b>	<b>97,560,807</b>	<b>6,460,807</b>	<b>100,100,000</b>	<b>102,083,588</b>	<b>1,983,588</b>
<b>48 FEDERAL FUNDS</b>						
49 Buy America Bonds Credit	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	0	15,000,000	15,000,000	0
<b>51 TOTAL FEDERAL FUNDS</b>	<b>6,381,900</b>	<b>5,918,642</b>	<b>(463,258)</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>0</b>
<b>52 Statewide Bridge Enterprise Revenue</b>	<b>114,881,900</b>	<b>121,499,921</b>	<b>6,618,021</b>	<b>124,100,000</b>	<b>126,593,886</b>	<b>2,493,886</b>

**53 Total Transportation Revenue & Federal Obligation**      **1,363,216,849**    **1,471,748,228**    **108,531,379**    **1,606,390,655**    **1,339,117,067**    **(267,273,588)**

Notes: Total FY 17 Revenue is \$2.0M less than sum of CDOT, HPTE, & CBE revenue due to Fee for Service from CDOT to HPTE

**Attachment B: FY2016-17 TC Decision Items**

**Decision Item Request for Transportation Commission Approval:**  
**Environmental Compliance: Hazardous Materials Base Budget Increase**  
**Fiscal Year 2016-2017**

**Summary of Funding Request:**

\$1,000,000 increase to base budget, in order to address an increasing scope of work. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	<b>Base Adjustment</b>
Capital	\$1,000,000
<b>Total Requested</b>	<b>\$1,000,000</b>

**Justification of Request**

- Supports projects funded by the Hazardous Materials (Hazmat) program
- Ensures the ability to maintain compliance
- Aligns baseline funding with scope of work

**Summary**

In order to maintain compliance, the Hazardous Materials (Hazmat) program requires an adjustment to its baseline funding, which has not been increased in ten years. While the budget remains the same, the scope of work increases annually. On the First Supplement, \$1.0 million was approved for the FY 2015-16 budget to support Hazmat’s investigative, remedial, evaluation, clean up, and abatement efforts. This same amount is now being sought as a base budget increase for FY 2016-17 and all subsequent fiscal years.

**Details**

Projects funded by the Hazmat program include investigative and remedial efforts for surface and subsurface hazardous wastes releases. These undertakings include the operations and maintenance of CDOT Headquarters and South Holly facilities, as well as numerous sites across the state, such as highway spills where the responsible party cannot be identified. Additionally, Hazmat provides services to assist with assessment and removal of suspect Methamphetamine Lab waste, and conducts asbestos inspections and abatemetns for all CDOT and right of way properties prior to any disturbance or demolition of structure materials.



Currently, the annual funding for Hazardous Materials is \$2.2 million. A base budget increase to \$3.2 million per year will address seven main areas within CDOT. Those areas and their approximate yearly costs are:

- Secondary containment structures, \$1.2 million
- Installation and maintenance of water treatment systems in vehicle maintenance facilities, \$500,000
- Cost to operate the Materials Testing Lab (MTL), \$350,000
- Stormwater management, \$250,000
- Remediation of contaminated soils and groundwater on CDOT property, \$600,000
- Asbestos inspections and abatement, \$300,000

Expected benefits from increasing Hazmat's base budget:

- Funding will align with scope of work increases
- Ability to keep CDOT properties in compliance with Federal and State standards and regulations pertaining to hazardous and solid materials handling,
- Continued Hazmat services including remedial action, technical guidance, liaison services contractual services, and project oversight to ensure mitigation is complete



**Attachment C: FY2016-17 Staff and EMT-Approved Decision Items**

**Decision Item Request for Staff Approval:**  
**Office of Emergency Management: Incident Command System Training**  
**Fiscal Year 2016-2017**

**Summary of Funding Request:**

\$25,000 increase to the base budget. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	<b>Base Adjustment</b>
Personal Services	\$25,000
<b>Total Requested</b>	<b>\$25,000</b>

**Justification of Request**

- Supports training required under federal and state regulation

**Summary**

This request is to fund Incident Command System (ICS) classes within CDOT Headquarters and CDOT Maintenance Sections to maintain National Incident Management System (NIMS) compliance with Homeland Security Presidential Directive-5 and State of Colorado Executive Order D 001 04. ICS-300 and ICS-400 level of classes will be provided for the CDOT Maintenance Sections and Headquarters for key individuals that have roles and responsibilities in incident and emergency management

**Details**

Homeland Security Presidential Directive-5 requires that all Federal departments and agencies make adoption of NIMS (National Incident Management System) by local, State, Territorial, and Tribal organizations a condition to receive Federal Preparedness Grant Awards. Under Executive Order D 001 04, Governor Bill Owens adopted NIMS statewide and established NIMS as the State standard for incident management in 2004. The purpose of NIMS is to provide a common approach for managing incidents. The funds requested in this decision item will provide statewide NIMS training for CDOT employees have a role or responsibility in responding to incidents and disasters which are natural or man-made. This training provides a flexible but standardized set of incident management practices with emphasis on common principles, a consistent approach to operational structures and supporting mechanisms, and an integrated approach to resource management



**Decision Item Request for Staff Approval:**  
**Office of Emergency Management: Incident Command System Training**  
**Fiscal Year 2016-2017**

**Summary of Funding Request:**

\$65,000 increase to the base budget. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	<b>Base Adjustment</b>
Personal Services	\$15,0000
Operating	\$50,000
<b>Total Requested</b>	<b>\$65,000</b>

**Justification of Request**

- Supports the development and sustainment of a CDOT Incident Management Team to manage major and catastrophic incidents
- Includes the development and buildout of CDOT Regional Emergency Operations Centers (EOC) staffing, training, and exercise capabilities

**Summary**

The funds requested will be used to develop and maintain a CDOT Incident Management Team consisting of command and general staff position and unit leaders as needed. This funding would also provide for the development and buildout of CDOT Regional EOC staffing, training, and exercise capabilities. Continuous funding will sustain the program and keep certified positions current.

**Details**

The office of Emergency Management is mandated to utilize the Incident Command System (ICS) in responding to incidents. Lessons learned from the 2013 flood event reveal that a robust incident and emergency management capability is needed to respond to and recover from major incidents. Funds from this request will pay for the development of a CDOT Statewide Incident Management Team (IMT), which will manage major and catastrophic incidents. This initiative will also include the implementation of expanded regional EOCs with properly trained staff and emergency planning to work alongside the IMT.

This project will:

- Leverage the Colorado Wildfire and Incident Management Academy as training opportunities on task books and specialized position-specific training classes
- Leverage FEMA position-specific leadership classes for key ICS/EOC positions for training and certification standards



- Utilize real-time events within CDOT long-term closures for incidents to build on the trainees' experience and become state certified.

This project has the following objectives:

- Development of IMT, which has all certified personnel in Command and General Staff position and key unit leader position,
- Development of CDOT Regional EOC personnel to provide coordination capability in emergencies to focus on resource mobilization, information sharing, public information and situational awareness,
- Development of an EOC/ICS interface that has clear operational procedures with roles and responsibilities.



**Decision Item Request for Staff Approval:**  
**Office of Emergency Management: Communication System Upgrade**  
**Fiscal Year 2016-2017**

**Summary of Funding Request:**

\$450,000 increase to the base budget. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	<b>Base Adjustment</b>
Personal Services	\$25,0000
Operating	\$425,000
<b>Total Requested</b>	<b>\$450,000</b>

**Justification of Request**

- Funding to support ongoing purchases for new equipment vehicle radios
- New technology provides opportunities to be more cost effective
- Supports strategic communication initiatives

**Summary**

This request is for developing a communications platform that is dependable and sustainable, providing reliable communications within day to day and emergency operations statewide. CDOT’s radio fleet is becoming obsolete, as the radio manufacturer no longer makes replacement parts for the relevant radio model. This funding will allow for a more rapid replacement of communication technology that is also more cost effective. Additionally, new communication technology will provide for alternative communication in emergency situations.

**Details**

Currently, CDOT has 2,939 radios in its 800 mhz radio fleet. Of those 2,939 radios, 1,270 radios are non-serviceable and the manufacturer no longer makes replacement parts for this model. Another 400 radios will be in the same condition in two years. This puts over half of the radio fleet in non-repairable status. Current funding allows CDOT to replace up to 11 percent of the fleet annually, requiring a five-year replacement cycle to replace the non-repairable portion of the radio fleet. The requested funding will allow CDOT to utilize new technology and allow CDOT to be more cost effective by using leveraging opportunities in Vehicle Repeater Systems, which would eliminate the need for a mobile unit. This funding will also provide redundant and alternative communication needs such as the Government Emergency Telecommunication Service and Wireless Preferred Service to enhance communication capabilities in emergency situations.



**Decision Item Request for Staff Approval:**  
**Project Support: North Holly Property Operating Budget**  
**Fiscal Year 2016-2017**

**Summary of Funding Request:**

\$30,000 increase to the base budget. This permanent increase will be effective beginning in FY2016-17 and all future fiscal years.

	<b>Base Adjustment</b>
Personal Services	\$30,0000
<b>Total Requested</b>	<b>\$ 30,000</b>

**Justification of Request**

- North Holly’s operating budget was last updated in 2006
- Requires upgrades to HVAC system, carpets, and facility maintenance

**Summary**

The North Holly property has been operating under the same budget since 2006. The HVAC system was installed nine years ago, and requires more frequent repairs given the age of the system. In 2014, the Xcel Energy bill rose from an average \$4,500 per month to \$11,000 per month. Repairs to the sytem will be cost saving. The building’s carpeted areas need to be cleaned, repaired, or possibly replaced. Labor costs for services have risen, and the building is paying for snow removal and janitorial services. The age of the building necessitates constant repairs.





# 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   
DATE: SEPTEMBER 16, 2015  
SUBJECT: FASTER PERFORMANCE AUDIT UPDATE

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#### Purpose

The purpose of this memo is to provide information to the Transportation Commission (TC) related to CDOT's response and recommended actions to address the recent Colorado Office of the State Auditor's (OSA) FASTER performance audit. The attached Policy Brief provides a summary of the specific recommendations and CDOT's responses.

#### Action

The TC is being asked to review the attached Policy Brief (see Attachment A). CDOT staff is also responding to questions asked during the hearing (see Attachment B). Questions regarding specific recommendations and CDOT's responses will be addressed during the September TC meeting.

#### Background

On Monday, August 31, 2015, the TC Chairwoman and Department staff members participated in a Legislative Audit Committee hearing scheduled to address OSA audit findings. The Department acknowledges the recommendations and is working quickly to develop implementation timelines for each recommendation.

#### Next Steps

Department staff will regularly update the TC and Audit Committee on progress made towards implementing the recommendations.

#### Attachments

Attachment A: Policy Brief - Collection and Usage of the FASTER Motor Vehicle Fees; Performance Audit by the Colorado Office of the State Auditor

Attachment B: CDOT Audit Division Outstanding Recommendation OSA FASTER as of 9/4/2015



# ATTACHMENT A - POLICY BRIEF

September 1, 2015

## Collection and Usage of the FASTER Motor Vehicle Fees: Performance Audit by the Colorado Office of the State Auditor

### 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 a lesser known 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.

### The Audit & Summary Findings

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 we utilize FASTER fees. CDOT agrees with each of the recommendations as specified in the next section, and is intent on improving the overall FASTER program. It is our intent to improve the program so that if the state auditor performed this same audit on the program in two years, there would say we implemented the audit in the timeframe we committed to.

### Specific Recommendations

**#1, Bridge Project Prioritization (Pages 24-32):** In FY 2014, the Bridge Enterprise created a “prioritization plan” to identify bridges most in need of repair or replacement. The prioritization score was based on multiple factors, including sufficiency rating, whether the bridge was functionally obsolete or structurally deficient, bridge traffic, and cost. Bridges with higher prioritization scores were identified as being in more urgent need of repair. Of the 37 bridges on the prioritization plan at the time of the audit, 10 bridges, noted in the audit as bridges “A-J” were identified as being a higher priority than other bridges that received funding. The audit correctly found that no specific documentation was available to justify why these seemingly higher priority bridges did not receive funding over other bridges, and questioned the transparency of the department’s funding decisions (but not necessarily whether we selected the *wrong* bridges for funding).

CDOT agrees and will work with the Bridge Enterprise to improve our transparency process to clearly document our rationale used to strategically prioritize bridges to repair, and document through a Bridge Enterprise memo why a bridge is being programmed and where it falls in the prioritization plan. Additionally, though not included in CDOT’s official audit response, CDOT will, in the spirit of transparency, work with the Bridge Enterprise to retroactively explain why each of the “A-J” bridges from the audit were funded. Full implementation of this new process and the retroactive justification will be completed in December, 2015.

**#2, Bridge Project Budgeting and Closure (Pages 33-41):** For Fiscal Years 2010 through 2014, the audit found instances of bridge projects that were over-budgeted on the front end, and not closed in a timely manner upon project completion. Of 23 projects completed and closed between FY 2010 and 2014, \$13.2 million was budgeted in those projects that went unused, and budgeted funds exceeded the actual expenditures by 19%. This was concerning due to the desire to utilize all FASTER dollars as efficiently and effectively as possible to move needed projects forward in a

# ATTACHMENT A - POLICY BRIEF

timely manner. In addition to the 23 closed bridge projects during this time, 34 bridges were “substantially complete” yet still had \$19.1 million in funds budgeted in the project but unexpended.

CDOT agrees that establishing and implementing a budgeting process that avoids routinely approving project budgets that are significantly larger than necessary, and also agree a more effective and efficient project closure process is necessary to utilize available funds as quickly as possible. In fact, beginning the spring of 2014, we revised our bridge budgeting process to reduce contingency and will continue to work towards full implementation of additional ways to reduce the over-budgeting of projects by December, 2015. Further, the Department has already implemented a new program and cash management process for the entire construction program that includes steps like incremental encumbrances. Those processes will also assist by ensuring only necessary budget for each fiscal year is programmed into projects to further minimize over-budgeting of projects. On the “back-end” of a project, it is true that CDOT needs to implement ways to shorten our close-out process for FASTER projects. This will take some time, but the department plans to have that process completed in June, 2016.

#3 & #4, Selection of FASTER Safety Projects (Pages 42-52): FASTER legislation requires that FASTER Safety revenue only be expended on construction, reconstruction, and maintenance projects. The audit looked at FASTER safety revenue and projects from Fiscal Years 2010 through 2014. During that time, the Commission divided FASTER Safety revenue among each of the CDOT engineering regions annually, and as a new and developing program, the method of project selection was not uniform each year, and resulted in a number of projects being funded that were not eligible for funding per statute. Two projects were towing programs that did have safety benefit, but still did not meet the eligibility criteria, but several other projects not only did not meet the technical criteria but had questionable safety benefits (such as the oversight of improvements to communications lines and cell phone coverage, which was allocated \$81,000 in FASTER Safety revenue).

CDOT agrees with the audit that too often we asked for and relied on only informal guidance from the Commission on eligibility and project selection criteria, and the result was a process that did not ensure the approximately \$87 million annually dedicated to FASTER Safety projects was utilized in a transparent and clearly appropriate way. In 2014, CDOT had already revamped the project selection process for FASTER Safety projects, but did not memorialize that process through an official Policy Directive adopted by the Commission. We plan to draft that policy and present it to the Commission for adoption by January, 2016. Further, at the recommendation of the audit, the Department will adopt internal Procedural Directives for project selection in the same timeframe, and will ensure appropriate staff is trained and familiar with the new procedures by May, 2016. While not required by the audit, management is also exploring options to “pay-back” the FASTER program the funds to cover the projects that the audit listed as ineligible for FASTER funding.

#5, Oversight of FASTER Safety Revenue (Pages 53-67): While recommendations #3 and #4 focused on project selection, recommendation #5 centered on the financial tracking of the FASTER Safety projects and found a number of improvements need to be made for the program, including: the need to develop the ability to accurately aggregate data on allocation and expenditures; track “pool” projects; itemize cost center data in SAP reports; maintain supervisory control over region management of FASTER safety revenue; and establish adequate performance measures. The audit found these problems occurred primarily because there was not sufficient “ownership” of the FASTER Safety program overall within the department and CDOT management did not routinely track or monitor the program.

CDOT agrees with the findings and will “establish” the FASTER Safety program and designate staff responsible for monitoring the program by January, 2016. CDOT has already established a number of controls being recommended by the audit. For example, the Chief Engineer and Chief Financial Officer now monitor on a monthly basis the FASTER Safety revenue and expenditures. This process, as well as additional new controls will be memorialized with the Commission adoption of a formal Policy Directive in January, 2016.

#6: FASTER Transit (Pages 68-76): CDOT is responsible for expending \$15 million of FASTER revenue on transit-related work each year. The audit reviewed 6 regional and two headquarters-managed transit contracts and found that many of them did not comply with specific elements of the State Procurement Code related to performance standards, missing performance schedules, lack of contracting monitoring requirements, and failure to enter the contracts into the state’s Contract Management System. Additionally, the Transit and Rail Division failed to maintain complete and accurate information on FASTER transit revenue and expenditures.

CDOT agrees and commits to continuing our effort to establish sufficient controls within the Transit and Rail Division and routinely reconciling revenue, expenditures and transfers in and out of the transit fund. This will be accomplished by July, 2016.

# ATTACHMENT A - POLICY BRIEF

#7: Efficiency and Accountability Committee (Pages 78-80): FASTER legislation established an “efficiency and accountability committee” made up of appointed CDOT staff members, industry stakeholders and a member of the Transportation Commission to identify ways to “maximize” its operations. State law requires annual reports regarding the committee’s actions, including their recommendations to the Executive Director and whether CDOT has taken action to implement the recommendations. CDOT established the committee and met all statutory requirements for three years until 2013, when the committee was disbanded because members questioned the need and value of the committee, particularly after the establishment of an internal office dedicated to the same purpose as the committee. Despite the statutory requirement that the committee exist and report on their activities, CDOT has neither continued the committee nor sought legislation to eliminate the requirement.

CDOT agrees that while the creation of the Office of Process Improvement in 2011 changed the direction of the department on “LEAN” process improvements and it seemed the committee’s effort of time and resources was no longer necessary, the Department should have pursued a change to the statute first before ending the committee. CDOT will evaluate a legislative change to the committee in January, 2016 or will reestablish the committee as required by state statute.

#9: Oversize and Overweight Vehicle Surcharge (Note: Recommendations #8 and #10 are not CDOT-related recommendations and are therefore not included in this summary): Vehicles that exceed size or weight limits established in state statute must secure a permit from CDOT before travelling on the state’s highway system. FASTER legislation added a surcharge to the regular permit fee, yielding about \$1.2 million annually. It is CDOT’s responsibility to ensure that the fees are recorded properly and transferred to the Treasury as appropriate. The audit found the Department did not maintain adequate records and found discrepancies in Department recordkeeping. Of particular concern was how CDOT handled the \$53,200 in revenue collected by the Ports of Entry.

CDOT agrees that an overall improvement was needed for recordkeeping and monthly reconciliations, and with a new fee collection system in place, CDOT had already implemented the audit’s requirements in this area in June, 2015. However, as part of management’s overall review and compliance effort for the FASTER program, there will be a thorough review of the audit’s findings and our new permitting system to ensure we have taken all necessary steps to ensure compliance.

**ATTACHMENT B - CDOT AUDIT DIVISION  
OUTSTANDING RECOMMENDATION OSA FASTER  
AS OF 9/4/2015**

#	Auditor	Original Implementation Date	Audit Name	Finding	Recommendation	EMT
1	OSA	12/31/2015	FASTER Fees	Lack of process to strategically prioritize and program bridge projects.	Document process to strategically prioritize and program eligible bridge projects.	Chief Engineer
2a	OSA	12/31/2015	FASTER Fees	Ineffective management of FASTER bridge revenue.	Establish and implement a bridge project budgeting process that avoids approving project budgets that are significantly larger than necessary.	Chief Engineer / CFO
2b	OSA	6/30/2016	FASTER Fees	Ineffective management of FASTER bridge revenue.	Establish a bridge project closure process that effectively and efficiently leverages FASTER revenue by strategically and quickly completing bridge projects.	Chief Engineer
3	OSA	1/31/2016	FASTER Fees	Safety revenue was not used for allowable and approved projects, in accordance legislation and Commission resolutions.	Adopt resolutions that establish policy directives to clarify roles and responsibilities of TC and CDDT.	Transportation Commission
4a	OSA	1/31/2016	FASTER Fees	Inadequate oversight of FASTER safety revenue.	Develop and implement policies and procedures that defines eligible FASTER safety projects.	Chief Engineer / CFO
4b	OSA	5/31/2016	FASTER Fees	Inadequate guidance over FASTER safety revenue.	Provide training on the developed policies and procedures.	Chief Engineer / CFO
5a	OSA	1/31/2016	FASTER Fees	Inadequate oversight of FASTER safety revenue.	Create a FASTER Safety Program with appropriate policies and procedures with designation of specific staff and responsibilities.	CFO
5b	OSA	1/31/2016	FASTER Fees	Inadequate oversight of FASTER safety revenue.	Routinely track and monitor aggregate data on FASTER safety projects.	Chief Engineer / CFO
5c	OSA	3/31/2016	FASTER Fees	Inadequate oversight of FASTER safety revenue.	Update SAP to include specific coding for FASTER safety revenue.	Chief Engineer / CFO
5d	OSA	1/31/2016	FASTER Fees	Inadequate oversight of FASTER safety revenue.	Establish performance measures and goals to measure the impact of FASTER safety revenue.	Chief Engineer / CFO
6	OSA	7/31/2016	FASTER Fees	Insufficient oversight and controls of FASTER transit revenue and projects.	Ensure that transit funds are used effectively, comply with legislative requirements, through oversight and controls.	DTR Director
7	OSA	1/31/2016	FASTER Fees	The efficiency and accountability committee was disbanded.	Re-establish and re-implement an efficiency and accountability committee.	Government Relations & Policies Director
9a	OSA	6/30/2015	FASTER Fees	Inadequate record keeping and accounting controls.	Establish a recordkeeping process that accurately captures all surcharges assessed and revenue.	CFO
9b	OSA	6/30/2015	FASTER Fees	Inadequate record keeping and accounting controls.	Ensure year end accounting information for surcharge revenue is accurate and transactions and adjustments are reflected appropriately.	CFO
9c	OSA	6/30/2015	FASTER Fees	Inadequate record keeping and accounting controls.	Establish a periodic account balance review process to ensure that all surcharge revenue has been forwarded to Treasury dept.	CFO

**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 J. Stockinger III  
**Herman Stockinger**  
**Transportation Secretary**

8-20-15  
**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
<b>Total - Region 1 Metro</b>				<b>\$315,000.00</b>

#### **Region 2 - Pueblo**

Highway	Begin MP	End MP	Type	Estimate
101A	0	5	Chip Seal	\$149,340.00
<b>Total Region 2 Pueblo</b>				<b>\$149,340.00</b>

#### **Region 4 - Greeley**

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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
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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 2<sup>nd</sup> 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)



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

**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.

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Secretary, Transportation Commission

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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"

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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;

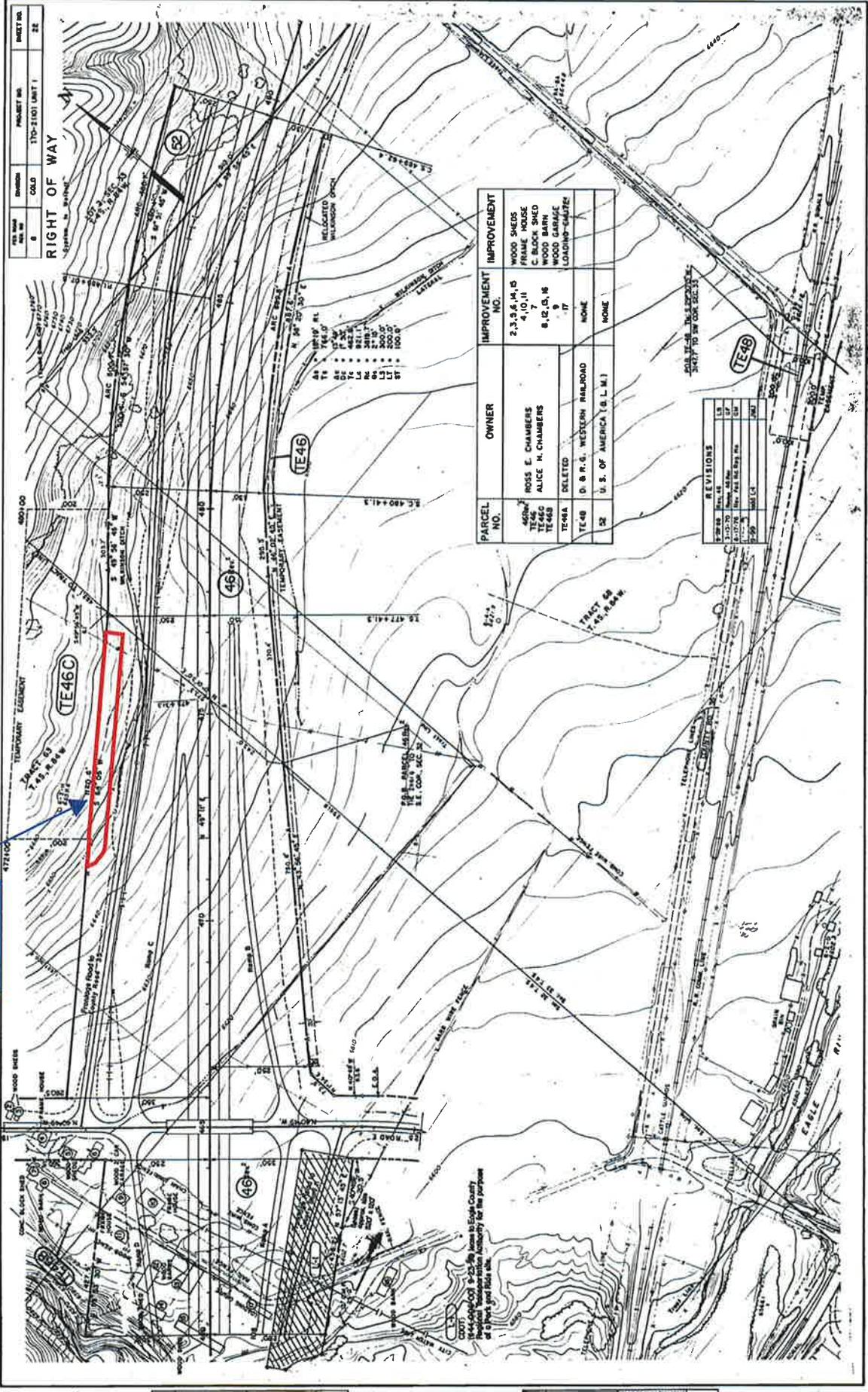
**WHEREAS**, the adjacent property owner desires to exercise its right of refusal to purchase Parcel 42 Rev. 2-X for fair market value;

