

Transportation Commission  
Aug. 17 & 18, 2016  
Meeting Schedule & Agenda  
4201 East Arkansas Avenue  
Denver, Colorado 80222

Gary M. Reiff, Chairman  
Englewood, District 3

Shannon Gifford  
Denver, District 1  
Ed Peterson  
Lakewood, District 2  
Heather Barry  
Westminster, District 4  
Kathleen Gilliland  
Livermore, District 5  
Kathy Connell  
Steamboat Springs, District 6

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Wednesday, Aug. 17, 2016

- 11:30 a.m. HPTE Board Meeting [Call to Order in Room 225]
- 1:10 p.m. HPTE Board Meeting [Reconvenes in Auditorium]
- 12:30 p.m. Commission Lunch (Optional)[Commission Conference Room]
- 2:00 p.m. **Joint Executive Session – BE, TC and HPTE** – Central 70 Workshop (Tony DeVito)
- 2:45 p.m. **Executive Session** – Railroad Negotiations Overview (Joshua Laipply)
- 3:15 p.m. Asset Management (Deb Perkins Smith)
- 3:45 p.m. Annual Budget Topics (Maria Sobota)
- 4:15 p.m. Commissioner Meetings with RTDs [Individual Rooms]

- Region 2: Map Room
- Region 3: Room 225
- Region 4: Room 159
- Region 5: Room 262

4:45 p.m. Adjournment

6:00 p.m. Regional Transportation District (RTD) Collaboration

Dinner (RTD Headquarters, 1600 Blake St., Denver, CO)

TRANSPORTATION COMMISSION MEETING

Thursday, Aug. 18, 2016

8:00 a.m. Breakfast Meeting [Room 262]

9:30 a.m. 1. Call to Order, Roll Call

9:35 a.m. 2. Audience Participation; Subject Limit:  
10 minutes; Time Limit: 3 minutes

9:40 a.m. 3. Comments of Individual Commissioners

9:45 a.m. 4. Executive Director's Report (Shailen Bhatt)

9:50 a.m. 5. Chief Engineer's Report (Josh Laipply)

9:55 a.m. 6. HPTE Director's Report (David Spector)

10:00 a.m. 7. FHWA Division Administrator Report (John Cater)

10:05 a.m. 8. STAC Report (Vincent Rogalski)

10:10 a.m. 9. Act on Consent Agenda

a) Resolution to Approve the Regular Meeting Minutes of July 21,  
2016 (Herman Stockinger)

b) Acknowledgement of Committee Assignments (Herman  
Stockinger)

c) FY 2016 Roll Forward Requests (Maria Sobota)

10:15 a.m. 10. Discuss and Act on the 2nd Budget Supplement of FY 2017  
(Maria Sobota)

10:20 a.m. 11. Approve FY 2016/17 SB228 Transit Projects (Mark Imhoff)

10:25 a.m. 12. FY 2016 SIB Activity Report (Maria Sobota)

10:35 a.m. 13. HQ/R1 Relocation Fund Approval (David Fox)

11:20 a.m. 14. Other Matters

11:20 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: 11:20 a.m.

BRIDGE ENTERPRISE BOARD OF DIRECTORS

11:20 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 July 21, 2016  
(Herman Stockinger)

4. Adjournment

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**COLORADO**

**Department of Transportation**

Office of the Chief Engineer

4201 East Arkansas Ave, Suite 262  
Denver, CO 80222

**DATE:** August 17, 2016  
**TO:** Transportation Commission  
**FROM:** Joshua Laipply, Chief Engineer  
Debra Perkins-Smith, Division of Transportation Development Director  
William Johnson, Performance and Asset Management Branch Manager  
**SUBJECT:** Asset Management Budget Recommendation for FY2019-20

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Purpose

This memorandum summarizes the FY2019-20 Asset Management Planning Budget Staff Recommendation for consideration by the Transportation Commission. This is the last in a series of workshops that included an overview of the asset management program in February, and deep-dive discussions on the individual asset category programs in March and April.

Action

Department staff is seeking TC guidance on FY2019-20 Transportation Asset Management budgets for planning purposes. The final TAM FY2019-20 budget will be adopted by the Commission during the FY2019-20 annual budget process around September 2018.

Background

In September 2012, the Colorado Transportation Commission formed the Asset Management Committee (TC-AM) to facilitate a more detailed discussion on asset management with a smaller group to develop an asset management program at the Colorado Department of Transportation (CDOT). The initial priorities of the group were to seek alternative surface treatment analysis, improve fleet equipment management and develop a budget tradeoff tool. Commissioners emphasized that asset management must be incorporated into the budget discussion.

The Asset Investment Management System (AIMS) was developed to forecast performance curves for asset programs based on investment, to perform tradeoff analysis among multiple asset classes, and to perform cross-asset optimization; which optimizes funding in assets to get the greatest possible return on investments. AIMS has informed the asset program allocation recommendations since FY2013-14.

During the joint TC-AM and Commission Statewide Plan Committee meeting in January 2015, the performance metrics and targets for the 11 asset programs were approved by the TC-AM Committee. The TC approved incorporating the performance metrics and targets into Policy Directive 14 (PD-14).

The planning budget recommendations for FY2013-14 through FY2018-19 were approved by the committee in the past, please reference Table 1 for the the most recent four years (FY2015-16 through FY2018-19) of recommendations. FY2015-16 and FY2016-17 were also included in the approved Annual Budget. The committee was dissolved in July 2015, and the action of providing guidance and/or concurring on the planning budget recommendations is being brought to the full commission.

In February 2016, the Commission heard a general overview of the asset management program. In March and April the asset managers from the eleven asset classes provided an in-depth review, including information on inventory, condition, performance metrics, and targets. Note that 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.

In order to provide predictability to the Regions and to the industry, department staff will use the planning budget in the development of a four-year program of projects, which will be published by the Chief Engineer.

#### Details

On January 22, 2016, Department staff met in a budget setting workshop convened by Executive Director Bhatt to review the projected performance and proposed FY2019-20 Asset Management funding for eleven asset classes. Staff at the workshop considered the TC adopted performance metrics and targets. During the January 2015 Commission Asset Management Committee meeting, guidance was provided that all TransBond debt service retirement would go to asset management for planning purposes. The total available planning budget is \$755M for FY2019-20, comprised of \$588M of baseline budget and \$167M from the retirement of TransBond debt service. The total request from the asset managers was \$890.2M.

Participants included executive management (including the regional transportation directors), region staff, asset managers and staff from the Division of Transportation Development, the Division of Accounting and Finance, and Office of Program Management. The group reviewed information presented by the Performance and Asset Management Branch Manager and asset managers which included data on the funds needed to meet performance targets, and forecasted performance.

AIMS now has the ability to analyze 10 asset classes - new this year are walls, and tunnels (MLOS is not included). AIMS continues to be refined for future budget analyses. Participants reviewed information from the AIMS cross-asset optimization results before considering the requests from asset managers. After all information was presented, participants provided their individual budget recommendations on FY2019-20 funding levels for each asset program. There was variation on staff recommended budgets for all asset programs due in large part because of the \$135M shortfall between funding requests and available funding, and the AIMS budget recommendation versus the funding request. However, after 2 rounds of recommendations, there was little variation in the overall average for asset classes.

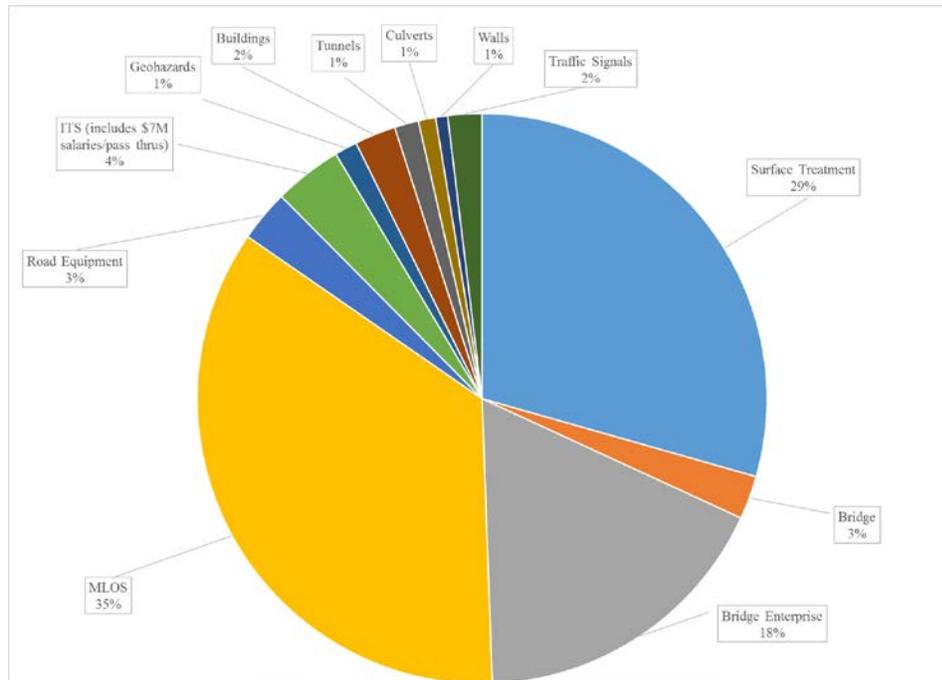
Department staff requests that, for planning purposes, the TC concur with the staff recommendation for FY2019-20, as detailed in Table 1. Additionally, Chart 1 shows the percent of total FY2019-20 funds by asset class - of note is the Bridge Enterprise, which constitutes a significant portion of funds allocated to asset programs and is the bulk of funds used in the overall bridge program. For reference, linked in this memo, is detailed information on the asset management program including an overview presented in [February](#), and forecasted performance and deep dive on individual asset programs that were presented in [March](#) (buildings, signals, ITS, road equipment, geohazards, MLOS) and [April](#) (surface treatment, bridge, culverts, walls, tunnels).



Table 1

FY2019-20 TAM Budget Setting Recommendations (Millions)	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY 2019-20 Asset Program Request	FY 2019-20 Staff Recommendation
Surface Treatment	\$235.9	\$242.1	\$231.4	\$225.4	\$260.0	\$222.0
Bridge	Staff Bridge	\$40.0	\$36.6	\$26.8	\$12.0	\$18.6
	Bridge Enterprise	\$124.1	\$126.6	\$128.6	\$130.5	\$132.6
MLOS	\$254.4	\$262.6	\$263.5	\$272.8	\$288.9	\$265.7
Road Equipment	\$18.4	\$26.4	\$23.0	\$26.8	\$30.0	\$22.1
ITS (includes \$7m salaries/pass thrus)	\$21.4	\$24.5	\$23.0	\$23.5	\$41.0	\$29.2
Geohazards	\$9.2	\$10.0	\$8.5	\$8.4	\$15.0	\$9.7
Buildings	\$12.9	\$21.4	\$17.5	\$20.2	\$26.0	\$17.6
Tunnels	\$5.2	\$7.6	\$6.4	\$8.4	\$20.0	\$10.3
Culverts	\$8.2	\$11.0	\$9.1	\$7.6	\$8.1	\$7.5
Walls	\$2.4	\$5.8	\$4.6	\$4.6	\$6.2	\$5.1
Traffic Signals	\$5.7	\$16.9	\$12.6	\$14.8	\$35.0	\$14.6
<b>TOTAL</b>	<b>\$737.8</b>	<b>\$791.5</b>	<b>\$755.0</b>	<b>\$755.0</b>	<b>\$890.2</b>	<b>\$755.0</b>

Chart 1: FY2019-20 Recommendations - Asset Class Percent of Total



**Next Steps**

**FY2019-20 Planning Budget:**

- Upon concurrence on the FY2019-20 planning budget recommendation, staff will use the information to continue planning and development of the next year of the rolling four-year Program of Projects.

