

Transportation Commission
April 20 & 21, 2016
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222
Kathy Connell, Chairwoman
Steamboat Springs, District 6

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

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

THE CHAIRWOMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Wednesday, April 20, 2016

- 12:00- 2:00 p.m. - Commissioner Informal Lunch [Commission Conference Room]
- 12:30 p.m. HPTE Board Meeting [Call to Order in Auditorium]
- 2:00 p.m. Joint TC and HPTE Operations and Maintenance Cost Sharing on Managed Lanes Workshop (David Spector)
- 2:15 p.m. Asset Management: Deep Dive Part 2 (William Johnson)
- 3:00 p.m. FASTER Audit Update – Transit (Herman Stockinger)
- 3:05 p.m. Program/Cash Management Workshop (Josh Laipply, Maria Sobota, Jane Fisher)
- 3:20 p.m. Safety Committee (Darrell Ling)

- 3:25 p.m. Transit and Intermodal Committee Meeting (Mark Imhoff)
- 4:05 p.m. Disadvantaged Business Enterprise (DBE) Meet and Greet (Greg Diehl) –
All commissioners are strongly encouraged to attend the Meet and Greet
- 5:00 p.m. Adjournment

TRANSPORTATION COMMISSION MEETING

Thursday, April 21, 2016

- 7:30 a.m. Breakfast Meeting [Room 262]
- 9:00 a.m. 1. Call to Order, Roll Call
- 9:05 a.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes
- 9:10 a.m. 3. Comments of Individual Commissioners
- 9:15 a.m. 4. Executive Director's Report (Shailen Bhatt)
- 9:20 a.m. 5. Chief Engineer's Report (Josh Laipply)
- 9:25 a.m. 6. HPTE Director's Report (David Spector)
- 9:30 a.m. 7. FHWA Division Administrator Report (John Cater)
- 9:35 a.m. 8. STAC Report (Vincent Rogalski)
- 9:40 a.m. 9. Act on Consent Agenda
- a) Resolution to Approve the Regular Meeting Minutes of March 16, 2016 (Herman Stockinger)
 - b) Additions to FY 16 Maintenance \$50,000 to \$150,000 (Kyle Lester)
 - c) Federal Lands Access Program (FLAP) Applications (Debra Perkins-Smith)
 - d) FY 16 Safe Routes to School Projects (Debra Perkins-Smith)
 - e) Disposal of a Portion of the Wiggins rest Area (Johnny Olson)
- 9:45 a.m. 10. Discuss and Act on the 10th Budget Supplement of FY 2016 (Maria Sobota)
- 9:50 a.m. 11. Transit Funding of Winter Park Express Platform & Safety Switches (Mark Imhoff, David Krutsinger)
- 9:55 a.m. 12. First Amendment to HPTE I-70 PPSL Intra-Agency Agreement (David Spector)
- 10:00 a.m. 13. Action – Federal Discretionary Grant Update (Herman Stockinger)

10:00 a.m. 14. Other Matters

10:05 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. Estimated Start Time:

10:05 a.m.

BRIDGE ENTERPRISE BOARD OF DIRECTORS

10:05 a.m. 1. Call to Order and Roll Call

2. Audience Participation

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

3. Act on Consent Agenda

- a) Resolution to Approve Regular Minutes from March 16, 2016
(Herman Stockinger)

4. Monthly Progress Report (Scott McDaniel)

5. Adjournment

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10:15 a.m. Public Hearing for Draft FY2017- FY2020 STIP
– Time Limit per Speaker: 2 minutes

11:15 a.m. Adjournment



DATE: April 20, 2016
TO: Transportation Commission
HPTE Board of Directors
FROM: David Spector, High Performance Transportation Enterprise Director
SUBJECT: Operations and Maintenance Cost Sharing On Managed Lanes

Purpose: Provide additional information regarding the allocation of shared operation and maintenance expenses between CDOT and HPTE on corridors where there are both managed and general purpose lanes.

Action: Information and Discussion only. No formal action is being requested.

Key Policy Considerations: Understand how CDOT and HPTE staff determined that using the Average Annual Daily Traffic (AADT) metric is the most fair and accurate method of allocating O&M costs on shared corridors.

Background:

In March 2016, HPTE held a joint workshop with the TC and HPTE Board of Directors regarding the split of operations and maintenance (O&M) costs between CDOT and HPTE on corridors where there are both managed and general purpose lanes. While no action was requested, the intent of the workshop was to facilitate a high-level policy discussion on the topic and provide transparency regarding the decision making process. During the workshop additional questions for discussion were raised including:

- Does HPTE or CDOT have responsibility for the O&M expenses attributed to High Occupancy Vehicles (HOV) who use managed lanes?
- How does the discussion regarding Operations and Maintenance costs relate to current and future project Intra-Agency Agreements (IAA) between CDOT and HPTE?
- How does applying the pro-rata share to both Average Daily Traffic (ADT) and Lane Mile translate into examples using current O&M data?

This month, staff is providing additional details and information to respond to these questions and ensure that the TC and HPTE Board are comfortable with the methodology for allocating costs on current and future corridors where there are managed lanes.

Shared Corridor Methodologies: As discussed last month, CDOT and HPTE have considered different alternatives for how to allocate certain O&M costs that should be shared on Express Lane corridors. Some O&M costs are HPTE only costs, some O&M costs are CDOT only costs, and some O&M costs are shared. HPTE and CDOT staff recommend using the ADT method to appropriately allocate costs that fall into the shared-cost category. See Attachment A: Operations and Maintenance Cost Sharing on Managed Lane Corridors presentation for examples of the types of O&M activities that are responsibilities of HPTE, CDOT and those activities that are shared. The attachment also walks through examples of a lane mile and ADT calculation using historical maintenance data and Average Annual Daily Traffic.

The AADT method was selected because it is the **most fair and accurate:**

- Can be applied equitably to the variety of shared corridors types (with or without HOV)
- Reflects the increase in O&M costs as traffic increases—HPTE's share will increase as traffic increases—as opposed to a flat rate cost that does not account for increased wear and tear on the express lane
- Aligns cost curve to toll revenue curve (as traffic and O&M expenses increase, toll revenues increase)
- Decreases risk of a TC backup loan
- Most supportable allocation of costs under legal (TABOR) and accounting rules

Impact of HOV: Under the ADT methodology, HOV vehicles are allocated as a CDOT cost, while tolled vehicles are an HPTE cost. When HOV increases from 2+ to 3+ on January 1, 2017, the number of HOV vehicles in the lanes, and therefore CDOT's costs, will decrease.

Designating a corridor as HOV falls under the purview of the TC. The HPTE Board can make recommendations about HOV designations, but ultimately it is the TC who oversees the HOV program as a policy matter. While HOV and managed lanes both contribute to the goal of congestion mitigation and provide options to travelers, HOV users are allowed to utilize managed lanes for free which is contradictory to the mission of HPTE, which is to impose user fees (tolls) for the privilege of using a surface transportation infrastructure. When HOV users travel for free, the O&M cost of those vehicles is shifted from the user to CDOT. From this perspective, HOV supports the policy goals of TC and CDOT.

Based on the lead role that the TC plays in setting HOV policy, HPTE and CDOT staff recommend allocating O&M costs attributed to HOV vehicles traveling in managed lanes to CDOT. Currently, HOV vehicles, when allowed, make up about 25% of traffic in ExpressLanes. That number is expected to decrease when HOV transitions from 2+ to 3+ on January 1, 2017.

Relationship between O&M costs and Project IAAs

IAAs between CDOT and HPTE document the substantive terms of how CDOT and HPTE work together and allocate rights and responsibilities on shared corridors. These could include terms relating to the commercial loan, process for requesting a back-up TC loan, terms governing shared operations, etc. IAAs also document how the O&M costs are allocated.

Commission Options/Decision Matrix

1. Staff Recommendation: Understand the methodology, and support staff's determination to allocate shared O&M costs based on ADT. Current PPSL and I-25 N Segment 3 IAAs remain as is previously approved, without the need for lender consents or approvals.
2. Reject the ADT methodology: Understand, but reject the ADT methodology. Direct staff to reconsider using land mile methodology. Obtain consent of Bank of America Merrill Lynch to revise IAA and loan agreement on I-25 North and PPSL to reflect lane mile methodology.

Attachments:

Attachment A: Operations and Maintenance Cost Sharing on Managed Lane Corridors presentation



Attachment A:

Operations and Maintenance Cost Sharing On Managed Lane Corridors

April 20, 2016



Breakdown of Operation and Maintenance Responsibilities

HPTE Only-Expenses	CDOT Only-Expenses	Subject to the Pro-Rata Allocation
Toll collection & processing	Repair and replacement of guardrails	Snow and ice removal
Level one & two maintenance of toll equipment (e.g. cleaning of cameras)	Repair and replacement of light fixtures	Lane striping, lane sweeping/cleaning
Contracts with State Patrol for toll evasion enforcement	Contracts with State Patrol for safety enforcement	Trash removal
Any signage specifically related to the managed lanes (e.g. toll rates, entrance and exit information)	Any general traffic signage or variable message signs (VMS)	Pothole filling, crack sealing, pavement resurfacing and any additional pavement maintenance on the entire corridor
CDOT staff time dedicated to monitoring traffic flows determining opening/closing times, setting variable toll rates and general administrative costs		Other operations and maintenance expenses CDOT and HPTE agree in good faith are most fairly allocated utilizing the pro-rata method
Other corridor items specific to managed lanes (e.g. sweeping/cleaning to open the PPSL)		

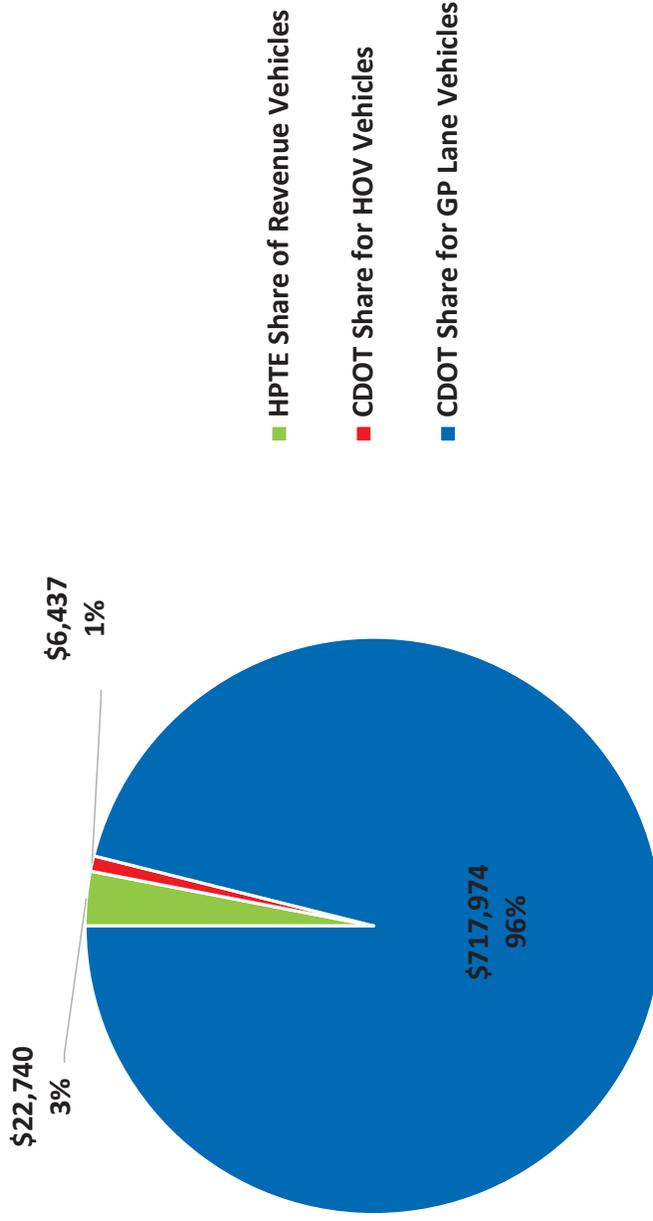
Overall Split of Operation and Maintenance Responsibilities

O&M Expenses on I-25 North Segment 2 (US36 to 120th Ave.)



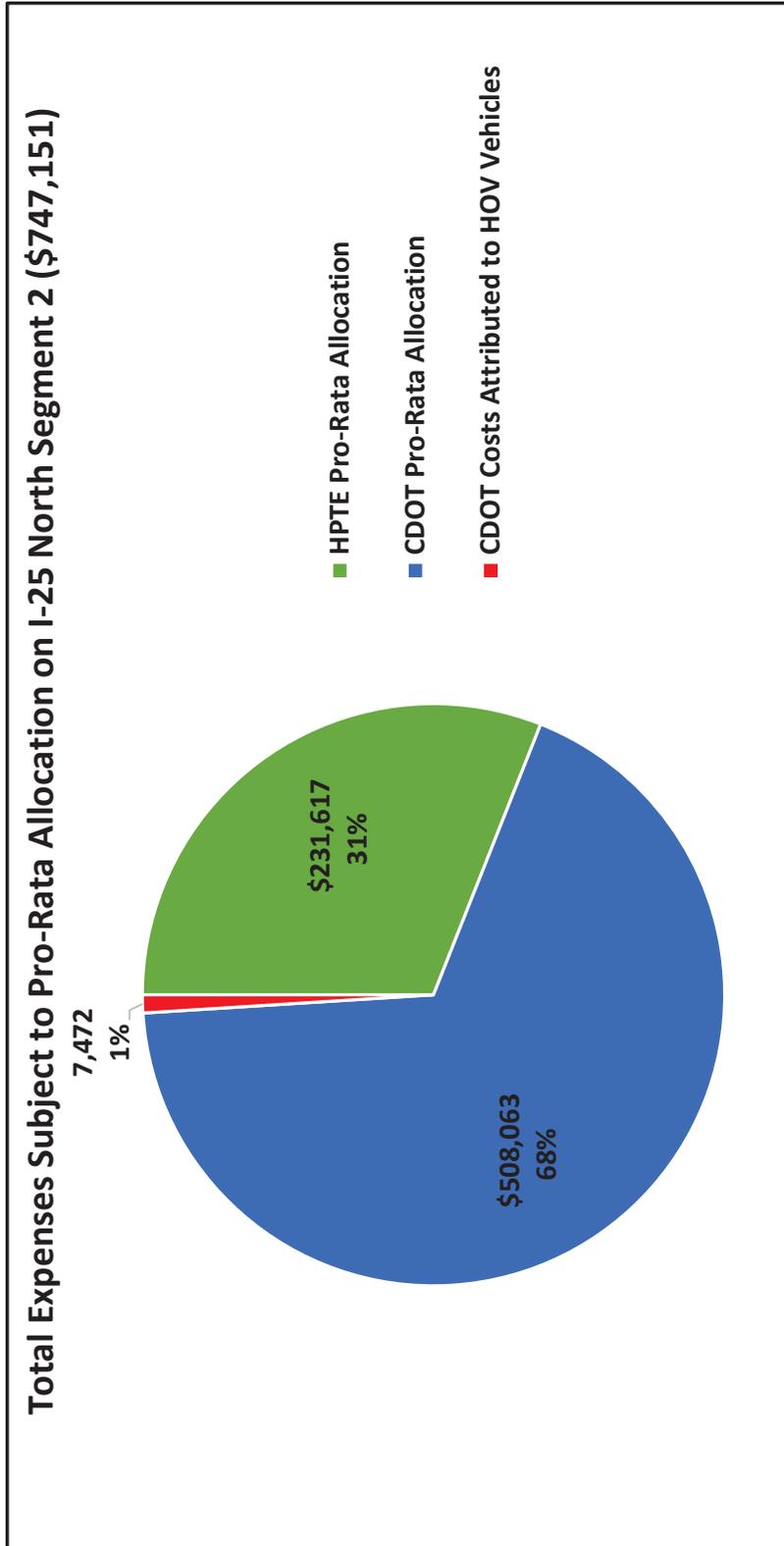
Current Average Daily Traffic Calculation for Shared Expenses

Total Expenses Subject to Pro-Rata Allocation on I-25 North Segment 2 (\$747,151)





Example of Lane Mile Calculation for Shared Expenses





Summary of Key Points for Using ADT Methodology

- **Most Accurate for Determining Split of Costs.**

Based on the information above, it was determined that ADT would be the most accurate method for CDOT and HPTE to fairly determine how to share O&M costs. It is also the methodology that is flexible enough to account for the differences and variety in managed lane corridors.

- **Safeguards HPTE's Enterprise Status.**

Payments by CDOT on behalf of HPTE for O&M obligations that fall within HPTE's sole area of responsibility, particularly those related to tolling infrastructure, could be considered a grant. Therefore, it is important for HPTE to pay its proportionate share of O&M on managed lane projects.

- **Supported by Standard Accounting Practices.**

As the owner of the managed lane asset, HPTE must be responsible for the operations and maintenance of that asset.



DATE: April 20, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
William Johnson, Performance and Asset Management Branch Manager
SUBJECT: Asset Management Workshop

Purpose

This presentation will familiarize the Transportation Commission members with five assets: surface treatment, bridge, culverts, walls and tunnels. It provides background on the program and sets the stage for a more in-depth discussion in May, regarding the approval by the Commission of the FY20 asset management planning budget for all 11 categories; thereby continuing the 4-year program of projects.

Action

Informational item. Provides information for future Transportation Commission action.

Background

In February, the Commission heard a general overview of the asset management program. The April presentation of five assets continues the in-depth review from March (during which six assets were highlighted), providing information on inventory, condition, performance metrics and targets. Asset management programs must be able to demonstrate with a quantified performance measure the benefit of additional investment. Asset management focuses on capital preservation and replacement and does not fund additional capital projects.

The five assets presented in this workshop include surface treatment, bridge, culverts, walls and tunnels. The surface treatment program repairs, rehabilitates, replaces and preserves CDOT's highways. Colorado's bridges are managed by CDOT with two programs: 1) Bridge Enterprise uses its funds for bridge replacement, and 2) the bridge preservation program uses preventive maintenance and repair to preserve bridges. The culverts program identifies those culverts in need of essential repairs and works to resolve them. The walls program is a new program at CDOT and is working through the initial inventory and condition assessment of walls on CDOT's highways. The tunnels program includes three major tunnels: Eisenhower-Johnson Memorial Tunnel, Hanging Lake Tunnel and Wolf Creek Tunnel, along with 16 smaller tunnels. These tunnels are going through their initial comprehensive condition assessment following the issuance of Federal tunnel rules. Both walls and tunnels are new assets in the Asset Investment Management System (AIMS) model.

Details

Each asset manager will provide a summary of their program status. In May, staff will present their FY20 asset management budget recommendation to Commission for review. The FY20 asset management budget will be finalized during the annual budget cycle in 2019.

Next Steps

During the May TC Workshop William Johnson will present the CDOT Staff Recommendation for the FY20 Asset Management Budget to the Transportation Commission for approval. Additionally, staff expect to have a discussion with the Transportation Commission in subsequent months to discuss progress on metrics identified in Policy Directive 14 to start the budget process for FY18.

Summary of Presentations:

February: Overview - completed

March: Buildings, signals, ITS, road equipment, geohazards and MLOS - completed

April: Surface treatment, bridge, culverts, walls, and tunnels

May: FY20 Planning Budget

Attachments

Attachment A: Asset Management Workshop Presentation





COLORADO

Department of
Transportation

Asset Management Workshop Part 2 of 2

April 20, 2016



Intro & Objectives

Workshop Purpose: To provide information in preparation for future TC action.

Asset Manager Presentations by:

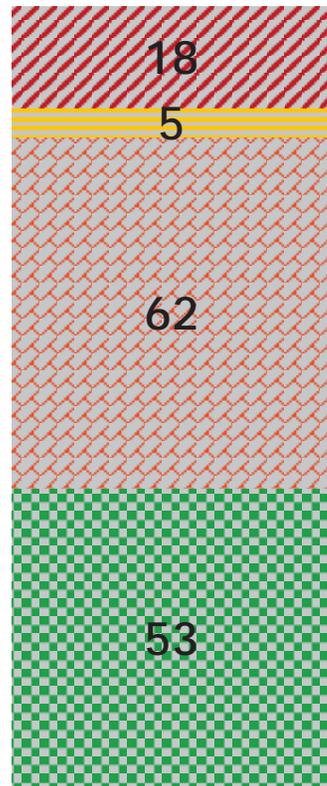
- Surface Treatment
- Bridge
- Culverts
- Walls
- Tunnels



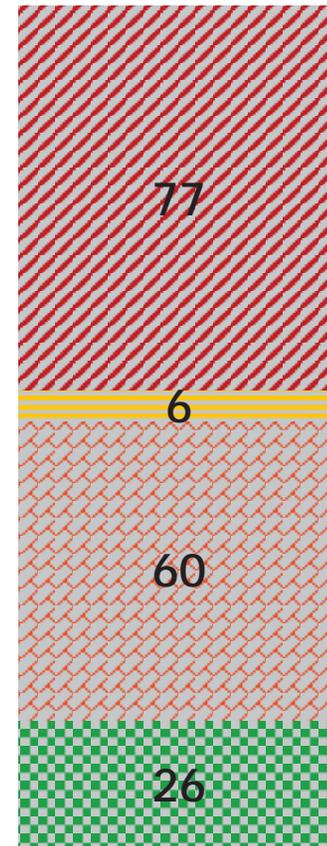
Asset Management Project Status

2015 Asset Management
(138 Project Total)

2016 Asset Management
(169 Projects Total)



As of Mar 18, 2016



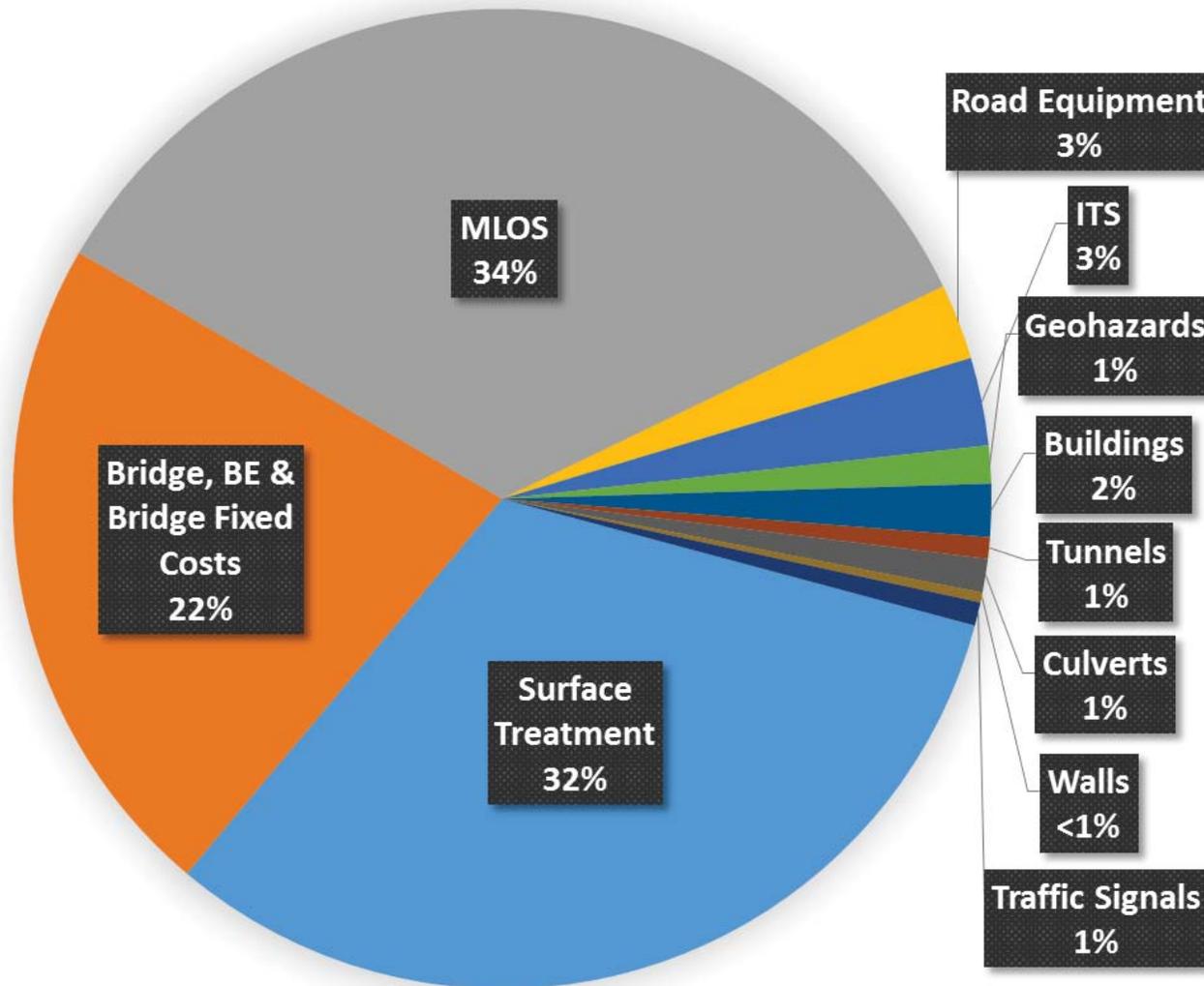
As of Mar 18, 2016

■ Completed
 ■ In Construction
 ■ In Bid/Award
 ■ In Design



Asset Management FY16 Budget Distribution

FY16 Asset Management Planning Budgets Distribution





Surface Treatment: Stephen Henry

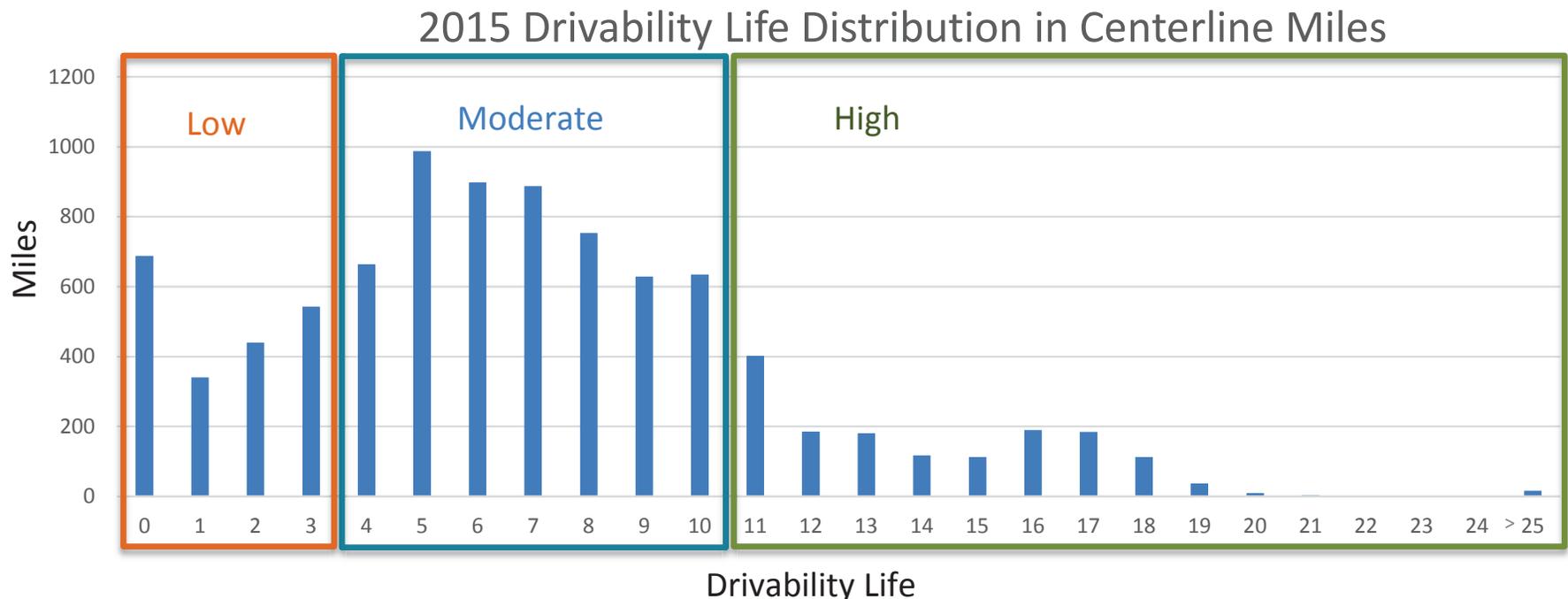
- Repair, rehabilitate, replace, and preserve CDOT’s highways.
- 23,000 lane miles (9,000 centerline miles)
 - 4,000 Interstate
 - 7,000 High Volume
 - 6,000 Medium Volume
 - 6,000 Low Volume

Highway Category	High DL (DL > 10)	Moderate DL (DL 4-10)	Low DL (DL < 4)
Statewide	18%	60%	22%
Interstate	36%	55%	9%
High Volume	22%	61%	17%
Medium Volume	12%	61%	27%
Low Volume	8%	62%	30%



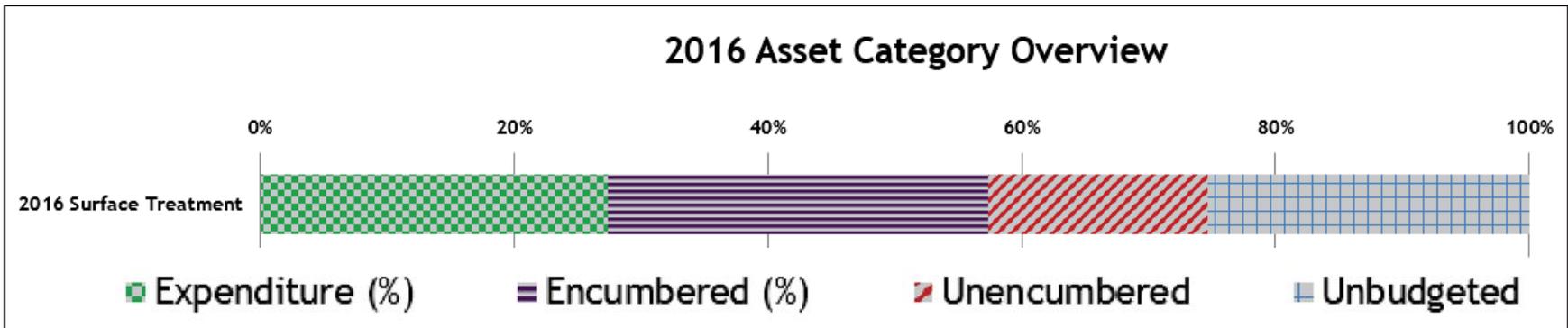
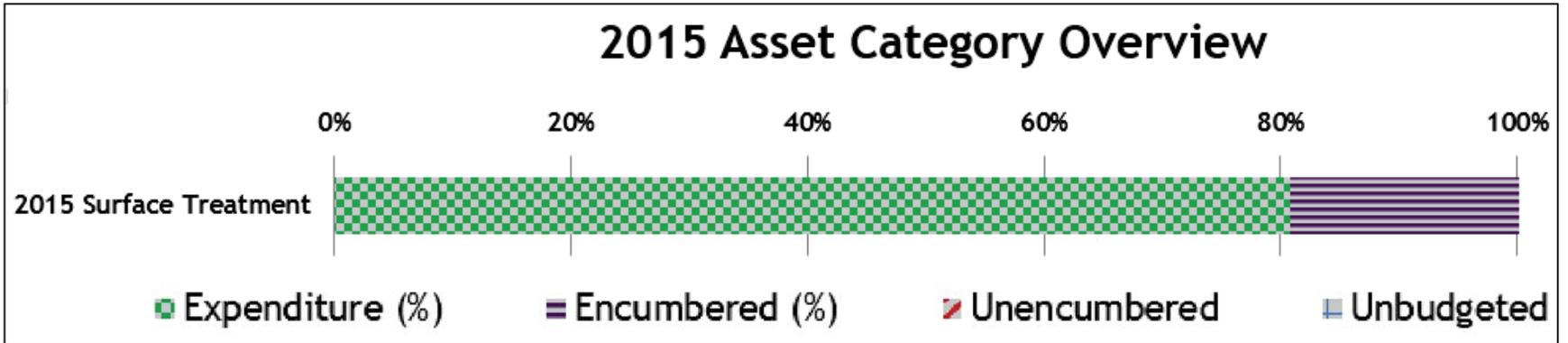
Surface Treatment:

- Drivability Life (DL) is an indication, in years, of how long a highway will have acceptable driving conditions
 - > 10 years DL (High)
 - 4–10 years DL (Moderate)
 - < 4 years DL (Low)





Surface Treatment



Number of Approved Projects vs. Completed Projects, As of March 2016

FY15		FY16	
Number of Projects in Approved Project List	Number of Completed Projects	Number of Projects in Approved Project List	Number of Completed Projects
35	23	43	12

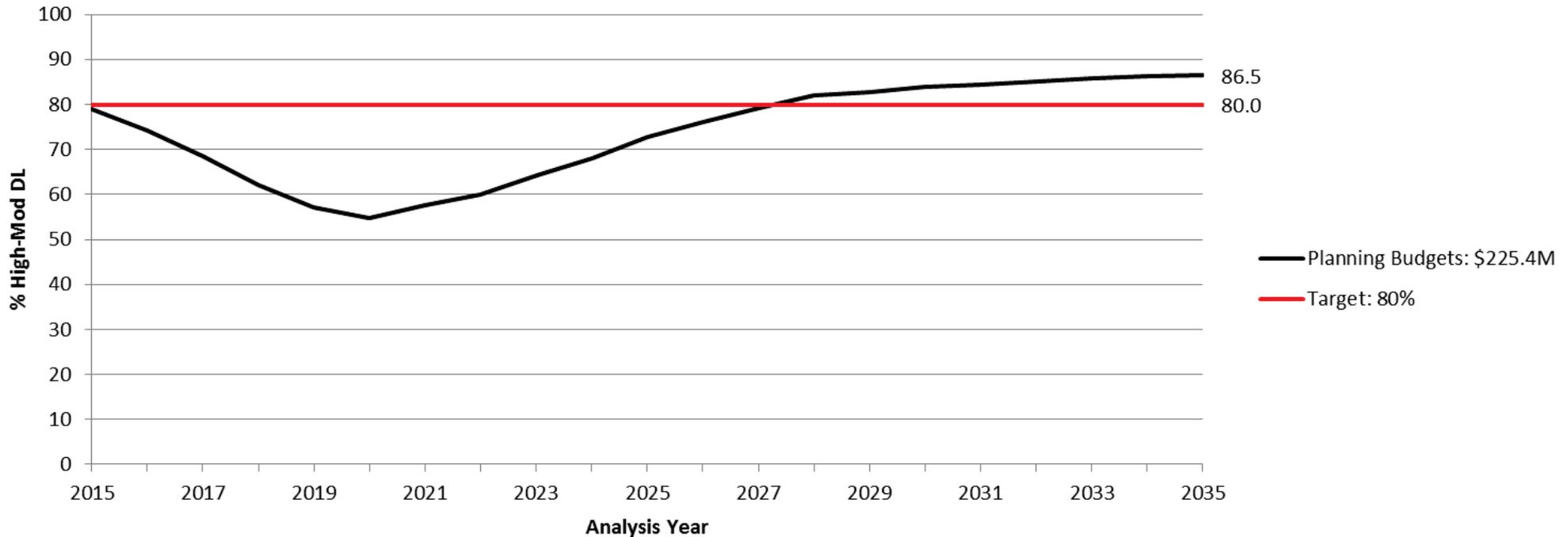


Surface Treatment

FY15-FY19 Asset Management Planning Budgets (in millions)					
Asset Class: Surface Treatment	FY15	FY16	FY17	FY18	FY19
Requested	\$240.0	\$240.0	\$240.0	\$240.0	\$240.0
Allocation	\$235.2	\$235.9	\$242.1	\$231.4	\$225.4

Pavements - Percent High/Moderate Drivability Life

Fiscally Constrained Target is 80%



Metric Description: Drivability Life

Current Performance: 79%

Fiscally Constrained Target: 80%

Forecasted Year to Achieve Target: 2028



Bridge: Michael Collins

- The Bridge Program is composed of two subprograms
 - **Bridge Enterprise Program (CBE)**
 - Bridge Replacements
 - I-70 Viaduct Payments
 - Debt Services
 - Maintenance and Scoping Fees
 - Admin and Legal Fees
 - **Bridge Preservation Program (Staff Bridge)**
 - Bridge Repair Projects
 - Bridge Preservation Projects
 - Bridge Rehabilitation
 - Work for these projects include scour mitigation and repair, deck seal and deck membranes, joint replacement, and essential repairs.
 - Bridge Replacement Projects (that do not qualify for CBE funds)
 - Bridge Inspections
 - Sign, Signal and High Mast Light Inspections



Bridge

- Bridge program inventory includes 3549 bridge structures on the CDOT owned on-system roadway including major vehicular bridges, pedestrian bridges, and railroad bridges. 3437 of these structures are open to major vehicular traffic. These include:
 - 2907 Concrete Structures
 - 445 Steel Structures
 - 159 Timber Structures
 - 38 Other Structures



Bridge

Asset Class: Bridge	FY15	FY16	FY17	FY18	FY19
Allocation	\$ 168.2	\$ 164.1	\$ 163.2	\$ 155.4	\$ 142.5
Bridge Enterprise	\$ 114.9	\$ 124.1	\$ 126.6	\$ 128.6	\$ 130.5
Staff Bridge	\$ 53.3	\$ 40.0	\$ 36.6	\$ 26.8	\$ 12.0

Table 4.1 CDOT RB-AMP Asset Management Metrics and Performance Targets

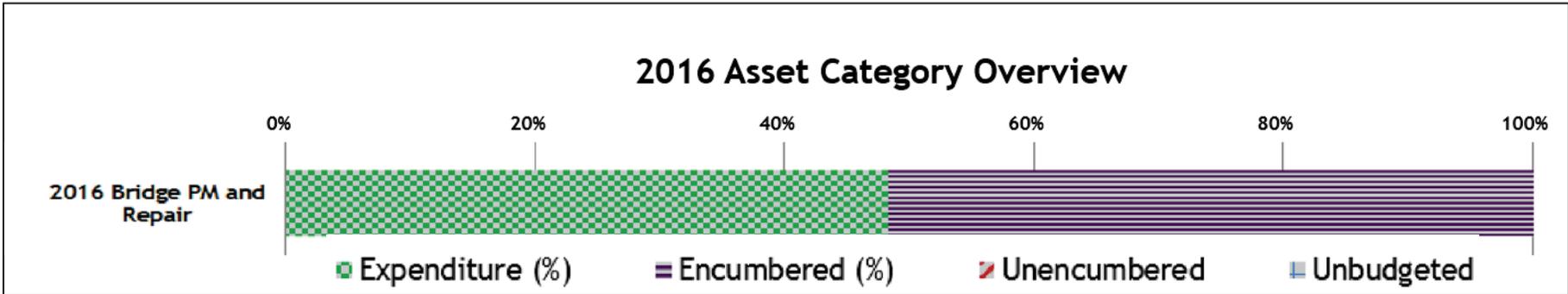
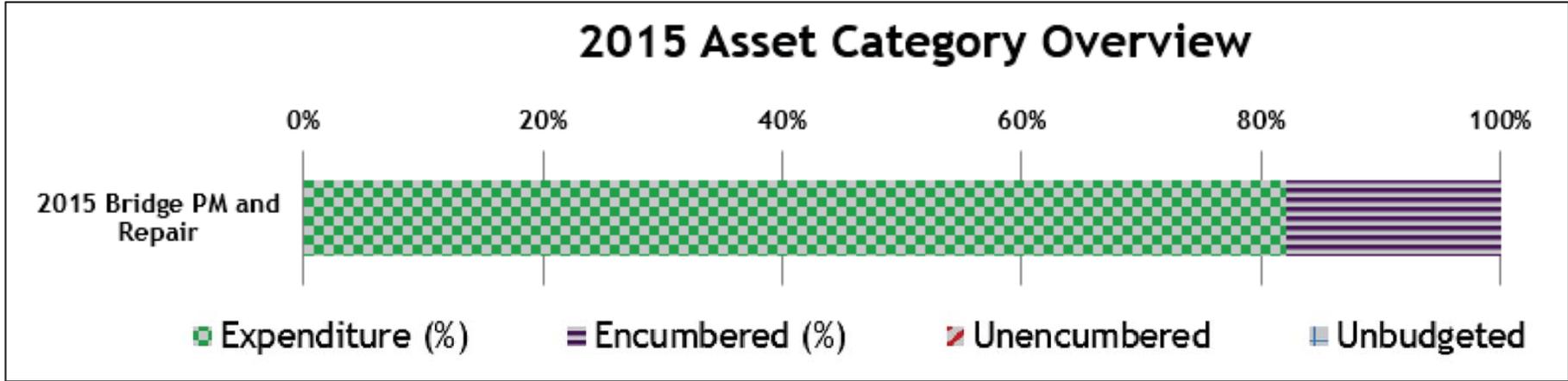
Asset: Bridges	Measure	Current Performance	Fiscally Constrained Target	Aspirational Target
BE	Percentage of deck area on structurally deficient CDOT-owned bridges	6%	10%	5%
	Percentage of deck area on structurally deficient bridges on the NHS	5%	10%	5%
Staff Bridge	Percentage of CDOT-owned bridges over waterways that are scour critical	*7%	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	*0.2%	0%	0%
	Percentage of CDOT-owned bridges with a load restriction	1.3%	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%

Data Last Updated April, 2016

*Currently Not Meeting Fiscally Constrained Target 11



Bridge Preservation



Number of Approved Projects vs. Completed Projects, As of March, 2016

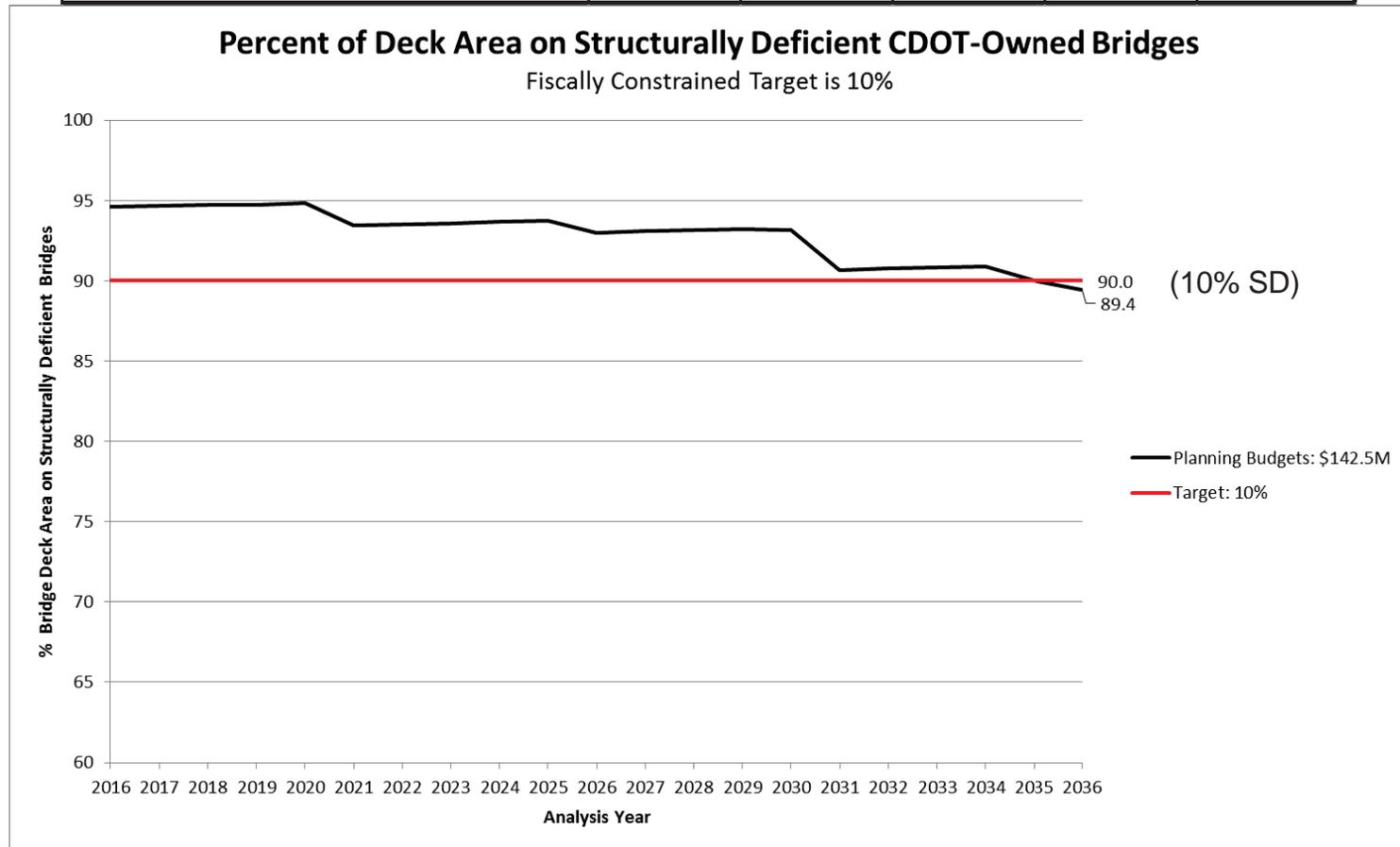
FY15		FY16	
Number of Projects in Approved Project List	Number of Completed Projects	Number of Projects in Approved Project List	Number of Completed Projects
52	24*	52	8*

All Data is Current As Of March, 2016 *Project completion can lag based on multi-year projects and/or bundled projects.



Bridge

FY15-FY19 Asset Management Planning Budgets (in millions)					
Asset Class: Bridge	FY15	FY16	FY17	FY18	FY19
Requested	\$184.6	\$180.0	\$165.0	\$167.0	\$155.0
Allocation	\$168.2	\$164.1	\$163.2	\$155.4	\$142.5



Metric Description: Percentage of deck area on structurally deficient CDOT-owned bridges.

