

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

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

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

THE CHAIRWOMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Wednesday, Jan. 20, 2016

- 12:00 p.m. HPTE Board Meeting [Call to Order in Room 225]
- 12:55 p.m. HPTE Board Break
- 1:00 p.m. HPTE Board Meeting [Reconvenes in Auditorium]
- 2:00 p.m. HPTE Update and Relationship with CDOT (David Spector) ...Tab 1
- 2:15 p.m. 10 Year Development Program Criteria and Attributes (Debra Perkins-Smith) .....Tab 2
- 2:45 p.m. Program Management Workshop (Richard Zamora, Josh Laipply, Maria Sobota).....Tab 3
- 3:15 pm. Update for the CDOT Owner Controlled Insurance Program (ROCIP) (Joshua Laipply).....Tab 4

3:25 p.m.	RoadX: First Two Projects & Update (Peter Kozinski).....	Tab 5
3:40 pm.	Status Report on Actions Taken by CDOT/BE Responsive to the August 2015 FASTER Audit. (Joshua Laipply, Maria Sobota, Herman Stockinger).....	Tab 6
4:10 p.m.	Transit and Intermodal Quarterly Meeting (Mark Imhoff) .....	Tab 7
4:50 p.m.	Adjournment	

TRANSPORTATION COMMISSION MEETING

Thursday, Jan. 21, 2016

7:30 a.m.	Breakfast Meeting [Room 262]	
9:00 a.m.	1. Call to Order, Roll Call	
9:05 a.m.	2. Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes	
9:10 a.m.	3. Comments of Individual Commissioners	
9:15 a.m.	4. Executive Director’s Report (Shailen Bhatt)	
9:20 a.m.	5. Chief Engineer’s Report (Josh Laipply)	
9:25 a.m.	6. HPTE Director’s Report (David Spector)	
9:30 a.m.	7. FHWA Division Administrator Report (John Cater)	
9:35 a.m.	8. Act on Consent Agenda .....	Tab 8
	a) Resolution to Approve the Regular Meeting Minutes of Nov. 19, 2015 (Herman Stockinger).....	Page 1
	b) Resolution to Approve the Regular Meeting Minutes of Dec. 18, 2015 .....	Page 10
	c) R1 disposal of Multiple I-76 Parcels: 16 Rev and portion of 17 (Paul Jesaitis).....	Page 13
	d) Region 1 US 36 and Federal Property Disposal (Paul Jesaitis) .....	Page 20
9:45 a.m.	9. State Infrastructure Bank Greeley County Airport Loan Request (Maria Sobota).....	Tab 9
9:50 a.m.	10. State Infrastructure Bank Park County Airport Loan Request (Maria Sobota).....	Tab 10

- 9:55 a.m. 11. Discuss and Act on the 7<sup>th</sup> Budget Supplement of FY 2016 (Maria Sobota).....Tab 11
- 10:00 a.m. 12. Discuss and Act on the Resolution Approving the I-25 North IAA between CDOT and HPTE (David Spector).....Tab 12
- 10:05 a.m. 13. Approval of Policy Directive 704.0 "Policy Governing the Efficient Use of FASTER Revenue" (Herman Stockinger, Josh Laipply)...Tab 13
- 10:10 a.m. 14. Other Matters
- 10:15 a.m. 15. Recognitions
- I-25/US 24 RAMP Project-Colorado Springs Partnership (Josh Laipply)
  - Executive Director’s Cup (Shailen Bhatt)
  - Recognition of Mike McVaugh
  - Recognition of Ty Ortiz

10:20 a.m. 16. Adjournment

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

10:20 a.m.

BRIDGE ENTERPRISE BOARD OF DIRECTORS .....Tab 14

- 10:20 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 Nov. 19, 2015 (Herman Stockinger) ..... Page 3
4. Approval of new Policy Directive BE16.0 “Oversight of FASTER Funding for State Bridges.” (Herman Stockinger, Josh Laipply)Page 5
5. Bridge Enterprise 2015 Year in Review (Scott McDaniel) ....Page 7
6. January 2016 On-System Poor List and Prioritization Scoring Update (Scott McDaniel) .....Page 27
7. Monthly Progress Report (Scott McDaniel) .....Page 30
8. Q1 FY2016 BE Program Delivery Update (Scott McDaniel)..Page 44
9. Adjournment
- .....



## MEMORANDUM

TO: TRANSPORTATION COMMISSION  
FROM: DAVID SPECTOR, HIGH PERFORMANCE TRANSPORTATION ENTERPRISE DIRECTOR  
MARIA SOBOTA, CHIEF FINANCIAL OFFICER  
DATE: JANUARY 20, 2016  
SUBJECT: THE CDOT/HPTE BUSINESS RELATIONSHIP

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### Purpose

To provide an overview of the current business and financial relationship between CDOT and the High Performance Transportation Enterprise (HPTE). Topics include a discussion of how HPTE's business purpose has naturally evolved since HPTE was created in 2009, how this evolution has changed the nature of the relationship between CDOT and the Enterprise, as well as how HPTE can continue to provide borrowing, P3 development, and express-lane services to CDOT through legally compliant, exchange transactions.

### Action

No formal action is being requested. The purpose of this memo is to facilitate an ongoing conversation with the Transportation Commission (TC) regarding the business structure between CDOT and HPTE.

### Background

HPTE was formed in 2009 with the passage of Senate Bill 09-108, known as FASTER (Funding Advancements for Surface Transportation and Economic Recovery Act). As outlined in the legislation, the mission of HPTE is to aggressively pursue innovative means of more efficiently financing important surface transportation infrastructure projects. HPTE has legal and operational flexibility that CDOT does not, including the ability to pursue public-private-partnerships (P3) and impose user-fees (i.e., tolling). During its start-up phase, from 2009-2014, HPTE essentially functioned as an innovative finance think-tank, exploring ways to address congestion in critical corridors in the Denver metro area, specifically through a P3 structure. HPTE successfully established proof of concept with the procurement and delivery of the US 36 Managed Lanes P3 project.

Over the last eighteen months, HPTE's role has expanded from primarily serving as a generator of ideas and facilitator of P3 transactions, to now also include being a managed lanes operator and CDOT's borrowing partner to enable projects (like I-25 North Segment 3 and the Mountain Express Lane (MEXL)). The following are key activities that HPTE has been responsible for over the last year:

- With the construction completion of Phase 1 of the US36 project, HPTE's first Public-Private-Partnership (P3) project is now in the operation phase. This phase requires ongoing operational expertise and contract management oversight on a daily basis.
- With the successful opening of MEXL, HPTE is now CDOT's managed lanes operator, responsible for toll collection, toll-rate setting, and ensuring operations and maintenance needs are met.
- Securing financing, as CDOT's borrower, for the construction of managed lanes on I-25 North Segment 3.
- Securing financing, as CDOT's borrower, for the construction of managed lanes on C-470.
- Co-leading the process of securing a P3 on the Central 70 Project.

### Evolution and Current State of the CDOT/HPTE Business Relationship

During the start-up phase, from 2009-2014, HPTE was able to operate by receiving an annual loan from the TC. However in the fall of 2014, the idea of developing a fee-for-service model under which CDOT could legally pay HPTE for the services it was providing was first suggested. The idea underlying the model was that HPTE would have a dedicated revenue stream to support operations, allowing it to move away from receiving an annual operating loan while also allowing it to begin repaying existing TC loans. Outside research was undertaken to determine the value of services that HPTE was providing by looking at comparable tolling entities across the United States and it was validated that CDOT's payment would not jeopardize HPTE's Enterprise status. This new model was agreed upon by both the TC and the HPTE Board in January of 2015 and an Intra-Agency Agreement was put into place at the end of FY 2014-15, ensuring that the fee-for-service arrangement would be in place for the beginning of the current fiscal year. For FY2015-16, the revenue from the fee-for-service model is HPTE's only source of unrestricted operating revenue.

Now six months into the first year of this model, the increase in the number of corridors in both the operations and development phases has meant a corresponding increase in HPTE's ongoing operational obligations. This has significantly impacted HPTE's ability to manage the needs of its rapidly expanding program within the current fiscal year operating budget. HPTE and CDOT staff have been working to alleviate the budget pressures within the existing revenue constraints by working to find budget savings, identifying expenses that can be re-allocated between funds, and exploring deferring the TC loan repayment amount for FY2015-16.