**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.



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	3-10-70
LN	4-10-70
LO	5-10-70
LP	6-10-70
LQ	7-10-70
LR	8-10-70
LS	9-10-70
LT	10-10-70
LU	11-10-70
LV	12-10-70
LW	13-10-70
LX	14-10-70
LY	15-10-70
LZ	16-10-70
MA	17-10-70
MB	18-10-70
MC	19-10-70
MD	20-10-70
ME	21-10-70
MF	22-10-70
MG	23-10-70
MH	24-10-70
MI	25-10-70
MJ	26-10-70
MK	27-10-70
ML	28-10-70
MM	29-10-70
MN	30-10-70
MO	31-10-70
MP	32-10-70
MQ	33-10-70
MR	34-10-70
MS	35-10-70
MT	36-10-70
MU	37-10-70
MV	38-10-70
MW	39-10-70
MX	40-10-70
MY	41-10-70
MZ	42-10-70
NA	43-10-70
NB	44-10-70
NC	45-10-70
ND	46-10-70
NE	47-10-70
NF	48-10-70
NG	49-10-70
NH	50-10-70
NI	51-10-70
NJ	52-10-70
NK	53-10-70
NL	54-10-70
NM	55-10-70
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NO	57-10-70
NP	58-10-70
NQ	59-10-70
NR	60-10-70
NS	61-10-70
NT	62-10-70
NU	63-10-70
NV	64-10-70
NW	65-10-70
NX	66-10-70
NY	67-10-70
NZ	68-10-70
OA	69-10-70
OB	70-10-70
OC	71-10-70
OD	72-10-70
OE	73-10-70
OF	74-10-70
OG	75-10-70
OH	76-10-70
OI	77-10-70
OJ	78-10-70
OK	79-10-70
OL	80-10-70
OM	81-10-70
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OO	83-10-70
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OQ	85-10-70
OR	86-10-70
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OV	90-10-70
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OY	93-10-70
OZ	94-10-70
PA	95-10-70
PB	96-10-70
PC	97-10-70
PD	98-10-70
PE	99-10-70
PF	100-10-70
PG	101-10-70
PH	102-10-70
PI	103-10-70
PJ	104-10-70
PK	105-10-70
PL	106-10-70
PM	107-10-70
PN	108-10-70
PO	109-10-70
PP	110-10-70
PQ	111-10-70
PR	112-10-70
PS	113-10-70
PT	114-10-70
PV	115-10-70
PW	116-10-70
PX	117-10-70
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PZ	119-10-70
QA	120-10-70
QB	121-10-70
QC	122-10-70
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QO	134-10-70
QP	135-10-70
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RQ	162-10-70
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RS	164-10-70
RT	165-10-70
RV	166-10-70
RW	167-10-70
RX	168-10-70
RY	169-10-70
RZ	170-10-70
SA	171-10-70
SB	172-10-70
SC	173-10-70
SD	174-10-70
SE	175-10-70
SF	176-10-70
SG	177-10-70
SH	178-10-70
SI	179-10-70
SJ	180-10-70
SK	181-10-70
SL	182-10-70
SM	183-10-70
SN	184-10-70
SO	185-10-70
SP	186-10-70
SQ	187-10-70
SR	188-10-70
SS	189-10-70
ST	190-10-70
SV	191-10-70
SW	192-10-70
SX	193-10-70
SY	194-10-70
SZ	195-10-70
TA	196-10-70
TB	197-10-70
TC	198-10-70
TD	199-10-70
TE	200-10-70
TF	201-10-70
TG	202-10-70
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TJ	205-10-70
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TO	210-10-70
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TV	250-10-70

DEC 11 1966



DATE	12/11/66
BY	J.M.S.
CHECKED	
APPROVED	
TITLE	RIGHT OF WAY

DATE	12/11/66
BY	J.M.S.
CHECKED	
APPROVED	
TITLE	RIGHT OF WAY





**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;

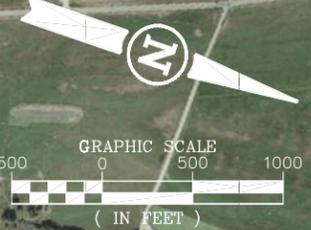
**WHEREAS**, pursuant to Colorado Revised Statutes (C.R.S) 43-2-106 The Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to relinquish a section of State Highway to a jurisdictional county or municipality;

**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)



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

**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, Room 227  
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

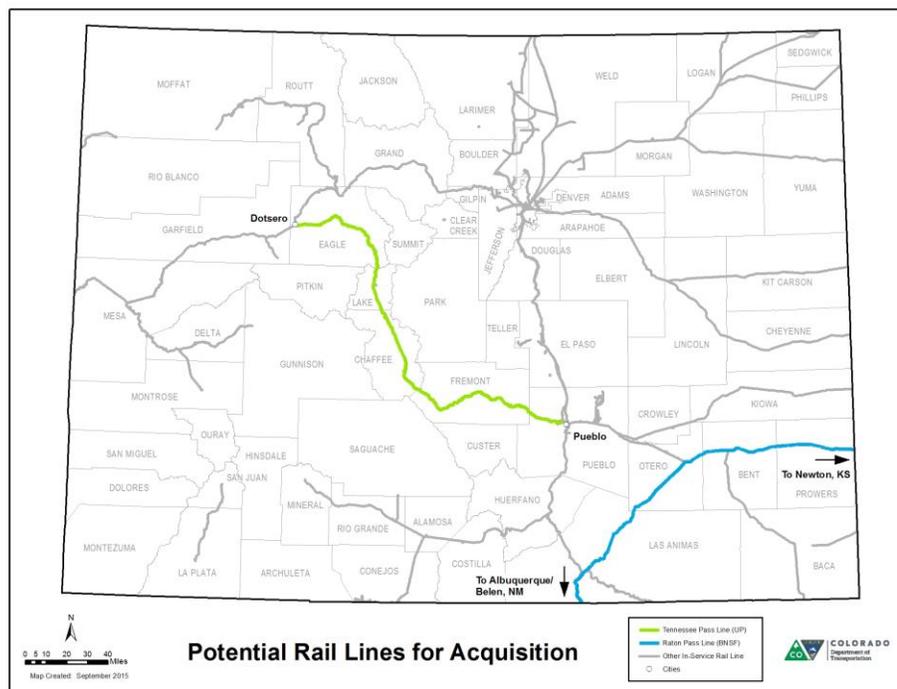


time. The Division will continue to monitor activities on this rail line but it will not be considered a potential line for acquisition until such time conditions warrant.

*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.

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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.<sup>1</sup>

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.

<sup>1</sup> 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 8<sup>th</sup> 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 2<sup>nd</sup> 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.



**COLORADO**  
**Department of Transportation**  
Division of Accounting and Finance

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

**MEMORANDUM**

DATE: September 17, 2015  
TO: Transportation Commission  
FROM: Maria Sobota, Budget Director  
SUBJECT: Third Supplement - FY 2016

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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.

Baseline Program

**Region 1**

\$932,810 – I-70: WB EJMT to MM 218 RESURFACING- Surface Treatment-  
 Additional funds for project award. Bids were opened 08/20/2015. (20510/1000...)  
**I-70:WB EJMT to MM 218 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				
Design	Surface Treatment	\$50,000	\$0	(\$8,608)	\$0	(\$8,608)	\$41,392	\$35,251	
	<b>Total Design</b>	<b>\$50,000</b>	<b>\$0</b>	<b>(\$8,608)</b>	<b>\$0</b>	<b>(\$8,608)</b>	<b>\$41,392</b>	<b>\$35,251</b>	
Construction	Surface Treatment	\$4,200,000	\$0	\$932,810	\$0	\$932,810	\$5,132,810	\$0	
	<b>Total Construction</b>	<b>\$4,200,000</b>	<b>\$0</b>	<b>\$932,810</b>	<b>\$0</b>	<b>\$932,810</b>	<b>\$5,132,810</b>	<b>\$0</b>	
<b>Total Project Budget</b>		<b>\$4,250,000</b>	<b>\$0</b>	<b>\$924,202</b>	<b>\$0</b>	<b>\$924,202</b>	<b>\$5,174,202</b>	<b>\$35,251</b>	
			Year of Expenditure			Total Request			
			FY 2016	FY 2017	FY 2018	\$924,202			
			\$0	\$924,202	\$0	\$924,202			

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

**Region 2**

\$1,000,000– SH 94A, ELLICOTT E. TO EL PASO/LIN. CL- Surface Treatment-  
 Additional funds for Change Modification Order due to overrun in asphalt quantities as a  
 result of adding 2-3 inch depth to the shoulders to maintain asphalt coverage and slope as  
 planned. (19015/1000...)

**SH 94A, ELLICOTT E. TO EL PASO/LIN. CL**

*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	Surface Treatment	\$5,381,935	\$0	\$1,000,000	\$0	\$1,000,000	\$6,381,935	\$808,510	
	<b>Total Construction</b>	<b>\$5,381,935</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$6,381,935</b>	<b>\$808,510</b>	
<b>Total Project Budget</b>		<b>\$5,381,935</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$6,381,935</b>	<b>\$808,510</b>	
			Year of Expenditure			Total Request			
			FY 2016	FY 2017	FY 2018	\$1,000,000			
			\$0	\$1,000,000	\$0	\$1,000,000			

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

**Transportation Systems Management & Operations**

\$1,300,000 – Transfer between TSM&O cost centers from OP100-010 to ORTIM-010 for Real Time Traffic Management. The Real Time Traffic Management Branch oversees the Colorado Transportation Management Center in Golden for live camera feed and provides rapid communication to CDOT Corridor Managers, CSP and local agency services, CDOT Public Information Office, “Gov Delivery” and the 511 information line.

<b>Proposed FY16 Budget for ORTIM-010</b>	
Operating	\$54,959
Personal Services	\$1,225,041
Capital	\$20,000
<b>TOTAL</b>	<b>\$1,300,000</b>

Transportation Commission Contingency Reserve Fund

**Safe Routes to School**

\$2,500,000 – Transfer from the TCCRF for new project selections in 2016 for Non-infrastructure and infrastructure projects. A call for projects would be initiated in October with selection completed in March.

*This action for formal approval was preceded by Transportation Commission review in August 2015.*

RAMP

**Region 1**

\$4,000,000–**RAMP Public-Public Contingency Fund**- Increase RAMP funding approved for project #1-46 I-25 / Arapahoe Road Interchange from \$50,400,000 to \$54,400,000. The local contribution for this project remains at \$16,400,000. \$2 million of this increase will be for final right of way plans and clearances. The other \$2 million is projected for right of way litigation and damages. (19192/1000...)

*Per PD703.0 this project is being brought to the Commission as it requires additional RAMP funds from the RAMP contingency pool. If there are savings the additional RAMP funds are to be returned to the RAMP contingency. Refer to the Program Management Office presentation for more information.*

Informational Items

**Region 3**

\$995,000- *SH 24/50/348 Minturn/Montrose Culverts* –**Transportation Commission Transition Fund**- Funds needed to de-bundle small culvert into stand-alone project for advertisement in order to get more competitive bids. The undersized culvert is not eligible for culvert asset management funds and no longer meets the FASTER Safety eligibility requirements due to low accident history.

\$335,000–**RAMP** - Increase RAMP funding for project #3-24: *I-70 Exit 31 Horizon Drive*- The additional funds will come be reallocated from RAMP project 3-34, *I-70 Glenwood Canyon Variable Speed Signing* which is on hold due to insufficient funds. The original RAMP approved budget for *I-70 Horizon Drive* was previously increased in May 2015 from \$4.2M to \$4.623M. There is also \$1.7M of local funds in the project.  
(19911/1000...)

*Per PD703.0 this project adjustment is informational only as the adjustment is below 7.5% of the revised project budget.*

# **COLORADO DEPARTMENT OF TRANSPORTATION**

## **STATE OF COLORADO**

### **Third Supplement**

**Fiscal year 2015-2016**

**Dated: September 17, 2015**

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**RESOLUTION NO. TC –**

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

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

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
June-15	<i>Final Balance 12S15</i>		<b>\$64,416,755</b>	
	<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>		<b>\$60,056,899</b>	
	<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>		<b>\$51,996,643</b>	
	<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)		Pending
September-15	<i>Pending Balance 3S16</i>		<b>\$49,504,528</b>	

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

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
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>		<b>\$10,000,000</b>	

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

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
June-15	<i>Balance 12S15</i>		<b>\$5,810,730</b>	
	<i>Region 4-SH52 at WCR 59 Intersection-return surplus</i>	\$ 43,325		1000210169
July-15	<i>Balance 1S16</i>		<b>\$5,854,055</b>	
	<i>Region 3-SH 24/50/348 Minturn/Montrose Culverts</i>	\$ (995,000)		Pending
September-15	<i>Balance 3S16</i>		<b>\$4,859,055</b>	

**Transportation Commission Contingency RAMP Reserve  
Third Supplement FY 2016 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>
December-14	<i>Beginning Balance</i>		<b>\$0</b>
	<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>		<b>\$28,372,253</b>
February-15	<i>Balance 8S15</i>		<b>\$28,372,253</b>
	<i>Region 2-19039 I-25/CIMARRON EXPRESSWAY</i>	\$2,468,862	
March-15	<i>Balance 9S15</i>		<b>\$30,841,115</b>
April-15	<i>Balance 10S15</i>		<b>\$30,841,115</b>
	<i>Region 3-19911 I-70 Exit 31 Horizon Drive (correction to previous month)</i>	(\$423,000)	
May-15	<i>Balance 11S15</i>		<b>\$30,418,115</b>
	<i>Region 3-19094 I-70 Vail Underpass</i>	(\$6,570,000)	
June-15	<i>Balance 12S15</i>		<b>\$23,848,115</b>
	<i>Region 3-19930 SH 9 - Frisco to Breckenridge</i>	(\$4,489,815)	
July-15	<i>Balance 1S16</i>		<b>\$19,358,300</b>
	<i>Region 4-12372 North College / US 287 Conifer to Laporte Bypass</i>	(\$7,833,509)	
August-15	<i>Balance 2S16</i>		<b>\$11,524,791</b>
	<i>Region 1-1-46 I-25 / Arapahoe Road Interchange (pending)</i>	(\$4,000,000)	
September-15	<i>Balance 3S16</i>		<b>\$7,524,791</b>

**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

Third Supplement 2016

**Permanent Repair Emergency Relief-Nonparticipating costs and state match  
(not reimbursable if expended)**

<b>Reg</b>	<b>State Highway</b>	<b>Mileposts</b>	<b>Project Description</b>	<b>County</b>	<b>Total Budget TCCRF</b>
4	Various	Various	PR Emergency Fence Project East I-25	Various	\$ 9,249
ST	Local	Local	PRLA (ER) Chambers Rd in Aurora	Arapahoe/Boulder	\$ (18)
ST	Local	Local	PRLA (ER) North Potomac St in Aurora	Arapahoe	\$ (12)
4	071E	180.580-181.580	PR SH 71 and SH 39	Morgan	\$ (2,643)
Total Permanent Restoration					\$ 6,576
<b>Grand Total TCCRF Activity for Flood Relief Since Last Reporting</b>					<b>\$ 6,576</b>



FY 2016 Contingency Balance Reconciliation	
August FY 2015 TC Contingency Balance	\$51,996,643
Savings from FY2009 Snowplow Restoration project	\$1,309
Savings of State Match for Permanent Flood repairs	\$6,576
Transfer of State Funds to Safe Routes to School	(\$2,500,000)
Pending September FY 2016 TC Contingency Balance	\$49,504,528



**FY 2016 Contingency Balance Projection**

Please Refer to the Budget  
Workshop for the FY 16 Projection

# RAMP Partnership and Operations Projects - Status Through August 2015 TC Meeting

## Public-Private Partnership

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 July 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.
	4-5a*	19626*	I-25: Tolled 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: Tolled 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	\$308,000,000	-\$108,000,000	\$100,000,000	\$100,000,000	\$0	\$10,000,000	\$5,500,000	\$0	\$192,500,000	\$108,000,000	RAMP Funding and Additional Total Project Costs Approved by TC in the 8th Supplement FY15 (February 2015) (#TC-15-2-4, walk-on);  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	\$471,250,000	-\$108,000,000	\$238,000,000	\$238,000,000	\$0	\$10,750,000	\$5,500,000	\$750,000	\$217,000,000	\$125,500,000		

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 July 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 July TC	
Group 3	N/A	-	HTPE P3 Development Fund	\$200,000,000	\$200,000,000	\$0	\$40,000,000	\$40,000,000	\$0	\$0	\$0	\$0	\$160,000,000	\$0	Staff Recommends Further Development; \$4.6M of HTPE RAMP Funds approved by TC in the 2nd Supplement FY15 (August 2014)(#TC-3188), for the I70 EB PPSL (RAMP Ops Project #1-09).
	1	Staff Recommends Further Development (Group 3)		\$200,000,000	\$200,000,000	\$0	\$40,000,000	\$40,000,000	\$0	\$0	\$0	\$0	\$160,000,000	\$0	

5	SUB-TOTAL Public-Public Partnership Projects		\$1,495,000,000	\$671,250,000	-\$108,000,000	\$278,000,000	\$278,000,000	\$0	\$10,750,000	\$5,500,000	\$750,000	\$377,000,000	\$125,500,000	
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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 July 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	\$671,250,000	-\$108,000,000	\$278,000,000	\$278,000,000	\$0	\$10,750,000	\$5,500,000	\$750,000	\$377,000,000	\$125,500,000	
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Percentage over Transportation Commission Approved Amount

7.22%

0.00%

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

# RAMP Partnership and Operations Projects - Status Through August 2015 TC Meeting

## Public-Public Partnership

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 Contribution	Local Delta	Other Funds	Other Funds Delta	Status through July 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
1-46	19192	I-25 and Arapahoe Rd. Interchange	\$74,000,000	\$74,000,000	\$0	\$50,400,000	\$50,400,000	\$0	\$16,400,000	\$0	\$0	\$7,200,000	\$0	RAMP Funding Approved by TC in February
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 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	\$5,778,000	-\$778,000	\$4,000,000	\$4,423,000	-\$423,000	\$1,155,000	\$0	\$105,000	\$200,000	\$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).
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).

## RAMP Partnership and Operations Projects - Status Through August 2015 TC Meeting

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 July TC	
Group 1 (cont.)	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; TC Approved additional RAMP Funding via the 3rd Supplement FY16 (Aug 2015).
	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	\$648,112,580	-\$60,880,392	\$349,579,634	\$388,414,441	-\$38,834,807	\$94,978,951	\$13,532,233	\$4,862,180	\$151,186,955	\$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 July 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 Contribution	Local Delta	Other Funds	Other Funds Delta	Status through July TC
Group 3														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	\$648,112,580	-\$60,880,392	\$349,579,634	\$388,414,441	-\$38,834,807	\$94,978,951	\$13,532,233	\$4,862,180	\$151,186,955	\$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 July TC
Group 4	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	\$648,112,580	-\$60,614,541	\$349,845,485	\$388,414,441	-\$38,568,956	\$94,978,951	\$13,532,233	\$4,862,180	\$151,186,955	\$14,210,959	
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Percentage over Transportation Commission Approved Amount

10.32%

11.02%

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.

## RAMP Partnership and Operations Projects - Status Through August 2015 TC Meeting

### Operations

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 July TC	
Group 1	1-09	19474 19984 20092 20306 20307 20308 <del>20309</del>	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 HPTE 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 HPTE Loan funding for Construction Package 3 design services and procurement of long lead time items (backed by RPP funds until closure of HPTE loan);  Included as an informational item in the 6th Supplement FY15 (December 2014); Other Funds includes HPTE 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 has 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 2015 (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	\$6,200,000	-\$1,700,000	\$4,500,000	\$6,200,000	-\$1,700,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Additional RAMP Funding Approved by TC in the 12th Supplement FY15 (June 2015)(#TC-15-6-6).
	3-34	19875	I-70 Glenwood Canyon Variable Speed Signing	\$2,200,000	\$500,000	\$1,700,000	\$2,200,000	\$500,000	\$1,700,000	\$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); Project will be 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	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 Funding 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	

# RAMP Partnership and Operations Projects - Status Through August 2015 TC Meeting

## Operations

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 July TC	
Group 1 (cont.)	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		
Group 2	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 July TC
	Staff Recommends Budgeting Funds (Group 2)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
Group 3	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 July TC
	Staff Recommends Further Development (Group 3)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	None
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	
Group 4	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 July TC
	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	

Percentage over Transportation Commission Approved Amount

49.03%

8.97%

Program \$156,139,550

Program \$85,706,243

Remainder -\$1,232,567

Remainder \$2,789,472

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.



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

Purpose

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

Action

To adopt the proposed amendments to the OSOW Rules, 2 CCR 601-4.

Background

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

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

The Commission opened the OSOW rules by TC Resolution -15-6-3 on June 18, 2015. A rule-making hearing was held on July 31, 2015. As stated in greater detail in Administrative Hearing Officer Frenz's findings, the proposed amendments are now submitted to the Commission for adoption.



## Details

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

The proposed Rule amendments are a result of: (1) legislation in 2014 regarding a new annual fleet permit; (2) the Department's implementing an electronic permitting system and lessening the burden on drivers of commercial motor vehicles to carry paper documents; (3) conforming Auxiliary Power Unit ("APU" requirements based on changes in the federal regulations made pursuant to 23 U.S.C. 134, 135 AND 150 ("Moving Ahead for Progress in the 21<sup>st</sup> Century" or "MAP-21"); and (4) a practical revision of the Rules meant to clarify a statute that speaks to certain roads with low clearances. The proposed amendments are made to:

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



fourteen feet six inches shall be operated only on highways designated by the department of transportation.” The Department believes it is better to provide information to motor carriers where the low structures are located in the state rather than where clearances are in excess of 13 feet in height (up to 14 feet six inches in height). In relation to the number of highway miles, there are only a few low clearance structures. See Rules 103.1.2, 305.1, and 306.1.

### Key Benefits

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

### Options and Recommendations

- Adopt the Rules (staff supported option);
- Defer the decision to adopt the rules pending the provision of additional information; or
- Decline to adopt the rules at this time.

### Attachments

- Resolution
- Administrative Hearing Officer Summary
- A Red-line copy of Rules showing proposed amendments is available upon request





## COLORADO

Department of Transportation

Center for Procurement and Contract Services

4201 E. Arkansas Ave., Suite. 200  
Denver, CO 80222  
303.757.9236

Date: August 28, 2015

To: Transportation Commission

From: Chris Frenz, Administrative Hearing Officer

Subject: Recommendation to approve proposed changes to  
2 CCR 601-4 "Rules Pertaining to Transport Permits for the Movement of Extra-  
Legal Vehicles or Loads ("Oversize Overweight Rules" or "OSOW Rules")"

### **Administrative Hearing Officer Summary on The Public Rule-Making Hearing Regarding**

#### **Background**

Under a delegation of authority from the Transportation Commission executed June 23, 2015, Resolution No. TC-15-6-3, I, Chris Frenz, acted as the Administrative Hearing Officer and presided over a public rule-making hearing on July 31, 2015, in the auditorium of CDOT Headquarters, 4201 E. Arkansas Avenue in Denver, Colorado. A court reporter was present and a transcript of this hearing was taken.

The public hearing was held to meet the requirements of § 24-4-103(4)(a), C.R.S., of the State Administrative Procedure Act with regard to 2 CCR 601-4, referred to as the "Oversize Overweight Rules" or "OSOW Rules." The authority for the Transportation Commission to promulgate and amend these rules is found in § 42-4-510(1)(b)(I), § 42-4-510(1.7)(b)(II)(B), and § 43-1-106(8)(k), C.R.S.

#### **Hearing Summary**

Acting as the Administrative Hearing Officer, I opened the hearing at 2:40 p.m. The following people testified: Mary Frances Nevans, the CDOT Rules Administrator; Alison Kent, an intern with the Office of Policy and Government Relations; Dan Wells, the manager for the Oversize Overweight Permit Office; Ray Burgener, co-director of Truckers for Common Sense; and Greg Fulton, president of the Colorado Motor Carriers Association.

Below is a summary of the proposed changes under 2 CCR 601-4:

- Rules 300.8 and 300.11: conforms the rules to the change in law which created a new annual fleet permit for non-interstate overweight divisible loads pertaining to power units utilizing a trailer with two or three axles;

- Rules 103.5, 309, 303.4, 303.18, 303.19, 309.1.1, and 309.13: conforms the rules to the Department's electronic permitting system;
- Rule 713: increases the weight allowance for Auxiliary Power Units from 400 pounds to 550 pounds; and
- Rules 103.1.2, 305.1, and 306.1: revises the rules to clarify height restrictions.

### **Factual Findings**

Mary Frances Nevans, the CDOT Rules Administrator, provided testimony with regard to the Department's meeting its requirements under the State Administrative Procedure Act. (Transcript p. 6, ll. 8-25, p. 7, ll. 1-15).

Alison Kent, who is interning with the Office of Policy and Government Relations, presented the exhibits. (Transcript p. 7-13). The Statement of Basis for the Rules is contained in Exhibits 10-12. A cost benefit analysis was not required (Exhibit 4 B, C and D). Ms. Kent demonstrated how the Department complied with the requirements of the Administrative Procedures Act. Specifically, Ms. Kent noted that the Department:

- Obtained proper hearing delegation from the Transportation Commission (Exhibits 1 and 2).
- Filed a timely Notice of Rulemaking with the Secretary of State which was published in the Code of Colorado Regulations (Exhibit 3A, B and C).
- Filed the rules with the Department of Regulatory Agencies (Exhibit 4A).
- Posted the proposed rules to the CDOT website on July 6, 2015 (Exhibit 5).
- Notified interested parties of the date, time, and location of the hearing (Exhibit 7).
- Provided an opportunity for comment and maintained a record of the comments on the repeal of these rules (Exhibit 7, A, B, C and D).
- Will maintain a permanent file of the rulemaking record (Exhibit 9B).
- Posted timely notice of the rulemaking hearing in the lobby of the Department Headquarters Building and the Shumate building (Exhibit 9C).