Current Performance: 5.4%

Fiscally Constrained Target: 10%

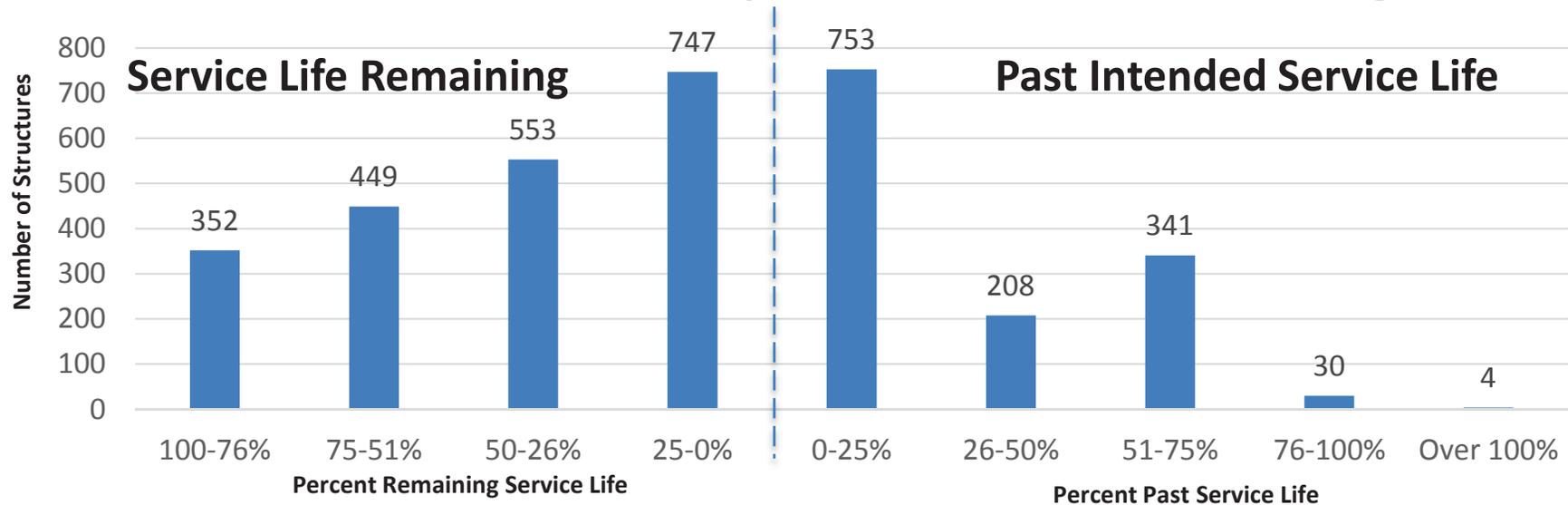
Currently Achieves Target



Bridge

Preventive Maintenance has Allowed our Inventory to Exceed its Intended Design Service Life

Service Life of Major Vehicular CDOT Owned Bridges



*Estimates are based on structures rated using LRFD

*Assumed 75 Year Service Life LRFD, 50 Year for all other design types

Results of preventive treatment strategy to achieve condition performance targets:

- 39% (1336) CDOT structures past intended service life
- 22% (747) Structures in the last 25% of intended service life
- 4 Structures are over 200% intended service life

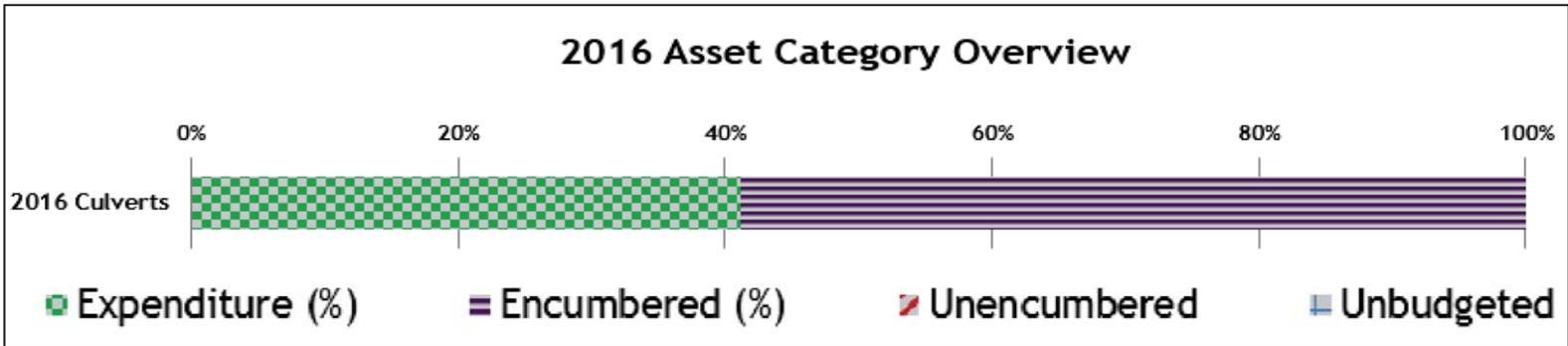
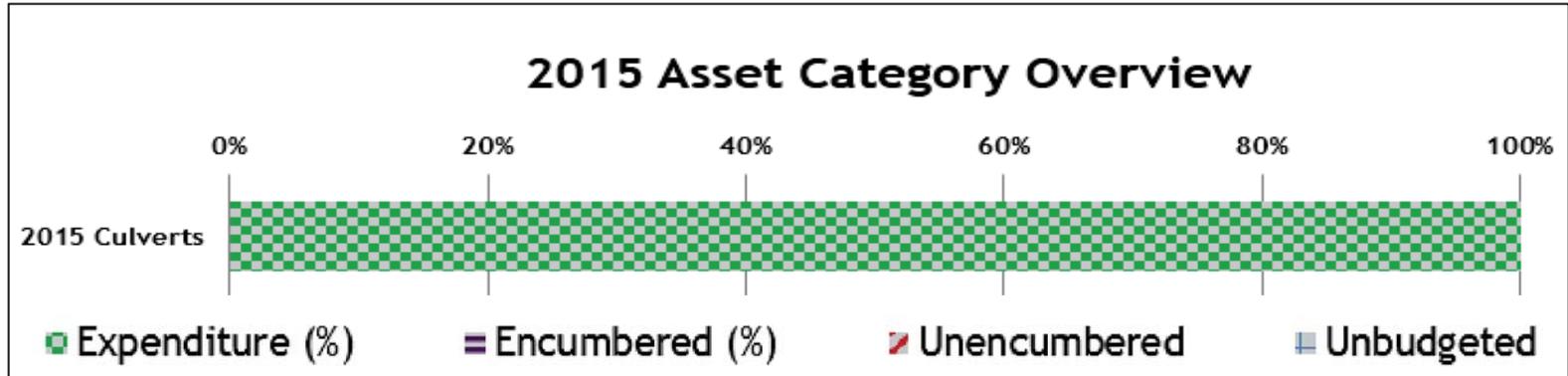


Culverts: Brooke Podhajsky

- The Culverts Program inspects, maintains, repairs, rehabilitates, and replaces CDOT's minor structures (aka culverts)
 - Minor structures are structures spanning between 4' and 20'
 - Approx. 6000 structures
 - The most common structure types are corrugated metal pipes and concrete box culverts. Other types include timber structures, plastic pipes, and arch culverts
- CDOT inspects minor structures using the National Bridge Inspection Standards (NBIS) and the AASHTO Manual for Bridge Element Inspection
- Construction projects include slip-lining, replacement, scour repair/mitigation
- Project selection is based on the critical culverts lists



Culverts



Number of Approved Projects vs. Completed Projects, As of March, 2016

FY15		FY16	
Number of Projects in Approved Project List	Number of Completed Projects	Number of Projects in Approved Project List	Number of Completed Projects
26	12*	15	1*

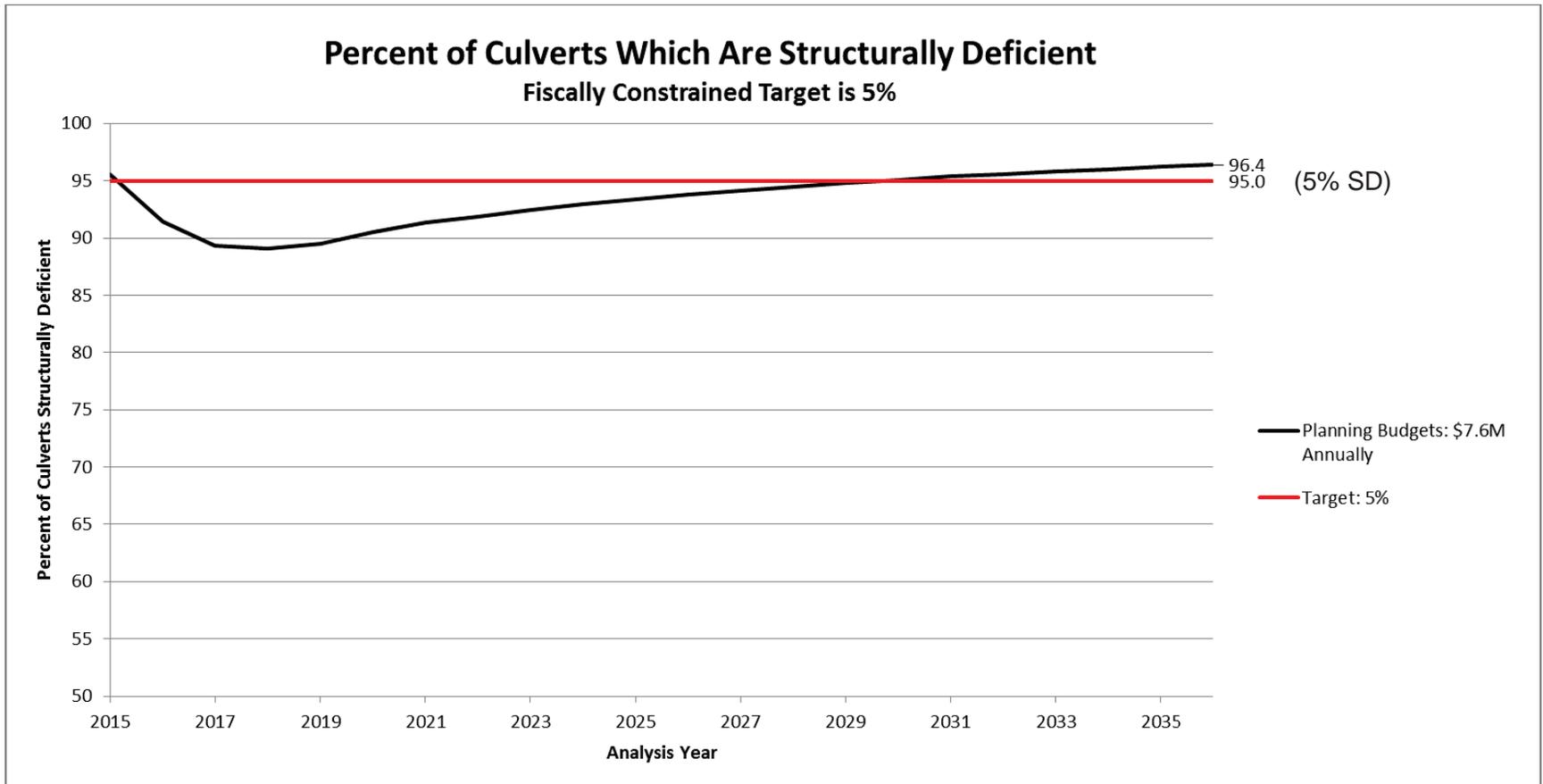
*Project completion can lag based on multi-year projects and/or bundled projects.

All Data is Current As Of March, 2016



Culverts

FY15-FY19 Asset Management Planning Budgets (in millions)					
Asset Class: Culverts	FY15	FY16	FY17	FY18	FY19
Requested	\$10.6	\$12.0	\$11.6	\$11.6	\$12.1
Allocation	\$9.6	\$8.2	\$11.0	\$9.1	\$7.6



Metric Description: Percent Culverts which are structurally deficient (rating 4 or less)

Current Performance: 4.4%

Fiscally Constrained Target: 5%

Forecasted Year to Achieve Target: 2030



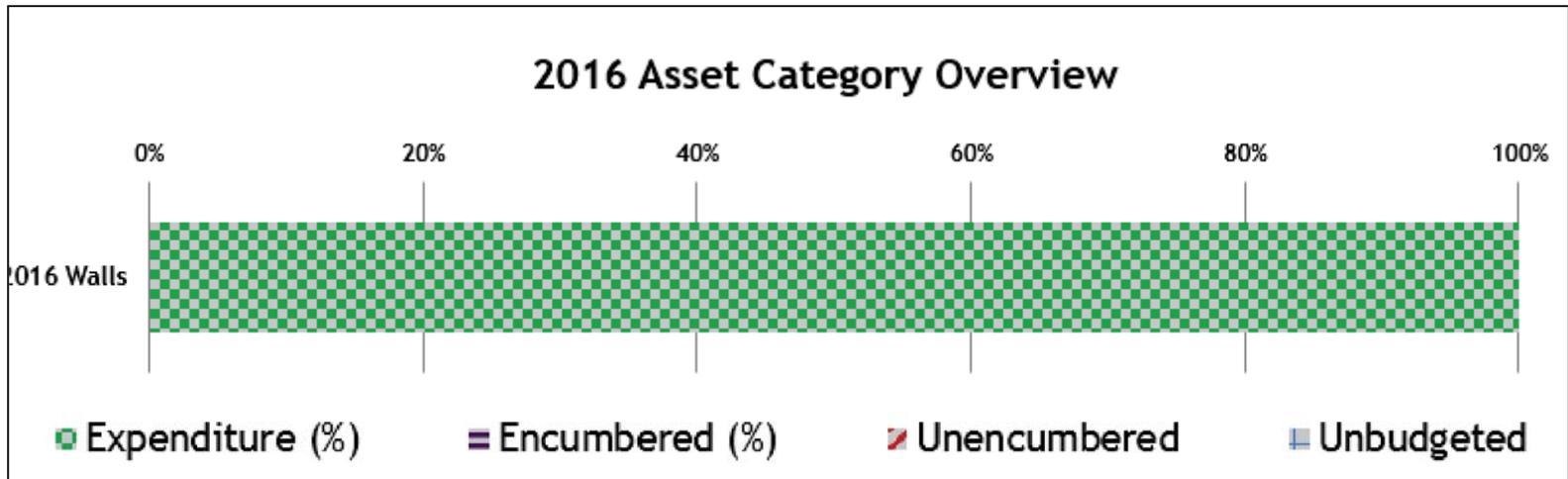
Walls: Brooke Podhajsky

- The Walls Program began in 2014 to inventory and inspect all retaining and noise walls located on or in proximity to CDOT's highway system.
- Wall Types and Functions:
 - Noise Walls
 - Retaining Walls
 - Bridge Retaining Walls (Bridge Walls) – contribute to the structural stability of a bridge by retaining fill that supports the bridge
- Common wall types include mechanically stabilized earth walls (retaining) and post and panel noise walls.
- Over 3000 structures in the current known inventory
- Only 25% of known inventory has been inspected
- Repair, rehabilitation, and replacement project selection has been based on identified needs with collaboration between bridge staff and region staff. Now essential repair findings are also being identified as a result of current inspection efforts.



Walls

N/A: No Program for Walls in FY15



Number of Approved Projects vs. Completed Projects, As of March, 2016			
FY15		FY16	
Number of Projects in Approved Project List	Number of Completed Projects	Number of Projects in Approved Project List	Number of Completed Projects
N/A	N/A	4	0*

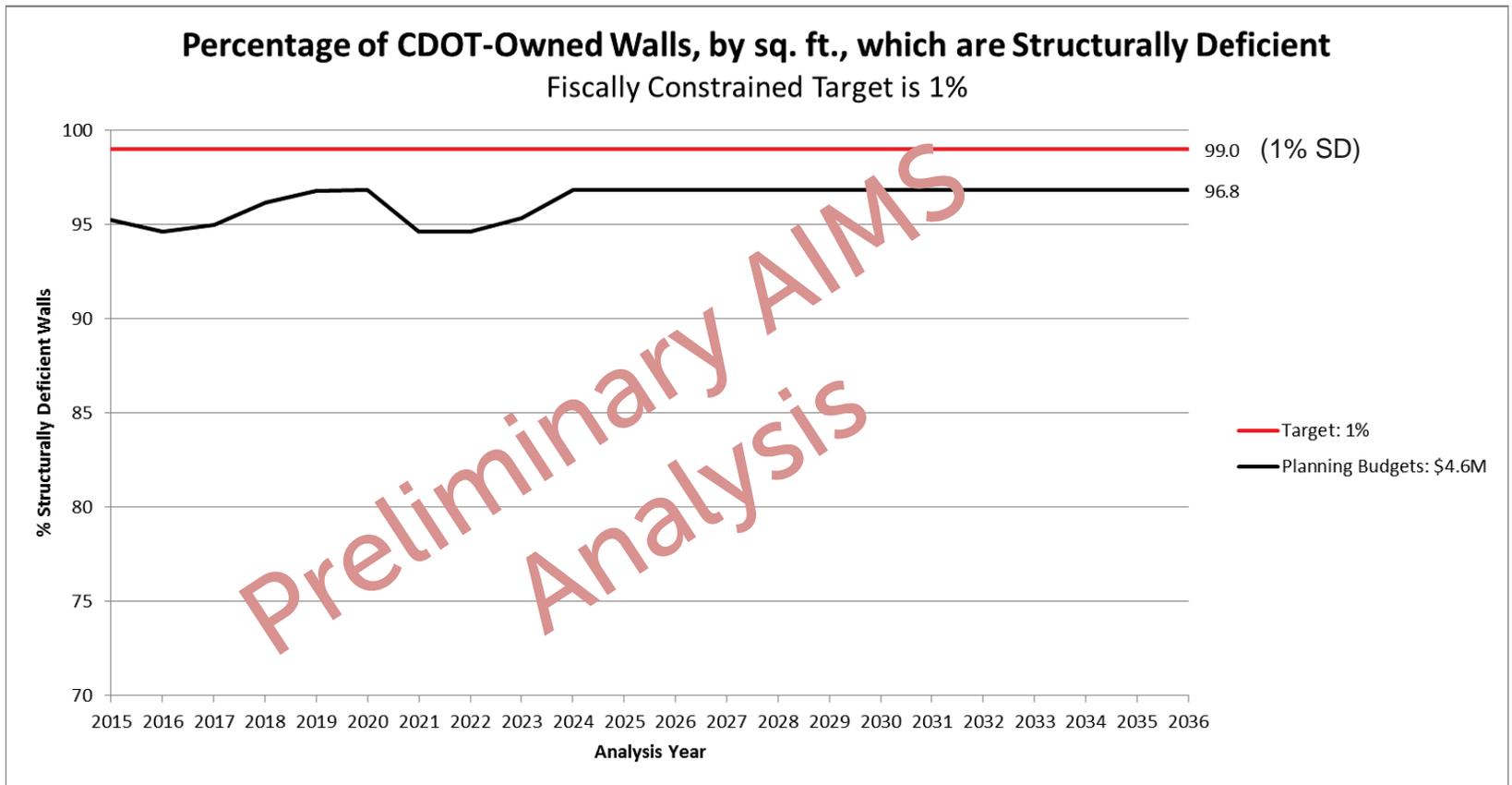
*Project completion can lag based on multi-year projects and/or bundled projects.

All Data is Current As Of March, 2016



Walls

FY15-FY19 Asset Management Planning Budgets (in millions)					
Asset Class: Walls	FY15	FY16	FY17	FY18	FY19
Requested	N/A	\$4.0	\$6.1	\$6.1	\$6.2
Allocation	N/A	\$2.4	\$5.8	\$4.6	\$4.6



Metric Description: Percentage of CDOT-owned walls, by sq. ft., that are structurally deficient (rating 4 or less)

Current Performance: 4.8%

Fiscally Constrained Target: 1%

Estimated Cost To Achieve Target: TBD due to inventory in progress

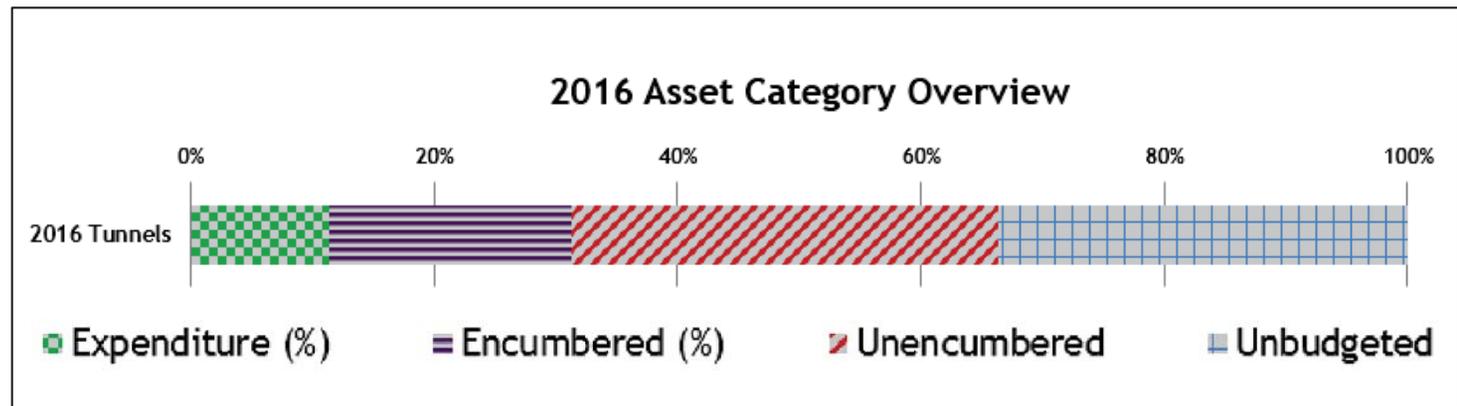
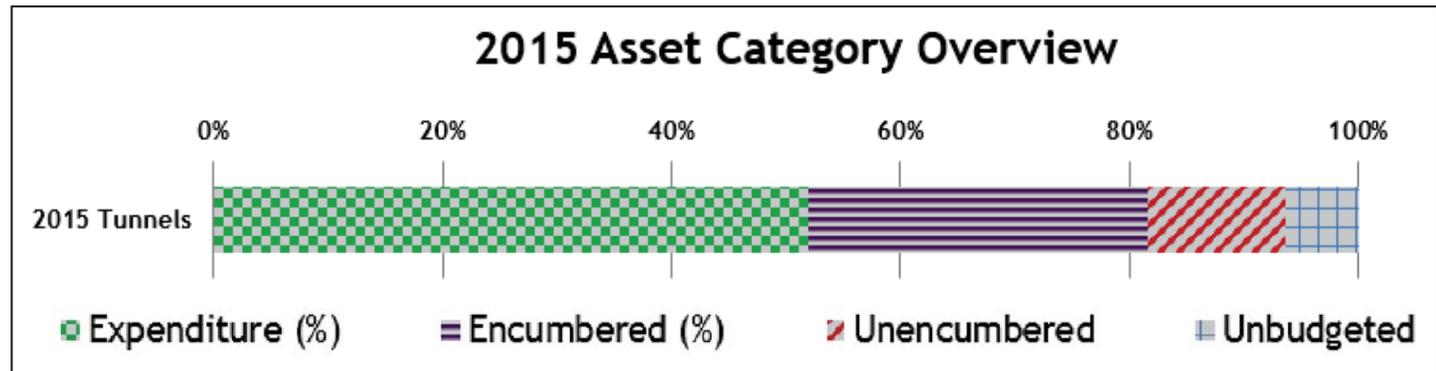


Tunnels: Tyler Weldon

- Tunnel Asset Management is investing in Colorado's 21 On-system tunnels
- Tunnels AIMS model (Dec 2015) is based on 7 critical Tunnel Characteristics – Structural, Civil and Sign Elements and Lighting, Fire/Life Safety/Security, Electrical and Mechanical Systems. The model is one of the most sophisticated analyses completed in AIMS.
- The model and performance metric is based on the National Tunnel Inspection Standard and the 1 to 4 scale.
- The initial AIMS model underscores the significant investment needs at the EJMT. The tunnel is now over 40 years old and needs additional investment.
- Inventory will meet the 2015 Specifications for the National Tunnel Inventory (SNTI). Tunnels around the State will be inspected in the next two years following the new rules.



Tunnels

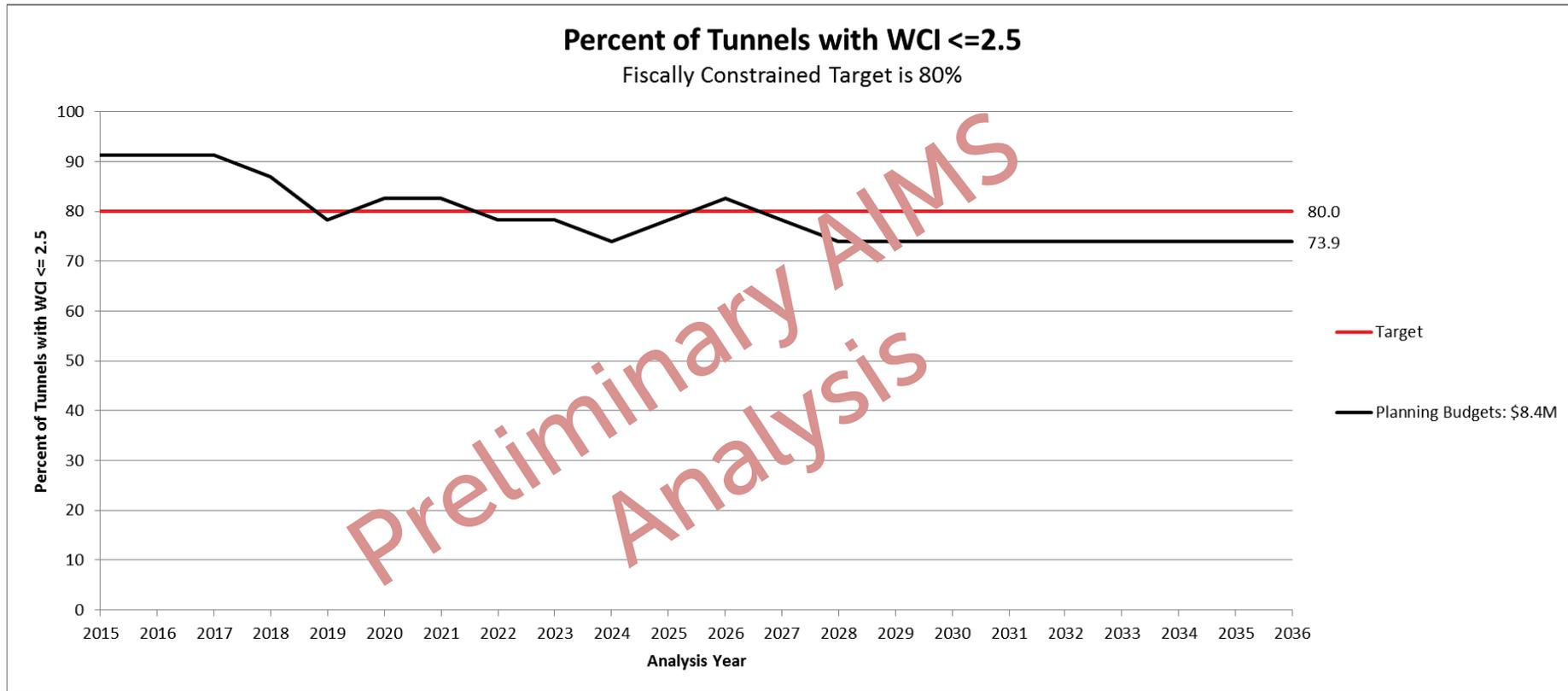


Number of Approved Projects vs. Completed Projects, As of March, 2016			
FY15		FY16	
Number of Projects in Approved Project List	Number of Completed Projects	Number of Projects in Approved Project List	Number of Completed Projects
9	2	9	3



Tunnels

FY15-FY19 Asset Management Planning Budgets (in millions)					
Asset Class: Tunnels	FY15	FY16	FY17	FY18	FY19
Requested	\$12.9	\$7.6	\$8.6	\$8.7	\$10.3
Allocation	\$12.4	\$5.2	\$7.6	\$6.4	\$8.4



Metric Description: Percent of tunnels which have all classes that have Weighted Condition Indexes with a maximum of <=2.5 (out of 1-4)

Current Performance: 91%

Fiscally Constrained Target: 80%

Currently Achieves Target



Status

In general, the Allocations are not sufficient to meet performance goals by 2025.

Continuous Improvement to mitigate limited funding:

Surface Treatment

- A Task Force with the Regions is reviewing forecasted DLs for different types of highways with different traffic loading, material components, and climates to select treatment options with optimal life-cycles based on these factors
- Evaluating the effects of Pavement Preservation on DL through ongoing research:
 - 2 research proposals: Optimization for Managing Low Volume Roads & Innovative Treatments for Low Volume Roads
 - Current Research with CSU: Low Volume Road Treatment Strategies
 - MnROAD/NCAT participation

Bridge

- Identifying the most critical needs by focusing on risk metrics to select projects that achieve the greatest life-cycle at the lowest cost

Culverts

- Bundling culvert replacements with larger bridge and surface treatment projects to lower overall project costs.

In Progress:

Walls

- Completing inventory, refining AIMS Model

Tunnels

- Completing comprehensive inspections per new Federal rules, refining AIMS Model²⁴



Next Steps

May: FY20 Asset Management Planning Budget
Late Summer: PD-14 Report



DATE: April 20, 2016

TO: Transportation Commission

FROM: Herman Stockinger, Office of Policy & Government Relations Director

SUBJECT: Department and Commission Compliance with Recommendations of the Colorado Office of the State Auditor “Collection and Usage of the FASTER Motor Vehicle Fees” dated August 2015

Purpose and Action

Provide a “deeper dive” into the actions taken by CDOT to comply with the FASTER Audit recommendations, improve the FASTER program overall and report on the impact of those actions. This month, we will focus on the Transit program.

Audit Recommendation #6 Summary:

The purpose for the auditor’s transit-related review was to determine whether CDOT had the appropriate oversight and controls in place for transit revenue and projects at both the state and region levels. The Audit reviewed eight contract files over \$100,000 (six were region construction projects and two were non-construction projects managed by DTR). Aggregate data for the \$75 million in transit funds received over five years was reviewed as well. Key elements that resulted in the Recommendation include:

- **Inadequate Performance Standards:** Of the six region projects, none of them had adequate information regarding performance expectations for what the contractors would need in order to complete the projects, or what CDOT would use to evaluate whether the work was sufficient.
- **Missing Performance Schedules:** The six region contracts lacked a performance schedule or other timeline information to track progress. Each contract was for a five-year term without interim deadlines or deliverables for completing various phases of construction.
- **Lack of Contract Monitoring Requirements:** The six region contracts did not specify how CDOT would monitor the contractors’ progress.
- **Contracts Not Entered Into the State’s Contract Management System (CMS):** Four of the region contracts and neither of the DTR contracts were entered into the CMS as required by statute.
- **Transit Division Did Not Maintain Accurate Information on Revenue & Expenditures:** DTR could not provide complete information on the total amount expended for all project contracts, and errors caused some reports to overstate the total number of transit projects that had been completed. A reconciliation of the Transit Fund was conducted in October, 2014 which identified almost \$500,000 of the transit allocation was not accounted for (though ultimately the unreconciled \$500,000 was deposited into the Transit Fund).

1

The Audit had one key recommendation related to the transit programs:

Recommendation #6: CDOT should implement CDOT Internal Audit recommendations from July, 2014, and establish, implement and require staff to follow written policies and procedures that specify oversight activities and routinely reconcile transit revenues and expenditures.

How is this resolved?

Policy Directive 704.0 (PD 704.0) (Attachment A) was adopted by the Board in January. Here’s what the Board did by passing this new Policy:

- Put into Policy previous TC decisions that specified how the statewide transit funds (\$10 million) and local transit funds (\$5 million) would be distributed.



- Provided guidance on “criteria” for project selection, including things like criticality, financial need, and readiness (among other criteria).
- Allows staff to select transit projects that meet TC criteria, and requires staff to develop project selection metrics in a Procedural Directive (PD 1608.1 signed by Executive Director in January).
- Requires quarterly reports to TC on expenditures and status of all funded projects of the reconciliation of FASTER funding.
- Requires an annual reporting of recommended projects for the next fiscal year.
- Requires project and budget tracking through both DTR and Office of Financial Management and Budget (OFMB).

Much of the detail addressing the audit findings are addressed in other documents, including:

- State Management Plan: Released as Draft for public and FTA comment on January 28th. Comment period closed on February 26th. FTA is provided additional guidance through March. Final document expected April/May.
- Grant Partner Manual: Released as Draft for Grant Partner review/comment on April 4th. Final expected in May/June, depending on comments received.
- DTR Standard Operating Protocol: Is an additional staff-level of detail following on, and supporting the Grant Partner Manual, State Management Plan, and PD 704. In progress. Currently we have drafts of approximately 60 procedures. Work continues on remaining procedures within DTR, and also on intra-departmental procedures. One example of intra-departmental procedures is the update of the Local Agency Manual which is the “bible” for all construction projects CDOT does in partnership with or in the oversight role of local governments.
- COTRAMS: This grant management & reporting system is requiring more reporting from grant recipients per grant/contract milestones.

Along with the already adopted Procedural Directive 1608.1, each of the documents/systems will improve on the department’s transit grant/contract processes and help fulfill the audit recommendation.

Transportation Commission “Hands-On” versus “Hands-Off” Options

- Project Selection: Like most programs, the Commission continues the general “hands-off” approach to project selection of FASTER Safety projects, though the Policy does ask for the TC to be annually “apprised” of projects being recommended for funding. The TC could require approval of the projects through TC, or could remove the requirement to be apprised of proposed projects.
- Making a Difference? It is a bit difficult to find areas where the Transportation Commission and/or the Transit and Intermodal Committee can be impactful on ensuring the audit findings are accomplished, because many of the issues that the auditors discovered from the transit portion of the audit are more project-level contract tracking and monitoring items the TC doesn’t typically delve into. If the findings are of high enough concern to the TC, one appropriate action could be for the Commission’s Audit Committee to receive an update of the 2014 Internal Audit report. If the TC wants to do that, we would work with the Audit Division to determine how this would be fit into the Audit Division workplan and accomplished.





COLORADO

Department of Transportation

Office of the Chief Engineer

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

DATE: APRIL 20, 2016
TO: TRANSPORTATION COMMISSION
FROM: JOSH LAIPPLY, CHIEF ENGINEER
MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, 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 RAMP Partnership & Operations and Flood programs.

Action

There is no action required by the commission at this time and the information contained is informational only.

Background

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 through December 2016 on individual cash fund balances and federal cash equivalents. The attached memorandum gives further details of the accounts in the total cash balance.

The Office of Program Management is continuing to report on the performance metrics and objectives to the Commission that CDOT considers helpful to achieve its goals and vision. We will continue to monitor and report to the Commission on both Fiscal Year and Calendar Year 2016 Expenditures until June 2016.

Details

We are tracking program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. The cumulative Fiscal Year 2016 XPI decreased to 0.95 from 0.96 in February. March's expenditures were below the expenditure target and achieved a monthly XPI of 0.79.

The March XPI is less than 1.0 primarily due to delays in project advertisement and construction expenditures when compared to the baseline as established in May 2015. Review of data from the past six years indicates ~25% of total fiscal year expenditures occur in April, May, and June. This suggests we are currently on track to achieve the fiscal year 2016 goal of \$790 million. In the near-term, we also plan to closely monitor and update construction drawdowns in each region with particular emphasis on larger projects as these will have the most influence on total fiscal year 2016 expenditures.



Alternatively, this is the third month of expenditure data for Calendar Year 2016. The cumulative Calendar Year 2016 XPI decreased to 0.84 from 0.85 in February, which is approximately \$14 million behind our cumulative expenditure target. While March's expenditures were below the expenditure target and achieved a monthly CY16 XPI of 0.82, our forecasted total expenditures are tracking above the 2016 Calendar Year Goal of \$737 million.

The PMO Reporting Overview slide provides a status update of the four main programs reported on by the Office of Program Management. The Schedule Performance Index (SPI) for the RAMP Partnership and Operations program increased to 0.99 in March from 0.97 in February. The SPI for CDOT administered RAMP projects remains at 1.00 in March. The SPI for locally administered RAMP projects increased to 0.93 in March from 0.91 in February.

The attached RAMP Partnership Program Controls update shows how the program is tracking against the remaining contingency and how CDOT is managing the Partnership program to stay within that amount. There are no RAMP Partnership funding requests this month that requires commission action. Please refer to the attached Program Controls table for more details.

The Flood Recovery Program is in the process of closing out Emergency Repair (ER) projects and initiating design and construction on the Permanent Repair (PR) projects. To date, 63% of Emergency Repair Projects are closed with 97.5% of the budget expended. Several Permanent Repair (PR) projects are underway with over 18% projects closed and 56% budget expended. Total Flood Program Expenditures (including Local Agency projects) have increased \$2.2 million since February 2016 and \$7.3 million since January 2016.

A key point in the project delivery for the flood program is the FHWA approval of the Detailed Damage Inspection Report (DDIR). This is a determination of eligibility for FHWA reimbursement for both Emergency Repair projects and Permanent Repair projects. The PowerPoint shows the total amount of approved DDIRs from the available relief funds.

Attachments

1. Attachment A - Cash Balance Memorandum
2. RAMP Partnership Program Controls Update (table)
3. PMO PowerPoint Presentation
4. Attachment B - Capital Construction (Fund 400) Cash Balance Threshold Policy Memorandum and Powerpoint Slide Presentation





COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

DATE: APRIL 20, 2016
TO: TRANSPORTATION COMMISSION
FROM: JOSH LAIPPLY, CHIEF ENGINEER
MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, OFFICE OF PROGRAM MANAGEMENT DIRECTOR
SUBJECT: ATTACHMENT A - CASH BALANCE MEMORANDUM

Purpose

Included in the PMO deck is a bar chart projecting the impact of total program spending through December 2016 on individual cash fund balances and federal cash equivalents. This memorandum gives further details of the accounts in the total cash balance.

Action

This memorandum is informational only. There is no commission action required at this time.

Background

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.

Details

Capital Construction Fund (Fund 400)

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 March 31, 2016, was \$455 million. The actual Fund 400 cash balance at March 31, 2016, was \$516 million - a difference of \$61 million. The increase in the cash balance resulted from CDOT actively billing FHWA to convert federal obligation limitation to cash.

The federal obligation limitation, 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 expenditure.

With the passage of the Fixing America's Surface Transportation (FAST) Act, CDOT received its full federal obligation limitation of \$496 million for the year on January 11, 2016. The projected ending balance for federal obligation at March 31, 2016, was \$305 million. The actual ending balance for federal obligation at March 31, 2016, was approximately \$406 million - a difference of \$101 million. Out of the \$496 million in federal obligation received, CDOT has consumed approximately \$334 million, leaving a remaining balance of \$162 for the rest of the year. As of the end of March, CDOT



was holding approximately \$213 million of expenditures in anticipation of billing FHWA. CDOT expects to bill FHWA for the remaining obligation limitation by early Summer 2016. Once the obligation limitation is exhausted, the Capital Construction Fund (Fund 400) cash balance will be spent down until the next fiscal year's new obligation limitation is received in late Fall 2016.

While the passage of the FAST Act reduces uncertainty regarding federal obligation receipts in 2016, it will continue to be important for CDOT to closely monitor the cash balance as the Cash Management initiative progresses. By April, Department staff will provide the Transportation Commission with a recommendation of a cash balance threshold to sustain an increased capital construction program while effectively managing expenditure timing and related risks.

Bridge Enterprise Fund (Fund 538)

The projected Bridge Enterprise Fund (Fund 538) cash balance at March 31, 2016, was approximately \$157 million. The actual Fund 538 cash balance at March 31, 2016, was approximately \$225 million - a difference of \$68 million. The primary reason for the difference between the projected and actual cash balance is the timing of spending on large projects such as Grande Avenue, ILEX, and Central 70. The cash balance is needed to commit to Central 70 milestone payments during construction to limit CBE's long term debt obligation.

Other CDOT Funds

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									April 2016
PCN	Project Name	Original TC Approved Budget [A]	Current Forecasted Cost Estimate [C]	Total Project Cost Variance [A-C]	Prelim. Scalable Review	Additional Non-CDOT Contribution	Additional RAMP Contingency	Additional CDOT Contribution	Project Controls Comments
19192	I-25/ARAPAHOE RD INTERCHANGE	\$74,000,000	\$80,000,000 \$84,750,000	(10,750,000)	Completed (\$600,000)	Unlikely	\$9,500,000	\$1,250,000	Awarded; Additional RAMP Contingency Funds approved in March 2016 to award the project; Additional ROW funds approved in September; Planned Construction in Spring 2016.
19954	US 160 Turnouts	\$1,015,000	\$461,538 \$526,187	488,813	Estimated (\$600,000)	Unlikely	\$0	\$0	Awarded; Bid savings realized (\$21k); Project scope reduced to a single decel lane; Alternatively, both decel lanes would cost over \$2.1 million; Construction duration from March to June 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	In Bid/Award; Project reduced MCRs to stay within budget; Includes RAMP Operational improvement and Local Contribution from Canon City; Project savings may be realized upon award; Letting on April 21st.
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; \$2.5M 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 \$13,427,903; Project completion anticipated in Summer 2016.
19094	I-70 Simba Run Underpass (Vail Underpass)	\$20,800,000	\$30,100,000 \$29,173,006	(8,373,006)	Completed	1,803,240	\$6,569,766	\$0	Awarded; CMGC project; Additional Local Contribution approved by Town of Vail; Additional RAMP Contingency Funds approved in June 2015; Ad/CAPP Negotiations finalized in December 2015; Construction duration from Spring 2016 through December 2017.
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	Awarded; Additional Local Contribution approved by Summit County partners; Additional RAMP Contingency Funds approved in July 2015; Advertised in January 2016; Construction duration from Summer 2016 through December 2017.
19911	I-70 Exit 31 Horizon Drive Roundabouts	\$5,000,000	\$6,095,000 \$6,312,300	(1,312,200)	Complete	\$105,000 + \$496,300 Local Match (\$308,000 Utility Co)	\$423,000	\$0	Awarded; Additional RAMP Contingency funds approved in May; Advertised in June 2015; Additional Local Contribution (\$496k) committed to award project in July; Project completion anticipated in Fall 2016.
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; Additional RAMP Contingency funds approved to Award; Project is nearly 50% expended; Project completion anticipated in Winter 2017.
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 \$43,553,695	(7,553,695)	Completed (\$800,000)	Completed	\$7,553,695	Local Agency is contributing to the other 2 Phases	Awarded; Bid savings realized (FASTER & RAMP); Local Contribution increased its funding of the other 2 Phases; Additional RAMP Contingency Funds approved in August 2015; Project awarded in December 2015; Project completion anticipated in Summer 2018.
19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000 \$1,908,753	91,247	Complete	Unlikely	\$0	\$0	Awarded; Bid savings realized (\$250k); Advertised in October 2015; Awarded in November 2015; Project completion anticipated in November 2016.
19908	SH 172 / 151 SIGNALIZATION	\$1,800,000	\$1,729,562	70,438	Complete	Unlikely	\$0	\$0	Awarded; Bid savings realized (\$187k); Readvertised in October (no project bids received in August); Awarded in December 2015; Project completion anticipated in Summer 2016.
19397	SH 145 AT CR P SAFETY IMPROVEMENTS	\$1,660,194	\$1,676,597 \$1,912,975	(252,781)	Possible	Unlikely	\$0	\$252,781	Awarded; Savings realized during the design phase; Awarded in June 2015; Additional FASTER funds approved per original application; Project completion delayed until Spring/Summer 2016.
18972	US 285 Antonito Storm Drainage System Replacement	\$2,742,429	\$3,343,337	(600,908)	Bundled Projects	Completed	\$0	\$0	Project Accepted; Local in-kind contribution increased by \$350,000; Bundled with \$7.0 mil SUR project for bidding economy; Construction completed in 9 months (Accepted in Nov 2015).
19411	SH 62 Ridgeway Street Improvements (pending approval of local match)	\$13,791,257	\$13,963,955 \$12,394,509	896,748	Complete	Unlikely	\$0	\$0	Awarded; Bid savings realized (\$541k); Advertised in December 2015; Awarded in January 2016; Construction completion anticipated in Fall 2017.
19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,562,329	(65,239)	Possible (3 options)	Unlikely	\$0	\$0	Planned Advertisement in late April 2016; Project to be bundled with \$8 mil SUR project; Scalability, Local Contribution, and FA items under region review; Construction completion anticipated in Summer 2017.
Subtotals		\$337,990,970	\$395,481,709	(\$57,990,639)	(\$600,000)	\$6,710,754	\$37,695,161	\$15,546,231	\$3,061,407
		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.