These budget pressures, along with other organizational growing pains, caused HPTE and CDOT to more closely examine the existing fee-for-service model. A thorough review by HPTE and CDOT reveals that while the basic business model is sound, there are some key areas where the model must be improved that will result in increased accountability, better planning and budgeting as well as greater financial predictability. Over the course of the next eight months, HPTE, in alignment with CDOT, will focus on developing and implementing some of these changes for FY2016-17 and FY2017-18, including moving towards assessing project based fees when applicable, adopting a debt and revenue policy, and implementing overarching budget and spending policy directives.

### Questions Being Considered:

In the process of examining the fee-for-service model, thinking about the short-term and long-term objectives of HPTE, and how CDOT and HPTE can continue to have a successful relationship, HPTE and CDOT staff will be considering the following questions over the next several months:

- How does HPTE continue to provide CDOT with exceptional service (in developing P3 projects, enabling projects like MEXL and I-25 N by partnering with CDOT to provide financing and borrowing capabilities, and operating multiple express lane corridors) while maintaining its responsiveness as a government-owned business?
- How can HPTE provide CDOT a more certain estimate of its expenses, including TC loan repayment obligations, on an annual basis?
- How can we ensure that HPTE operations can be adequately funded by toll revenues?
- Can HPTE effectively perform its necessary functions with the resources it currently has allocated?
- What organizational policies, procedures and directives need to be established to improve efficiencies and ensure greater accountability?

### Next Steps

- HPTE and CDOT will, with the assistance of third-party consultants, review HPTE's operational structure, policies/procedures and organizational needs, and report back to TC with the findings.
- If the findings support changes in the CDOT/HPTE business model or FY2016-17 budget, TC would be asked to consider any such changes.
- HPTE will be engaging in a strategic planning process as well as re-examining its current vision and mission.

By pausing to examine the current partnership between CDOT and HPTE and make adjustments, HPTE can continue to be a vital partner on critical projects that help address congestion, expand choice and ultimately promote a healthy multi-modal system.



**DATE:** January 20, 2016  
**TO:** Transportation Commission  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development (DTD)  
**SUBJECT:** 10 Year Development Program Criteria and Project Selection

### Purpose

To review and discuss criteria and approach to identify and prioritize projects from the Development Program.

### Action

Informational. Transportation Commission (TC) input.

### Background

A draft of the Development Program inventory of major investment priorities was presented to the Transportation Commission at a November workshop. It includes nearly 100 major highway projects totaling \$7.8 billion, plus priorities for transit and operations (see **Attachment A and B**). The Development Program also includes information on other regionally important projects. The November workshop included a discussion of the need to be ready to quickly identify and prioritize projects from the Development Program for possible new funding sources, additional revenue, or competitive programs. Recent developments, including new Senate Bill (SB 228) revenue forecasts (See **SB 228 Transfer Scenarios memo in the information section**) and discussions of different legislative proposals, reiterate the need to be prepared to identify and prioritize projects from the Development Program. At the January TC Workshop, staff will discuss three related approaches:

- 1) Project Identification - Use of Development Program project data to identify different types of projects for different purposes in the future.
- 2) Prioritization for Additional Revenue (i.e. SB 228) - Review and verification of criteria to identify projects for funding with additional SB 228 revenue.
- 3) Identification of Higher Priority Projects - Identification of criteria to select higher priority projects from the Development Program for potential new funding sources over the next 10 years.

### Details

#### **Project Identification**

One of the uses of the Development Program is as a tool to identify potential projects for different types of purposes, for example, to identify candidate projects for different competitive programs. To aid in this process, the Development Program includes a variety of data that can be queried or filtered for particular types of projects.

**Attachment C** displays the data currently being captured for the major highway projects included in the Development Program. This includes:

- Location Information (Region, TC District, TPR, County, Corridor, and Route)
- Project Overview (Name and Description, Related Study, and Limits)
- Project Funding (Funding Need and Total Project Funding, alignment with STIP and planned or programmed RPP)
- Regional Transportation Plan (Relationship to RTP, including alignment with Statewide Plan goals and strategies)
- Types of Need (Needs present at project location based on CDOT data sources, including congestion, safety issues, poor pavement, etc.)
- Other Attributes (corridor designations, access to federal lands, access to other key activity centers)
- Traffic Data (AADT, Truck AADT, % Truck, VMT, V/C Ratio)



**Attachment D** provides examples of how this data can be used to query or filter projects. Three examples are provided - an urban freight example, a rural freight example, and an example based on access to federal lands.

#### **Prioritization for Additional Revenue**

The Draft FY 17 budget provided to the Transportation Commission in November included \$0 in SB 228 funding. More recent forecasts from the Office of State Planning and Budgeting (OSPB) and Legislative Council are now calling for approximately \$106 million in SB 228 revenue in FY 17 (See **SB 228 Transfer Scenarios memo**). This creates a need to revisit projects for potential SB 228 funding. Candidate SB 228 projects were initially identified in November, 2014 and are included in the Development Program. The evaluation of SB 228 projects focused on two key areas - mobility and economic vitality. In order for an eligible project to compete well, the project needed to demonstrate strong mobility benefits (i.e. reduced congestion, increased reliability, improved connections, etc.) and the ability to significantly affect the economic vitality of the state or region (i.e. facility serves freight, agricultural, energy, or recreation needs, serves key jobs center, provides access to significant inter-/multi-modal facilities, etc.). Additional evaluation criteria included criteria relating to safety and asset life. The emphasis on mobility and economic vitality reflects both the SB 228 focus on strategic projects, as well as the availability of other funding dedicated to asset management and safety. Some questions that the TC may wish to consider with respect to SB 228 include:

- Are the criteria identified in the paragraph above and the emphasis on mobility and economic vitality still the relevant factors in identifying SB 228 projects?
- Are there additional criteria or emphasis areas that should be considered?

Based on TC input, staff will revisit the original candidate SB 228 projects as well as other projects included in the Development Program and bring back to the TC updated recommendations for candidate SB 228 projects. The Division of Transit & Rail (DTR) is in the process of reviewing transit priorities for SB 228 funding, which will also be included. A separate memo included in the January TC packet on SB 228 Transfer Scenarios includes additional information on a recent effort to conduct more detailed economic analysis of a sample set of candidate SB 228 projects. The results of this analysis will be considered and included in the development of updated recommendations.

#### **Identification of Higher Priority Projects**

As noted previously, the Development Program currently includes major highway projects totaling nearly \$8 billion. As indicated by the substantial funding gap identified in the 2040 Statewide Transportation Plan, project needs far exceed available revenue. Some of these projects are likely to move forward in small increments with funding from existing sources, many others are not likely to see any significant progress without additional revenue. At \$8 billion, these projects exceed what might reasonably be accomplished within the next 10 years even if new funding sources were to come to fruition. Given the potential for new funding sources, the TC may want to consider identifying criteria that can be used to further prioritize and identify a smaller subset of projects with a target of closer to \$2 - \$2.5 billion. The 2040 SWP included a “High Revenue Scenario” which assumed annual SB 228 transfers for five years, and after five years, the continuation of a similar level of additional revenue through a possible new funding source. This “High Revenue Scenario” totals approximately \$1.5 billion through 2025. The \$2 - \$2.5 billion target assumes this funding as well as \$0.5 - \$1 billion in existing funding sources that might move some of these projects forward incrementally in the absence of other funding. The following are criteria that could be used in further prioritization. Many of these criteria have been used in past efforts, including the earlier identification of candidate SB 228 projects and the identification of RAMP projects. Potential criteria include:

- **Mobility** - Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, or improved access to multimodal facilities
- **Economic Vitality** - Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers
- **Safety** - Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues



- **Asset Life** - Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures
- **Regional Priority** - Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
- **Strategic Nature** - Strategic nature of project, and regional or statewide significance

Based on TC input, staff will return for a subsequent workshop to further discuss criteria and approach to the identification of higher priority projects. Staff will also coordinate with DTR and the Division of Transportation System Management and Operations (TSMO) to incorporate priorities for transit and operations.