Dan Wells, the manager for the Oversize Overweight Permit Office, testified that the Department initiated the rule-making as a result of changes in governing state and federal law and improved processes within the Department. (Transcript p. 14, ll. 9-12).

Greg Fulton, the president of the Colorado Motor Carrier Association, testified to thank the Department for reaching out to stakeholders about the changes and to applaud the Department's changes to fleet permits. (Transcript p. 19, ll. 13-25). Mr. Fulton also thought it was an excellent idea to clarify the notification system for height restrictions. (Transcript p. 19, ll. 23-25, p. 20, ll. 1-10). Mr. Fulton also agreed with the changes to the weight allowance for auxiliary power units (Transcript p. 20, ll. 22-24).

Ray Burgener, co-director of Truckers for Common Sense, based in Fort Collins, Colorado, testified that he appreciates the Department's effort regarding the fleet permit for two and three

axles, but would like to make a record that this still requires another permit for quad axles. (Transcript p. 18, ll. 21-25, p. 19, ll. 1-2).

Mr. Burgener did not request a specific language change in the proposed rules; however, in order to fully address the issue he raised, I permitted CDOT to respond via email to this comment. On August 3<sup>rd</sup>, 2015, Dan Wells provided me with the following response:

In response to Mr. Burgener's claim that two different permits are required for Non-Interstate Overweight Divisible load quad and 2/3 trailer axle permits, CDOT wishes to state that Mr. Burgener is correct. Separate overweight divisible loads are needed for the Quad and 2/3 trailer axle permits due to the fact that this is how the legislature established these different permits in two different legislative sessions. HB 08-1257 established the Non-Interstate Overweight Divisible load Quad axle annual permit. This permit allows for a maximum weight of 110,000 lbs. and requires that the vehicle have a quad axle grouping. HB 09-1318 established the Non-Interstate Overweight Divisible load permit for a tractor operated in combination with a semi-trailer that had a tandem or triple axle grouping and allowed for a maximum weight of 97,000 lbs. The statute established an annual and a 6-month permit. Since the establishment of the tandem/triple permit, HB 11-1279 revised the permit to include trailers (not just semi-trailers) with two or three axles. Nothing else changed [in statute] so it appears the will of the legislature continues to be that these be two separate permits. Any change to make it possible to have one divisible load overweight permit rather than two would require action on the part of the legislature changing § 42-4-510, C.R.S.

Regarding Mr. Burgener's testimony which advocated a change in permitting by CDOT, I conclude that since the permitting requirements are set forth in statute, they must be changed by the legislature, given that administrative rules must stay within the scope of the statute and may not alter or contradict it.

The testimony established that amending the rules is warranted for several reasons. First, changes to Rules 300.8 and 300.11 are required to conform the rules to House Bill 14-1160, codified at § 42-4-510(11)a(VII)(D), C.R.S. (Transcript, p. 14, lines 13-20). Second, the Department's implementation of an electronic permitting system lessens the burden on drivers of commercial motor vehicles to carry paper documents (Transcript, p. 14, ll. 21-24). Changes to Rules 103.5, 309, 303.4, 303.18, 303.19, 309.1.1, and 309.13 conforms to the electronic permitting system. (Transcript p. 15, ll. 1-18). Third, changes to Rule 713 are based on changes in the federal regulations made pursuant to MAP-21, 23 U.S.C. 127. (Transcript p. 15, ll. 19-24). This change also conforms the rules to the Department's rules with the Colorado Port of Entry rules for Commercial Motor Carrier Size, Weight and Clearance, 8 C.C.R. 1507-28, Rule IV B.2. (Transcript p. 16, ll. 3-14). Finally, the practical revisions to Rules 103.1.2, 305.1, and 306.1 provide information to motor carriers regarding where low structures are located, rather than where the clearances are above thirteen feet, as there are very few low clearance structures. (Transcript p. 16, ll. 18-25, p. 17, ll. 1-11).

At the conclusion of the testimony, Andrew Frohardt, an Assistant Attorney General, provided his opinion that the Department had complied with the State Administrative Procedure Act. (Transcript p. 31, ll. 18-25).

**Findings and Conclusions of Law**

I have reviewed the entire record of this proceeding. The record consists of all testimony and exhibits from the July 31, 2015 hearing. I find that:

1. The Transportation Commission has the authority to amend these rules.
2. The Department met all of the requirements of the State Administrative Procedure Act, § 24-4-103 C.R.S.
3. There is sufficient evidence in the record to support amending the rules.

**Recommended Decision**

The next step in the rule-making process is a review of this submitted record of the proceedings prior to amending the rules. Any action must be based upon, and supported by, the record. Copies of the entire exhibit packet are available for review. The record supports amending the rules.

Having reviewed the entire record of this proceeding, including Exhibits 1 through 12 and having heard oral testimony and reviewed any written testimony provided, and being fully apprised of this matter, acting as Administrative Hearing Officer in this matter, I recommend that the Transportation Commission amend Rule 2 CCR 601-4.



Chris Frenz  
Hearing Officer

8/28/15

Date

**Resolution # TC-**

**Adopt Amendments to the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads (“OSOW Rules”), 2 CCR 601-4.**

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

**WHEREAS**, by Resolution TC-15-6-3, dated June 23, 2015, the Commission delegated authority to an Administrative Hearing Officer for the purposes of conducting a rule making hearing, making a complete procedural record of the hearing, and submitting that record and any recommendations to the Commission for its review and action concerning proposed amendments to the OSOW Rules; and

**WHEREAS**, a hearing was held on July 31, 2015, with Administrative Hearing Officer Chris Frenz presiding; and

**WHEREAS**, Hearing Officer Frenz made findings after considering public comment recommending that the Commission adopt the OSOW rules; and

**WHEREAS**, the proposed amendments to the OSOW Rules are based on HB14-1160, codified at § 42-4-510(11)(a)(VII)(D), C.R.S., which established a new annual fleet permit for non-interstate overweight divisible loads with power units utilizing a trailer with two or three axles; and

**WHEREAS**, the proposed amendments include the Department’s implementation of an electronic permitting system; and

**WHEREAS**, the proposed amendments conform Auxiliary Power Unit (“APU”) requirements based on changes in the federal regulations made pursuant to MAP-21 found at 23 U.S.C. 127 which increased the weight allowance from 400 to 550 lbs. for . permitted vehicles; and

**WHEREAS**, the proposed amendments clarify height restrictions in § 42-4-504(1), C.R.S.

**NOW THEREFORE BE IT RESOLVED**, after review and consideration of the rule making record and the findings of the Administrative Hearing Officer, the Commission herein adopts the proposed amendments to the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads, 2 CCR 601-4.

---

**Herman Stockinger**  
**Transportation Secretary**

---

**Date**



**DATE:** June 30, 2014

**TO:** Transportation Commission

**FROM:** Joshua Laipply, P.E. Chief Engineer, Michael Lewis, Deputy Director, Ryan Rice, TSM&O Director, Amy Ford, Communications Director

**SUBJECT:** RoadX

#### Purpose

CDOT is planning the development of a multi-phased program focused on how Colorado becomes a leader in deploying innovative transportation technologies with the focus of addressing our state's transportation challenges and becoming one of the safest and most reliable states in the country.

#### Action

Information only

#### Background

Colorado faces several monumental challenges in to make great achievements in travel. These include funding, safety & reliability, economic vitality and a vision for the future. Currently, CDOT owns a transportation system it doesn't have the resources to adequately maintain, rebuild, or expand and CDOT have learned—we cannot just build our way out of congestion.

#### Details

RoadX is Colorado's bold commitment to our customers to be a national leader in using innovative technology to improve the safety, mobility, and efficiency of the transportation system, fostering the continued economic vitality of our state.

It will be a rapid, fast-paced enterprise to frame how the Colorado Department of Transportation (CDOT) will build tomorrow - today. It will foster an environment where private industry has a direct pipeline to deploy technological solutions to transform an aging transportation system.

The RoadX program will employ a multi-pronged DO-IT (deployment, operations, innovation, technology) approach with the objective of being the most efficient, agile, and flexible system for bringing transportation technology to market. The RoadX program will implement several efforts along the DO-IT spectrum in 2016-18. CDOT plans to partner with private industry and others to deploy advanced technology to reduce the cost of transporting goods; to turn a rural state highway into a zero death road; and to reduce congestion on Colorado's critical corridors.

CDOT will work to establish a dedicated Transportation Innovation Fund for the purpose of researching, testing, and deploying innovative technologies. Proposed funding could come from CMAQ, HSIP and FASTER resources, as well as research. Total investment (assuming the FHWA CV Grant and not counting fiber/cellular expansion or research) and the Budget Plan is forthcoming.



### Key Benefits

RoadX will last for many years and require the continued evolution of the Colorado Department of Transportation. Though RoadX may not resolve all of the dilemmas that face Colorado's transportation system immediately, it will surely bring clarity, focus, and public attention to our challenges along with a renewed public trust and confidence in our Department's ability to achieve significant and necessary leaps in transportation, helping to shape Colorado's destiny.

### Next Steps

CDOT plans to launch RoadX at the Transportation Matters Summit on October 28. RoadX will be a statewide, collaborative enterprise led by CDOT. CDOT will recruit a project team and executive steering committee to oversee the RoadX program and launch partnership discussions with public partners (other states, research entities and others) and the transportation technology industry to develop and finetune potential projects.

CDOT will also convene the RoadX InnoVisers Council, tapping innovators and advisors from in-state and worldwide, leaders from public and private industry to guide the direction of Colorado's innovative technologies.

CDOT will also be assembling a Budget Plan for presentation to the Transportation Commission later this fall.

### Attachments

RoadX One Pager

Transportation Matters Summit Invitation





# ROADX

## What Is RoadX?

RoadX is Colorado's bold commitment to our customers to be a national leader in using innovative technology to improve our transportation system.

It will be a rapid, fast-paced enterprise to frame how the Colorado Department of Transportation (CDOT) will build tomorrow—today. It will foster an environment where private industry has a direct pipeline to deploy technological solutions to transform an aging transportation system.

**RoadX Vision:** Transform Colorado's transportation system into one of the safest and most reliable in the nation by harnessing emerging technology.

**RoadX Mission:** Team with public and industry partners to make Colorado one of the most technologically advanced transportation systems in the nation, and a leader in safety and reliability.

## Why Is Now the Time for RoadX?

Today we face several monumental challenges in our fundamental endeavor to make great achievements in travel. These include funding, safety & reliability, economic vitality and a vision for the future.

We are heirs to a system we don't have the resources to adequately maintain, rebuild, or expand and we have learned—we cannot just build our way out of congestion.

## How Will RoadX Be Implemented?

**DO-IT**

**Deployment**

The RoadX program will employ a multi-pronged DO-IT (deployment, operations, innovation, technology) approach with the objective of being the most efficient, agile, and flexible system for bringing transportation technology to market.

**Operations**

**Innovation**

**Technology**

The RoadX program will implement several efforts along the DO-IT spectrum in 2016-18.

CDOT plans to partner with private industry and others to deploy advanced technology to reduce the cost of transporting goods by 25%; to turn a rural state highway into a zero death road; and to improve congestion on Colorado's critical corridors.

## The Future of Transportation: RoadX

**Colorado Is Open for Business:** Colorado invites partners to join us in accelerating the adoption and deployment of technological solutions in five focus areas—connect, transport, commute, safety and integrate.

To learn more and help craft the future of transportation please contact us.

**Email:** [dot\\_roadx@state.co.us](mailto:dot_roadx@state.co.us)

**Web:** [codot.gov/programs/programs/roadx](http://codot.gov/programs/programs/roadx)



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**3** state dot directors

**4** interactive break-outs with technology pioneers

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technology can intersect with our transportation system funding



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09 Introduction to RoadX - Page 4 of 4

**AECOM**

Bridge Enterprise Board of Directors  
September 17, 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  
District 4  
Kathleen Gilliland  
Livermore, District 5

Kathy Hall  
District 7  
Sidny Zink  
Durango, District 8  
Nolan Schriner  
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.

Unless otherwise noted, all meetings are in CDOT HQ Auditorium.

BRIDGE ENTERPRISE BOARD OF DIRECTORS

10:10 a.m. Call to Order and Roll Call

10:15 a.m. Audience Participation  
Subject Limit: 10 minutes; Time Limit: 3 minutes

10:20 a.m. Act on Consent Agenda

a) Resolution to Approve Regular Minutes from Aug. 20, 2015  
(Herman Stockinger) .....Page 3

10:25 a.m. Discuss and Act on the 2<sup>nd</sup> Bridge Enterprise Budget Supplement of  
FY2016 (Maria Sobota) ..... Page 8

10:30 a.m. Budget Timeline for FY2017 (Maria Sobota) ..... Page 12

10:35 a.m. Acknowledgements of Board Appointments (Scott McDaniel)...Page 14

10:40 p.m. Monthly Progress Report (Scott McDaniel) .....Page 15

10:45 a.m. Adjournment

\*\*\*\*\*

**Bridge Enterprise Board  
Regular Meeting Minutes  
Thursday, Aug. 20, 2015**

PRESENT WERE: Kathy Connell, Chairwoman, District 6  
Gary Reiff, Vice Chair District 3  
Shannon Gifford, District 1  
Ed Peterson, Chairman, District 2  
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, CFO  
Mark Imhoff, Director, Division of Transit and Rail  
Paul Jesaitis, Region 1 Transportation Director  
Karen Rowe, Region 2 Transportation Director  
Dave Eller, Region 3 Transportation Director  
Kerrie Neet, Region 5 Transportation Director  
Kathy Young, Chief Transportation Counsel  
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.

Chairwoman Connell convened the meeting at 9:32 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 Hofmeister moved to approve the resolution, and Director Peterson seconded the motion. Upon vote of the Board the resolution passed unanimously.

**Resolution #BE-15-8-1**

Approval of Regular Meeting Minutes for July 15, 2015.

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

**Discuss and Act on Establishing CBE Funding Criteria and Commitments for the I-70 East Project**

Chief Engineer Josh Laipply walked the Directors through the new memo. The intent of the resolution is to answer questions brought up by the Directors at Wednesday's workshop. He explained that a minimum of 50% of the revenues be available at all times for other statewide projects. Additionally, the Board of Directors will have final say on the financial plan on the project before any deals are signed.

Director Thiebaut thanked the staff for the memo and resolution, and thanked the Board for taking his concerns to heart. He believes the plan is going in the right direction.

Vice Chair Reiff echoed Director Thiebaut's thoughts that it is important that the reconstruction of I-70 East be done in a manner that is fair to everything else in the state that is not I-70 East. He said there are needs throughout the state, and that the Board decided a while back that 50% of BE funds be designated to those needs. This resolution reiterates that.

Chairwoman Connell appreciates staffs late night efforts, and appreciates that the Board is getting more specific with their intent. This will help provide clarity later on as the I-70 East project moves forward.

Chief Engineer Josh Laipply confirmed that there will be more updates given to the Board of Directors on the I-70 East project before any final decisions are to be made. Additionally he recognized Brett Johnson and Brent Butzin for their efforts in creating the resolution.

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

**Resolution #BE-15-8-2**

**Resolution #BE-15-8-2**

Establishing CBE Funding Eligibility Criteria and Commitments for the I-70 East Project

**Approved by the Bridge Enterprise Board of Directors on Aug. 20, 2015**

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

**WHEREAS**, CBE and the High Performance Transportation Enterprise (“HPTE”) are currently undertaking the Interstate 70 East Reconstruction Project, which generally consists of the removal of the I-70 viaduct between Brighton Boulevard and Colorado Boulevard, the lowering of approximately one mile of I-70 below grade, the construction of a landscaped cover over a portion of I-70, and the addition of managed lanes in each direction on I-70 between I-25 and Tower Road (the “I-70 East Project”); and

**WHEREAS**, the Board has determined that it is appropriate and in the public interest to prepare for the possibility that the Partial Cover Lowered Alternative ultimately receives approval through the NEPA process and, as permitted under 23 C.F.R. § 636.109, to pursue the procurement of the I-70 East Project concurrent with and prior to the conclusion of the NEPA process; and

**WHEREAS**, on February 19, 2015, the Transportation Commission approved Resolution #TC-15-2-5, which identified CBE as the Managing Partner for the I-70 East Project and set out that CBE is expected to be eligible to contribute up to \$850 million toward the I-70 East Project; and

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

**WHEREAS**, preliminary cost estimates for the I-70 East Project support CBE’s \$850 million (net present value) commitment to the I-70 East Project, which commitment the Board of Directors of the CBE (the “Board”) now desires to further clarify through this Resolution and the memorandum included herewith; and

**WHEREAS**, in order to maximize the reach and effectiveness of limited bridge surcharge revenues, establish statewide consistency, and provide assurance that only those costs eligible under the provisions of Section 43-4-805, *et seq.*, C.R.S. are funded out of CBE revenues, CBE approved a Guidance Document for project funding eligibility reviews effective December 21, 2011; and

**WHEREAS**, it is necessary and desirable for CBE to establish project-specific Cost Eligibility Criteria for the I-70 East Project, which criteria are generally consistent with the 2011 Guidance Document; and

**WHEREAS**, in order that CBE can verify its overall funding contribution does not exceed the total amount CBE is statutorily authorized to fund toward the Project, the Developer will specifically be required to submit a breakdown of costs between CBE-eligible and non-CBE-eligible work with their proposals, utilizing the approved project-specific criteria; and

**WHEREAS**, in order to reduce overall costs, including costs of borrowing and CBE's ongoing annual capital payment obligations, and to maximize the revenues available for designated bridge projects statewide, the Board further desires to permit flexibility in the financing structure for the I-70 East Project, as further described in the memorandum submitted with this Resolution; and

**WHEREAS**, the Executive Oversight Committee (EOC) for the I-70 East Project will review financial submissions received from proposers and the overall proposed financing plan and make a recommendation to the Board, which, pursuant to Section 43-4-805(5)(f), C.R.S., shall have the power to approve the final agreement entered into by CBE for the I-70 East Project.

**NOW THEREFORE BE IT RESOLVED**, the Board of Directors of the Colorado Bridge Enterprise hereby approves in concept the Memorandum Regarding CBE Funding Commitments and Eligibility Criteria for I-70 East Project submitted with this Resolution, which outlines CBE's financial commitments to the I-70 East Project and establishes the desirability for adopting project-specific eligibility criteria to govern the use of CBE revenues for the I-70 East Project; provided, however, that in no event shall CBE commit more than fifty-percent (50%) of available revenues over the estimated thirty-five (35) year duration of the I-70 East Project, nor shall the payment structure increase the overall \$850 million net present value commitment of CBE to the I-70 East Project.

**BE IT FURTHER RESOLVED**, the Board of Directors of the Colorado Bridge Enterprise hereby adopts the attached Colorado Bridge Enterprise Cost Eligibility Criteria for the I-70 East Project.

Herman J. Stockinger III  
Herman Stockinger, Secretary  
Bridge Enterprise Board of Directors

8-20-15  
Date

### **Acknowledgements of Board Elections**

Scott McDaniels directed the Board to the memo stating that the Transportation Commission has announced a new Chair and Vice Chair. It is standard practice the Chair and Vice Chair of the Transportation Commission to serve in the same roles for the Bridge Enterprise Board of Directors. The memo acknowledges Director Connell and Director Reiff as Chairwoman and Vice Chair respectively. Additionally, Herman Stockinger has been named as Secretary of the Bridge Enterprise Board of Directors.

### **Monthly Progress Report**

Scott McDaniel had nothing significantly new to report for the month, and asked the Board if they had any questions on the reports in the monthly progress report.

### **Other Matters**

Director Peterson confirmed that in the meeting minutes, the Directors are to be referred to as Directors, rather than Commissioners.

### **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 9:41 a.m.



DATE: September 17, 2015  
TO: Bridge Enterprise Board of Directors  
FROM: Maria Sobota, Acting Chief Financial Officer  
SUBJECT: Second Supplement to the FY 2015-16 Bridge Enterprise Budget

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

**Region 1:**

The Transportation Commission, HPTC Board and Bridge Enterprise Board approved an IGA with the City of Denver for the I-70 East project at the July 2015 meetings. In compliance with the IGA, additional budget is being requested for the following two phases in FY2016. A \$12,700,000 increase to the right-of-way phase to purchase property owned by the City of Denver and a \$2,500,000 increase to the Miscellaneous phase for the Brighton Blvd. Box Culvert.

- **\$15,200,000** I-70 ML over US 6, Rail Road, City Street (Viaduct) in Denver County (old E-17-FX) (new not assigned yet) (19631/1000...). April 2015 Prioritization Plan Score: 32

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>	\$56,400,000	\$12,700,000			\$12,700,000	\$69,100,000	\$19,223,550
	Total ROW	\$56,400,000	\$12,700,000			\$12,700,000	\$69,100,000	\$19,223,550
Design	<i>FASTER Bridge Funds</i>	\$6,000,000						\$2,220,773
	Total Design	\$6,000,000						\$2,220,773
Miscellaneous	<i>FASTER Bridge Funds</i>	\$13,100,000	\$2,500,000			\$2,500,000	\$15,600,000	\$1,726,561
	Total Miscellaneous	\$13,100,000	\$2,500,000			\$2,500,000	\$15,600,000	\$1,726,561
Total Project Budget & Expenditure		\$75,500,000	\$15,200,000			\$15,200,000	\$90,700,000	\$23,170,884
			Year of Expenditure			Total Request		
			FY 2016	FY 2017	FY 2018			
			\$15,200,000			\$15,200,000		

**Region 3:**

Increase Utilities Phase budget for the Railroad Construction and Maintenance agreement associated with the Grand Avenue Bridge construction. The current request is within the project estimate.

- **\$1,550,000** SH 82 ML over I-70 ML, Colorado River and Rail Road in Garfield County (old F-07-A) (new F-07-V) (18158/1000...). April 2015 Prioritization Plan Score: 29.5

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

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget	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>	\$10,661,000	\$0	\$0	\$0	\$0	\$0	\$1,850,360
	Total ROW	\$10,661,000	\$0	\$0	\$0	\$0	\$0	\$1,850,360
Utilities	<i>FASTER Bridge Funds</i>	\$589,400	\$1,550,000	\$0	\$0	\$1,550,000	\$2,139,400	\$0
	Total Utilities	\$589,400	\$1,550,000	\$0	\$0	\$1,550,000	\$2,139,400	\$0
Design	<i>FASTER Bridge Funds</i>	\$10,931,100	\$0	\$0	\$0	\$0	\$0	\$7,379,163
	<i>Bond Funds</i>	\$2,882,000	\$0	\$0	\$0	\$0	\$0	\$2,882,000
	Total Design	\$13,813,100	\$0	\$0	\$0	\$0	\$0	\$10,261,163
Environmental	<i>FASTER Bridge Funds</i>	\$470,100	\$0	\$0	\$0	\$0	\$0	\$439,114
	<i>Bond Funds</i>	\$7,655,357	\$0	\$0	\$0	\$0	\$0	\$7,655,357
	Total Environmental	\$8,125,457	\$0	\$0	\$0	\$0	\$0	\$8,101,085
Miscellaneous	<i>FASTER Bridge Funds</i>	\$7,375,400	\$0	\$0	\$0	\$0	\$0	\$0
	Total Miscellaneous	\$7,375,400	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Project Budget &amp; Expenditure</b>		<b>\$40,564,357</b>	<b>\$1,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,550,000</b>	<b>\$42,114,357</b>	<b>\$20,212,607</b>
			Year of Expenditure			Total Request		
			FY 2016	FY 2017	FY 2018			
			\$516,667	\$516,667	\$516,666	\$1,550,000		

**Resolution No. BE-**

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



## MEMORANDUM

**TO:** THE BRIDGE ENTERPRISE BOARD OF DIRECTORS  
**FROM:** MARIA SOBOTA, CHIEF FINANCIAL OFFICER  
**DATE:** SEPTEMBER 17, 2015  
**SUBJECT:** NEW ANNUAL BUDGET TIMELINE

---

Purpose:

This memorandum presents an overview of the new Annual Budget process for the Bridge Enterprise (BE) starting with Fiscal Year (FY) 2016-17.

Action:

The purpose of this memo is informational only and no action this month is required.

Background:

Within the Department of Accounting of Finance (DAF), The Office of Financial Management and Budget (OFMB) is responsible for overseeing the Department budget development and approval process. In September and October OFMB holds annual budget workshops with the Transportation Commission (TC) to review projected revenue and draft budget allocations for the upcoming fiscal year. During the workshops in November, the Commission is presented with a Draft Budget Allocation Plan for review and adoption prior to its submission to the Office of State Planning and Budget (OSPB) and the Joint Budget Committee (JBC). Following a review by the OSPB and the JBC, the Transportation Commission approves the final budget at its March meeting and the budget is then submitted to the Governor for final approval.

As BE operates as a government-owned business within CDOT, the total annual Department budget must also include identified revenues and allocations for the Enterprise. Those revenues and allocations for BE have been determined by OFMB as part of the overall resource allocation process for the entire Department to comply with statutory deadlines. Historically, this annual process has occurred with varying degrees of input from the BE staff and the Enterprise has also brought its own, more detailed fund level operating budgets for approval before its Board of Directors.

Details:

Since the budget for Fund 538 has generally not been developed until after the Department has already adopted an annual budget, there have often been slight differences between what the BE Board of Directors is approving and what has already been presented for BE in the annual budget allocation plan presented to the TC. This has created difficulties internally as, following the approval of the budget by the Governor, OFMB staff has a short window of time to load all of the budget information into the CDOT system of record (SAP), verify that it is correct, and ensure that the proper budget authority has been given to each cost center. The discrepancies in the budget approval timelines of CDOT and BE has resulted in inconsistencies in the budget authority being distributed to BE cost centers in Fund 538.