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Department of
Transportation



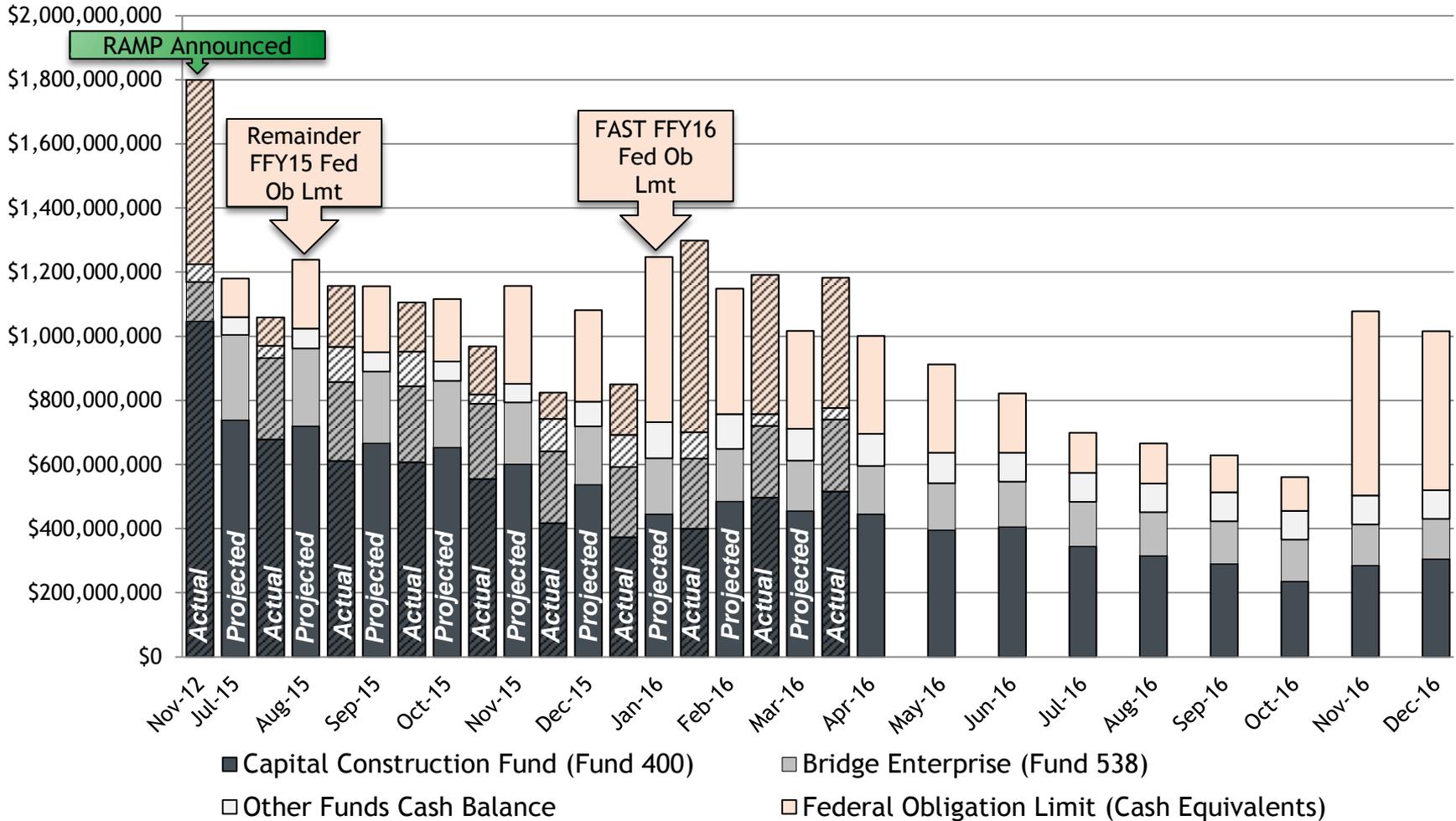
Program Management Update

April 20, 2016



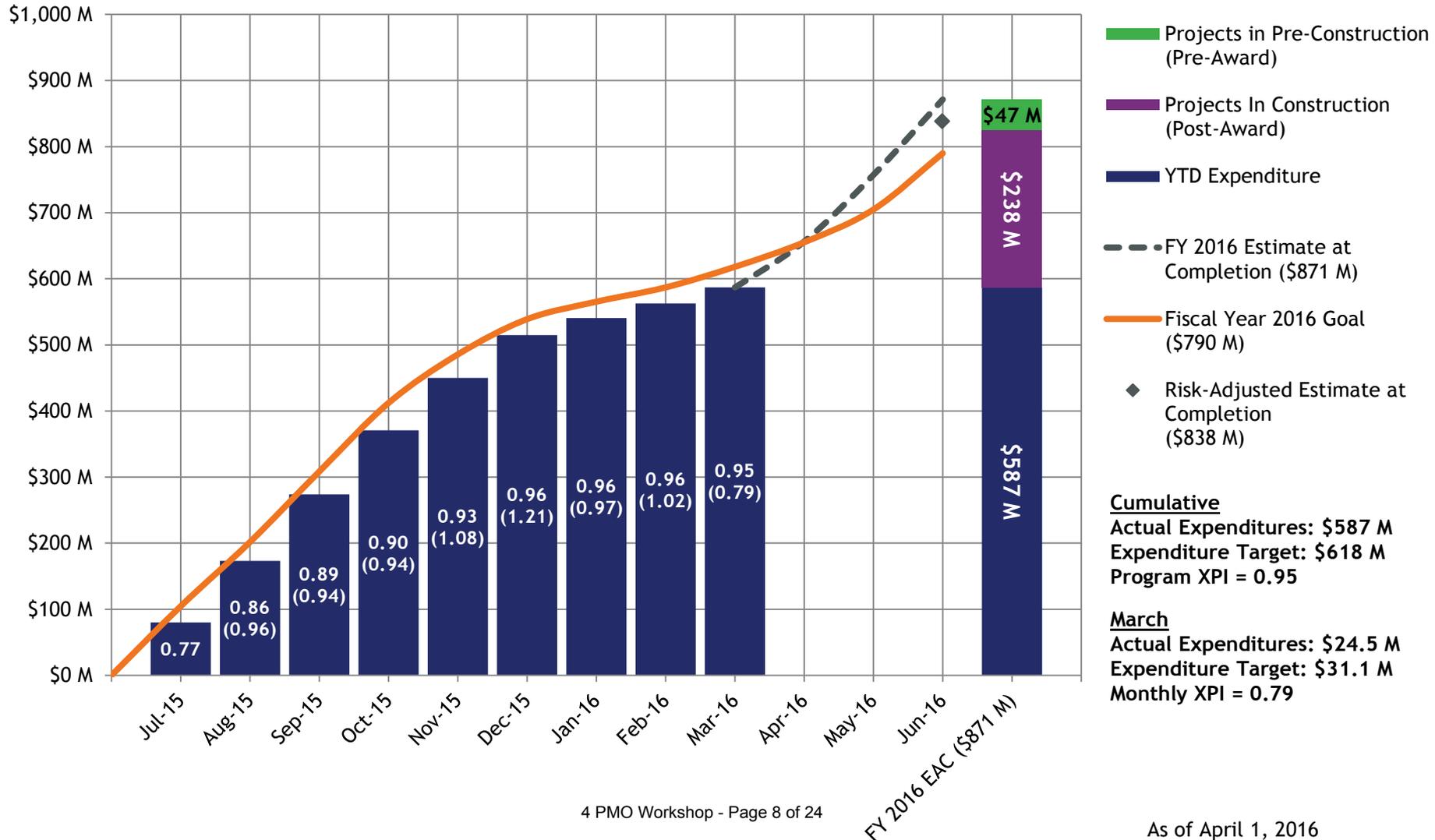
Cash & Federal Obligation Target Balance

Forecast through December 31, 2016 Based on FAST Act



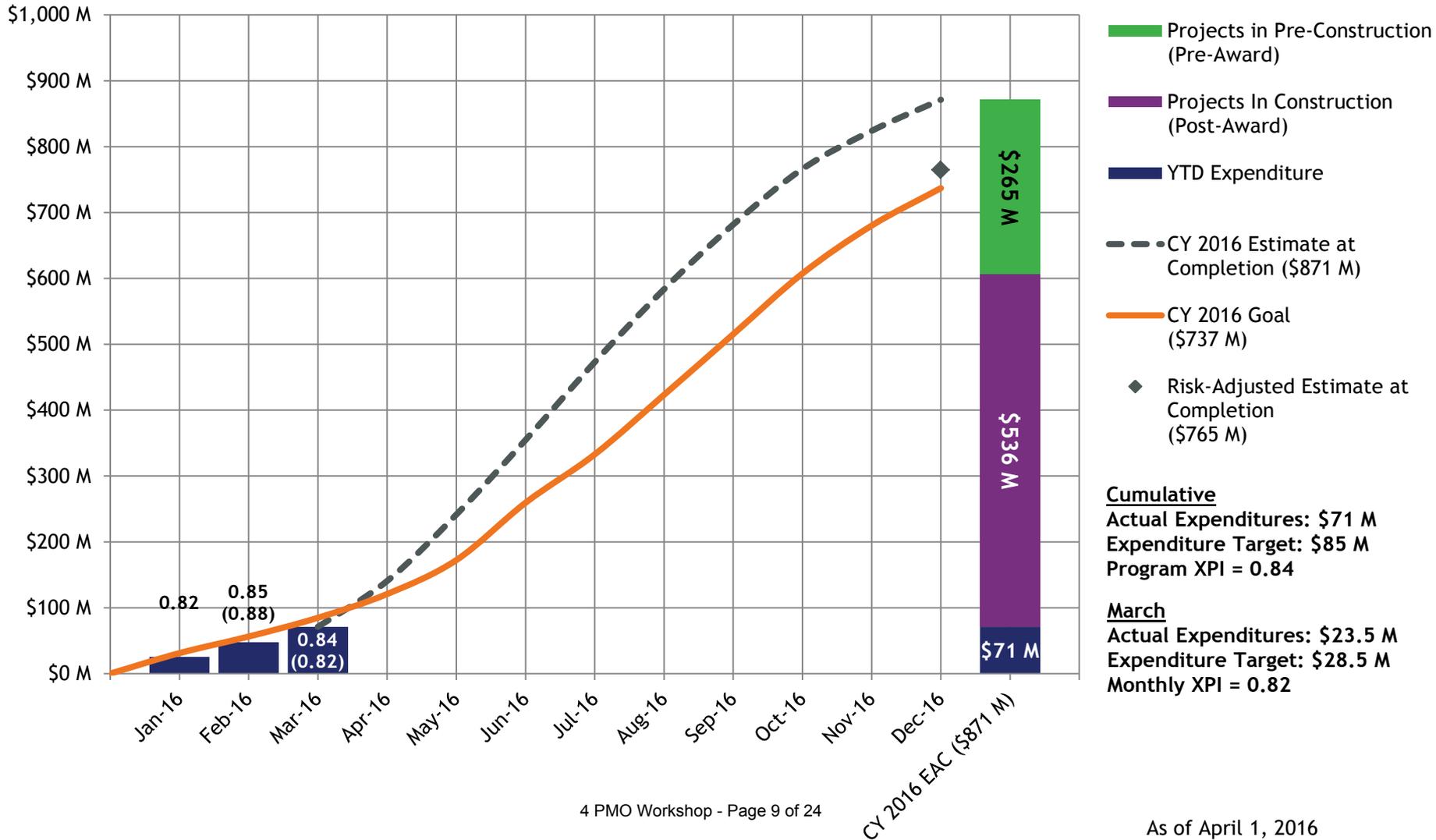


FY 2016 Capital Program Construction Expenditure





CY 2016 Capital Program Construction Expenditure





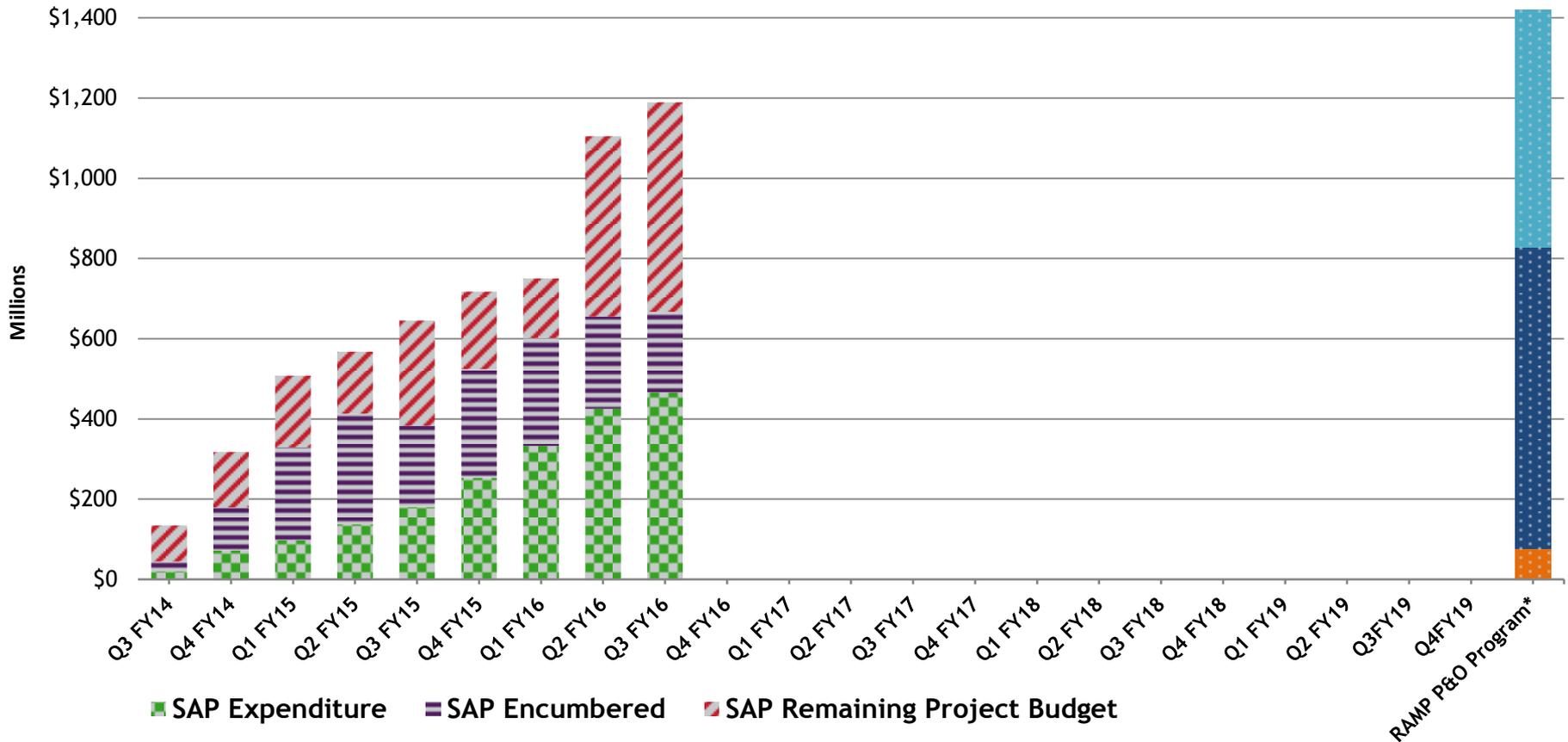
PMO Reporting Overview by Program

Program	Financial Performance (\$Millions)			Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 2/19/2016	Program Expenditure through 3/18/2016	\$ Change	SPI	
Flood	\$187.0 [‡]	\$189.2 [‡]	\$2.2	0.95	Apr 2016
RAMP P&O (Overall)	\$448.6	\$465.8	\$17.2	0.99	May 2016
RAMP P&O (Local Agency)	\$57.6	\$59.3	\$1.7	0.93	Apr 2016
RAMP P&O (CDOT)	\$391.0	\$406.5	\$15.5	1.00	May 2016
FASTER and HSIP	\$625.8	\$636.0	\$10.2	*	May 2016
Asset Management	\$1,414.9	\$1,477.3	\$62.4	**	June 2016

- 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 Years 2014 thru 2019 and include MLOS and Roadway Equipment.
(Note: MLOS and Road Equipment are included in expenditures, and as a result, are excluded from SPI calculations)
 4. ‡ Flood totals do not include Fiscal Year Cost Center expenditures



Overview of RAMP P&O Program



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

- Other CDOT Funds (\$593M)
- RAMP Funding Allocation (\$750M)
- Local Cash Contribution (\$77M)

As of March 18, 2016



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

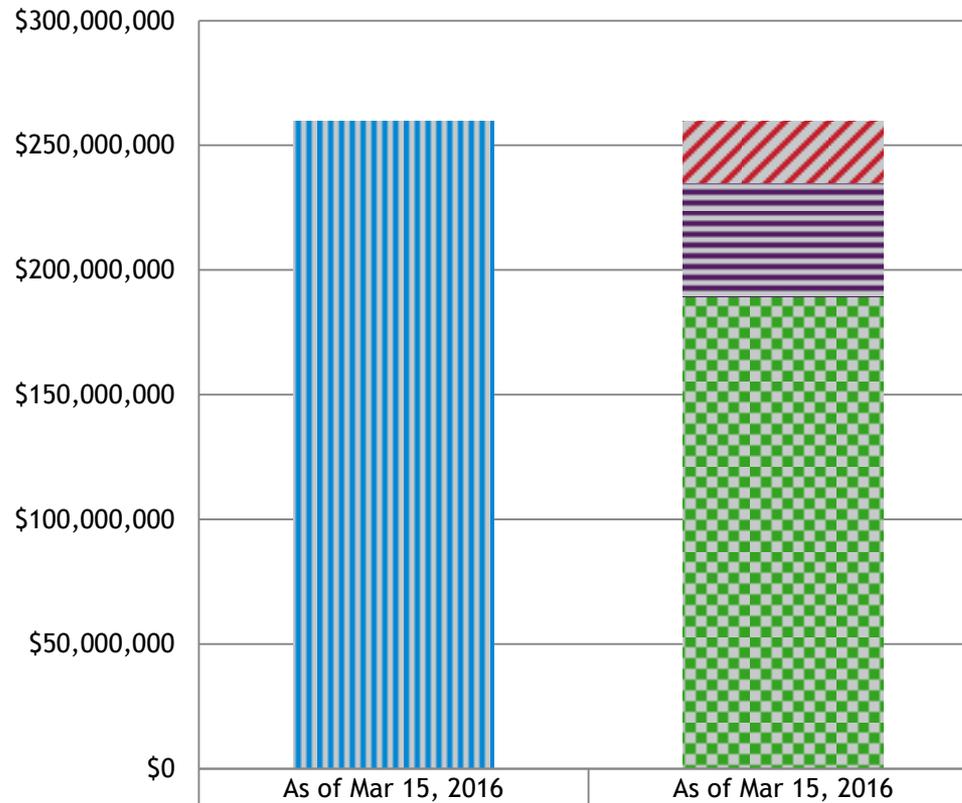
There are no RAMP projects requiring commission action this month:

- ✓ Currently, the remaining RAMP Public-Public Partnership Contingency Reserve is \$2,304,839.
- ✓ The remaining RAMP Operations Contingency is \$2,454,472.



Flood Program Summary

Financial Status



■ Unencumbered		\$24,823,926
■ Encumbrance		\$45,822,851
■ Expenditure		\$189,203,547
■ DDIR Approved Budget	\$259,850,324	

Project Status (180 Projects Total)



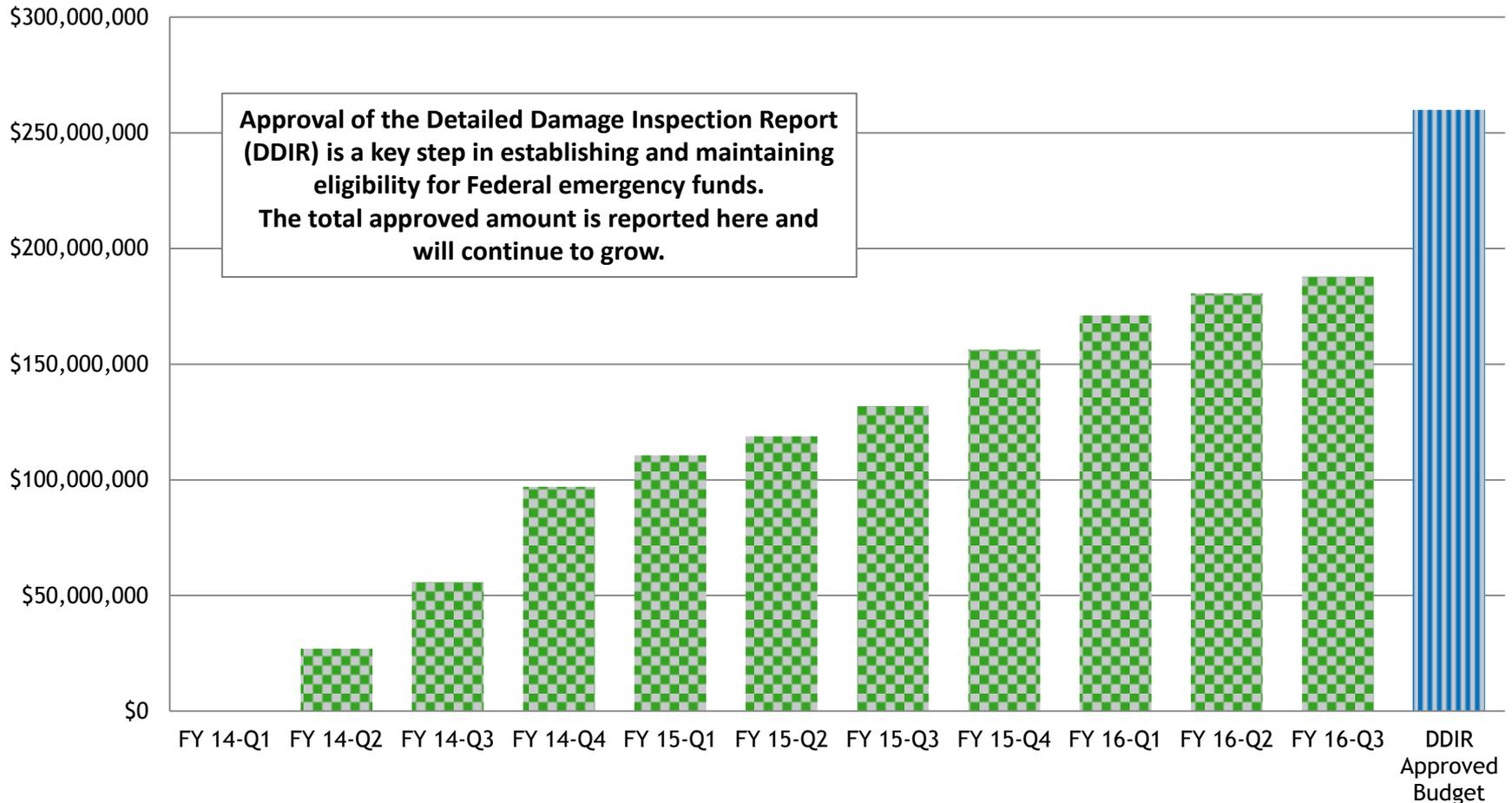
As of Mar 15, 2016

■ Closed ■ Active



Flood Program Expenditures

Cumulative Actual Project Expenditures (FY14 and FY16 YTD)





Questions or Comments

- Upcoming topics for next month
 - Update on Cash Balance & Federal Obligation Targets
 - Update on Expenditure Performance for FY16 & CY16
 - Update on the RAMP Partnership & Ops and Safety programs



COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

DATE: APRIL 20, 2016
TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
SUBJECT: ATTACHMENT B - CAPITAL CONSTRUCTION (FUND 400) CASH BALANCE THRESHOLD POLICY

Purpose

This memorandum introduces the topic of Capital Construction (Fund 400) Cash Balance monthly threshold. The Office of Cash Management, within the Division of Accounting and Finance (DAF), is leading the establishment of a collaborative Fund 400 Forecasting Model, and coordinated process management team to ensure effective and proactive management of the CDOT cash balance and spending authority. The anticipated approval in June 2016 of the recommended monthly cash balance by the TC will provide the target values by which CDOT will begin to manage and affect change in the capital construction program up to 36 months into the future.

Action

This memorandum is informational only. Looking forward to May 2016, Department Staff will seek feedback from the TC on this initial policy content. In June 2016, Department Staff plans to prepare an updated Policy Directive, and accompanying Resolution adopting an amended PD 703.0 that will include a new (Section G-Cash Balance Policy) along with an updated Appendix E in the matrix (Monthly Cash Balance Thresholds).

Background

As of November 2012, CDOT had a cash balance in its main construction fund of \$1.2 billion, which was noted in an audit. Subsequently, CDOT took action to reduce the cash balance by: 1) implementing cash and program management to accelerate the expenditure of construction funds; and 2) establishing Responsible Acceleration of Maintenance and Partnerships (RAMP). While RAMP is a temporary initiative, cash and program management has become a permanent initiative. CDOT's ongoing goal is to manage cash as prudently as possible. Division of Accounting and Finance (DAF) staff is managing any potential risk of overcommitting available project resources.

CDOT funds its highway construction program on a cash basis, meaning that CDOT does not wait to accumulate all of the cash funding required to pay out each highway construction contract in total before awarding that project. Utilizing the new tools in the Cash Management program (such as incremental encumbrances, new program management practices, and technology systems) suggests that CDOT's executive management team recommend an acceptable level of this enterprise risk, and staff is seeking TC approval or a recommended revision to management's recommended level of risk going forward.

Any level of cash shortfall risk can be translated into a target cash balance that depends upon the accuracy of CDOT's forecasts. The higher the available cash balance, the more the risk of a shortfall can be reduced. Shortfalls of cash can occur when revenues are lower than forecasted, progress on construction contracts is faster than forecasted, or both. The greater the differences between forecasted and actual cash flows, the greater the risk of a shortfall. Setting a policy and creating the framework to manage these risk assumptions will ensure that appropriate level of oversight and minimize the cash shortfall risk.



Details

CDOT has established cash forecasting models for each of the State Highway Fund (Fund 400), the Colorado Bridge Enterprise Fund (Fund 538) and the Colorado Aviation Fund (Fund 160). When the transportation commission has approved an acceptable level of cash management risk, then the cash balances equivalent to that level of risk are used as targets to which the cash balances forecasted by these models are continually managed. The forecast models draw their information from other economic analysis, reports, and financial forecasts. Cash inflows, cash outflows, available spending authority and encumbrances for prior months shall reconcile to the transactions recorded in CDOT's SAP financial management system and in the State's financial system, Colorado Operating Resource Engine (CORE). Totals, as well as line item detail from SAP, are entered into the monthly cash report for each fund, with lines for manual interventions as appropriate. The roll-up from detailed to summary data in each monthly report shall:

- For cash balances, follow the form established to roll up balance transactions in the Fund 160 monthly report, which was delivered to CDOT in June 2015;
- For revenues, follow the form established to roll up revenues in the long-term revenue forecast model, which was delivered to CDOT in 2009 and updated in 2013; and
- For expenditures, define a form that allows for the roll up of highway construction projects in portfolios established by the Program Management Office (PMO).

The monthly reports for Fund 400 and Fund 538 will import forecasts from the monthly revenue model, and will import forecasts of encumbrances and cash disbursements provided monthly by the PMO over a 36-month forecast horizon.

Key Benefits

Forecast Model expenditure values will be laid on top of the Cash Balance targets. If, at any time in the 36-month window, the forecasted project values drop below the established Cash Balance threshold, a "risk item" is identified. Forecasting risk items upwards of 36 months in advance will allow CDOT to be proactive in mitigation. The process will allow advance opportunities for CDOT to affect change in the short-term and reduce risk in the long-term (CDOT can either accelerate the program or tap the brakes, if needed).

Options and Recommendations

Considering that CDOT is in the early stages of implementing a new, complex model that integrates many integrated, analytical data points, the executive management team recommends that CDOT incurs a risk of a cash overdraft equal to one month in one thousand months; i.e. a probability of an overdraft in any one month that is equal to 0.1%. Cash balances higher than those associated with a probability of 0.1% do not lower risks to levels significantly lower than 0.1%, while the levels of risk associated with cash balances lower than those associated with a probability of 0.1% rise rapidly to 1% then to 10%.

The Fund 400 cash balances that are associated with a probability of an overdraft in any one month that is equal to 0.1% are identified in Attachment A. The cash balance targets in Attachment A are calculated with the same historical data as are used in the forecast models, and they incorporate the margins of error in those models into the calculations. The range of thresholds are as low as \$160.0 million in November-January and as high as \$300.0 million in June during the year. Department Staff is not recommending a single target value at this time.

Note: The Fund 538 cash balances that are associated with a probability of an overdraft in any one month that is equal to 0.1% will be reported later in 2016.



Next Steps

In May 2016, Department Staff will prepare and present an amendment to PD 703.0 that will incorporate the use of the Fund 400 Forecast Model, and a new Appendix E (Monthly Cash Balance Thresholds) that outlines threshold values. We seek the feedback of the TC to update and improve the policy as needed. It is anticipated in June that Department Staff will prepare and present to the TC a final PD amendment for adoption by Resolution.

Attachments

Capital Construction (Fund 400) Cash Balance Threshold PowerPoint Presentation slides





Capital Construction (Fund 400) Forecast Model

The Fund 400 Forecast Model is a **tool** used to track and manage the Cash Balance.

Expenditure Assumptions

Devolutions

Payouts to Construction Vendors
(Drawdown Schedules)

Indirect and Construction
Engineering costs

Debt Service

Payroll

Revenue Assumptions

State Revenues

Federal Reimbursements

Local Agency Contributions



Fund 400 Cash Balance Threshold

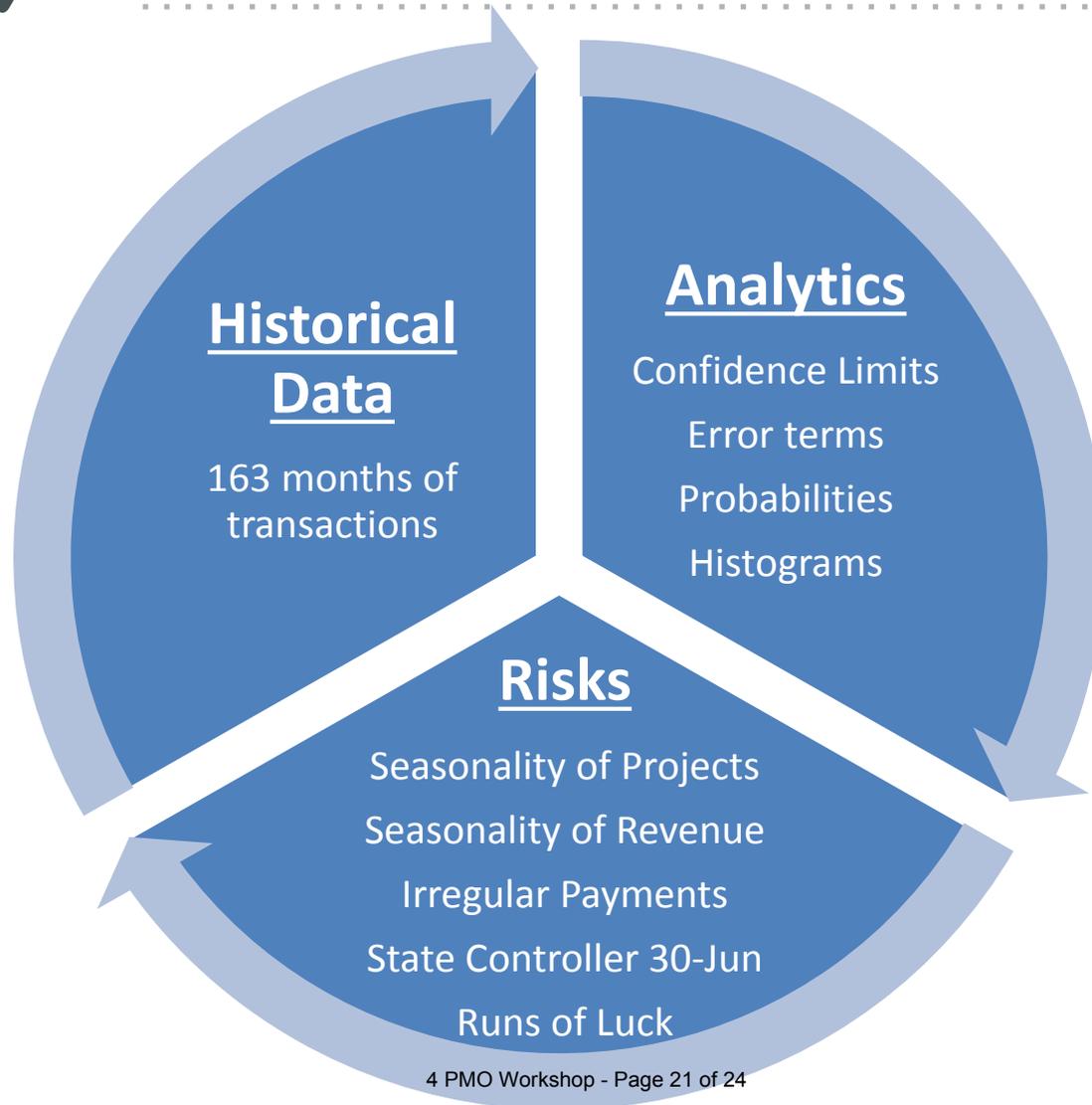
The Cash Balance **threshold** is a set of values determined by an accepted level of risk.

Setting the Cash Balance

The recommended target cash balance has been determined through a multi-step, detailed **analytical** process that blends **historical data** with known **risk items**.



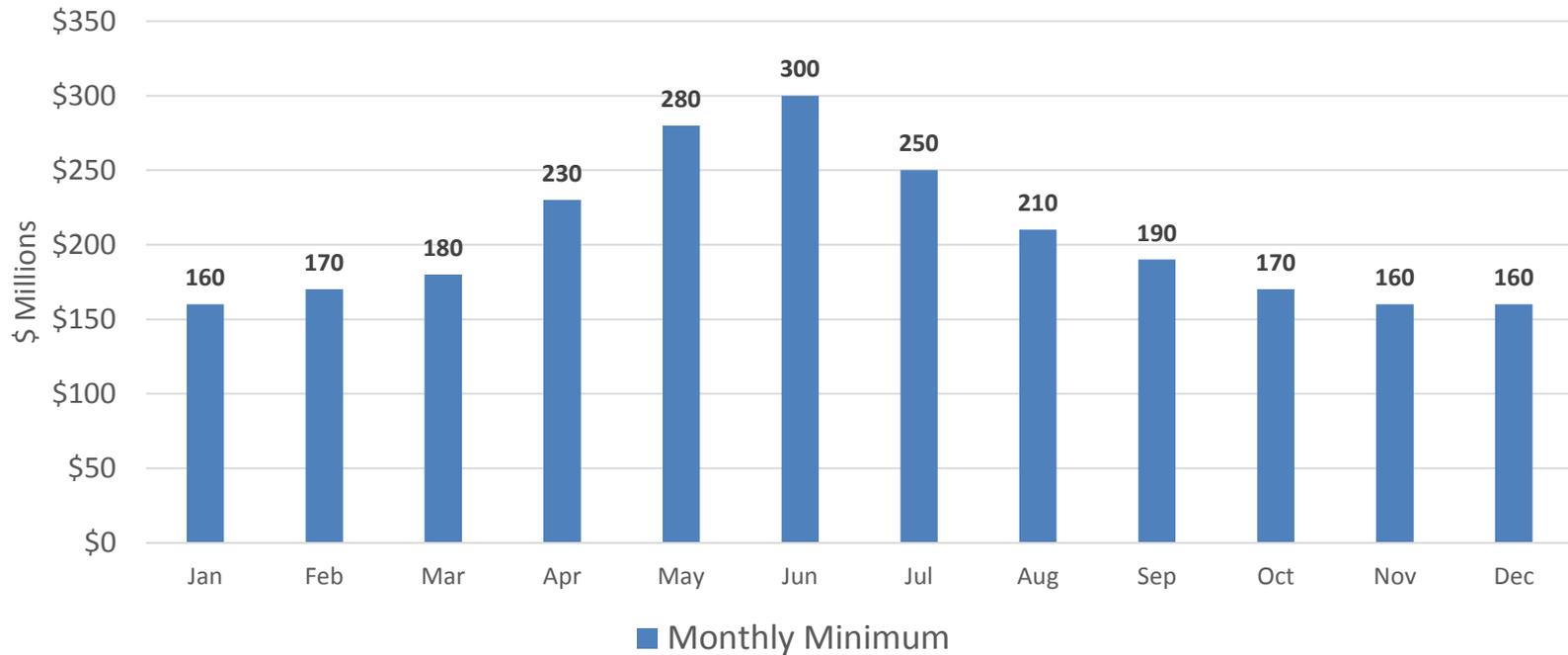
Fund 400 Cash Balance Elements





Fund 400 Target Cash Balances

Data-Driven Cash Balance Thresholds



Rolling wave of monthly Cash Balance targets, between \$160-\$300M.



Managing Cash Balance “Accelerate, or Tap The Brakes”

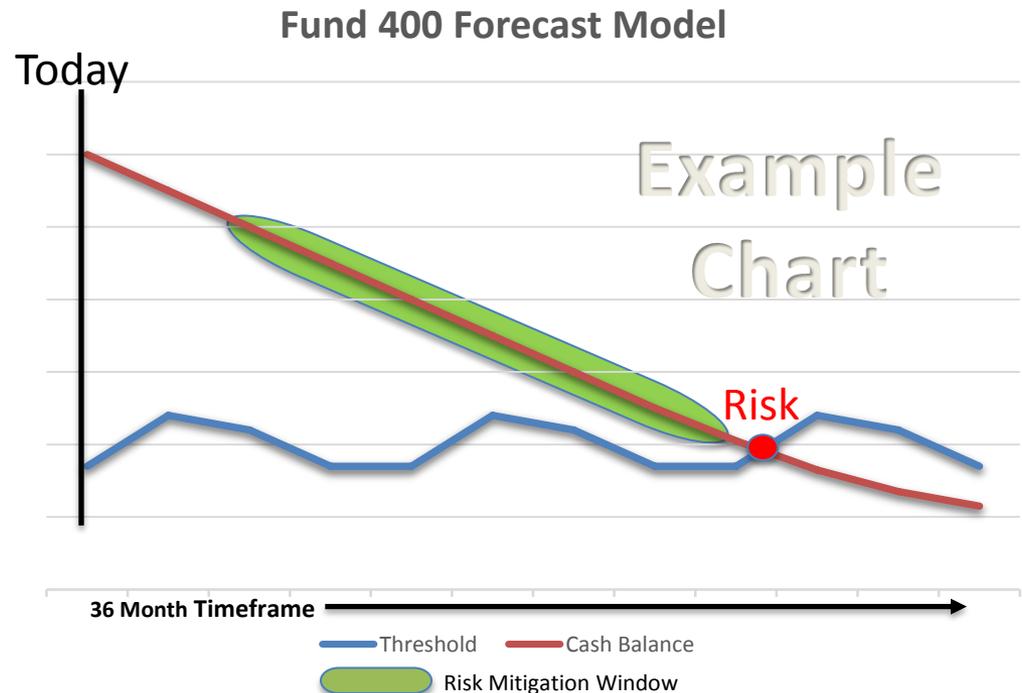
Fund 400 Forecast Model will overlay the **Cash Balance** forecast to the cash balance **Threshold** in a 36 month management window.

Benefits

- Collaborative forecast model.
- Early identification of risk.

Actions

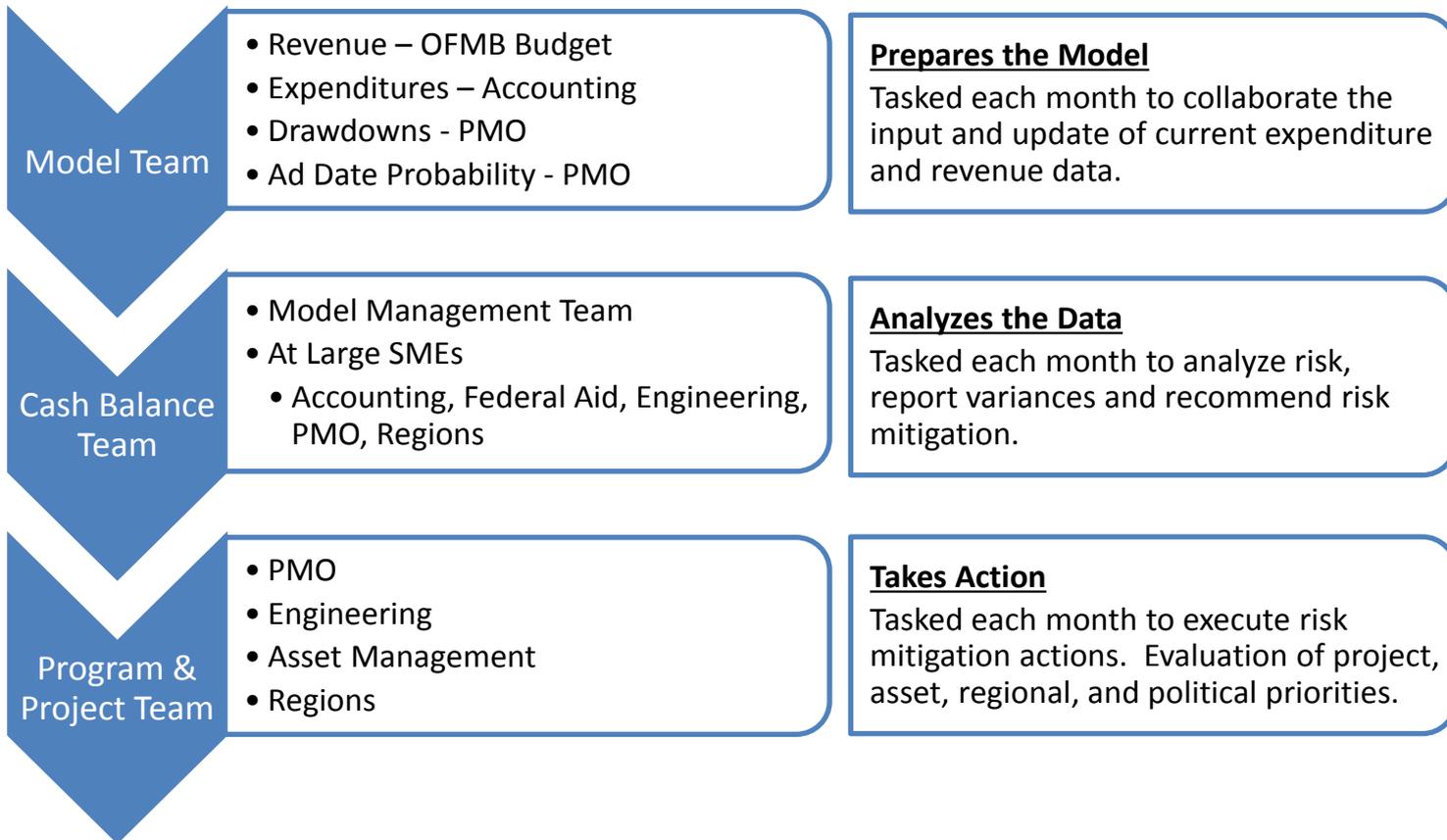
- Proactive management.
- Variance analysis and reporting.
- Program “acceleration” or “tapping the brakes”.





Fund 400 Management Process

The Fund 400 Management Process is a multi team collaborative effort.



**Transportation Commission of Colorado
Safety Committee Meeting Agenda
April 20, 2016 @ TBD
4201 East Arkansas Avenue; Auditorium
Denver, Colorado**

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

**Herman Stockinger
Secretary**

**Kathy Connell, Chair
District 6, Steamboat Springs**

**Steve Hofmeister
District 11, Haxtun**

**Heather Barry
District 4, Westminster**

**Sidny Zink,
District 8, Durango**

THE AGENDA MAY BE ALTERED AT THE CHAIRMAN'S DISCRETION

- 1. Call to Order and Roll Call**
- 2. Discuss & Act on Safety Committee Minutes of November 19, 2015**
- 3. Loss History (Excellence In Safety Update) – Questions**
- 4. Annual Highway Safety Statistics – Questions**



COLORADO
Transportation Commission

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

DATE: April 20, 2016
TO: Transportation Commission
FROM: Darrell Lingk, Director, Office of Transportation Safety and Risk Management
SUBJECT: Safety Committee Meeting

Purpose

Update the Safety Committee on our Loss History (Excellence In Safety Process) and our Annual Highway Safety Statistics (Fatalities and Serious Injury Crashes)

Action

Information only

Background

Not Applicable

Details

The enclosed Loss History Charts are intended to provide an overview of CDOT's Workers compensation, Lost time and Auto/Property damage claim comparisons. The loss history shows the impact that the "Excellence In Safety" process is having on reducing the overall numbers of these types of losses over time.

The second item on the agenda will be to answer any questions Committee Members may have regarding the trends in Colorado's fatalities and injury crashes. Several charts have been provided to show these trends in various categories. Some of these categories include: Fatalities by areas of the state / county , etc..

Key Benefits (if applicable)

Not Applicable

Options and Recommendations (if applicable)

Not Applicable

Next Steps (if applicable)

Not Applicable

Attachments



TRANSPORTATION COMMISSION OF COLORADO
SAFETY COMMITTEE MEETING MINUTES
November 18th, 2015

The meeting was called to order by Commissioner Hofmeister at 4:30 p.m. on Wednesday November 18th, 2015 in the auditorium of the CDOT Headquarters building at 4201 East Arkansas Avenue, Denver, Colorado.

PRESENT WERE: Commissioner Steven Hofmeister, District 11
Commissioner Sidney Zink, District 8

ALSO PRESENT: Commissioner Kathy Hall, District 7
Darrell Lingk, Director of OTS
Shailen Bhatt, CDOT Executive Director
Herman Stockinger, Director, Government Relations

AND: Other CDOT & State Staff

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

July 15th, 2015 Transportation Commission of Colorado Safety Committee Meeting Minutes

Darrell Lingk noted there was no assigned chair for this meeting of the Safety Committee.

Loss History (Excellence in Safety Update)

Office of Transportation Safety Director Darrell Lingk gave a 5 minute presentation. Darrell presented 4 loss history graphs that showed how we did in Fiscal Year 2015 compared to an average of the 4 years prior to that for: Auto Liability, Property Damage, Worker's Compensation Claims and Worker's Compensation Lost Time Claims. Auto Liability Accidents have gone up and Darrell noted that we are taking steps to try to bring them down.

Commissioner Hofmeister asked, "Is that CDOT owned vehicles?" Darrell answered yes, these are CDOT owned vehicles that either hit a fixed object or get hit by a member of the public. The Commissioner then asked, "So it's not like we are throwing gravel at them off a plow." Darrell answered no; that is not this type of incident.

Worker's Compensation claims have gone down every year for the last 4 years. This year was the first time in history we have ever had fewer than 300 claims. We have also gone down 21% in Lost Time Claims. Darrell believes this shows that our Excellence in Safety Program is having a positive impact. Darrell then presented the same four graphs showing just the 1st quarter of FY 2016. Work Comp claims are 33% lower, Lost Time claims are down 46%.

Commissioner Hall commented and said, “We hope that trend continues.”

Darrell closed and introduced Sam Cole from the Public Relations office.

Public Relations Update

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

Sam presented a slide show and gave a “deep dive” into the Alcohol Impaired Driving Campaign. Sam showed the “A few can still be dangerous” television ads featuring “Chainsaws” with children and “Tarantulas” in an apartment. The need for this campaign was reinforced by a survey resulting in 70% of the target demographic (21 - 34 year old males) thinking they were safe to drive after 1 or 2 drinks. He also showed the print ads that have gone up in local bar bathrooms featuring a woman on a raft drinking Chardonnay with sharks swimming below her and a man sitting on a dock with his feet in the water by Crocodiles.

Commissioner Hall asked if the shark ad was placed in the women’s restroom because they are the ones who drink Chardonnay. Sam agreed and said she should be on the team.

Sam also presented the breathalyzer testing events designed to drive home the point that many people think they are ok to drive when they actually are not. Sam showed the Alcohoot personal breathalyzer device to the room. Alcohoot partnered with CDOT for an awareness event and donated 150 breathalyzer units. Sam showed a video of when this event was brought out to the bars, resulting in 75 people trying the device and testing their BAC. Many were shocked by the results. Uber was also a partner on this event. The event created over \$100,000 worth of earned media.

Commissioner Hall asked, “Are you focusing this mostly in metro Denver?”

Sam answered no this is statewide. Commissioner Hall is curious because she hasn’t seen any of this before on the Western slope. “Rural communities need some of this the most – are you bringing it there?” Sam answered, yes we are. Commissioner Hall liked the breathalyzer idea.

Darrell thanked Sam and introduced Ty Ortiz.

CDOT Rock Fall/Geohazards Report

Ty Ortiz gave a 10 minute update on CDOT’s Geohazards Program.

Ty asked if there are any questions about the rock fall incident that occurred a couple of nights ago on Highway 9 just above Green Mountain Reservoir and there were none. He went on to explain that CDOT is working to get that cleared up to get traffic back onto the highway which is currently at one lane.

Ty focused on 2 main points during his presentation. Remote sensing was the first. Ty explained how remote sensing gives us the ability to be proactive. We can get aerial photographs and turn them into 3D models so that you can then compare the photos and look for changes. Ty showed slides of a section of I-70 where you can see an area that has fallen by comparing these types of 3D pictures. He also showed an area on Tennessee Pass where you can see areas that have moved. He reiterated that this is still new technology so we are the beta testers.

Ty then moved on to his second main point – funding Corridor Mitigation. He reminded that we are no longer just a rock fall program. We evaluate a full list of geohazards, including: landslides, debris flow, sinkholes, rock slides, and embankment failures. He explained that rock fall is smaller mitigation but when dealing with landslides we are looking at a much larger type of mitigation. Ty shows a Hwy 50 landslide and gives breakdown of how the costing and budgeting plays out in a scenario like that, including how funding is falling short. He explained that we need to get ahead of the curve and be proactive with a complete corridor design and present the choice to the asset managers, or the Transportation Commission, on how we should proceed. We are not going to be able to support our mitigation needs with the current 9 million a year allocation.

Commissioner Hall jokes, “Well it just looks like to me that all that money should go to engineering in Region 3.”

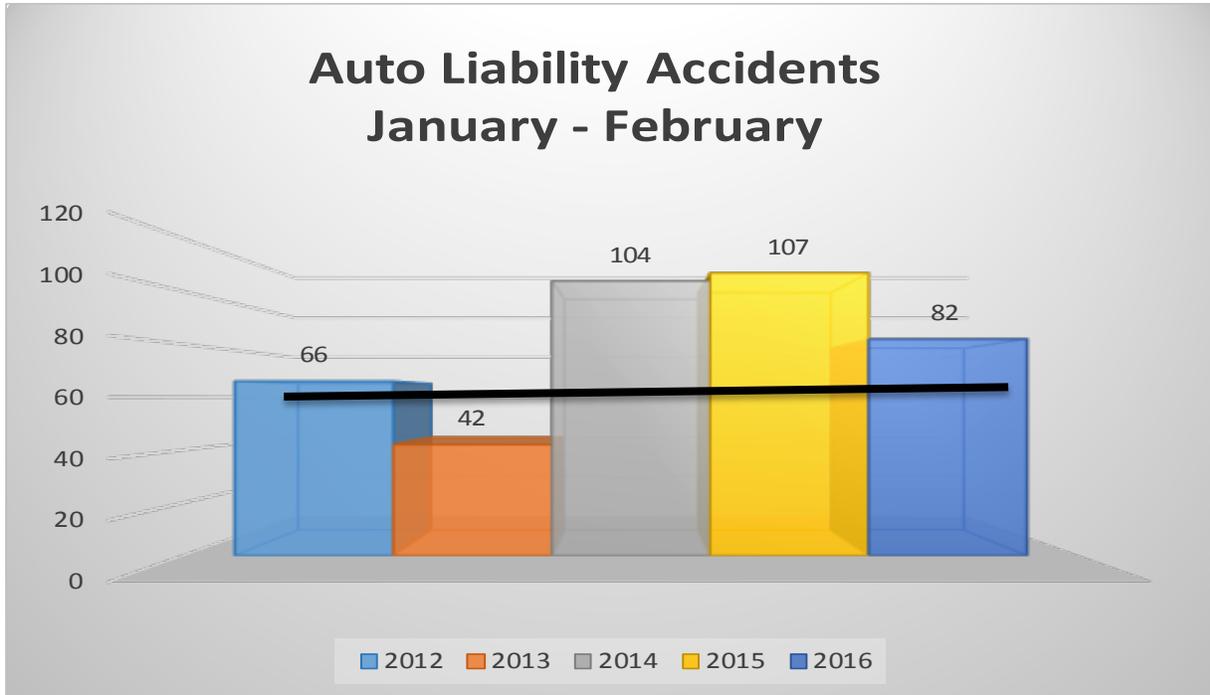
Darrell thanked Ty and closed the Safety presentation.

Other Matters and Adjournment

And there being no further matters to discuss, the meeting adjourned at 4:55 p.m. on Wednesday, November 18th, 2015.