#### Next Steps

- January - Review Draft Development Program project information with STAC
- February - TC Workshop on projects for additional revenue and higher priority projects

#### Attachments

- Attachment A - Development Program Draft Major Investments
- Attachment B - Map of Development Program Major Investments
- Attachment C - Development Program Project Data
- Attachment D - Development Program Example Queries



Development Program - DRAFT Major Investments  
1/20/2016

Projects added since prior version highlighted in orange.												
Project ID		Project Location			Project Overview					Project Funding		
A	B	C	D	E	F	G	H	I	J	K	L	M
Project ID	SB 228 Project ID	Region	TPR	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	Project/ Related Phase in STIP
<b>Highway Projects</b>												
1	7*	2	Pueblo Area	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	I-25: 1st St. to 13th St. (New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between 1st St. and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps.	1st St.	13th St.	\$ 130.00	\$ 130.00	v
2	7*	2	Pueblo Area	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	I-25: 29th St. Section	Part of the Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads.	US 50B (Exit 100)	US 50 / SH 47 Interchange	\$ 52.00	\$ 52.00	v
3		2	Pikes Peak Area	I-25 through Colorado Springs	N/A	I-25: Widening S. Academy to Circle/Lake	Widening of roadway to six lanes.	S. Academy Blvd.	Circle/Lake	\$ 35.00	\$ 35.00	
4	5*	1	Greater Denver Area, Pikes Peak Area	I-25: El Paso County Line to C-470	I-25 South PEL	I-25: Monument to C-470	PEL to be completed for corridor with movement into NEPA and design/construction. Potential for adding one tolled Express Lane in each direction on I-25 to connect to tolled Express Lane on C-470.	Monument	C-470	\$ 270.00	\$ 270.00	v
5	13	1	Greater Denver Area	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	Santa Fe	Alameda	\$ 3.00	\$ 30.00	v
6		1	Greater Denver Area	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening.	Santa Fe	Bronco Arch	\$ 60.00	\$ 60.00	
7		1	Greater Denver Area	I-25 North	I-25 North EIS and Phased ROD; I-25 North: US 36 to SH 7 PEL	I-25 North: US 36 to 120th	Implementation of I-25 North PEL recommendations including additional capacity from 84th Ave. to Thornton Pkwy., and auxiliary lanes between interchanges.	US 36	120th	\$ 95.00	\$ 95.00	v
8		1	Greater Denver Area	I-25 North	ROD; I-25 North: US 36 to SH 7	I-25 North: 120th to SH 7	where segment three ends (136th/144th) to SH 7. Addition of auxiliary lanes between interchanges as identified in the I-25	120th	SH 7	\$ 80.00	\$ 150.00	v
9	11	4	North Front Range, Greater Denver Area	I-25 North	I-25 North EIS and Phased ROD	I-25 North: SH 7 to SH 14	Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	SH7 (MP 229)	SH14 (MP 270)	\$ 1,500.00	\$ 1,500.00	v
10	9	3	Grand Valley	I-70B through Grand Junction	I-70B EA and FONSI	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	I-70B (MP 4)	15th St. (MP 6)	\$ 16.00	\$ 20.00	v
11		3	Grand Valley	I-70: Palisade to Parachute	N/A	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Palisade	Debeque	\$ 45.00	\$ 45.00	v
12		3	Intermountain	I-70: Parachute to Glenwood Springs	N/A	I-70: Garfield County Interchange Improvements	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70. Improvements to southern half of the Edwards Spur Rd. starting north of the roadway bridge and ending with connection to US 6 to the south. Improvements anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	MP 75	MP 114	\$ 35.00	\$ 35.00	v
13	21	3	Intermountain	I-70: Glenwood Springs to Vail	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70: Edwards Spur Rd.	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	I-70G Spur Rd. (MP 0)	I-70G Spur Rd. (MP 0.527)	\$ 25.00	\$ 35.00	v
14	18	3	Intermountain	I-70: Glenwood Springs to Vail	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	MP 170	MP 174	\$ 22.00	\$ 22.00	v
15	26	3	Intermountain	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of	MP 180	MP 195	\$ 72.50	\$ 75.00	

Attachment A: Development Program Major Investments

A	B	C	D	E	F	G	H	I	J	K	L	M
Project ID	SB 228 Project ID	Region	TPR	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	Project/ Related Phase in STIP
16	20	3	Intermountain	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consideration of addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	MP 202	MP 203	\$ 6.20	\$ 6.20	
17	27	3	Intermountain	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	Frisco (MP 203)	Silverthorne (MP 205)	\$ 10.00	\$ 11.20	
18	19	3	Intermountain	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently); I-70: Silverthorne/Dillon Interchange PEL	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	MP 205	MP 206	\$ 19.00	\$ 20.00	
19	12	1	Greater Denver Area	I-70 Mountain	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Westbound Peak Period Shoulder Lanes (PSSL)	Construction of Peak Period Shoulder Lanes (PSSL) on westbound side from Empire Junction to top of Floyd Hill.	Empire Junction (MP 231)	Beaver Brook (MP 246.5)	\$ 170.00	\$ 170.00	
20	2	1	Greater Denver Area	I-70 Mountain	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PSSL) or permanent.	E. Idaho Springs (MP 241)	Beaver Brook (MP 246.5)	\$ 200.00	\$ 250.00	
21		1	Greater Denver Area	I-70 West: C-470 to I-25	I-70 Kipling Interchange PEL	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.	I-70 and Kipling		\$ 60.00	\$ 60.00	
22	1	1	Greater Denver Area	I-70 East: I-25 to E-470	I-70 East EIS and ROD	I-70 East: I-25 to I-225	reconstruction of I-70, including the I-70 viaduct. First phase project would include the addition of one tolled Express Lane in each direction from Brighton Blvd. to I-225. Preferred ultimate alternative is expansion and reconstruction of I-70 from Brighton Blvd. to Tower Rd. with two tolled Express Lanes in each direction.	I-25	I-225	\$ 180.00	\$ 1,117.00	v
23		4	Eastern	I-70 Plains	N/A	I-70: ASR Pavement Replacement and Safety Improvements	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	Stratton		\$ 55.52	\$ 59.00	
24		4	Upper Front Range	I-76 Plains	N/A	I-76: Reconstruction Phase 4 and 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan	Brush	\$ 400.00	\$ 400.00	v
25		1	Greater Denver Area	I-225	I-225 PEL	I-225: I-25 to Yosemite	Complete NEPA and final design for \$3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	I-25	Yosemite	\$ 60.00	\$ 60.00	
26		1	Greater Denver Area	I-270	I-270 PEL	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Addition of one tolled Express Lane in each direction, replacement of bridges, and reconstruction of concrete pavement.	I-76	I-70	\$ 250.00	\$ 250.00	v
27	4	1	Greater Denver Area	C-470	C-470 Express Lanes Feasibility Study/EA/Revised EA and FONSI	C-470: Platte Canyon to Kipling	Second phase of C-470 Corridor project. Currently funded first phase adds one tolled Express Lane westbound from I-25 to Wadsworth, and a second tolled Express Lane from I-25 to Colorado. Eastbound, the project adds one tolled Express Lane from Platte Canyon to I-25. The funded first phase also includes auxiliary lanes between select interchanges. The second phase includes the extension of one westbound tolled Express Lane from Platte Canyon to Kipling, and a second westbound tolled Express Lane to Lucent. Eastbound, one tolled Express Lane would be extended to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.	Platte Canyon	Kipling	\$ 334.00	\$ 334.00	v
28		3	Grand Valley	US 6: Fruita to Palisade	US 6: Clifton PEL	US 6: Improvements Mesa County	Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor. Intersection, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	Fruita (MP 21.2)	Palisade (MP 43.3)	\$ 57.00	\$ 60.00	v