**FY2017-18 Annual Budget:**

- As part of the FY2017-18 Annual Budget setting process, TC will be asked for approval of the FY2017-18 Asset Management budget. As discussed at previous Commission workshops, not all assets will meet their targets; therefore, as part of the FY2017-18 budget discussion next month, a request for additional funds for specific assets may be included for discussion.
- Beginning with the FY2017-18 Budget process, staff will also be asking for approval to use all retired TransBond debt service funds (\$167M) as part of the overall allocation for asset management. Previously under program distribution (the 20-year plan approved by TC), the retired TransBond debt service funds were allocated to asset management and a small portion to TC contingency.





# COLORADO

## Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262  
Denver, CO 80222

### MEMORANDUM

**TO:** TRANSPORTATION COMMISSION  
**FROM:** MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)  
**DATE:** AUGUST 18, 2016  
**SUBJECT:** FY 2015-16 COST CENTER ROLL FORWARD REQUESTS

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#### Purpose

This memorandum provides an opportunity for the Transportation Commission (TC) to review and approve the required FY 2015-16 cost center roll forward requests according to PD 703.0.

#### Action

The TC is being asked to approve a \$2.63 million roll forward for Maintenance Levels of Service (MLOS). All other items are informational. Approved FY 2015-16 roll forward requests will be rolled into FY 2016-17 cost center balances.

#### Background & Details

In accordance with Policy Directive PD 703.0, all requests to roll forward ending cost center balances from the previous to the current fiscal year in amounts less than \$1.0 million are subject to approval by Executive Management. Two signatures are required for approval. Also according to PD 703.0, roll forward requests of \$1.0 million or greater require approval by the TC. These requests must be reviewed by the CFO and Executive Management, who will decide whether to recommend approval before submitting requests to the TC for consideration in their monthly meeting.

Preliminary cost center reconciliations show that current FY 2015-16 cost center balances are unspent and available to roll forward. FY 2015-16's Period 13 closes on August 22. Therefore, the Division of Accounting and Finance (DAF) will provide a final reconciliation to the TC in September. All remaining unspent funds will be rolled into the Transportation Commission Contingency Reserve Fund (TCCRF).

#### **\$2.63 Million Roll Forward for the Division of Highway Maintenance from MLOS**

At the close of each fiscal year, unspent MLOS funds become available to be repurposed. The Division of Highway Maintenance requests that \$2.63 million of the remaining balance of FY 2015-16 MLOS funds be rolled forward to fund five specific projects (see Attachment A for list of projects). These projects will serve to advance several crucial Division of Highway Maintenance objectives.

#### **Staff Approved Roll Forwards**

According to PD 703.0, roll forward requests that are less than \$1.0 million can be approved by two Executive Management signatures. Attachment C lists FY 2015-16 to FY 2016-17 roll forward requests that have been approved by Executive Management, totaling \$1.3 million. These roll forwards will allow eight CDOT offices to further advance their program goals in FY 2016-17.



### Automatic Roll Forwards

According to statutory, regulatory, or Departmental guidelines, a number of roll forwards are automatically enacted each fiscal year, including from FY 2015-16 (see Attachment D). The total estimated amount of these automatic roll forwards into FY 2016-17 is \$45.0 million. The larger automatic roll forwards are explained below:

- **Bridge Enterprise (BE), \$2,971,320:** Bridge Safety Surcharge funds are required to stay in BE and will be used for FY 2016-17 projects.
- **High Performance Transportation Enterprise (HPTE), \$3,574,188:** Budget in these cost centers are allocated for corridor specific maintenance activities. HPTE staff is considering appropriate uses of these funds on each corridor.
- **FASTER Transit, \$4,246,533:** Cancelled projects created a high balance in the cost centers. The Division of Transit and Rail (DTR) has put out a call for new projects to use these existing funds, which are statutorily required to be used for transit purposes.
- **Aeronautics, \$24,912,611:** The large roll forward covers grants that are multi-year commitments and fuel refunds that are statutorily obligated to be paid to airports.
- **Intelligent Transportation Systems (ITS), \$5,450,769:** Task and purchase orders for multi-year engineering, technical, and maintenance projects were created late in FY 2015-16 and are being rolled over into FY 2016-17.
- **RoadX, \$1,424,885:** There are two consulting contracts (at \$350,000 each) that were not in place at the end of FY 2015-16 that are signed for FY 2016-17.

### Key Benefits

Approval of the \$2.63 million MLOS roll forward will allow projects with positive cost-benefit ratios to make the Department more efficient, increase safety, and further increase compliance with regulations. Staff-approved and automatic roll forwards allow Departmental operations to continue uninterrupted while minimizing budget considerations.

### Options and Recommendations

1. Approve the Division of Highway Maintenance's \$2.63 million roll forward request (Resolution included in Act on Consent Agenda). -- **STAFF RECOMMENDATION.**
2. Ask for more information on the submitted roll forward requests.
3. Deny the request.

### Next Steps

1. With TC approval, DAF will roll the FY 2015-16 funds into FY 2016-17.
2. In September, DAF will provide the TC with revenue and cost center reconciliations.

### Attachments

- A: MLOS Roll Forward Request
- B: Staff Approved Roll Forwards
- C: Automatic Roll Forwards



**Attachment A: MLOS Cost Center Roll Forward Request**

FY 2015-16 Roll Forward Requests for TC Approval		
	Request	Justification
<b>SM011-010 - MLOS projects</b>	<b>\$2,630,000</b>	
Phase II of AVL Zonar deployment	\$1,000,000	The \$1.0 million will complete phase II of 3 planned deployments of Automatic Vehicle Location (AVL) systems in Division of Maintenance's heavy fleet trucks. Phase II will deploy AVL in 1,099 Federal DOT-regulated heavy fleet trucks. In FY 2014-15, CDOT completed installation of 870 light fleet vehicles. In FY 2015-16, CDOT completed installation of AVL in 1,070 snowplows heavy fleet vehicles. FY 2016-17 funding would complete the installation for all Federal DOT heavy fleet vehicles. Phase III deployment will involve asset tracking devices on all roadway equipment that does not fall under Federal DOT regulations.
JOA Costs	\$1,300,000	The \$1.3 million will continue support for additional staffing to the Summit County area. Additional staffing requires placing employees in travel status, causing the department to incur housing costs and per diem. \$1.3 million will cover the travel costs for the I-70 JOA and prevent Region 3 from using operating funds for these costs.
Region 4 Rest Area	\$80,000	\$80,000 will cover the cost of upgrading the HVAC system in the Poudre Rest Area. Currently no other funding source has been identified to cover the costs of maintenance of capital improvements in rest areas.
Region 1 Salt Brine Equipment	\$150,000	\$150,000 will be utilized to purchase Salt Brine equipment for Region 1. CDOT utilizes Salt Brine as the primary winter maintenance product used in anti-icing strategies. Anti-icing is proven to reduce snow removal costs.
Safety Respirator Equipment	\$100,000	\$100,000 will be used to outfit employees with respirator equipment required during roadway sweeping operations. OSHA has reduced the exposure limits for air-borne Silica, causing CDOT to deploy respirators for anyone operating sweeping equipment.
<b>Total Division of Maintenance Request</b>	<b>\$2,630,000</b>	



**Attachment B: FY 2015-16 Staff Approved Cost Center Roll Forwards**

FY 2015-16 Cost Center Roll Forward Requests for Staff Approval

	Request Amount	Notes
<b>Division of Accounting and Finance</b>		
C0206-010 TC Budget Management	\$200,000	As Work Plan Budgeting is a new process, there have been a few cases of budget needs that were not included in Work Plan requests. Including a nominal allocation in this cost center allows OFMB the flexibility to address these issues quickly and efficiently.
<b>Total Division of Accounting and Finance</b>	<b>\$200,000</b>	
<b>Division of Highway Maintenance</b>		
SM019-010 - Ongoing support for the NHI Maintenance Leadership Academy	\$100,000	Ongoing support for the NHI Maintenance Leadership Academy is in its second year at CDOT. The course is a 3 week intense academy focused on Asset Management and middle management positions in maintenance.
SM011-010 - Deploying new technology to CDOT Sign Shop	\$250,000	The CDOT Sign Shop is working on deploying technology to increase efficiency and safety in the shop. With these funds, staff would purchase a water jet metal cutting machine to reduce old drill presses and metal shear cutting machines. Utilizing the water jet machine will increase production and safety in the shop.
<b>Total Division of Maintenance</b>	<b>\$350,000</b>	
<b>Division of Transportation Development</b>		
DT535-010 - Traffic Data Collection	\$186,442	The Data Collections Unit in DTD has active POs assigned to this cost center.
<b>Total Division of Transportation Development</b>	<b>\$186,442</b>	
<b>Division of Human Resources</b>		
ET668-010 - DoHRA CHRM Org Learning and Dev	\$21,927	There are two PO's with remaining balances in cost center ET668-010.
<b>Total Division of Human Resources</b>	<b>\$21,927</b>	
<b>Office of Emergency Management</b>		
EM120-010 - ICS Training	\$24,622	These funds were requested to conduct mobile delivery of ICS training throughout the regions in CDOT. We were able to contract with JPK Consulting when funds came available from a supplemental request and were unable to complete all the training.
<b>Total Office of Emergency Management</b>	<b>\$24,622</b>	

(continued on next page)



Office of Transportation Safety		
E0473-010 - Employee Excellence in Safety Program	\$100,000	The Excellence in Safety program is entering a new era. We will be phasing out the use of the Origami database to capture Safety Engagements completed by supervisors and transitioning to the SAP framework. There will be costs associated with this transition and these roll forward funds will be used for that purpose.
SESHF-010 - Occupational Safety and Employee Excellence in Safety funding	\$200,000	The Excellence in Safety program is being expanded and several recognition programs and events are planned in FY 2016-17. The estimated costs of these programs is \$174,999. Additionally, OTS will be contracting with an Industrial Hygiene Consultant to assess the level of silica dust exposure our employees are subject to while performing certain maintenance tasks. These roll-forward funds are necessary to complete this work and determine whether our workforce is in compliance with exposure standards.
SE184-010 - State-wide security enhancement	\$24,999	Purchase Order 411009096 for Bureau Veritas brooming air testing is underway but will not be completed by year end. The PO for \$24,999 will be rolled into FY 2016-17 funds.
<b>Total Office of Transportation Safety</b>	<b>\$324,999</b>	
Region 4		
R41PP-010 - R4 New HQ Building	\$21,272	Funds from the rental of the older R4 HQ property in NE Greeley are deposited into R41PP-010 for use of purchases of necessary new building related items. This is for items that were unable to be purchased out of the related project due to that project being out of funding. It was very late in the fiscal year before all decisions about these funds were made and they were transferred into the desired cost center. Also some purchases were required to be made from CCI, which has a long turn around time and our orders have not been shipped or billed as of yet.
<b>Total Region 4</b>	<b>\$21,272</b>	
TSM&O		
OP105-010 Frt Range Traffic	\$190,710	The POs attached to this cost center are contractors that watch the cameras, monitor traffic data, manage traffic management systems, dispatch assets and take calls from the citizens on the corridors from the CTMC and EJMT.
<b>Total TSM&amp;O</b>	<b>\$190,710</b>	
<b>Total :</b>		<b>\$1,319,972</b>