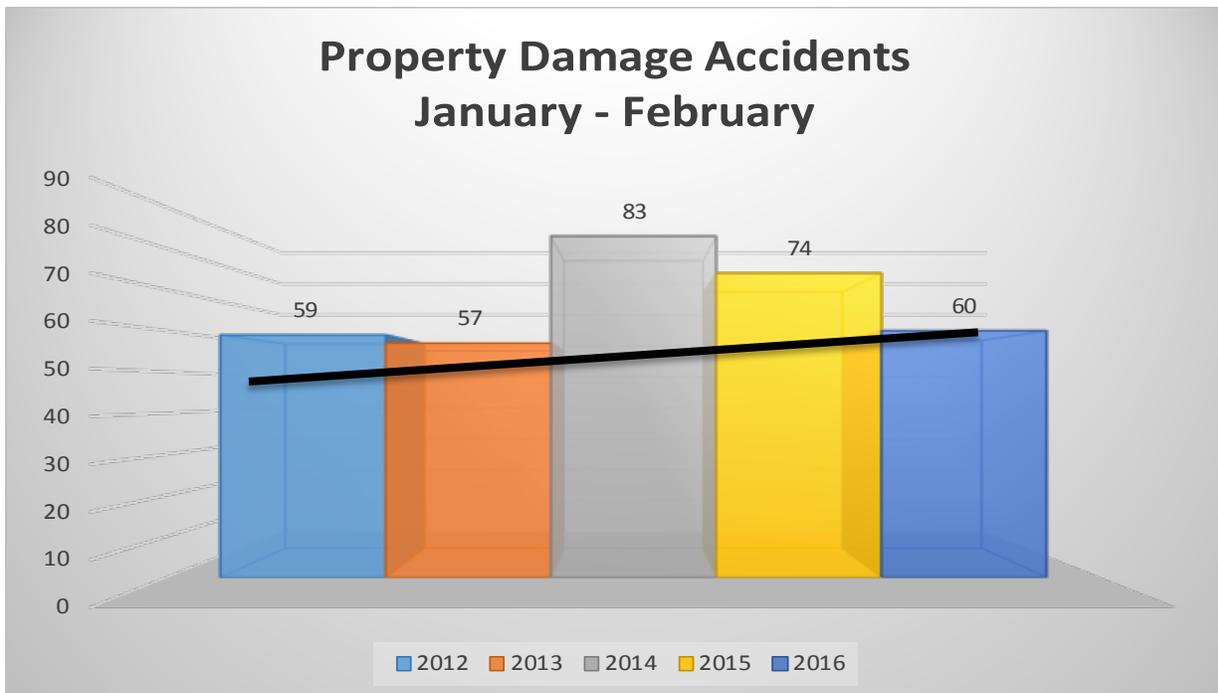
**Herman Stockinger, Secretary
Transportation Commission of Colorado**

Total Number of Claims For January and February



Average Jan-Feb 2012 – 2015 = 78 Auto Liability Claims

5% decrease for calendar year 2016 compared to mean average of 2012 - 2015

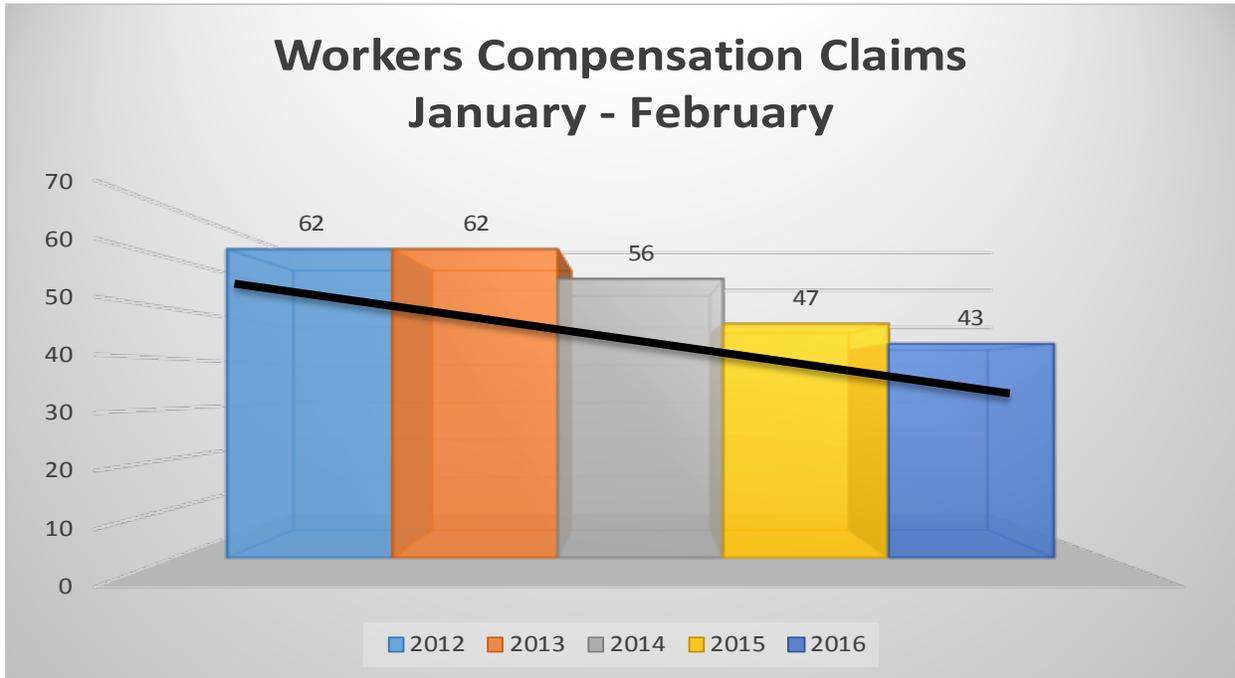


Average Jan-Feb 2012 – 2015 = 68 Property Damage Claims

12% decrease for calendar year 2016 compared to mean average of 2012 - 2015

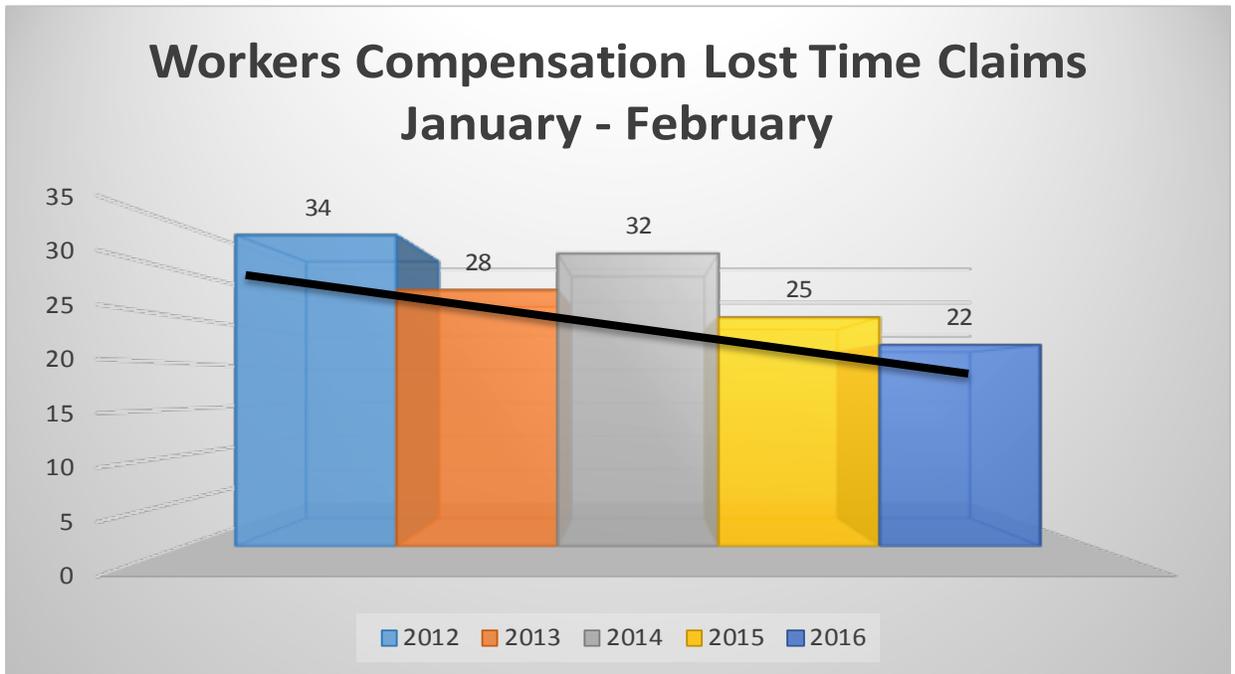
*Claims valued as of March 31, 2016. Number is subject to change due to late reporting.

Total Number of Claims For January and February



Average Jan-Feb 2012 – 2015 = 57
Workers Compensation Claims

25% decrease for calendar year 2016
compared to mean average of 2012 -
2015



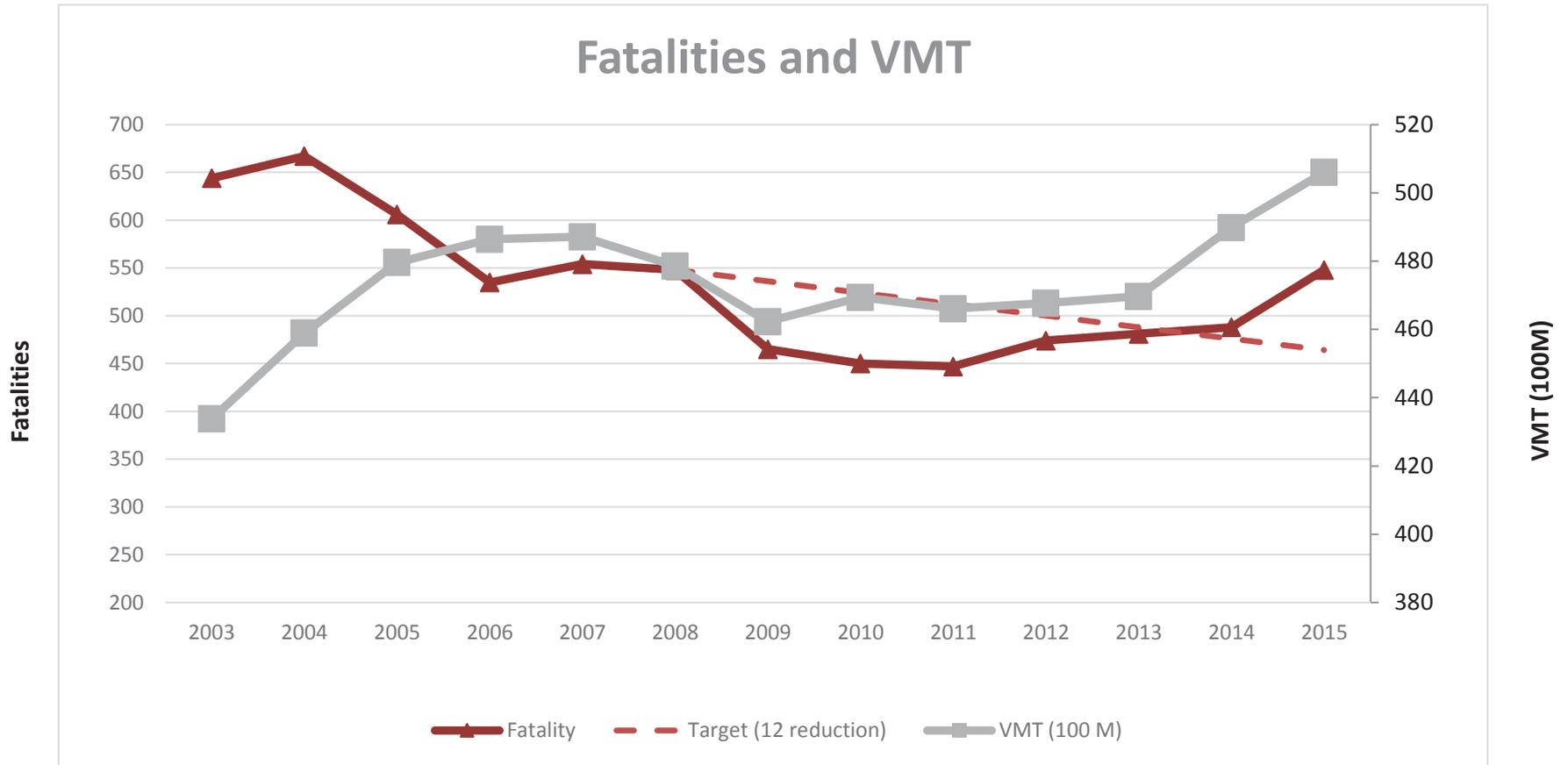
Average Jan-Feb 2012 – 2015 = 30 Workers
Compensation Lost Time Claims

27% decrease for calendar year 2016
compared to mean average of 2012 - 2015

*Claims valued as of March 31, 2016. Number is subject to change due to late reporting.



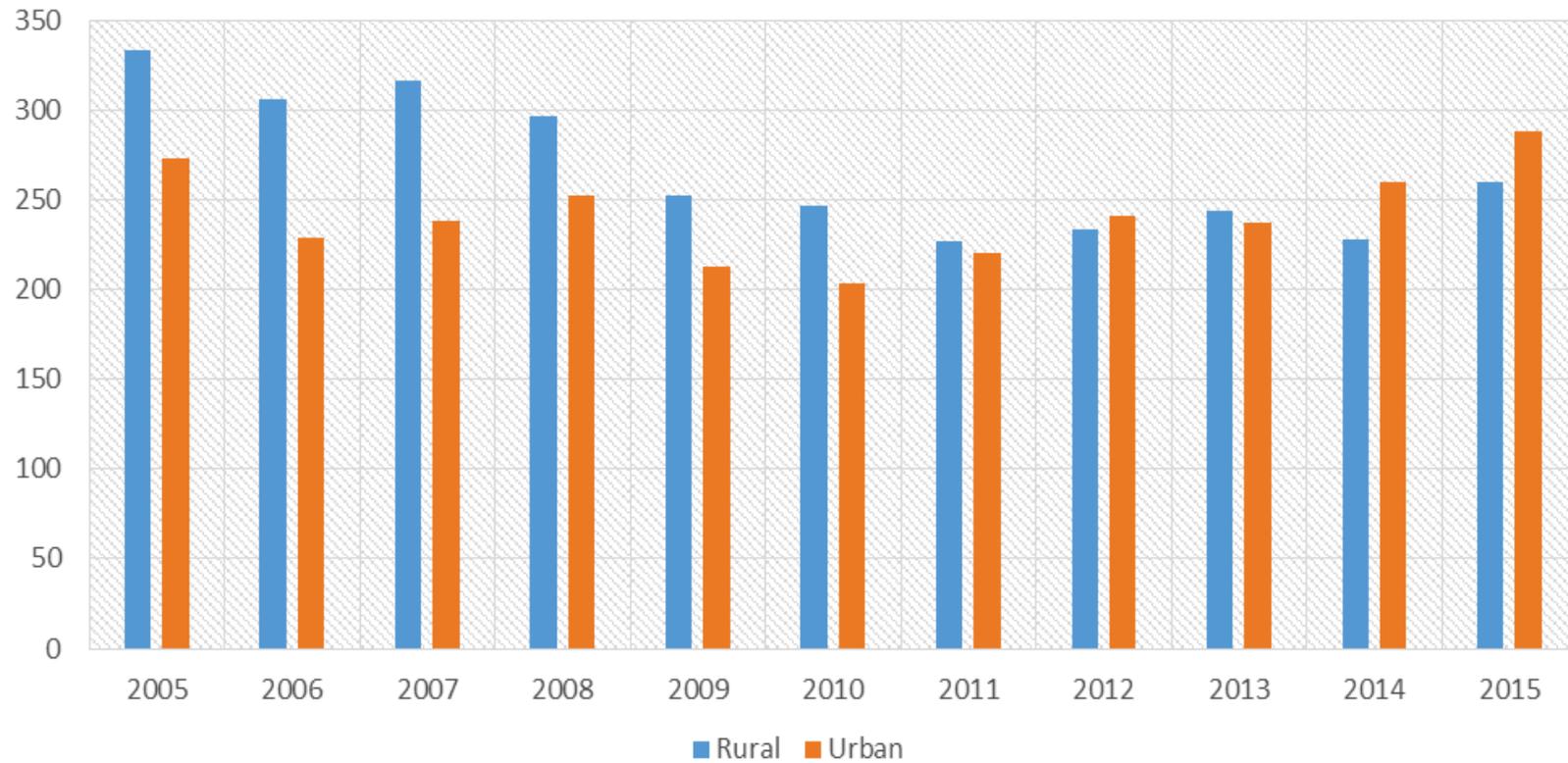
Fatalities and VMT



MOVING TOWARDS
ZERO
DEATHS

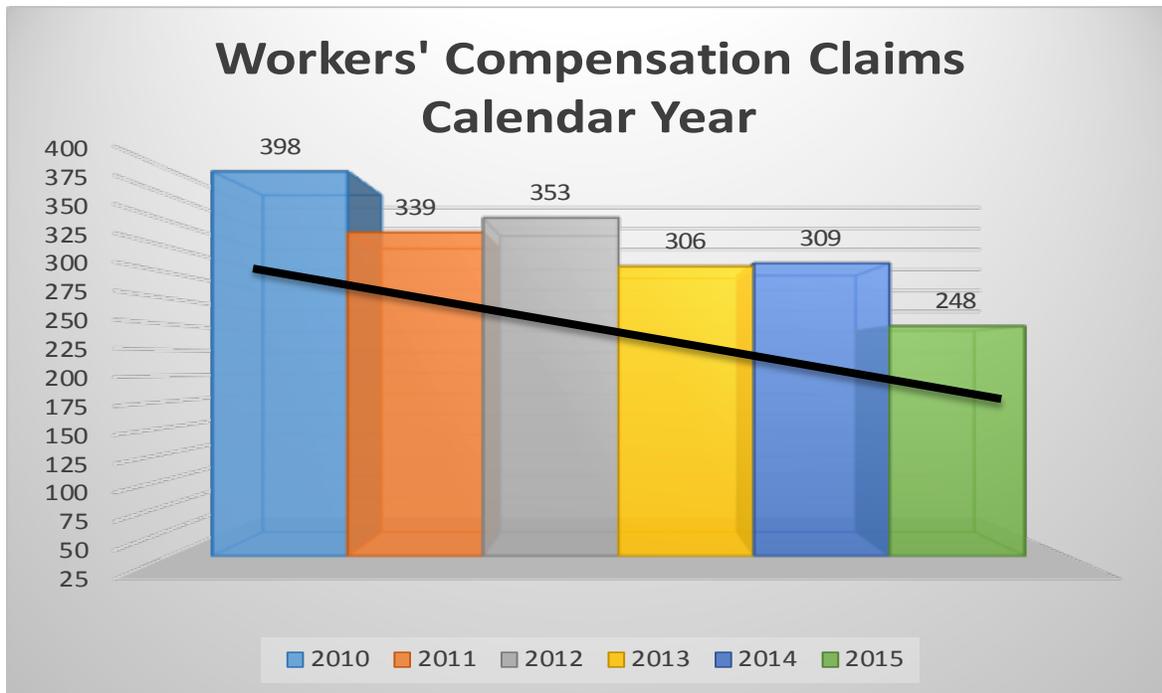


Colorado Fatalities by Urban & Rural (2010 - 2015)



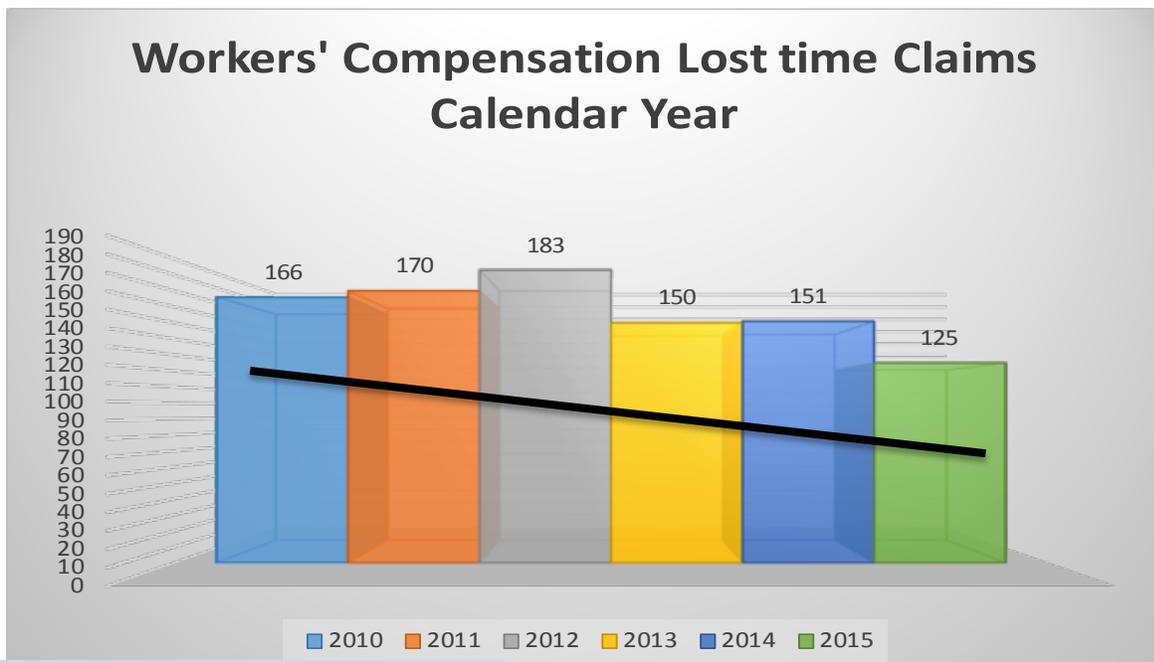
MOVING TOWARDS
ZERO
DEATHS

Total Number of Claims By Calendar Year



Average Claims per Calendar Year Prior to EIS Implementation 2010 – 2012 = 363 WC Claims

32% decrease for calendar year 2015 compared to claim average of 2010 - 2012



Average Claims per Calendar Year Prior to EIS Implementation 2010 – 2012 = 173 WC Lost Time Claims

28% decrease for calendar year 2015 compared to claim average of 2010 - 2012

*Claims value for the most recent calendar year are as of January 7, 2016. Number is subject to change due to late reporting.



COLORADO

Department of Transportation

Division of Project Support

Transportation Commission of Colorado - Geohazards Program Update - May 2016

Current Projects:

FY 16: (R2) I-25 Raton Pass - In design phase, advertisement expected this spring,

FY 16: (R3) US 50 "Sand Dome Slide" - Advertised winter 2016,

FY 17: (R1) US 6 Clear Creek Canyon - Corridor Feasibility being performed,

FY 17: (R2) US 24 Ute Canyon - In design phase,

FY 17: (R3) I-70 DeBeque Canyon - Feasibility Study complete.

Glenwood Canyon Rockslide:

On February 15 a large rockslide closed I-70 through Glenwood Canyon. The highway was closed in both direction for about 4 days following the slide for slope mitigation to remove loose boulders posing an imminent threat to the highway. A long term mitigation plan is during being developed.

The Geohazard Presentation will an overview of the slide, the mitigation needed before opening the highway and the proposed long term mitigation.





Glenwood Canyon Rockslide

February 16, 2016 – Affect of second slide



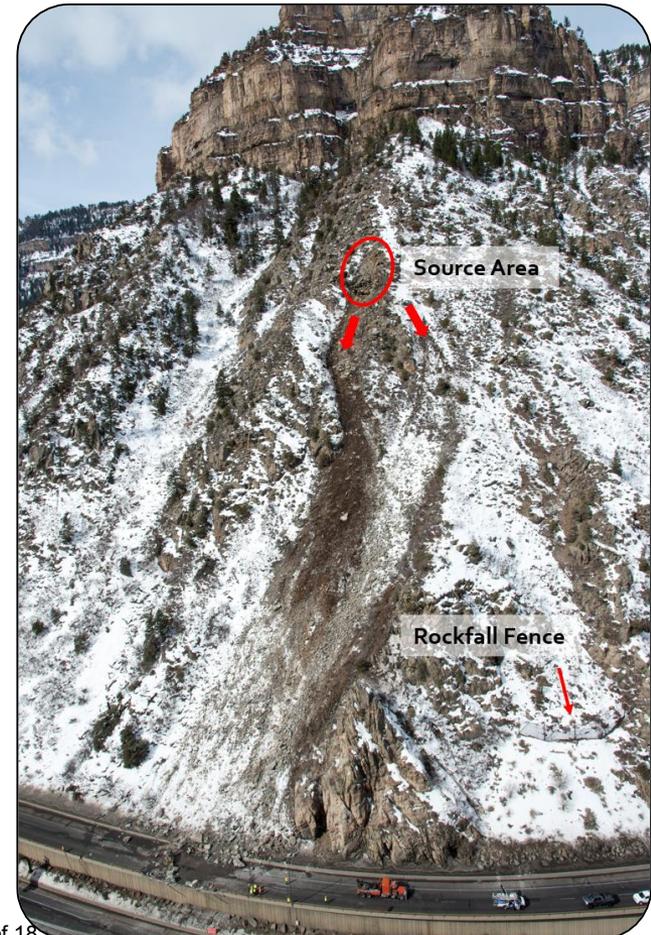


Glenwood Canyon Rockslide

October 2014



February 2016





Glenwood Canyon Rockslide

October 2014



February 2016





Glenwood Canyon Rockslide

Area of largest concern





Glenwood Canyon Rockslide

Area of largest concern





Glenwood Canyon Rockslide





Glenwood Canyon Rockslide

Proposed Mitigation



Transit and Intermodal Committee Meeting

**Meeting Agenda
Wednesday, April 20, 2016**

CDOT / Auditorium

**4201 East Arkansas Avenue
Denver, Colorado**

**Mark Imhoff, Director
Division of Transit and Rail**

**Debra Perkins-Smith, Director
Division of Transportation Development**

**Kathy Gilliland, Chair
District 5, Livermore**

**Shannon Gifford
District 1, Denver**

**Bill Thiebaut
District 10, Pueblo**

**Nolan Schriner
District 9**

**Ed Peterson
District 2, Lakewood**

- **Introductions / Approval of January Minutes (Kathy Gilliland-5 min.)**
- **Transit Grants Quarterly Report (David Krutsinger - 15 min.)**
- **Bustang Quarterly Report (Mike Timlin- 10 min.)**
- **SB228 Status (Mark Imhoff – 10 min.)**
- **Safe Routes to School (SRTS) (Leslie Feuerborn – 5 min)**
- **Bike/Ped Policy 1602 (Betsy Jacobsen – 5 min)**
- **Adjourn**

THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION.

Transit & Intermodal Committee Meeting Minutes
Wednesday, January 20, 2016

Committee Members Attending:

Shannon Gifford, Kathy Gilliland (Chair), Ed Peterson, Nolan Shriner, and Bill Thiebaut

Additional Commissioners attending included:

Staff & Others attending included:

Deputy Executive Director Mike Lewis, DTR Director Mark Imhoff, DTD Director Debra Perkins-Smith, Communications Director Amy Ford, Bus Operations Manager Mike Timlin, Commission Assistant Zach Alexander, DTR Deputy Director David Krutsinger.

Commissioner Gilliland called the meeting to order at 4:15 pm.

1. **Introductions/Approval of Minutes:** The minutes of the October 2015 T&I Committee meeting were approved unanimously.
2. **Transit Grant Quarterly Report:** David Krutsinger described the first-of-its kind quarterly report and asked Transportation Commissioners for input and feedback on what information was most pertinent to Commission's oversight and policy guidance roles. The T&I Commissioners stated for this first effort that it seemed like the appropriate level of information, and noted that additional requests for information could be made in the future.
3. **FTA State Management Plan:** David K. also briefly overviewed the purpose of the State Management Plan, and its Draft release for Grant Partner review. The comment period closes February 26th, and the audience for review is primarily from transit agency staff. T&I Commissioners had no questions.
4. **Bustang Update:** Mike Timlin provided updates about Bustang, covering a number of topics. He first provided the quarterly operating & financial report. On-time performance for the system improved considerably after getting beyond the initial "learning curve" of the opening months. The T&I Commissioners noted the numbers on some of the farebox recovery did not compute correctly in the table, as presented, and asked that they be corrected.

Next, the possibility of weekend service for the North and South routes was discussed. While this remains a recurring request of customers, and an interest of many, the ridership and fare revenue would be expected to be lower than that of weekdays. While weekday fare recovery is healthy, it does not currently appear that weekend service would achieve the desired performance levels. Mike recommended that CDOT monitor weekday performance further before attempting weekend service. The T&I Commissioners concurred.

Another often-requested Bustang expansion possibility is to serve the "Outer ring" suburban communities in Douglas County (i.e. Castle Rock), Clear Creek County (i.e. Idaho Springs), and/or southwest Weld County (i.e. Frederick/Firestone/Dacono). Mark Imhoff and Mike Timlin stated the preferences for CDOT to establish adequate park-and-ride facilities first, and asked the T&I Commissioners whether this subject could be explored? T&I Commissioners advised that park-and-rides are expensive, so should have substantial local contribution. Operationally, the T&I Commissioners advised that the express nature of the service should be maintained when considering additional stops.

5. **SB 228 / Rural Regional Outreach Schedule:** Mike Timlin overviewed the plan to do outreach among the Transportation Planning Regions (TPRs) to gather information about Rural Regional operating concepts, and to invest in park-and-rides state wide. Rural operations (trip convenience for customers) can be

improved, and federal money might be able to be leveraged a bit better. The operating budget is the constraint which limits or “drives” where park-and-rides can be added or expanded. Mike noted the purpose of the meetings is to take a long list of possible ideas and get to a “short list.” The T&I Commissioners advised CDOT staff to not move too quickly or take on too much, too fast. There were concerns that CDOT should not raise expectations, only to dash them when the short list is created, or when ideas have to be brought to “reality” and within budget constraints.

6. **Informational Items:** The floor was opened for the T&I Commissioners to comment on or ask questions about three additional informational items. The T&I Commissioners commented that Bustang should clearly address safety concerns, and the concerns of other bus companies’ bus volumes, possibly being allowed to operate in the I-70 Peak Period Shoulder Lanes (PPSL). Debra Perkins-Smith commented on the Governor’s goal to have all Colorado residents be able to access trails and open space within a 10-minute walk. There were no further comments or questions.
7. **Adjourn:** The meeting was adjourned at 5:05 PM



DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Transit Grants Quarterly Report

Purpose

The memo provides the Transit & Intermodal Committee a quarterly update on the Transit Grants Program.

Action

Review only. No action needed.

Background

Policy Directive 704 states that the T&I Committee shall receive a quarterly update on FASTER Transit grants. Because FASTER and FTA funds are managed together as a whole, and each individually is approximately half of the overall CDOT transit program, this report includes information about both revenue sources and grants.

Details

Policy Directive 704 states, that the T&I Committee shall review quarterly reports submitted by DTR which contain the expenditures and status of all FASTER funded projects and the reconciliation of FASTER funding. FTA Circular 5010.1D requires that CDOT, as a recipient of FTA funds, provide Federal Financial Reports (FFR's) and Milestone/Progress Reports (MPR's). This information is assembled by members of the Division of Transit & Rail (DTR), the Business Office within the Division of Accounting and Finance (DAF), and the Office of Financial Management & Budget (OFMB).

FASTER Update

FASTER revenues were allocated by state statute into "local" and "statewide" pools. In June 2014, a TC decision further sub-allocated "local" into two uses, and "statewide" into five uses. This was done to move FASTER transit funds towards better performance management, to respond to the increasing demand for vehicle replacements which are more routine decisions by age/mileage criteria, and to spend money on transit operations for the first time (Bustang and other Regional bus service). The seven total use categories are shown as the "Available Overall" column of Table 1.

The rest of Table 1 provides a status update on State Fiscal Year (SFY) 2014-2015; projects awarded two years ago (February 2014), for which budget was available to write contracts (July 1 2014), and which are now 21 months into project completion since then. As compared to three months ago, these projects moved significantly further along toward being fully expended.

Table 2 shows the update on State Fiscal Year (SFY 2015-2016; projects awarded just over a year ago (February 2015), for which budget was available to write contracts (July 1, 2015), and which are now 9 months into project contracting and starting on their way toward completion.



Table 1: FASTER Funding Available SFY 2015: July 2014 - June 2015
Status Report as of March 31, 2016
(\$Millions, rounded)

FASTER Pool	Annual Budget	Prior Year Roll Fwd	Total Available	Contracts Unexpended	Contract Expended	Awarded But UnContracted	UnProg. Next Yr Roll Fwd
Local Pool							
Small Agency Capital Expenses	\$4.1	\$0.0	\$4.1	\$3.9	\$0.2	\$0.0	\$0.0
Large Urban Capital Expenses (MMT, FT)	\$0.9	\$0.0	\$0.9	\$0.1	\$0.8	\$0.0	\$0.0
Subtotal Local Pool	\$5.0	\$0.0	\$5.0	\$4.0	\$1.0	\$0.0	\$0.0
Statewide Pool							
DTR Admin, Planning, Technical Assistance	\$1.0	\$0.3	\$1.3	\$0.0	\$0.6	\$0.0	\$0.7
Bustang Interregional Express Service	\$3.0	\$10.0	\$13.0	\$0.0	\$8.6	\$0.0	\$4.4
Regional Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Large Urban Capital Expenses (RTD)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Statewide Competitive Capital Pool	\$6.0	\$0.0	\$6.0	\$2.2	\$1.3	\$2.3	\$0.2
Subtotal Statewide Pool	\$10.0	\$10.3	\$20.3	\$2.2	\$10.5	\$2.3	\$5.3
TOTAL	\$15.0	\$10.3	\$25.3	\$6.2	\$11.5	\$2.3	\$5.3

Table 2: FASTER Funding Available SFY 2016: July 2015 - June 2016
Status Report as of March 31, 2016
(\$Millions, rounded)

FASTER Pool	Available Overall	Prior Year Roll Fwd	Total Available	Contracts Un-expended	Contract Expended	Awarded But UnContracted	UnProg. Next Yr Roll Fwd
Local Pool							
Small Agency Capital Expenses	\$4.1	\$0.0	\$4.1	\$3.6	\$0.0	\$0.5	\$0.0
Large Urban Capital Expenses (MMT, FT)	\$0.9	\$0.0	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
Subtotal Local Pool	\$5.0	\$0.0	\$5.0	\$3.6	\$0.0	\$1.4	\$0.0
Statewide Pool							
DTR Admin, Planning, Technical Assistance	\$1.0	\$0.7	\$1.7	\$0.6	\$0.7	\$0.0	\$0.4
Bustang Interregional Express Service	\$3.0	\$4.4	\$7.4	\$4.1	\$2.5	\$0.0	\$0.8
Regional Operating Assistance	\$1.0	\$0.0	\$1.0	\$0.5	\$0.1	\$0.0	\$0.4
Large Urban Capital Expenses (RTD)	\$3.0	\$0.0	\$3.0	\$0.5	\$0.0	\$2.5	\$0.0
Statewide Competitive Capital Pool	\$2.0	\$0.2	\$2.2	\$1.0	\$0.0	\$1.0	\$0.0
Subtotal Statewide Pool	\$10.0	\$5.3	\$15.3	\$6.7	\$3.3	\$3.5	\$1.6
TOTAL	\$15.0	\$5.3	\$20.3	\$10.3	\$3.3	\$4.9	\$1.6

FTA Update

Table 3 shows the federal fiscal year (FFY) 2014-2015 allocation of FTA dollars available to Colorado to sub-award to transit agencies around the state, and to use for CDOT administrative purposes. In 2015, \$17.3 Million was available from FTA. Of the \$17.3 Million, CDOT has now obligated and sub-awarded to transit agencies \$15.4 Million of that (+1.7 M since last quarter), and has \$0.7 Million to administer the funds.

Table 4 shows the federal fiscal year (FFY) 2015-2016 allocation of FTA dollars available to Colorado to sub-award to transit agencies around the state. Table 4 also shows how roll-forward dollars from the prior fiscal year will be programmed to new capital projects just awarded in February/March 2016. Of the total \$18.0 Million, \$10.1 Million of the funds are obligated for calendar-year Administrative & Operating grants. The newly-awarded capital projects have not yet been contracted, and therefore \$6.2 Million shows up in the "Awarded" column. Roll-forwards for next fiscal year are unknown at this point.



Table 3: FTA Funding Available FFY 2015 Program Pools: October 2014 - September 2015Status Report as of March 31, 2016
(\$Millions, rounded)

FTA Program	Annual Budget	Prior Year Roll Fwd	Total Available	Contracts Un-Expended	Contracts Expended	Awarded But UnContracted	Available as CDOT Admin	UnProg. Next Yr Roll Fwd
5304 - State/Non-Urban Planning	\$0.4	N/A	\$0.4	\$0.1	\$0.0	\$0.3	\$0.0	\$0.0
5310 - Senior/Disabled Large UZA	\$1.6	N/A	\$1.6	\$1.0	\$0.5	\$0.0	\$0.1	\$0.0
5310 - Senior/Disabled Small UZA	\$1.0	N/A	\$1.0	\$0.5	\$0.4	\$0.0	\$0.1	\$0.0
5310 - Senior/Disabled Rural	\$0.6	N/A	\$0.6	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3
5311 - Rural Transportation	\$11.0	N/A	\$11.0	\$3.5	\$6.9	\$0.0	\$0.4	\$0.2
5312 - Research & Technology	\$0.2	N/A	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0
5339 - Bus & Bus Facilities	\$2.4	N/A	\$2.4	\$1.7	\$0.0	\$0.0	\$0.0	\$0.7
TOTAL	\$17.2		\$17.2	\$7.3	\$7.8	\$0.3	\$0.6	\$1.2

Table 4: FTA Funding Available FFY 2016 Program Pools: October 2015 - September 2016Status Report as of March 31, 2016
(\$Millions, rounded)

FTA Program	Annual Budget	Prior Year Roll Fwd	Total Available	Contracts Un-Expended	Contracts Expended	Awarded But UnContracted	Available as CDOT Admin	UnProg. Next Yr Roll Fwd
5304 - State/Non-Urban Planning	\$0.4	\$0.0	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0	\$0.0
5310 - Senior/Disabled Large UZA	\$1.6	\$0.0	\$1.6	\$1.2	\$0.0	\$0.4	\$0.0	\$0.0
5310 - Senior/Disabled Small UZA	\$1.0	\$0.0	\$1.0	\$0.0	\$0.0	\$1.0	\$0.0	\$0.0
5310 - Senior/Disabled Rural	\$0.6	\$0.3	\$0.9	\$0.0	\$0.0	\$0.6	\$0.0	\$0.3
5311 - Rural Transportation	\$11.0	\$0.0	\$11.0	\$9.0	\$0.6	\$1.4	\$0.0	\$0.0
5312 - Research & Technology*	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
5339 - Bus & Bus Facilities	\$2.4	\$0.7	\$3.1	\$0.0	\$0.0	\$2.4	\$0.0	\$0.7
TOTAL	\$17.0	\$1.0	\$18.0	\$10.2	\$0.6	\$6.2	\$0.0	\$1.0

*Note: 5312 program is not a formula program, and therefore does not have consistent funding level from year to year.



Project Assistance / Lessons Learned

PD 704 asks DTR to more regularly identify projects that are experiencing significant changes to scope, schedule, or budget. Once identified, DTR staff then can apply more project management controls, offer more technical assistance, or it can serve as an advance notice to the T&I Committee that some projects may be subject to PD 703’s rules regarding budget changes.

Table 3: Projects Experiencing Significant Changes		
Project	Change being Experienced	Description / Response
Trinidad Multimodal Station - FASTER Funds 2011 - FASTER Funds 2013 - FTA Funds 2015 - \$330,920 FASTER - \$120,000 FTA 5314	The project is substantially delayed. Delays occurred because the property sale / acquisition did not close as expected. The project cannot be cancelled, because it is a required “mitigation” action to CDOT highway re-construction through Trinidad. Federal funding has been withdrawn.	Not all partners in the project were able to fulfill original commitments. Partner entities (Trinidad, Amtrak, and others) have requested six months, through September 2016, to make a final determination about a minimalist shelter versus something closer to the original project scope. Only FASTER funding remains.
SH-7 / I-25 Carpool Lot - Thornton, CO - FASTER Funds 2014 - \$522,000 FASTER	Project appeared to have met selection criteria when awarded. As the project started, it became clear that the project did not fully comply with environmental clearance & design requirements. CDOT Region & DTR staff offered technical assistance to attempt to resolve.	CDOT interchange re-design at SH 7 / I-25 must be completed before a carpool lot or park-and-ride can be appropriately designed. CDOT notified Thornton in March 2016 that funding is being withdrawn.
Mountain Metropolitan Transit (MMT) - Multiple years - Over \$2 Million in un-expended FASTER dollars 2014 or older	CDOT has reviewed “the books” to identify FASTER projects for closure. Mountain Metropolitan Transit has 30 projects current, and dating back to 2010 which are less than 80% complete. Projects older than 2014 are in most need of review for completion/closure.	CDOT will engage MMT Director to reach agreement on project completion and closures. Several FREX projects, Bustang’s precursor, remain on the books and should be easy to close.
Downtown Greeley Transit Center - FASTER Funds 2015 - \$1,509,920	As has been the case for highway projects, this project has experienced cost escalation as it transitioned from design to bid-for-construction.	CDOT has engaged program oversight consultant AECOM to do a review of the prior bid package and cost estimates. Based on the outcome of the review, CDOT will make a recommendation to the TC for this project.

Continuing Grants Improvement in 2016

For several years, the Division of Transit & Rail, the Business Office (DAF), OFMB, and the Office of Procurement have been working to improve several areas of the management of all transit grants, affecting both FASTER and FTA revenues. A LEAN process was undertaken several years ago to streamline some steps. In other areas, controls have been tightened or changed to improve the capability of CDOT to complete contracts in a timely manner, to pay invoices in a timely manner, and to prevent instances of spending occurring outside a contract (i.e. before it’s signed, or after it expired). Table 4 below summarizes the year-over-year progress. Figure 1 provides graphic representation of the timely contracts goal.

The following are additional documents DTR expects to finalize in 2016 to further the overall management of the program, in compliance with State Legislature and FTA triennial State Management Review expectations, and for transparency of the process:

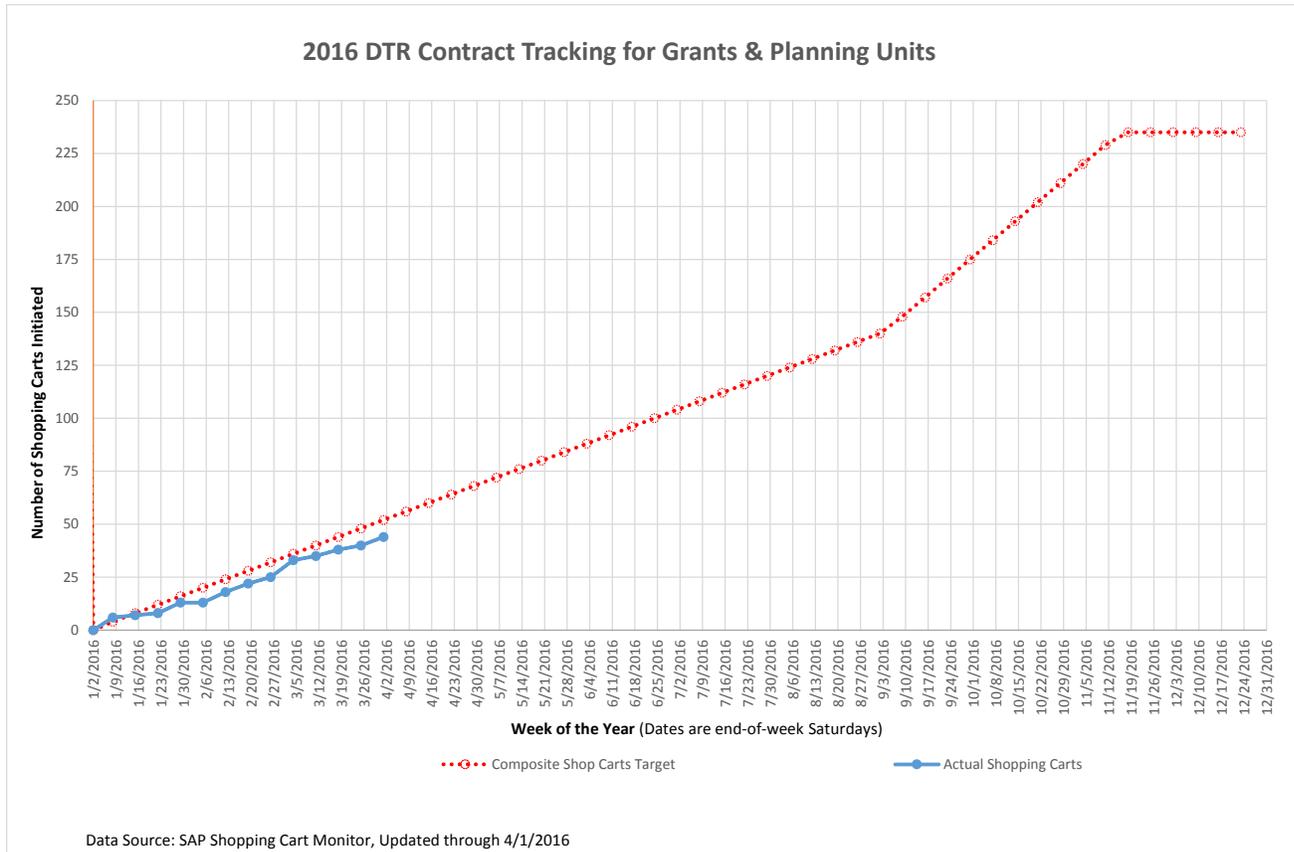
- State Management Plan
 - Policies for Management of FTA & FASTER Funds
 - Released Draft January 2016, comment period closed February 2016, Final expected May 2016



- Grant Partner Manual
 - Instructions & Guidance for Grant Partners / Grant Recipients
 - Released Draft early April 2016, comment period closes April 29th
- Standard Operating Protocols
 - Instructions & Guidance for CDOT Staff
 - Went “live” in April 2016 for staff use
 - Additional protocols being added on an on-going basis

Table 4: Summary of Grants Improvement in 2015	
Goal Area	Results
Timely Contracts	Normal Year: 150 to 175 Contracts 2015 Goal: 210 Contracts with Thanksgiving. Met goal. Finished with 228 for the year. 2016 Goal: 235 Contracts and complete most (~200) a month earlier by mid-October.
Timely Payments (Average Days)	45 days to payment, average for FY Jul 1 2013 - Jun 30 2014 35 days to payment, average for FY July 1 2014 - Jun 30 2015 30 days to payment target for FY July 2015 - Jun 2016 Fiscal year to date: 28 days to payment through March 31 st .
No Statutory Violations	12 Statutory Violations occurred in 2014 2 Statutory Violation in 2015 0 to-date in calendar 2016 (still resolving 2015 SV with DRMAC)

Figure 1: Timely Contracts Tracking, Goal vs. Actual for Calendar Year 2016



Next Steps

The next quarterly report will be available for the July 2016 meeting.

Attachments

None





DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Bustang Quarterly Update

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee the Quarterly Bustang Update on operational and performance measures.

Action

No action is required.

Background

The Bustang interregional express bus service went into operation July 13, 2015. PD 1605 requires the Director of DTR to report operational and performance measures to the Committee on a quarterly basis, by route based on the fiscal year. This quarterly update covers January 2016 through March 2016.

Details for Third Quarter 2016

3rd Quarter Bustang Operations Data						
<i>Bustang System</i>						
	Q1 : Jul-Sep 2015	Q2 : Oct - Dec 2015	Q3: Jan - Mar 2016	16-Jan	16-Feb	16-Mar
<i>Revenue riders</i>	17,576	24,426	28,463	8,828	9,283	10,352
<i>Revenue</i>	\$ 172,660	\$ 258,905	\$ 291,392	\$ 92,920	\$ 94,546	\$ 103,926
<i>Cumulative Avg. Fare</i>	\$ 9.82	\$ 8.58	\$ 10.24	\$ 10.53	\$ 10.18	\$ 10.04
<i>Load Factor</i>	23%	26%	31%	30%	32%	32%
<i>Farebox Recovery Ratio</i>	28%	38%	42%	42%	42%	42%
<i>South Route</i>						
<i>Revenue riders</i>	7,206	9,665	10,614	3,309	3,436	3,869
<i>Revenue</i>	\$ 63,897	\$ 92,182	\$ 102,777	\$ 31,953	\$ 33,710	\$ 37,114
<i>Cumulative Avg. Fare</i>	\$ 8.87	\$ 9.54	\$ 9.68	\$ 9.66	\$ 9.81	\$ 9.59
<i>Load Factor</i>	19%	21%	24%	23%	24%	24%
<i>Farebox Recovery Ratio</i>	21%	28%	32%	32%	32%	32%
<i>North Route</i>						
<i>Revenue riders</i>	8,062	10,567	11,260	3,303	3,720	4,237
<i>Revenue</i>	\$ 68,909	\$ 90,661	\$ 88,244	\$ 26,725	\$ 28,872	\$ 32,648
<i>Cumulative Avg. Fare</i>	\$ 8.55	\$ 8.58	\$ 7.84	\$ 8.09	\$ 7.76	\$ 7.71
<i>Load Factor</i>	23%	26%	29%	27%	31%	30%
<i>Farebox Recovery Ratio</i>	32%	38%	39%	37%	38%	40%
<i>West Route</i>						
<i>Revenue riders</i>	2,636	4,396	6589	2,216	2,127	2,246
<i>Revenue</i>	\$ 43,470	\$ 79,089	\$ 100,371	\$ 34,242	\$ 31,964	\$ 34,165
<i>Cumulative Avg. Fare</i>	\$ 16.49	\$ 17.99	\$ 15.23	\$ 15.45	\$ 15.03	\$ 15.21
<i>Load Factor</i>	48%	56%	73%	73%	74%	74%
<i>Farebox Recovery Ratio</i>	41%	65%	70%	71%	70%	69%



Attachment A - Visuals - Load factor by week July 13, 2015 - March 31, 2016; ridership by quarter and ridership by month quarter 3

Attachment B - Visuals -Quarterly revenue; revenue by month quarter 3 and quarterly farebox recovery comparison

Note - Bustang March 2016 ridership exceeded 10,000 total unique passengers for the first time.