Attachment A: Development Program Major Investments

A	B	C	D	E	F	G	H	I	J	K	L	M
Project ID	SB 228 Project ID	Region	TPR	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	Project/ Related Phase in STIP
29	14	1	Greater Denver Area	US 6: I-70 to I-25	US 6: Wadsworth Blvd. EA and FONSI	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	US 6 and Wadsworth		\$ 60.00	\$ 60.00	
30	15	1	Greater Denver Area	US 85: I-270 to E-470	US 85: Vasquez PEL	US 85: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	I-270	62nd Ave.	\$ 35.00	\$ 35.00	
31		3	Intermountain	US 24: Dowd Junction to Leadville	N/A	US 24: Minturn	Safety, capacity, and pedestrian crossing improvements, including traffic calming, curb and gutter, and road platform adjustment.	MP 143	MP 148	\$13.00	\$13.00	v
32		5	San Luis Valley, Central Front Range	US 24: Hartsel to Johnson Village	Region 5 Passing Lanes & Pullouts Study	US 24: Safety and Mobility Improvements on Trout Creek Pass-Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	MP 213	MP 227	\$ 7.80	\$ 8.00	v
33		2	Pikes Peak Area, Central Front Range	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	US 24 West: Ute Pass	Drainage and intersection improvements and resurfacing.	Green Mountain Falls	Manitou Springs	\$ 20.00	\$ 20.00	v
34		2	Pikes Peak Area	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	US 24 West: 8th Street to 31st Street	Widening of roadway from four to six lanes.	8th St.	31st St.	\$ 55.00	\$ 55.00	
35		2	Pikes Peak Area	US 24 East: I-25 to I-70	US 24 PEL	US 24 East: Widening Garrett/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett/Dodge Rd. to Stapleton Rd.	Garret/Dodge Rd. (MP 318.3)	Stapleton Rd. (MP 323.6)	\$ 28.00	\$ 28.00	
36		4	Upper Front Range	US 34: RMNP east entrance to the west side of Loveland	N/A	US 34/US 36 Intersection in Estes Park	Intersection improvements.	US 34 / US 36		\$2.00	\$2.00	
37		4	North Front Range	US 34: Loveland to Kersey	US 34: US 287 to LCR 3 EA and FONSI	US 34: Widening Denver Ave. to LCR 3	Widening of roadway to six lanes.	Denver Ave.	LCR 3	\$ 25.00	\$ 25.00	v
38		4	North Front Range	US 34: Loveland to Kersey	US 34 Corridor Optimization Plan and Access Control Plan	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	LCR 3	East of US 85	\$ 170.00	\$ 170.00	
39	22	4	North Front Range	US 34: Loveland to Kersey	US 85 PEL	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as Spaghetti Junction.	US 85 (MP 112)	US 85 (MP 114)	\$ 99.00	\$ 100.00	
40		4	Upper Front Range	US 36: US 34 in Estes Park to SH 7 on the north side of Boulder	N/A	US 36: Estes Park to Boulder County Line	Mobility improvements including widening, and construction of passing lanes and pullouts.	Estes Park	Boulder County Line	\$8.00	\$8.00	
41		3	Northwest	US 40: Kremmling to Steamboat Springs	US 40: Steamboat Springs to Steamboat II Documented Cat Ex	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	Steamboat Springs	Steamboat II	\$ 28.00	\$ 28.00	v
42	10	3	Northwest	US 40: Empire to Kremmling	N/A	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	Fraser (MP 226.5)	Winter Park (MP 229)	\$ 11.00	\$ 11.00	
43		3	Gunnison Valley	US 50: Montrose to Gunnison	US 50: Blue Creek Canyon CatEx and CSS	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard land-slide within the project limits. Can be implemented in phases.	MP 121.5	MP 126.5	\$ 35.00	\$ 42.50	v

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Project ID	SB 228 Project ID	Region	TPR	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	Project/ Related Phase in STIP
44		5	Central Front Range, San Luis Valley	US 50: Canon City to Poncha Springs	Region 5 Passing Lanes & Pullouts Study	US 50: Safety and Mobility Improvements between Salida and Coaldale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	MP 223	MP 243	\$ 4.60	\$ 6.60	v
45	6*	2	Pueblo Area	US 50: Pueblo to SH 115	US 50 West EA and FONSI US 50 West PEL	US 50 West of Pueblo	Widening of US50A westbound from two lanes to three lanes, widening eastbound from McCulloch to Purcell. Improvements to intersections by constructing jughandle intersections.	West of Purcell	Pueblo Blvd. / SH 45	\$ 25.00	\$ 25.00	v
46		2	Pueblo Area, Southeast	US 50: I-25 to Kansas	US 50 East: Kansas to Pueblo Programmatic EIS and ROD	US 50B Widening	Widening of roadway to four lanes.	Pueblo	East of Lamar	\$ 55.00	\$ 55.00	
47		1	Greater Denver Area	US 85: C-470 to I-25	I-25/US 85: South EIS and ROD	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/deceleration lanes. Includes a 10 foot trail.	Louviers	Meadows	\$ 55.00	\$ 55.00	
48		4	Upper Front Range, North Front Range, Greater Denver Area	US 85: I-76 to SH 14	US 85 PEL	US 85: Corridor Improvements	Safety, intersection and interchange improvements.	MP 227	MP 309	\$ 197.25	\$ 200.00	v
49		5	Southwest	US 160: Four Corners to Archuleta/Mineral County line	N/A	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.	MP 0	MP 8	\$16.00	\$16.00	
50		5	Southwest	US 160: New Mexico to Durango	Region 5 Passing Lanes & Pullouts Study	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	MP 28	MP 32	\$ 9.10	\$ 9.10	v
51		5	Southwest	US 160: Four Corners to Archuleta/Mineral County line	N/A	US 160: Wildlife Mitigation	Wildlife mitigation from Mancos to Pagosa Springs.	MP 57	MP 143	\$10.00	\$10.00	v
52	32	5	Southwest	US 160: Durango to South Fork	US 160: Durango to Bayfield EIS and ROD	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	MP 96	MP 100	\$ 21.50	\$ 21.50	v
53		5	Southwest	US 160: Archuleta/Mineral County Line to West of South Fork	N/A	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	MP 143.1	MP 144.4	\$22.00	\$22.00	
54	31	5	San Luis Valley	US 160: Durango to South Fork	US 160: East of Wolf Creek Pass EA and FONSI	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	Lake Creek (MP 175)	East of chain station (MP 180)	\$ 45.30	\$ 45.30	
55		5	San Luis Valley	US 160: Monte Vista to Alamosa	Region 5 Intersection Prioritization Study	US 160: Signal and Intersection Improvements at SH 17	Addition of signal and intersection improvements at SH 17.	MP 234	MP 234	\$2.40	\$5.00	v
56		5	San Luis Valley	US 160: Monte Vista to Alamosa	N/A	US 160: Alamosa	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	MP 234	MP 235	\$10.00	\$10.00	
57		5	San Luis Valley	US 285: Alamosa to Poncha Springs	Region 5 Passing Lanes & Pullouts Study	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	MP 63	MP 86	\$ 7.00	\$ 7.00	v
58		5	San Luis Valley	US 285: Poncha Springs to Fairplay	Region 5 Passing Lanes & Pullouts Study	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	MP 128	MP 211	\$ 0.05	\$ 5.00	v
59		1	Greater Denver Area	US 285: Park County to SH 8	US 285: Foxton Rd. to Bailey EA and FONSI	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with median and construction of grade separated interchange at King's Valley.	Shaffer's Crossing (MP 230)	Richmond Hill (MP 232)	\$ 40.00	\$ 40.00	
60	8	2	Southeast	US 287: Oklahoma to Eads	US 287: Lamar Reliever Route EA and FONSI	US 287: Lamar Reliever Route	Phased construction of new two lane roadway.	US 287 (MP 73) US 50 (MP 433)	US 287 (MP 79) US 50 (MP 435)	\$ 160.00	\$ 160.00	
61		4	North Front Range	US 287: Fort Collins to Wyoming	US 287 Environmental Overview Study	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.	Harmony Rd	SH392	\$ 25.00	\$ 25.00	