To ensure that the budget approved by the BE Board aligns with what is included in the annual Department budget allocation plan as well as to establish correct annual budget authority in BE cost centers, BE will now be following a new annual budget process. Beginning with FY 2016-17, the Board will review annual budget materials on the following schedule:

Month	Budget Item
October	<ul style="list-style-type: none"> <li>• Upcoming Fiscal Year Draft Budget for comment</li> <li>• BE Final Revenue Reconciliation Information for prior year</li> <li>• BE Final Roll Forward Information</li> </ul>
November	<ul style="list-style-type: none"> <li>• Draft budgets for Fund 538 for inclusion in the annual draft Department Budget Allocation Plan</li> </ul>
February	<ul style="list-style-type: none"> <li>• Final review of draft budget for comments and changes</li> </ul>
March	<ul style="list-style-type: none"> <li>• Adoption of Final Budget for Fund 538 for inclusion of approved budget information in the final Department Budget Allocation Plan</li> </ul>

Key Benefits

- Ensures that all budget information presented for BE is consistent and accurate across all mediums
- Allows time to verify that the budget authority distributed to BE cost centers is correct and accurate
- Improves overall consistency in budget processes and communication between the Enterprise and OFMB

Next Steps

Following the new annual budget timeline, staff will bring FY2016-17 a draft budget for Fund 538 for comment and revenue reconciliation information for FY2014-15 including final Roll Forward information in October.





**COLORADO**  
Department of Transportation  
Statewide Bridge Enterprise

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

**MEMORANDUM**

**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott McDaniel, PE, Director of Project Support  
**DATE:** September 17, 2015  
**SUBJECT:** Transportation Commission / Colorado Bridge Enterprise Board Member Appointments

**PURPOSE**

This memorandum serves to acknowledge the recent appointments of Colorado Transportation Commissioners who will concurrently serve as Bridge Enterprise Board members.

For a term expiring July 1, 2017: Heather M. Barry of Westminster, has been reappointed to serve as a commissioner from the Fourth Transportation District.

For a term expiring July 1, 2019: Kathryn Hall of Grand Junction, has been appointed to serve as a commissioner from the Seventh Transportation District.

For a term expiring July 1, 2019: Nolan E. Schriener of Colorado Springs, has been appointed to serve as a commissioner from the Ninth Transportation District.





**MEMORANDUM**

**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott McDaniel, PE, Director of Project Support  
**DATE:** September 17, 2015  
**SUBJECT:** September 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 August 31, 2015. The August Schedule Performance Index (SPI) = 0.92, no change from prior month (July SPI = 0.92). Note: Program Goal SPI  $\geq$  0.90.

- **Over-performing projects**
  - 4 projects with \$9.5M in combined Earned Value (EV) greater than planned
  - Increases overall program SPI by 0.014; no change from prior month (July = 0.014)
- **Under-performing projects**
  - 3 projects with \$40.2M in combined lost EV
    - Reduces overall program SPI calculation by 0.06; a decrease of 0.01 from prior month (July = 0.07)
  - 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:

- Four Bridge Enterprise structures have reached completion
- Process improvements and strategy planning in relation to OSA Process Audit findings
- Ongoing project coordination and oversight
- Closeout and deprogramming funds from completed projects
- Programming of new projects for preconstruction activities
- Continued PMO coordination
- Quarterly reporting
- Maintenance invoicing
- Started reorganization efforts for BE website to increase transparency and eliminate confusion. Potential BE BOD workshop item.



**RECENT PROJECT ACTIVITY:**

- Completion of Region 1 structures E-17-CA and E-17-ER, SH 44 Main Line (104th Avenue) over Bull Seep; west of US 85 in Adams County.
- Completion of Region 1 structure F-17-DM, SH 88 Main Line/Arapahoe Road over Cherry Creek west of SH 83 (Parker Road) in Arapahoe County.
- Completion of Region 2 structure K-14-J, US 50 Main Line, between Texas Creek & Cotopaxi, structure in Fremont County.

**TOTAL PROGRAM FINANCIAL PERFORMANCE**

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

- Overall projected expenditures increased by \$12.9M or 2.0%
- Overall actual expenditures decreased by (\$0.7M) or -0.4%
- Actual Bond expenditures increased by \$0.1M or <0.1%
- Overall encumbrances increased by \$15.7 M or 11.6. %
- Bond encumbrances decreased (\$0.4M) or -4.8%

**STATUS OF FASTER ELIGIBLE BRIDGES**

There are currently 189 structures that have met eligibility requirements for the BE program.

Completed	113
In Construction	26
Design Complete	1
In Design	13
Remaining	22
No Action Proposed	14

**STATUS OF \$300M BOND BRIDGES**

There are currently 93 structures in the BE 2010A Bond program.

Completed	62
In Construction	26
Design Complete	1
In Design	4
No Action Proposed	0

**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 NB over Indiana Ave.) is in construction; E-17-FX (I-70 Viaduct) will be the final original '30 worst' bridge addressed. (The report also contains the status of the 30 worst bridges based on 2014 ratings.)

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION**

- State & FHWA-funded BE construction contracts continue to help CDOT exceed its overall 12.46% DBE goal through the following achievements:

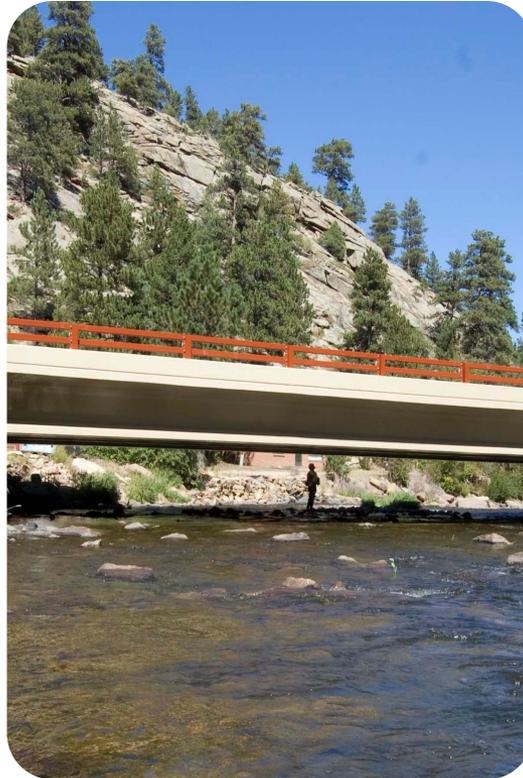
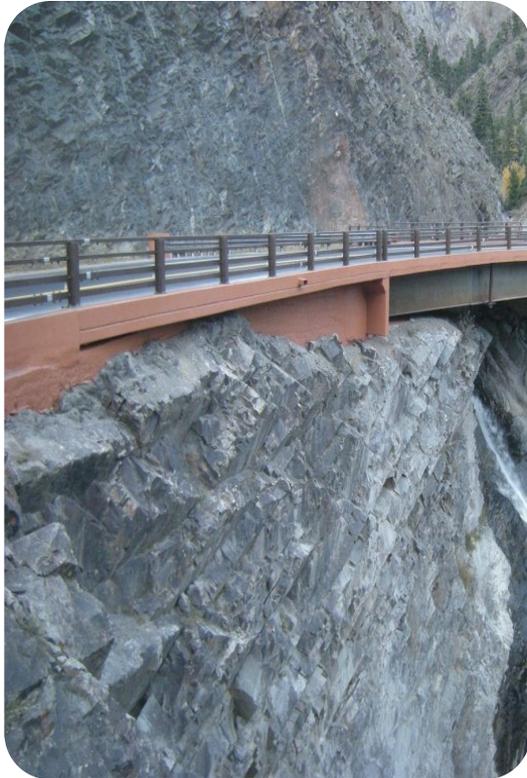
<b>Quarterly Report: FFY 2015 (3/1/10 - 6/30/15)</b>	
67 Prime Contracts Awarded	\$439,368,979
1286 Subcontracts Awarded	\$147,301,001
429* Total DBE Contracts Awarded	\$58,825,727
DBE Percentage of Subcontract Dollars	13.4%

\*The 429 subcontracts went to 126 individual DBE firms.





**COLORADO**  
Department of  
Transportation



## **Colorado Bridge Enterprise**

September 2015 Monthly Progress Report

10 Bridge Enterprise - Page 17 of 29 Board of Directors Meeting



# Program Schedule

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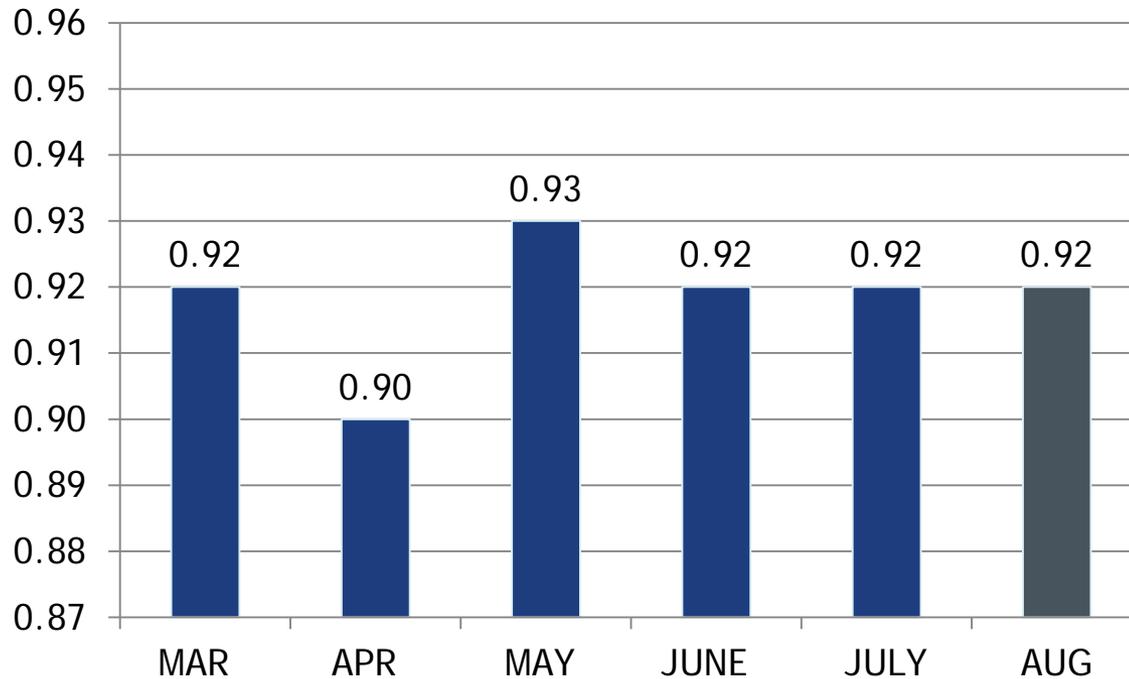
- Program schedule updated for work complete through August 2015
- August Schedule Performance Index (SPI) = 0.92; a NO CHANGE from prior month (July SPI = 0.92)
- Over-performing projects
  - 4 projects with \$9.5M in combined Earned Value (EV) greater than planned
  - INCREASES overall program SPI by 0.014; NO CHANGE from prior month (July = 0.014)
- Under-performing projects
  - 3 projects with \$40.2M in combined lost EV
    - Reduces overall program SPI calculation by 0.06; a DECREASE of 0.01 from prior month (July = 0.07)
  - Of the 13 Railroad involved projects there are none currently being impacted by Railroad delays



# Program Schedule

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## Program SPI by Month



Program Goal SPI  $\geq$  0.90



# Program Initiatives

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## CURRENT PROGRAM ACTIVITY & INITIATIVES:

- Four Bridge Enterprise structures have reached completion
- Process improvements and strategy planning in relation to OSA Process Audit findings
- Ongoing project coordination and oversight
- Closeout and deprogramming funds from completed projects
- Programming of new projects for preconstruction activities
- Continued PMO coordination
- Quarterly reporting
- Maintenance invoicing
- Started reorganization efforts for BE website to increase transparency and eliminate confusion. Potential BE BOD workshop item.



# Recent Project Activity

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## RECENT PROJECT COMPLETION:

Region 1, E-17-CA/ER, SH 44 ML(104th Avenue) over Bull Seep;  
west of US 85 in Adams County.





# Recent Project Activity

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## RECENT PROJECT COMPLETION:

Region 1, F-17-DM, SH 88 ML/Arapahoe Road over Cherry Creek west of SH 83 (Parker Road) in Arapahoe County.





# Recent Project Activity

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## RECENT PROJECT COMPLETION:

Region 2, K-14-J, US 50 ML, between Texas Creek & Cotopaxi in Fremont County.

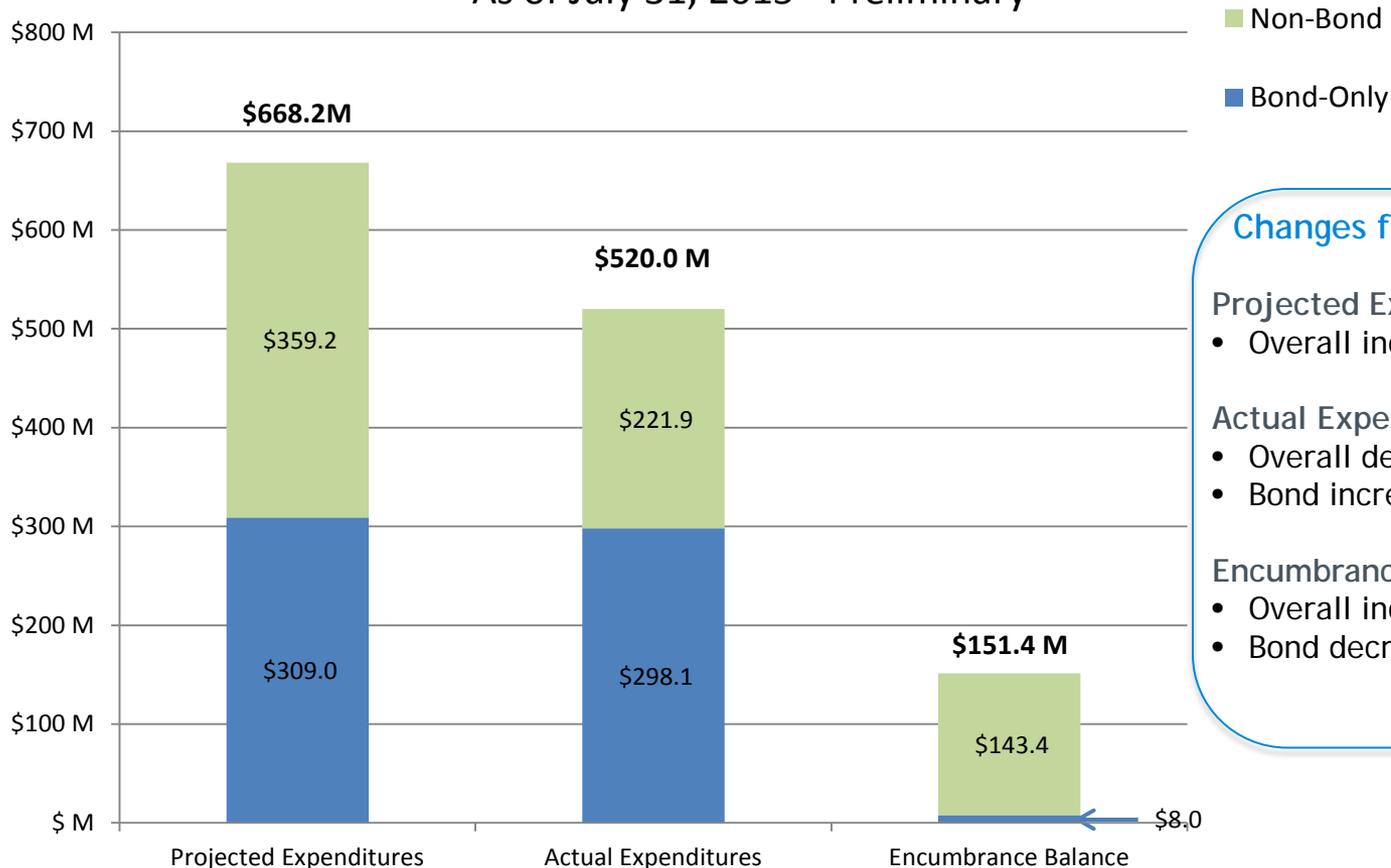




# Total Program Financial Performance

## Colorado Bridge Enterprise Total Program Performance

As of July 31, 2015 - Preliminary



### Changes from Previous Month

#### Projected Expenditures

- Overall increased by \$12.9 M or 2.0%

#### Actual Expenditures

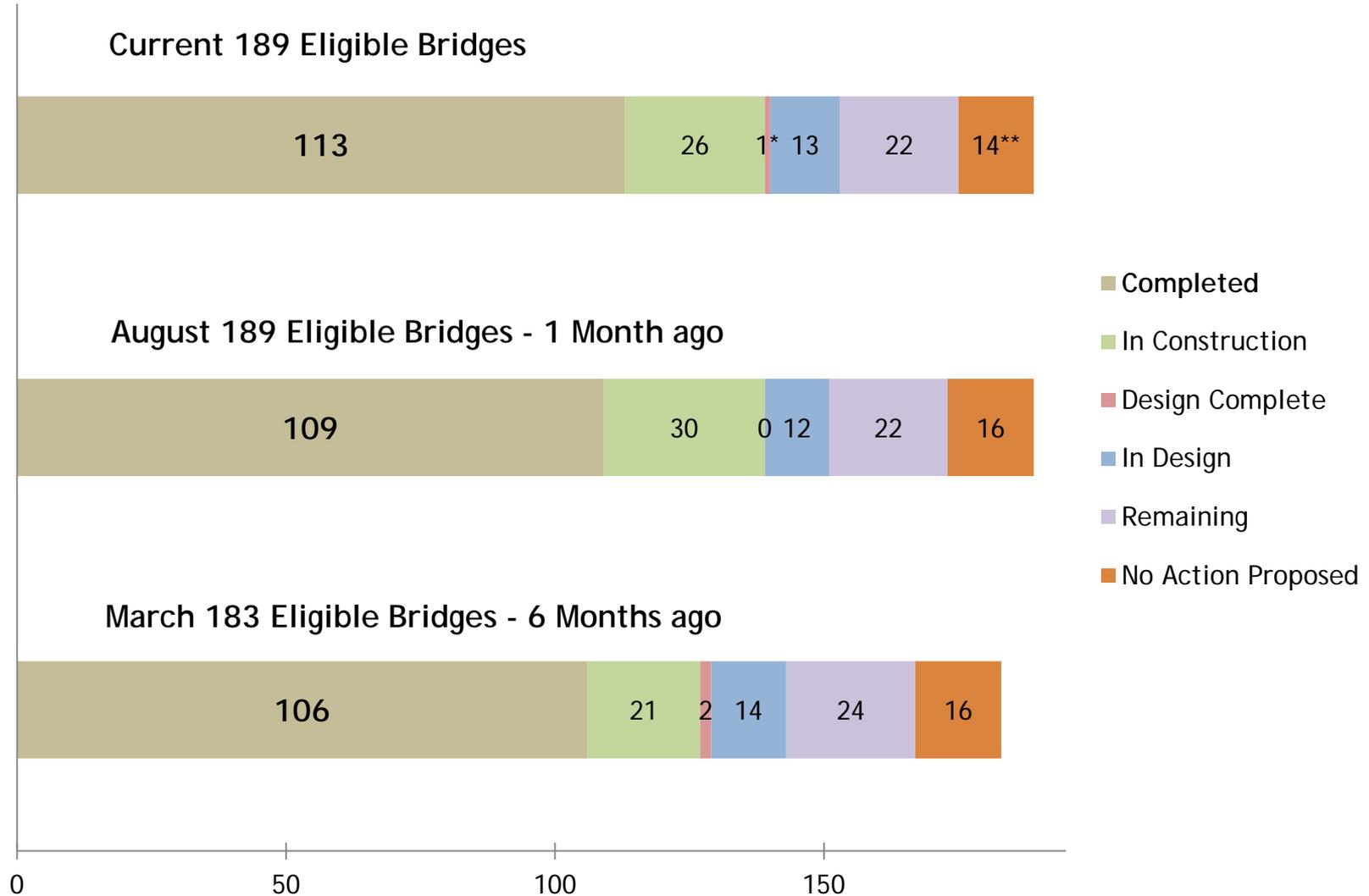
- Overall decreased by -\$0.7 M or -0.1%
- Bond increased by \$0.1 M or <0.1%

#### Encumbrance Balance

- Overall increased by \$15.7 M or 11.6.%
- Bond decreased by -\$0.4 M or -4.8%



# Status FASTER Eligible Bridges





# Status \$300M Bond Bridges

Current 93 Bridges



August 93 Bridges - 1 Month ago



March 93 Bridges - 6 Months ago



- Completed
- In Construction
- Design Complete
- In Design
- Remaining
- No Action Proposed

0 20 40 60 80 100

\* deemed ineligible



# Status of 30 Most Deficient Bridges

	2014 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	9	28
In Construction	11	1*
Design Complete	0	0
In Design	6	1**
Remaining	4***	0
<b>Total Addressed</b>	<b>30</b>	<b>30</b>

\*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
N-11-C	5	RIO GRANDE	SH 112 ML over RIO GRANDE CANAL



## DBE Participation

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State & FHWA-funded BE construction contracts continue to help CDOT exceed its overall 12.46% DBE goal through the following achievements:

Quarterly Report: Program-to-date (3/1/10 - 6/30/15)	
67 Prime Contracts Awarded	\$439,368,979
1286 Subcontracts Awarded	\$147,301,001
429* Total DBE Contracts Awarded	\$58,825,727
DBE Percentage of Subcontract Dollars	<b>13.4%</b>

\*The 429 subcontracts went to 126 individual DBE firms.



# FASTER Q & A

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## Questions & Answers

**Colorado Transportation Commission  
Audit Review Committee Agenda  
Wednesday, August 19, 2015**

**Sidny Zink, Chair  
District 8, Durango**

**Bill Thiebaut  
District 10, Pueblo**

**Gary Reiff  
District 3, Englewood**

All commissioners are invited to attend this Committee meeting.

<b>1.</b>	<b>*</b>	<b>Call to Order</b>	<b>Verbal</b>
<b>2.</b>	<b>*</b>	<b>Approval of June 2015 Minutes</b>	<b>p 1</b>
<b>3.</b>	<b>*</b>	<b>Approval of July 2015 Minutes</b>	<b>p 2</b>
<b>4.</b>	<b>*</b>	<b>Approval of FY 2016 Audit Plan</b>	<b>p 4</b>
<b>5.</b>	<b>*</b>	<b>Release– Fuel Cost Audit Phase 2 &amp; 3</b>	<b>p 15</b>
<b>6.</b>	<b>*</b>	<b>Other Audits and Reviews</b>	<b>Verbal</b>
<b>7.</b>		<b>Audit Work In Process</b>	
		<b>a. Housing Allowance Audit</b>	<b>p 32</b>
		<b>b. Store Room Audit</b>	<b>p 32</b>
		<b>c. Mobile Device Policy Advisory Service</b>	<b>p 32</b>
		<b>d. Construction Claim/Dispute Audits</b>	<b>p 32</b>
		<b>e. A-133 2014 Process</b>	<b>p 32</b>
		<b>f. Indirect Cost Rate Reviews</b>	<b>p 32</b>
		<b>g. Consultant Financial Reviews</b>	<b>p 33</b>
		<b>h. Sole Source Reviews</b>	<b>p 33</b>
		<b>i. Super Circular Implementation</b>	<b>p 33</b>
<b>8.</b>		<b>Outstanding Audit Recommendations</b>	<b>p 34</b>
<b>9.</b>		<b>Fraud Hotline Statistics</b>	<b>p 39</b>
<b>10.</b>	<b>*</b>	<b>Audit Division Updates</b>	<b>Verbal</b>

**THE AGENDA MAY BE ALTERED AT THE CHAIR’S DISCRETION**

\*Those items marked with an asterisk will be presented to the committee.

*Confidential Audit Document – Not for Public Release*  
**Colorado Transportation Commission**  
**Audit Review Committee**  
**MEETING MINUTES**

**June 17, 2015**  
**8:00 a.m. – 9:00 a.m.**  
**CDOT Headquarters Room 225**

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**COMMISSIONERS PRESENT:** Gary Reiff and Sidny Zink

**ALSO PRESENT:** Barbara Gold, Audit Director; James Ballard, Audit Manager, Lisa Gibson, Program Administrator

**AND:** Other Executive Management Team members, including the Deputy Director, Mike Lewis and the public.

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**1. Call to Order**

ARC Chairman Reiff called the meeting to order on June 17, 2015 at 8:05 a.m. The meeting was held in Room 225 at the Colorado Department of Transportation Headquarter's building. Chairman Reiff continued with the meeting after acknowledging that there was not a quorum. Items for approval will be tabled until the next ARC meeting.

**2. Approval of Minutes of the Last ARC Meeting**

ARC Chairman Reiff noted that approval of the meeting minutes for March 18, 2015 would occur at the next ARC meeting.

**3. New Direction of Audit**

Barbara Gold, Audit Division Director, gave a presentation on the new direction of the Audit Division. She discussed the changes in how the Division communicates with management and the addition of In-Process Reviews. The presentation also covered the Audit Plan and the new Risk Assessment program.

**4. Release of WIMS System Implementation Report**

The release of this report was tabled until the next ARC meeting due to lack of a quorum.

**5. CDOT Mobile Smart Phone Application (urHub)**

The release of this report was tabled until the next ARC meeting due to lack of a quorum. Chairman Reiff did state that the CDOT Mobile Smart Phone Application was a good audit and it appeared that management has gained valuable insight from the report's recommendations. Commissioner Zink thanked the audit team for their work on this audit.

Meeting was adjourned at 9:00 a.m.

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**Colorado Transportation Commission**  
**Audit Review Committee**  
**MEETING MINUTES**

**July 24, 2015**  
**9:30 a.m. – 10:00 a.m.**  
**CDOT Headquarters Room 225**

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**AUDIT COMMITTEE MEMBERS PRESENT VIA PHONE:** Gary Reiff, Sidney Zink, Bill Thiebaut

**TRANSPORTATION COMMISSIONERS PRESENT VIA PHONE:** Kathy Connell

**ALSO PRESENT:** Barbara Gold, Audit Director; James Ballard, Audit Manager, Lisa Gibson, Program Administrator

**AND:** Other Executive Management Team members and the public.

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**Call to Order**

ARC Chairman Reiff called the meeting to order on July 24, 2015 at 9:30 a.m. The meeting was held in Room 225 at the Colorado Department of Transportation Headquarter's building.

**Approval of Minutes of the March 18, 2015 ARC Meeting**

ARC Chairman Reiff asked for approval of the meeting minutes for March 18, 2015. Approval of the minutes was moved by Commissioner Zink and seconded by Commissioner Thiebaut. The minutes were adopted as published in the agenda. The minutes were approved with no opposition.