Quarterly Safety/Collisions - Ace Express noted five (5) preventable collisions and two (2) non- preventable collisions. All were minor collisions none resulting in significant property damage nor injury. Cummulative accident frequency rate for Fiscal 2016 is 2.8 collisions per 100,000 miles. The five “preventable” collisions were with fixed objects usually caused by inattentive driving and/or distraction. While no injuries nor fatalities have occurred in FY 16 Ace Express Coaches has been put on notice to provide an action plan to eliminate fixed object collisions in Quarter 4.

1/5 - Bus 38012 motorist illegally passed bus while on I-70 & Kipling on ramp making contact with right side of bus. Collision was rated non - preventable, and driver’s record was not charged.

1/6 - Bus 38012 made contact with tree branches at 20th & Stout. Collision was rated preventable and driver’s record was charged.

1/18 - Bus 38004 fuel door was damaged while driver was backing bus scraping a snow bank at the Ace Express facility. Collision was rated preventable and driver’s record was charged.

3/1 - Bus 38012 made contact with wall at the Denver Greyhound Station while backing. Collision was rated preventable and driver’s record was charged.

3/17 Bus 38006 made contact with chain link fence at the Bustang overnight parking CDOT lot on Platte Ave. East of Powers Blvd. Collision was rated preventable and driver’s record was charged.

3/21 Bus 38010 made contact with a parked car in the US 34 & I-25 Park & Ride - Collision was rated preventable and driver’s record was charged.

3/25 - Bus 38005- motorist illegally passed bus on the South Broadway on-ramp to I-25 south making contact with right side of bus. Collision was rated non-preventable and driver’s record was not charged

Quarterly Other Incidents/Issues

1/27 - Bus 38011 Passenger fell while exiting restroom at Colfax & Lincoln - Passenger refused medical attention and no further action taken.

1/14 - Strong wind caused damage to door hinge on bus 38008 at Ace Express facility

2/24 - Bicyclist made contact with rear of bus 38001 at 19th & Arapahoe. No damage to either vehicle nor bicyclist. Cyclist refused medical attention. Rated as incident.

2/17 - Bus 38003 passenger removed from bus in Colorado Springs by Colorado State Patrol for illegally smoking marijuana while on board bus.

2/16 - 2/22- Bustang West Route operated between Denver and Eagle only due to the Glenwood Springs rock slide.

3/23 - All afternoon/evening service canceled from Denver due to blizzard conditions along the Front Range and I-70 mountain corridor.

3/31 - Bus 3007 - a non-disabled passenger urinated in a passenger seat enroute to Colorado Springs. Bus was removed from service for cleaning and sanitizing. Security camera was able to capture a picture of the individual and drivers have been instructed to deny further service for this individual.

Quarterly On-Time Performance -Departures:

- System - 99.1%
- West Line - 96.7%
- North Line - 99.2%
- South Line -99.0

RamsRoute - For the quarter, CSU Winter Semester started January 18 with Spring Break from March 12 returning March 20. RamsRoute operated 19 one way trips with 559 passengers and averaging 29 passengers per trip. One note



of interest- February 5 - 7 weekend, 33 passengers originated from CSU to Denver on Friday February 5 but only 4 returned on Sunday February 7 due to the Super Bowl.

Ticket Sales/Fareboxes Issues - The ten fareboxes loaned from the City of Colorado Springs were replaced with new Genfare Fast Fare boxes. Some glitches were found in the report server and ticket acceptance. Those issues have now been rectified.

Schedule Changes - Schedule and ridership analysis, including inception to date trends, survey requests and public comments led to service refinements that went into effect on January 4. The number of runs in each corridor remain the same, but departure times were altered to better manage the demand. While ridership continues to grow on the North and South routes, demand on the South Route is showing marked improvement. Next change is scheduled for May 22. Transfort has agreed to allow all Bustang North Route departures to originate at the Downtown Transit Center which has and continues to be a priority request from passengers on the Bustang web site. Expectations are high that ridership will make significant improvements.

Social Media Update:

- Web Page hits for January averaged 902 hits per day, February 918 hits/day, March 928 hits /day.
- Facebook Likes grew from 846 in January to 986 in March; Facebook received 28 surveys rating Bustang 4.5 stars out of 5.
- Twitter followers grew from 277 in January to 379 in December.
- Facebook “reach” for each post 139 in January, 166 in February, 84 in March.

Public Comment

- No comments for additional service areas.
- Several comments about the March 23 blizzard regarding asking for information whether service will operate or be cancelled.
- Fare and schedule information requests.
- Many positive comments regarding the May 22 schedule change originating all North Line departures from the Fort Collins Downtown Transit Center during the last two weeks of March when the May 22 changes were placed on the ridebustang website.

Next Steps

May 22, 2016

- Next Schedule change - All North Line departures begin from Fort Collins Downtown Transportation Center.

RTD/INIT Intelligent Transportation System Integration:

- Final Scope of Work ready to submit to INIT for review and quotation for sole source procurement.
- Draft Service Level Agreement with INIT, RTD and Ace Express is going through final review.

MCI Coach Purchase

- Buses are scheduled for delivery middle of June 2016
- Planning for new bus utilization is ongoing.

RamsRoute

- Last RamsRoute trip for 2015-16 school year will be Friday May 13, 2016.
- Collaborate and plan service for 2016-17 school year with CSU Parking and Transportation Services.

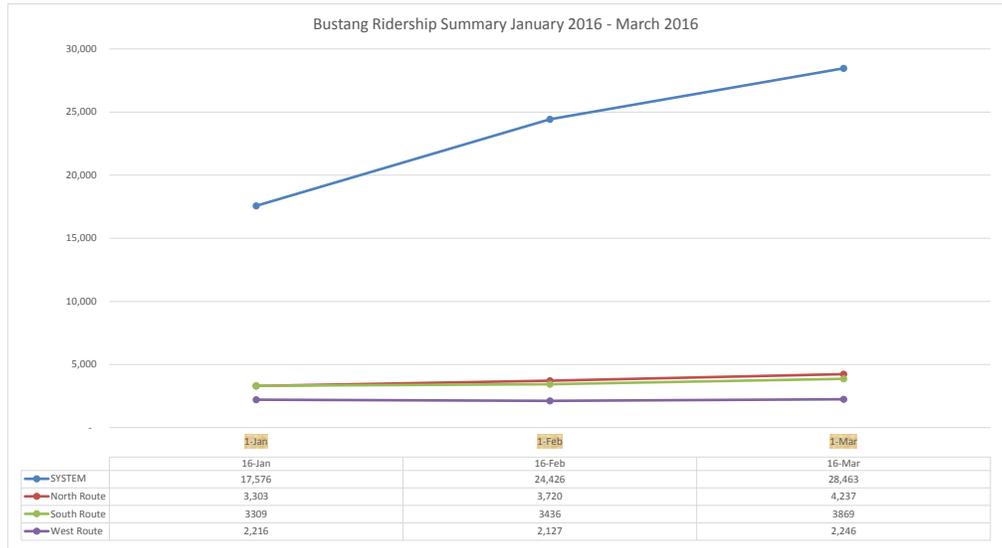
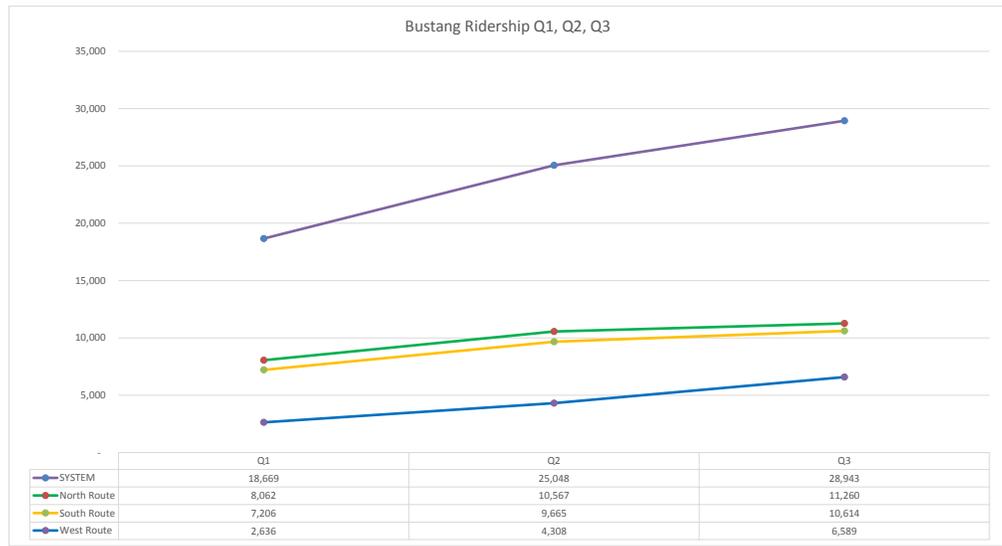
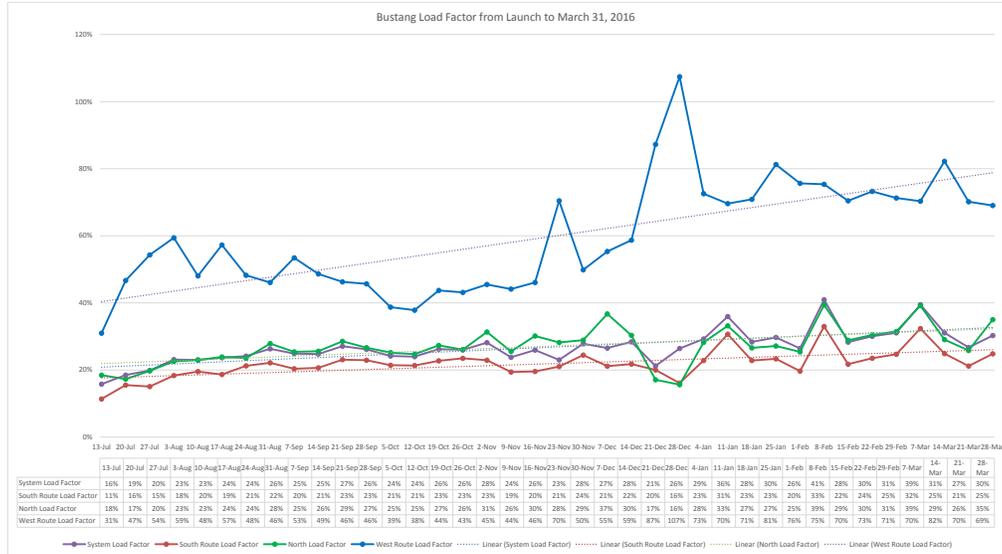
Attachments

Attachment A - Graphs - Load factor by week July 13, 2015 - March 31, 2016; ridership by quarter; ridership by month quarter 3

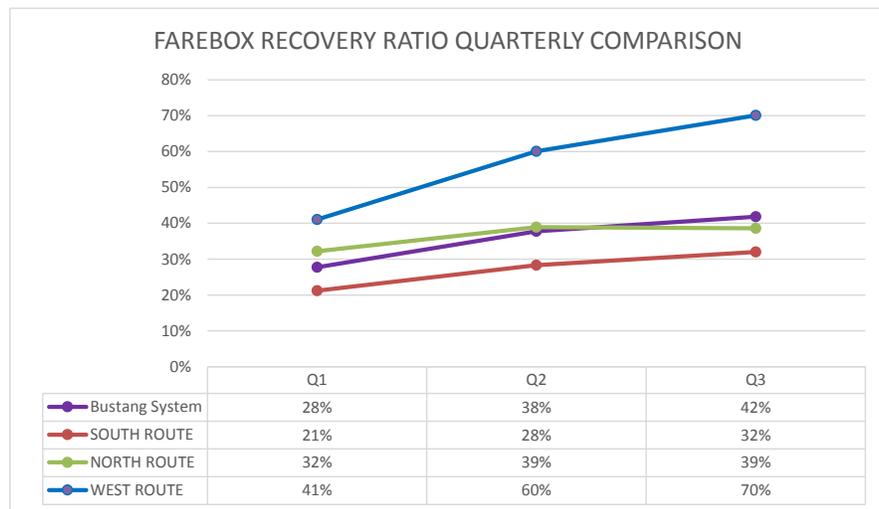
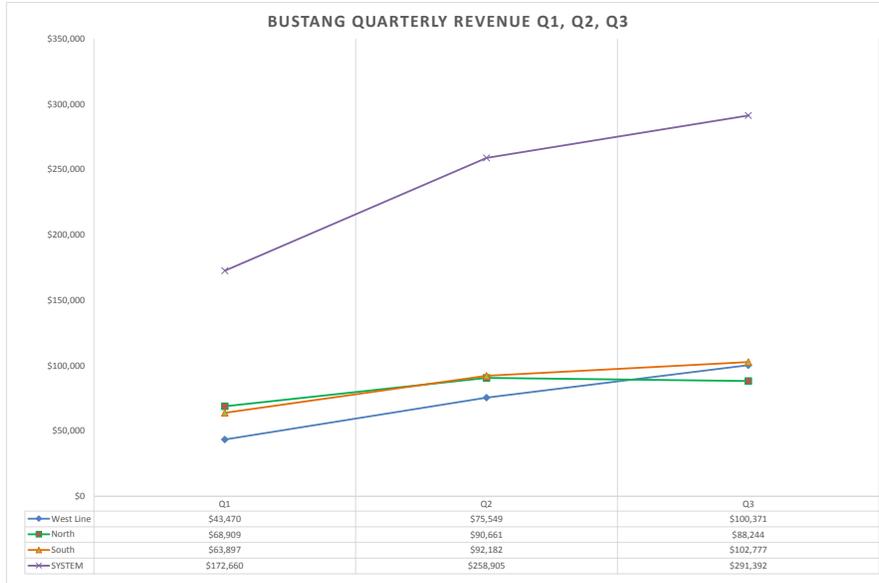
Attachment B - Graphs -Quarterly revenue by quarter; revenue by month quarter 3; quarterly farebox recovery comparison



Attachment A



Attachment B





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

DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: SB228 Transit Funding Update

Purpose

The purpose of this memo is to update the Transit & Intermodal Committee on the status of plans for the use of Senate Bill 228 transit funding.

Action

No action requested at this time. Item is informational only.

Background

In February 2015 the TC adopted PD 14 to guide future allocation of resources and investment decisions. Under “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 interregional 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 a year ago, and one of the priority needs of rural communities across the state is for better rural to urban transit connections for essential services; i.e. medical, business, shopping, pleasure, connection to the intercity and interregional transit network, airports, etc. In response to that input, a performance measure was adopted within the Statewide Transit Plan that charges CDOT with working to improve the percentage of Colorado’s rural population served by public transit.

Senate Bill 228 (SB 228) provides approximately \$200M in new revenue for CDOT in FY 2016, and forecasts an additional \$150M in expected new revenues in FY 2017; with at least 10% (approximately \$35M) dedicated to transit. The SB 228 program must be used for TC approved strategic projects with statewide or regional significance.

Details

Rural Regional Bus Plan update

SB 228 funds are not continuing long term, so are not appropriate for operating purposes and should be utilized only for capital investments. However, CDOT does have sources of continuing operating funds that could be used in conjunction with capital projects funded by SB 228 (buses and park and rides, for example) to develop a more refined and effective statewide bus network. CDOT receives approximately \$1.6M/year in FTA Section 5311(f) funds with guidance from FTA to support rural connections to the national intercity transit network, and to support the infrastructure of the intercity bus network including national commercial bus operators, such as Greyhound. Currently, the 5311(f) program in Colorado consists of individual routes proposed by others, and CDOT contracts to these public and private providers to operate the service. This current practice has benefits, but it is not coordinated into a state network, it includes amortized capital in the reimbursed operating costs, it does not guarantee that routes are established in the most needful areas, and is not branded as an integrated product. In addition to the FTA funds, the annual FASTER Transit Statewide program includes up to \$1.0M/year available for rural regional transit operations, of which approximately \$550K/year is currently utilized.

A Rural Regional bus conceptual plan has been developed to make effective use of the existing operating funds. Under this model, DTR will identify the Rural Regional network and contract with private and public operators to



provide the service. A complete briefing of the concept for an integrated Rural Regional Bus Plan was given to the T&I Committee in October and at a TC Workshop in November; an update was also given at the January T&I Committee meeting. TRAC reviewed and provided input in January and STAC was briefed at the March meeting. During April and May presentations are being made throughout the state to TRPs and MPOs, where we are asking for input on the Rural Regional conceptual plan, goals, and policy topics.

Once the Rural Regional routes and operating plan have been finalized, smaller buses sized to rural demand levels will be procured with SB 228 funds and utilized for the Rural Regional service. This approach optimizes the limited operating funds by leveraging SB 228 transit funds for bus capital purchases. Similar to Bustang, the Rural Regional system will be managed by CDOT through packages of competitively bid operating contracts. It is anticipated that operating packages of contracts could be bid in 2017 and the revised network of services can begin in 2018.

Park & Ride Development Strategy Update

An important piece of the integrated statewide plan is to expand and/or enhance the current Bustang Park & Ride facilities. A consultant has been retained and is currently assisting DTR in the SB 228 Park & Ride program development. Within the current Bustang system the following Park & Rides are being evaluated:

- Fort Collins/Harmony Road - expansion
- Loveland/US 34 - relocation
- Colorado Springs/Woodman Road - relocation
- Outer Ring (Castle Rock, SW Weld County and Idaho Springs) - possible new Bustang stops.

We also are exploring the need to construct or expand other Park & Ride facilities that currently serve or may soon serve the enhanced statewide Rural Regional network. To this end, DTR is working to evaluate locations throughout the state (Pueblo, Telluride, and others).

Winter Park Express - Refer to separate TC agenda item and memo.

Next Steps

- Complete TPR and MPO outreach to refine the Rural Regional plan; Spring/early Summer.
- Prepare conceptual designs and cost estimates for Park & Rides; Spring/early Summer.
- Present results and SB 228 expenditure recommendations to the T&I Committee; quarterly meeting in July.
- Seek TC approval of the SB 228 expenditure recommendations; August.
- Procure buses and contract operators; Fall 2016 through 2017.
- Begin the expanded network of services in 2018.





DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Safe Routes to School (SRTS) FY 2016 Projects

Purpose

This memo summarizes information about the Safe Routes to School (SRTS) projects recommended for funding for FY 2016.

Action

Pursuant to 43-1-1604 C.R.S. which states the Commission shall award grants under the Safe Routes to School program, recommend to the Transportation Commission the approval of the SRTS projects for FY 2016 as recommended by the nine-member SRTS Advisory Committee established in state statute.

Background

The SRTS program was established in 2005 by the federal Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), to enable and encourage children Kindergarten through 8th grade, including those with disabilities, to walk and bicycle to and from school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects to improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Since its inception, CDOT's SRTS program has distributed \$18.2 million FHWA and state funds through 205 grants to schools, school districts, cities, towns, and counties for both infrastructure (capital) and non-infrastructure (education and encouragement) projects. On average, 100 schools per year benefit from this program, which equates to more than 385,000 total Colorado students to date. Additionally, parents, teachers, drivers, and other community members also benefit from SRTS programs.

Under the transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), SRTS was included within the Transportation Alternatives Program (TAP). Because the amount of Federal funding for TAP was reduced from the level formerly allocated to Transportation Enhancement (TE), the Transportation Commission decided not to designate a specific portion of TAP funds for SRTS beyond FY 2013. The Commission did, however, allocate funds on a one-time basis in FY 2013 so the program could continue while other options were explored. The program was able to continue in FY 2014 by using project savings from prior SRTS SAFETEA-LU funds.

For the FY 2015 SRTS program, the Colorado State legislature provided \$700,000 as a one-year allocation from state general funds for non-infrastructure projects only, and removed language from the Colorado Statute requiring funds to be distributed based in proportion to the geographic distribution of K-8 student population. There was no allocation for infrastructure projects.

The FY 2016 federal Fixing America's Surface Transportation Act (FAST) maintains the SRTS program but, as under MAP-21, does not provide dedicated funding. In September 2015, the Transportation Commission approved through resolution 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.

Details

For FY 2016, \$2,500,000 was approved for distribution; \$2M for infrastructure and \$500,000 for non-infrastructure projects. A total of 38 qualified applications were received with representation from all five CDOT regions. Fifty-two percent of applications were from MPO areas and forty-eight percent from rural TPRs. Total requests equaled \$5,710,891 - exceeding the amount available by \$3,210,891.

The applications were reviewed and scored by the SRTS Advisory Committee, which, by statute, consists of representatives of MPOs, TPRs, educators, pedestrians, bicyclists, law enforcement, and parents.

The Committee spends hours reading and scoring every project, and then comes together for a full day to discuss, evaluate and determine the very best projects for funding. The Committee also ensures all budget items are eligible and



appropriate to the project. In a few cases where items are ineligible, they are removed from the application and the award amount is reduced.

Twenty-one projects are being recommended for funding for FY 2016 totaling \$2,000,000 for infrastructure projects and \$499,437 for non-infrastructure. All projects require a 20% cash match with several applicants providing a higher match. Attached is the project list with the 21 recommended projects highlighted; 7 infrastructure and 14 non-infrastructure.

Highlights of projects that are being recommended for funding include:

- a) Ninety-eight schools will benefit from these projects; 55% have greater than 50% free- and reduced-lunch eligible student populations; 11 are from rural TPRs
- b) Six are first-time recipients of a SRTS grant
- c) Examples of Infrastructure projects include:
 - i. Constructing new bicycle lanes and pedestrian sidewalk connections within school zones where no existing infrastructure exists
 - ii. Connecting areas around elementary or middle schools where sidewalks and bicycle infrastructure is in disrepair
 - iii. Building a pedestrian/bicycle underpass to replace an existing dangerous at-grade crosswalk on a four-lane highway connecting neighborhood and elementary and middle schools
 - iv. Eliminating missing links, adding bulb-outs, adding high visibility crosswalk markings, signage, bike racks, etc.
- d) Examples of Non-infrastructure projects include:
 - i. Providing pedestrian and bicycle safety education and encouragement to students
 - ii. Training PE teachers, police officers, and other community members in order to sustain bicycle and pedestrian training programs
 - iii. Developing a rotation schedule so every elementary school student receives bicycle and pedestrian skills training every three years
 - iv. Developing bike fleets to allow students access to bikes during PE classes on bicycle skills development
 - v. Engaging parents in activities that promote walking and bicycling to school

Next Steps

- Transit and Intermodal Committee recommendation to the Transportation Commission to approve the FY 2016 SRTS project list selected by the SRTS Advisory Committee
- Transportation Commission approval of FY 2016 SRTS projects
- Implementation of projects

Attachments

- Attachment A: FY 2016 SRTS Project List
- Attachment B: 2015-16 SRTS Advisory Committee Members
- Attachment C: Resolution



**Safe Routes to School
FY 2016 Projects Recommended for Funding**

INFRASTRUCTURE - Total Funding Available - \$2M

Application #	Applicant	Project Title	Total Project Cost (corrected)	Amount of CDOT funding	Funded?	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK
15	Summit County Government	Summit Cove Elementary School Pedestrian & Bicycle Safety Improvements	\$ 468,050	\$ 350,000	Y	3	TPR	I	90.444	1
6	City of Durango	Needham Elementary Connect II	\$ 506,140	\$ 350,000	Y	5	MPO	I	89.556	2
14	Town of Basalt	SH-82 Basalt Pedestrian Underpass	\$ 330,600	\$ 264,500	Y	3	TPR	I	83.000	3
12	Town of Pagosa Springs	Town of PS North Neighborhood SRTS & Bicycle Safety Improvements	\$ 440,000	\$ 346,500	Y	5	TPR	I	82.222	4
32	City of Boulder	19th Street Sidewalk Improvement	\$ 477,758	\$ 350,000	Y	4	MPO	I	78.889	5
17	Pueblo County Government	North Mesa Elementary Safe Routes & Bicycle Safety Improvements	\$ 250,000	\$ 200,000	Y	2	MPO	I	78.889	6
37	City of Englewood Community Development	Broadway/Mansfield Enhanced Safety Crossing	\$ 260,408	\$ 139,000	partial	1	MPO	I	78.625	7
7	City of Durango	School Area Flasher Speed Limit & Bicycle Safety Improvements	\$ 124,870		N	5	TPR	I	78.222	8
38	City of Englewood Community Development	Broadway/Tufts Enhanced Safety Crossing	\$ 220,628		N	1	MPO	I	78.000	9
33	Town of Frederick	Savannah to Thunder Valley & Bicycle Safety Improvements	\$ 579,606		N	4	MPO	I	77.556	10
30	City of Centennial	Relocate SN for-II MS	\$ 98,500		N	1	MPO	I	75.125	11
24	Pueblo West Metropolitan District	Swallows Charger Academy Sieeblo Connection	\$ 136,990		N	2	MPO	I	74.889	12
8	Poudre School District	Poudre SDS Fix-It Stations	\$ 60,000		N	4	MPO	I	74.000	13
34	Town of Castle Rock	Castle Rock - School & Bicycle Safety Improvements	\$ 101,300		N	1	MPO	I	70.889	14
11	Town of Cheyenne Wells	Cheyenne Wells & Bicycle Safety Improvements	\$ 552,149		N	4	TPR	I	68.222	15
2	City of Cherry Hills Village	Cherry Hills Village School Zone & Bicycle Safety Improvements	\$ 215,217		N	1	MPO	I	64.444	16
29	City of Centennial	S. Liverpool Street Sidewalk Project	\$ 414,706		N	1	MPO	I	60.000	17
21	Thompson R-2J School District	High Plains School K-8 Sideeompson Project	\$ 98,200		N	4	MPO	I	60.000	17
1	Town of Manassa	"Picking Up Manassa" SRTS	\$ 566,135		N	5	TPR	I	55.889	19

Safe Routes to School
FY 2016 Projects Recommended for Funding

NON-INFRASTRUCTURE - Total Funding Available - \$500K

Application #	Applicant	Project Title	Total Project Cost (corrected)	Amount of CDOT Funding	Funded?	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK
28	Sterling Parks, Library & Rec. Dept	Bringing SRTS to Sterling	\$ 28,969	\$ 23,175	Y	4	TPR	NI	88.222	1
20	City of Arvada	Lawrence ES SRTS Project	\$ 5,500	\$ 4,400	Y	1	MPO	NI	83.667	2
3	City of Fort Collins	Fort Collins Biking & Walking Camps, Clubs & Field Trips	\$ 16,200	\$ 12,960	Y	4	MPO	NI	83.222	3
16	City and County of Denver, Dept of Environmental Health	Denver Safe Routes to School (DSRTS)	\$ 103,200	\$ 86,000	Y	1	MPO	NI	83.000	4
27	Center Consolidated Schools 26JT	Center SRTS Program	\$ 80,499	\$ 64,399	Y	5	TPR	NI	81.778	5
4	City of Golden	City of Golden SRTS Program	\$ 36,700	\$ 29,360	Y	1	MPO	NI	81.444	6
31	Lake County Build a Generation	Lake County BAG SRTS Coalition	\$ 75,500	\$ 60,400	Y	3	TPR	NI	81.111	7
18	Englewood Schools Arapahoe I	Englewood Middle School Biking and Walking Project	\$ 25,459	\$ 20,367	Y	1	MPO	NI	80.889	8
22	Thompson R-2J SD	Walk Safe/Bike Safe Education	\$ 92,786	\$ 46,158	Y	4	MPO	NI	80.750	9
35	School District 27J (Brighton)	SRTS for Brighton Elementary Students	\$ 28,950	\$ 23,160	Y	1	MPO	NI	79.889	10
5	Archuleta SD	Retro Metro Kids	\$ 57,700	\$ 46,160	Y	5	TPR	NI	78.000	11
13	City of Durango	Citywide Educational Campaign	\$ 5,000	\$ 4,000	Y	5	TPR	NI	77.778	12
26	Holyoke School District Re-1J	Bringing SRTS to Holyoke	\$ 20,000	\$ 16,000	Y	4	TPR	NI	77.667	13
36	Mesa County and Grand Valley MPO	Mesa County Five E Safe Routes to School Program	\$ 78,623	\$ 62,898	Y	3	TPR	NI	77.250	14
25	Boulder County Transportation	Boulder County SRTS - Trip Tracker	\$ 98,108		N	4	MPO	NI	76.625	15
23	Cherry Creek SD	SRTS for Cherry Creek Schools	\$ 28,000		N	1	MPO	NI	76.000	16
9	City of Colorado Springs-Parks/ Rec/Cultural Svcs	Safe Routes with Trails	\$ 164,808		N	2	MPO	NI	76.000	17

2015-16 Safe Routes to School Advisory Committee

First Name	Last Name	Representing	Agency
Bevin	Barber-Campbell	Parents	Parent, Ouray School District R-1
Craig	Casper	MPOs	Regional Transportation Planner, Pikes Peak Area Council of Governments (PPACG MPO)
Elizabeth "Biz"	Collins	MPOs	Transportation Planner, Mesa County (Grand Valley MPO)
Mike	Gibbs	TPRs	Public Works Director, Town of Elizabeth (Eastern TPR)
Sarah	Harter	Educators	School Wellness Coordinator St. Vrain Valley Schools & LiveWell Longmont
Gosia	Kung	Pedestrians	Executive Director, WalkDenver
Marilyn	Russell	TPRs	Town Board of Trustees Town of La Veta (South Central TPR)
Deputy Scott	Sickafoose	Law Enforcement	Deputy Sheriff, Arapahoe County Sheriff's Department
Cate	Townley	Bicyclists	Built Environment Specialist, Colorado Department of Public Health & Environment

Current as of 4/20/16

Transportation Commission Resolution

April 21, 2016

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 federal funds to eligible projects that enable and encourage children K-8 to bicycle and walk to school; and

WHEREAS, in 2015, the Transportation Commission approved through resolution 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; and

WHEREAS, CDOT supports walking and biking as modes of transportation in Colorado; and

WHEREAS, Colorado is a national leader in SRTS, funding programs that have reached more than 960 schools statewide since 2005. This is more than 100 schools per year on average and more than 385,000 total Colorado students to date (in addition to parents, teachers, drivers, and community members who are also impacted by SRTS programs); and

WHEREAS, the SRTS program has replaced vehicle trips and increased the number of children walking and biking to school by as much as 31% in some schools; and

WHEREAS, approximately 95% of schools receiving SRTS funding had significantly increased rates of children walking and biking to school; and

WHEREAS, CDOT has awarded more than \$18.2 million in FHWA and state funds from 2005 through 2015 for SRTS program grants; and

WHEREAS, Colorado SRTS Advisory Committee was appointed by the CDOT Executive Director as per state statute to represent educators, parents, law enforcement, pedestrians, bicyclists, and transportation advisors to review all applications and to recommend projects for funding; and

WHEREAS, the SRTS Advisory Committee selected projects in March 2016 to recommend to the Commission for approval:

NOW THEREFORE BE IT RESOLVED, the Commission approves the 21 highlighted projects recommended on the Fiscal Year 2016 Safe Routes to School Project List, dated April 20, 2016

BE IT FURTHER RESOLVED, the Commission directs staff to take appropriate steps to amend the STIP, if required, and supplement the budget to be able to proceed with contract development.



DATE: April 20, 2016
TO: Transit & Intermodal Committee
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: CDOT Policy 1602: Elevating Bicycling and Walking Opportunities in Colorado

Purpose

This memo summarizes information about a recent review and update to CDOT Policy 1602 “Bike and Pedestrian.”

Action

Recommend to the Transportation Commission the approval of updated and re-named CDOT Policy 1602: “Elevating Bicycling and Walking Opportunities in Colorado.”

Background

CDOT Policy 1602 “Bike and Pedestrian” required a review beginning in the fall of 2015. As such, CDOT stakeholders including executive management, engineering, planning and maintenance have reviewed and commented.

Details

In July 1977, CDOT adopted Policy 1602 “Bikeways” in an effort to encourage and to build separated bikeways as part of larger highway projects. The bikeways were to help improve safety and mobility for bicyclists throughout the state.

In 2009, the Policy was revised and renamed “Bike and Pedestrian.” This revised Policy again focused on enhancing safety and mobility for bicyclists, but it also added pedestrian mobility. Additionally, it expanded the effort to require the needs of bicyclists and pedestrians be included in the planning, design, and operation of transportation facilities, as a matter of routine. Any decision to not accommodate bicyclists and pedestrians would need to be documented based on one or more criteria spelled out in the Procedural Directive:

- Bicyclists and pedestrians are prohibited by law from using the roadway (such as portions of I-70, I-25 and US6)
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. (Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.)
- Where scarcity of population or other factors indicate an absence of need.

While the Policy was groundbreaking for CDOT, it had limited results in its application. This updated Policy reinforces the need to accommodate bicyclists and pedestrians, and brings the exemption criteria into the Policy. A detailed Procedural Directive is also being developed to provide clear direction on how to implement the policy and verify compliance.

Key Benefits

In addition to supporting Governor Hickenlooper’s Initiative of becoming the Number One Bicycle Friendly State, this Policy also increases capacity by providing more mode choice among all road users. By programming, planning, building and maintaining bicycle and pedestrian networks, CDOT is helping to reduce congestion, improve air quality, improve health, and provide options for people of all ages and ethnicities on their travel decisions.

This Policy is also helping local agencies develop bicycle and pedestrian policies within their own communities. Language taken directly from our Policy has been integrated into other planning and policy documents throughout the state.

Next Steps

- Transit and Intermodal Committee recommendation to the Transportation Commission to adopt Policy 1602 “Elevating Bicycling and Walking Opportunities in Colorado
- Transportation Commission approval of Policy 1602 in May, 2016.
- Finalize Procedural Directive.

Attachments

- Attachment A: Transportation Commission Policy 1602: “Elevating Bicycling and Walking Opportunities in Colorado”



COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Elevating Bicycle and Pedestrian Opportunities in Colorado		Number 1602.0
Effective	Supersedes 10.22.09	Originating Office Division of Transportation Development Bicycle and Pedestrian Program

I. PURPOSE

I. PURPOSE

The Transportation Commission supports the Colorado Department of Transportation (“CDOT” or “Department”) in elevating the needs of bicyclists and pedestrians in the planning, design, and operation of transportation facilities as a necessary component of all projects. The Department will promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system. This includes all aspects of accommodating pedestrians and bicyclists, from planning, programming, design, construction, to operation, maintenance and education.

II. AUTHORITY

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

§ 43-1-120, C.R.S. (requiring that exemptions be documented)

See Appendix “A” for additional authority

III. APPLICABILITY

This Policy Directive applies to all branches, divisions, regions and offices of CDOT and consultants working for CDOT. All projects overseen by CDOT or within CDOT right-of-way shall adhere to this Policy Directive.

IV. POLICY

A. In conformance with § 43-1-120(2)(c), C.R.S., FHWA Guidance, and Procedural Directive 1602.1, the Department shall include the needs of bicyclists and pedestrians in the planning, design, operation and maintenance of transportation facilities as a necessary component of all programs and activities.

B. Any decision of the Department to not accommodate the needs of bicyclists and pedestrians in the planning, design, and operation of transportation facilities shall be documented prior to

finalizing the decision. The decision must be based on at least one or more of the following exemption criteria herein established by the Commission:

1. Bicyclists and pedestrians are prohibited by law from using the roadway; or
2. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. (Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.); or
3. Where scarcity of population or other factors indicate an absence of need

C. The Department shall follow the requirements of the bicycle and pedestrian program set forth more specifically in Procedural Directive 1602.1.

V. IMPLEMENTATION PLAN

This Policy Directive shall be effective upon signature.

This Policy Directive applies to all projects scoped after the effective date.

VI. REVIEW DATE

This Policy Directive shall be reviewed on or before May 2021.

Herman Stockinger
Transportation Secretary

Date of Approval

Subject	Number
Elevating Bicycle and Pedestrian Opportunities in Colorado	1602.0

Appendix “A”

Authority Pertaining to CDOT’s Bicycle and Pedestrian Program

Fixing America's Surface Transportation Act (“FAST Act”), Pub. L. No. 114-94, 129 Stat. 1312 (2015).

Moving Ahead for Progress in the 21st Century Act (MAP-21), 2012, 23 U.S.C. 127

23 U.S.C. 104 (Federal funds)

23 U.S.C. 109 (existing routes)

23 U.S.C. 134 and 135 (planning for all modes)

23 U.S.C. 217 (due consideration for bicycles/pedestrians)

23 U.S.C. 402 (highway safety)

23 U.S.C. 652 (bicycle/pedestrian accommodation in projects)

[United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#), March 11, 2010

Federal Highway Administration “Accommodating Bicycle and Pedestrian Travel: A Recommended Approach”

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

Federal Highway Administration: “Bicycle and Pedestrian Provisions of Federal Transportation Legislation”http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/guidance_2015.cfm#bp4

§ 43-1-120, C.R.S. (requiring that exemptions be documented)



DATE: April 13, 2016
TO: Transportation Commission
FROM: Greg Diehl, Civil Rights Program Director
SUBJECT: Small Business Event: Meet-and-Greet Your Transportation Commissioners on April 20, 2016 at 4pm

Purpose

The Meet-and-Greet Your Transportation Commissioners event will give Transportation Commissioners the opportunity to get better acquainted with Colorado's small businesses that engage in highway construction and design work.

Background

This event was organized in response to a request by the DBE Committee to have an opportunity to meet with small businesses.

Details

The Meet & Greet Your Transportation Commissioners event will give you the opportunity to get better acquainted with Colorado small businesses (DBE/ESB) seeking to do work with CDOT. Please review the agenda below and be prepared to introduce yourself, briefly discuss your priorities as a commissioner, and what you hope to learn from the small business community.

Event Agenda

1. Introduction of Heather Barry, DBE Committee Chair, & format of the event, Greg Diehl
2. Welcome, Heather Barry
3. Commissioner Self-Introductions & Area of Priority
4. Focus group discussions

The event will be held in the CDOT Headquarters Auditorium on April 20, 2016 from 4-5pm.



Transportation Commission of Colorado
Regular Meeting Minutes
March 16, 2016

Chairwoman Kathy Connell convened the meeting at 1:07 p.m. at the CDOT Headquarters in Denver.

PRESENT WERE: Kathy Connell, Chairwoman, District 6
Shannon Gifford, District 1
Ed Peterson, District 2
Heather Barry, District 4
Kathy Gilliland, District 5
Kathy Hall, District 7
Sidny Zink, District 8
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Nolan Schriner, District 9
Gary Reiff, Vice Chair District 3

ALSO PRESENT: Shailen Bhatt, Executive Director
Michael Lewis, Deputy Executive Director
Josh Laipply, Chief Engineer
Debra Perkins-Smith, Director of Transportation Development
Maria Sobota, CFO
Herman Stockinger, Government Relations Director
Paul Jesaitis, Region 1 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
Scott McDaniel, Staff Services Director
David Spector, HPTE Director
Ryan Rice, Operations Division Director
Mark Imhoff, Director of Transit and Rail
Vince Rogalski, STAC Chairman
David Ulane, Director of Aeronautics
Alicia Nolan, FHWA Representative

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 noted that item #9 on the agenda, Wadsworth Highland to 10th Right of Way Condemnation has been pulled from the agenda, and will go in front of the commission at a later date.

Audience Participation

Chairwoman Connell opened the meeting for general public comment. There were no public comments. As the meeting started early, she mentioned they will be opening the floor for public comment multiple times throughout the meeting.

STAC Report

Vince Rogalski had a couple items to report. This week, on Friday there will be a STAC meeting. At the last STAC meeting, Traffic Incident Management was discussed. At the meeting cooperation between emergency responders and highway patrol was highlighted to show how well accidents are cleared off. He also mentioned that SB 228 projects were strategically listed in 2014 to show the need of the money. The discussion at the time was about adding new projects to the list. To decide on particular projects will be on or off the list, they are put through a strict metric.

Individual Commissioner Comments

Commissioner Hall commented on the rock fall on I-70 and how significant the impact is to everyone on the west of the corridor and along it. The canyon is a significant economic driver in the area, and the commission needs to be very aware of this fact. This is a good place where an alternate route would help in situations like the rock fall.

Commissioner Gifford spoke at the Downtown Democratic forum. She was given the opportunity to give a broad overview of CDOT, and focused on local issues. However the rock fall topic was brought up as well. She stated that as part of living in such a beautiful state like Colorado, we have to deal with issues like the Glenwood Canyon fall. She also stated that there is a lot of concern around town regarding the drainage project connected with the Central 70 Project.

Commissioner Hofmeister had a slower month in Northeastern Colorado. He noted that he has seen an uptick in construction now that spring is upon us.

Commissioner Thiebaut stated that he was very surprised with how good the road conditions were on Monument pass despite the storm. He congratulated the people who do that great work along the highway. Commissioner Thiebaut also was impressed with the signs stating how many cell phone related deaths there have been in the state. It made him reflect on why safety when driving is paramount when driving on the CDOT system.

Commissioner Peterson spoke with the Arvada Kiwanis club the morning of commission. He spoke to about 40 people about safety issues and the Goals at CDOT to be the best DOT in the nation. Commissioner Peterson also attended JEFFTAG, where he had a robust discussion on transportation issues in the area.

Commissioner Zink attended a Transit Town Hall in Durango that had a very engaged conversation on issues throughout the 5 county area. Executive Director Bhatt along with some staff took the trip down to Durango to conduct interviews for the new Region 5 Director.

Commissioner Barry thanked Louisville for hosting Bagels with Barry last week, and thanked the RTDs and staff for their help.

Commissioner Gilliland had a lot of activity this month around TRANSbond and tolling. She continues to get the word out about why CDOT needs more revenue streams. She attended a roundtable with a number of officials that centered on transportation. She stated there is a lot of interest throughout the area on transportation. Finally she spoke to a number of meetings in Larimer County discussing what their options are to help their traffic situation. They are finding a number of solutions to bring money to the table and help projects along through regional collaboration. She is hopeful for the TIGER Grants, and is happy to see this level of collaboration.

Chairwoman Connell took a second to recognize the hard work of her fellow commissioners this month. She has seen a lot of partnership between the staff and commission, and is thankful to see that. Next, she seconded Kathy Hall's comments on the need to look at resiliency plans around I-70 for when issues like the rock fall occur. In February, she had the opportunity to travel with CDOT to Washington, DC. Thanks to efforts from staff, they were fully prepared for great conversations with the senators and representatives. They were all very successful meetings that ended with a lot of positive discussions. Finally she noted that the PPSL was used on her trip in as a detour route around a wreck. This reduced the potential for a huge wreck, and thanked the crew for that great solution.

Executive Director's Report

Executive Director Shailen Bhatt agreed that there was great collaboration and meetings in Washington, D.C. He also thanked the commission for their interest and time taken out to fight for good transportation in the state. He noted that typically in transportation the criticism is typically negative, not positive.

He stated that to become the best, we need to save lives and make lives better. However this year, we have had 59 fatalities on our roads. That number is much better than this same time last year, however zero deaths on the roadway is the goal.

Finally, he shared that Denver has been selected as a finalist for the Smart Cities competition. He noted that RoadX and their partnership with Denver was a big part in Denver being accepted as a finalist.

Chief Engineer's Report

Chief Engineer Josh Laipply had the opportunity to go the Hispanic Contractors Award banquet. At the banquet, he was asked to speak after Denver Mayor Michael Hancock about the Central 70 project. CCA and ACEC met with CDOT for a training seminar. The goal of this first time meeting was to get everyone on the same page for project collaboration and to solve project issues better as a team in the future. Additionally, he introduced the new Program Management Office Director, Jane Fischer.

HPTE Director's Report

HPTE director David Spector updated the commissioners on the HPTE board, who approved the P3 Management Manual, complying with their audit findings. The board will also be doing a strategic planning retreat in April to figure out their direction for

the future. He also had the opportunity to talk at a P3 conference in Texas. He noted there is a lot of nationwide interest in what CDOT is doing in the field of P3s.

Last month, the I-25 North Loop was approved at a very favorable rate. This opens up the express tolls all the way up to E-470. Additionally, the first two segment lanes are going to be open this week. Toll commencement will take place early in the summer. Phase 2 on Us 36 will open in late March, and the bike lane is fully open. Finally, he noted that the Central 70 Final EIS ROD will be received later this summer.

FHWA Division Administrator Report

FHWA Division Administrator John Cater updated the commission on the requirements of MAP 21 that required performance management in state DOT's. They are releasing now the requirements after a tremendous amount of communication and collaborations. He recently had the chance to meet with his counterparts in the west. They discussed how to better address improper payments across the program nationally. They will be releasing a corrective action program nationally shortly. Additionally, it is important for CDOT to release their ADA plan shortly to comply with federal standards.

Act on Consent Agenda

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

Resolution #TC-16-3-1

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for Feb. 18, 2016, are approved.

Repeal of Policy Directive 207.0

Resolution #TC-16-3-2

Resolution # TC-16-3-2

Repeal of Policy Directive 207.0 "Travel Policy".

Approved by the Transportation Commission on March 16, 2016

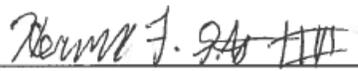
WHEREAS, under the Colorado Revised Statutes § 43-1-106(8), the Transportation Commission of Colorado has the statutory responsibility to set policies for the Colorado Department of Transportation (CDOT); and

WHEREAS, the Transportation Commission supports the Department's efforts to eliminate when possible directives that are no longer necessary, are out of date, or are duplicative of federal and state laws and regulations; and

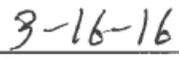
WHEREAS, Policy Directive 207.0 was adopted by the Transportation Commission on February 18, 2010, providing general policy for out-of-state, in-state, and foreign travel by Department employees; and

WHEREAS, Policy Directive 207.0 is no longer necessary given that the Executive Director has updated Procedural Directive 207.2 "Out-of-State Travel" which improves the process and reduces paperwork, and existing Procedural Directive 207.1 provides sufficient guidance for in-state travel.

NOW THEREFORE BE IT RESOLVED, the Commission herein REPEALS Policy Directive 207.0 "Travel Policy" as being no longer necessary.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date of Approval

Repeal of Policy Directive 501.0

Resolution #TC-16-3-3

Resolution # TC-16-3-3

Repeal of Policy Directive 501.0 "Drainage Design and Cooperative Storm Drainage System"

Approved by the Transportation Commission on March 16, 2016

WHEREAS, under the Colorado Revised Statutes § 43-1-106(8), the Transportation Commission of Colorado has the statutory responsibility to set policies for the Colorado Department of Transportation (CDOT); and

WHEREAS, the Transportation Commission supports the Department's efforts to eliminate when possible directives that are no longer necessary, are out of date, or are duplicative of federal and state laws and regulations; and

WHEREAS, Policy Directive 501.0 was adopted by the Transportation Commission on July 20, 2009, and referenced Procedural Directives 501.1 and 501.2 for implementation requirements; and

WHEREAS, the Executive Director has updated Procedural Directive 501.1 to consolidate and include all of the requirements in Policy Directive 501.0 and Procedural Directives 501.1 and 501.2; and

WHEREAS, Policy Directive 501.0 is no longer necessary given that Procedural Directive 501.1 provides sufficient guidance.