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Project ID	SB 228 Project ID	Region	TPR	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	Project/ Related Phase in STIP
62		4	North Front Range	US 287: SH 14 to Wyoming	N/A	US 287: SH 14—Ted's Place	Intersection improvements.	SH 14		\$1.60	\$1.60	
63		4	Upper Front Range, North Front Range	US 287: SH 14 to Wyoming	N/A	US 287: Ted's Place to Wyoming Border	Construction of passing lanes and other safety improvements.	SH 14	Wyoming State Line	\$20.00	\$20.00	v
64		4	Upper Front Range	US 287: SH 14 to Wyoming	N/A	US 287: CR 72 (Owl Canyon Road)	Intersection improvements.	LCR 72		\$2.00	\$2.00	
65		4	Upper Front Range	US 287: SH 14 to Wyoming	N/A	US 287: LCR 80C (West)	Intersection improvements.	LCR 80C		\$0.60	\$0.60	
66		4	Eastern	US 385	US 385/US 40: High Plains Highway Corridor Development and Management Plan	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety improvements at problem locations.	Cheyenne / Kiowa County Line	Nebraska State Line	\$ 961.46	\$ 965.00	v
67		5	Southwest	US 550: New Mexico to Durango	US 550 EA and FONSI	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	MP 8	MP 10	\$ 26.60	\$ 26.60	v
68	33*	5	Southwest	US 550: New Mexico to Durango	US 550 EA and FONSI	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	MP 9	MP 12	\$ 27.30	\$ 30.00	v
69	23	5	Southwest	US 550: New Mexico to Durango	US 550: 160 South Connection EIS and ROD	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 (\$71 M) provides 2 lane configuration. Phase 2 (\$20 M) provides for additional 2 lanes.	US 160 (MP 15)		\$ 90.00	\$ 91.00	v
70		5	Gunnison Valley	US 550: Durango to Montrose	Region 5 Passing Lanes & Pullouts Study	US 550: Ridgeway to Ouray Shoulder Widening	Shoulder widening between Ridgeway and Ouray.	MP 96	MP 103	\$11.45	\$ 15.00	v
71		5	Gunnison Valley	US 550: Durango to Ridgeway	Region 5 Passing Lanes & Pullouts Study	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	MP 112	MP 115	\$ 27.00	\$ 27.00	v
72		3	Intermountain	SH 9: I-70 to US 285	SH 9 EIS and ROD	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	MP 84.8	MP 96	\$ 9.00	\$ 10.00	
73	28	3	Intermountain	SH 13	SH 13 CatEx and CSS	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Rifle (MP 4)	Rio Blanco County Line (MP 16)	\$ 52.00	\$ 60.00	v
74		3	Northwest	SH 13	SH 13 CatEx and CSS	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	MP 16	MP 122.7	\$ 14.00	\$ 30.00	v
75		3	Northwest	SH 13	SH 13 CatEx and CSS	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	MP 123.03	MP 110.83	\$ 25.00	\$ 35.00	v
76		4	North Front Range	SH 14: US 287 to I-25	N/A	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.	I-25	Riverside	\$ 30.00	\$ 30.00	
77		5	San Luis Valley	SH 17	N/A	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	MP 105	MP 118	\$ 6.00	\$ 7.00	v
78		2	Pikes Peak Area	SH 21 Colorado Springs	SH 21: Powers Blvd. Central EA and FONSI	SH 21: Widening	Widening from Milton E. Proby Pkwy. to East Fountain Blvd.	Milton E. Proby Pkwy.	East Fountain Blvd.	\$ 13.00	\$ 13.00	
79		2	Pikes Peak Area	SH 21 Colorado Springs	SH 21 Powers North EA and FONSI	SH 21: Constitution and North Carefree Interchanges	Construct Continuous Flow Interchanges at Constitution and North Carefree.	Constitution Blvd	North Carefree Blvd	\$ 40.00	\$ 40.00	
80	17	2	Pikes Peak Area	SH 21 Colorado Springs	SH 21: Powers Blvd. North EA and FONSI	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy.	North of Woodmen Rd.	South of Briargate Pkwy.	\$ 30.00	\$ 30.00	
81		4	Upper Front Range, Greater Denver Area	SH 52: SH 119 to US 85	N/A	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	SH 119	US 85	\$ 80.00	\$ 80.00	v
82		4	Upper Front Range	I-76: E-470 to Wyoming	N/A	SH 52 Interchange in Hudson	Reconstruction of interchange.	I-76 / SH 52		\$ 20.03	\$ 25.00	
83		4	Greater Denver Area	SH 66: US 36 to US 85	SH 66 PEL	SH 66: Corridor Improvements West	Widening, safety, and intersection improvements.	Hover Rd.	I-25	\$ 98.50	\$ 100.00	v