**Election of Audit Chair**

Commissioner Reiff nominated Sidney Zink as new Chair, Commissioner Thiebaut seconded. Vote passed with no opposition. Newly elected Chair Zink took over the meeting.

**Release of WIMS System Implementation Report**

Commissioner Reiff moved to release the report. Commissioner Thiebaut seconded. All committee members voted to approve and release report. The report was released with no opposition. The report now becomes a public document that is available upon request and will be posted on our website.

**Discussion of WIMS System Implementation Report**

Ms. Gold reminded the Committee that this audit was done at management's request. There were no significant findings related to this audit.

**Release of CDOT Mobile Smart Phone Application (urHub)**

Commissioner Reiff moved that they the report be released. It was seconded by Commissioner Thiebaut. All committee members voted to approve and release report. The report was released with no opposition.

**Discussion of CDOT Mobile Smart Phone Application (urHub)**

In the future, the Audit Division will ensure that the agenda matches the title that is on the report. Chair Zink proposed language in the conclusion section of the report that states "Conditions occurred because management is inexperienced in the area of complex contractual agreements and intellectual

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**Colorado Transportation Commission**  
**Audit Review Committee**  
**MEETING MINUTES**

property.” Ms. Gold agreed that those are beneficial changes and would be made. Chair Zink asked if the Audit Division ever recommended that CDOT get out of the contract at any time due to the other party not fulfilling their end of the contract. Ms. Gold said that they could make those recommendations. Amy Ford said that her section would review recommendations and move forward with the decision of either re-working or ending the contract.

Chair Zink referenced page five of the report where urHub denied the Audit Division’s request to review their reconciliation process. Ms. Gold clarified that the audit team did review the documentation provided to them but were unable to obtain reasonable assurance that their reporting procedures are sufficient.

Ms. Gold explained to Chair Zink that urHub is considered a member of the public so they have not yet been permitted to review the report draft. It was noted that the dates in the report need to be changed due to the lack of a quorum at the previous meeting. There were no additional comments or issues noted. Commissioner Reiff moved that they the report be released with additional comments accepted into the report. It was seconded by Commissioner Thiebaut. The report will be released once all of the changes are made.

Meeting was adjourned at 9:51 a.m.

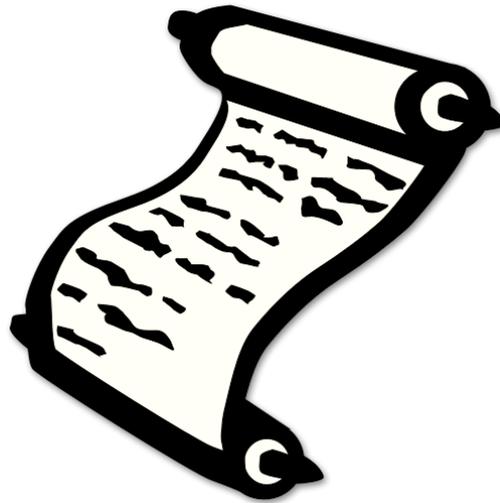


**COLORADO**

**Department of Transportation**

Division of Audit

# ***FY 2016 AUDIT PLAN***



**Pre-Release Not for Public Distribution**



# Audit Planning Process

- Identified 25 risk factors impacting CDOT based on discussions with senior management and previous audits.
- Ranked these risk factors on impact of occurrence and likelihood of occurrence.
- Identified audit projects that address these risk factors for FY 2016.
- Identified additional audits for consideration.





# 2016 Audit Plan Internal Audit Services

## Expected Completion in FY 2016

Project Title	Objective	Risk Factor(s)
Housing Allowance*	Determine if the housing allowance is being used properly and assess the effectiveness of the program.	RF11 Talent Management RF21 Staffing RF14 Employee Complaints RF9 Reputation
Storage Room*	Determine if inventory is properly safeguarded and policies and procedures are followed.	RF7 Assets RF17 Maintenance
Fuel Cards*	To determine if fuel expenditures are reasonable and in compliance with policies and procedures	RF25 Fuel Expenditures RF9 Reputation
Bulk Fuel	Assess internal controls associated with bulk fuel	RF25 Fuel Expenditures RF9 Reputation
Consulting	Determine if consulting services are being used efficiently and effectively.	RF12 Resource Allocation RF11 Talent Management RF21 Staffing RF14 Employee Complaints
Fleet Usage	Determine if the fleet usage is effective.	RF12 Resource Allocation RF23 Contract Cost
Cell Phone	Determine if CDOT staff are following cell phone policies and procedures.	RF24 Employee Expenditures RF9 Reputation
Overtime Usage	Determine if overtime usage is properly used	RF12 Resource Allocation RF21 Staffing
Flood	Assess if related flood expenditures are reasonable and in compliance with policies and federal requirements.	RF6 Road Safety RF10 Weather Preparedness RF13 Business Continuity Mgt. RF2 Customer Service RF9 Reputation

\* In Progress



# FY 2016 Audit Plan External Audit Services

Project Title	Task	Risk Factor(s)
Single Audits	Ensured that single audits are in compliance with the super circular (Formerly A-133).	RF1 Government Grants RF4 Revenue
Disputes and Claims	Ensure that disputes and claim are timely and fairly addressed.	RF 5 Contracting Process RF8 Vendor RF23 Contract Cost
Consultant Pre Qualifications	Review financial packages to ensure indirect and direct cost are fair and reasonable.	RF 5 Contracting Process RF8 Vendor RF23 Contract Cost
Indirect Cost Rate Reviews	Determine if indirect cost are fair and reasonable.	RF 5 Contracting Process RF8 Vendor RF23 Contract Cost
Sole Source Reviews	Determine if sole contract prices are fair and reasonable.	RF 5 Contracting Process RF8 Vendor RF23 Contract Cost
Cognizant Reviews	Determine if cognizant reviews are completed in accordance with policies and procedures.	RF 5 Contracting Process RF8 Vendor RF23 Contract Cost



# Risk Factors

Risk	Description
RF1–Government Grants	Ability to ensure that grant policies, procedures and applicable laws are properly followed and that grant payments are proper.
RF2–Customer Service/Expectations	Ability to anticipate and respond to Colorado citizens' expectations with regard to transportation budget constraints, infrastructure, ongoing construction, road maintenance including snow removal.
RF3–Information Systems	Ability to ensure the security, data reliability and integrity of information maintained in network operating systems.
RF4–Revenue	Ability to ensure that revenue is properly assessed and timely collected. Manage revenue assurance programs and deter the loss of revenue due to fraud or lack of adherence to established processes.
RF5– Contracting Process	Ability to effectively manage contracts and ensure compliance with applicable policies, laws and regulations.
RF6–Road Safety	Ability to ensure that roads are safe and in compliance with standards and legal requirements.
RF7–Assets	Ability to ensure that assets are properly accounted for and safeguarded.
RF8–Vendor	Ability to ensure that we attract qualified vendors at reasonable rates.

*Risks factors not listed in order of significance*

Pre-Release Not for Public Distribution



# Risk Factors (Continued)

Risk	Description
RF9–Reputation	Ability to ensure that the reputation of CDOT is of the highest level by ensuring revenues and costs are properly managed and internal controls are working effectively to minimize fraud both from vendors and employees.
RF10–Weather Preparedness	Ability to timely respond to mitigate the impacts of severe weather on the transportation infrastructure.
RF11–Talent Management	Ability to attract, develop, and retain sufficient number of talented employees with needed skill sets.
RF12–Resource Allocation	Effective alignment of programs & resources (e.g., capital, operating and strategic initiatives, budget allocations) with strategic plan to achieve CDOT goals and mitigate risk.
RF13–Business Continuity Management	Ability to recover from a business interruption (natural disasters, terrorism) that could impact customer trust and operations.
RF14–Employee Complaints	Ability to effectively align, evaluate, and manage employee grievances that could lead to improved employee morale.
RF15–Environmental	Ability to ensure that negative environmental impacts from construction and road maintenance is minimized and ensure compliance with applicable laws.
RF16– Employee Safety	Ability to ensure a safe work environment to minimize work related injuries and death and to be in compliance with OSHA and other applicable laws.

*Risks not listed in order of significance*



# Risk Factors (Continued)

Risk	Description
RF17–Maintenance: Equipment, Facilities, Vehicles	Ensure maintenance is properly performed on equipment, facilities and vehicles to ensure safety, functionality and availability to accomplish the mission.
RF18–Ethics / Integrity	Ability to ensure that CDOT has a high level of integrity among its employees and is following policies, procedures and laws including compliance with mandatory training.
RF19–Stakeholder Relations	Ensure good working relationship exists among various external stakeholders including legislators and various vendor/consulting associations.
RF20–Project Management	Ability to ensure that construction projects are completed within milestone dates to minimize disruptions to the transportation network that could impact users.
RF21–Staffing	Ability to ensure staff levels are adequate and aligned with workload requirements.
RF22–Physical Security	Ability to ensure that building and other CDOT structures are properly secured and used by only authorized personnel and or visitors.
RF23–Contract Cost	Ability to ensure contract cost are reasonable and within budget.
RF24–Employee Expenditures	Ability to determine if employee expenditures are reasonable and in compliance with policies and procedures.
RF25–Fuel Expenditures	Ability to determine if fuel expenditures are reasonable and in compliance with polices and procedures.

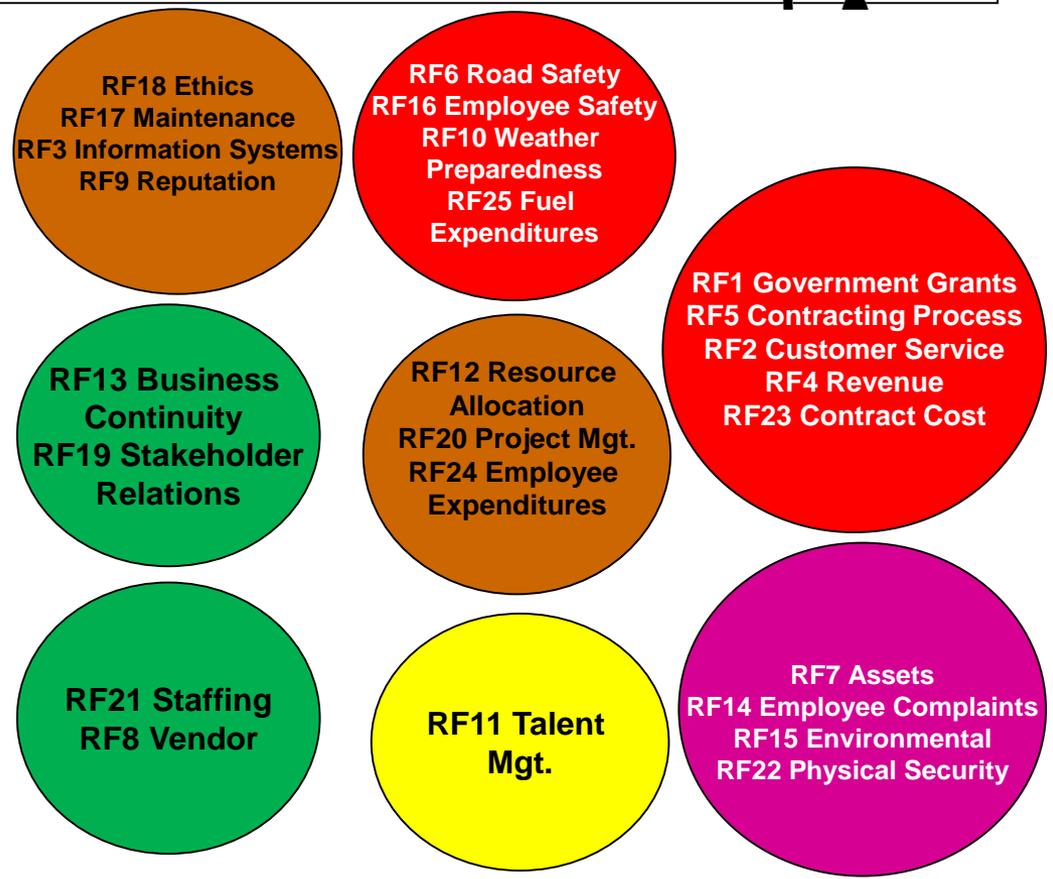
*Risks not listed in order of significance*

# Risk Heat Map



**Impact of Occurrence**

Severe  
High  
Moderate  
Low



Remote      Somewhat Possible      Possible      Probable      Highly Probable

**Likelihood of Occurrence**

**Overall Risk Assessment**





# FY 2016 Audit Plan **Internal Audit Services** For Consideration

Project Title	Objective	Risk Factor(s)
Contracts and Procurements	Determine if contracts and procurements are in compliance with polices, procedures and laws.	<b>RF5 Contracting Process</b> <b>RF20 Project Management</b> <b>RF8 Vendor</b> <b>RF19 Stakeholder Relations</b> <b>RF23 Contract Cost</b> <b>RF9 Reputation</b>
SAP Input Controls	Determine if policies and procedures, and best practices are being followed with regard to SAP Input Controls.	<b>RF3 Information Systems</b> <b>RF7 Assets</b>
Business Office Consolidations	Determine if a business case exist for business office consolidations.	<b>RF12 Resource Allocation</b> <b>RF14 Employee Complaints</b> <b>RF2 Customer Service</b>
IT Access Controls	Determine if policies and procedures, and best practices are being followed with regard to IT Access Controls.	<b>RF3 Information Systems</b> <b>RF7 Assets</b>
Completed Contract Closure	Determine if completed contracts are closed timely in the accounting system.	<b>RF20 Project Management</b> <b>RF23 Contract Cost</b>
Purchase Card Usage	Determine if Purchase Cards are used in accordance with policies and procedures.	<b>RF5 Contracting Process</b> <b>RF23 Contract Cost</b> <b>RF9 Reputation</b>
Construction Change Orders	Determine if policies and procedures are being followed.	<b>RF20 Project Management</b> <b>RF8 Vendor</b>



# FY 2016 Audit Plan **Internal Audit Services** For Consideration

Project Title	Objective	Risk Factor(s)
Travel	Determine if CDOT staff are following travel policies and procedures.	RF24 Employee Expenditures RF9 Reputation
Vehicles and Equipment	Determine if vehicles and equipment are properly accounted for.	RF7 Assets RF9 Reputation
Scrap Metal	Determine if polices and procedures are being followed with regard to scrap metal.	RF7 Assets RF4 Revenue
CDOT Bus Service	Determine if the bus service is being used efficiently and effectively.	RF4 Revenue RF2 Customer Service RF9 Reputation
Single Audits	Assess internal control and super circular compliance with the grant program-Quarterly Audit Report	RF1 Government Grants RF4 Revenue
FASTER	Follow-up on internal and Office of the State Auditor recommendations.	RF6 Road Safety RF2 Customer Service RF9 Reputation
Security of Facilities	Determine if facilities are properly secured and assets safeguarded.	RF7 Assets RF16 Employee Safety



# FY 2015 Division of Audit Results



Internal Audit Services	Internal Audit Processes	Data Analytics	Regional Visits	Dept. Wide Communications
CDOT Indirect Cost Rate	Sole Source	Fuel Card I	Region 1	Fraud Blog
Flood Recovery	Data Analytics Program	Consultant Audits	Region 4	Super-Circular
Fuel Card Phase I	A-133	Purchasing Data	HQ	
DTR FASTER*	Outstanding Recommendations	Housing Allowance		
CDOT Board	Indirect Cost Rate Program	Fuel Card II		
WIMS*	Financial Qualifications	OSA FASTER		
UrHub*	Super-Circular			
Aeronautics RFP				
Bustang Procedures Review				

\*Audits requested by management



**COLORADO**

**Department of Transportation**

Division of Audit

4201 E. Arkansas Ave, Shumate Bldg.  
Denver, CO 80222-3400

**DATE:** August 19, 2015

**MEMORANDUM FOR:** CDOT Transportation Commission

**SUBJECT: Released Audit report**  
Review of Fuel Card and PIN Internal Controls

The attached audit report presents the results of our review of Fuel Card and PIN Internal Controls (Project number 15-027) reviewed and released by CDOT Audit Review Committee on August, 19, 2015. This audit adds value by assisting management with reducing the risk of fraud occurring in fuel purchases.

We conducted this audit pursuant to Section 43-1-106, C.R.S., which authorizes us to conduct internal audits on CDOT. This report presents our findings, conclusions, recommendations and the responses of CDOT management. This audit was self-initiated and performed in cooperation with the Director of the Division of Highway Maintenance.

If you have any questions or need additional information, please contact me at (303) 757-9687.

Barbara Gold, CPA CISA  
Audit Division Director

Attachment

cc: Shailen Bhatt, CDOT Executive Director  
Michael P. Lewis, CDOT Deputy Director  
Amy Ford, CDOT Director of Communications  
Kathy Young, Senior Assistant Attorney General

# PERFORMANCE AUDIT REPORT

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**COLORADO**

**Department of Transportation**

Division of Audit

## **Fuel Card and PIN Internal Controls**

The Audit Review Committee has released this report for public review.

# **Released Report**

**Report Date: August 19, 2015**

**Audit No: 15-027**

## EXECUTIVE SUMMARY

### **Purpose of Review:**

The purpose of this review was to assess the internal controls over fuel cards and fuel card personal identification numbers (PINs) at the Division of Highway Maintenance. This audit was self-initiated and was done in cooperation with the Director of the Division of Highway Maintenance.

### **Background:**

CDOT fuel transactions are significant in terms of volume and dollar value. For calendar year (CY) 2014, CDOT employees made approximately 121,000 fuel transactions at a total cost of more than \$12 million. CDOT assigns a fuel card to each vehicle and to certain pieces of equipment. Each transaction is traced to the individual employee through the use of fuel PINs. At the time of the audit, there were 4,071 active fuel cards and 3,164 active fuel PINs. In CY 2014, the number of transactions per fuel card ranged from 0 to 289, with an average of 34 transactions.

Due to the size and complexity of CDOT's fuel card program, we are conducting our audit of fuel card transactions in four phases.

- **Phase 1 - Exception Reporting**
- **Phase 2 - Fuel PINS**
- **Phase 3 - Fuel Cards**
- **Phase 4 - Reconciliations**

This report covers Phase 2 and 3. These phases include reviewing CDOT's monitoring process over employee fuel PINs and vehicle fuel credit cards. Based on our risk assessment, we combined these two phases because of multiple similarities.

### **Conclusion:**

Internal controls over fuel cards and PINs need to be improved. Specifically, opportunities exist with regards to the oversight of issuing, safeguarding and canceling fuel cards and PINs. We found:

- Fuel purchasing limits for the orange fleet have not been properly established to minimize fraud and abuse.
- Excess fuel cards exist as indicated by minimal or no usage.
- PIN controls can be improved.
- Fuel cards were not always safeguarded.

These conditions occurred because of insufficient oversight and monitoring over fuel cards and PINs. Consequently, the risk of fraudulent fuel card usage is increased. We conservatively estimate that approximately \$765,000 of assets are at risk resulting from improper or unauthorized use of fuel cards. We recommend that the Director of the Division of Highway Maintenance:

1. Update authorization profiles to include purchasing and gallon limits on fuel cards by equipment type and expected usage.
2. Develop procedures to monitor fuel card and PIN usage and eliminate unnecessary cards and PINs.
3. Establish a process to monitor active PINs versus separated employees on a periodic basis.
4. Develop policies and procedures to safeguard fuel cards.
5. Train employees on new policies and procedures.

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## **Introduction**

CDOT fuel transactions are significant in terms of volume and dollars. For calendar year (CY) 2014, CDOT employees made approximately 121,000 fuel transactions at a total cost of more than \$12 million. CDOT assigns a fuel card to each vehicle and to certain pieces of equipment. Each transaction is traced to the individual employee through the use of fuel PINs. As of March 2015, there were 4,071 active fuel cards and 3,164 active fuel PINs. In CY 2014, fuel transactions per fuel card ranged from a low of 0 to a high of 289 with an average of 34 average fuel transactions per card.

CDOT's Maintenance and Operations Branch (M&O) is responsible for issuing, overseeing and canceling fuel card and PINs. Fuel cards and PINs are generated through the Wright Express (WEX) system. WEX is an external credit card vendor that CDOT uses to process fuel payments.

Due to the size and complexity of CDOT's fuel card program, we are conducting our audit of Fuel Card Transactions in four phases.

- **Phase 1 - Exception Reporting**
- **Phase 2 - Fuel PINS**
- **Phase 3 - Fuel Cards**
- **Phase 4 - Reconciliations**

This report covers Phase 2 and 3. These phases include reviewing CDOT's monitoring process over employee fuel PINs and vehicle fuel credit cards and were combined because of similar processes.

## **Conclusion:**

Internal controls over fuel cards and PINs need to be improved. Specifically, opportunities exist with regards to the oversight of issuing, safeguarding and canceling fuel cards and PINs. We found:

- Fuel purchasing limits for the orange fleet have not been properly established to minimize fraud and abuse.
- Excess fuel cards exist as indicated by minimal or no usage.
- PIN controls could be improved.
- Fuel cards were not always safeguarded.

These conditions occurred because of insufficient oversight and monitoring over fuel cards and PINs. Consequently, the risk of fraudulent fuel card usage is increased. We conservatively estimate that approximately \$765,000 of assets are at risk resulting from improper or unauthorized use of fuel cards. We recommend that the Director of the Division of Highway Maintenance:

1. Update authorization profiles to include purchasing and gallon limits on fuel cards by equipment type and expected usage.
2. Develop procedures to monitor fuel card and PIN usage and eliminate unnecessary cards and PINs.
3. Establish a process to monitor active PINs versus separated employees on a periodic basis.
4. Develop policies and procedures to safeguard fuel cards.
5. Train employees on new policies and procedures.

**Audit Results**

**Purchasing Limits**

The “white fleet” or those vehicles used to transport CDOT employees generally had appropriate purchasing limits and were established for 40 and 80 gallon vehicles (these classifications are based on the gallon limits per day rather than on fuel capacity). However, purchasing limits for the “orange fleet” or those vehicles and equipment used for road maintenance have not been properly established to minimize fraud and abuse. For example, our review of the March 2015 orange fleet authorization profiles<sup>1</sup> found 25 different profiles all containing the same limits regardless of fuel capacity (see Figure 1).

**Figure 1**

Lawn Mower (25 gallon profile)



Tandem Dump (110 gallon profile)



These two vehicles each had a purchasing limit of \$1,600 per day and \$645 per transaction. In addition, eight transactions could be made per day and there were no limits on the gallons of fuel that could be purchased. *Source: CDOT Audit Division.*

<sup>1</sup>Each authorization profile is set up within WEX and can be used to set fuel card transaction limits, purchasing controls, and product limits.

In the past, management did not establish orange fleet authorization limits based on individual equipment/vehicle type. Rather, limits were based on the highest fuel capacity equipment/vehicle types. Best practices for fuel card management is to establish purchasing limits based on the individual equipment type usage needs. By not setting appropriate authorization limits, there is an increased risk of fraudulent fuel card usage.

**Excess Fuel Cards**

Generally, the white fleet fuel cards were being monitored for usage. Only six of 852 cards (.7%) had no usage in CY 2014. However, orange fleet card usage, with regards to minimum or no usage, was not monitored. There were also no procedures in place to monitor orange fuel cards with low or no transaction activity. We reconciled authorized fuel cards that were active as of March 2015 to all fuel transactions that occurred in CY 2014. We found that 1,308 or 40% of all orange fleet fuel cards were used less than five times. Of these, 689 were not used at all and 619 were used one to five times (see Table 1).

**Table 1**

CDOT Fuel Card Audit Phase 2 Fuel Card Usage Calendar Year 2014		
Number of times used	Count	% of Total
Cards not used	689	21.26%
Cards used 1 time	205	6.33%
Cards used 2-5 times	414	12.77%
Cards used 6-10 times	284	8.76%
Cards used 11-20 times	355	10.95%
Cards used 21-40 times	433	13.36%
Cards used 41-60 times	337	10.40%
Cards used 61-80 times	280	8.64%
Cards used 81-130 times	195	6.02%
Cards used 131 or more	49	1.51%
<b>Totals:</b>	<b>3,241</b>	<b>100.00%</b>

Source: CDOT Audit Division

Additional analysis was performed to identify the need for fuel cards used one to five times in a year. Of the 689 fuel cards that were not used, we found:

- 101 of 689 (15%) fuel cards were master or auxiliary cards
- 170 of 689 (25%) non fuel card usage could not be explained

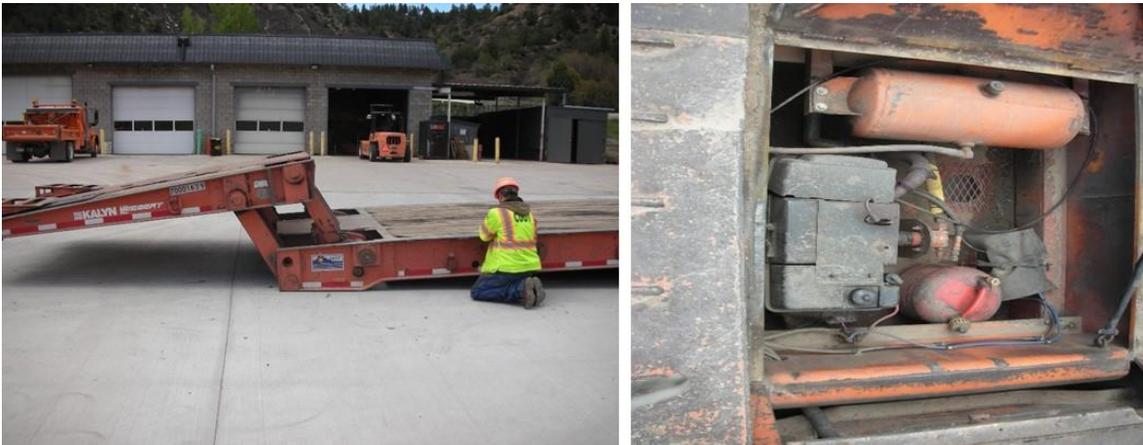
- 357 of 689 (52%) fuel cards were used as a backup for vehicles/equipment that were primarily bulk fueled. 90 or 25% of these vehicle types used bulk fuel less than five times in CY 2014 indicating an excessive amount of fuel cards being used as a back-up for bulk fuel vehicles
- The remaining 8% of fuel cards were either for equipment that was purchased in the last quarter of CY 2014 or equipment that generally does not require fuel.