**Attachment C: Automatic Roll Forwards**

**CDOT Automatic Roll Forward Cost Centers (FY 2016-17)\***

Program	Cost Centers	Roll Forward Criteria	Justification	Project or Operating Expense	Responsible Party	Estimate
Bridge Enterprise (BE)	All BE Cost Centers (Fund 538)	All fund balances	Statutory	Both	BE Board/OFMB	\$2,971,320
High Performance Transportation Enterprise (HPTE)	All HPTE Cost Centers (Fund 536-537)	All fund balances	Statutory	Both	HPTE Board/OFMB	\$3,574,188
FASTER Transit	D9620-010, D9635-010, D9636-010, D9637-010, D9638-010	All fund balances	Statutory	Operating	DTR	\$4,246,533
Aeronautics	All Aeronautics Cost Centers (Fund 160)	All fund balances	Statutory	Both	Aero Board	\$24,912,611
Motorcycle Operator Safety Training (MOST)	All MOST Cost Centers (Fund 402)	All fund balances	Statutory	Both	Office of Transportation Safety	\$1,001,396
Law Enforcement Assistance Fund (LEAF)	All LEAF Cost Centers (Fund 403)	All fund balances	Statutory	Both	Office of Transportation Safety	\$620,204
Heavy Road Equipment	S0247-010, S0270-010	All fund balances	2009 CFO Memo	Capital Purchases	Maintenance Division	\$28,593
Property Pool	SM265-010, S0014-010	All fund balances	2009 CFO Memo	Capital projects	DAS--Property Manager	\$42,962
Intelligent Transportation Systems (ITS)	OI440-010	All fund balances	2009 CFO Memo	Both	TSM&O--ITS Branch	\$5,450,769
Transportation Summit Conference	S0192-010	All fund balances	2015 CFO Memo	Operating	Intergovernmental Relations/ Communications	\$65,443
Southwest Chief Rail	TOMAS-290 (Fund 29R)	All fund balances	Statutory	Operating	DTR	\$95,000
RoadX	RoadX-010	All fund balances	CFO E-mail on 6/25/16	Both	RoadX Office	\$1,424,885
Transportation Engineering Training Program (TETP)	S0193-010	All fund balances	2009 CFO Memo	Operating	Office of Employee Development	\$563,210

\*RAMP funds in cost centers roll forward just like regular funds

**Total                   \$ 44,997,114**





# COLORADO

Department of Transportation

Division of Highway Maintenance

4201 East Arkansas Ave, 3<sup>rd</sup> Floor  
Denver, CO 80222

## MEMORANDUM

**TO:** TRANSPORTATION COMMISSION  
**FROM:** MARIA J. SOBOTA, CHIEF FINANCIAL OFFICER, AND KYLE LESTER, DIRECTOR OF HIGHWAY MAINTENANCE  
**CC:** MIKE P. LEWIS, DEPUTY EXECUTIVE DIRECTOR, AND JOSH LAIPPLY, CHIEF ENGINEER REGIONAL TRANSPORTATION DIRECTORS  
**DATE:** AUGUST 18, 2016  
**SUBJECT:** REQUEST FOR REMAINING FY 2015-16 TRANSPORTATION COMMISSION (TC) SNOW AND ICE CONTINGENCY

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### PURPOSE:

As part of the monthly budget supplement process (see “Second Supplement - FY 2016-17” memo), Divisions have an opportunity to submit program requests to the TC for available funding. At the close of FY 2015-16, \$6.1 Million in Transportation Commission (TC) Snow and Ice Contingency funds remained and were available for FY 2016-17 program requests. The Division of Highway Maintenance is requesting to reinvest **\$3.2 million** of the funds for snow and ice equipment. These investments will pay back dividends in efficiencies and safety for CDOT employees and the traveling public.

### BACKGROUND:

Tow plows allow a single snowplow to remove snow from two lanes at once. The tow plow: 1) Reduces risk of snowplow/private vehicle accidents; 2) Reduces operating costs for snow removal, and 3) Increases levels of service due to reducing lane clearance response times and more efficient road product application. The current CDOT tow plow fleet consists of 12 tow plows located throughout the state. The requested funding of **\$1.2 million** would increase the tow plow fleet to 22 plows.

Continuing to invest in CDOT’s avalanche program pays benefits in safety and efficiency. In the 2015-16 winter season, CDOT’s Gazex systems on Loveland and Berthoud Passes were operationally successful. These successes reduced worker exposure to high explosives and saved \$82,000 in explosives costs and 271 hours of man-hour time savings in preparation for missions using Gazex. The next phase of deployment utilizing this **\$2.0 million** request will complete the Berthoud Pass Gazex program by installing a small system in the “Eighties” avalanche path and installing systems around the portals of the Eisenhower Johnson Memorial Tunnel (EJMT) on the west side of the pass.



**DETAILS:**

The Division of Highway Maintenance is requesting to move the \$3.2 million of TC Snow and Ice Contingency funding into the CDOT Equipment Replacement Plan to procure the essential equipment detailed below:

Project	Priority	Estimated Budget
10 Tow Plows	1	\$1,200,000
Avalanche Gazex System	2	\$2,000,000
Total		\$3,200,000

**KEY BENEFITS:**

The Division of Highway Maintenance will see operational efficiencies and the increased safety of employees and the traveling public with approval of the \$3.2 million request. Rejecting the request will force CDOT employees to continue using high explosives to control avalanches and will force Maintenance to use existing equipment replacement funds to purchase the tow plows. Reduction of \$1.2 million from the existing budget will force five replacement-worthy trucks to remain on the road in FY 2016-17.

**RECOMMENDATIONS:**

- 1) TC can approve the \$3.2 million request through the monthly budget supplement process -- STAFF RECOMMENDATION.
- 2) TC can ask for more information on the \$3.2 million request or fund one of the two priorities.
- 3) TC can reject the request for \$3.2 million.

**NEXT STEPS:**

If the requests are approved, the tow plow equipment will be ordered and placed into service in time for the FY 2016-17 winter season. Gazex will also be implemented and administered in more areas around Berthoud Pass for the FY 2016-17 winter season.





# COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262  
Denver, CO 80222

## MEMORANDUM

**TO:** TRANSPORTATION COMMISSION  
**FROM:** MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)  
**DATE:** AUGUST 18, 2016  
**SUBJECT:** FY 2017-18 BUDGET TOPICS

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### Purpose

This memorandum summarizes information related to FY 2017-18 budget topics and timing, including:

- Introduction to CDOT budget process
- Timeline
- Revenue forecasts
- Decision Items

### Action

No formal action required. Content is being presented to the Transportation Commission (TC) for informational purposes only.

### Background & Details

The Division of Accounting and Finance (DAF) has started to compile the necessary information to produce the FY 2017-18 Budget Allocation Plan. To harness relations with internal stakeholders, DAF is enhancing its budget processes for FY 2017-18. In an effort to educate CDOT as a whole, DAF held a presentation in early July that described how it constitutes and organizes revenues and expenditures in the annual budget. DAF's continued use of Work Plan Budgets for FY 2017-18 was a featured aspect of the presentation.

#### *Introduction to the CDOT Budget Process*

On July 13, 2016, DAF held a presentation to all groups in CDOT, educating them on DAF's budget formulation actions and policies. This presentation was part of an ongoing initiative to help bring internal stakeholders into the budget formulation process to a greater degree, which will create a more participatory budget for stakeholders and foster relations between DAF and all internal groups. The presentation included an explanation of the budget timeline, revenue forecasts, creation of the annual budget, enterprise budgets, and customer service. DAF also demonstrated to Divisions/Regions how to fill out their Work Plan Budget request templates for FY 2017-18.



### Timeline

For informational purposes, DAF presents the TC with a projected timeline for FY 2017-18 budget activities.

Month	Action Item
August	Preparing TC for Upcoming Budget Deliverables
August	Discuss FY 2015-16 Roll Forwards
September	FY 2015-16 Budget and TCCRF Reconciliation - Staff and TC Review
September	FY 2017-18 Revenue Projections - Staff and TC Review
October	FY 2017-18 Draft Budget for Review/Direction - Staff and TC Review
November	FY 2017-18 Draft Budget Approved by TC and Submitted to Office of State Planning & Budget (OSPB)
January	EMT Review of FY 2017-18 Decision Items
February	FY 2017-18 Decision Items and Work Plan Budgets - EMT/TC Review and Approval
February	FY 2017-18 Draft Budget for Review/Direction - EMT and TC Review
March	TC Adopts FY 2017-18 Budget
On or Before April 15th	Re-Submit FY 2017-18 Adopted Budget to OSPB for Governor's Approval

### Revenue Forecasts

In September 2016, DAF will present the TC with FY 2017-18 revenue estimates with a forecast horizon of ten years (FY 2017-18 to FY 2026-27). A draft FY 2017-18 budget will be prepared based on estimated revenue. All revenue specific to a program (i.e., FAST Act and State mandated programs such as safety education and Aeronautics) will automatically be adjusted based on FY 2017-18 revenue estimates. All other program amounts will be based on the FY 2016-17 budget amounts as approved by the TC in March 2016.

### Decision Items

DAF has altered the Decision Item process for FY 2017-18. In previous years, DAF has presented Decision Item requests to the TC between September and November during the Draft Annual Budget creation. However, because of the Work Plan Budget process, DAF will present Decision Items to the EMT and TC in January and February, during construction of the Final Annual Budget. This alteration will allow DAF and Divisions more time to submit important program changes (and related information) for EMT/TC approval. If necessary, DAF will present, earlier in the process, important FY 2017-18 Decision Items for TC review as they are received.

### Next Steps

DAF will hold a TC budget workshop in September 2016 to review the initial Draft Annual Budget for FY 2017-18. In future months, the Department will provide FY 2017-18 budget information to the TC to meet the Office of State Planning and Budget (OSPB) and statutory requirements. DAF will also hold meetings with each Division in CDOT over the next two months to discuss their annual budgets, including traveling to each Region to meet face-to-face with Region leadership.

### Attachments

N/A



**Transportation Commission of Colorado**  
**Regular Meeting Minutes**  
**July 21, 2016**

**Chairman Gary Reiff convened the meeting at 9:05 a.m.**

PRESENT WERE: Gary Reiff, Chairman, District 3  
Shannon Gifford, District 1  
Ed Peterson, District 2  
Heather Barry, District 4  
Kathy Gilliland, District 5  
Kathy Connell, District 6  
Kathy Hall, District 7  
Sidny Zink, Vice Chair, District 8  
Steven Hofmeister, District 11

EXCUSED: Bill Thiebaut, District 10

VACANT: 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  
Scott McDaniel, Staff Services Director  
Amy Ford, Public Relations Director  
Herman Stockinger, Government Relations Director  
Paul Jesaitis, Region 1 Transportation Director  
Karen Rowe, Region 2 Transportation Director  
Dave Eller, Region 3 Transportation Director  
Johnny Olson, Region 4 Transportation Director  
Mike McVaugh, Region 5 Transportation Director  
Jane Fisher, Director of Program Management  
Kathy Young, Chief Transportation Counsel  
David Spector, HPTE Director  
Mark Imhoff, Director of Transit and Rail  
Vince Rogalski, STAC Chairman  
Chris Wedor, Director of Audit Division

AND: Other staff members, organization representatives,  
the public and the news media

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

**Audience Participation**

Chairman Reiff opened the floor for audience participation. There were no public comments.