NOW THEREFORE BE IT RESOLVED, the Commission herein **REPEALS** Policy Directive 501.0 "Drainage Design and Cooperative Storm Drainage System" as being no longer necessary.



Herman Stockinger, Secretary
Transportation Commission of Colorado

3-16-16
Date of Approval

Repeal of Policy Directive 503.0
Resolution #TC-16-3-4

Resolution # TC-16-3-4

Repeal of Policy Directive 503.0 "Landscaping with Native Plant Material"

Approved by the Transportation Commission on March 16, 2016

WHEREAS, under the Colorado Revised Statutes § 43-1-106(8), the Transportation Commission of Colorado has the statutory responsibility to set policies for the Colorado Department of Transportation (CDOT); and

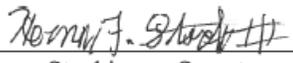
WHEREAS, the Transportation Commission supports the Department's efforts to eliminate when possible directives that are no longer necessary, are out of date, or are duplicative of federal and state laws and regulations; and

WHEREAS, Policy Directive 503.0 was adopted by the Transportation Commission on December 15, 1977; and

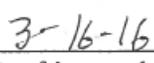
WHEREAS, federal and state laws have changed since 1977, including requirements related to landscaping plantings, irrigation, water conservation, composting, and best practices with regard to lessening chemical use on Department rights-of-way; and

WHEREAS, Policy Directive 503.0 is no longer necessary given that the Executive Director has updated Procedural Directive 503.1 "Landscaping with Colorado Native Plant Species" which provides detailed procedures for the Department to follow pursuant to updated federal and state requirements.

NOW THEREFORE BE IT RESOLVED, the Commission herein REPEALS Policy Directive 503.0 "Landscaping with Native Plant Materials" as being no longer necessary.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date of Approval

Release for Public Review Draft FY 2017-2020 STIP

Resolution #TC-16-3-5

Resolution # TC-16-3-5

Resolution for Release of the Fiscal Year 2017-2020 Statewide Transportation Improvement Program (STIP) for Public Review and Comment Period

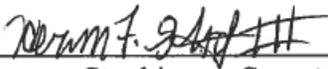
Approved by the Transportation Commission on March 16, 2016

WHEREAS, the Fiscal Year 2017-2020 Statewide Transportation Improvement Program has been prepared in accordance with 23 CFR Parts 450.210 and 450.216; and

WHEREAS, the Fiscal Year 2017-2020 Statewide Transportation Improvement Program is consistent with the 2040 Statewide Transportation Plan; and

WHEREAS, 23 CFR Part 450.210 requires public comment on the proposed STIP, which will take place between March 22, 2016 and April 29, 2016.

NOW THEREFORE BE IT RESOLVED, that the Colorado Transportation Commission releases the Fiscal Year 2017-2020 Statewide Transportation Improvement Program, in conjunction with 23 CFR Part 450.210, for public review and comment.



Herman Stockinger, Secretary
Approval Transportation Commission of Colorado

3-22-16

Date of

**Discuss and Act on Maintenance Projects over \$50k and under \$150k
Resolution #TC-16-3-6**

Resolution #TC-16-3-6

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

Approved by the Transportation Commission on March 16, 2016

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; Section 1 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.

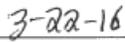
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Region 4 Section 1

Highway	Begin MP	End MP	Type	Estimate
34B	166.1	166.1	Culvert Lining	\$51,900.00
34A	111.233	By Pass	Slope Paving	\$54,200.00
Total – Region 4 Section 1				\$106,100.00

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


 Date of Approval

SH 128 ROW Exchange

Resolution #TC-16-3-7

Resolution # TC-16-3-7

SH 128 ROW Exchange.

Approved by the Transportation Commission on March 16, 2016

WHEREAS, Jefferson County Rocky Mountain Airport was granted a federal grant from the Federal Aviation Administration (FAA) in the early 2010's to lengthen its main runways;

WHEREAS, realignment of a portion of SH 128 northwesterly was necessary to extend Jefferson County Rocky Mountain Airport's runways;

WHEREAS, Jefferson County was required to obtain all of the right of way for the realignment of SH 128 in accordance with all CDOT, state and federal regulations;

WHEREAS, upon completion, the acquired right of way of the realigned SH 128 was to be exchanged with CDOT for the right of way now lying underneath the extended runways

WHEREAS, realignment of SH 128 has been completed;

WHEREAS, Parcel 2 consists of 440,945 square feet;

WHEREAS, Parcels 1, 1A, PE-1, PE-3, PE-3A, AP-4Rev, 5 and 5A combined consist of 548,553 square feet;

WHEREAS, the Department of Transportation would like to exchange Parcel 2 for Parcels 1, 1A and PE-1 from the City and County of Broomfield and Parcels PE-3, PE-3A, AP-4Rev, 5, 5A from the County of Jefferson;

WHEREAS, the disposal of Parcel 2 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 440,945 sf of Parcel 2 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 for fair market value;

WHEREAS, the parcels being exchanged have the same value on a dollar per square foot basis;

WHEREAS, CDOT is obtaining more square feet than it is disposing of in this exchange, and therefore meets the requirement to obtain fair market value in accordance with (C.R.S) 43-1-210(5)(a)(I);

Property Disposal: SH 385 Wray, CO

Resolution #TC-16-3-8

Resolution # TC-16-3-8

Property disposal: SH 385 Wray, CO

Approved by the Transportation Commission on March 16, 2016

WHEREAS, CDOT acquired Parcel 1EX (Tract 1) in 1953 in Yuma County as a part of CDOT Project # S 0001 (11) for use as US 385;

WHEREAS, actual construction of US 385 was not centered in the right of way, which created an excess, Parcel 1EX (Tract 1), on one side of the curve;

WHEREAS, Parcel 1EX (Tract 1) consists of 23,142 square feet;

WHEREAS, CDOT discovered signage advertising business on the adjacent property encroaching upon Parcel 1EX (Tract 1);

WHEREAS, the adjacent property owners, William E. Cure and Janet K. Cure would like to resolve the encroachment;

WHEREAS, the disposal of Parcel 1EX (Tract 1) would resolve the encroachment;

WHEREAS, the Department of Transportation would like to sell Parcel 1EX (Tract 1) to the adjacent property owner, William E. Cure and Janet K. Cure for fair market value;

WHEREAS, the disposal of Parcel 1EX (Tract 1) will not affect the operation, maintenance, use or safety of CDOT's facility;

WHEREAS, the Department of Transportation, Region 4 has declared through Joshua Laipply as Chief Engineer, that Parcel 1EX (Tract 1) 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 for fair market value;

WHEREAS, the Department has determined that Parcel 1EX consisting of 23,142 sf of US 385 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;

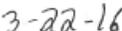
WHEREAS, William E. Cure and Janet K. Cure desires to exercise its right of refusal to purchase the 23,142 sf of US 385 right of way which is no longer needed for transportation purposes;

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 Parcel 1EX (Tract 1) as excess property and dispose of the 23,142 sf of US 385 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.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date of Approval

Relinquishment of I-70 Parcels to Eagle County

Resolution #TC-16-3-9

Resolution # TC-16-3-9

Relinquishment of I-70 Parcels to Eagle County

Approved by the Transportation Commission on March 16, 2016

WHEREAS, CDOT acquired Parcels 37 REV.3, 38 REV.3, 41-B and E-41A in the early 1970s in Eagle County as a part of CDOT Project No. I 70-2(10) Unit 1 to facilitate the construction of I-70;

WHEREAS, the subject parcels were acquired to effect of a channel change of the Eagle River for the construction of I-70;

WHEREAS, the subject parcels have not been needed for transportation or maintenance purposes subsequent to the river channel change and construction of I-70;

WHEREAS, Parcel 37 REV.3 consists 0.818 acres;

WHEREAS, Parcel 38 REV.3 consists 1.074 acres;

WHEREAS, Parcel 41-B consists 2.174 acres;

WHEREAS, the combined Parcels 37Rev.3, 38Rev.3 and 41-B consists of 4.066 acres of land;

WHEREAS, Parcel E-41A, a permanent easement, contains 0.714 acres;

WHEREAS, Eagle County is interested in the subject parcels to accommodate the development of a whitewater park and associated amenities;

WHEREAS, the Department of Transportation would like to quitclaim Parcels 37Rev.3, 38Rev.3, 41-B and E-41A to the County of Eagle;

WHEREAS, if the 4.066 acres, comprising Parcels 37Rev.3, 38Rev.3 and 41-B, and the 0.714 acres, Parcel E-41A, to be conveyed to Eagle County ever ceases to use the subject parcels for social, environmental and nonproprietary governmental purposes pursuant to 23 CFR 710.403(d)(1) then the subject parcels shall revert to CDOT;

WHEREAS, in the event the placement of outdoor advertising signs on or near the subject parcels violates the Federal-Aid Highway Act of 1958 and/or the Federal Highway Beautification Act of 1965, the subject parcels shall revert to CDOT, after notice and a reasonable opportunity to cure;

WHEREAS, the disposal of Parcels 37 REV.3, 38 REV.3, 41-B and E-41A will not affect the operation, maintenance, safety or use of any CDOT facility;

WHEREAS, the Department of Transportation, Region 3 has declared through Joshua Laipply as Chief Engineer, that the 4.066 acres of land and 0.714 acres of permanent easement is not needed for State 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, 23 CFR 710.403(d)(1) allows CDOT to convey property to other governmental entities for nominal value if the property is used for social, environmental, economic or nonproprietary governmental use;

WHEREAS, FHWA has concurred to the disposal of the subject parcels;

WHEREAS, the County of Eagle desires to exercise its right of refusal to purchase the 4.066 acres of land and 0.714 acres of permanent easement in I-70 right of way, which is no longer needed for State transportation purposes;

WHEREAS, the Board of County Commissioners of the County of Eagle adopted Resolution No. 2015-007, authorizing acceptance of the subject parcels solely for social, environmental and nonproprietary governmental purposes pursuant to 23 CFR 710.403(d)(1);

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 37Rev.3, 38Rev.3, 41-B and E-41A as excess property and dispose of the I-70 right of way which is no longer needed for State transportation purposes for nominal value.

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

3-22-16
Date of Approval

Disposal of Abandoned Rifle Maintenance Site **Resolution #TC-16-3-10**

Resolution # TC-16-3-10

Disposal of Abandoned Rifle Maintenance Site.

Approved by the Transportation Commission on March 16, 2016

WHEREAS, CDOT acquired property located at 1115 Park Avenue in the City of Rifle in 1947 and used the property as a maintenance site serving portions of Garfield County;

WHEREAS, CDOT ceased using the property as a maintenance site in 1989;

WHEREAS, the establishment of additional maintenance sites have rendered this property unnecessary for CDOT purposes;

WHEREAS, the subject property consists of 36,250 square feet (0.832 acres);

WHEREAS, Garfield County would like to purchase the property without restrictions or reversions at fair market value;

WHEREAS, the Department of Transportation would like to sell the property located at 1115 Park Avenue in the City of Rifle to Garfield County;

WHEREAS, the disposal of the subject property will not affect the operation, maintenance, use or safety of CDOT's facility;

WHEREAS, the Department of Transportation, Region 3 has declared through Joshua Laippy as Chief Engineer, that property is no longer needed for maintenance of 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 subject property consisting of 36,250 sf has stand-alone value;

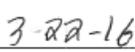
WHEREAS, pursuant to Colorado Revised Statutes (C.R.S.) 43-1-210(5)(a)(IV), if the Department determines that such property or interest is of use to more than one owner or potential owner, any political subdivision of this state including but not limited to any state agency, city or town, or county located within the boundaries of the property or interest therein shall have first right of refusal to purchase or exchange such property or interest at the fair market value;

WHEREAS, Garfield County desires to exercise its first right of refusal to purchase the subject property, which is no longer needed for maintenance or 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 the subject property at 1115 Park Avenue in Rifle as excess property and sell the subject property consisting of 36,250 sf, which is no longer needed for maintenance or 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.


Herman Stockinger, Secretary


Date of Approval

Ratification of TC Resolution #TC-3212

Resolution #TC-16-3-11

Resolution # TC-16-3-11

Ratification of Transportation Commission Resolution #TC-3212
Abandoning SH 33 BRIDGE #E-17-AH Project #NHPP -33A-001 and
Project Code 20343 to the City and County of Denver.

Approved by the Transportation Commission on March 16, 2016

WHEREAS, the Transportation Commission is authorized pursuant to Colorado Revised Statutes § 43-2-106 to make determinations regarding abandonment of State Highways to the affected counties or municipalities; and

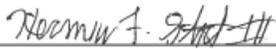
WHEREAS, the Transportation Commission approved the abandonment of Bridge #E-17-AH on State Highway 33 to the City and County of Denver ("City") through Resolution #TC-3212 on December 18, 2014, in exchange for a payment of \$2,000,000.00; and

WHEREAS, Resolution #TC-3212 and Colorado Revised Statutes § 43-2-106(1)(a) required the City to adopt an ordinance within 90 days of official notice of abandonment by the Transportation Commission, which was December 19, 2014; and

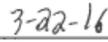
WHEREAS, CDOT staff worked with City representatives, but the City did not pass the requisite ordinance agreeing to accept ownership of SH 33 Bridge #E-17-AH until January 19, 2016; and

WHEREAS, in order to comply with statutory requirements, CDOT requests that the Transportation Commission ratify its previous resolution in which it abandoned SH 33 BRIDGE #E-17-AH to the City and County of Denver in exchange for a payment of \$2,000,000.00.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission ratifies Transportation Commission Resolution #TC-3212 abandoning SH33 BRIDGE #E-17-AH to the City and County of Denver in exchange for a payment of \$2,000,000.00.



Herman Stockinger, Secretary
Transportation Commission of
Colorado



Date

P3 Manual

Resolution #TC-16-3-12

Resolution #TC-16-3-12

Approving the CDOT/HPTE P3 Management Manual

Approved by the Transportation Commission on March 16, 2016

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

WHEREAS, on September 30, 2013, by Resolution #TC-3100, the Transportation Commission approved a Memorandum of Understanding (“the “MOU”) between CDOT and the High Performance Transportation Enterprise (“HPTE”) defining the roles and responsibilities of CDOT and HPTE in advancing and promoting their respective missions, including with respect to projects involving public-private partnerships (“P3s”); and

WHEREAS, the March 30, 2015, HPTE Legislative Audit concluded that the application of project management principles is crucial to managing projects for the State, and recommended the development of additional guidance to support such a framework; and

WHEREAS, HPTE and CDOT have jointly developed a P3 Management Manual to provide for a consistent approach for the selection of potential P3 projects, and to outline a framework for the development, implementation and oversight of P3 projects; and

WHEREAS, in order to optimize efficiencies in the delivery of P3 projects, the P3 Management Manual clarifies the roles and responsibilities of CDOT and HPTE with respect to the delivery of P3 projects, including certain identified areas where changes have been made from the allocation of roles and responsibilities described in the MOU; and

WHEREAS, to the extent there are inconsistencies between the P3 Management Manual and the MOU, it is the intent of the Transportation Commission that the P3 Management Manual shall govern.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves the P3 Management Manual in the form presented.

BE IT FURTHER RESOLVED, the Transportation Commission also authorizes CDOT’s Executive Director or the Chief Engineer to deviate from the specific requirements outlined in the P3 Management Manual if a particular project or circumstance warrants such deviation, and to approve minor revisions to the P3 Management Manual, provided that the Executive Director or Chief Engineer shall timely report to the Chairperson of the Transportation Commission any

Discuss and Act on the 9th Budget Supplement of FY 2016

CFO Maria Sobota drew the commissioner’s attention to the one project and one snow and ice requests. There was also a RoadX request that had been submitted before. Finally there are a few FHWA requests in the supplement as well. Maria opened the floor for questions.

Commissioner Zink asked for clarification for the shortfall. Maria Sobota stated that they have a projection for the year, however at this point the projection is historical, so we cannot project an accurate shortfall. They will ask for funding once a accurate projection is available.

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

Resolution #TC-16-3-13

Discuss and Act on Fiscal Year 2015-16 Amended Annual Budget

Maria Sobota opened the floor for questions. There were none.

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

Resolution #TC-16-3-14

Resolution # TC-16-3-14

Resolution for the amended fiscal year 2015-16 annual budget.

Approved by the Transportation Commission on March 16, 2016

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

WHEREAS, C.R.S. § 43-1-113(9)(c) requires the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for each fiscal year; and

WHEREAS, the Transportation Commission adopted and submitted the Fiscal Year 2015-16 final budget allocation plan to the Governor by April 15, 2015; and

WHEREAS, the Fixing America's Surface Transportation Act created updated funding formulas and allocations to the Colorado Department of Transportation for Fiscal Year 2015-16; and

WHEREAS, the Office of State Planning and Budgeting (OSPB) released an economic forecast in December 2015 projecting a General Fund transfer to the State Highway Fund of \$200.2 million, requiring adjustments in CDOT Senate Bill 09-228 estimates; and

WHEREAS, the Fiscal Year 2015-16 final budget allocation plan requires an updated strategic projects line item based on the December 2015 OSPB economic forecast; and

WHEREAS, the Division of Aeronautics has an updated revenue forecast for Fiscal Year 2015-16; and

WHEREAS, the updated program allocations on the Fiscal Year 2015-16 final budget allocation plan require Transportation Commission authorization for the remainder of the fiscal year.

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's amended budget allocation plan for the period of July 1, 2015 through June 30, 2016, including the creation of the National Highway Freight Program, is approved by the Transportation Commission.



Herman Stockinger, Secretary
Transportation Commission of Colorado

3-22-16

Date of Approval

Discuss and Act on Final Fiscal Year 2016-17 Annual Budget Approval

Maria Sobota opened the floor for questions. There were none.

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

Public Comment

Joe Keily, VP of operations for Ports to Plains shared a document with the commission that discusses transportation and rural Colorado. He hopes this document is helpful to the commission in signifying the importance of funding transportation on a Statewide basis.

Commissioner Gilliland thanked Joe for passing out the document, and encouraged the commission take a look at it.

Rick Klien, with the City of La Junta thanked the Commission for supporting the Southwest Chief in the TIGER VII. He stated they are going for TIGER VIII Project and hopes the commission will support the application.

Resolution #TC-16-3-15

Resolution # TC-16-3-15

Resolution for the fiscal year 2016-17 annual budget.

Approved by the Transportation Commission on March 16, 2016

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

WHEREAS, C.R.S. § 43-1-113(9)(c) requires the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2016-17; and

WHEREAS, the chart below shows the baseline Fiscal Year 2016-17 budget recommendations for Asset Management and the recommended Fiscal Year 2016-17 RAMP program allocations for each asset.

	Baseline	PriorTransBond Allocation	RAMP	Total
Surface Treatment	150.0		92.1	242.1
Bridge, BE and Bridge Fixed Costs	149.0		18.4	167.4
MLOS	262.6			262.6
RoadEquipment	0.0		26.4	26.4
ITS Maintenance	15.0		9.5	24.5
Geohazards	5.1	4.9		10.0
Buildings	10.0		11.4	21.4
Tunnels	0.0	7.2	0.4	7.6
Culverts	0.0	10.0	1.0	11.0
Walls	0.0		5.8	5.8
Traffic Signals	0.0	16.9		16.9
TOTAL	591.7	39.0	165.0	795.7

WHEREAS, under Policy Directive 703.0, those Asset Management programs with Transportation Commission approved metrics shall rely on statewide asset management models to develop their projects lists and those without approved metrics shall provide project lists to the Transportation Commission; and

WHEREAS, the Fiscal Year 2016-17 budget allocation plan contains funding requests from Colorado Department of Transportation Divisions to increase program allocations from the Fiscal Year 2015-16 budget allocation plan; and

WHEREAS, these funding requests are included within the Fiscal Year 2016-17 budget allocation plan; and

WHEREAS, in November 2010, the Transportation Commission adopted TC Resolution #TC-1925 approving the policy of transferring federal bridge funds from CDOT to the

Colorado Bridge Enterprise for purposes of advancing the business purposes of the Colorado Bridge Enterprise and this continues to be the policy of the current Transportation Commission; and

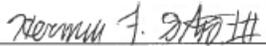
WHEREAS, requested by the CDOT Executive Director, the reallocation and transfer of \$15 million (\$15,000,000) of eligible federal bridge funds from CDOT to Colorado Bridge Enterprise is reflected in the approved CDOT and Colorado Bridge Enterprise Fiscal Year 2016-17 budget; and

WHEREAS, the National Highway Freight Program has been created through the federal Fixing America's Surface Transportation (FAST) Act and included in the budget allocation plan; and

WHEREAS, Fiscal Year 2016-17 revenue forecasts are based on current federal appropriation guidelines, which may change by July 1, 2016; and

WHEREAS, the Transportation Commission has the statutory authority to alter the Fiscal Year 2016-17 proposed budget allocation plan before and/or after it is delivered to the Governor on April 15, 2016.

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's budget allocation plan for the period of July 1, 2016 through June 30, 2017, including \$795.7 million allocated to Asset Management Programs as indicated above, is approved by the Transportation Commission and submitted to the Governor on or before April 15, 2016.


Herman Stockinger, Secretary
Transportation Commission of Colorado

3-16-16
Date of Approval

TIGER VIII – Action

Herman Stockinger presented the TIGER VIII Resolution to the Commission. He stated that CDOT is requesting a grant for the Northwest I-25 lane, as well as a match for the Southwest Chief. He opened the floor for questions. Commissioner Theibaut thanked Mr. Klien for his hard work on the Southwest Chief, and state his support for the application.

Commissioner Gilliland stated her excitement and support for the applications.

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

Resolution #TC-16-3-16

Resolution #TC-16-3-16

Instructing the Department to submit applications for projects under the USDOT TIGER VIII Discretionary Grant program and support priority projects submitted by other Colorado applicants.

Approved by the Transportation Commission on March 16, 2016

WHEREAS, the Consolidated Appropriations Act, 2016 includes a \$500 million authorization for National Infrastructure Investments, referred to by the U.S. Department of Transportation (USDOT) as TIGER Discretionary Grants; and

WHEREAS, a Notice of Funding Availability was issued by the U.S. Department of Transportation (USDOT) on February 23 for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER VIII); and

WHEREAS, applications for the TIGER VIII discretionary grant program are due to the U.S. Secretary of Transportation on April 29, 2016; and

WHEREAS, the USDOT's consideration of TIGER VIII discretionary grant applications will be based on state of good repair, economic competitiveness, quality of life, environmental sustainability, and safety as primary selection criteria; and

WHEREAS, the Colorado Department of Transportation (CDOT) staff evaluated and analyzed potential projects for the Department to submit under the TIGER VIII discretionary grant program; and

WHEREAS, the Commission understands as part of the project, the High Performance Transportation Enterprise (HPTE) will consider an approximately \$100 million commercial loan or other financing backed by a pledge of future toll revenues, with credit support from the Department through a secondary backup loan commitment, to be presented to the HPTE Board of Directors and Commission in April.

NOW THEREFORE BE IT RESOLVED, the Department is instructed to submit a single application for the following project under the USDOT TIGER VIII Discretionary Grant program:

- I-25 North Express Lanes- Phase I Improvements to Segments 8 and 7

NOW THEREFORE BE IT FURTHER RESOLVED, in order to show the Department's financial commitment to the I-25 project and because a state match is required and enhances the viability of the application, the Commission commits to funding up to \$80 million of state match for the project, with the state funding source to be determined and allocated if the TIGER VIII grant application is successful, provided local governments in the region also provide significant local match funds toward the project.

NOW THEREFORE BE IT FURTHER RESOLVED, the Commission also commits to providing up to \$1 million of state match from available SB 97-1 funds for a local grant application to enhance the viability of the SW Chief Amtrak line in Colorado. The funds will be allocated to the project if the grant application is successful.

NOW THEREFORE BE IT FURTHER RESOLVED, the Department may provide letters of support for priority projects submitted for a TIGER VII grant by other Colorado applicants.


Herman Stockinger, Secretary
Transportation Commission of Colorado

3-16-16
Date

Freight Discretionary Grants – Action

Herman Stockinger presented the projects that will be pursued for the Freight Discretionary Grants applications. Staff will vet the projects, and submit the most appropriate choices. Commissioner Thiebaut asked if the projects will need to be acted upon once they are selected. They do not, staff will report back once projects are selected.

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

Resolution #TC-16-3-17

Resolution # TC-16-3-17

Instructing the Department to submit applications for projects under the USDOT FASTLANE Discretionary Grant program and support projects benefiting the state highway system submitted by other Colorado applicants.

Approved by the Transportation Commission on March 16, 2016

WHEREAS, the Fixing America's Surface Transportation (FAST) Act established a new discretionary grant program for nationally significant freight projects known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grants; and

WHEREAS, a Notice of Funding Opportunity was issued by the U.S. Department of Transportation (USDOT) on March 2 for the \$800 million FASTLANE Grant Program; and

WHEREAS, applications for the FASTLANE discretionary grant program are due to the U.S. Secretary of Transportation on April 14, 2016; and

WHEREAS, the FASTLANE discretionary grant program includes large and small project categories; and

WHEREAS, the Colorado Department of Transportation (CDOT) staff evaluated and analyzed potential projects for the Department to submit under both FASTLANE categories; and

NOW THEREFORE BE IT RESOLVED, the Department is instructed to submit applications for one project in the small project category and up to two projects in the large category, including:

- Small Project Category: Multi-State Truck Parking Information and Management System
- Large Project Category: US 287 Lamar Truck Reliever Route
- Large Project Category: US 85 Highway/Rail Corridor
- Large Project Category: US 550/US 160 Connection

NOW THEREFORE BE IT FURTHER RESOLVED, in order to show the Department's financial commitment to the FASTLANE projects, and because a state match is required and enhances the viability of the application, the Commission commits to funding up to the amounts in the table below, with the funds to be allocated to the projects only if a federal award is made.

Project	Match
Multi-State Truck Parking Information and Management System	Other State -\$4 M Freight Formula \$32M SB228/Other State \$27M
US 287 Lamar Truck Reliever Route	RPP \$5M
US 85 Highway/Rail Corridor	Freight Formula \$25M SB228/Other State \$20M RPP \$2.5M
US 550/US 160 Connection	Freight Formula \$25M SB228/Other State \$20M RPP \$13M Surface Treatment \$8M

Recognition

US 6 Project

Josh Laipply explained that this project started out as three separate projects in the corridor. Thanks to the hard work from staff, they found out how to make the projects into a larger vision. This shrunk the price tag and construction time, in addition to bringing more improvements to the corridor. Paul Jesaitis and Josh Laipply recognized the following for their work on the project:

- Matthew Pacheco, CDOT
- Kevin Sullivan, CDOT
- Dean Bradley, FHU
- Tim Maloney, Kramer
- Nathan Corbin, Kramer
- Mike Ingram, Kramer

Jason Fernandez

Paul Jesaitis read an email he received. The email told the story of a car that drove off the road in the snowstorm. Seeing the tire tracks, Jason Fernandez followed the tracks to the car, helping the two mothers and two babies in the car get out of the crash, up the hill and into his warm car and get them help. The email thanked Jason for keeping them safe and truly caring about people. Jason was presented with a safety coin for his actions in the snow storm. Executive Director Bhatt stated that Jason was a shining example of what makes CDOT the best DOT in the nation and thanked him for his great work.

Adjournment

Chairwoman Connell closed the January Transportation Commission meeting at 2:18 p.m.



COLORADO

Department of Transportation

Division of Highway Maintenance

4201 East Arkansas Ave, 3rd Floor
Denver, CO 80222

TRANSPORTATION COMMISSION REQUEST

TO: Transportation Commission
FROM: Kyle Lester, Director of Highway Maintenance
CC: Michael P. Lewis, CDOT Chief Operating Officer

DATE: March 17, 2016
SUBJECT: Additions to FY 16 Maintenance \$50,000 to \$150,000 project list

Purpose

Maintenance Section One and Region 4 Traffic has identified two projects valued at between \$50,000 and \$150,000 for construction in spring of FY 16 that need to be added to the original FY 16 request.

Action Requested

Division of Highway Maintenance is seeking the Transportation Commission’s approval of the projects, in accordance with CRS 24-92-109, and PD 1000.0.

Background

CRS 24-92-109, and PD 1000.0 require CDOT to prepare estimates of proposed work exceeding \$50,000 for Transportation Commission approval prior to undertaking the work. The same statute limits the value of these projects to \$150,000 each. Historically the Maintenance sections accomplish these small projects in support of pavement management to keep the highways usable for the traveling public and commerce.

Details

Sufficient funds exist within the appropriate MPA’s to pursue these additional projects. The projects are in accordance with the directive and all other requirements. Division of Highway Maintenance recommends the addition for approval of the FY 16 over \$50,000 project list.

Section 1				
Highway	Begin MP	End MP	Type	Estimate
07A	8.0	9.0	Overlay	\$120,000.00
Total - Region 4 Section 1				\$120,000.00

Region 4 Traffic				
Highway	Begin MP	End MP	Type	Estimate
Hwy 66/US 85	51.2		Signal Build	\$108,181.00
Total - Region 4 Traffic				\$108,181.00

Attachments

TC Resolution titled - Fiscal Year 2016 over \$50,000 project list approval.

Resolution #TC-

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

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/traffic 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; Region 4 Traffic to FY 16 over \$50,000.00

WHEREAS, the funding for this project is contained in the Fiscal Year 2016/17 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 4 Section 1

Highway	Begin MP	End MP	Type	Estimate
Hwy 66/US 85	51.2		Signal Build	\$108,181.00
Total – Region 4 Traffic				\$108,181.00

Region 4 Section 1

Highway	Begin MP	End MP	Type	Estimate
O7A	8.0	9.0	Overlay	\$120,000.00
Total – Region 4 Section 1				\$120,000.00

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



DATE: April 21, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Federal Lands Access Program (FLAP) Projects

Purpose

This memo summarizes information about recommended applications for projects under the Federal Lands Access Program (FLAP).

Action

Transportation Commission (TC) approval of the submittal of up to four applications for FLAP funding.

Background

The FLAP is a competitive, discretionary program for states, counties, tribes and local governments. The program provides funds for transportation facilities that provide access to, or are located on or adjacent to Federal lands, with emphasis placed on facilities that improve access to high use Federal recreation sites or economic generators. The transportation facility must be owned or maintained by the state, tribe or local government.

Each State is required to create a committee composed of a representative of the FHWA, a representative of the State DOT, and a representative of the appropriate political subdivisions of the State. This committee, known as the Colorado Programming Decisions Committee, makes programming decisions for FLAP funds. Furthermore, the committee is responsible for soliciting FLAP proposals, developing selection criteria, establishing an evaluation process, and selecting projects. Eligible projects include engineering, rehabilitation, restoration, construction, reconstruction, transportation planning, and research of Federal lands access transportation facilities.

Details

Applications are now being accepted for FY 19 - FY 22, with approximately \$60 million available for projects in Colorado. The CDOT Regions were asked to propose projects for consideration. A FLAP project evaluation team, composed of staff from DTD, the Regions, and the Office of Policy and Government Relations, met in February to review and score candidate projects based on the criteria used by the Colorado Programming Decisions Committee. The recommended project applications were the subject of a March TC workshop.

Table 1 summarizes the staff recommended priority list. Although not a factor in the selection process, all of the recommended projects are projects identified in the Development Program.

Table 1: Recommended FLAP Project Applications

Priority	Project	Federal Lands Accessed	Funding Request	Total Project Cost	Region
1	US 160 Passing Lanes North of Towaoc	Mesa Verde National Park; Ute Mountain Ute Tribal Lands; Yucca House National Monument; Canyons of the Ancients National Monument; Hovenweep National Monument	\$7,865,050	\$9,500,000	5
2	US 50 Blue Creek Canyon	Gunnison National Forest; Curecanti National Recreation Area; Black Canyon of the Gunnison National Park; BLM lands	\$18,000,000	\$26,000,000	3
3	US 550 Corridor - CR 218 to CR 302	San Juan National Forest; Southern Ute Tribal Lands; BLM lands	\$17,400,000	\$21,000,000	5
4	SH 139 Little Horse South	Canyon Pintado National Historic District; Dinosaur National Monument; BLM lands	\$9,000,000	\$12,000,000	3

Next Steps

- TC approval of submission of up to four applications for the recommended projects
- Submittal of applications by May 21 deadline

Attachments

- Attachment A: Resolution

Resolution # TC-XXXX

CDOT Submittal of Federal Lands Access Program (FLAP) Applications

WHEREAS, the Federal Lands Access Program (FLAP) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or located within Federal lands; and

WHEREAS, the FLAP is a competitive, discretionary program and states, counties, tribes and local governments are eligible applicants; and

WHEREAS, the Colorado State Highway System is a critical component of the multimodal transportation system providing access to and through Federal lands; and

WHEREAS, a Federal Highway Administration (FHWA) Colorado Programming Decisions Committee is responsible for soliciting FLAP proposals, developing selection criteria, establishing an evaluation process, and selecting projects; and

WHEREAS, the FHWA Colorado Programming Decisions Committee announced in February a FLAP call for projects for FY 19 through FY 22 with applications due on May 21, 2016; and

WHEREAS, CDOT Regions identified potential candidate projects based on FLAP criteria developed by the FHWA Colorado Programming Decisions Committee; and

WHEREAS, a panel of CDOT staff reviewed and evaluated projects to identify those that best met FLAP criteria,

WHEREAS, the results of that evaluation included the identification of four state highway projects providing key access to federal lands, demonstrating a high level of need, and strongly supportive of FLAP criteria.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission approves the submittal to the FHWA Colorado Programming Decisions Committee of up to four applications as CDOT's highest priorities consideration of funding under the FLAP, including applications for the following projects:

- US 160 Passing Lanes North of Towaoc
- US 50 Blue Creek Canyon
- US 550 Corridor: CR 218 to CR 302
- SH 139 Little Horse South



COLORADO

Department of Transportation

Division of Transportation Development

4201 E. Arkansas Ave
Denver, CO 80222

DATE: April 21, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, DTD
SUBJECT: Safe Routes to School (SRTS) FY16 Projects

Purpose

This memo summarizes information about the list of Safe Routes to School (SRTS) projects recommended for funding for FY 2016.

Action Requested

Pursuant to 43-1-1604 C.R.S., which states the Commission shall award grants under the Safe Routes to School program, accept the recommendation by the Transit and Intermodal Committee to approve the SRTS projects for FY 2016 as recommended by the nine-member SRTS Advisory Committee established in state statute.

Background

Twenty-one projects are being recommended for funding for FY 2016 totaling \$2,000,000 for infrastructure projects and \$499,437 for non-infrastructure. All projects require a 20% cash match with several applicants providing a higher match. Attached is the project list with the 21 recommended projects highlighted; 7 infrastructure and 14 non-infrastructure. See SRTS memo to the Transit & Intermodal Committee for additional information.

Next Steps

- Transportation Commission approval of FY 2016 SRTS projects
- Implementation of projects

Attachments

- Attachment A: FY 2016 SRTS Projects List
- Attachment B: Resolution

**Safe Routes to School
FY 2016 Projects Recommended for Funding**

INFRASTRUCTURE - Total Funding Available - \$2M

Application #	Applicant	Project Title	Total Project Cost (corrected)	Amount of CDOT funding	Funded?	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK
15	Summit County Government	Summit Cove Elementary School Pedestrian & Bicycle Safety Improvements	\$ 468,050	\$ 350,000	Y	3	TPR	I	90.444	1
6	City of Durango	Needham Elementary Connect II	\$ 506,140	\$ 350,000	Y	5	MPO	I	89.556	2
14	Town of Basalt	SH-82 Basalt Pedestrian Underpass	\$ 330,600	\$ 264,500	Y	3	TPR	I	83.000	3
12	Town of Pagosa Springs	Town of PS North Neighborhood SRTS & Bicycle Safety Improvements	\$ 440,000	\$ 346,500	Y	5	TPR	I	82.222	4
32	City of Boulder	19th Street Sidewalk Improvement	\$ 477,758	\$ 350,000	Y	4	MPO	I	78.889	5
17	Pueblo County Government	North Mesa Elementary Safe Routes & Bicycle Safety Improvements	\$ 250,000	\$ 200,000	Y	2	MPO	I	78.889	6
37	City of Englewood Community Development	Broadway/Mansfield Enhanced Safety Crossing	\$ 260,408	\$ 139,000	partial	1	MPO	I	78.625	7
7	City of Durango	School Area Flasher Speed Limit & Bicycle Safety Improvements	\$ 124,870		N	5	TPR	I	78.222	8
38	City of Englewood Community Development	Broadway/Tufts Enhanced Safety Crossing	\$ 220,628		N	1	MPO	I	78.000	9
33	Town of Frederick	Savannah to Thunder Valley & Bicycle Safety Improvements	\$ 579,606		N	4	MPO	I	77.556	10
30	City of Centennial	Relocate SN for-II MS	\$ 98,500		N	1	MPO	I	75.125	11
24	Pueblo West Metropolitan District	Swallows Charger Academy Sieeblo Connection	\$ 136,990		N	2	MPO	I	74.889	12
8	Poudre School District	Poudre SDS Fix-It Stations	\$ 60,000		N	4	MPO	I	74.000	13
34	Town of Castle Rock	Castle Rock - School & Bicycle Safety Improvements	\$ 101,300		N	1	MPO	I	70.889	14
11	Town of Cheyenne Wells	Cheyenne Wells & Bicycle Safety Improvements	\$ 552,149		N	4	TPR	I	68.222	15
2	City of Cherry Hills Village	Cherry Hills Village School Zone & Bicycle Safety Improvements	\$ 215,217		N	1	MPO	I	64.444	16
29	City of Centennial	S. Liverpool Street Sidewalk Project	\$ 414,706		N	1	MPO	I	60.000	17
21	Thompson R-2J School District	High Plains School K-8 Sideeompson Project	\$ 98,200		N	4	MPO	I	60.000	17
1	Town of Manassa	"Picking Up Manassa" SRTS	\$ 566,135		N	5	TPR	I	55.889	19

**Safe Routes to School
FY 2016 Projects Recommended for Funding**

NON-INFRASTRUCTURE - Total Funding Available - \$500K

Application #	Applicant	Project Title	Total Project Cost (corrected)	Amount of CDOT Funding	Funded?	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK
28	Sterling Parks, Library & Rec. Dept	Bringing SRTS to Sterling	\$ 28,969	\$ 23,175	Y	4	TPR	NI	88.222	1
20	City of Arvada	Lawrence ES SRTS Project	\$ 5,500	\$ 4,400	Y	1	MPO	NI	83.667	2
3	City of Fort Collins	Fort Collins Biking & Walking Camps, Clubs & Field Trips	\$ 16,200	\$ 12,960	Y	4	MPO	NI	83.222	3
16	City and County of Denver, Dept of Environmental Health	Denver Safe Routes to School (DSRTS)	\$ 103,200	\$ 86,000	Y	1	MPO	NI	83.000	4
27	Center Consolidated Schools 26JT	Center SRTS Program	\$ 80,499	\$ 64,399	Y	5	TPR	NI	81.778	5
4	City of Golden	City of Golden SRTS Program	\$ 36,700	\$ 29,360	Y	1	MPO	NI	81.444	6
31	Lake County Build a Generation	Lake County BAG SRTS Coalition	\$ 75,500	\$ 60,400	Y	3	TPR	NI	81.111	7
18	Englewood Schools Arapahoe I	Englewood Middle School Biking and Walking Project	\$ 25,459	\$ 20,367	Y	1	MPO	NI	80.889	8
22	Thompson R-2J SD	Walk Safe/Bike Safe Education	\$ 92,786	\$ 46,158	Y	4	MPO	NI	80.750	9
35	School District 27J (Brighton)	SRTS for Brighton Elementary Students	\$ 28,950	\$ 23,160	Y	1	MPO	NI	79.889	10
5	Archuleta SD	Retro Metro Kids	\$ 57,700	\$ 46,160	Y	5	TPR	NI	78.000	11
13	City of Durango	Citywide Educational Campaign	\$ 5,000	\$ 4,000	Y	5	TPR	NI	77.778	12
26	Holyoke School District Re-1J	Bringing SRTS to Holyoke	\$ 20,000	\$ 16,000	Y	4	TPR	NI	77.667	13
36	Mesa County and Grand Valley MPO	Mesa County Five E Safe Routes to School Program	\$ 78,623	\$ 62,898	Y	3	TPR	NI	77.250	14
25	Boulder County Transportation	Boulder County SRTS - Trip Tracker	\$ 98,108		N	4	MPO	NI	76.625	15
23	Cherry Creek SD	SRTS for Cherry Creek Schools	\$ 28,000		N	1	MPO	NI	76.000	16
9	City of Colorado Springs-Parks/ Rec/Cultural Svcs	Safe Routes with Trails	\$ 164,808		N	2	MPO	NI	76.000	17

Transportation Commission Resolution

April 21, 2016

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 federal funds to eligible projects that enable and encourage children K-8 to bicycle and walk to school; and

WHEREAS, in 2015, the Transportation Commission approved through resolution 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; and

WHEREAS, CDOT supports walking and biking as modes of transportation in Colorado; and

WHEREAS, Colorado is a national leader in SRTS, funding programs that have reached more than 960 schools statewide since 2005. This is more than 100 schools per year on average and more than 385,000 total Colorado students to date (in addition to parents, teachers, drivers, and community members who are also impacted by SRTS programs); and

WHEREAS, the SRTS program has replaced vehicle trips and increased the number of children walking and biking to school by as much as 31% in some schools; and

WHEREAS, approximately 95% of schools receiving SRTS funding had significantly increased rates of children walking and biking to school; and

WHEREAS, CDOT has awarded more than \$18.2 million in FHWA and state funds from 2005 through 2015 for SRTS program grants; and

WHEREAS, Colorado SRTS Advisory Committee was appointed by the CDOT Executive Director as per state statute to represent educators, parents, law enforcement, pedestrians, bicyclists, and transportation advisors to review all applications and to recommend projects for funding; and

WHEREAS, the SRTS Advisory Committee selected projects in March 2016 to recommend to the Commission for approval:

NOW THEREFORE BE IT RESOLVED, the Commission approves the 21 highlighted projects recommended on the Fiscal Year 2016 Safe Routes to School Project List, dated April 20, 2016

BE IT FURTHER RESOLVED, the Commission directs staff to take appropriate steps to amend the STIP, if required, and supplement the budget to be able to proceed with contract development.



DATE: April 21, 2016
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: Wiggins, Hwy 34 and I-76 - Disposal to Stubs

Purpose

CDOT is proposing to dispose 1.15 acres of CDOT general ledger property that is no longer needed for transportation or maintenance purposes. The property will be sold to the adjacent property owner at fair market value.

Action

CDOT R4 is requesting a resolution approving the disposal of 1.15 acres of general ledger property that is no longer needed for transportation or maintenance purposes.

Background

The subject property, was originally acquired in 1998 to serve as the Wiggins I-76 Rest Area. The subject property contains a land area of 1.15 acres. The subject parcel is only a small portion of the entire Wiggins rest Area site. Region 4 Right of Way staff was contacted by a surveyor working for the owner of the truckstop adjacent to the Wiggins I-76 Rest Area. The surveyor presented deeds and plats that indicated the truckstop's detention pond and parking surfaces were encroaching on CDOT property. CDOT agreed to sell the property to the truck stop in order to eliminate the encroachments. The truckstop's surveyor has prepared a minor subdivision plat for submission to Morgan County that would eliminate the encroachments. CDOT has reviewed and approved the proposed minor subdivision plat.

Details

The subject property has been determined to have value only to the adjacent owner. Pursuant to C.R.S. 43-1-210(5)(a)(IV), the adjacent owner has elected to exercise its first right of refusal to purchase the subject property at the fair market value. CDOT Region 4 has determined that this property is not needed for maintenance or transportation purposes. The disposal of the subject property will have no effect upon the operation, use, maintenance or safety of the highway facility and will eliminate the encroachment issue. The disposal of the subject property will be at fair market value.

Key Benefits

CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the parcel that will be used make improvements at other sites or for future transportation projects.

Next Steps

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

Attachments

Proposed Resolution
Exhibit Depicting the Disposal Property Available Upon Request

Resolution #TC -

WHEREAS, CDOT acquired property located at Hwy 34 and I-76 in the City of Wiggins in 1998 for use as a Rest Area and;

WHEREAS, a surveyor working for the owner of the truck stop adjacent to the Wiggins I-76 Rest Area discovered gaps and overlaps in the deeds for the truck stop and the Land Survey Plat done for CDOT in 1998 prior to the construction of the rest area and;

WHEREAS, CDOT Region 4 ROW reviewed deeds, plats and agreed with boundary line discrepancies that were established by the truck stop's surveyor and;

WHEREAS, the detention pond and parking surfaces of the truck stop adjacent to the Wiggins I-76 Rest Area were determined to be encroaching on CDOT property and;

WHEREAS, CDOT agreed to have the surveyor prepare a minor subdivision plat for submission to Morgan County that would eliminate the encroachments and;

WHEREAS, the subject parcel on the Stub's Minor Subdivision plat consists of 1.15 acres and;

WHEREAS, the subject parcel is only a small portion of the entire Wiggins Rest area and;

WHEREAS, the adjacent property owner would like to purchase the property to resolve the encroachments at fair market value and;

WHEREAS, the Department of Transportation would like to sell the property located at Hwy 34 and I-76 in the City of Wiggins to the adjacent property owner and;

WHEREAS, the disposal of the subject property will not affect the operation, maintenance, use or safety of CDOT's facility and;

WHEREAS, the Department of Transportation, Region 4 has declared through Joshua Laipply as Chief Engineer, that property is no longer needed for maintenance of transportation purposes and;

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 and;

WHEREAS, the Department has determined that the subject property consisting of 1.15 acres has value only to the adjacent owner and;

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 and has value to only one adjacent owner, that owner shall have first right of refusal to purchase said property for fair market value and;

WHEREAS, the adjacent property owner desires to exercise its first right of refusal to purchase the subject property, which is no longer needed for maintenance or 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 the subject property at Hwy 34 and I-76 in Wiggins as excess property and sell the subject property consisting of 1.15 acres, which is no longer needed for maintenance or 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.



COLORADO
Department of Transportation
Division of Accounting and Finance

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

MEMORANDUM

DATE: April 21, 2016
TO: Transportation Commission
FROM: Maria J. Sobota, Chief Financial Officer
SUBJECT: Tenth Supplement - FY 2016

The project request included in the Supplement are consistent with the FY 2016 through FY 2019 STIP. Funds are available from the Regions' allocations unless otherwise indicated.

Per Transportation Commission direction, Emergency Relief project updates are included in the Budget Supplement.

As requested by the Transportation Commission, the current RAMP Partnership and Operations Master Summary Report is included with this supplement.

Region 4

\$2,463,641– *SH 7 Safety Imp. S. of Estes Park PH II*– **FASTER Safety and Emergency Relief**- Bid adjustment for project award. Improve safety by replacing culverts, resurfacing and update guardrail. Project will also address 2013 flood related permanent repairs to SH-7.

SH 7 Safety Imp. S. of Estes Park PH II
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Tenth Supplement Action				Revised Budget	Expended Budget
			Year of Budget			Total Request		
			FY2016	FY2017	FY2018			
Right of Way	<i>FASTER Safety</i>	\$70,248	\$0	\$0	\$0	\$0	\$70,248	\$67,581
	<i>TC Contingency</i>	\$172	\$0	\$0	\$0	\$0	\$172	\$0
	<i>Federal ER Funds</i>	\$828	\$0	\$0	\$0	\$0	\$828	\$0
	Total Right of Way	\$71,248	\$0	\$0	\$0	\$0	\$71,248	\$67,581
Design	<i>FASTER Safety</i>	\$963,575	\$0	\$0	\$0	\$0	\$963,575	\$928,683
	<i>TC Contingency</i>	\$56,833	(\$25,813)	\$0	\$0	(\$25,813)	\$31,020	\$23,281
	<i>Federal ER Funds</i>	\$1,567,476	(\$69,947)	\$0	\$0	(\$69,947)	\$1,497,529	\$1,344,035
	Total Design	\$2,587,884	(\$95,760)	\$0	\$0	(\$95,760)	\$2,492,124	\$2,295,999
Construction	<i>FASTER Safety</i>	\$1,700,000	\$0	\$2,003,224	\$0	\$2,003,224	\$3,703,224	\$0
	<i>Bridge Construction</i>	\$570,000	\$0	\$0	\$0	\$0	\$570,000	\$0
	<i>Culvert Construction</i>	\$4,120,000	\$0	\$0	\$0	\$0	\$4,120,000	\$0
	<i>TC Contingency</i>	\$90,417	\$25,813	\$0	\$0	\$25,813	\$116,230	\$0
	<i>Federal ER Funds</i>	\$6,179,583	\$530,364	\$0	\$0	\$530,364	\$6,709,947	\$0
	Total Construction	\$12,660,000	\$556,177	\$2,003,224	\$0	\$2,559,401	\$15,219,401	\$0
Total Project Budget	\$15,319,132	\$460,417	\$2,003,224	\$0	\$2,463,641	16%	\$17,782,773	\$2,363,580
			Year of Expenditure			Total Request		
			FY2016	FY2017	FY2018			
			\$0	\$2,463,641	\$0	\$2,463,641		

This item is being included in the Supplement per PD703.0 as the increase is above the 15% and \$500,000 thresholds.