Attachment A: Development Program Major Investments

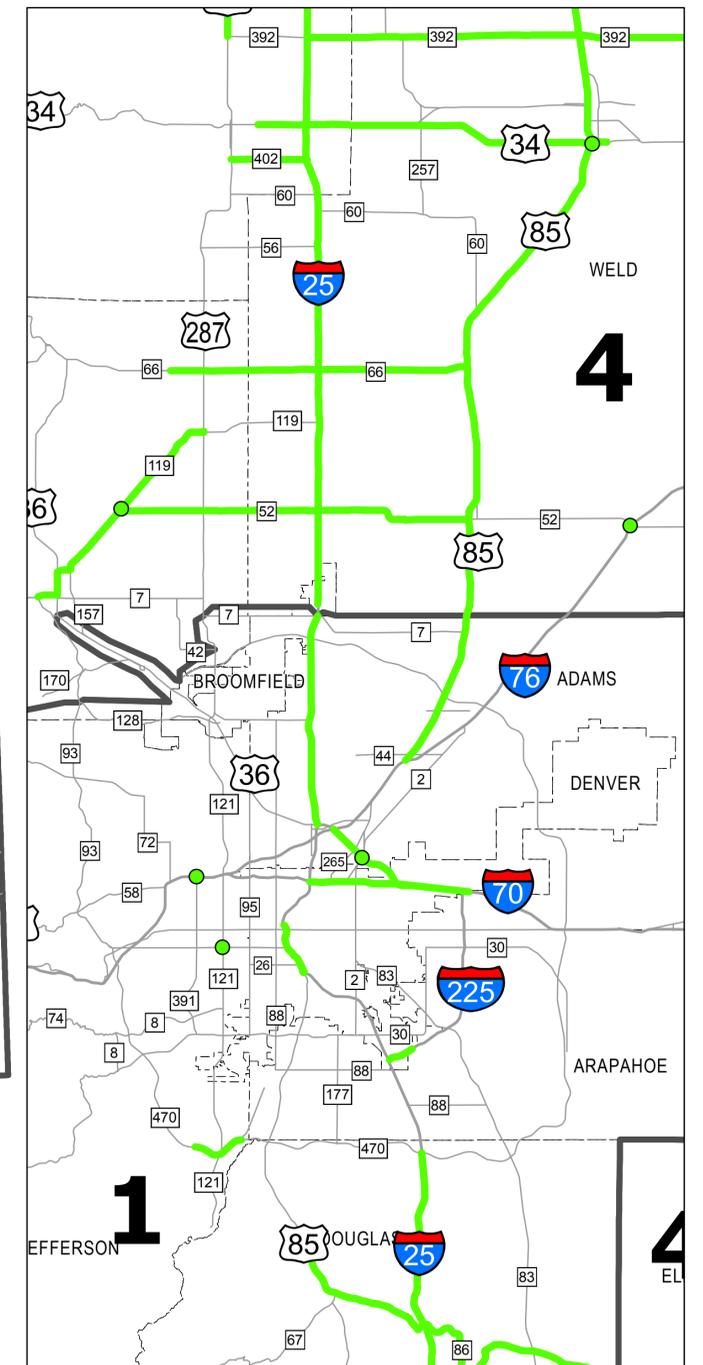
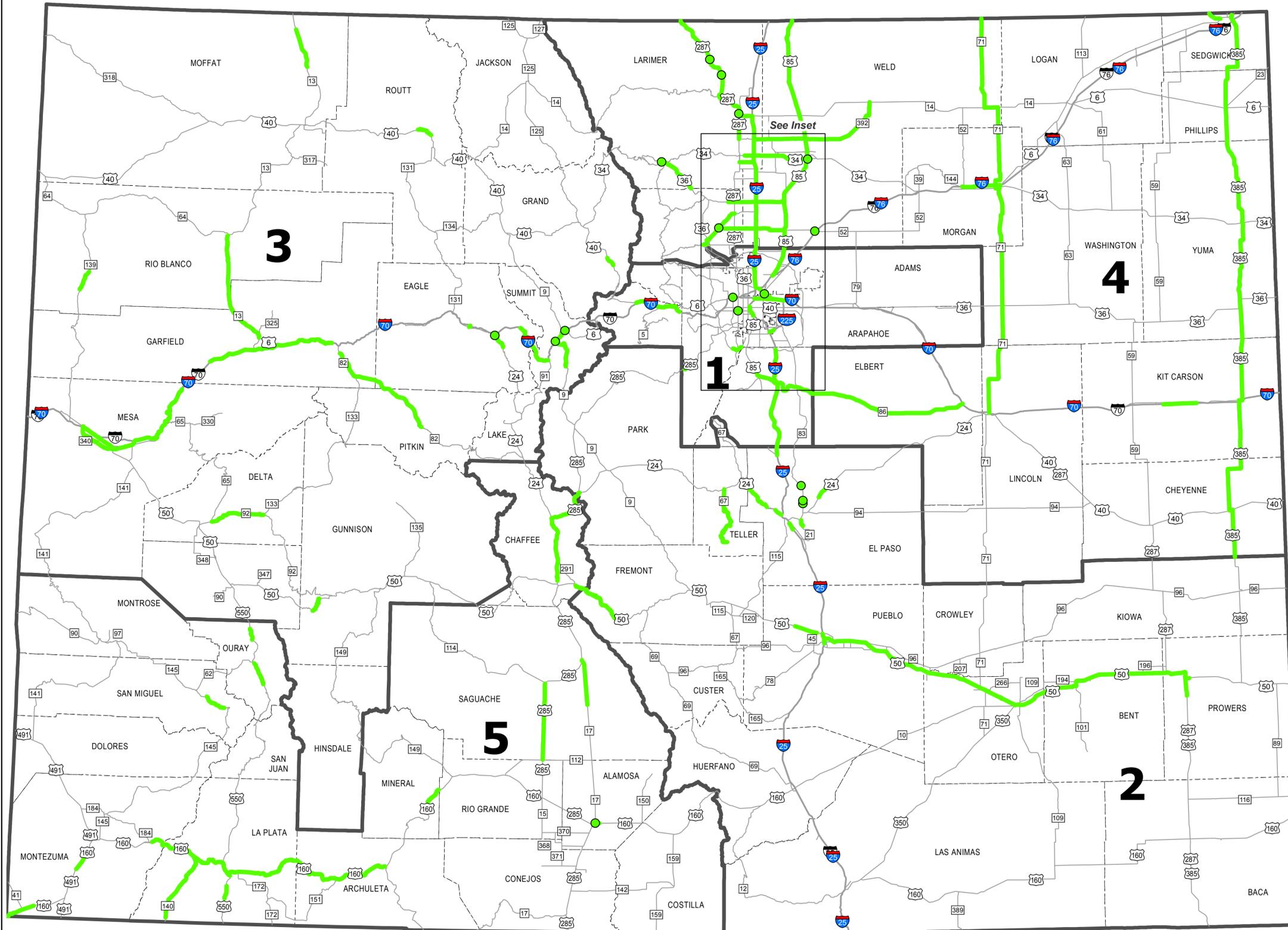
A	B	C	D	E	F	G	H	I	J	K	L	M
Project ID	SB 228 Project ID	Region	TPR	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	Project/ Related Phase in STIP
84		4	Upper Front Range, Greater Denver Area	SH 66: US 36 to US 85	SH 66 PEL	SH 66: Corridor Improvements East	Safety and intersection improvements.	I-25	US 85	\$ 50.00	\$ 50.00	v
85		2	Central Front Range	SH 67	N/A	SH 67: Divide to Victor Shoulder Widening and Safety improvements	Shoulder widening and safety improvements.	Divide	Victor	\$ 25.00	\$ 25.00	
86	29	4	Upper Front Range, Eastern, Southeast	SH 71	Eastern Colorado Mobility Study	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	I-70	Nebraska State Line	\$ 99.21	\$ 100.00	
87		3	Intermountain	SH 82: Glenwood Springs to Aspen	N/A	SH 82: Safety Improvements	Mobility improvements in Glenwood Springs, completion of entrance to Aspen, expansion of transit, bicycle and pedestrian mobility, and improved wildlife mitigation.	MP 2.4	MP 40	\$100.00	\$100.00	v
88		4	Greater Denver Area, Eastern	SH 86: I-25 to I-70	N/A	SH 86: I-25 Castle Rock east to I-70	Surface treatment and intersection improvements.	I-25	I-70	\$35.00	\$35.00	
89		3	Gunnison Valley	SH 92: Delta to Hotchkiss	N/A	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	MP 3.8	MP 20.7	\$50.00	\$50.00	v
90		4	Greater Denver Area	SH 119	SH 119 PEL and BRT Study	SH 119: Managed Lanes	Construction of managed lanes.	MP 43	MP 58	\$ 75.00	\$ 75.00	
91		4	Greater Denver Area	SH 119	N/A	SH 119 / SH 52 Interchange	Construction of new interchange.	MP 49	MP50	\$ 30.00	\$ 30.00	
92		3	Northwest	SH 139: Loma to Rangely	N/A	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders,	MP 47	MP 53	\$10.00	\$10.00	v
93		5	Southwest	SH 140: New Mexico border to west of Durango at Hesperus	N/A	SH 140 NM State Line to Hesperus	Widen shoulders and rehab/reconstruct three bridges.	MP 1	MP 23	\$10.00	\$10.00	v
94		5	Gunnison Valley	SH 145	Region 5 Passing Lanes & Pullouts Study	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	MP 72	MP 80	\$ 5.80	\$ 9.70	v
95		3	Grand Valley	SH 340: 20 Road to Spruce St (Grand Junction)	N/A	SH 340: Safety and Capacity improvements	Construction of a roundabout and other safety improvements.	MP 9.5	MP 13.341	\$20.00	\$20.00	v
96		4	Upper Front Range, North Front Range	SH 392: US 287 to SH 14	SH 392 Environmental Overview Study	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.	I-25	Briggsdale	\$ 110.00	\$ 110.00	
97		4	North Front Range	SH 402	SH 402 EA and FONSI	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements.	US 287	I-25	\$ 45.00	\$ 45.00	
<b>TOTAL</b>										\$ 7,794.77	\$ 8,982.90	
<b>Transit Projects</b>												
T1		1	Greater Denver Area	I-25: El Paso County Line to C-470	Intercity and Regional Bus Plan	Castle Rock Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Castle Rock.			\$ 1.00	\$ 2.00	
T2	T16	1, 4	Greater Denver Area	I-25 North	I-25 North EIS and Phased ROD; North I-25 Commuter Rail Update	North I-25 Commuter Rail Right of Way (ROW)	Purchase of ROW to facilitate development of commuter rail services in the North I-25 Corridor.			\$ 38.00	\$ 38.00	
T3	T16	1, 4	Greater Denver Area	I-25 North	Intercity and Regional Bus Plan	North Metro Rail Line - Park-n-Ride Connection with Interregional Services	Construction of Park-n-Ride that connects interregional services (Bustang) to North I-25 Commuter Rail Line.			\$ 10.00	\$ 168.00	
T4		1	Greater Denver Area	I-70 Mountain	SW Transit Plan; Intercity and Regional Bus Plan	Idaho Springs Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Idaho Springs.			\$ 1.00	\$ 2.00	
T5	T12	2	Pueblo Area	I-25 through Pueblo	SW Transit Plan; Intercity and Regional Bus Plan	Pueblo Park-n-Ride	Construction of a new Park-n-Ride in Pueblo.			\$ 2.50	\$ 2.50	
T6		2	Pikes Peak Area	I-25 through Colorado Springs	SW Transit Plan; Intercity and Regional Bus Plan	Woodmen Rd. Park-n-Ride Relocation	Relocation of Woodman Rd. Park-n-Ride in Colorado Springs.			\$ 1.50	\$ 1.50	
T7		3	Intermountain	I-70: Parachute to Glenwood Springs	SW Transit Plan; Intercity and Regional Bus Plan	New Castle Park-n-Ride	Construction of New Castle Park-n-Ride to support RFTA regional services and Bustang interregional services.			\$ 0.80	\$ 0.80	
T8		3	Northwest	US 40: Empire to Kremmling	SW Transit Plan	Winter Park Train Platform	Construction of new passenger loading platform to support Winter Park express passenger train services.			\$ 3.00	\$ 3.00	
T9		3	Intermountain	I-70: Glenwood Springs to Vail	Intermountain TPR Plan	Simba Run Underpass	Construction of underpass under I-70.			\$ 1.00	\$ 1.00	
T10		4	Greater Denver Area	I-25 North	Intercity and Regional Bus Plan	Carbon Valley (SH 52 / I-25) Park-n-Ride	CDOT contribution to construction of Park-n-Ride in the Carbon Valley.			\$ 1.00	\$ 2.00	