## **Individual Commissioner Comments**

Commissioner Hall had nothing to report for June.

Commissioner Gifford met with members of the Northwest Cornerstone Collaborative in Denver to discuss the Central 70 project.

Commissioner Hofmeister had nothing to report.

Commissioner Peterson took part in the telephone town hall in June. He was pleased to hear all of the comments from the citizens who took part.

Commissioner Barry also took part in the June telephone town hall. She thanked staff for their hard work putting together the event. She also thanked Commerce City for hosting Bagels with Barry. There were a number of good questions at the meeting brought up regarding I-70 and I-270.

Commissioner Gilliland attended the groundbreaking for the I-25 Express Lane project between 120<sup>th</sup> and E-470. She stated that the event was well attended, and was complete with a large crane working on the project. She also had the chance to take part in the telephone town hall in June and appreciated the opportunity to speak with her constituents.

Commissioner Zink took part in the June telephone town hall. She thanked staff and Mike McVaugh for their help in the event. After the calls, she received two emails from citizens thanking CDOT for holding the informational town halls. She also attended the Club 20 Transportation Committee meeting in Cortez.

Commissioner Reiff met with Mayor Kathy Noon of Centennial to discuss the I-25 and Arapaho project as well as other transportation issues in the area. He brought up the Commission Retreat which took place yesterday morning. At the retreat the Commission worked on creating a clear direction for the next year to guide staff and the commission.

## **Executive Director's Report**

Executive Director Bhatt highlighted that he joined the Governor for the annual Cabinet retreat. The vision for CDOT and how it fits into the Governor's vision for 2018 was laid out. There was a lot of talk on reducing fatalities on our roadways, as well as reduce the driving time on I-25.

CDOT senior staff took part in their annual staff retreat. They discussed the purpose of CDOT, and how to best reach that vision set forward by the Governor and Shailen. Additionally, the Lieutenant Governor Donna Lynn joined the staff for the retreat, and came on a site visit to CDOT HQ.

Finally, CDOT received a number of awards this month. At the WASHTO Conference, CDOT won two awards for innovation. The PPSL project and the US6 project were both specifically recognized at the conference.

## **Chief Engineer's Report**

Chief Engineer Josh Laipply congratulated the teams recognized by WASHTO for their awards and hard work. Josh informed the commission that the first phase of construction contract for US 84 has just been signed with Kiewit. He noted that the I-25 and Arapahoe Road project is underway, and is actively making changes ahead of schedule to ease construction traffic.

### **HPTE Director's Report**

HPTE Director David Spector gave the commission an update on the PPSL project. This last Sunday I-70 had a high number of cars, with a significant number using the express lanes. The road functioned well, and the toll rates moved appropriately. Additionally, he announced that US 36 had received the P3 Project of the Year award from ARTBA. Finally he let the commission know that the smart signs will be tested soon on US 36.

### **STAC**

Vince Rogalski let the Transportation Commission know that they had a robust discussion the last month on the multimodal freight plan the state is working on. Additionally, STAC called for a more transparent process for the authorization and creation of CDOT IGA's.

### **Act on Consent Agenda**

Chairman Reiff 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-16-7-1**

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for June 16, 2016, are approved.

### **Discus and Act on the 1<sup>st</sup> Budget Supplement of FY 2017**

Chief Financial Officer Maria Sobota brought forward the 1<sup>st</sup> budget supplement of 2017. She recognized Eric Ehrbar from her team for his hard work every month in putting together the budget supplements.

Chairman Reiff entertained a motion to approve the 1<sup>st</sup> Budget Supplement of FY 2017 for Service. Commissioner Gilliland moved for approval of the resolution, and Commissioner Hall seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

### **Resolution #TC-16-7-2**

### **Authorize Rule-Making Process by opening Transportation Commission Rules**

Herman Stockinger explained to the commission the changes that have been proposed to the Transportation Commission rules, and opened the floor for question. There were none.

Chairman Reiff entertained a motion to approve the rule-making process by opening the Transportation Commission Rules. Commissioner Hofmeister moved for approval of the resolution, and Commissioner Peterson seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

### **Resolution #TC-16-7-3**

#### **Discuss and Act on DBE FTA Goals**

Greg Deihl educated the commission on why the DBE program needs to set overall goals. They are set through mode and FTA guidelines. He stated that CDOT will use robust public outreach to meet these goals.

Chairman Reiff entertained a motion to approve the amendment to enact the DBE FTA Goals. Commissioner Hofmeister moved for approval of the resolution, and Commissioner Gifford seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

### **Resolution #TC-16-7-4**

#### **Other Matters**

Chairman Reiff informed the Commission that Commissioner Nolan Schriener has resigned from the Commission due to health issues. He thanked Commissioner Schriener for his hard work in the last year, and stated that he will be missed on the Commission.

#### **Adjournment**

Chairman Reiff closed the July Transportation Commission meeting at 9:35 a.m.



DATE: Aug. 18, 2016  
 TO: Transportation Commission  
 FROM: Herman Stockinger, Transportation Commission Secretary  
 SUBJECT: Transportation Commission Committee and Board Membership

Purpose

To officially approve the roster of the Transportation Commission membership on the Audit Review Committee, Transit and Intermodal Committee, Scenic Byways, DBE Committee (To be renamed as Small Business and Diversity Committee), Efficiency and Accountability Committee, State Infrastructure Bank Review Committee and HPTE Board of Directors for FY 2016/17.

Action

Approve the appointment of the Transportation Commissioners to their respective Committees and Board for FY 2016/17.

Background

Persuant to statute C.R.S. 43-1-106, the following roster of the proposed Commission Committees and Board must be approved via resolution.

Details

	<u>HPTE Board of Directors</u>	<u>Audit Review Committee</u>	<u>DBE Committee</u>	<u>Transit &amp; Intermodal Committee</u>	<u>Efficiency &amp; Accountability Committee (1 member)</u>	<u>State Infrastructure Bank Review Committee (1 Member)</u>	<u>Scenic Byways Committee (1 Member)</u>
GIFFORD	Member			Member			
PETERSON		Member		Member			
REIFF - Chair	Member						
BARRY			Chair				
GILLILAND	Chair		Member	Member			
CONNELL		Member					
HALL				Member			Hall
ZINK		Chair			Member		
THIEBAUT		Member	Member	Chair			
HOFMEISTER			Member			Member	
VACANT - District 9							



Next Steps

Option 1: Approve the FY 2016/2017 Committees and Board roster as listed.

Option 2: Discuss and update the Committees and Board roster.

Attachments

Resolution



**Resolution #TC-16-8-X**

Adopting the Transportation Commission Committee and Board Rosters for 2016/2017

**WHEREAS**, under C.R.S. 43-1-106, the Transportation Commission of Colorado has powers and duties pertaining to the Colorado Department of Transportation; and

**WHEREAS** the following Commissioners are proposed to serve on the following Board and Commissions:

- High Performance Transportation Enterprise Board of Directors: Shannon Gifford, Gary Reiff, Kathy Gilliland
- Audit Review Committee: Ed Peterson, Kathy Connell, Sidny Zink, Bill Thiebaut
- DBE Committee (Small Business and Diversity Committee): Heather Barry, Kathy Gilliland, Bill Thiebaut, Steven Hofmeister
- Transit and Intermodal Committee: Shannon Gifford, Ed Peterson, Kathy Gilliland, Kathy Hall, Bill Thiebaut
- Efficiency & Accountability Committee: Sidny Zink
- Scenic Byways: Kathy Hall
- State Infrastructure Bank Review Committee: Steven Hofmeister; and

**WHEREAS**, the membership described above meets the requirements of the required number of Commissioners on each Committee and Board.

**NOW THEREFORE BE IT RESOLVED**, the Commission authorizes by resolution that the TC Members set for the above shall serve for the Committees as stated.

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Herman Stockinger, Secretary  
 Transportation Commission of Colorado

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Date of Approval

**Transportation Commission of Colorado  
August 18, 2016**

**Resolution Number TC-XXXX**

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

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

**WHEREAS**, the Division of Highway Maintenance has applied to the Office of Financial Management and Budget to roll forward \$2,630,000 of FY 2015-16 funds to FY 2016-17 for specific prioritized projects; and

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

**WHEREAS**, Policy Directive 703.0, updated in June 2016 by the Transportation Commission, allows only the Transportation Commission to approve roll forward requests above \$1.0 million; and

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

**WHEREAS**, The Office of Financial Management and Budget, based on approval of Executive Management, has requested the Transportation Commission approve the \$2,630,000 roll forward request from the Division of Highway Maintenance.

**NOW THEREFORE BE IT RESOLVED**, the Transportation Commission, in accordance with Policy Directive 703.0, authorizes the Office of Financial Management and Budget to roll forward \$2,630,000 from FY 2015-16 to FY 2016-17 for projects managed by the Division of Highway Maintenance.



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

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

## MEMORANDUM

DATE: August 18, 2016  
TO: Transportation Commission  
FROM: Maria J. Sobota, Chief Financial Officer  
SUBJECT: Second Supplement - FY 2016-17

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The project request included in the Supplement are consistent with the FY 2017 through FY 2020 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.

## RAMP

### Region 1

\$2,000,000- *I-25: 120th Ave to SH7 Managed Lanes, #4-5* – **RAMP HPTE Development Funds** - Finishing design of Segment 3 from 120th to SH7 per the design for the original approved RAMP Application 4-5.

\$3,750,000- *I-25: Monument to C470 PEL*– **RAMP HPTE Development Funds** -Approval of funding will help pay for stakeholder engagement, various traffic modeling, alternative development and screening, as well as survey of the project area. An initial internal scoping between Region 1 and 2, along with Office of Major Project Development, determined that the limits of a study for this area should extend north to C470 to tie a potential tolled facility with another tolled facility as the majority of commuters along this stretch of I-25 travel between the Colorado Springs area and metro-Denver. The overall length of the corridor to be studied is 33 miles.

*For RAMP HPTE Development fund requests please refer to the Program Management Office memos in the Informational Packet.*

## Transportation Commission Contingency Reserve Fund

### Region 1

\$15,000,000– *US85 /104th Ave Advanced Payment* – **TCCRF**- ROW acquisition at US 85 and 104<sup>th</sup> and to conduct an environmental assessment and preliminary design for US 85 from I-76 to 124<sup>th</sup>.

*Please refer to the memo in the Informational Packet.*

### Region 4

\$775,000– *SH 6 Culvert replacement (C-23-AV)* – **TCCRF**- A roadway failure occurred on June 28, 2016, due to a failure of an irrigation culvert crossing SH 6 at Milepost 390.6 in Logan County. The Region 4 Hydraulics Engineer's analysis recommends a replacement of the failed culvert. This work will need to occur this fall when flow through the culvert is reduced. Funding is not identified in the culvert plan and as such is requested from the TCCRF.

**Division of Highway Maintenance**

\$3,200,000– *Equipment Purchase* – **TCCRF**- A balance of \$6,135,188 in Transportation Commission Snow and Ice Contingency Funds remained at the end of FY 2015-16. The Division of Highway Maintenance is requesting to reinvest half of these remaining funds into Snow and Ice Equipment. Specifically, The Division intends to purchase ten tow plows and expand the Gazex avalanche system. The remaining \$2,935,188 is reflected in the Transportation Commission Reserve Fund reconciliation and available for future allocation.