Information Only

ER I-70 Glenwood Canyon MP 124.2– **TCCRF**- The previous Supplement indicated that the Commission would receive \$1,000,000 back from the region upon receipt of Federal “Quick Release”. Although we received the funds, the region requests to retain the \$1,000,000 at this time.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Tenth
Supplement**

Fiscal year 2015-2016

**Dated:
April 21, 2016**

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

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

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-15	<i>Final Balance 12S15</i>		\$64,416,755	
	<i>state match for ER permanent repair projects</i>	\$ (1,682,770)		1000209366-1000210687
	<i>FY16 Budget Allocation</i>	\$ 1,972,914		1000209249
	<i>TREX Coping Panel Reenforcement</i>	\$ (4,250,000)		1000211551
	<i>SH139 in Garfield County roadway failure due to rainfall</i>	\$ (400,000)		1000211551
July-15	<i>Balance 1S16</i>		\$60,056,899	
	<i>SH6 Devolution as approved by resolution in the June Commission meeting</i>	\$ (6,606,196)		1000211883
	<i>Savings from 2012 ER project K-16-W BRIDGE REPLACEMENT</i>	\$ 162		1000211198-1000211861
	<i>state match for ER permanent repair projects</i>	\$ 45,778		1000211198-1000211861
	<i>SH13 Stabillization Wall Failure</i>	\$ (1,500,000)		1000212439
August-15	<i>Balance 2S16</i>		\$51,996,643	
	<i>Savings from 2009 Snowplow restoration</i>	\$ 1,309		1000212265
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ 6,576		10002123358-1000213730
	<i>Transfer State funds to Safe Routes to School</i>	\$ (2,500,000)		1000213834
September-15	<i>Balance 3S16</i>		\$49,504,528	
	<i>Savings from Region 2 SH67 ER project</i>	\$ 3,134		1000215459
	<i>Savings from Region 5 US550 ER project</i>	\$ 15,995		1000215459
	<i>Return savings from R2 SH139 Douglas Pass</i>	\$ 111,082		1000214577
	<i>Payback of On the Job Training and Disadvantage Business Advancement</i>	\$ 319,068		1000214364
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ (354,294)		1000214082-1000215243
	<i>US-50 Near Parkdale Embankment Repair</i>	\$ (125,000)		1000215790
	<i>Pave Platteville Yard Facility</i>	\$ (79,540)		1000215793
	<i>Pave Greeley West Yard Facility</i>	\$ (466,781)		1000215793
	<i>Tolled Express Lanes Operations and Maintenance</i>	\$ (2,085,000)		1000215796
	<i>Baptist Road</i>	\$ (11,431,000)		1000215795
October-15	<i>Balance 4S16</i>		\$35,412,192	
	<i>Return savings from FASTER Transition Fund to patially fund Road X</i>	\$ 4,870,643		1000216149
	<i>Savings from Region 2 SH67 ER project</i>	\$ 79,331		1000215788
	<i>Additional 2015 Rollforwards and Revenue</i>	\$ 55,222,423		1000213823/1000217348
	<i>Road X</i>	\$ (10,000,000)		1000216581
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ (2,087,790)		1000215791-1000215925
	<i>urHub Settlement (Approved as Confirmation Item)</i>	\$ (900,000)		1000216075
November-15	<i>Balance 5S16</i>		\$82,596,799	
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ 303,780		1000216009-1000216170
December-15	<i>Balance 6S16</i>		\$82,900,579	
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ (60,018)		1000216030/1000217467
January-16	<i>Balance 7S16</i>		\$82,840,561	
	<i>FY16 Capital Construction Funds</i>	\$ 500,000		1000216447
	<i>Savings from Region 2 US24 ER Project</i>	\$ 1,378,442		1000218698
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ (686,880)		1000217831-1000218755
February-16	<i>Balance 8S16</i>		\$84,032,123	
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ (2,863,919)		1000218816-1000219477
	<i>savings from TREX repair project</i>	\$ 80,143		1000219619
	<i>Region 3 I-70 Rockslide Confirmation Item</i>	\$ (5,000,000)		1000219665
March-16	<i>Balance 9S16</i>		\$76,248,347	
	<i>state match for Emergency Repair and Permanent Repair projects</i>	\$ 3,518,043		1000219672-1000221275
	<i>Savings from Region 2 SH 24 Subsidence Monitoring</i>	\$ 56,716		1000220040
	<i>Savings from Region 1 SH 5 EMERGENCY STABILIZATION</i>	\$ 232,225		1000220606
April-16	<i>Pending Balance 10S16</i>		\$80,055,331	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-15	<i>Carry forward from FY 2015</i>		\$0	
	<i>FY 2016 allocation</i>	\$10,000,000		1000209249
July-15	<i>Balance 1S16</i>		\$10,000,000	
	<i>Transfer to Region 5 Section 3</i>	(\$500,000)		1000219648
February-16	<i>Balance 8S16</i>		\$9,500,000	
	<i>Transfer to Region 3 Grand Junction</i>	(\$1,017,052)		1000220660
	<i>Transfer to Region 5 Durango</i>	(\$552,797)		1000220660
March-16	<i>Balance 9S16</i>		\$7,930,151	
April-16	<i>Balance 10S16</i>		\$7,930,151	

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

Transaction Date	Transaction Description	Amount	Balance
December-14	<i>Beginning Balance</i>		\$0
	<i>Transfer from TCCRF</i>	\$40,000,000	
	<i>Region 2-19039 I-25/CIMARRON EXPRESSWAY</i>	(\$5,000,000)	
	<i>Region 3-19910 SH 9 CO River South Wildlife</i>	(\$6,627,747)	
January-15	<i>Balance 7S15</i>		\$28,372,253
February-15	<i>Balance 8S15</i>		\$28,372,253
	<i>Region 2-19039 I-25/CIMARRON EXPRESSWAY</i>	\$2,468,862	
March-15	<i>Balance 9S15</i>		\$30,841,115
April-15	<i>Balance 10S15</i>		\$30,841,115
	<i>Region 3-19911 I-70 Exit 31 Horizon Drive (correction to previous month)</i>	(\$423,000)	
May-15	<i>Balance 11S15</i>		\$30,418,115
	<i>Region 3-19094 I-70 Vail Underpass</i>	(\$6,570,000)	
June-15	<i>Balance 12S15</i>		\$23,848,115
	<i>Region 3-19930 SH 9 - Frisco to Breckenridge</i>	(\$4,489,815)	
July-15	<i>Balance 1S16</i>		\$19,358,300
	<i>Region 4-12372 North College / US 287 Conifer to Laporte Bypass</i>	(\$7,833,509)	
August-15	<i>Balance 2S16</i>		\$11,524,791
	<i>Region 1-1-46 I-25 / Arapahoe Road Interchange</i>	(\$6,000,000)	
September-15	<i>Balance 3S16</i>		\$5,524,791
	<i>Region 4-12372 North College / US 287 Conifer to Laporte Bypass</i>	\$279,814	
	<i>Region 3-19094 I-70 Vail Underpass</i>	\$234	
January-16	<i>Balance 7S16</i>		\$5,804,839
February-16	<i>Balance 8S16</i>		\$5,804,839
	<i>Region 1-1-46 I-25 / Arapahoe Road Interchange</i>	(\$3,500,000)	
March-16	<i>Balance 9S16</i>		\$2,304,839
April-16	<i>Balance 10S16</i>		\$2,304,839

Transportation Commission Contingency Reserve Fund
Emergency and Permanent Repairs-Nonparticipating costs and state match

September 11, 2013 Flood Related Monthly Activity

Reg	State Highway	Mileposts		Project Description	County	Total Budget TCCRF
4	072B	32.369	- 54.063	PR SH 72B Resurfacing	Boulder	\$ (6,011)
4	060B	15.316	- 15.640	PR Construction SH60 & SH257 STRS	Weld	\$ 200,396
4	036B	7.000	- 19.000	PR US 36 Phase 2 MP 7.7 - 18.6	Larimer/Boulder	\$ 100,000
	Various			PR Emergency Fence Project West of I-25	Various	\$ (2)
1	072A	11.000	- 29.377	ER SH72 Coal Creek Canyon: SH93 to SH119	Various	\$ (1,727)
1	070A	241.400	- 241.800	PR I-70 MP 241.6 Flood Repair:Slide	Clear Creek	\$ (29,560)
Total						<u>\$ 263,096</u>

Spring 2015 Flood Related Monthly Activity

Reg	State Highway	Mileposts		Project Description	County	Total Budget TCCRF
3	013A	28.000	- 30.000	ER SH 13 Slide Repair Milepost 29	Rio Blanco	\$ 3,254,947
Total						<u>\$ 3,254,947</u>

Grand Total TCCRF Activity for Emergency Relief Since Last Reporting **\$ 3,518,043**



FY 2016 Contingency Balance Reconciliation	
March FY 2016 TC Contingency Balance	\$76,248,347
State Match for ER and Permanent Flood repairs	\$3,518,043
Savings from SH24 Subsidence Monitoring	\$56,716
Savings from SH5 Emergency Stabilization	\$232,225
Pending April FY 2016 TC Contingency Balance	\$80,055,331



FY 2016 Contingency Balance Projection

Pending April FY 2016 TC Contingency Balance	\$80,055,331	
FY 2016 State Match for Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$9,500,000)	(\$15,000,000)
FY 2016 State Match for Spring 2015 Floods	(\$0)	(\$2,500,000)
Union Pacific Railroad Right of Way Resolution	(\$12,500,000)	(\$12,500,000)
Backfill Southwest Chief Decision to SB228	(\$1,000,000)	(\$1,000,000)
Return of HPTE loans, Potential Insurance Reimbursements and Other Impacts	Max Reimbursement Estimate	Min Reimbursement Estimate
	\$6,000,000	\$0
FY 2016 Contingency Estimate - Prior to FY 2015 TCCRF Funding Requests	High Balance	Low Balance
	\$63,055,331	\$49,055,331
Estimated FY2016 TCCRF Funding Requests	(\$4,000,000)	(\$4,000,000)
Projected FY 2016 YE Contingency Balance	\$59,055,331	\$45,055,331
<i>TCCRF Fund Balance Adjustment to Reach \$40M Balance - Period 1 FY2017</i>	<i>(\$19,055,331)</i>	<i>(\$5,055,331)</i>

RAMP Partnership and Operations Projects - Status Through March 2016 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 March TC	
Group 1	N/A	19879 19880	WB Twin Tunnels Expansion	\$55,000,000	\$55,000,000	\$0	\$48,000,000	\$48,000,000	\$0	\$0	\$0	\$0	\$7,000,000	\$0	RAMP Funding Approved by TC in February 2014; Project Complete - Project Acceptance 4/15/15.
	4-5a*	19626*	I-25: Tolle Express Lanes: 120th North to SH7 * (Southern Segment / Segment 3)	\$500,000,000 †	\$101,250,000	\$0	\$55,000,000	\$55,000,000	\$0	\$750,000	\$0	\$750,000	\$45,500,000	\$45,500,000	RAMP Funding of 10% granted by TC in March 2014; Additional RAMP Funding approved by TC in the 5th Supplement FY15 (November 2014) (#TC-3208) for preconstruction activity; *TC informed of the I-25 North project scope, schedule, and budget in the April PMO Workshop; Authority to budget the remaining RAMP Funds (\$55.0M) granted by TC resolution of the 10th Supplement FY15 (April 2015)(#TC-15-4-5); An additional \$28.0M in various funds were approved by the TC in the 6th Supplement FY16 (December 2015) for advertisement of the project (as planned); The TC also approved by resolution (#TC-15-12-2) that CDOT may enter into an Intra-Agency Agreement with HPTE to provide the necessary credit support of a direct bank loan including any potential loan obligations in the future; The TC must still approve the terms of the loan and the advertisement & award of the project may be delayed to coincide with the loan; These additional funding requests are being tracked as Other Funds.
	4-5b**	20575**	I-25: Tolle Express Lanes: SH7 North to SH14 ** (Northern Segment / Crossroads Interchange)	\$540,000,000 †	\$35,000,000	\$0	\$35,000,000	\$35,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding of 10% granted by TC in March 2014 for continued preconstruction activity; ** TC informed of the I-25 Crossroads Interchange project scope, schedule, and budget; Authority to budget the RAMP Funds (\$35.0M) granted by TC in the RAMP Program Controls Workshop (December 2014) and resolved via the 6th Supplement FY15 (#TC-3214, walk-on).
	1-2	18999	C-470 Managed Toll Express Lanes: Kipling to I-25	\$200,000,000	\$289,000,000 †	-\$89,000,000	\$100,000,000	\$120,000,000	-\$20,000,000	\$10,000,000	\$5,500,000	\$0	\$153,500,000	\$69,000,000	RAMP Funding and Additional Total Project Costs Approved by TC in the 8th Supplement FY15 (February 2015) (#TC-15-2-4, walk-on); Additional RAMP HPTE Development Funds approved by TC in the 4th Supplement FY16 (Oct 2015). TC informed of C-470 Express Lanes project scope, schedule, and budget - including the results of Level 3 tolling & revenue studies, loan finance options, and additional revenue and construction costs elements of the project.
4	TC Approved or Staff Recommends Budgeting Funds (Group 1)		\$1,295,000,000	\$480,250,000	-\$89,000,000	\$238,000,000	\$258,000,000	-\$20,000,000	\$10,750,000	\$5,500,000	\$750,000	\$206,000,000	\$114,500,000		

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 March 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 March TC	
Group 3	N/A	-	HPTE P3 Development Fund	\$200,000,000	\$175,400,000 †	\$24,600,000	\$40,000,000	\$15,400,000	\$24,600,000	\$0	\$0	\$0	\$160,000,000	\$0	Staff Recommends Further Development; \$4.6M of HPTE RAMP Funds approved by TC in the 2nd Supplement FY15 (August 2014)(#TC-3188), for the I-70 EB PPSL (RAMP Ops Project #1-09); \$20.0M of HPTE Funds approved by TC in 4th Supplement FY16 (October 2015), for the C-470 Express Lanes project based on the initial finance plan (IFP).
	1	Staff Recommends Further Development (Group 3)		\$200,000,000	\$175,400,000	\$24,600,000	\$40,000,000	\$15,400,000	\$24,600,000	\$0	\$0	\$0	\$160,000,000	\$0	

5	SUB-TOTAL Public-Public Partnership Projects		\$1,495,000,000	\$655,650,000	-\$64,400,000	\$278,000,000	\$273,400,000	\$4,600,000	\$10,750,000	\$5,500,000	\$750,000	\$366,000,000	\$114,500,000	
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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 March 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: HPTE P3 Projects		\$1,495,000,000	\$655,650,000	-\$64,400,000	\$278,000,000	\$273,400,000	\$4,600,000	\$10,750,000	\$5,500,000	\$750,000	\$366,000,000	\$114,500,000	
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Percentage over Transportation Commission Approved Amount

4.31%

1.65%

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

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

RAMP Partnership and Operations Projects - Status Through March 2016 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 March 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 2015 (#TC-15-3-9).
1-37	19957	Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	\$29,203,881	\$29,181,821	\$22,060	\$23,363,105	\$23,341,821	\$21,284	\$5,840,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Due to changes in market conditions ROW relocation and procurement schedule has been extended; TC informed of project delivery delay in November 2015; Local agency partner is responsible for additional costs associated with ROW relocation and procurement.
1-46	19192	I-25 and Arapahoe Rd. Interchange	\$74,000,000	\$84,750,000	-\$10,750,000	\$50,400,000	\$59,900,000	-\$9,500,000	\$16,400,000	\$0	\$0	\$8,450,000	\$1,250,000	RAMP Funding Approved by TC in February; Additional RAMP Funding Approved by TC for ROW phase in the 3rd Supplement FY16 (Sept 2015); Additional RAMP Funding Approved by TC in the 9th Supplement FY16 (March 2016) as well as Other CDOT Funds.
2-1	19964	SH 67 in Victor Devolution (cash payment)	\$307,702	\$307,702	\$0	\$307,702	\$307,702	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Devolution resolution approved by TC in Nov 2014 (#TC-3198); Approval of Time Extension granted by TC in April 2015 (#TC-15-3-5).
2-5	19954	US 160 Turnouts	\$1,015,000	\$1,015,000	\$0	\$840,000	\$840,000	\$0	\$0	\$175,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February
2-7	19965	US 24 Business Route Devolution (cash payment)	\$2,602,475	\$2,602,475	\$0	\$2,602,475	\$2,602,475	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Devolution resolution approved by TC in Dec 2014 (#TC-3204).
2-20	19906	US 50 / Dozier / Steinmeier Intersection / Signal Improvements (companion project to 2-9)	\$1,500,000	\$1,500,000	\$0	\$1,200,000	\$1,200,000	\$0	\$300,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
2-21	18331 19039	I-25 and Cimarron Interchange Reconstruction	\$95,000,000	\$113,624,588	-\$18,624,588	\$24,000,000	\$26,531,138	-\$2,531,138	\$8,050,000	\$0	\$2,050,000	\$79,043,450	\$14,043,450	RAMP Funding Approved by TC in March; RAMP Contingency, RPP, LA Funding approved by TC in RAMP Program Controls Workshop (December 2014) and resolved in the 6th Supplement FY15 (#TC-3214, walk-on).
2-22	18367	I-25 Fillmore Interchange Diverging Diamond Interchange (DDI) Conversion	\$21,300,000	\$23,300,000	-\$2,000,000	\$11,000,000	\$11,700,000	-\$700,000	\$1,300,000	\$7,000,000	\$1,300,000	\$3,300,000	\$0	RAMP Funding Approved by TC in February
2-23	19522	SH 21 / Old Ranch Rd. Interchange Completion	\$9,266,000	\$10,333,779	-\$1,067,779	\$600,000	\$600,000	\$0	\$8,600,000	\$0	\$600,000	\$1,133,779	\$467,779	RAMP Funding Approved by TC in February
2-31	19205 19208 19408	I-25 Ilex to 1st St. in Pueblo (includes devolution match in RAMP request)	\$33,200,000	\$42,153,270	-\$8,953,270	\$22,000,000	\$30,953,270	-\$8,953,270	\$1,200,000	\$0	\$0	\$10,000,000	\$0	RAMP Funding Approved by TC in February; Additional RAMP Funding Approved by TC in the 5th Supplement FY15 (November 2014) (#TC-3208).
2-33	19056 19751	US 50 / SH 45 Interchange, Wills to Purcell-Pueblo (companion project 2-10)	\$10,000,000	\$11,075,452	-\$1,075,452	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$6,075,452	-\$1,075,452	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; Project Complete
3-24	19911	I-70 Exit 31 Horizon Drive	\$5,000,000	\$6,312,300	-\$1,312,300	\$4,000,000	\$4,423,000	-\$423,000	\$1,624,300	\$0	\$624,300	\$265,000	\$0	RAMP Funding Approved by TC in February; RAMP Contingency Funding & Local Cash match approved by TC in PMO Workshop and resolved in the 11th Supplement FY15 (May 2015); Additional Local Contribution Funds added in July 2015 to award the project.
3-31	19874	US 40 Improvements in Fraser	\$1,950,390	\$2,145,320	-\$194,930	\$1,267,754	\$1,394,458	-\$126,704	\$750,862	\$0	\$68,226	\$0	\$0	RAMP Funding Approved by TC in February
3-40	19910	SH 9 Grand County Safety Improvement Project	\$46,000,000	\$52,627,747	-\$6,627,747	\$36,222,000	\$42,849,747	-\$6,627,747	\$9,200,000	\$0	-\$522,000	\$578,000	\$522,000	RAMP Funding Approved by TC in February; RAMP Contingency Funding approved by TC in RAMP Program Controls Workshop (December 2014) and resolved in the 6th Supplement FY15 (#TC-3214, walk-on).
4-6	19893	US 34 in Estes Park Improvements and Devolution	\$16,000,000	\$16,005,000	-\$5,000	\$4,200,000	\$4,200,000	\$0	\$0	\$0	\$0	\$11,805,000	\$5,000	RAMP Funding Approved by TC in February; Devolution resolution approved by TC in Nov 2014 (#TC-3199).

RAMP Partnership and Operations Projects - Status Through March 2016 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 March TC
4-20	12372 18401 19561 20632	North College / US 287 Conifer to Laporte Bypass	\$36,000,000	\$43,833,509	-\$7,833,509	\$17,500,000	\$25,333,509	-\$7,833,509	\$4,648,500	\$0	\$248,500	\$13,851,500	-\$90,818	RAMP Funding Approved by TC in February; Additional RAMP Funding Approved by TC in the 2nd Supplement FY16 (Aug 2015)(#TC-15-8-7).
4-25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	\$2,100,000	\$2,100,000	\$0	\$1,680,000	\$1,680,000	\$0	\$420,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
4-28	19891	SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$3,685,180	\$0	\$1,842,590	\$1,842,590	\$0	\$1,842,590	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-29	19890	US 34 & CR 49 Intersection Safety Improvements	\$2,200,000	\$2,200,000	\$0	\$1,500,000	\$1,500,000	\$0	\$700,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-30	19892	SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$2,249,875	\$0	\$1,000,000	\$1,000,000	\$0	\$1,249,875	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-34/51/52	19894 20204 20203 20700	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	\$1,752,000	\$1,591,000	\$161,000	\$944,200	\$944,200	\$0	\$0	\$627,000	\$0	\$19,800	-\$161,000	RAMP Funding Approved by TC in February
4-54	18397	SH 119 Diagonal: 30th to Foothills Parkway Multi-modal Improvements Project	\$5,570,000	\$5,570,000	\$0	\$4,456,000	\$4,456,000	\$0	\$1,114,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-58	19888	SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$5,466,350	\$0	\$4,373,080	\$4,373,080	\$0	\$1,093,270	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
5-6	19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000	\$0	\$1,600,000	\$1,600,000	\$0	\$400,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
5-8	19908	SH 172 / 151 Signalization	\$1,800,000	\$1,800,000	\$0	\$1,430,000	\$1,430,000	\$0	\$370,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
5-10	19902	US 160 / Wilson Gulch Road Extension	\$6,400,000	\$6,400,000	\$0	\$4,288,000	\$4,288,000	\$0	\$2,112,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
5-13	19397	SH 145 at CR P Safety Improvements	\$1,660,194	\$1,660,194	\$0	\$1,577,185	\$1,577,185	\$0	\$83,036	\$0	\$0	-\$27	\$0	RAMP Funding Approved by TC in February
5-14	18972	US 285 Antonito Storm Drain System Replacement	\$2,742,429	\$3,343,337	-\$600,908	\$2,193,944	\$2,794,852	-\$600,908	\$100,000	\$448,485	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Additional RAMP Funding approved by TC in 6th Supplement FY15 (December 2014); Awarded bid includes approved Surface Treatment project (\$7.02M); Project Complete - Project Acceptance 11/12/15.
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	\$660,396,880	-\$73,164,692	\$349,579,634	\$397,914,441	-\$48,334,807	\$95,448,251	\$13,532,233	\$5,381,480	\$153,501,955	\$14,460,959	

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

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

38	SUB-TOTAL Public-Public Partnership Projects		\$587,232,188	\$660,396,880	-\$73,164,692	\$349,579,634	\$397,914,441	-\$48,334,807	\$95,448,251	\$13,532,233	\$5,381,480	\$153,501,955	\$14,460,959	
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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 March TC
2-27	-	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544	\$0	\$110,544	\$110,544	\$0	\$110,544						Local Agency Withdrew Project in December 2013
2-29	-	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307	\$0	\$155,307	\$155,307	\$0	\$155,307						Local Agency Withdrew Project in December 2013
2	Projects that have been Withdrawn (Group 4)		\$265,851	\$0	\$265,851	\$265,851	\$0	\$265,851						

40	TOTAL Public-Public Partnership Projects		\$587,498,039	\$660,396,880	-\$72,898,841	\$349,845,485	\$397,914,441	-\$48,068,956	\$95,448,251	\$13,532,233	\$5,381,480	\$153,501,955	\$14,460,959	
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Percentage over Transportation Commission Approved Amount

12.41%

13.74%

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

RAMP Partnership and Operations Projects - Status Through March 2016 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 March TC	
Group 1	1-09	19474 19984 20092 20306 20307 20308 20309	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$81,313,480	-\$47,313,480	\$20,000,000	\$26,998,000	-\$6,998,000	\$500,000	\$0	\$0	\$53,815,480	\$40,315,480	Additional RAMP Funding approved by TC for Construction Pkg 2 in the 2nd Supplement FY15 (August 2014) (#TC-3188); Project appeared as an informational item in the November PMO Workshop for TC discussion and input: HPTE Loan, Safety, and ITS funding for Construction Package 3 was approved by the TC in the 6th Supplement FY15 (December 2014) (#TC-3214); TC also approved by resolution approval for CDOT to enter into an Intra-Agency Agreement with HPTE (#TC-3216); As discussed in the February PMO Workshop, an additional \$4.6M in Surface Treatment and RPP Funds were approved by the TC for Construction Pkg 3 in the 9th Supplement FY15 (March 2015) (#TC-15-3-11) bringing the total project cost of the I-70 PPSL project to \$78,487,480; Again, an additional \$2.8M in Surface Treatment and RPP Funds were approved by TC in the 6th Supplement FY16 (December 2015); These additional funding requests are being tracked as Other Funds.
	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 funding
	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	\$1,439,854	-\$439,854	\$1,000,000	\$1,000,000	\$0	\$225,000	\$0	\$225,000	\$214,854	\$214,854	RAMP Funding Approved by TC in 1st Supplement FY15 (July 2014) (#TC-3177); Local Partner committed to providing additional funds; RAMP ID # changed from 3-51 to 1-81; Other Funds includes additional MLOS Funds approved by TC in the 6th Supplement FY16 (December 2015).
	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	\$6,535,000	-\$2,035,000	\$4,500,000	\$6,535,000	-\$2,035,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; RAMP Funding withdrawn from RAMP Ops project #3-34; Approved by TC in the 12th Supplement FY15 (June 2015)(#TC-15-6-6); Additional RAMP Funding reallocated from RAMP Ops project #3-34; Approved by the TC in the 3rd Supplement FY16 (Sept 2015).
	3-34	19875	I-70 Glenwood Canyon Variable Speed Signing	\$2,200,000	\$165,000	\$2,035,000	\$2,200,000	\$165,000	\$2,035,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; RAMP Funding Withdrawn with TC Approval in the 12th Supplement FY15 (June 2015)(#TC-15-6-6); Additional RAMP Funding reallocated to RAMP Ops project #3-33 with TC Approval in the 3rd Supplement FY16 (Sept 2015); Project to remain shelved until other funding is made available.
	4-13	19960	Adaptive Signal Control - US 85 Greeley	\$750,000	\$750,000	\$0	\$600,000	\$600,000	\$0	\$0	\$150,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Bundled project advertisement with RAMP Ops #4-41 (see below).
	4-35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	\$250,000	\$250,000	\$0	\$200,000	\$200,000	\$0	\$50,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	\$380,000	\$380,000	\$0	\$304,000	\$304,000	\$0	\$76,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-41	19959	Adaptive signals on US 34 Bypass in Greeley	\$500,000	\$646,448	-\$146,448	\$400,000	\$546,448	-\$146,448	\$0	\$100,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Bundled with RAMP Ops #4-13; TC Approved additional RAMP Funding via the 3rd Supplement FY16 (Aug 2015).	
4-42	19963	Fiber Optics and ITS Devices on I-76	\$11,000,000	\$2,585,000	\$8,415,000	\$5,000,000	\$2,585,000	\$2,415,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Partial RAMP Funds reallocated to RAMP Ops project #4-50 with TC Approval in the 9th Supplement FY15 (March 2015)(#TC-15-3-11); An additional reallocation of RAMP Funds approved by TC in the 6th Supplement FY16 (Dec 2015) to RAMP Ops projects #4-66 and #4-44/49.	
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; Bundled with RAMP Ops #4-66; TC approved the reallocation of \$1.89M in RAMP Funding from Ops project #4-42 via the 6th Supplement FY16 (Dec 2015).	

RAMP Partnership and Operations Projects - Status Through March 2016 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 March 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	\$3,650,000	-\$1,890,000	\$1,100,000	\$2,990,000	-\$1,890,000	\$0	\$600,000	-\$60,000	\$60,000	\$60,000	RAMP Funding Approved by TC in February; Bundled with RAMP Ops #4-44/49; TC approved the reallocation of \$1.89M in RAMP Funding from Ops project #4-42 via the 6th Supplement FY16 (Dec 2015).
	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	\$160,362,971	-\$55,911,180	\$75,150,791	\$82,916,771	-\$7,765,980	\$851,000	\$2,306,615	\$1,156,615	\$74,288,585	\$52,940,334		
Group 2															
														None	
	Staff Recommends Budgeting Funds (Group 2)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Group 3															
														None	
	Staff Recommends Further Development (Group 3)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
40	SUB-TOTAL Operations Projects		\$104,451,791	\$160,362,971	-\$55,911,180	\$75,150,791	\$82,916,771	-\$7,765,980	\$851,000	\$2,306,615	\$1,156,615	\$74,288,585	\$52,940,334		
Group 4															
	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	\$160,362,971	-\$54,973,180	\$76,088,791	\$82,916,771	-\$6,827,980	\$851,000	\$2,306,615	\$1,156,615	\$74,288,585	\$52,940,334		

Percentage over Transportation Commission Approved Amount

52.16%

8.97%

Program Cap	\$156,139,550
Remainder	-\$4,223,421

RAMP Ops Cap	\$85,706,243
Remainder	\$2,454,472

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



DATE: April 21, 2016
TO: Transportation Commission
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Winter Park Express Platform

Purpose

This memo provides a description of the Winter Park Express, and the request to fund the construction of a passenger platform at the base of Winter Park Resort, plus track improvements needed for Amtrak to provide this service.

Action

Approve the request for \$1.5 Million matching at 50/50 share of a \$3.0 Million overall project to be awarded and paid from the Senate Bill 228 transit funds.

Background

The goal: Starting in the 2016-2017 ski season, a person could land at Denver International Airport in the morning, take the new RTD / University of Colorado A-Line commuter train to Union Station, board the Winter Park Express (Ski Train renamed) and arrive at the slopes of Winter Park without ever needing a car -- all in about three hours. Winter Park says it's the only place in North America where it's possible to take the rails all the way to a ski resort.¹

Current forecasts for Senate Bill 228 funds overall are for \$350 Million to be transferred to CDOT across FY2016 (\$200M) and FY2017 (\$150M expected), with 10% of the total for transit. The ten percent to transit is approximately \$35 Million. The Division of Transit & Rail is evaluating a longer list of park-and-ride improvements, rural regional bus purchases, and Bustang expansions for SB 228 uses. The \$1.5 Million request for the Winter Park Express train platform represents less than five percent (5%) of the available SB 228 funding. The request for funding of this project comes ahead of bus and bus facilities due to the time-sensitive nature of the construction season and the goal to complete it in time for the 2016-2017 ski season.

The \$3 Million total project cost includes a concrete platform (14 feet x 950 feet) at the base of the Winter Park Ski Resort (approx \$2 Million of the total) plus track work that includes switch heaters, power derails (redundant safety mechanism), and construction management of the project.

Details

Ski Train Background

The Ski Train™ was a seasonal passenger service operated by the Denver and Rio Grande Western Railroad in the period 1940-2009. Starting in 1988, the train was operated by the AnSCO Investment Company, which had in turn purchased the Ski Train franchise from the Denver and Rio Grande Western Railroad in that year. The train stopped less than 100 yards (91 m) from the base of the ski lifts of Winter Park Resort. There was one trip in each direction per day, with a travel time of 2 hours and 15 minutes, assuming no delays from freight rail traffic. The Ski Train made its final run to Winter Park on March 29, 2009. The Ski Train was burdened with escalating costs such as liability insurance coverage, operational conflicts with freight traffic, and substantial uncertainties posed by redevelopment

¹ <http://www.cpr.org/news/story/winter-park-ski-train-reboot-shifting-higher-gear>



of Denver's Union Station. These reasons combined with the worldwide economic maladies in 2009 meant that it was no longer feasible for the Ski Train to be operated.²

In 2009, after the Anschutz Company (AnSCO) sold off the ski train citing poor profitability and the downturn in the economy, another private company, Iowa Pacific Holdings, made plans to operate the train. They even sold tickets for the excursions. However, disagreements between Amtrak and Iowa Pacific, including liability costs, forced the company to cancel the trains and refund around 13,000 passengers who had pre-booked seats on the train.

The market uncertainties have all been resolved since 2009. The economy overall has rebounded. Denver Union Station was re-opened in 2015, and the RTD / University of Colorado A-Line to the airport opens April 22, 2016. Amtrak has itself committed to be the operator, resolving the liability/insurance issues. With Amtrak as the operator, and established business partner, Union Pacific also gained confidence in the deal.

Construction Project Details

The platform is necessary to the safe operation of trains, separating passenger trains from through-freight trains. In addition the platform provides safe boarding area for Winter Park visitors, rather than loading/unloading on the trackway or relying on step-stools. The platform, switch heaters, and power derails are all heated to prevent freezing in the winter. In the case of the platform, heat is important, so snow is neither cleared into the trackway nor has to be hauled away. The switch heaters are both at Winter Park where passengers board/alight, and in Fraser where the Amtrak Train is stored during the day, and turns back to serve the return trip to Denver in the afternoon. CDOT staff have received copies of design drawings and cost estimates for review purposes.

Funding Match Details

In addition to CDOT's 50% contribution of \$1.5 million to the Winter Park Express project, Intrawest Resort Holdings, Winter Park Resort, the Town of Winter Park, and the City of Denver will provide the remaining 50% of the total \$3 million project. While the municipalities are finalizing their specific commitments, Intrawest and Winter Park Resort has pledged to make up whatever differences might arise in order to ensure the project is completed on-time. The project and contract are expected to reflect a 20 year asset life with appropriate terms & conditions on CDOT's match.

Operating Details

Amtrak operated a Winter Park Express excursion train on Saturday, March 14, 2015, taking passengers and their ski gear by Amtrak train from Denver Union Station directly to the resort that morning – then back to Denver that evening – in celebration of the resort's 75th anniversary. Due to overwhelming demand, Amtrak and Winter Park Resort added another Winter Park Express excursion train on Sunday, March 15.³ This has given Amtrak and Winter Park Resort confidence that the train can be operated at break-even levels or at a profit. Winter Park Resorts has pledged to cover Amtrak's operating costs in the event of a passenger revenue shortfall.

Benefits

Dedicated train service from Denver to Winter Park will take an estimated 400 cars off the I-70 corridor and Berthoud Pass during peak weekend days, providing travelers a safe, reliable travel alternative. I-70 is a strategic corridor important to Colorado's overall economic growth and tourism industry. Train service, together with the recently-implemented peak period shoulder lanes (PPSL), extend the life of I-70 before major investments are required to continue meeting Colorado's growing population demands.

Train service would also benefit the National Sports Center for the Disabled (NSCD), the largest adaptive sports program in the world. Given the importance of this project to the region, the town, the resort, and the NSCD, Intrawest and Winter Park Resort are committed to ensure the platform project comes to fruition.

² Source: https://en.wikipedia.org/wiki/Ski_Train

³ <http://media.amtrak.com/?s=winter+park+express>



Options

1. Approve the request at the April 2016 meeting. This will ensure that the Winter Park Express platform can be built during this summer 2016 construction season and that operations can begin for the 2016-2017 ski season. This is the staff recommended action.
2. Provide a conditional approval in April 2016 or delay approval until May 2016. This option would allow CDOT staff to proceed and prepare contracting documents to allow the Winter Park Express to still operate during the 2016-2017 ski season, unless and until TC-specified conditions are met or TC questions are fully answered in May. This conditional/revokable approval option would revert to option 3 if the conditions were not met or questions not answered.
3. Defer approval until all transit projects using SB 228 funds can be presented together, comprehensively. Estimate is that for the remaining \$28.5 Million in SB 228 funding, analysis and Transportation Planning Input would allow a Transportation Commission decision in approximately August 2016. This would mean the Winter Park Express service is delayed a full year to the 2017-2018 ski season.
4. Consider denying the project as benefiting private enterprise. However, Winter Park Resorts is a public/private venture between the City and County of Denver and Intrawest Resort Holdings. Further, Amtrak is a quasi-public entity and has structured an operating deal with Winter Park Resorts to cover operating costs, not likely to be profitable.

Next Steps

If approved, CDOT would contract by May, construction would begin in June/July, and finish by September/October.

Attachments

Letter of support from Union Pacific Railroad

Letter of support from Amtrak



October 2, 2015

DJ Stadler
Executive Vice President and Chief Operations Officer
National Railroad Passenger Corporation
60 Massachusetts Ave NE 2E-142
Washington, DC 20002

Re: Amtrak Colorado Ski Train Passenger Special

Dear DJ:

As discussed at our August meeting, Union Pacific has been fully engaged in working with Amtrak to identify a plan that would allow Amtrak to develop a safe operation for a seasonal ski train between Denver and Winter Park, Colorado.

We understand the long tradition and popularity of the previous ski train special service. As you know, in 2014-2015 Union Pacific worked with Amtrak in an abbreviated time frame to quickly negotiate and approve a special run of a similar passenger service, even allowing a second date to be added to that special run which occurred in March 2015. These arrangements demonstrate our desire to be a good partner and our willingness to accommodate similar service in the future.

Our intention now is to assist Amtrak in making a feasible proposal for a similar special ski train service between Denver and Winter Park, with unloading at Winter Park. Summarized below are the safety and operational requirements to make that possible.

We recognize the investment required to operate this service, and as such we are agreeable to a multi-year agreement with annual renewal opportunities thereafter. If these conditions cannot be met in 2016, Union Pacific is also agreeable to allowing a service to the existing Amtrak platform at Fraser in the interim.

Union Pacific's top priority is safety, and we know that Amtrak – as well as your customer, Winter Park Ski Resort – share our utmost commitment to ensuring a safe operation.

Union Pacific can agree to this service and is willing to negotiate terms; however, we cannot waive safety requirements. During the March 2015 special passenger train service, we were reminded of the absolute need to have standard passenger facilities in place – especially at this unique location at the bore of a tunnel in a high alpine, variable weather and steep grade location. In addition to those environmental factors, the nature of this service includes passengers transporting equipment and luggage, while also often attending to youth passengers. If anything, this set of circumstances might justify exceeding standards – certainly not seeking waivers of requirements or otherwise modifying specifications of platform facilities. Additionally, this location does not meet Americans with Disabilities Act (ADA) specifications.

DJ Stadtler
October 2, 2015
Page 2

In summary, Union Pacific is agreeable to a special Amtrak ski train service if the following passenger safety requirements and passenger-specific infrastructure enhancements are met:

- A standard passenger platform must be installed at Winter Park.
- Power derails and switch heaters must be installed at the equipment layover track at Fraser.
- Union Pacific would agree to passenger loading and unloading directly off of the main line at Winter Park.
- Union Pacific would agree to an initial three-year service agreement, instead of an annual agreement, in consideration of the costs to Amtrak associated with such infrastructure investments.
- Union Pacific would approve an alternative service on the weekend ski season to operate from the passenger terminal in Fraser should there be an interest from Amtrak to begin service prior to the necessary safety and infrastructure installations.

My colleagues and I look forward to continued dialogue. I have provided direction to my internal team, which will keep me informed of progress on this discussion. Josephine Jordan, Union Pacific's general manager of passenger operations, is our primary point of contact for this service. Please feel free to reach her at (402) 636-7227 or jjordan1@up.com.

Sincerely,



Cameron A. Scott



7 April 2016

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

RE: Winter Park Resort Grant Application - SB 228 Transit Funds

Dear Commissioners:

Amtrak is pleased to support Winter Park Resort's request for funding for capital improvements, that have been outlined by the Union Pacific Railroad (UPRR), that are necessary for seasonal passenger rail service to the resort. Once the improvements have been completed, Amtrak would be able to restore seasonal service between Denver and the Winter Park Resort—continuing a cherished and time-honored service for Colorado residents and visitors.

Amtrak has been closely working with the Winter Park Resort and UPRR teams not only to make sure that the two trips that took place in March 2015 were a success, but that the future proposed operations to/from the resort are a success as well. Amtrak has the operations plan in place, and we currently hold monthly conference call with the UPRR and the Winter Park Resort to ensure that the many components of this projects are moving forward, and that all parties are ready to move forward with construction, and service in 2017.

In addition to restoring a transportation and cultural connection that is valued by the residents of Colorado, this project will also help hold down the ever-increasing, weekend, vehicle congestion on Interstate 70, as well as help improve air quality by reducing vehicle emissions. This project also leverages one of Denver's newest transportation improvements—the new RTD / University of Colorado A Line, connecting Denver International Airport and Union Station in Downtown Denver. The University of Colorado A Line, when combined with the Winter Park Express passenger rail service, will provide a seamless, car free, connection for visitors to the State. This unique transportation experience will benefit economic development along the route and the economy of Colorado.

Amtrak looks forward to our continued work with of partners on this very important project for the State of Colorado. If you should have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert C. Eaton", with a long, sweeping underline.

Robert C. Eaton
Government Affairs

Resolution # TC-

Approve the Winter Park Express Platform Project Utilizing SB 228 Transit Funds

Whereas, SB 228 funds have been allocated to CDOT for FY 2016, and at least 10% are to be used for transit projects; and

Whereas, the Transportation Commission supports the multimodal development of the State's transportation system, and the reduction of auto trips on I-70 and US 40 (Berthoud Pass); and

Whereas, the Division of Transit & Rail is developing a recommended list of SB 228 transit projects for Transportation Commission consideration later this summer; and

Whereas, Winter Park Resorts (WPR) has negotiated agreements between WPR, Amtrak and the Union Pacific Railroad to reinstate ski train service (Winter Park Express) for the 2016-17 ski season; and

Whereas, the Union Pacific Railroad has set forth passenger platform, safety and railroad operational improvements required to allow Winter Park Express service; and

Whereas, WPR has defined a \$3M construction project for the summer of 2016 and requested \$1.5M in SB 228 funds.

NOW THEREFORE BE IT RESOLVED, the Commission approves a \$1.5M grant utilizing SB 228 transit funds, in advance of the full SB 228 transit project recommendations, in order to allow WPR to construct the Winter Park Express platform and related railroad elements over the summer of 2016.



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
CC: DAVID SPECTOR, DIRECTOR OF HIGH PERFORMANCE TRANSPORTATION ENTERPRISE
DATE: FEBRUARY 18, 2016
SUBJECT: AMENDMENT TO THE INTRA-AGENCY AGREEMENT BETWEEN CDOT AND HPTE

Purpose

To present details regarding changes being made to the existing I-70 Peak Period Shoulder Lane Project Intra-Agency Agreement (IAA) between Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE).

Action

Staff is seeking TC approval of the resolution authorizing the proposed changes to the I-70 Peak Period Shoulder Lane (PPSL) Project IAA.

Background

In December 2014, HPTE borrowed \$25 million from Banc of America to help complete the I-70 PPSL Project. In order to assist HPTE in securing more favorable loan terms needed for this critical project, CDOT entered into an IAA in order to provide credit support to HPTE. Since that time, the need has arisen to modify specific items in the Loan Agreement itself as well as clarify how obligations between CDOT and HPTE will be determined.

Amendment Details

The IAA amendment conforms to two specific changes being made to the Loan Agreement between Banc of America and HPTE. The two changes to the Loan Agreement that are reflected in the IAA amendment are as follows:

1. The original Loan Agreement had a reporting requirement that specified that HPTE provide unaudited financial statements 30 days after July 1 and January 1 of each fiscal year. In practice, this is impossible due to the state's accounting system (CORE) and how long it takes to reconcile financial information. HPTE and Banc of America agreed that moving from 30 to 90 days after July 1 and January 1 was reasonable in order to accommodate these existing constraints.
2. It clarifies the definition on when our interest payment date occurs.



In addition to the changes that flow from the amendments to the loan agreement, the changes to the IAA more clearly define how obligations between CDOT and HPTE will be determined. The changes to the IAA are as follows:

1. It defines which Operations and Maintenance (O&M) costs are subject to the "pro-rata share." In the original IAA, a broad pro-rata split is all that was contemplated, but since that time, staff has gotten more specific about how that split will be determined. This IAA amendment will use essentially the same criteria that HPTE and CDOT have used in the recently approved I-25N Segment 3 IAA. Specifically, many items (such as snow and ice) will be treated on a pro-rata basis; whereas costs related only to the tolling and toll lane maintenance will be an HPTE-only expense and pre-existing costs unaffected by the managed lane (such as lighting) will be a CDOT-only expense.
2. It includes CDOT invoicing and HPTE payment processes of O&M obligations that were not addressed in the original IAA.

All necessary parties have agreed to the changes to the original Loan Agreement. Those are currently being integrated into the first amendment to HPTE's PPSL Loan with Banc of America. This amendment is being presented to the HPTE Board of Directors this month for authorizing and execution.

Key Benefits

Approval of the changes to the existing I-70 PPSL IAA will mirror the revisions being made to the existing Loan Agreement, ensuring consistency across all agreements related to this project. It will also reinforce the mutually beneficial partnership between CDOT and HPTE by clearly defining roles and responsibilities.

Options and Recommendations

1. Approve the amended IAA between CDOT and HPTE (STAFF RECOMMENDATION).
2. Do not approve the amended IAA and request additional information.
3. Reject the amended IAA.

Next Steps

If approved, execute amended IAA.

Attachments

Attachment A: First Amendment to HPTE I-70 PPSL Project Intra-Agency Agreement

Attachment B: Resolution Approving the First Amendment to the Intra-Agency Agreement between CDOT and HPTE for the I-70 Peak Period Lane (Mountain Express Lane) Project



**FIRST AMENDMENT TO
HPTE I-70 PPSL PROJECT
INTRA-AGENCY AGREEMENT**

THIS FIRST AMENDMENT (the “Amendment”) is made this _____ day of _____, 2015 by and between the STATE OF COLORADO for the use and benefit of the COLORADO DEPARTMENT OF TRANSPORTATION, hereinafter referred to as “CDOT,” and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE, a government-owned business and a division of CDOT, hereinafter referred to as the “Enterprise” or “HPTE.”

FACTUAL RECITALS:

A. CDOT is an agency of the State of Colorado authorized pursuant to Section 43-1-105, C.R.S. to plan, develop, construct, coordinate, and promote an integrated transportation system in cooperation with federal, regional, local and other state agencies.

B. The Transportation Commission of Colorado (the “Transportation Commission”) is the budgetary and policy making body for CDOT with all powers and duties granted by the Colorado General Assembly pursuant to Section 43-1-106, C.R.S.

C. HPTE was created pursuant to Section 43-4-806(2), C.R.S. as a government-owned business within CDOT to pursue innovative means of completing important surface transportation projects that will improve the safety, capacity, and accessibility of the surface transportation system, can feasibly be commenced in a reasonable amount of time, and will allow more efficient movement of people, goods, and information throughout Colorado.

D. CDOT and HPTE previously entered into that certain *HPTE I-70 PPSL Project Intra-Agency Agreement*, dated December 19, 2014 (the “Agreement”), regarding the financing, construction, and operations and maintenance of the I-70 Mountain Express Lane Project, formerly known as the I-70 Peak Period Shoulder Lane Project (the “Project”).

E. CDOT and HPTE also previously entered into a Letter Agreement, dated March 5, 2015, concerning the invoicing and reimbursement of certain costs paid by CDOT for the construction of the Project, the terms of which are to be incorporated into this Amendment.

F. CDOT and HPTE now desire to amend the Agreement to clarify certain terms and conditions related to the operations and maintenance of the Project.