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Project ID	SB 228 Project ID	Region	TPR	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	Project/ Related Phase in STIP
T11	T13	4	North Front Range	I-25 North	SW Transit Plan; Intercity and Regional Bus Plan	Harmony Rd. Park-n-Ride Expansion	Expansion of existng Harmony Rd. Park-n-Ride at Harmony Rd. and I-25.			\$ 1.50	\$ 1.50	
T12		4	North Front Range	US 85: I-76 to SH 14; US 34: Loveland to Kersey	SW Transit Plan	Greeley Transit Facility Cost Escalation	Expansion of the existing Greeley-Evans Transit System facility to accommodate ICB services and local transit system.			\$ 1.20	\$ 1.20	
T13		4	North Front Range, Upper Front Range	US 85: I-76 to SH 14	SW Transit Plan	US 85 Park-n-Ride Cost Escalation	Completion of work on US 85 Park-n-Rides.			\$ 0.20	\$ 0.20	
T14	T14	4	North Front Range	SH 402	SW Transit Plan; Intercity and Regional Bus Plan	SH 402 Park-n-Ride Improvements	Rehab and expansion of existing Park-n-Ride at SH 402 and I-25.			\$ 2.00	\$ 2.00	
T15		5	Gunnison Valley	SH 145	SW Transit Plan; Intercity and Regional Bus Plan	SH 145 Park-n-Ride	Construction of a new Park-n-Ride on county owned property outside of Telluride near the intersection of SH 145 and Society Dr.			\$ 2.50	\$ 2.50	
T16		Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(5) 50 Passenger Over the Road (OTR) Coaches	Purchase of five OTR 50 passenger coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.			\$ 3.00	\$ 3.00	
T17		Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(3) 50 Passenger Over the Road (OTR) Coaches	Purchase of three OTR 50 passenger coaches to support the expansion of current Bustang services.			\$ 1.80	\$ 1.80	
T18		Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(20) 30 Passenger Over the Road (OTR) Coaches	Purchase of 20 OTR 30 passenger coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.			\$ 7.00	\$ 7.00	
<b>TOTAL</b>										\$ 79.00	\$ 240.00	
<b>Bike/Ped Projects</b>												
TBD												
<b>Operations Projects</b>												
O1		Statewide	Multiple	Multiple	N/A	Traffic Incident Management (TIM) Program	Expansion of TIM program throughout the state including staffing, vehicles, operations, maintenance, and vendor contracts.			TBD	TBD	
O2		Statewide	Multiple	Multiple	N/A	Traffic Management Operations Centers (TMOc)	Updates and modernizations to existing TMOcs, and potential new TMOcs in Regions 4 and 5.			TBD	TBD	
O3		Statewide	Multiple	Multiple	N/A	ITS Programmatic Improvements	Replacement and expansion of ITS including addiioanl ramp metering, expansion of communications networks, expanded app and software development to support public information, roadway weather management and information, and other new technologies.			TBD	TBD	
O4		Statewide	Multiple	Multiple	N/A	Corridor Operations Plan Development and Implementation	Development and implementation of Corridor Operations Plans. Improvements include maintenance turn around areas, chain up stations, and managed roadway technologies.			TBD	TBD	
O5		Statewide	Multiple	Multiple	N/A	Planning, Performance, and Transportation Demand Management (TDM)	TSMO planning and coordination, including expansion of TDM program, and support for corridor coalitions.			TBD	TBD	
O6		Statewide	Multiple	Multiple	N/A	RoadX Connected/Autonomous Vehicles Technology	Development of data platform to support connected/autonomous vehicles technology and RoadX corridor projects.			TBD	TBD	
<b>TOTAL</b>										TBD	TBD	

### 10 Year Development Program Major Investment Projects/Corridors

● Major Investment Projects/Corridors (Highways)



Data Source: CDOT 2015  
Published: January 2016

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

Attachment C: Development Program Project Data

Project ID		Project Location						Project Overview					Project Funding			
Project ID	SB 228 Project ID	Region	TC District	TPR	County	Corridor	Route	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	FY 16-25 RPP	Project/ Related Phase in STIP
39	N/A	3	7	Gunnison Valley	Gunnison	US 50: Montrose to Gunnison	050A	US 50: Blue Creek Canyon CatEx and CSS	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard landslide within the project limits. Can be implemented in phases.	MP 121.5	MP 126.5	\$ 35.00	\$ 42.50	v	v

Regional Transportation Plan					Needs and Other Attributes													
Included in 2040 Plan	Regional Priority Investment Corridor	Region Priority	2040 SWP Goal Areas	2040 SWP Strategies	Safety		Asset Life		Mobility			Economic Vitality						
					LOSS 3/4	<= 2' Shoulder	Low DL	Poor Structure	V/C >= 0.85	Top Delay	Low Vertical Clearance Bridge	Freight Corridor Designation	NHS Corridor Designation	Congressional Corridor Designation	Energy Corridor Designation	Activity Center Access	Federal Lands Access	
v	v	High TPR priority	Mobility, Economic Vitality, Maintaining The System	Capacity, Freight, System Preservation	v								v	v			v	v

Traffic Data				
AADT	Truck AADT	% Truck	VMT	V/C Ratio
2,600	312	12.00%	42,341	0.57

Example 1 – Mobility Improvements on Congested Urban Freight Corridors

A	B	C	D	E	F	G	H
Project ID	Region	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total
1	1	I-25: Monument to C-470	PEL to be completed for corridor with movement into NEPA and design/construction. Potential for adding one tolled Express Lane in each direction on I-25 to connect to tolled Express Lane on C-470.	Monument	C-470	\$ 270.00	\$ 270.00
2	1	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	Santa Fe	Alameda	\$ 3.00	\$ 30.00
3	1	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening.	Santa Fe	Bronco Arch	\$ 60.00	\$ 60.00
4	1	I-25 North: US 36 to 120th	Implementation of I-25 North PEL recommendations including additional capacity from 84th Ave. to Thornton Pkwy., and auxiliary lanes between interchanges.	US 36	120th	\$ 95.00	\$ 95.00
6	1	I-70 West: Westbound Peak Period Shoulder Lanes (PSSL)	Construction of Peak Period Shoulder Lanes (PSSL) on westbound side from Empire Junction to top of Floyd Hill.	Empire Junction (MP 231)	Beaver Brook (MP 246.5)	\$ 170.00	\$ 170.00
7	1	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PSSL) or pe	E Idaho Springs (MP			250.00
8	1	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.				60.00
9	1	I-70 East: I-25 to I-225	Reconstruction of I-70, including the I-70 phase project would include the addition of two tolled Express Lane in each direction from Brighton Blvd. Preferred ultimate alternative is expansion of I-70 from Brighton Blvd. to I-225 with two tolled Express Lanes in each direction.				117.00
10	1	I-225: I-25 to Yosemite	Complete NEPA and final design for \$3 million project involves removing bottleneck at Yosemite Interchange going to northbound and southbound I-225. Current DTR on-ramp will be replaced with northbound I-25 only with a braided ramp. Project will include I-25 northbound that will connect to the ramp to I-225 southbound lanes. Includes replacement of bridge.				60.00
12	1	C-470: Platte Canyon to Kipling	Second phase of C-470 Corridor project. The first phase adds one tolled Express Lane from I-25 to Wadsworth, and a second tolled Express Lane from I-25 to Colorado. Eastbound, the project adds one tolled Express Lane from Platte Canyon to I-25. The second phase also includes auxiliary lanes between interchanges. The second phase includes one westbound tolled Express Lane from I-25 to Kipling, and a second westbound tolled Express Lane to Lucent. Eastbound, one tolled Express Lane would be extended to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.	Platte Canyon	Kipling	\$ 334.00	\$ 334.00
13	1	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	US 6 and Wadsworth		\$ 60.00	\$ 60.00
15	1	US 85: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	I-270	62nd Ave.	\$ 35.00	\$ 35.00
17	2	I-25: 1st St. to 13th St. (New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between 1st St. and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps.	1st St.	13th St.	\$ 130.00	\$ 130.00
18	2	I-25: 29th St. Section	Part of the Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads.	US 50B (Exit 100)	US 50 / SH 47 Interchange	\$ 52.00	\$ 52.00
23	2	US 50 West of Pueblo	Widening of US50A westbound from two lanes to three lanes, widening eastbound from McCulloch to Purcell. Improvements to intersections by constructing jughandle intersections.	West of Purcell	Pueblo Blvd. / SH 45	\$ 25.00	\$ 25.00
27	2	SH 21: Constitution and North Carefree Interchanges	Construct Continuous Flow Interchanges at Constitution and North Carefree.	Constitution Blvd	North Carefree Blvd	\$ 40.00	\$ 40.00
28	2	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy.	North of Woodmen Rd.	South of Briargate Pkwy.	\$ 30.00	\$ 30.00
52	4	I-25 North: SH 7 to SH 14	Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	SH7 (MP 229)	SH14 (MP 270)	\$ 1,500.00	\$ 1,500.00
56	4	US 34: Widening Denver Ave. to LCR 3	Widening of roadway to six lanes.	Denver Ave.	LCR 3	\$ 25.00	\$ 25.00
58	4	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as Spaghetti Junction.	US 85 (MP 112)	US 85 (MP 114)	\$ 99.00	\$ 100.00
60	4	US 85: Corridor Improvements	Safety, intersection and interchange improvements.	MP 227	MP 309	\$ 197.25	\$ 200.00