*Please refer to the memo in the Budget Workshop Section.*

**Confirmation Item**

**Region 2**

\$2,460,000– *SH 96 HASWELL EAST & WEST*– **Surface Treatment**-Extend resurfacing project by 9 miles to the Town of Eads. The additional miles are identified on the 2020 plan but can be effectively added to the existing project and utilize the current contractor unit pricing and complete the work this season. In order to maximize the logistical savings and keep the aggregate crusher on site a Contract Modification Order was executed on August 5th. (20778/1000228278)

**SH 96 HASWELL EAST & WEST**  
*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget	Supplement Action					Revised Budget	Expended Budget		
			Year of Budget				Total Request			Percent Increase	
			FY2017	FY2018	FY2019	FY2020					
Construction	<i>Surface Treatment</i>	\$4,894,761	\$0	\$0	\$0	\$2,460,000	\$2,460,000	\$7,354,761	\$22,163		
	<i>Bridge Construction</i>	\$10,000	\$0	\$0	\$0	\$0	\$0			\$10,000	\$0
	<b>Total Construction</b>	<b>\$4,904,761</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,460,000</b>			<b>\$7,364,761</b>	<b>\$22,163</b>
<b>Total Project Budget</b>		<b>\$4,904,761</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,460,000</b>	<b>50.16%</b>	<b>\$7,364,761</b>	<b>\$22,163</b>	
			Year of Expenditure				Total Request				
			FY2017	FY2018	FY2019	FY2020	\$2,460,000				
			\$2,460,000	\$0	\$0	\$0	\$2,460,000				

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

Informational Item

**Traffic and Safety Engineering**

An additional request for \$1,000,000 from the Snow and Ice Contingency surplus will be made by Traffic and Safety Engineering at a later date and is identified in the attached TCCRF Year-End Balance Projection. Regions are striving to improve striping and lane delineation around the state with innovative contracts and performance and more responsive re-striping in areas of greatest need and high priority corridors. Striping is critical for most efficient operation and lane keeping for safety, and now also is the guide for autonomous vehicles technology. CDOT plans to provide the best lane guiding striping available in collaboration with the striping and autonomous vehicle industries.

This additional funding would be made available to the regions on a competitive basis to provide the next level of striping performance. Project proposals would be evaluated based upon criteria to improve safety and address lane keeping risk factors, provide continuous year-round lane delineation, even in adverse conditions, and do so in an advanced or innovative way. The winning project would likely be one complete project for most efficient and effective use of funding. Department Staff will seek approval for the \$1 million after the competitive proposals are reviewed.

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**Second  
Supplement**

**Fiscal Year 2016-2017**

**Dated:  
August 18, 2016**

**COLORADO DEPARTMENT OF TRANSPORTATION**  
**STATE OF COLORADO**

**RESOLUTION NO. TC –**

**“BE IT RESOLVED, That the Second Supplement to the Fiscal Year 2016-2017  
Budget be approved by the Commission”**

**Transportation Commission Contingency Reserve Fund Reconciliation  
Second Supplement FY 2017 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
June-16	<i>Ending Balance 12S16</i>		<b>\$79,876,372</b>	
July-16	<i>Balance 1S17</i>		<b>\$89,842,565</b>	
	<i>state match for ER permanent repair projects</i>	\$ (639,423)		1000226622-1000228226
	<i>Savings from Region 2 US24 Waldo Canyon Flood Warning</i>	\$ 92,988		1000227432
	<i>FY2015-2016 TC Snow and Ice Contingency Reserve Savings</i>	\$ 6,135,188		1000228394
	<i>SH 6 Culvert replacement (C-23-AV)</i>	\$ (775,000)		Pending
	<i>US85 /104th Ave Advanced Payment</i>	\$ (15,000,000)		Pending
	<i>Division of Highway Maintenance Equipment Purchases</i>	\$ (3,200,000)		Pending
July-16	<i>Pending Balance 2S17</i>		<b>\$76,456,318</b>	

**Transportation Commission Contingency Snow & Ice Fund Reconciliation  
Second Supplement FY 2017 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>	<b>Reference Document</b>
	<i>FY17 Budget Allocation</i>	\$10,000,000		1000223849
July-16	<i>Balance 1S17</i>		<b>\$10,000,000</b>	
August-16	<i>Pending Balance 2S17</i>		<b>\$10,000,000</b>	

**Transportation Commission Contingency RAMP Reserve  
Second Supplement FY 2017 Budget**

<b>Transaction Date</b>	<b>Transaction Description</b>	<b>Amount</b>	<b>Balance</b>
June-16	<i>Balance 12S16</i>		<b>\$1,619,839</b>
July-16	<i>Balance 1S17</i>		<b>\$1,619,839</b>
August-16	<i>Pending Balance 2S17</i>		<b>\$1,619,839</b>

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

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**September 11, 2013 Flood Related Monthly Activity**

<b>Reg</b>	<b>State Highway</b>	<b>Mileposts</b>	<b>Project Description</b>	<b>County</b>	<b>Total Budget TCCRF</b>
4	034D	13.750 - 14.710	PR US 34D MP 13.75 to MP 14.71	Weld	\$ (34,420)
4	034A	77.000 - 80.000	PR US 34 Big Thompson Canyon Phase 1	Larimer	\$ (5,805)
4	066B	46.470 - 47.150	PR SH66B Permanent Flood Repairs	Weld	\$ (237,962)
4	036B	20.000 - 27.952	PR US36 Bridges	Boulder	\$ (62,078)
4	072B	32.369 - 54.063	PR SH 72B Resurfacing	Boulder	\$ 7,957
4	119C	61.419 - 63.699	PR SH 119 MP 61.5-63.9	Weld	\$ 541
Total					<u>\$ (331,767)</u>

**Spring 2015 Flood Related Monthly Activity**

<b>Reg</b>	<b>State Highway</b>	<b>Mileposts</b>	<b>Project Description</b>	<b>County</b>	<b>Total Budget TCCRF</b>
4			PRLA Mill St. Overlay in Brush	Morgan	\$ (307,656)
Total					<u>\$ (307,656)</u>

**Grand Total TCCRF Activity for Emergency Relief Since Last Reporting**      \$ (639,423)



## FY 2016-2017 Contingency Balance Projection

July TC Contingency Balance	\$89,842,565	
State Match for ER and Permanent Flood repairs	(\$639,423)	
Savings from Region 2 US24 Waldo Canyon Flood Warning	\$92,988	
FY2015-2016 TC Snow and Ice Contingency Reserve Savings	\$6,135,188	
SH 6 Culvert replacement (C-23-AV) (Pending)	(\$775,000)	
US85 /104th Ave Advanced Payment (Pending)	(\$15,000,000)	
Division of Highway Maintenance Equipment Purchases (Pending)	(\$3,200,000)	
Pending August TC Contingency Balance	\$76,456,318	
	Low Estimate	High Estimate
State Match for Emergency Relief/Permanent Recovery	(\$4,500,000)	(\$9,500,000)
Right of Way Acquisitions	(\$12,500,000)	(\$20,000,000)
State Match for Spring 2015 Floods	\$0	(\$2,500,000)
FY16-17 Estimated Misc TCCRF Funding Requests	(\$20,000,000)	(\$20,000,000)
Striping Initiative To Be Determined	(\$1,000,000)	(\$1,000,000)
	Max Estimate	Min Estimate
August 2016 FHWA Redistribution	\$25,000,000	\$20,000,000
Projected FY 2015-2016 YE Contingency Balance	\$63,456,318	\$43,456,318
<i>TCCRF Surplus (Deficit) to Reach \$40M Balance July 1, 2017</i>	<i>\$23,456,318</i>	<i>\$3,456,318</i>



# COLORADO

Department of Transportation

Office of the Chief Engineer

4201 East Arkansas Avenue, Room 262  
Denver, CO 80222

**DATE:** AUGUST 18, 2016  
**TO:** TRANSPORTATION COMMISSION  
**FROM:** JOSH LAIPPLY, CHIEF ENGINEER  
MARIA SOBOTA, CHIEF FINANCIAL OFFICER  
JANE FISHER, OFFICE OF PROGRAM MANAGEMENT DIRECTOR  
**SUBJECT:** PROGRAM MANAGEMENT INFORMATION ITEM

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## Purpose

The Program Management Information Item provides the Transportation Commission (TC) with an update on the integration of cash management and program management, asset management, and RAMP.

## Action

1) Please see Budget Supplement for TC action required related to two (2) RAMP Partnership projects.

## Background

### *Integration of Cash Management and Program Management:*

Please see Fund 400 Cash Balance Memo included as a separate information item.

### *Asset Management:*

No update since last month.

### *RAMP:*

The RAMP program was initiated in November 2012 as a means to reduce the cash balance. Shortly thereafter the TC approved a project list and has since approved groups of projects and individual projects. As has been the case for the past few months PMO updates are now limited to background associated with requested TC actions.

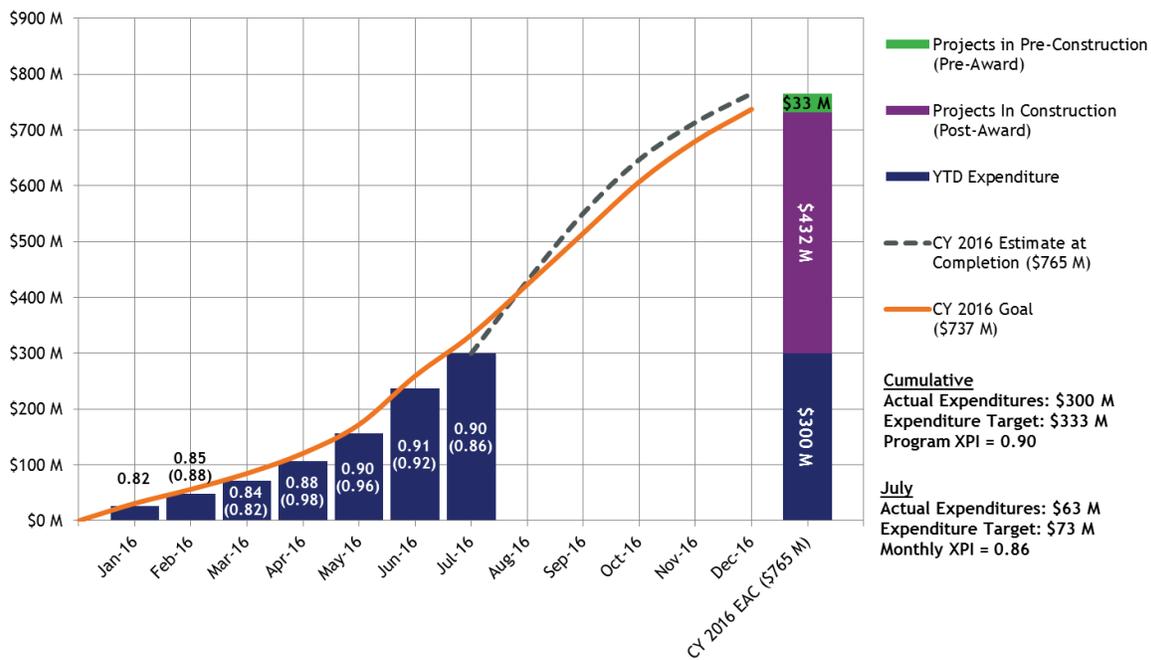
## Details

### *Integration of Cash Management and Program Management:*

PMO is tracking program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. As indicated in Figure 1 below, the cumulative Calendar Year 2016 XPI is 0.90 which is 0.01 lower since June. July's actual expenditures were \$10M below the expenditure target (Monthly XPI = 0.86). We are currently tracking to fall short of the \$737M Calendar Year 2016 target and a number of actions are in process in an attempt to close the gap.