G. Pursuant to Section 6.13 of the Loan Agreement between HPTE and Banc of America Preferred Funding Corporation (the “Bank”), the Bank’s consent to the Amendment is required and, as of the date of this Amendment, such consent has been received.

H. This Amendment is executed by HPTE under the authority of Sections 29-1-203 and 43-4-806(6)(h), C.R.S., and by CDOT under the authority of Sections 43-1-110 and 43-1-116, C.R.S.

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING RECITALS, THE PARTIES TO THIS AMENDMENT HEREBY AGREE AS FOLLOWS:

1. Amendment to Operations and Maintenance Provisions. Section I (Operation and Maintenance of the Project) of the Agreement is hereby deleted in its entirety and replaced with the following:

I. OPERATIONS AND MAINTENANCE OF THE PROJECT

A. The I-70 PPSL Project is adjacent to a segment of the I-70 general purpose lanes (“I-70 General Purpose Lanes”) and HPTE and CDOT recognize the need to cooperate in carrying out the related operations and maintenance for the I-70 PPSL Project and the I-70 General Purpose Lanes. To that end, HPTE and CDOT agree to cooperate in ensuring that the operations and maintenance is performed and agree to the division of costs as set forth herein. As a general matter, HPTE shall be responsible for operating and maintaining the I-70 PPSL Project, and agree that CDOT shall be responsible for operating and maintaining the I-70 General Purpose Lanes. It is the intent of the parties that, except as specifically provided otherwise herein, CDOT shall perform such operations and maintenance of both the I-70 General Purpose Lanes and the I-70 PPSL Project, subject to reimbursement from HPTE for HPTE’s proportionate share of the overall operations and maintenance expenses, as further described herein.

B. Except as otherwise provided herein, the CDOT and HPTE agree to allocate costs based on a proportion of the total number of vehicles using I-70 within the Project area during the reference month, with HPTE’s portion being calculated to include all vehicles obligated to pay a fee for use of the I-70 PPSL Project, whether or not such user fee is actually collected, and CDOT’s portion being calculated to include all other vehicles (the “Pro-Rata O&M Cost Calculation”). For illustrative purposes only, if the total cost of operating and maintaining the segment of I-70 including the I-70 PPSL Project is \$500,000 per month, and 5% of the total vehicle count consisted of vehicles obligated to pay a user fee, HPTE would be responsible for \$25,000 of such operations and maintenance costs. The Pro-Rata O&M Cost Calculation shall apply to CDOT’s costs incurred with respect to: (i) snow and ice removal services; (ii) courtesy patrol; (iii) pavement resurfacing, life-cycle and capital maintenance, to the extent such activities reasonably include both the I-70 PPSL Project and the I-70 General Purpose Lanes; (iv) lane striping; and (v) any other operations and maintenance expense CDOT and HPTE agree in good faith is most fairly allocated utilizing the Pro-Rata O&M Cost Calculation method.

C. The Pro-Rata O&M Cost Calculation shall not apply to those operations and maintenance costs existing and regularly funded by CDOT prior to the

implementation of the I-70 PPSL Project, and for which the addition of the I-70 PPSL Project results in a *de minimus* impact on overall operations and maintenance expenses for I-70. Such costs include, but are not limited to, CDOT's costs incurred with respect to: (i) repair and replacement of guardrail; (ii) repair and replacement of lighting fixtures; and (iii) contracts with the State Patrol for safety enforcement within the corridor (but exclusive of additional enforcement contracted by HPTE for toll evasion enforcement, if any).

D. HPTE shall be solely responsible for costs incurred with respect to: (i) toll processing and collection; (ii) Level I and Level II maintenance of toll equipment; (iii) contracts for toll evasion enforcement with the State Patrol or other law enforcement entity, if any; (iv) daily lane sweeping/cleaning in preparation for opening the I-70 PPSL Project; and (v) CDOT staff time dedicated to monitoring traffic flows and determining opening/closing times and variable toll rates for the I-70 PPSL Project, in accordance with guidance set forth and approved by HPTE; and (vi) HPTE overhead and administrative costs related to the operations and maintenance of the I-70 PPSL Project. Such costs, together with those costs attributable to HPTE under the Pro-Rata O&M Cost Calculation, shall constitute the "HPTE O&M Project Expenses."

E. To the extent either CDOT or HPTE provides services to the other (either through a third party or directly) that results in one party covering the costs that is agreed to be the responsibility of the other, the party covering such costs will invoice the other and such invoice shall include a reasonably detailed breakdown of the costs for which the invoicing party is seeking reimbursement.

F. CDOT shall submit to HPTE on or before January 15 and July 15 of each year an invoice describing the HPTE O&M Project Expenses due to CDOT with respect to the I-70 PPSL Project for the prior six month period. To the extent the user fee revenues generated from the I-70 PPSL Project as they are required to be applied are, or are estimated to be, inadequate to cover the HPTE O&M Project Expenses, HPTE can request a CDOT Backup Loan to fund all or a portion of the HPTE O&M Project Expenses pursuant to Section II below. Before HPTE submits to CDOT the written notification described in Section II.B below, CDOT and HPTE agree to cooperate in estimating the expected cost of operating the I-70 PPSL Project for the upcoming fiscal year. This estimate, and the expected available revenue from the I-70 PPSL Project for the HPTE O&M Project Expenses shall serve as a basis for submitting the notification described in Section II.B.

G. In consideration of the various terms, covenants, and conditions set forth herein (including the benefits that CDOT will receive as a result of the Project, CDOT hereby provides to a non-exclusive license over, under, upon and in the site of the Project ("License") for HPTE to operate the I-70 PPSL Project. CDOT acknowledges and agrees that HPTE may sublicense the License as needed to operate and maintain the Project. Subject to the License, CDOT reserves the right of use, occupancy and ownership over, under, upon and in the lands comprised of the I-70 PPSL Project.

2. Eastbound PPSL Construction Package 3. On December 18, 2014, the Transportation Commission approved a budget action of \$20.85 million to pay for the Eastbound PPSL Construction Package 3, of which \$17.5 million was available to HPTE to pay for the construction of ITS infrastructure, interchange improvements at mile marker 241 East Idaho Springs, asphalt overlay, and fiber installation for the Project. In a Letter Agreement dated March 5, 2015, CDOT and HPTE agreed that CDOT shall invoice HPTE, and HPTE shall remit payment to CDOT, for those aforementioned elements of the Eastbound PPSL Construction Package 3. CDOT and HPTE agree that all invoicing and payment obligations with respect to the Eastbound PPSL Construction Package 3 have been satisfied in their entirety.

3. General Provisions. With the exception of those terms and conditions specifically modified herein, the Agreement shall remain in full force and effect in accordance with all of its terms and provisions. In the event of any conflict between the terms and provisions of the Agreement and the term and provisions of this Amendment, the terms and provisions of this Amendment shall control. This Amendment may be executed in any number of counterparts, each of which shall be deemed an original, and all of such counterparts shall constitute one agreement.

[Signature page follows.]

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the day and year first above written.

STATE OF COLORADO
JOHN HICKENLOOPER, Governor

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By: _____
SHAILEN P. BHATT
Executive Director
DEPARTMENT OF TRANSPORTATION

By: _____
DAVID I. SPECTOR
HPTE Director

APPROVED:

CYNTHIA COFFMAN
Attorney General

By: _____
Assistant Attorney General

Resolution # TC-16-2-

Approving the First Amendment to Intra-Agency Agreement between CDOT and HPTE for the I-70 Peak Period Shoulder Lane (Mountain Express Lane) Project.

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

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

WHEREAS, HPTE, in partnership with CDOT, completed and is operating the I-70 Mountain Express Lane Project, formerly known as the I-70 Peak Period Shoulder Lane Project (the “Project”) over a 13 mile segment of eastbound I-70 through the I-70 Mountain Corridor; and

WHEREAS, by Resolution #TC-3216, dated December 19, 2014, the Transportation Commission previously approved the HPTE I-70 PPSL Project Intra-Agency Agreement (the “Agreement”) between CDOT and HPTE regarding the Project; and

WHEREAS, CDOT and HPTE now desire to further define the allocation of costs and responsibilities for operations and maintenance of the Project, as well as set forth invoicing and payment procedures not described in the original Agreement.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves the First Amendment to the I-70 PPSL Project Intra-Agency Agreement between CDOT and HPTE and authorizes CDOT’s Executive Director to sign the First Amendment on behalf of CDOT.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date



DATE: April 21, 2016
TO: Transportation Commission
FROM: Herman Stockinger, Office of Policy & Government Relations
SUBJECT: USDOT's TIGER VIII and FASTLANE Discretionary Grant Programs

Purpose

To provide an update on the TIGER VIII application for the North I-25 Express Lanes- Phase 1 improvements to Segments 7 and 8 project (North I-25), as well as inform the Commission on decisions regarding the FASTLANE projects considered by Commission last month.

Action Requested

1. Approve \$5 million of SB 228 Transit funds for transit elements of the TIGER VIII project via resolution.
2. Continue to support exploring a construction loan for the North I-25 project, but also commit to “making up the difference” if the grant application is successful and the construction loan is approved by the HPTE for less than \$50 million.

TIGER VIII Background and Status Report

The project is expected to cost approximately \$235 million (though cost estimates are ongoing), with project funding as follows:

- **\$25 million:** TIGER VIII request
- **\$25 million:** Local and Developer funds- much progress has been made on this goal, as follows:
 - \$10 million- Larimer County
 - \$6 million- developer funds
 - \$2 million- Fort Collins
 - \$2 million- Loveland
 - \$2 million- Weld County
 - \$1 million- Windsor
 - \$1 million- Johnstown (this equates to \$100 for every person living in Johnstown- you can't get much more “all in” than that!)
 - \$500k- Timnath
 - Targeting additional funds during the month of April from other communities
- **\$80 million:** CDOT state funding- confirmed by the Transportation Commission via resolution in March.
 - The legislature recently committed to FY '17 (year 2) SB 228 funds in the amount of \$159 million, with funds transferred on June 30, 2017 with no economic trigger. However, the state funds can be any state funding source and not specifically identified unless the grant is awarded.
- **\$5 million:** CDOT SB 228 funding for transit (between FY '16 and FY '17 the transit portions of SB 228 should amount to approximately \$35 million).
 - This is a new request, and the transit element greatly enhances the application and corridor mobility. The total transit costs are expected to be close to \$10 million, with the other costs supported within the existing project costs.
- **“Up to \$50 million”:** Short term construction loan from HPTE.
 - CDOT received preliminary Traffic & Revenue Study (T&R Study) numbers on April 8, and continue to analyze them. However, initial indications are that \$50

million may be high end of a potential loan amount that is supported by Project revenues. This necessitates the Transportation Commission to consider whether the expected gap may be filled with state funds- see below for additional details.

Construction Loan Details

While banks are prepared to offer a short term construction loan to HPTE, based on CDOT's credit, of \$100 million or more, for TABOR purposes, the amount of the loan must correspond more directly to the expected toll revenue that would be generated for HPTE, and used to finance the debt. Preliminary analysis of the recent T&R Study indicate the revenue that could be used to pay off construction debt is closer to \$50 million, and is not expected to allow repayment of a \$100 million loan in even a high revenue scenario.

Any TIGER application must articulate the project cost, and identify revenue to pay for those costs. For that reason, staff would like to identify consideration of a construction loan of likely no more than \$50 million, with the gap being backed by other funds.

With that in mind, the Transportation Commission has several options.

1. Commit to state funds (i.e. SB 228 or other state funds) of an additional \$50 million.
2. Commit \$30 million (or about two years) of federal funds (i.e. the new federal formula freight funds or other federal funds) and an additional \$20 million of state funds. This may be more palatable for the Commission, but would likely make the application slightly less competitive due to the lower overall state and local match. (Staff Recommendation)
3. Do not pursue the TIGER Grant for North I-25 because the department is unable to commit an additional \$50 million for the project.

FASTLANE Update

Staff presented four potential FASTLANE projects to the Commission in March. Because the department is limited to only three applications, and applications were due April 14, the Commission gave staff the discretion to submit three of the four and report back in April on which projects were chosen.

As of the writing of this memo, we are pleased to report that all four projects are expected to be submitted thanks to La Plata County agreeing to be the primary sponsor for the US 550/160 Connection. CDOT will submit (and likely did on April 14) the US 287 Lamar Reliever Route, and the US 85 Highway/Rail Corridor. The "Multi-State" Truck Parking Information & Management System is no longer a multi-state application, as other states were unable to respond to the grant opportunity in the time allowed. Grant awards are expected to be announced this fall.

Resolution Number TC-

Instructing the Department to submit the I-25 North Express Lanes- Phase I Improvements to Segments 8 and 7 project application for consideration under the USDOT TIGER VIII Discretionary Grant program and committing matching funds to support the project.

WHEREAS, the Consolidated Appropriations Act, 2016 includes a \$500 million authorization for National Infrastructure Investments, referred to by the U.S. Department of Transportation (USDOT) as TIGER Discretionary Grants; and

WHEREAS, a Notice of Funding Availability was issued by the U.S. Department of Transportation (USDOT) on February 23 for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER VIII); and

WHEREAS, applications for the TIGER VIII discretionary grant program are due to the U.S. Secretary of Transportation on April 29, 2016; and

WHEREAS, CDOT, in partnership with HPTE, is investigating funding options to undertake the I-25 North Express Lanes – Phase I Improvements to Segments 8 and 7 (the “Project”) to construct, implement and operate one new tolled express lane in each direction between approximately Highway 14 and Highway 402 and other improvements; and

WHEREAS, the Commission supports the Project and recognizes the benefits it provides to the State, which include, but are not limited to, improving travel times, managing congestion in the I-25 North Corridor, and providing travelers with a choice of a new travel lane; and

WHEREAS, pursuant to Commission Resolution #16-3-16, the Transportation Commission has instructed staff to submit the Project as CDOT’s only TIGER VIII application, with a state match commitment of up to \$80 million; and

WHEREAS, the Commission understands as part of the Project, the High Performance Transportation Enterprise (HPTE) will study the financial viability of the Project’s tolled express lane and to pursue negotiations with lenders to obtain up to a \$50 million commercial loan or other financing backed by a pledge of future user fee revenues collected by HPTE from the Project; and

WHEREAS, if HPTE is able to obtain financing up to \$50 million for the Project, the Commission will agree to consider making, but is not obligated or bound to make, one or more loans from the state highway fund to satisfy any of HPTE’s payment obligations under any Segments 7 and 8 loan agreements or to fund HPTE’s operations and maintenance expenses for the Project as better defined by an anticipated Project Intra-Agency Agreement, in the event user fee revenues are insufficient, or projected to be insufficient, to satisfy HPTE’s obligations; and

NOW THEREFORE BE IT RESOLVED, in order to enhance the strong multi-modal aspects of the North I-25 project, the Commission commits \$5 million in SB 09-228 transit funds for FY 2016 as additional state match to support the transit elements of the project.

NOW THEREFORE BE IT FURTHER RESOLVED, in addition to the \$80 million state match already committed, the Commission commits additional funding of \$30 million in federal funds and \$20 million in state funds with the funding sources to be determined and allocated if the TIGER VIII grant application is successful, provided the local governments in the region provide significant local match funds toward the project.

NOW THEREFORE BE IT FURTHER RESOLVED, in the event the HPTE is unable to obtain a full \$50 million loan and the grant application is successful, the Commission commits additional state funding to complete the overall funding package for the project.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

Bridge Enterprise Board of Directors

April. 21, 2016

Kathy Connell, Chairwoman
Steamboat Springs, District 6

Shannon Gifford

Denver, District 1

Ed Peterson

Lakewood, District 2

Gary M. Reiff, Vice Chair

Englewood, District 3

Heather Barry

Westminster, District 4

Kathleen Gilliland

Livermore, District 5

Kathy Hall

Grand Junction, District 7

Sidny Zink

Durango, District 8

Nolan Schriner

Colorado Springs, District 9

William Thiebaut

Pueblo, District 10

Steven Hofmeister

Haxtun, District 11

THE CHAIRWOMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Estimated Start Time: 9:50 a.m.

BRIDGE ENTERPRISE BOARD OF DIRECTORS

10:05 a.m. 1. Call to Order and Roll Call

2. Audience Participation

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

3. Act on Consent Agenda

- a) Resolution to Approve Regular Minutes from March 16, 2016 (Herman Stockinger)

4. Monthly Progress Report (Scott McDaniel)

5. Adjournment

10:15 a.m. Public Hearing for Draft FY2017- FY2020 STIP
– Time Limit per Speaker: 2 minutes

11:15 a.m. Adjournment

**Bridge Enterprise Board
Regular Meeting Minutes
March 16, 2016**

Chairwoman Kathy Connell convened the meeting at 2:18 p.m. at CDOT Headquarters in Denver.

PRESENT WERE: Kathy Connell, Chairwoman, District 6
Shannon Gifford, District 1
Ed Peterson, District 2
Heather Barry, District 4
Kathy Gilliland, District 5
Kathy Hall, District 7
Sidny Zink, District 8
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Gary Reiff, Vice Chair District 3
Nolan Schriener, District 9

ALSO PRESENT: Shailen Bhatt, Executive Director
Michael Lewis, Deputy Executive Director
Josh Laipply, Chief Engineer
Debra Perkins-Smith, Director of Transportation Development
Maria Sobota, CFO
Herman Stockinger, Government Relations Director
Paul Jesaitis, Region 1 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
Scott McDaniel, Staff Services Director
David Spector, HPTE Director
Ryan Rice, Operations Division Director
Mark Imhoff, Director of Transit and Rail
Vince Rogalski, STAC Chairman
David Ulane, Director of Aeronautics
Alicia Nolan, FHWA Representative

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 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 Gifford seconded the motion. Upon vote of the Board the resolution passed unanimously.

Resolution #BE-16-3-1

Approval of Regular Meeting Minutes for Feb. 18, 2016.

BE IT SO RESOLVED THAT, the Minutes for the Feb. 18, 2016, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the March 16, 2016, meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on the Final FY 2016-17 Bridge Enterprise Budget for Fund 538 and Acceptance of Eligible Federal Funds from the TC

Maria Sobota opened the floor for questions. There were none.

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

Resolution #BE-16-3-2

5th Bridge Enterprise Budget Supplement of FY 2016

Maria Sobota explained the two items in the request, two design to shelve projects in region 3. There were no questions.

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

Resolution #BE-16-3-3

Q2 FY 2016 CBE Program Financial Update

Maria Sobota informed the commission this is an update for information only. She stated she sent a memo to Gary Reiff regarding refinancing and offered up the memo to the commission. There were no questions.

Monthly Progress Report

Scott McDaniel asked the Board if they had any questions on the progress report. There were none. He explained that the XPI this month had an unusual number, however it should go back to normal next month.

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 2:20 p.m.



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: April 21, 2016
SUBJECT: April 2016 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 March 2016. The March Schedule Performance Index (SPI) = 0.92; a decrease of 0.04 from prior month (February SPI = 0.96). A decrease in program SPI was realized in March 2016 due to the Central 70 project revising percentage complete for all project phases.

Over-performing projects

- 3 projects with \$7.8M in combined Earned Value (EV) greater than planned
- Increases overall program SPI by 0.011; NO CHANGE from prior month (February = 0.011)

Under-performing projects

- 3 projects with \$60.8M in combined lost EV
- Reduces overall program SPI calculation by 0.08; a 0.04 increase from prior month (February = 0.04)
- Of the 13 Railroad involved projects there are none currently being impacted by rail road 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:

- Guidance documentation review/revision
- Ongoing project coordination and oversight
- Closeout and deprogramming funds from completed projects
- Budget deprogramming funds data inclusion in monthly progress report
- Candidate projects for preconstruction activities review
- Continued PMO coordination
- Quarterly Reporting
- Maintenance invoicing
- Drafting 4-year and 10-year plans



RECENT PROJECT ACTIVITY:

Project Progress

- Region 3, F-11-AB/AC, I-70 ML EBND/WDND over US 6 and Eagle River; Eagle County, resumed construction in March 2016. Completion of the project is mid-June 2016. Construction was previously shut down for winter.

BE Staff Ilex Site Visit

- On March 24th, BE staff attended the monthly progress update meeting for FHWA and BE on the Ilex Design-Build project. The staff toured the project site with the Region 2 Project Manager.
- The bridge deck widenings have been successfully poured on I-25 over City Center Drive and on I-25 over Santa Fe Ave.
- Aesthetic treatments have been installed on the D Street wall panels.
- Retaining walls have been constructed along the future D Street.
- No delays or impact to traffic are to be expected during this phase.

TOTAL PROGRAM FINANCIAL PERFORMANCE

Preliminary expenditure and encumbrance data through February 29, 2016 summarized below:

- Overall projected expenditures increased by \$11.3 M or 1.5%
- Overall actual expenditures increased by \$6.6 M or 1.1%
- Actual Bond expenditures, no increase or decrease. Bond proceeds are essentially expended and the bulk of the remaining balance is related to interest earnings.
- Overall encumbrances decreased by (\$2.4 M) or -1.7%
- There are no bond encumbrances remaining*

*All Bond Proceeds and Interest Earning that have been budgeted are essentially expended however, we recognize bond expenditures when they are billed to the Trustee. Once the billing and interest earnings are reconciled, we will adjust the budget and expend any remaining budget balances. Once Bond Proceeds are expended, the Interest will be billed.

BUDGET AND ENCUMBRANCE BALANCES STATUS

Beginning March 2016, Bridge Enterprise will include a Budget and Encumbrance Balances table in the monthly progress report. This table shows the encumbrance and budget balances for projects that have been substantially complete for more than 6 months, by Region. For the purpose of this tracking, substantially complete is defined as a new bridge open to traffic, not project completion. There is often work pending such as final paving, striping and railing, which is performed after the substantial completion milestone.

It should be noted that it is often appropriate for a project to remain in an 'open' status and carry a balances after substantially complete due to various work remaining to be completed and cannot be escrowed.

Consistent with the recent FASTER audit, the Bridge Enterprise Program Management Team works with the Region Business Offices and Project Engineers to release excess budget and encumbrance balances prior to the Finals process. In the last 6 months, significant progress has been made in releasing excess balances. See attached presentation package for the detailed table.



STATUS OF FASTER ELIGIBLE BRIDGES

There are currently 192 bridges eligible for the BE program.

Completed	121
In Construction	19
Design Complete	2
In Design	14
Remaining	36

STATUS OF \$300M BOND BRIDGES

There are currently 89* bridges in the BE bond program.

Completed	67
In Construction	19
Design Complete	2
In Design	1

**The methodology for the 2010 bond program bridge count has changed from programmed bridges to budgeted bridges.*

STATUS OF 30 MOST DEFICIENT BRIDGES

The CBE has completed 28 of the 30 bridges originally identified as the most deficient. Only 4 of the 30 worst bridges based on 2015 final ratings remain to be programmed:

Bridge #	Region	County	Facility Carried over Featured Intersection
N-17-S	2	Huerfano	I-25 ML NBND over CO Rd. 103, Butte Creek
L-19-F	2	Pueblo	US 50 BUS. RT over DRAW
F-10-C	3	Eagle	US 6 ML over East Lake Creek
N-11-C	5	Rio Grande	SH 112 ML over Rio Grande Canal

Bridge Enterprise DBE PARTICIPATION

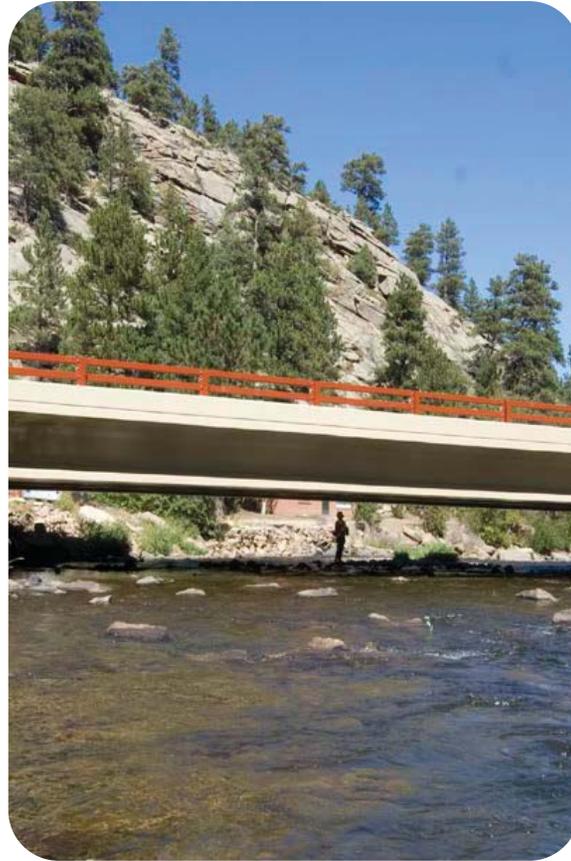
For the period of 3/1/2010 - 12/31/2015 BE DBE participation resulted in 30.4% of subcontract dollars going to 130 individual DBE firms.





COLORADO

Department of
Transportation



Colorado Bridge Enterprise

April 2016 Monthly Progress Report
Board of Directors Meeting



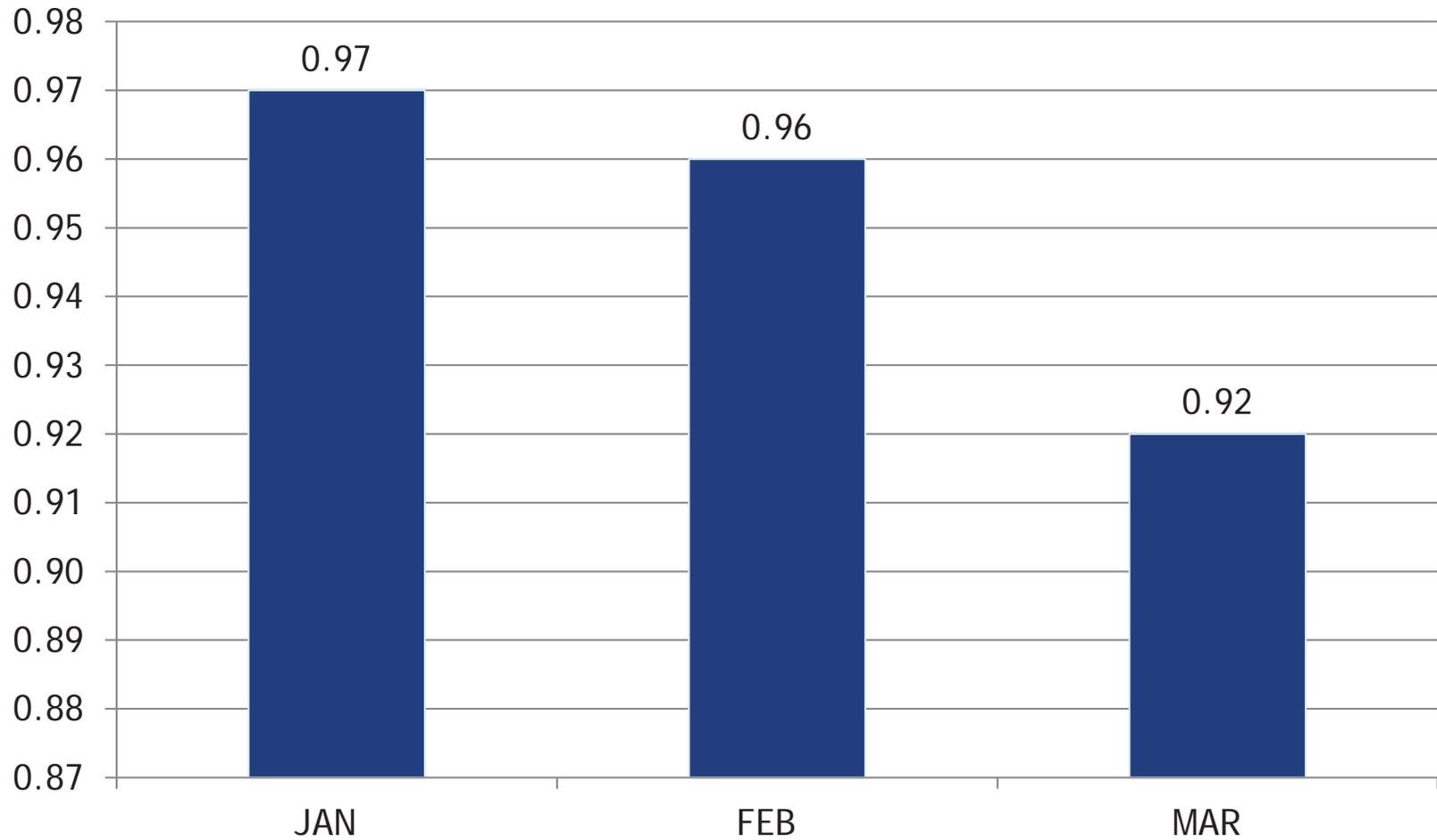
Program Schedule

- Program schedule updated for work complete through March 2016
- March Schedule Performance Index (SPI) = 0.92; a DECREASE of 0.04 from prior month (February SPI = 0.96)
- A DECREASE in program SPI was realized in March 2016 due to the Central 70 project revising percentage complete for all project phases.
- **Over-performing projects**
 - 3 projects with \$7.8M in combined Earned Value (EV) greater than planned
 - INCREASES overall program SPI by 0.011; NO CHANGE from prior month (February = 0.011)
- **Under-performing projects**
 - 3 projects with \$60.8M in combined lost EV
 - Reduces overall program SPI calculation by 0.08; a 0.04 INCREASE from prior month (February = 0.04)
 - Of the 13 Railroad involved projects there are none currently being impacted by rail road delays



Program Schedule

Program SPI by Month

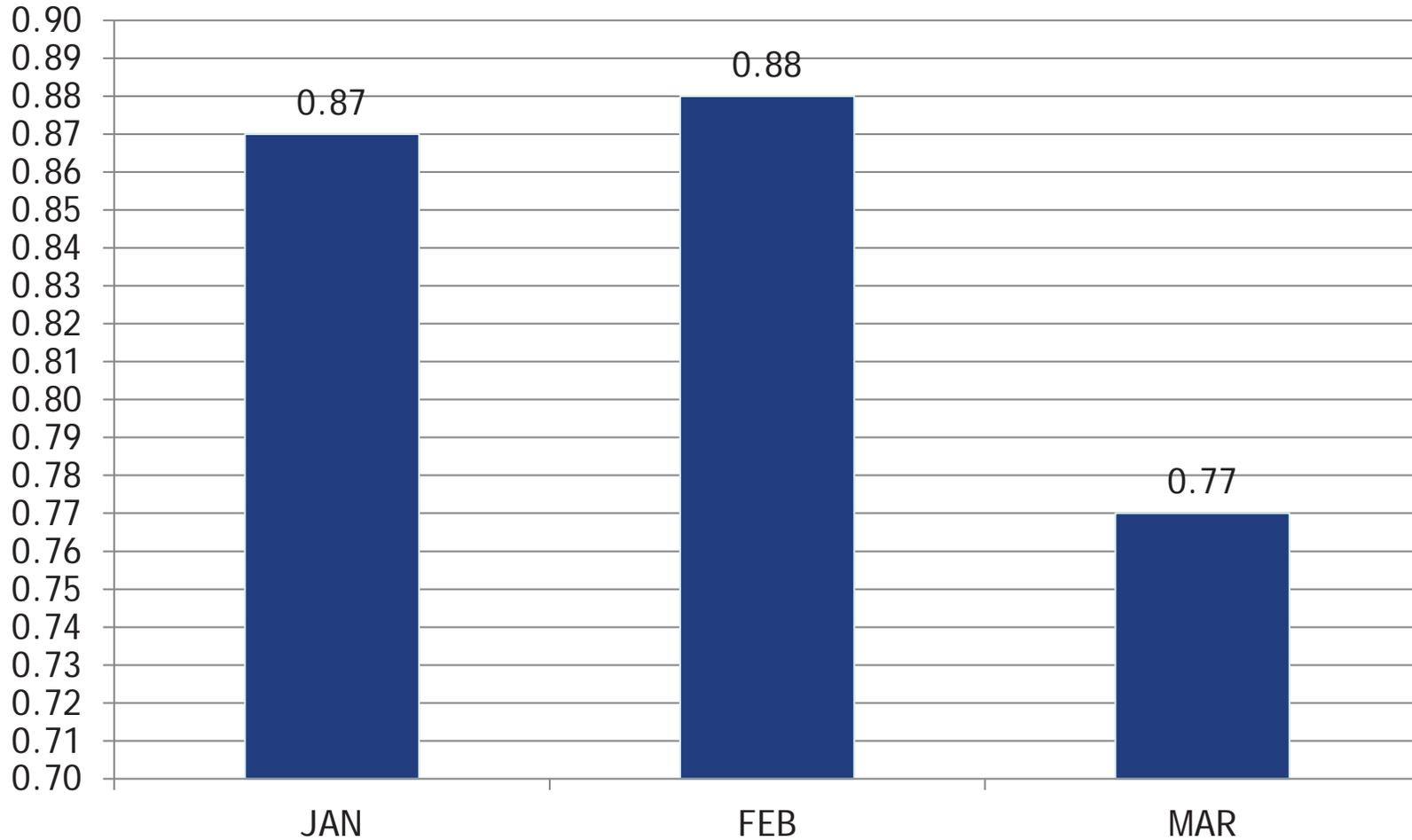


Program Goal SPI \geq 0.90



Program Schedule

Active Program Projects Only SPI by Month



Program Goal SPI \geq 0.90



Program Initiatives

CURRENT PROGRAM ACTIVITY & INITIATIVES:

- Guidance documentation review/revision
- Ongoing project coordination and oversight
- Closeout and deprogramming funds from completed projects
- Candidate projects for preconstruction activities review
- Continued PMO coordination
- Quarterly Reporting
- Maintenance invoicing
- Drafting 4-year and 10-year plans



Recent Project Activity

PROJECT PROGRESS:

Region 3, F-11-AB/AC, I-70 ML EBND/WDND over US 6 and Eagle River; Eagle County, resumed construction in March 2016. Completion of the project is mid-June 2016. Construction was previously shut down for winter.





Recent Project Activity

BE Staff Ilex Site Visit

- On March 24th, BE staff attended the monthly progress update meeting for FHWA and BE on the Ilex Design-Build project. The staff toured the project site with the Region 2 Project Manager.
- The bridge deck widenings have been successfully poured on I-25 over City Center Drive and on I-25 over Santa Fe Ave.
- Aesthetic treatments have been installed on the D Street wall panels.
- Retaining walls have been constructed along the future D Street.
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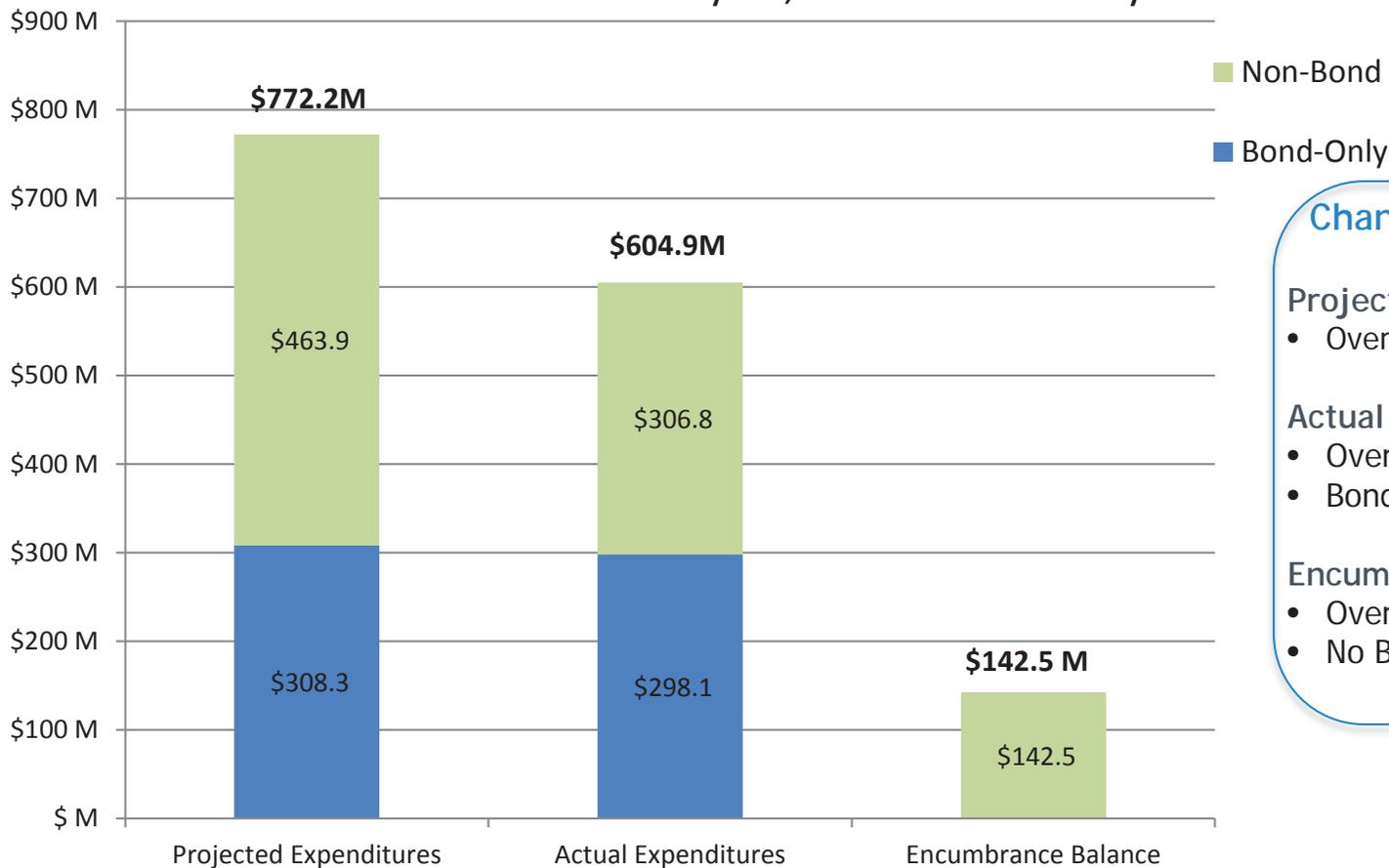
Photo: BE staff at the partially constructed new “D Street” bridge



Total Program Financial Performance

Colorado Bridge Enterprise Total Program Performance

As of February 29, 2016 - Preliminary



Changes from Previous Month

Projected Expenditures

- Overall increased by \$11.3 M or 1.5%

Actual Expenditures

- Overall increased by \$6.6 M or 1.1%
- Bond essentially expended

Encumbrance Balance

- Overall decreased by (\$2.4M) or -1.7%
- No Bond encumbrances remaining



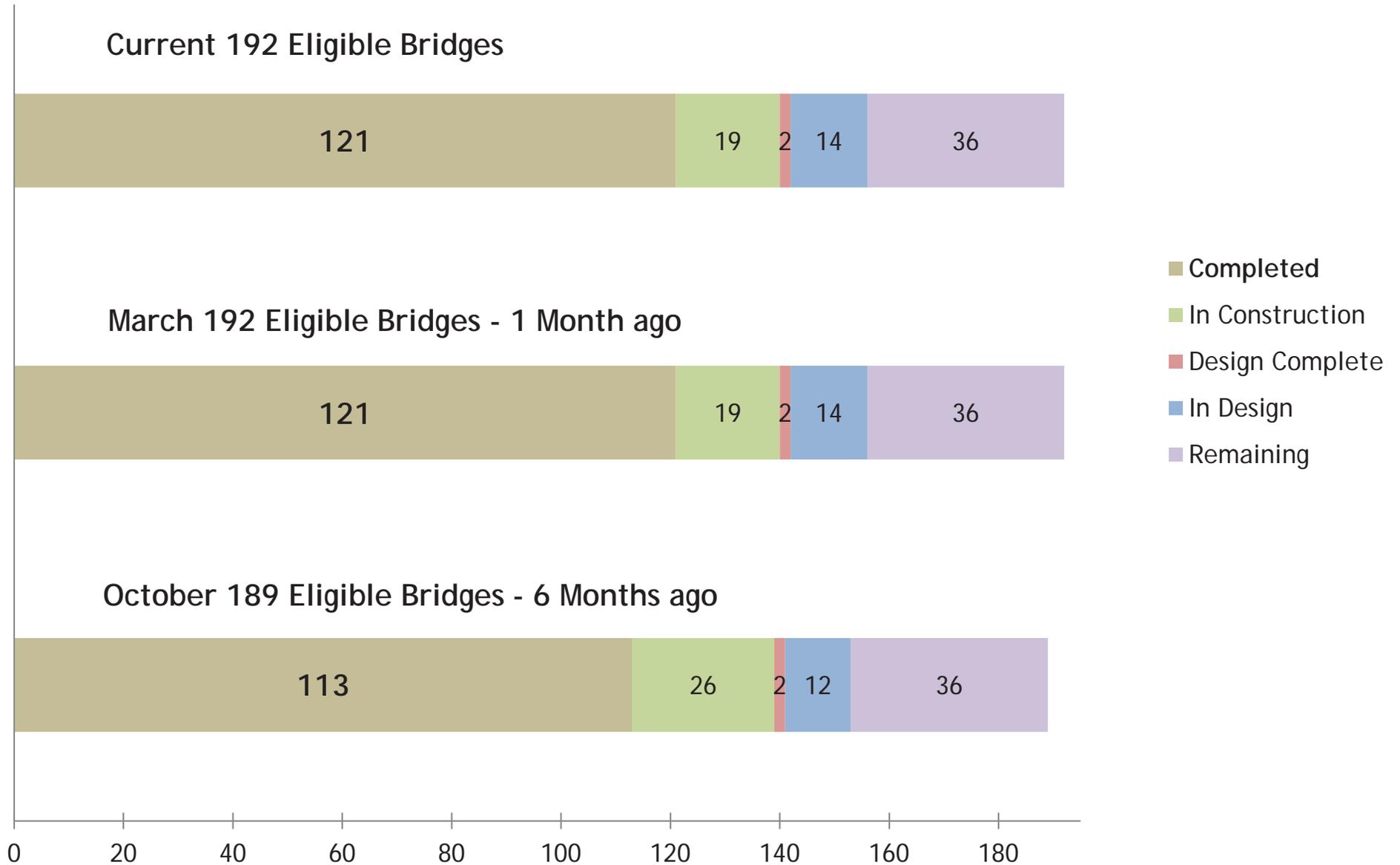
Budget and Encumbrance Balances Status

- This table shows the encumbrance and budget balances by Region for projects that have been substantially complete for more than 6 months.
- BE works with Region Business Offices and Project Engineers to release excess budget and encumbrance balances prior to the Finals process.
- In the last 6 months, significant progress has been made in releasing excess balances. However, future balances are expected to increase due to additional projects aging to substantially complete status.

Project Substantially Complete over Six Months Aging Encumbrance and Budget Balances				
Region	Encumbrance (\$)	Budget Balance (\$)	Projects	Phases
1	1,228,460	1,329,279	7	9
2	127,377	225,996	2	2
3	0	0	0	0
4	633,658	75,554	1	2
5	0	0	0	0
Total	\$ 1,989,495	\$ 1,630,829	10	13
% of Total Current Program	1.5%	1.3%	23.8%	18.1%
Previous Month	3,360,617	2,568,102		
Difference	(1,371,122)	(937,273)		

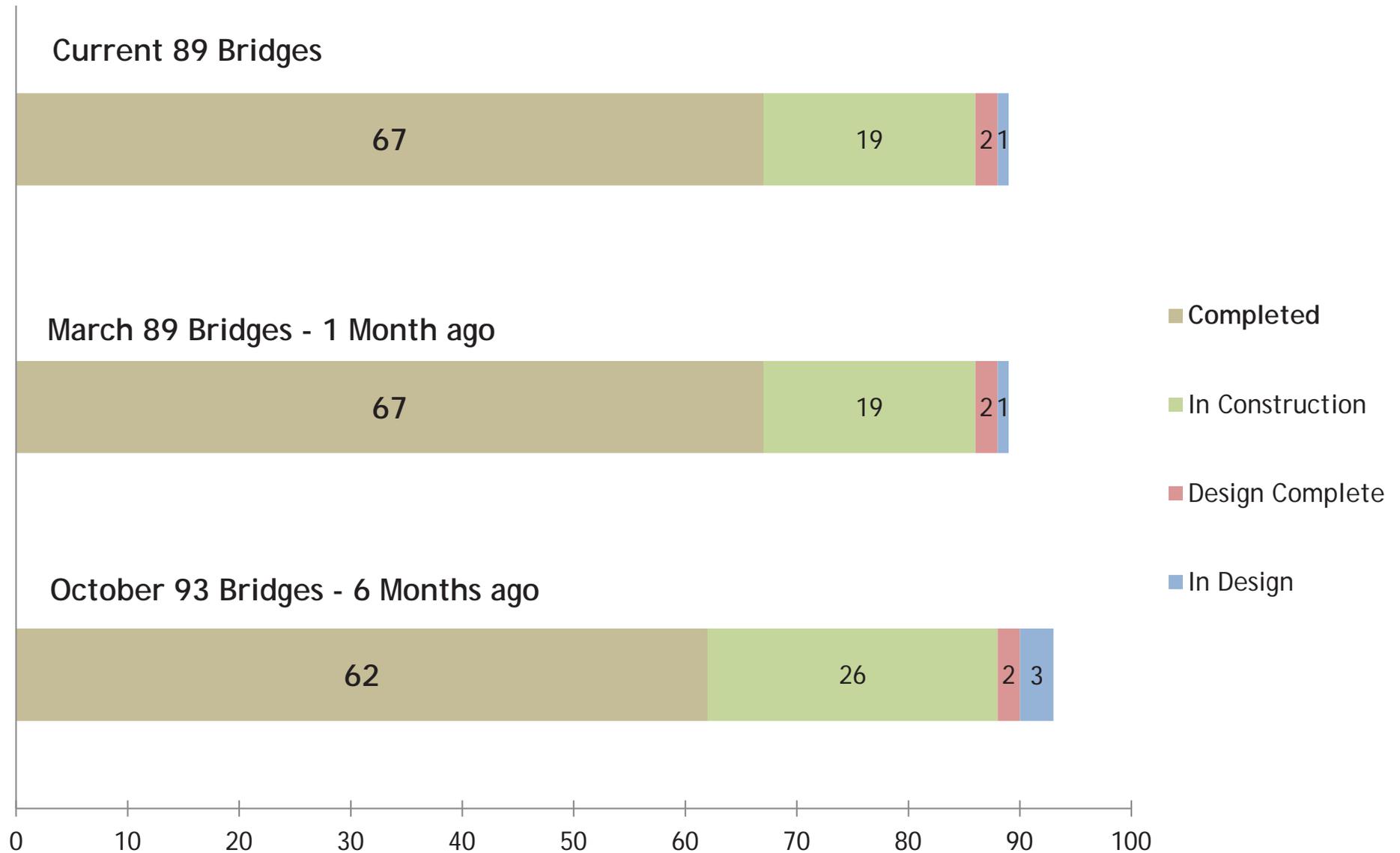


Status FASTER Eligible Bridges





Status \$300M Bond Bridges



**Variation in the bridge count is due to a reconciliation of bond program tracking. The methodology for the 2010 bond program bridge count has changed from programmed bridges to budgeted bridges.*



Status of 30 Most Deficient Bridges

	2015 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	5	28
In Construction	2	1*
Design Complete	11	0
In Design	8	1**
Remaining (see table below)	4***	0
Total Addressed	30	30

*L-18-M: I 25 ML NBND over Indiana Ave; ** E-17-FX: I-70 Viaduct will be the final original '30 worst' bridge addressed.

***Remaining/Not Programmed

Bridge Number	Region	County	Facility Carried over Featured Intersection
N-17-S	2	Huerfano	I-25 ML NBND over CO Rd. 103, Butte Creek
L-19-F	2	Pueblo	US 50 BUS. RT over DRAW
F-10-C	3	Eagle	US 6 ML over East Lake Creek
N-11-C	5	Rio Grande	SH 112 ML over Rio Grande Canal



DBE Participation

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

Program-to-date 3/1/2010 - 12/31/2015	
68 Prime Contracts Awarded	\$502,746,471
1321 Subcontracts Awarded	\$170,985,424
432* Total DBE Subcontracts Awarded	\$52,017,743
DBE Percentage of Subcontract Dollars	30.4%

*The 432 subcontracts went to 130 individual DBE firms.



FASTER Q & A

Questions & Answers