A similar analysis was performed on fuel cards that were used one to five times in a single year, we found:

- 140 of 619 (23%) were master or auxiliary cards were used 5 times or less.
- 137 of 619 (22%) of minimum fuel usage could not be explained.

The equipment classified as “generally not requiring fuel” are primarily trailers (lowboy, tilt bed, arrow board, etc.). Those pieces of equipment that had fuel purchases were trailers with a small engine attached (see Figure 2). The cost of fuel for these trailers was \$1,970 for 105 transactions in CY 2014.

**Figure 2**



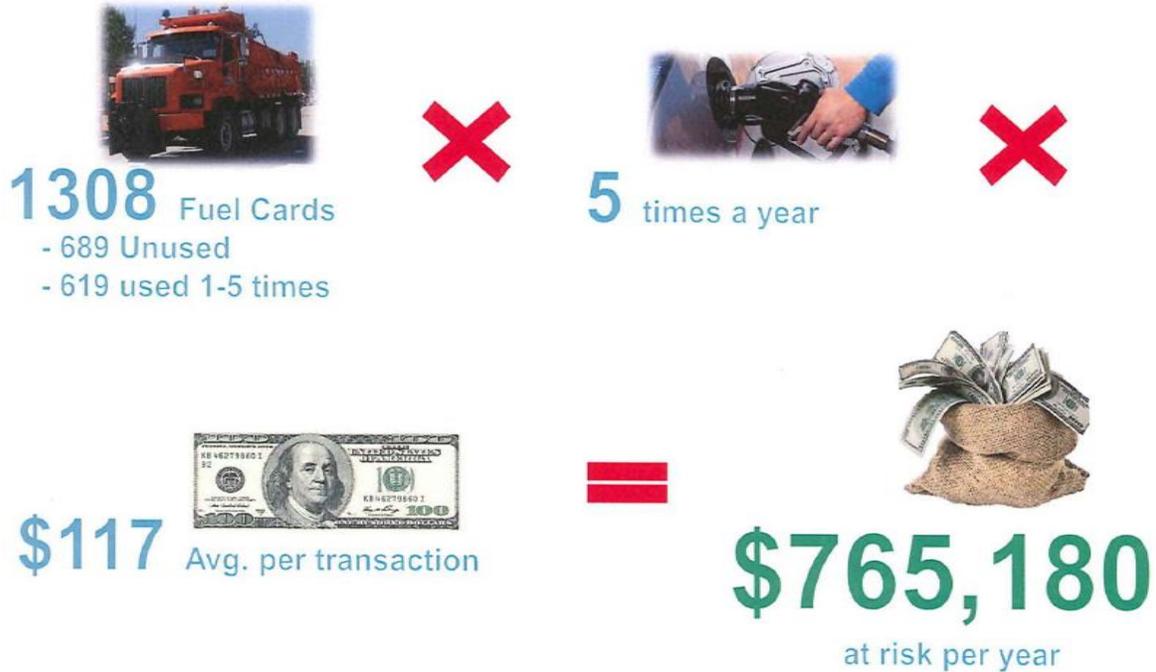
This trailer was assigned a fuel card and was fueled 9 times in CY 2014 for a total cost of \$69 because of a gasoline motor that was attached. A fuel card could be reduced if a master or auxiliary fuel card was used instead. *Source: CDOT Audit Division*

These conditions occurred because fuel card usage was not monitored to detect fuel cards no longer needed. The CDOT Fuel Card Usage and Reporting Standard Operating Procedures manual (Fuel Guide) states that the CDOT Fuel Manager is responsible for “managing the WEX fuel card transactions statewide for CDOT and SFM vehicles/units”. The CDOT Fuel Manager has documented procedures on how to issue and replace fuel cards, but does not have a procedure to monitor minimum usage levels of active fuel cards.

The Fuel Guide also states that the CDOT Fuel Coordinators are responsible for “keeping the Fuel Manager informed of any changes to equipment so new cards can be ordered or old cards cancelled”.

By having excess fuel cards with minimal or no usage, there is an opportunity for fuel cards to be misused. Using a conservative approach, based on the number of fuels cards with minimal use, we quantified assets at risk<sup>2</sup> of \$765,180 (see Figure 3).

**Figure 3**



**PIN Controls**

PIN controls could be improved by reconciling PIN numbers with employees and appropriately canceling fuel card PINs for separated employees or PINs assigned to employees that never or rarely use them. We found 41 active PINs were associated with separated employees. These exceptions were identified by reconciling all active fuel PINs from WEX to a list of all separated CDOT employees obtained from CDOT Human Resources. Additionally, WEX did not contain the personnel number for 156 employees. Not having personnel numbers within WEX makes it difficult to adequately compare transaction data to data maintained in SAP.

<sup>2</sup>Assets that are at risk because of inadequate internal controls with regards to security, accountability, oversights, documentation

We also reviewed the usage of fuel PINs. As of April 28, 2015, 429 out of 3,164 PINs, (14%) have been inactive for one to two years while 17 (1%) have been inactive for two to three years (see Table 2).

**Table 2**

CDOT Fuel Card Audit Phase 3 Employee Fuel PIN Usage As of April 28, 2015		
Last time PIN was Used	# of PINs	%
Within 6 Months	2,402	75.92%
6 Months to 1 Year	316	9.99%
1 Year to 2 Year	429	13.00%
2 Years to 3 Years	17	0.54%
<b>Totals:</b>	<b>3,164</b>	<b>100.00%</b>

Source: CDOT Audit Division

These conditions occurred because processes have not been established to timely reconcile employees with active PINs to a list of separated employees. The CDOT Fuel Card Usage and Reporting Standard Operating Procedures manual states the CDOT Fuel Manager is responsible for “updating, maintaining, and issuing PINs”. The CDOT Fuel Manager has documented procedures on how to issue fuel PINs, but does not have a procedure to reconcile active PINs to separated employees or to monitor usage levels of active PINs.

By not canceling PINs timely for separated employees, there is a risk of unauthorized fuel purchases. Further, having excess active PINs increases the opportunity for fraudulent or unauthorized activity.

**Fuel Card Safeguards**

There are no formal procedures to secure orange or white fleet fuel cards (see [Figure 4](#)). Specifically, we found:

- Fuel cards are kept on the key chain of vehicle keys
- Keys/cards were hanging on unsecured peg boards
- No formalized check out procedures of equipment

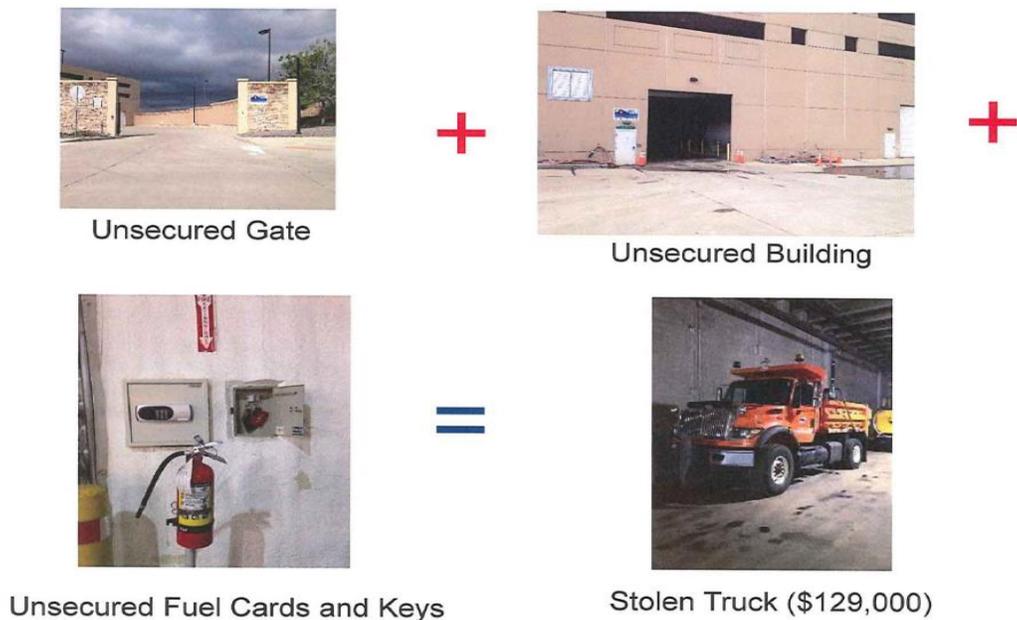
**Figure 4**



These conditions occurred because policies and procedures have not been developed to safeguard fuel cards. Best practices<sup>3</sup> dictate that management design control activities to achieve objectives and respond to risks. Unsecured cards promote an atmosphere of poor internal controls that in combination can lead to fraudulent fuel purchases or theft of assets.

One of the locations observed for testing of fuel card security was found to be unsecured. The auditor was able to walk into the facility unobstructed (see Figure 5). Not having any security safeguards in use puts both assets and employees at risk.

**Figure 5**



<sup>3</sup> Standards for Internal Control in the Federal Government September 2014

### **Management Actions**

During the course of the audit, management began to take corrective action. Specifically, management developed new policies and procedures and has begun to:

- ✓ Update and adjust Authorization Profiles to reflect appropriate purchasing limits.
- ✓ Cancel fuel cards that were either minimally used or unused.
- ✓ Change the policy for issuing PIN numbers and cancel PIN numbers that were either minimally used or unused.
- ✓ Implement a process to reconcile active fuel PINS with the Human Resource database to cancel numbers assigned to separated employees.
- ✓ Update protocols to safeguard fuel cards and keys.

### **Recommendations**

We recommend that the Director of the Division of Highway Maintenance:

1. Update authorization profiles to include purchasing and gallon limits on fuel cards by equipment type and expected usage.
2. Develop procedures to monitor fuel card and PIN usage and eliminate unnecessary cards and PINs.
3. Establish a process to monitor active PINs versus separated employees on a periodic basis.
4. Develop policies and procedures to safeguard fuel cards.
5. Train employees on new policies and procedures.

### **Management Comments**

Management agreed with the findings and the five recommendations made in this report. Below is a summary of management's comments.

In response to recommendation 1, management agreed to update authorization profiles to include purchasing and gallon limits on fuel cards. Management advised this was completed June 12, 2015.

In response to recommendation 2, management agreed to develop procedures to monitor fuel card and PIN usage to eliminate unnecessary cards and PINs. Management advised that unnecessary cards were terminated June 15, 2015 and that an interim directive regarding PINs was issued July 1, 2015.

In response to recommendation 3, management agreed to develop processes to monitor active PINs versus separated employees on a periodic basis. Management advised that this process will occur every six months beginning in June 2015.

In response to recommendation 4, management agreed to develop policies and procedures to safeguard fuel cards. Management advised that this process will be implemented by October 2015.

In response to recommendation 5, management agreed to train employees on new policies and procedures. Management advised that this process will be implemented by August 2015.

See Appendix B for management comments in their entirety.

### **Evaluation of Management Comments**

The Division of Audit considers management's comments responsive to the recommendations and corrective actions should resolve the issues identified in the report.

## Appendix A – Additional Information

### Objective, Scope, Methodology and Criteria

The objective of this audit was to assess internal controls over fuel cards and PINs. We conducted this review from February 2015 through June 2015, in accordance with Generally Accepted Government Auditing Standards (GAGAS) except for a peer review not conducted within the three-year requirement. This peer review is expected to be conducted by the spring of 2016. These standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objective. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions. We did not identify any instances of fraud or abuse. We discussed our observations and conclusions with management on May 26, 2015 and included their comments as appropriate.

In order to meet our objective, we conducted interviews with staff in the Division of Highway Maintenance. We also conducted analysis and judgmentally selected records for review. We obtained a list of authorized fuel cards and their respective transactions for CY 2014. We also reviewed inventory lists for equipment owned by CDOT and leased from the Colorado Department of Personnel Administration's State Fleet office.

We used the following standards, policies and procedures:

- Standards on Internal Controls for Federal Governments
- CDOT Fuel Card Usage and Reporting Standard Operating Procedures manual (Fuel Guide)

### Prior Audit Coverage

We have previously conducted fuel cards audits. Table 3 provides additional details of these audits.

**Table 3**

Issue Date	Audit Name	Recommendations and Management Comments
April 18, 2012	CDOT Fuel Reconciliation Audit Summary Report	Management agreed with the following recommendations: <ul style="list-style-type: none"><li>• Implement new Wright Express Platform and 6-digit fuel pin numbers.</li><li>• Continue to have fuel card tied to the vehicle.</li><li>• Implement additional controls surrounding reconciliation of fuel charges.</li><li>• Reduce the number of employees with fuel PIN numbers.</li><li>• Update CDOT policies 6.0 and 6.1.</li></ul>
January 23, 2015	CDOT Fuel Card Exception Reporting	Management agreed with the following recommendations: <ul style="list-style-type: none"><li>• Develop a report that can be used to monitor fuel exceptions and how they are being resolved.</li><li>• Correct errors with current exceptions.</li><li>• Document criteria and procedures.</li></ul>

## Appendix B – Management's Comments



**COLORADO**

Department of Transportation

Division of Highway Maintenance  
4201 East Arkansas Ave, 3<sup>rd</sup> Floor  
Denver, CO 80222

### AUDIT RESPONSE

**TO:** Barb Gold, Audit Division Director  
**FROM:** Kyle Lester, Division Of Highway Maintenance Director  
**CC:** Michael Lewis, CDOT Deputy Executive Director  
**DATE:** JUNE 25, 2015  
**SUBJECT:** Response to the Draft Phase II of the Fuel Audit

Please accept this memorandum as the Division of Highway Maintenance response to the Draft Audit Report dated June 10, 2015 regarding the Phase II of Fuel Audit. I appreciate the opportunity to provide a response and thank the Audit Unit for assistance in highlighting weakness or gaps in our program. Below is my response to each recommendation:

1. **AUDIT RECOMMENDATION 1:** Update authorization profiles to include purchasing and gallon limits on fuel cards by equipment type and expected usage

**ANSWER:** AGREE. Authorization profiles have been sent to WEX for change according to the attached table (Attachment 1).

**TIMEFRAME:** Task was completed on Friday, June 12th.

**RESPONSIBLE PARTY:** CDOT Fuel Controls Coordinator, Checked by CDOT Fleet Manager and Director of the Division of Highway Maintenance

2. **AUDIT RECOMMENDATION 2:** Develop procedures to monitor fuel card and PIN usage and eliminate unnecessary cards and PINs.

**ANSWER:** AGREE. An Interim Directive was issued to Senior Management regarding the new authorization limits. The cards that will be terminated due to low usage or no usage. The total number of cards to be terminated is 456 at this time. There may be more as regions look over what they currently have. The new procedures are listed in our new Fuel Protocol (formerly the Fuel Guide) and is currently in draft. PD 6.0 is also being revised at this time.

Currently a draft Interim Directive is being reviewed by Senior Management regarding the Fuel PIN numbers. The changes in procedure are based on usage of the PIN numbers on an annual basis. Currently, this is addressed in the Fuel Guide, page 9, Section F, Number 1. We have determined that this communication has faltered and have changed this to reflect PIN usage 4 times or less within a calendar year will be deactivated. However, PIN numbers can be reactivated based upon email confirmation from Fuel Coordinator of driver travel with leave and return dates. We will reactivate and deactivate based on the travel dates provided.

## Appendix B – Management's Comments

**TIMEFRAME:** Cards were terminated on Monday, June 15th to allow replacement Master fuel cards to be ordered and delivered to regions without impeding workflow. The Interim Directive regarding PIN numbers will be issued July 1<sup>st</sup>.

**RESPONSIBLE PARTY:** CDOT Director of the Division of Highway Maintenance

3. **AUDIT RECOMMENDATION 3:** Establish a process to monitor active PINs versus separated employees on a periodic basis.

**ANSWER: AGREE.** The driver report will be reviewed semi-annually and compared to HR reports to ensure proper adherence to this new change in protocol. PINs cannot be automatically deactivated or terminated, it is a manual process. Fuel Cards will also be reviewed semi-annually to ensure cards are being used properly in accordance with the new protocol. This is also a manual process.

**TIMEFRAME:** Every 6 months starting in June of 2015 with the clean-up efforts in this memo.

**RESPONSIBLE PARTY:** CDOT Fuel Controls Coordinator, Checked by CDOT Fleet Manager and Kyle Lester, Director of the Division of Highway Maintenance

4. **AUDIT RECOMMENDATION 4:** Develop policies and procedures to safeguard fuel cards

**ANSWER: AGREE.** Safeguarding of fuel cards and vehicle keys will be reviewed with Senior Management. Standardization will be set and the solutions will be added to our Fuel Protocol. We recognize this issue and feel that with our new security of badge-only entrance into facilities, this will help eliminate the potential of theft. However, we will address further precautions to ensure keys and cards are properly safeguarded with the use of lock boxes or key safes.

**TIMEFRAME:** Full implementation will be by October 1, 2015 statewide to allow ample time for regions/divisions to obtain proper security devices.

**RESPONSIBLE PARTY:** CDOT Director of the Division of Highway Maintenance

5. **AUDIT RECOMMENDATION 5:** Train employees on new policies and procedures

**ANSWER: AGREE.** Delivery of the new policies and procedures were addressed in a Coordinator meeting today 6-9-15, but will be reiterated in future meetings. Meeting minutes are posted on the SharePoint site (<http://connectsp/statewide/fuel>) under the "Coordinator Info" link, along with the attendance list from this meeting. The new procedures are listed in our new Fuel Protocol (formerly the Fuel Guide) and is currently in draft. PD 6.0 is also being revised at this time.

**TIMEFRAME:** Delivered at Fuel Coordinator meeting on June 9, 2015. This will be sent out organization-wide officially by the August Transportation Commission meeting.

**RESPONSIBLE PARTY:** CDOT Director of the Division of Highway Maintenance

**CDOT Audit Division  
Audit Work in Process  
As of 7/31/2015**

**Housing Allowance Audit**

The Audit Division is conducting a performance audit related to the CDOT housing allowance benefit. During the audit, we identified that the effectiveness of the policies, procedures, and internal controls could be improved. Specifically, we found the program lacked clearly defined eligibility criteria, effective policies and procedures and monitoring and oversight. We have completed the testing phase of the audit and are currently drafting the audit report. We plan to present this report to the Committee at the October ARC meeting.

**Store Room Audit**

The Audit Division is conducting a performance audit related to evaluating the regional store rooms' current procedures and internal controls, including surplus inventory tracking and the completion of adequate records of inventory transactions. We expect to present our audit report at the October ARC meeting.

**Mobile Device Policy Advisory Services**

Executive Management requested the Audit Division's participation on a cell phone task force committee. In response to this request, the Audit Division reviewed the current policy, identified and informed Executive Management of high risk areas.

**Construction Claim/Dispute Audits**

Management has requested that we conduct an audit on one construction claim and one construction dispute. These issues have been processed through CDOT's dispute resolution process.

**A-133 2014 Single Audit Reviews**

Entities that receive federal grant monies from CDOT are required to submit an audit compliance certification form and single audit report. The Audit Division reviews the report and form for exceptions on programs impacting CDOT. This process repeats itself every year. As of July 31, 2015, the Audit Division has identified 128 entities that received federal grant money during 2014. In addition, as part of the pass-through entity responsibilities, the Audit Division has requested the necessary information from those entities to support our review.

The Audit Division is reviewing and preparing a summary of the information provided by the sub-recipients. The summary would assist CDOT in identifying those entities with internal controls issues in handling those federal awards.

**Indirect Cost Rate Reviews**

CDOT has the responsibility to monitor the activities of local governments and non-profit entities as necessary to ensure that these entities use federal awards for authorized purposes and in compliance with Federal regulations. As part of this responsibility, the Audit Division reviews the reasonableness of indirect cost rate proposals submitted by these entities. We completed the indirect cost rate review for "36 Commuting Solutions" that had

**CDOT Audit Division  
Audit Work in Process  
As of 7/31/2015**

pass-through dollars during Calendar Year 2014 of \$158,842. We did not identify any issues in the review performed.

**Consultant Financial Reviews**

Consultant Financial Reviews provide assurance to CDOT that consultants who provide architectural and engineering professional services comply with the Federal Acquisition Regulation (FAR.) The demand for conducting financial reviews is high as CDOT advertises projects throughout the course of the year and those who wish to do business with CDOT must go through a financial qualification process. During June and July of 2015, we completed 27 financial qualification reviews and 29 other request reviews. As a result of these reviews, we found instances of unallowable costs, improper allocations, mis-classification of costs and unreasonable compensation adjustments. We discussed these proposed changes with the affected consultants, who in turn agreed to make the recommended changes.

**Sole Source Reviews**

During June and July of 2015, we completed one sole source review and seven since January 2015 (see table below). Colorado Revised Statute 24-103-205 allows a contract to be awarded without competition when the head of a purchasing agency determines, in writing, that there is only one source for the required item. Sole source procurement is justified when there is a limited number of vendors that can provide a particular good or service. CDOT’s Procurement Manual requires a price cost analysis when no competition is received. Additionally, the Audit Division is required to review sole source procurements exceeding \$100,000 to ensure fair and reasonable pricing.

**CDOT Audit Division  
Sole Source Reviews Completed  
January 2015 – May 2015**

Vendor and Item Reviewed	Procured Amount
36 Commuting Solutions	\$287,000
SPX Genfare	\$170,000
Three Points	\$175,000
Snap-On	\$455,112
NICE Systems, Inc.	\$1,000,000
Bentley Systems, Inc.	\$354,904
Lightspeed Road Solar	\$200,000
L3 DP Associates	\$1,000,000
<b>Total</b>	<b>\$3,642,016</b>

Source: Audit Division analysis

**Super Circular Implementation**

In December 2014, the Federal Office of Management and Budget’s (OMB) federal guidance for administrative requirements, cost principles, and audit requirements for federal awards became effective. The Audit Division gave several presentations of the new requirements to affected staff. We are also participating on a team to help CDOT develop a new sub-recipient risk assessment tool that is required under the new guidance.

**CDOT Audit Division  
Outstanding Recommendation Summary  
June 1, 2015 – July 31, 2015**

We continue to follow up aggressively on those recommendations that were reported as closed by management to verify and ensure adequate supporting documentation is provided.

<b>CDOT Audit Division Outstanding Audit Recommendation Summary 06/01/2015 – 07/31/2015</b>							
<b>Auditor</b>	<b>Prior Balance</b>	<b>New Recs Added</b>	<b>Total Recs</b>	<i>Recommendation Status</i>			<b>Balance Forward</b>
				<i>Open</i>	<i>Pending Review</i>	<i>Closed</i>	
<b>CDOT</b>	<b>8</b>	<b>16 <sup>(1)</sup></b>	<b>24</b>	<i>17</i>	<i>4</i>	<i>3</i>	<b>21</b>
<b>OSA</b>	<b>24</b>	<b>0</b>	<b>24</b>	<i>12</i>	<i>6</i>	<i>6</i>	<b>18</b>
<b>FTA</b>	<b>2</b>	<b>0</b>	<b>2</b>	<i>2</i>	<i>0</i>	<i>0</i>	<b>2</b>
<b>Total</b>	<b>34</b>	<b>16</b>	<b>50</b>	<i>31</i>	<i>10</i>	<i>9</i>	<b>41</b>

*Notes:*

- <sup>1</sup> *New recommendations this period are from the CDOT Mobile Smart Phone Application Audit (10 recommendations) and the Web-Based Information Management System Audit-WIMS (6 recommendations).*

**CDOT AUDIT DIVISION  
OUTSTANDING RECOMMENDATION SUMMARY  
AS OF 07/31/2015**

#	Auditor	Original Implementation Date	Revised Implementation Date	Audit Name	Finding	Recommendation	EMT	Status Reported by Mgmt	Status Reported by Audit
1	CDOT	12/30/2012		SAP Basis Security	Security log information is not reviewed for appropriateness and there is no established methodology.	Create policy and procedures for reviewing SAP log data.	DAS -OIT	Closed	Closed
2	OSA	4/1/2014		Outdoor Advertising Program	Enforcement procedures needed to ensure action is taken against illegal signs.	Establish a process when illegal signs are identified.	Chief Engineer	Implemented	Closed
3	OSA	4/1/2014		Outdoor Advertising Program	Enforcement procedures needed to ensure action is taken against illegal signs.	Ensure that permit holders affix their permit decals to the signs.	Chief Engineer	Implemented	Closed
4	CDOT	5/31/2015		CDOT Mobile Smart Phone Application	CDOT did not execute a contract in the best interests of the State of Colorado.	Ensure future technology contracts include defined milestones, a renewal clause, support for monetary agreements and intellectual protection property.	Communications and Operations	Implemented	Closed
5	CDOT	5/31/2015		CDOT Mobile Smart Phone Application	CDOT did not execute a contract in the best interests of the State of Colorado.	Request guidance from legal and information technology personnel to ensure technology contracts promote public policy.	Communications and Operations	Implemented	Closed
7	OSA	7/31/2015		US-36 P3	HPTE did not adequately inform, educate, or involve two stakeholder groups—legislators and the public.	Develop a comprehensive communications plan, maintain complete records of outreach efforts.	HPTE	Implemented	Closed
6	OSA	9/30/2015		US-36 P3	HPTE did not adequately maintain and could not readily access records.	Inventory HPTE records and document the storage methods and retention requirements.	HPTE	Implemented	Closed
8	OSA	9/30/2015		US-36 P3	HPTE did not adequately maintain and could not readily access records.	Develop HPTE-specific records retention schedules.	HPTE	Implemented	Closed
9	OSA	9/30/2015		US-36 P3	At the time of our audit, HPTE did not adequately maintain and could not readily access project files and electronic records.	Assess and evaluate resources for procuring a document management system suitable for efficiently managing, maintaining, and accessing the documents.	HPTE	Implemented	Closed
10	CDOT	6/30/2012	9/30/2014	Payment Card Data Security	SQL injection scanning should be performed.	Scan the web application regularly for SQL injection and XSS threats.	DAS -OIT	Implemented	Pending Review
11	CDOT	12/30/2012	3/31/2015 12/31/2014	SAP Basis Security	Improve IT infrastructure and operations to better secure the SAP environment.	Review domain administrator account assignments and limit to users who need the access.	DAS -OIT	Implemented	Pending Review
12	CDOT	12/30/2012	3/31/2015 12/31/2014	SAP Basis Security	Improvements can be made to IT infrastructure and operations to better secure the SAP environment.	Establish domain subgroups and reassign administrators according to duties.	DAS -OIT	Implemented	Pending Review
13	CDOT	12/30/2012	3/31/2015 12/31/2014	SAP Basis Security	Improve infrastructure and operations to better secure the SAP environment.	Establish authentication groups and grant user access accordingly	DAS -OIT	Implemented	Pending Review
14	OSA	7/31/2015		US-36 P3	HPTE did not include well-defined and appropriately-linked project activities in the schedule.	Ensure that Project Schedules include adequate detail to accomplish project activities.	HPTE	Implemented	Pending Review
15	OSA	7/31/2015		US-36 P3	HPTE and CDOT lack systematic processes and mechanisms for	Execute a project-specific agreement specifying in detail	HPTE	Implemented	Pending Review