Figure 1 - CY 2016 Capital Program Construction Expenditures



**RAMP:**

Table 1 details RAMP Partnership and Operations projects (CDOT & Locally Administered) that have not yet been awarded. As detailed in the Budget Supplement, staff is requesting TC action regarding two (2) RAMP Partnership projects. The first is a budget request of \$2,000,000 in RAMP HPTE Development Funds for project and procurement development of I-25 North Segment 3. The second is a budget request of \$3,750,000 in RAMP HPTE Development Funds to enable full funding of the I-25 Monument to C-470 planning and environmental linkage (PEL) study and to conduct survey along the 33 mile corridor.

Table 1 - RAMP Program Controls Table (remaining unawarded CDOT & Locally Administered projects)

Project Name	Project Budget	RAMP Request	Local Contribution	Other CDOT Funds	Status
<b>CDOT ADMINISTERED</b>					
Adaptive Traffic Signals System in Longmont	\$5,500,000	\$4,670,000	\$770,000	\$60,000	Awarded
SH 74 South of El Rancho Safety Shoulders	\$57,947	\$57,947	\$0	\$0	In Bid/Award
US 385 Intersection at Yuma CR 33.6	\$736,000	\$485,000	\$254,000	\$0	In Bid/Award



Project Name	Project Budget	RAMP Request	Local Contribution	Other CDOT Funds	Status
New Traffic Signal Controllers in Denver Metro	\$1,060,000	\$1,060,000	\$0	\$0	Ad in September
Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$0	Operations Procurement
HPTE P3 Development Fund †	\$40,000,000	\$15,150,000 -(\$2,000,000) -(\$3,750,000)	\$0	\$0	Budget Supplement Action Requested
<b>LOCALLY ADMINISTERED</b>					
Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	\$250,000	\$200,000	\$50,000	\$0	Ad in Aug
SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	\$2,100,000	\$1,680,000	\$420,000	\$0	Ad in Nov
SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$1,000,000	\$1,249,875	\$0	Ad in Dec
SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$1,842,590	\$1,842,590	\$0	Ad in Jan '17
SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$4,373,080	\$1,093,270	\$0	An in Jan '17
Federal Blvd: 6 <sup>th</sup> to Howard Reconstruction and Multimodal Improvements	\$29,181,821	\$23,341,821	\$5,840,000	\$0	Ad in Feb '17
US 287: Conifer to LaPorte Bypass (Phase III) - Ped Bridg	\$2,200,000	\$1,106,000	\$0	\$0	Ad in June '17

† This total represents the remaining RAMP Development funding still available. HPTE staff has prepared a HPTE Development Fund Policy and Evaluation Criteria guidance document. In accordance with PD703.0, the July & August 2016 budget supplements provide more detail regarding the individual HPTE budget requests.

## Attachments

1. RAMP Budget Request Memorandum





**MEMORANDUM**

**DATE:** AUGUST 18, 2016  
**TO:** TRANSPORTATION COMMISSION  
**CC:** JOSH LAIPPLY, CHIEF ENGINEER; MARIA SOBOTA, CHIEF FINANCIAL OFFICER  
JANE FISHER, PMO DIRECTOR  
**FROM:** PAUL JESAITIS, REGION 1 TRANSPORTATION DIRECTOR  
**SUBJECT:** RAMP-HPTE DEVELOPMENT FUNDS REQUEST FOR SUPPLEMENT OF RAMP  
PROJECT #4-5A: I-25 NORTH CORRIDOR EXPRESS LANES

Purpose

Region 1 is requesting funding for final design of I-25 Segment 3 from E470 to SH 7.

Action

Per PD 703.0, staff is requesting Transportation Commission (TC) approval to budget \$2M for the final design for I-25 Segment 3B from E470 to SH7.

On July 25, 2016, the RAMP Sponsor Coalition discussed keeping the remaining balance (~\$2.2M) of the original 4-5a application but determined for consistency purposes the balance would be returned to the RAMP program. The Coalition suggested and supported a new request of RAMP-HPTE Development Fund dollars, as this advances the North I-25 Corridor Express Lanes project.

Background

The North I-25 corridor was authorized for \$90M in the RAMP program, \$55M for Segment 3A and \$35M for I-25: SH 66 to SH 14 (RAMP Application 4-5). Additional funding sources supplemented the RAMP funds for each construction project. Region 1 allocated \$19.5M of regular program funds, and HPTE secured \$22M of future toll revenues through a loan to supplement the \$55M RAMP funds and extend the project as far North as possible.

The RAMP Application 4-5a was to deliver final design and construction of Managed Lanes from 120<sup>th</sup> Avenue to State Highway 7. Due to funding shortfalls, Segment 3 construction was cut short at Northwest Parkway/E470 Interchange leaving a remaining 1.7 miles yet to be constructed and designed.

Details

I-25 Segment 3 final design will be closely coordinated with design of the Diverging Diamond Interchange (DDI) at I-25 and SH7, which is being funded by the local agencies. Development is driving the need to improve operations and capacity at this interchange and knowing the impacts of the Express Lanes template along I-25 is needed to ensure development is properly setback from the ultimate EIS configuration.



The proposed 2.8-mile Package 2 project extends the Express Lanes from the south side of E-470 through the SH 7 interchange to tie in to the six lane concrete pavement section to the north. This project continues CDOT's vision of providing increased mobility to support the rapidly expanding northern Colorado area. This package will directly benefit Region 4 in future Express Lane expansions. Performing the remaining I-25 design simultaneously with SH 7 will allow a larger scope of I-25 to be designed for the remaining \$2M originally budgeted.

### Key Benefits

Advancing final design of Segment 3 will provide key benefits including:

- This completes the North I-25 120th to SH 7 project which is a Tier 1 priority project for the North Area Transportation Alliance (NATA) and was in the original approved RAMP Application 4-5a.
- This section of I-25 is a complex area where I-25, Northwest Parkway/E470, and SH 7 come together. Concept design has been developed and needs final definition to preserve requirements for the SH 7 plans.
- Adams County, Thornton and Broomfield are collectively working on the development of the SH 7 interchange and are providing CDOT with design funds. Our understanding is that developer commitments exist for construction funding for the interchange once triggers are met.

### Options

- 1) Approve \$2M in RAMP - HPTE Development Funds for the final design of Segment 3. (Staff Recommendation)
- 2) Request additional information related to this request
- 3) Deny request to use \$2M in RAMP - HPTE Development Funds for the final design of Segment 3.

### Next Steps

Upon approval of the funding request, the Region will complete the necessary steps to fund the final design work immediately.





**COLORADO**

Department of Transportation

Region 1  
South Program  
18500 E Colfax Ave.  
Aurora, CO 80011

**MEMORANDUM**

**TO:** TRANSPORTATION COMMISSION  
**FROM:** JOSHUA LAIPPLY, P.E., CHIEF ENGINEER  
MARIA SOBOTA, CHIEF FINANCIAL OFFICER  
JANE FISHER, PMO DIRECTOR  
**CC:** PAUL JESAITIS, RICHARD ZAMORA  
**DATE:** AUGUST 18, 2016  
**SUBJECT:** REQUEST TO USE RAMP - HPTE DEVELOPMENT FUND: I-25; MONUMENT TO C470

Purpose

Region 1 is requesting approval to use \$3.75M of the RAMP - HPTE Development Fund (DF) to help cover the costs of the I-25: Monument to C470 Planning and Environmental Linkage (PEL) Study and perform a survey along the corridor.

Action

Per P.D. 703.0, staff is requesting Transportation Commission (TC) approval to budget \$3.75M of RAMP - HPTE DF for the I-25: Monument to C470 PEL via the August TC budget supplement. Approval of funding will help pay for stakeholder engagement, various traffic modeling, alternative development and screening, as well as survey of the project area.

The RAMP Sponsor Coalition supports this request.

Project Background

In October 2014, the Governor termed the four lane segment between Monument and Plum Creek as “The Gap” and “promised” to make this stretch of widening a high priority in his next 4 years. An initial internal scoping between Region 1 and 2, along with OMPD, determined that the limits of a study for this area should extend north to C470 to tie a potential tolled facility with another tolled facility as the majority of commuters along this stretch of I-25 travel between the Colorado Springs area and metro-Denver. The overall length of the corridor to be studied is 33 miles.

This project lies in two MPOs - DRCOG and PPACG and is currently not in either fiscally constrained plan. The area discussed covers 18 miles where I-25 to the north and south of this segment has six (6) lanes or more. The Office of Major Project Development (OMPD) secured the Louis Berger Group (LBG) last year to conduct a Level 1 Traffic and Revenue (T&R) to determine if tolling was a viable option for this corridor. The PEL study will look at other modeling techniques outside of the Level 1 T&R to try and capture the reliability and predictability of travel on this corridor.

Region 1 proceeded with an RFP in December 2015 to select a consultant. CH2M Hill was selected in March and is now under contract. Work will be identified through task orders as the study progresses. The first Task Order to scope the project and begin stakeholder involvement is already in place. An internal kickoff meeting for this study is scheduled for mid-August 2016.



Details

The current estimated costs for the PEL and corridor survey are:

- \$4M for the PEL
- \$2M for the Survey

Region 1 allocated \$1.5M in Regional Priority Program funds in FY2015-16 for this project. Douglas County has contributed \$250k towards the study and Region 2 is looking to allocate \$500k in FY2019-20. This provides a total of \$2.25M in funding, leaving the project \$3.75M short.

The project meets the following criteria supporting this request:

- A major corridor assessment is being conducted and the project has a strong likelihood of a P3, express lanes or HOV lane solution.
- There is an immediate political push to improve this stretch of I-25 with the recent widening of I-25 to both the north and south of this area.
- Douglas County has committed some funding for this study and has noted they may contribute more to this corridor as we move forward.
- Widening on I-25 in the specified area would provide lane connectivity along this corridor.

Key Benefits

Approving the funds for this request will allow for the full completion of the study. The negotiations for the 2<sup>nd</sup> Task Order can begin with identified funding. In addition, a survey will also be done to prepare this corridor to move quickly once an outcome is determined from the study.

Options

- 1) Approve Region 1's request for \$3.75M of HPTE DF Fund. (Staff Recommendation)
- 2) Approve \$1.75M of HPTE DF Fund to complete the funding of the study only without survey.
- 3) Decline the request for additional funding.

Next Steps

Upon approval of the funding request, the Region will begin outlining tasks for the next Task Order for the PEL and drafting an RFP for completing survey on the corridor. If denied, the Region will identify needs from the Scoping to complete the project and seek funds. Survey will be delayed until funds are identified for improvements.





**DATE:** AUGUST 18, 2016  
**TO:** TRANSPORTATION COMMISSION  
**FROM:** MARIA SOBOTA, CHIEF FINANCIAL OFFICER  
 JOSH LAIPPLY, CHIEF ENGINEER  
**SUBJECT:** FUND 400 CASH BALANCE - INFORMATIONAL MEMORANDUM

**Purpose**

This memo summarizes information related to the Cash Balance Policy, for the period ending June 30, 2016.

**Action**

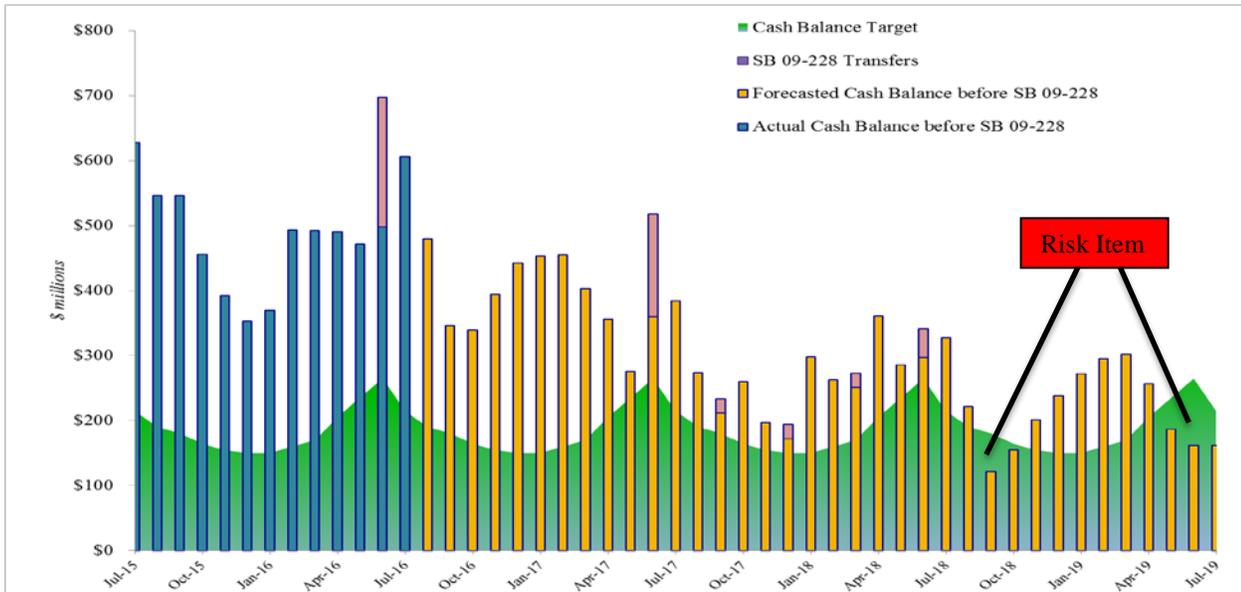
This is for information purposes only. No action is requested or required by the Transportation Commission (TC) regarding this item.

**Background**

The total cash balance (all Fund Numbers) at the end of July, 2016 was \$878,459,861. This includes Fund 400 with an amount of \$616,033,723, \$221,195,518 in Fund 538 (Bridge Enterprise), and \$41,230,620 in all other fund accounts (High Performance Transportation Enterprise (HPTe), Division of Aeronautics, and the State Infrastructure Bank (SIB)).

As a follow-up to previous TC guidance, Division Staff is to provide an informational report of the Fund 400 Cash Balance Forecast as shown in Table 1 below.

**Table 1 - Fund 400 Cash Balance Forecast**



A significant portion of SB 09-228 funds received in FY2015-16 will be used for Central 70. The cash outflow attributable to Central 70 costs consuming SB 09-228 funds is also included in the Fund 400 model. Future years' SB 09-228 transfers also assumed to be \$0 in the November 2015 forecast are now included in the forecast as shown in Table 2.

*Table 2 - SB 09-228 Revenue Forecasts*

State Fiscal Year	Revenue Forecasts
FY 2015-16	\$199,200,000
FY 2016-17	\$158,000,000
FY 2017-18	\$110,000,000
<b>Total</b>	<b>\$467,200,000</b>

**Next Steps**

As the TC directed Staff in the July TC meeting, staff will continue monitoring the cash balance and report significant changes in the forecast to the TC in the Information Tab of the TC packet as needed.





**MEMORANDUM**

**TO:** TRANSPORTATION COMMISSION  
**FROM:** JOSHUA LAIPPLY, CHIEF ENGINEER  
MARIA SOBOTA, CHIEF FINANCIAL OFFICER  
PAUL JESAITIS, REGION 1 TRANSPORTATION DIRECTOR  
**RE:** TRANSPORTATION COMMISSION CONTINGENCY FUNDING REQUEST  
- US 85 FROM I-76 TO 124<sup>TH</sup>  
**DATE:** AUGUST 10, 2016

Purpose: The purpose of this action is to request Transportation Commission Contingency funds to facilitate early right of way (ROW) acquisition at US 85/104<sup>th</sup> and begin the environmental evaluations and preliminary design for US 85 from I-76 to 124<sup>th</sup>.

Action: Approve \$15 million from Transportation Commission Contingency for early ROW acquisition at US 85/104<sup>th</sup> and environmental review/preliminary design for US 85 from I-76 to 124<sup>th</sup>.

Background: CDOT identified the potential need for an interchange at the intersection of US-85 and 104<sup>th</sup> many years ago. An on-going planning and environmental linkage (PEL) study will also confirm the interchange need because the intersection of US 85/104<sup>th</sup> Avenue operates at level of service (LOS) F today, meaning the intersection is operating at or near maximum capacity. Very little additional capacity can be added via lane additions, yet the 20-year traffic projections call for a 40 to 50 percent increase in traffic demand needing to be served by the intersection (demands have increased 70 percent in the last 20 years). With poor LOS's come significant traffic queues, and this intersection is no exception. The critical consideration of the formed queues pertains to the intersection's proximity to I-76. It is all too common for northbound traffic queues to extend back into I-76, a high-speed freeway facility in which drivers are not anticipating queued traffic due to signalization. Impending increases in traffic demand will also exacerbate this queuing/safety issue.

Additionally, the PEL will likely identify a grade separated interchange at US 85 and 120<sup>th</sup> as another important transportation improvement. Based on conversations with our local partners, their desire is to look at both proposed interchanges together. Prior to the UPRR ROW negotiations, neither 104<sup>th</sup> nor 120<sup>th</sup> had been identified as top near term priorities for Region 1 due to other competing needs throughout the Region



Unfortunately, commercial mixed use development on property that will be directly impacted by a future interchange at US 85/104<sup>th</sup> is imminent. The property owner would prefer to know if CDOT will acquire the property sooner rather than later because it is difficult for him to move forward with the current uncertainty. We believe it would be in the best interest of the Department to acquire the identified ROW before the development occurs and our costs to acquire in the future inflate exponentially. Acquiring the property sooner rather than later also allows the property owner to not have his development plans complicated by the cloud of potential future acquisition.

Given the benefit both interchanges could provide to US 85 and UPRR operations as well as UPRR ROW negotiations, we would also like to conduct an environmental assessment (EA) (the next step in the environmental process) and complete preliminary design so we are in position to pursue potential construction funding sources, including grant opportunities, to complete these important improvements. Because of the proximity to I-76 and the desire to analyze how both interchanges may impact US 85 highway users and the UPRR, the proposed environmental study limits are from I-76 to 124<sup>th</sup>.

Options:

1. Approve the use of \$15 million from Transportation Commission Contingency for early ROW acquisition at US 85 and 104<sup>th</sup> and to conduct an EA and preliminary design for US 85 from I-76 to 124<sup>th</sup>. This option is consistent with our local partners' desires, may benefit the US 85 ROW negotiations with the UPRR, and will allow CDOT to move forward with preliminary design and environmental clearance so we are better positioned to compete for future construction funding opportunities. It also removes the cloud of uncertainty for the property owner at 104<sup>th</sup>.
2. Deny use of Transportation Commission Contingency funding. Not approving the funding will result in exponentially higher ROW costs because the property will likely already be developed. Additionally, CDOT will not be in a good position to compete for potential future construction funding opportunities.
3. Defer taking action pending additional information. This option will continue to place a cloud of uncertainty over the current property owner and may complicate our US 85 ROW negotiations.

Recommendation: Approve use of \$15 million from Transportation Commission Contingency for early ROW acquisition at US 85 and 104<sup>th</sup> and to conduct an environmental assessment and preliminary design for US 85 from I-76 to 124<sup>th</sup>.

Next Steps: Region 1 has submitted a TIP amendment for the August 22 DRCOG Technical Advisory Committee agenda with the statement that funding is contingent on Transportation Commission approval. If the funding is approved by the Transportation Commission and the TIP amendment is approved by the TAC, it is anticipated that DRCOG will formally adopt the TIP amendment in September. If adopted we will then be able to budget the funds and formally begin ROW negotiations with the property owner at US 85/104<sup>th</sup>. We will also begin the procurement process for the EA and preliminary design work for US 85 from I-76 to 124<sup>th</sup>.





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

DATE: August 18, 2016  
TO: Transportation Commission  
FROM: Mark Imhoff, Director - Division of Transit & Rail  
SUBJECT: SB228 Transit Recommendations

Purpose

The purpose of this memo is to seek Commission approval of the staff and Transit & Intermodal Committee recommendations for the use of Senate Bill 228 transit funding. A more comprehensive white paper detailing the SB228 recommendations can be found at <https://www.codot.gov/about/transportation-commission/documents/2016-archive-of-supporting-documents/july-2016>

Action

Approve the FY2016/17 SB228 transit fund projects, and the plan development for FY2017/18 funds. A draft resolution is attached.

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 maintain or 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 nearly 300 miles in the I-25 and I-70 corridors. Bustang's first year of operation exceeded ridership projections and need infrastructure (Park & Ride) expansions.

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.

Senate Bill 228 (SB228) provides \$199.2M in new revenue for CDOT in FY 2016, and forecasts an additional \$158.0M in expected new revenues in FY 2017; with at least 10% (\$19.92M and \$15.8M; total \$35.72M) dedicated to transit. The SB 228 program must be used for TC approved strategic projects with statewide or regional significance.

Details

Table 1 identifies the recommended transit projects to utilize the SB228 funding. Transit has been allocated \$19.92M from FY2015/16; these funds are available for use now. Forecasts indicate an additional \$15.8M for FY2016/17; available at the end of the fiscal year. The projects identified in Table 1 are listed in priority order, with associated conceptual cost estimates. The projects would be developed/implemented in series, such that construction or manufacture bids would be in place before committing to the next projects in the series. If bids are less than the conceptual estimates, more projects can be undertaken; if bids are more than the conceptual bids, fewer projects can be undertaken. Any projects not completed within the \$35.72M allocation for transit will be included in the 10 Year Development Plan.

The first section of Table 1 contains the projects to be undertaken in FY2016/17; rounded to \$20M. The second section contains projects to be undertaken in FY2017/18. The final section identifies the projects that would be undertaken if any funding remains, or if the forecast for FY2016/17 is increased.