**CDOT AUDIT DIVISION  
OUTSTANDING RECOMMENDATION SUMMARY  
AS OF 07/31/2015**

#	Auditor	Original Implementation Date	Revised Implementation Date	Audit Name	Finding	Recommendation	EMT	Status Reported by Mgmt	Status Reported by Audit
					monitoring operations and maintenance activities.	HPTE's, CDOT's, and contractors' roles and responsibilities.			
16	OSA	7/31/2015		US-36 P3	HPTE did not include well-defined and appropriately-linked project activities in the schedule.	Project schedules should assign resources and project costs to tasks and project activities.	HPTE	Implemented	Pending Review
17	OSA	7/31/2015		US-36 P3	HPTE did not include well-defined and appropriately-linked project activities in the schedule.	Project schedules should identify all key tasks and include well-defined linked project activities.	HPTE	Implemented	Pending Review
18	OSA	7/31/2015		US-36 P3	HPTE did not include well-defined and appropriately-linked project activities in the schedule.	Project schedules should specify realistic, achievable timeframes and due dates.	HPTE	Implemented	Pending Review
19	OSA	9/30/2015		US-36 P3	HPTE did not perform a Project Value Analysis at one of the key points in the P3 decision-making and procurement processes.	Policies should require performing a Project Value Analyses prior to the decision to pursue the project as a P3, selection of the preferred bidder and negotiations, and financial close.	HPTE	Implemented	Pending Review
20	CDOT	2/1/2012	12/30/2016 11/28/2015	Central Files Document Retention	Determine whether to implement an EDMS.	Update directives to include Record Disposition Schedules, defining core documents.	DAS	Open	Open
21	FTA	2/14/2013	9/11/2015 2/20/2015 12/31/2014	Title VI Compliance	Deficiencies found regarding Title VI Complaint Procedures.	Submit an implementation plan for sub-recipients to have complaint procedures.	DTR	Open	Open
22	FTA	2/14/2013	9/11/2015 12/31/2014	Title VI Compliance Review	CDOT did not provide documentation that pass through funds complied with Title VI of the Civil Rights Act.	Submit procedures to consider Title VI in its competitive selection process or annual program submitted to FTA.	DTR	Open	Open
23	CDOT	11/30/2014		WIMS	The Division of Aeronautics did not ensure that WIMS' implementation was properly documented.	Ensure that documentation of WIMS is completed by both the Division and the developer.	Aeronautics Division	Open	Open
24	CDOT	11/30/2014		WIMS	The Division of Aeronautics lacked written policies and procedures to document drawdown payment processes.	Ensure that written policies and procedures for grant reimbursement include a summary and supporting documentation of payments.	Aeronautics Division	Open	Open
25	CDOT	11/30/2014		WIMS	The Division of Aeronautics did not ensure that signed contracts were consistently contained in WIMS.	Ensure that signed copies of contracts are uploaded into WIMS	Aeronautics Division	Open	Open
26	CDOT	11/30/2014		WIMS	The Division of Aeronautics did not ensure that surplus sales approvals were always approved within WIMS.	Ensure that supporting documentation is contained in WIMS for surplus sales.	Aeronautics Division	Open	Open
27	CDOT	11/30/2014		WIMS	The Division of Aeronautics does not always have complete information when making decisions related to discretionary grants.	Ensure that fields and standard reports are identified and utilized.	Aeronautics Division	Open	Open
28	CDOT	03/01/2015		WIMS	The Division of Aeronautics did not ensure that user access was properly established.	Ensure that Administrative rights access is restricted and properly updated.	Aeronautics Division	Open	Open

**CDOT AUDIT DIVISION  
OUTSTANDING RECOMMENDATION SUMMARY  
AS OF 07/31/2015**

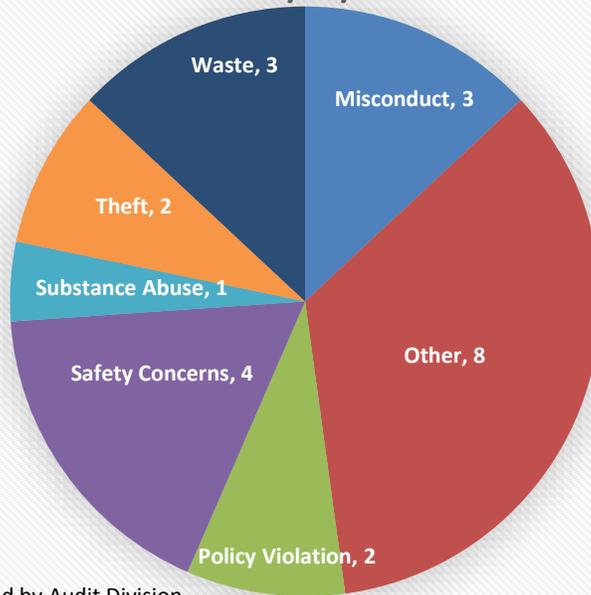
#	Auditor	Original Implementation Date	Revised Implementation Date	Audit Name	Finding	Recommendation	EMT	Status Reported by Mgmt	Status Reported by Audit
29	CDOT	4/30/2015		CDOT Mobile Smart Phone Application	CDOT did not have adequate oversight over this project.	Designate a project manager to oversee project milestones, including deliverables not yet completed.	Communications and Operations	Open	Open
30	CDOT	5/31/2015		CDOT Mobile Smart Phone Application	CDOT did not execute a contract in the best interests of the State of Colorado.	Evaluate options to mitigate the risks created by missing contract elements.	Communications and Operations	Open	Open
31	OSA	6/30/2015	2/29/2016	Statewide Single Audit FYE 6-30-2014	Sub-recipient plan was not in place that clearly defines the frequency and nature of sub-recipient monitoring activities.	Expand monitoring plan to include detailed sub-recipient monitoring policies.	Audit Division	Open	Open
32	OSA	6/30/2015	2/29/2016	Statewide Single Audit FYE 2014	Adequate procedures were not in place to monitor, track and ensure sub-recipients' compliance.	Monitor responses and evaluate findings included in each sub-recipient's Single Audit Report.	Audit Division	Open	Open
33	OSA	6/30/2015	2/29/2016	Statewide Single Audit FY 2014	Adequate procedures were not in place to monitor, track and ensure sub-recipients' compliance.	Implement a risk-based compliance analysis.	Audit Division	Open	Open
34	CDOT	6/30/2015	11/30/2015 8/15/2015 7/30/2015	FASTER DTR	DTR did not have policies and procedures related to tracking FASTER transit projects.	Develop, implement and enforce policies and procedures manual.	DTR	Open	Open
35	CDOT	6/30/2015	1/1/2016 8/15/2015 7/30/2015	FASTER DTR	DTR did not have general controls in place to ensure that their business objectives were met.	Re-prioritize current tasks and include as its top priority to address the general control issues.	DTR	Open	Open
36	CDOT	7/15/2015		CDOT Mobile Smart Phone Application	CDOT did not have adequate oversight over advertising.	Designate a project manager to develop procedures for contractual advertising requirements including how approvals for all advertising should be documented.	Communications and Operations	Open	Open
37	CDOT	7/15/2015		CDOT Mobile Smart Phone Application	CDOT did not have adequate oversight over advertising.	Designate a project manager to ensure compliance with the contractual requirements for advertising.	Communications and Operations	Open	Open
38	CDOT	7/31/2015		CDOT Mobile Smart Phone Application	CDOT did not have adequate oversight over the revenue collection and reporting.	Develop review procedures to ensure the completeness and accuracy of the financial reports submitted by urHub.	Communications and Operations	Open	Open
39	CDOT	7/31/2015		CDOT Mobile Smart Phone Application	CDOT did not have adequate oversight over the revenue collection and reporting.	Determine when the year-end revenue collection period ends and document the specific reporting procedures for the designated project manager.	Communications and Operations	Open	Open
40	CDOT	7/31/2015		CDOT Mobile Smart Phone Application	CDOT did not have adequate oversight of the contractual data requirements.	Consider a contract amendment that would specify whether urHub could utilize the data. CDOT should identify ideas in providing the alternate route and mode planning or feature to remove this development requirement.	Communications and Operations	Open	Open

**CDOT AUDIT DIVISION  
OUTSTANDING RECOMMENDATION SUMMARY  
AS OF 07/31/2015**

#	Auditor	Original Implementation Date	Revised Implementation Date	Audit Name	Finding	Recommendation	EMT	Status Reported by Mgmt	Status Reported by Audit
41	CDOT	7/31/2015		CDOT Mobile Smart Phone Application	CDOT did not have adequate oversight of the contractual data requirements.	Communicate and document expectations regarding the prioritization coverage.	Communications and Operations	Open	Open
42	OSA	9/30/2015		Statewide Single Audit FY 2014	Adequate procedures were not in place to monitor, track and ensure that sub-recipients' compliance.	Ensure that sub-recipient Single Audit Reports are reviewed timely.	Audit Division	Open	Open
43	OSA	9/30/2015		US-36 P3	HPTE did not adequately assess and analyze operations and maintenance elements at key points in the project.	Develop standardized reporting formats for analyzing actual cost data.	HPTE	Open	Open
44	OSA	9/30/2015		US-36 P3	HPTE does not have adequate mechanisms in place to identify documents that should either become public or confidential under CORA.	Develop a comprehensive open records and transparency plan for the P3 program.	HPTE	Open	Open
45	OSA	9/30/2015		US-36 P3	HPTE and CDOT lack systematic processes and mechanisms for monitoring operations and maintenance activities to ensure the performance standards are met.	Provide training to educate and obtain input from CDOT operations and maintenance personnel on the performance standards and related requirements.	HPTE	Open	Open
46	OSA	9/30/2015		US-36 P3	HPTE and CDOT lack systematic processes and mechanisms for monitoring operations and maintenance activities to ensure the performance standards outlined in the concession agreement are met.	Develop detailed monitoring management plans that ensure adequate technical review, provide for managing incidents and emergencies, establish protocols for addressing noncompliance, and incorporate processes for change and claims management.	HPTE	Open	Open
47	OSA	9/30/2015		US-36 P3	HPTE and CDOT lack systematic processes and mechanisms for monitoring operations and maintenance activities to ensure the performance standards outlined in the concession agreement are met.	Refine the monitoring framework by researching and incorporating leading practices and lessons learned from other U.S. P3 projects that are in the operations phase.	HPTE	Open	Open
48	OSA	1/31/2016		US-36 P3	HPTE lacked systematic project management processes for managing all elements of complex P3 projects from beginning to end.	Develop a project management framework and detailed guidance for managing P3 initiatives, identify key elements, decision points, information, and required processes.	HPTE	Open	Open
49	OSA	1/31/2016		US-36 P3	HPTE lacked systematic project management processes for managing all elements of complex P3 projects from beginning to end.	Develop strategies for acquiring adequate resources and project management expertise for managing, developing, and overseeing its P3 program.	HPTE	Open	Open
50	OSA	1/31/2016		US-36 P3	HPTE lacked systematic project management processes for managing all elements of complex P3 projects from beginning to end.	Identify training needs to provide ongoing training on HPTE's project management guidelines.	HPTE	Open	Open

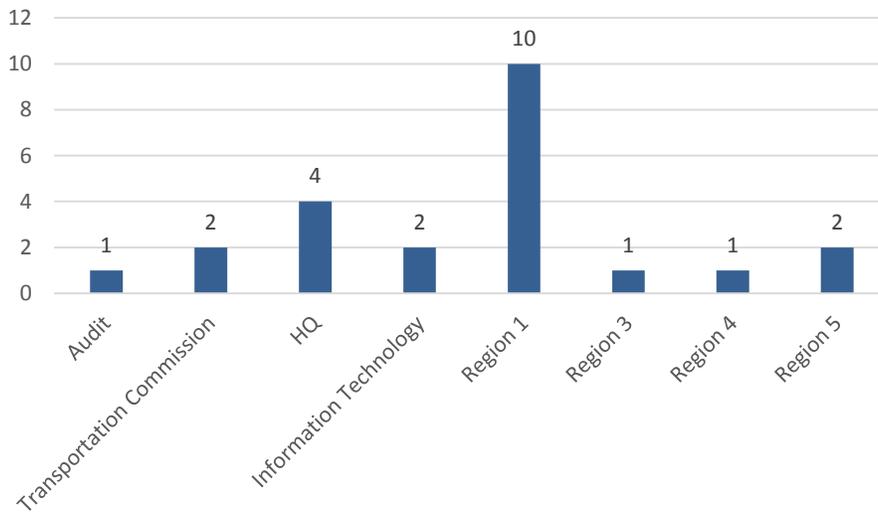
# CDOT Audit Division Fraud Hotline Statistics

**CDOT Audit Division  
Hotline Summary  
23 Incidents by Type  
FYE 6/30/2015**



Source: Hotline Data obtained by Audit Division

**CDOT Audit Division  
Hotline Summary  
23 Incidents by Location  
FYE 6/30/2015**



Source: Hotline Data obtained by Audit Division

**DATE:** September 17, 2015

**TO:** Transportation Commission

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

**SUBJECT:** Upcoming Transit Workshops and Actions

Purpose

The purpose of this memo is to give a tentative schedule for the upcoming transit workshops and actions that will be brought before the Commission over the next few months.

Action

No action is required in September.

Background

The Bustang interregional express bus service went into operation July 13, 2015. PD 1605 gives the Transit & Intermodal Committee oversight responsibilities for Bustang. A new service, like Bustang, as it matures requires operation and budget monitoring, adjustments and consideration for increased service where and when warranted.

In February 2015 the TC updated PD 14 to guide future allocation of resources and investment decisions. For transit, the most significant PD 14 goal was to increase interregional and regional connectivity. Bustang was 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.

SB 228 provides for approximately \$200M in revenue coming to CDOT, with at least 10%, or approximately \$20M dedicated to transit. In addition, DAF has identified \$12M of old SB 1 transit funds remaining. Both programs are specified to be used for TC approved strategic projects with statewide or regional significance.

Bringing all of this together, we propose the schedule below to give the TC the proper oversight of Bustang, and to plan for an integrated rural regional network and complimentary Bustang expansion consistent with PD 14, the Statewide Transit Plan, and the Intercity and Regional Bus Network Plan.



## Details

Three separate memos follow addressing the following:

1. Bustang September monthly update of operating statistics and summary.
2. Overview of the topics and issues to be brought before the Transit & Intermodal Committee in October;
  - Bustang Quarterly Report
  - Timeline for Bustang route, schedule and /or fare changes.
  - Establish a spare ratio guideline.
  - Triggers for Bustang service additions and bus purchases.
  - Other TC Policy considerations; weekend service, metro fringe area stops.
3. Concept development for a combined use of the SB 228 and SB 1 (remaining) Transit funds; T&I Committee presentation and discussion in October, TC Workshop in November. A consultant is being brought on board to assist in the SB 228/SB 1 program development. Criteria will be developed to focus project selection to projects needed for the rural regional system, Bustang expansion, and other strategic transit projects with statewide or regional significance.
  - Concept: Integrated Rural Regional network and complimentary Bustang expansion.
  - Criteria, network definition and project selection.





**DATE:** September 16, 2015  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** Bustang Update

Purpose

The purpose of this memo is to provide the Commission with a summary of the Bustang August operation.

Action

No action is required.

Background

The Bustang interregional express bus service went into operation July 13, 2015.

Details

**Ridership:** During August, Bustang operated for 21 days carrying 7,083 passengers (337 average/day) for an overall seat occupancy factor of 24%. A detailed breakdown of the ridership by route and week is provided in Figures 1-5. The West Route is performing above expectations, with a August seat occupancy factor of 53%; including four days where the eastbound run exceeded 85%.

**Ticket Sales:** August ticket sales (single ride and multi-ride tickets) totaled \$84,278 on 6,610 transactions. Sales cannot be counted as revenues until the tickets are used.

**July 2015 Farebox Recovery Ratio:** E-commerce and Cash Farebox reported July revenue of \$34,080 on operator reported expenses of \$157,086 for a fare box recovery ratio of 22%. August Farebox Recovery Ratio will be communicated when Bustang operating expenses are reported.

**Safety/Accidents:** In August there was one collision involving Bustang buses:

- On Thursday, August 13 the driver of bus 38000 back it out of the slip at the Denver Bus Center making contact with the rear wall causing \$3,200 in damage to the bus. The driver's record was charged with the collision. The driver was disciplined and retrained.
- July 2015 Accident Frequency Rate (AFR) per 100,000 miles was 5.42 accidents per 100,000 miles. The goal is <1 accident per 100,000 miles. Ace's Safety Department is addressing with continuous driver training and safety "conversations".

**August On-Time Performance (departures within 10 minutes of scheduled time)**

- West Route - 79%
- South Route- 86%
- North Route- 87%
- System - 85%



*Ticket Sales/Fareboxes Issues:* Farebox and scanner issues have been fixed. We continue to monitor and conduct weekly conference calls with our fare collection contractors to ensure quality of their products. We now have the ability to drill down and identify drivers who fail to properly operate the fareboxes and monitor performance.

*Customer Input/Complaints:* Ace Express continues to closely monitor social media sites which will continue to be the main thrust of the 2016 Marketing plan, including customer input. Current Facebook “likes”- 579, 2 reviews 5 stars out of a possible 5 stars. 138 Twitter followers.

#### Top Customer Suggestions for August:

- Request weekend service; most for the West Route.
- Extend service to Grand Junction and Pueblo.
- Add stops is Castle Rock, Denver Tech Center, Longmont, Johnstown, Georgetown and Idaho Springs.
- Connections to DIA
- Suggested schedule adjustments.
- Ability to purchase multiple tickets on-line or mobile app.

#### Customer Complaints:

Customers would like the ability to purchase multiple tickets in one transaction or round trip tickets. To keep start-up efforts on-target, the previous Ace Express Marketing consultant specified only single ticket transaction capability to their E-Commerce contractor. We are working with the Ace Express E-Commerce Contractor to upgrade and add the multiple ticket purchase function for both the web page and the mobile app.

*RamsRoute:* This new test service in partnership with CSU launches September 11. The RamsRoute test is targeted to CSU students that reside in the Denver Area, however sales are open to the general public. RamsRoute will use a different e-commerce site for sales that will allow us to restrict the number of tickets sold to prevent overloads and allow guaranteed seating. CSU has indicated a high probability RamsRoute will be self-sustaining financially and will not be a drain on current Bustang operational resources. Features and restrictions are:

- All sales are online only. No cash sales.
- Guaranteed seating - sell to 45 tickets only to ensure access for the disabled requiring wheel chairs.
- Fare is \$19 round trip - no one way fares - tickets valid only on RamsRoute not Bustang runs
- Bicycles- maximum 6 total and customers must reserve a space for their bicycle on-line.
- Schedule - Southbound- Fridays Depart CSU Campus (southwest corner of Plum at Meridian) 4:00 PM arrive Denver Union Station at 5:30 PM; Sunday northbound return - Depart Denver Union Station Gate B3 at 4:00 PM arrive CSU Campus (Plum at Meridian) 5:30 PM.

#### Next Steps

##### *Service Changes:*

- Perform minor running time adjustments on schedules as recommended by the public comment and documented by AVL on all three routes.
- *West Route:* The ridership levels on the West Route are higher than expected, the eastbound run has exceeded 85% of capacity on seven diferent occasions in the first seven weeks of operation. On these runs, the passenger loading in Frisco is accounting for approximately half of the total load. To alleviate the possibility of overloading, we are deploying a bus from the North or South routes to Frisco to operate as a second section under the current schedule (loop extra). Ridership levels will be monitored and analyzed over the coming months (including the holiday months) to determine the need and viability of adding a second weekday round trip on the West Route.
- *West Route:* Consideration is also being given to expanding the West Route to daily service; weekdays and weekends. The corridor is experiencing higher than anticipated ridership, and customer input/requests suggest that weekend service would be productive. This service would utilize the existing Bustang fleet.

#### Attachments

Figures 1 - 5: Average daily rides by week/route



Figure 1

### South Route Avg Daily Riders

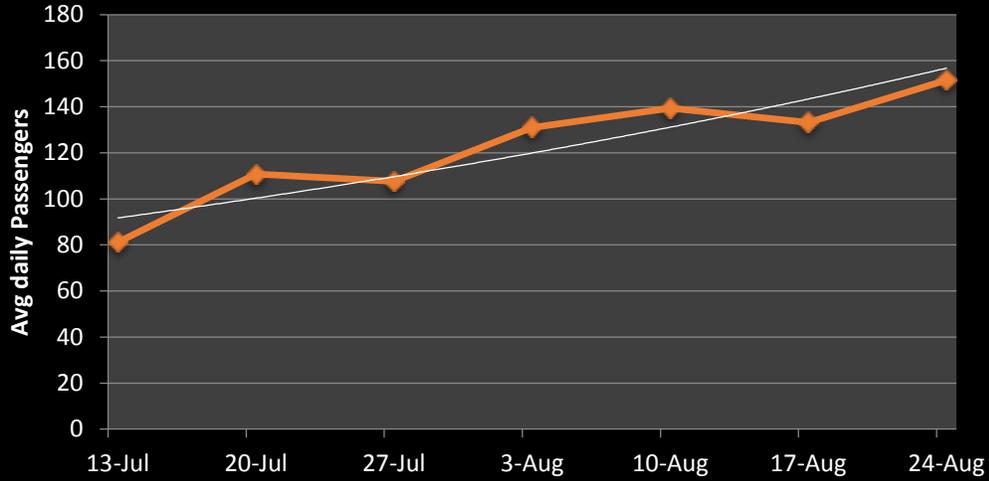


Figure 2

### North Route Avg Daily Riders

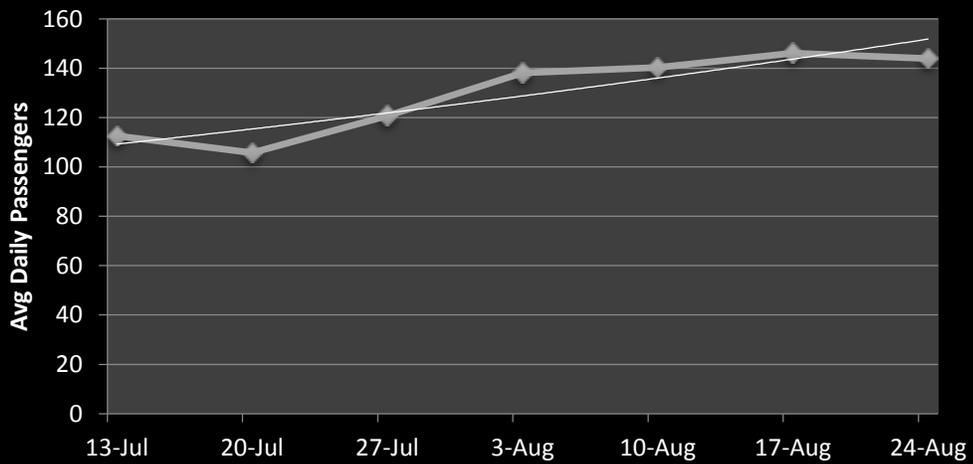
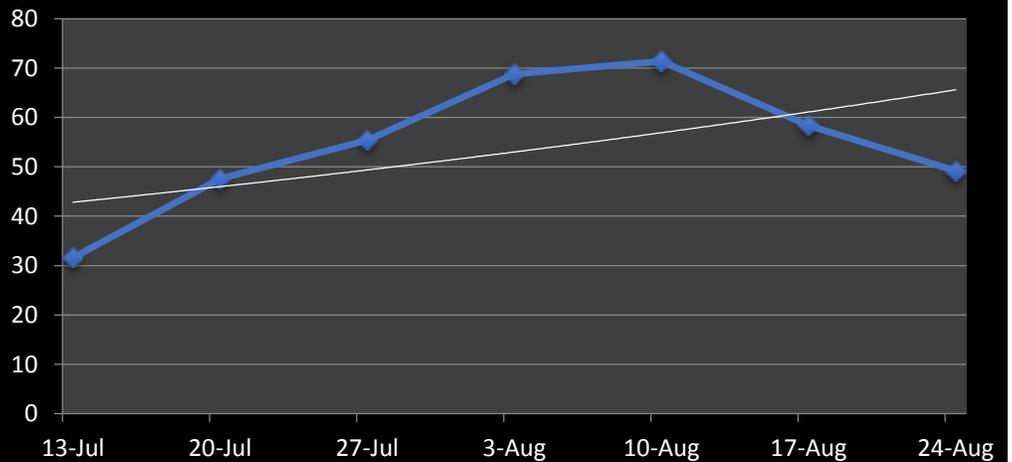
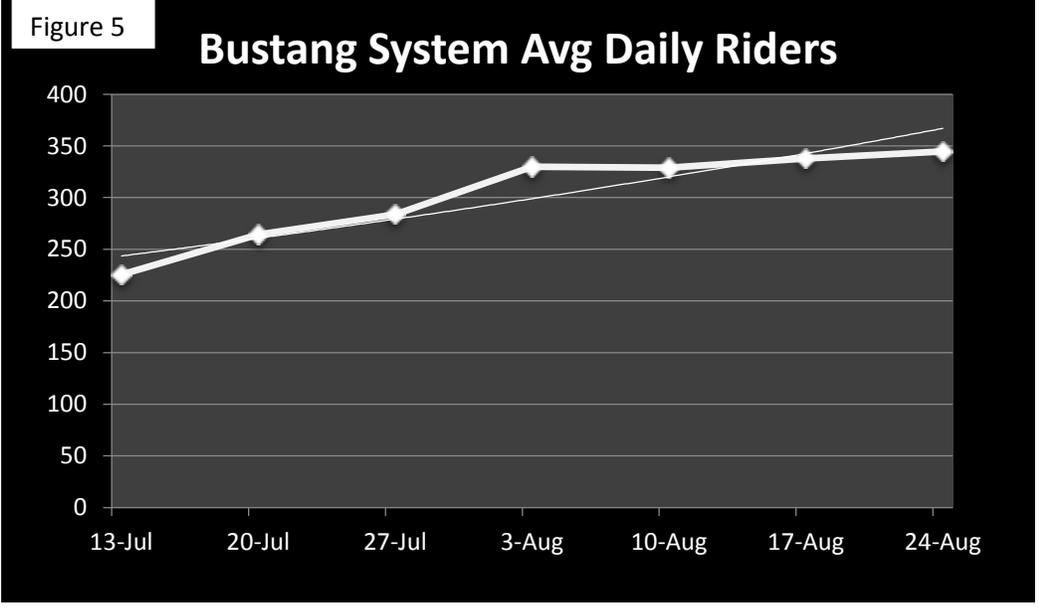
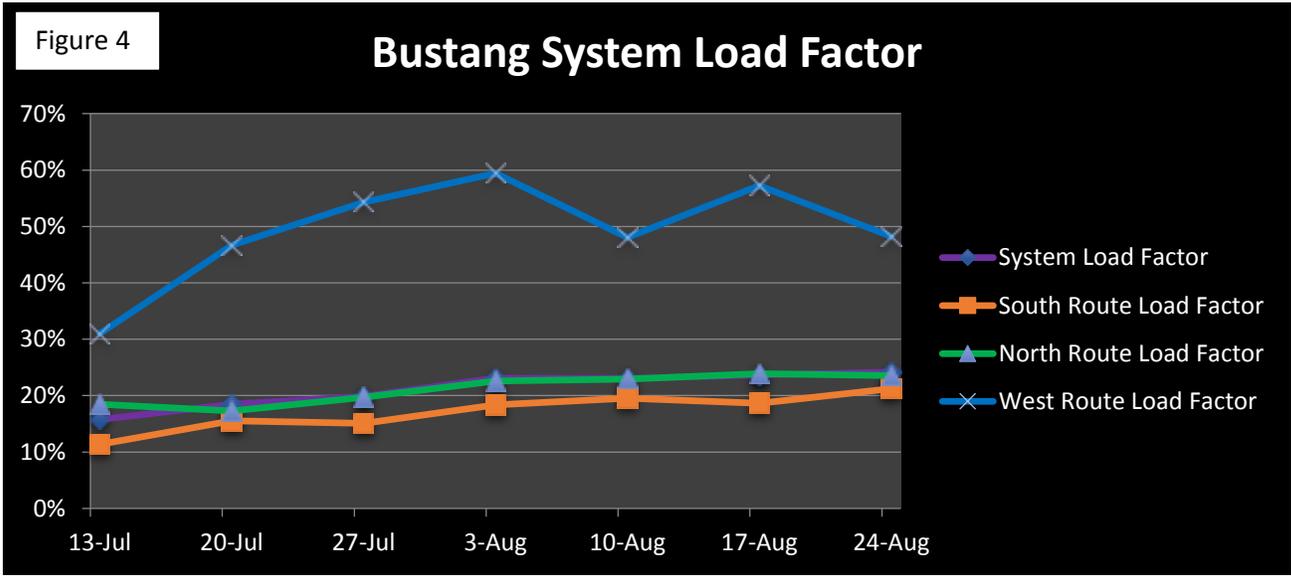


Figure 3

### West Route Avg. Daily Riders







**DATE:** September 17, 2015  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** Bustang Oversight/Preview Transit & Intermodal Committee October Meeting Agenda

Purpose

The purpose of this memo is to foreshadow the October Transit & Intermodal Committee agenda topics related to Bustang oversight.