**Table 1: Recommended Transit Projects for SB 228 Funding**



Cost	Project Description
<b>Phase 1: State Fiscal Year 2016-2017</b>	
\$2.0 M	Program & Construction Management of all the Phase 1 Projects below
\$1.5 M	Winter Park Express Platform (approved Apr. 2016)
\$2.5 M	Six branded over-the-Road Coaches, 30-35 foot
\$5.0 M	I-25 Managed Lanes Project: Kendall Parkway replacement / expansion of existing Loveland park-and-ride at US 34 / I-25
\$3.0 M	Woodmen Road park-and-ride replacement / expansion in Colorado Springs
\$1.5 M	Lawson / Telluride / San Miguel County park-and-ride
\$2.5 M	Frisco Transit Center Expansion
\$2.0 M	Rifle Park & Ride Relocation
\$20.0 M	<i>Phase 1 Subtotal</i>
<b>Phase 2: State Fiscal Year 2017-2018</b>	
\$1.5 M	Program & Construction Management of all the Phase 2 Projects Below
\$4.0 M	Up to ten (10) Branded over-the-road Coaches for the Rural Regional System
\$10.0 M	Outer Loop Park & Rides <ul style="list-style-type: none"> <li>• Idaho Springs / Clear Creek County</li> <li>• Castle Rock / Douglas County</li> <li>• Frederick, Firestone, Dacono, Erie, Longmont / Weld County</li> <li>• Potential Denver Tech Center Stop</li> </ul>
\$15.5 M	<i>Phase 2 Subtotal</i>
\$35.5 M	<i>Phases 1 + 2 Subtotal</i>
<b>Phase 3: State Fiscal Year 2017-2018 and Beyond if Funds Available</b>	
\$4.0 M	Pueblo park & ride for Bustang service extension
\$2.0 M	Brush Creek Park & Ride Expansion
\$3.0 M	Glenwood Springs Maintenance Facility to include Bustang, USFS Shuttle, RFTA
\$2.5 M	Harmony Road park-and-ride expansion
\$2.0 M	Tejon park-and-ride expansion
\$4.0 M	Monument park-and-ride access improvements, saving Bustang 10 minutes per trip, each direction
\$17.5 M	<i>Phase 3 Subtotal</i>
\$53.0 M	<i>Phase 1 + 2 + 3 Subtotal</i>



### Benefits

Because transit operating funds are currently the most limited resource, and because SB 228 funds are not a continuing funding source, use of SB228 funds on capital projects is recommended. The use of SB 228 funds for capital projects provides supporting infrastructure to maximize the efficiency and effectiveness of the limited operating dollars. The SB228 program of projects expands and enhances the infrastructure for the statewide interregional and regional transit network.

### Options

- Approve the above SB228 program of projects for FY 2016/17, and the further development of FY 2017/18 projects. **This is the staff and T&I Committee recommended action.**
- Reject selected projects, and approve the remainder of the program of projects. This is not recommended as it could dilute the effort to create an integrated statewide system.
- Reject the above SB228 program of projects. This is not recommended as it would not be responsive to the transit stakeholders around the state, and would not advance CDOT in providing a statewide integrated system.

### Next Steps

- Begin procurement of Rural Regional branded coaches, including authorization to purchase six now, with a contractual option for up to 10 additional.
- Engage AECOM through a task order to assist with program management, including a Park & Ride development and implementation schedule.
- Coordinate Park & Ride development and implementation with the respective Regions.
- Continue coordination and negotiations for Phase 2 with the Outer Loop Park & Ride communities, and the potential for a Denver Tech Center stop.

### Attachments

- Draft Resolution



**Resolution # TC-**

**Approve the FY2016/17 SB 228 Transit Projects**

**Whereas**, SB228 funds have been allocated to CDOT for FY 2016/17 (\$199.2M), and at least 10% (\$19.92M) are to be used for transit projects; and

**Whereas**, the list of projects meets the SB228 criteria of being strategic in nature, and serving a statewide or regional purpose; and

**Whereas**, the Division of Transit & Rail developed a recommended list of SB228 transit projects, and received the Transit & Intermodal Committee recommendation of same list to the full Commission at their July, 2016 meeting.

**NOW THEREFORE BE IT RESOLVED**, the Commission approves the attached list of FY 2016/17 SB228 Transit Projects, and further development of FY 2017/18 projects.



**MEMORANDUM**

**TO: TRANSPORTATION COMMISSION**  
**FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER**  
**DATE: AUGUST 18, 2016**  
**SUBJECT: STATE INFRASTRUCTURE BANK ACTIVITY REPORT FOR FISCAL YEAR 2015-16**

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**Purpose**

This memo summarizes information related to State Infrastructure Bank (SIB) activity in the State fiscal year (FY) 2015-16.

**Action Requested**

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

**Background**

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

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

**Summary Narrative**

As of June 30, 2016, the Colorado SIB had \$26.7 million in total assets. Of the total assets, 78.2 percent (\$20.9 million) was attributed to the Aeronautics account and 21.8 percent (\$5.8 million) was attributed to the Highway account. The Transit and Rail accounts of the Colorado SIB have never been capitalized, nor have any loans been made from either account.

As of June 30, 2016, there was a total of \$14.6 million available to loan, of which \$10.9 million was in the Aeronautics account and \$3.7 million was in the Highway account.

To date the Colorado SIB has nine outstanding loans totaling \$22.2 million. Seven loans are from the Aeronautics account totaling \$20.1 million and two loans are from the Highway account totaling \$2.1 million.



During this year, the fund's assets increased by 1.1%. The primary reason for the increase is due to the interest earned in FY 2015-16. The SIB fund earned a total of \$385,536 from interest on loans and on accounts in FY 2015-16. The interest rate on all Colorado SIB loans was two and a half (2.50) percent for all loans originating in FY 2015-16. During fiscal year 2015-16, no loans were re-paid in full. As of June 30, 2016, all Colorado SIB loans were current.

The Transportation Commission approved two SIB loans in State FY 2015-16. Both were loans from the Aeronautics account to Greeley Weld County Airport and Colorado Springs Airport. The loan to Greeley Weld County Airport was for \$1,000,000 and the loan to Colorado Springs Airport was for \$3,431,183. Both loans agreements were executed and funds were distributed in FY 2015-16. Additionally, DAF continues to work with municipalities and the Division of Aeronautics to advertise the State Infrastructure Bank Program, including meeting with general use airports and presenting at the Colorado Airport Operators Association annual meeting.

### Overview of Colorado SIB Assets

As of June 30, 2016

<u>Assets</u>	<u>Aeronautics</u>	<u>Highways</u>	<u>Total</u>
<b>Cash:</b>			
Fund 715 Cash	\$10,894,190	\$3,712,288	\$14,606,478
Authorized Federal Funds	<u>0</u>	<u>0</u>	<u>0</u>
<b>Amount Available to Loan</b>	<b>\$10,894,190</b>	<b>\$3,712,288</b>	<b>\$14,606,478</b>
<b>Accounts Receivable:</b>			
Outstanding Loan Balances	\$9,972,652	\$2,088,193	\$12,060,845
Accrued Interest	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total Accounts Receivable</b>	<b>\$9,972,652</b>	<b>\$2,088,193</b>	<b>\$12,060,845</b>
<b>Total Assets</b>	<b>\$20,866,842</b>	<b>\$5,800,481</b>	<b>\$26,667,323</b>
<i>Percent of account/fund Loaned</i>	<i>47.8%</i>	<i>36.0%</i>	<i>45.2%</i>



## Colorado SIB Loans Summary

As of June 30, 2016

	Original Loan Date	Loan Amount	Balance Due	Interest Rate	Debt Service	Next Payment Due Date	Loan Termination Date
<b>Aeronautics Account:</b>							
Arapahoe County Airport Authority	Oct, 5, 2007	\$ 5,400,000	\$1,211,312	3.00%	\$ 633,045	Oct, 5, 2016	Oct, 5, 2017
Colorado Springs	Dec, 1, 2014	\$ 2,336,000	\$2,127,492	3.00%	\$ 266,908	Dec, 1, 2016	Dec, 1, 2024
Colorado Springs	May, 26, 2016	\$ 3,431,183	\$3,431,183	2.50%	\$ 392,043	May, 26, 2017	May, 26, 2026
Front Range Airport Authority	Aug, 1, 2007	\$ 1,800,000	\$ 403,771	3.00%	\$ 211,015	Aug, 1, 2016	Aug, 1, 2017
Grand Junction	Jun, 1, 2009	\$ 4,000,000	\$1,327,829	3.00%	\$ 116,122	Sep, 1, 2016	Jun, 1, 2019
Greeley-Weld County Airport Authority	May, 13, 2016	\$ 1,000,000	\$1,000,000	2.50%	\$ 215,247	May, 13, 2017	May, 13, 2021
Rocky Mountain Metro Airport	Mar, 12, 2008	\$ 2,100,000	\$ 471,066	3.00%	\$ 246,184	Mar, 12, 2017	Mar, 12, 2018
<b>Highway Account:</b>							
Central City	Jul, 17, 2015	\$ 1,521,693	\$1,521,693	2.50%	\$ 173,867	Jul, 16, 2016	Jul, 17, 2025
Park County	Feb, 26, 2016	\$ 566,500	\$ 566,500	2.50%	\$ 64,728	Feb, 26, 2017	Feb, 26, 2026

### Transportation Commission Decision Request

This report is for informational purposes only.

### Next Steps

In accordance with Procedural Directive (PD) 0720-1 (21), Staff will provide the Commission a review of year-to-date fiscal year 2016-17 SIB activities in February 2017. In the interim, please feel free to contact me by phone at (303) 757-9171 or email at maria.sobota@state.co.us, if you have any questions.



Bridge Enterprise Board of Directors  
Aug. 18, 2016  
Meeting Schedule & Agenda  
4201 East Arkansas Avenue  
Denver, Colorado 80222

Gary M. Reiff, Chairman  
Englewood, District 3

Shannon Gifford  
Denver, District 1  
Ed Peterson  
Lakewood, District 2  
Heather Barry  
Westminster, District 4  
Kathleen Gilliland  
Livermore, District 5  
Kathy Connell  
Steamboat Springs, District 6

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

The times indicated for each topic on the Bridge Enterprise 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.

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

Thursday, Aug. 18, 2016

BRIDGE ENTERPRISE BOARD OF DIRECTORS

11:20 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 July 21, 2016  
(Herman Stockinger)

4. Adjournment

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**Bridge Enterprise Board  
Regular Meeting Minutes  
July 21, 2016**

**Chairman Gary Reiff convened the meeting at 9:35 a.m. at CDOT Headquarters**

PRESENT WERE: Gary Reiff, Chairman, District 3  
Shannon Gifford, District 1  
Ed Peterson, District 2  
Heather Barry, District 4  
Kathy Gilliland, District 5  
Kathy Connell, District 6  
Kathy Hall, District 7  
Sidny Zink, Vice Chair, District 8  
Steven Hofmeister, District 11

EXCUSED: Bill Thiebaut, District 10

VACANT: 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  
Scott McDaniel, Staff Services Director  
Amy Ford, Public Relations Director  
Herman Stockinger, Government Relations Director  
Paul Jesaitis, Region 1 Transportation Director  
Karen Rowe, Region 2 Transportation Director  
Dave Eller, Region 3 Transportation Director  
Johnny Olson, Region 4 Transportation Director  
Mike McVaugh, Region 5 Transportation Director  
Jane Fisher, Director of Program Management  
Kathy Young, Chief Transportation Counsel  
David Spector, HPTE Director  
Mark Imhoff, Director of Transit and Rail  
Vince Rogalski, STAC Chairman  
Chris Wedor, Director of Audit Division

AND: Other staff members, organization representatives,  
the public and the news media

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

**Audience Participation**

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

## **Act on Consent Agenda**

Chairwoman Reiff 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-16-7-1**

Approval of Regular Meeting Minutes for June 16, 2016.

## **FASTER Funded Structures**

CFO Maria Sobota explained that this resolution was initially to be voted on in June, however it was missed. The item corresponds with the new policy of asset transfers adopted in 2010.

Chairwoman Connell entertained a motion to approve the 6<sup>th</sup> Budget Supplement. Commissioner Gilliland moved for approval of the resolution, and Commissioner Zink seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

## **Quarterly Progress and Financial Update**

Scott McDaniel informed the commission that the Bridge Enterprise reports will be given quarterly into the future. The next report will come in September, 2016.

## **Adjournment**

Chairman Reiff asked if there were any more matters to come before the Bridge Enterprise Board of Directors. Hearing none, Chairman Reiff announced the adjournment of the meeting at 9:41 a.m.