Action

No action is required in September.

Background

The Bustang interregional express bus service went into operation July 13, 2015. PD 1605 (attached) gives the Transit & Intermodal Committee oversight responsibilities for Bustang. DTR is monitoring and analyzing Bustang service utilization and trends, and reporting to the Commission on a monthly basis.

Details

The Bustang team is preparing a set of guidelines to assist in the on-going assessment of the Bustang operation “state of good repair”; these will be presented and discussed with the T&I Committee at their quarterly meeting in October.

**Timeline for Bustang route, schedule and/or fare changes.** A standard practice for a transit agency is to have fixed times each year for route, schedule and/or fares changes; including a set schedule for public outreach and input. This is important for route and/or run eliminations and fare increases; service additions do not necessarily need to follow the set schedule. It is also important for Bustang to coordinate our timeline with the local transit agencies to insure convenient transfers from one system to the other:

- West Route - the mountain/resort transit systems execute significant schedule changes at beginning and end of the winter season; November and April. Bustang will set our west route service changes consistent with the mountain systems.
- North/South Routes - TransFor and RTD have regular service/schedule changes in January, May, and August of each year. Mountain Metro makes changes once or twice a year, as needed. Bustang will set north and south route service changes consistent with Front Range transit systems.

**Spare Ratio.** The industry standard for spare ratio is 20%, and the smaller the fleet the more important the spare ration becomes. The Bustang operation has adopted this guideline as the standard for the Bustang fleet. Bustang has a fleet of 13 MCI over-the-road coaches; 6 dedicated to the South Route, 5 dedicated to the North Route, and 2 dedicated to the West Route. Three (3) buses (one for each corridor) have been dedicated as spares giving the Bustang fleet a spare ratio was 23%. Although the Bustang fleet is new, the geographic spread over 230 miles along I-25 and I-70 presents challenges for the operation, and the ability to deploy a spare when needed is critical. Spares are deployed:

- in case of breakdown
- during accident repair



- allow rotation of buses for routine maintenance
- malfunctioning fare box, wifi, wheelchair lift, etc.
- Loop extra- possible overloads

With high load factors on the West Route, an interim service modification has been implemented. A second bus is now staged in Frisco, on the same schedule, to avoid overloading from Frisco to DUS. To preserve the spare ratio for appropriate needs, this work-around is accomplished by utilizing one of the active buses dedicated to the North Route during its down time, not by utilizing one of the spare buses. This type of service work-around can only be used in limited circumstances when bus scheduling will allow. This solution protects against an overload that could not be accommodated, but it adds approximately 70 miles of deadhead at a cost of \$265/day.

**Service level/schedule assessment.** The Bustang operations team is monitoring the usage and loads of each route, including directional flows, on a daily basis. The results are being tabulated to track daily, weekly and monthly trends. As a general guideline, 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 guideline includes a proposed 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 West Route eastbound average weekly load factor has reached 60% with instances of the daily load factor reaching 85% or more, indicating the need to make a schedule addition. However, a schedule addition cannot be accommodated within the existing fleet and system service levels, and preserving the 20% spare ratio. This situation is being monitored, and if the high load factor trend continues, it may trigger a request to purchase an additional bus later this fall.

**Other topics for discussion:**

- Holiday planning - The holiday season will be a good test of the Bustang capacity, particularly on the West Route. Assuming all 13 buses are operational, for the peak days before/after Thanksgiving and Christmas, the Bustang spares will be staged in Frisco and at DUS in case of overloads. On these critical days, if a breakdown occurs, we will exercise our agreement with Ace Express to provide a spare bus. This is not desirable because the Ace Express buses are not equipped with Bustang fare boxes or wifi, are not branded, and the operating cost would include the use of the bus as well as the standard operating cost.
- Weekend service - The number one comment being received from the public is the desire for weekend service. For the October T&I Committee meeting staff will generate options for offering limited weekend service, and have an assessment of each for the Committee to consider.
- Metro fringe stops - Also high in public comments are the desire to include stops at the Denver metro fringes communities; Castle Rock, SE Weld County (Frederick, Firestone, Dacono), and Idaho Springs. Staff would like to discuss the policy with the T&I Committee; this also will have an overlap with the SB 228 discussion.
- Capital needs (rolling stock/buses) - As an informational item, we have the ability to purchase additional buses. The purchase order to purchase Bustang buses with MCI includes a five year price agreement for approximately \$588,000/bus. Once ordered, bus delivery is estimated at 9 to 12 months followed by a month of livery wrapping, installation of fare boxes and wifi, and testing.





**COLORADO**  
Department of Transportation  
Division of Transit & Rail

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

**DATE:** September 17, 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 is to present a brief overview of the proposed utilization of the combined FY2016 SB 228 and remaining SB 1 dedicated transit funds.

Action

No action is requested in September; a more in-depth presentation will be included for the October Transit & Intermodal Committee meeting.

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, 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 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 dedicated to providing rural connections to the intercity transit network, including national commercial bus operators, such as Greyhound, and rail services provided by Amtrak. Figure 1 depicts the current network of intercity bus routes 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 \$400K/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, service would begin January 1, 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 TC.

A consultant is being brought on board to assist in the SB 228/SB 1 program development. Criteria will be developed to focus project selection 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.

#### Benefits

The transit plan outlined above further develops the Bustang interregional bus system and expands the CDOT transit service area to include rural connections to urban centers. It truly delivers a 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.
- Fulfilling the PD 14 investment goal of connecting communities with interregional and regional transit service; increased 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

- Present the statewide transit system concept to STAC for comment on September 25.
- Prepare a white paper for review by the T&I Committee at their October meeting.
- TC Workshop in November.
- 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 service January 1, 2018.

#### Attachments

Figure 1: Current Intercity & Regional Bus Network

Figure 2: Conceptual Rural Regional Bus Network



Figure 1: Current Intercity Bus Network

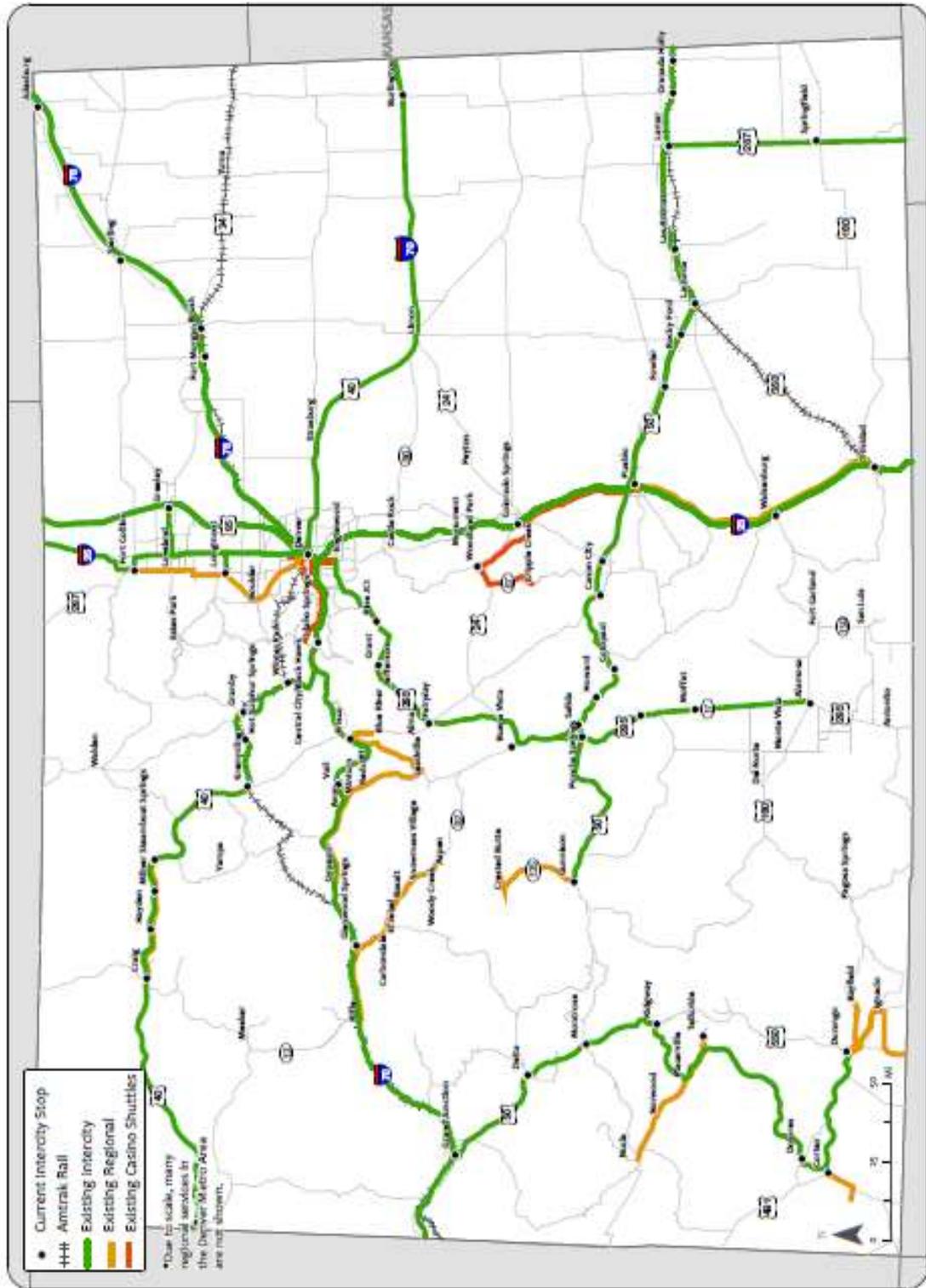
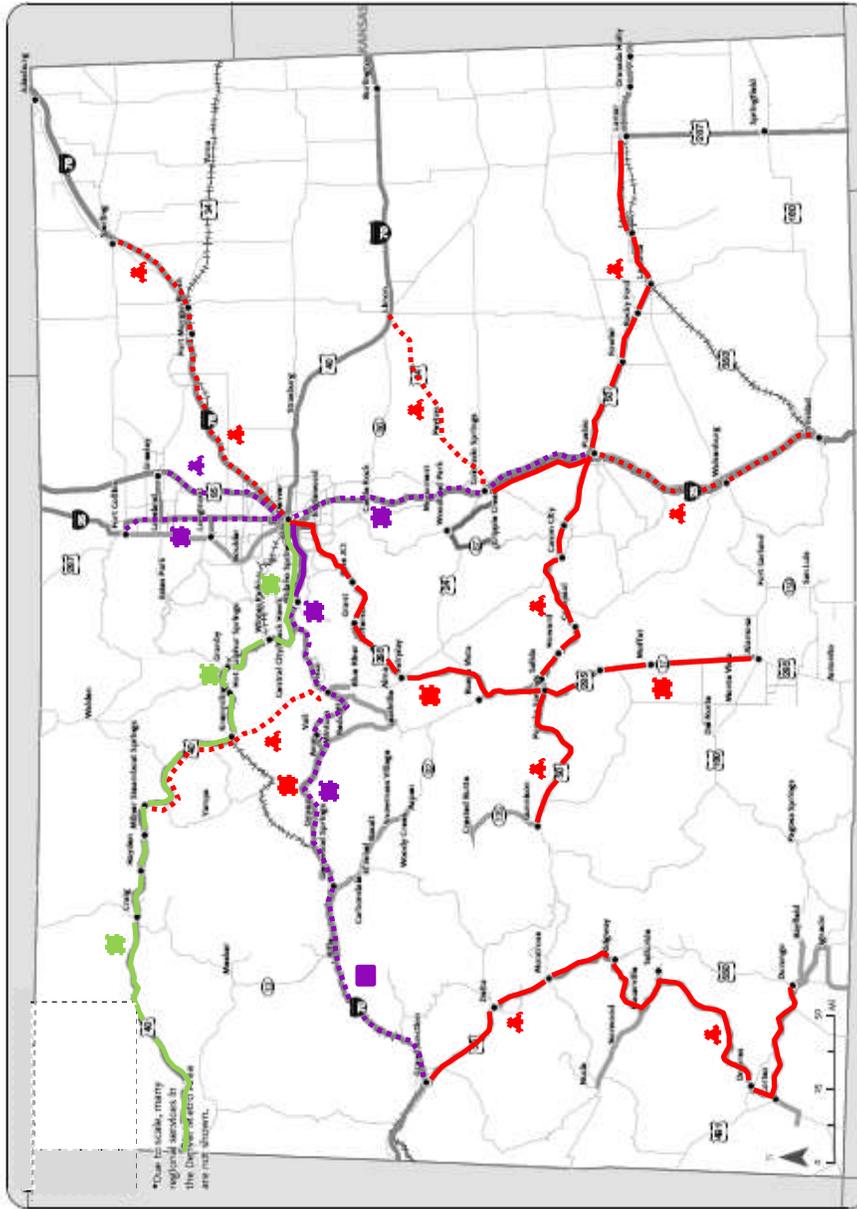


Figure 2: Conceptual Rural Regional Bus Network



\*Due to scale, many regional corridors in the Department of Transportation are not shown.

**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





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

**DATE:** September 17, 2015  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** 2016-2017 Administration & Operating Grant Awards Report

Purpose

To keep the Transportation Commission apprised of annual awards of Federal Transit Administration funds for calendar year administrative and operating contracts, January 2016-December 2016.

Action

No Action Required

Background

These awards are made on budget authority related to Federal Transit Administration (FTA) funds that begin to flow with the Federal Fiscal Year, October 1, and are on a reimbursement basis with FTA. These pass-through funds, administered by CDOT, allow rural and small transit agencies around the state to continue to operate in 2016.

Details

The Division of Transit & Rail released its 2016 FTA Administration & Operating and Capitalized Operating funding awards list on September 1, 2015. These awards will be used to fund public transportation throughout Colorado as well as programs for seniors and persons with disabilities through the FTA Section 5310 and 5311 programs. A total of \$9,77 million was awarded across all program areas.

The Division saw a significant increase in demand for funding this year. In all applications were received totaling more than \$14.5 million. The Division was able to maintain existing funding levels for all of our current grant partners (flat funding) and extend new funding for more than a dozen new projects including our newest public transit community of Winter Park.

Next Steps

Over the next year, DTR will begin developing plans for future funding distributions, soliciting input from its stakeholders to meet this increasing need for funding, and addressing the growing gap between requests/applications (\$14.5 million) and available funds (\$9.77 million).

Attachments

2016-2017 Awards for Administration, Operating, and Capitalized Operating Programs Report



## Award Table A - FTA 5310 Rural Awards

		Request	Award
<b>Operating</b>		<b>Available Funding (45% of remaining allocation)</b>	<b>\$ 228,053.00</b>
Teller County Human Services	Teller County Services	\$ 147,100.00	\$ 100,000.00
Southern Ute Community Action Programs (SUCAP)	Ignacio Escorted Service	\$ 25,912.00	\$ 25,912.00
Huerfano/Las Animas - SCCOG	Operated Service to Pueblo	\$ 35,000.00	\$ 35,000.00
		Total Operating	\$ 160,912.00
		Remainder transferred to Capital	\$ 67,141.00

<b>Capitalized Operating</b>		<b>Available Funding (55% of remaining allocation)</b>	<b>\$ 278,731.00</b>
		Total including Transfer to Capital	\$ 345,872.00
Durango, City of	Mobility Management	\$ 99,028.00	\$ 66,900.00
Montrose County Senior Citizen's Transportation	Regional Mobility Manager	\$ 52,000.00	\$ 52,000.00
Northwest Colorado Council of Governments	Mobility Management	\$ 70,992.00	\$ 72,000.00
		Total Capitalized Operating	\$ 190,900.00
		Remainder Available for Vehicle Capital	\$ 154,972.00

## Requests not funded

City of Cripple Creek	5310 Mobility Management	\$ 64,000.00
Las Animas County Rehabilitation Center, Inc.	2016 Funding	\$ 51,751.00
Region 10	Region 10 Mobility Manager	\$ 27,400.00
Southwest Colorado Council of Governments (Region 9)	Transit Coordinator	\$ 34,972.00
Ute Mountain Ute Tribe	2016 Mobility Management	\$ 41,920.00
Northwest Colorado Center for Independence (NWCCI)	2016-17 Admin and Operating	\$ 49,942.00

### Award Table B - FTA 5310 Small Urban Awards

		Request	Award
<b>Operating</b>		<b>Available Funding (45% of remaining allocation)</b>	<b>\$ 403,135.00</b>
Senior Resource Development Agency	Operating	\$ 79,000.00	\$ 79,000.00
Via	Call Center Operating	\$ 270,225.00	\$ 270,225.00
		Total Operating	\$ 349,225.00
		Remainder transferred to Capital	\$ 53,910.00
<b>Capitalized Operating</b>		<b>Available Funding (55% of remaining allocation)</b>	<b>\$ 492,721.00</b>
		Total including Transfer to Capital	\$ 546,631.00
North Front Range Transportation & Air Quality Council <sup>1</sup>	Mobility Management	\$ 8,611.00	\$ 9,600.00
Via	Mobility Management (Travel Training, MM)	\$ 296,553.00	\$ 300,000.00
		Total Capitalized Operating	\$ 309,600.00
		Remainder Available for Vehicle Capital	\$ 237,031.00

<sup>1</sup> Request for funds to add to existing year that will not be spent - amount is for 1/3 of the year

### Award Table C - FTA 5310 Urban Awards

		Request	Award
<b>Operating</b>		<b>Available Funding (45% of remaining allocation)</b>	<b>\$ 664,400.00</b>
Seniors' Resource Center, Inc.	Operational Support	\$ 125,000.00	\$ 250,000.00
		Total Operating	\$ 250,000.00
		Remainder transferred to Capital	\$ 414,400.00
<b>Capitalized Operating</b>		<b>Available Funding (55% of remaining allocation)</b>	<b>\$ 812,044.00</b>
		Total including Transfer to Capital	\$ 1,226,444.00
Colorado Nonprofit Development Center	Regional Mobility Management	\$ 199,984.00	\$ 200,000.00
Douglas County	5310 Mobility Management	\$ 109,000.00	\$ 109,000.00
Douglas County	5310 Capital Operating	\$ 173,612.00	\$ 176,000.00
Seniors' Resource Center, Inc.	Brokerage/Mobility Management <sup>2</sup>	\$ 480,000.00	\$ 230,000.00
Via	Section 5310: Mobility Management - Travel Training	\$ 197,331.00	\$ 200,000.00
		Total Capitalized Operating	\$ 915,000.00
		Remainder Available for Vehicle Capital	\$ 311,444.00

<sup>2</sup> SRC applied for two separate grants at a 227% increase over 2015. Award combined and reduced to appropriate level, additional funding given to operations.

## Award Table D - FTA 5311 Awards <sup>3</sup>

		Request	Award
		Available Funding	\$ 7,599,014.00
<b>Operating</b>			
Breckenridge, Town of	Operating & Admin	\$ 159,240.00	\$ 159,240.00
City of Cripple Creek	Admin & Operating	\$ 162,585.00	\$ 158,620.00
City of La Junta	La Junta City Transit	\$ 77,338.00	\$ 68,950.00
Dolores County	2016 2017 Admin & Operating	\$ 35,680.00	\$ 35,680.00
Durango, City of	Operating and Admin	\$ 1,348,219.00	\$ 913,800.00
Eagle County	5311 Operating for Fixed route service in Eagle County	\$ 350,000.00	\$ 309,000.00
East Central Council of Governments	Public transit service for the residents of Elbert, Lincoln, Kit Carson and Cheyenne, CO	\$ 182,191.00	\$ 182,190.00
Glenwood Springs, City of	2016-2017 Admin & Operating	\$ 246,170.00	\$ 246,170.00
Gunnison Valley Regional Transportation Authority	2016-2017 Admin & Operating	\$ 342,800.00	\$ 187,100.00
Huerfano/Las Animas Area Council of Governments (SCCOG)	2016-2017 5311 Admin and Operating	\$ 383,950.00	\$ 258,630.00
Lake County	2016 5311 Operating	\$ 55,000.00	\$ 47,500.00
Montezuma County	5311 2016-2017 Admin & Operating	\$ 64,190.00	\$ 64,190.00
Montrose County Senior Citizens Transportation, Inc.	All Points Transit CY 2016 FTA 5311 Admin and Operating	\$ 249,899.00	\$ 238,000.00
Mountain Express	Crested Butte/Mt. Crested Butte Transit Service	\$ 265,000.00	\$ 228,200.00
Mountain Village, Town of	2016-2017 5311 O&A	\$ 150,100.00	\$ 150,100.00
Neighbor to Neighbor Volunteers	5311 Admin & Operating/Rural	\$ 100,000.00	\$ 100,000.00
Northeastern Colorado Association of Local Governments (NECAL)	2016-2017 Admin & Operating	\$ 561,502.00	\$ 487,200.00
Park County	Fairplay to Breckenridge Connector Transit Service	\$ 133,377.00	\$ 85,000.00
Prowers County	2016 Admin & Operating	\$ 193,215.00	\$ 173,100.00
Roaring Fork Transportation Authority (RFTA)	FY 2016-2017 Admin/Operating	\$ 1,065,278.00	\$ 1,014,550.00
San Miguel County	FTA 5311 Operating & Admin	\$ 120,000.00	\$ 110,000.00
Senior Resource Development Agency, Pueblo, Inc.	Rural Transportation	\$ 68,200.00	\$ 68,200.00
Seniors' Resource Center, Inc. (SRC)	Rural (SRC-Evergreen) Admin/Ops. Support	\$ 214,000.00	\$ 201,880.00
Seniors' Resource Center, Inc. (SRC)	Admin/Operation Support for Rural Clear Creek Transportation	\$ 124,000.00	\$ 90,000.00
Snowmass Village, Town of	2016-2017 ADMIN. & Operating	\$ 240,000.00	\$ 238,450.00
Southern Ute Community Action Programs, Inc. (SUCAP)	2016-17 Road Runner Transit Admin-Operating	\$ 144,765.00	\$ 137,310.00
Steamboat Springs, City of	5311 Operating	\$ 1,615,428.00	\$ 537,290.00
Summit County (Summit Stage)	2016 operating assistance for Summit Stage	\$ 482,040.00	\$ 482,040.00
Upper Arkansas Area Council of Governments	UAACOG subcontracts transit services in Fremont & Custer Counties	\$ 225,000.00	\$ 192,610.00
Via Mobility Services	Section 5311: Admin/Operating (Rural Services)	\$ 319,117.00	\$ 333,380.00
Winter Park, Town of	5311 Operating Funds	\$ 200,000.00	\$ 100,000.00
		Total Admin & Operating	\$ 7,598,380.00
		Remainder transferred to Capital	\$ 634.00

## Projects not Funded

Town of Avon	5311 Administration & Operating Funding	\$ 137,052.00
Town of Telluride	2016-2017 Admin & Operating	\$ 155,000.00

<sup>3</sup> All existing projects were funded equal to 2015 levels

# 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 21<sup>st</sup> 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

S

T

**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