**Project Query Factors**

Project Location:

- MPOs

Regional Transportation Plan:

- SWP Goal: Mobility

Needs and Other Attributes:

- V/C > 0.85
- Freight Corridors

Example 2 – Safety or Shoulder Improvements on Rural Freight Corridors

25	2	US 287: Lamar Reliever Route	Phased construction of new two lane roadway.	US 287 (MP 73) US 50 (MP 433)	US 287 (MP 79) US 50 (MP 435)	\$ 160.00	\$ 160.00
32	3	I-70: Garfield County Interchange Improvements	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	MP 114	MP 75	\$35.00	\$35.00
34	3	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	MP 170	MP 174	\$ 22.00	\$ 22.00
35	3	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of three miles of roadway widening.				75.00
36	3	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout to a double lane, considering through lane over existing structure. This will correct traffic back ups on periods and weave from an auxiliary				6.20
37	3	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary 205. Identified in the Silverthorne Interchange safety improvement for eastbound I-70 required.				11.20
38	3	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne Interchange) including construction of a Diverging Interchange, extensive paving, curb, drainage. All including new capacity on westbound				20.00
42	3	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of passing lanes and dedicated bus lane.				28.00
43	3	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway to meet current geometric design standards, roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard landslide within the project limits. Can be implemented in phases.	MP 121.5	MP 126.5	\$ 35.00	\$ 42.50
45	3	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Rifle (MP 4)	Rio Blanco County Line (MP 16)	\$ 52.00	\$ 60.00
46	3	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	MP 16	MP 122.7	\$ 14.00	\$ 30.00
54	4	I-76: Reconstruction Phase 4 and 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan	Brush	\$ 400.00	\$ 400.00
66	4	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety improvements at problem locations.	Wyoming State Line	Cheyenne / Kiowa County Line	\$ 961.46	\$ 965.00
69	4	SH 52 Interchange in Hudson	Reconstruction of interchange.	I-76 / SH 52		\$ 20.03	\$ 25.00
72	4	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	I-70	Nebraska State Line	\$ 99.21	\$ 100.00
78	5	US 24: Safety and Mobility Improvements on Trout Creek Pass- Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	MP 213	MP 227	\$ 7.80	\$ 8.00
79	5	US 50: Safety and Mobility Improvements between Salida and Coal Dale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	MP 223	MP 243	\$ 4.60	\$ 6.60
81	5	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	MP 28	MP 32	\$ 9.10	\$ 9.10
82	5	US 160: Wildlife Mitigation	Wildlife mitigation from Mancos to Pagosa Springs.	MP 57	MP 143	\$10.00	\$10.00
83	5	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	MP 96	MP 100	\$ 21.50	\$ 21.50
84	5	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	MP 143.1	MP 144.4	\$22.00	\$22.00
85	5	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	Lake Creek (MP 175)	East of chain station (MP 180)	\$ 45.30	\$ 45.30
88	5	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	MP 63	MP 86	\$ 7.00	\$ 7.00
89	5	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	MP 128	MP 211	\$ 0.05	\$ 5.00
90	5	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	MP 8	MP 10	\$ 26.60	\$ 26.60
91	5	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	MP 9	MP 12	\$ 27.30	\$ 30.00
93	5	US 550: Ridgeway to Ouray Shoulder Widening	Shoulder widening between Ridgeway and Ouray.	MP 96	MP 103	\$11.45	\$ 15.00
94	5	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	MP 112	MP 115	\$ 27.00	\$ 27.00
95	5	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	MP 105	MP 118	\$ 6.00	\$ 7.00

**Project Query Factors**

Project Location:

- Rural TPRs

Regional Transportation Plan:

- SWP Goal: Mobility, Safety

Needs and Other Attributes:

- LOSS 3 / 4
- <= 2' Shoulders

Example 3 – Projects within, adjacent to, or providing access to federal lands

A	B	C	D	E	F	G	H
Project ID	Region	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total
6	1	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Empire Junction to top of Floyd Hill.	Empire Junction (MP 231)	Beaver Brook (MP 246.5)	\$ 170.00	\$ 170.00
7	1	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PPSL) or permanent.	E. Idaho Springs (MP 241)	Beaver Brook (MP 246.5)	\$ 200.00	\$ 250.00
19	2	I-25: Widening S. Academy to Circle/Lake	Widening of roadway to six lanes.	S. Academy Blvd.	Circle/Lake	\$ 35.00	\$ 35.00
20	2	US 24 West: Ute Pass	Drainage and intersection improvements and resurfacing.	Green Mountain Falls	Manitou Springs	\$ 20.00	\$ 20.00
29	2	SH 67: Divide to Victor Shoulder Widening and Safety Improvements	Shoulder widening and safety improvements.	Divide	Victor	\$ 25.00	\$ 25.00
31	3	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Palisade	Debeque	\$ 45.00	\$ 45.00
32	3	I-70: Garfield County Interchange Improvements	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	MP 114	MP 75	\$35.00	\$35.00
34	3	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	MP 170	MP 174	\$ 22.00	\$ 22.00
35	3	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of three miles of roadway widening.	MP 180	MP 195	\$ 72.50	\$ 75.00
36	3	I-70 West: Exit 203 Interchange improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consideration of addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	MP 202	MP 203		
37	3	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	Frisco (MP 203)	Silverthorne (MP 205)		
38	3	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	MP 205	MP 206		
39	3	US 6: Improvements Mesa County	Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor. Intersection, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	Fruita (MP 21.2)	Palisade (MP 43.3)		
40	3	US 24: Minturn	Safety, capacity, and pedestrian crossing improvements, including traffic calming, curb and gutter, and road platform adjustment.	MP 143	MP 148		
43	3	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard landslide within the project limits. Can be implemented in phases.	MP 121.5	MP 126.5	\$ 35.00	\$ 42.50
44	3	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	MP 84.8	MP 96	\$ 9.00	\$ 10.00
45	3	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Rifle (MP 4)	Rio Blanco County Line (MP 16)	\$ 52.00	\$ 60.00
46	3	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	MP 16	MP 122.7	\$ 14.00	\$ 30.00
47	3	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	MP 123.03	MP 110.83	\$ 25.00	\$ 35.00
48	3	SH 82: Safety Improvements	Mobility improvements in Glenwood Springs, completion of entrance to Aspen, expansion of transit, bicycle and pedestrian mobility, and improved wildlife mitigation.	MP 2.4	MP 40	\$100.00	\$100.00
49	3	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	MP 3.8	MP 20.7	\$50.00	\$50.00
50	3	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders.	MP 47	MP 53	\$10.00	\$10.00
51	3	SH 340: Safety and Capacity improvements	Construction of a roundabout and other safety improvements.	MP 9.5	MP 13.341	\$20.00	\$20.00
60	4	US 85: Corridor Improvements	Safety, intersection and interchange improvements.	MP 227	MP 309	\$ 197.25	\$ 200.00
71	4	SH 66: Corridor Improvements East	Safety and intersection improvements.	US 85	I-25	\$ 50.00	\$ 50.00
72	4	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	I-70	Nebraska State Line	\$ 99.21	\$ 100.00
76	4	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.	I-25	Briggsdale	\$ 110.00	\$ 110.00
78	5	US 24: Safety and Mobility Improvements on Trout Creek Pass- Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	MP 213	MP 227	\$ 7.80	\$ 8.00
79	5	US 50: Safety and Mobility Improvements between Salida and Coal Dale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	MP 223	MP 243	\$ 4.60	\$ 6.60
80	5	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.	MP 0	MP 8	\$16.00	\$16.00
81	5	US 160: Towaco Passing Lanes	Addition of passing lanes and vehicle turnouts.	MP 28	MP 32	\$ 9.10	\$ 9.10
82	5	US 160: Wildlife Mitigation	Wildlife mitigation from Mancos to Pagosa Springs.	MP 57	MP 143	\$10.00	\$10.00
83	5	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	MP 96	MP 100	\$ 21.50	\$ 21.50
84	5	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	MP 143.1	MP 144.4	\$22.00	\$22.00
85	5	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	Lake Creek (MP 175)	East of chain station (MP 180)	\$ 45.30	\$ 45.30
88	5	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	MP 63	MP 86	\$ 7.00	\$ 7.00
89	5	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	MP 128	MP 211	\$ 0.05	\$ 5.00
90	5	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	MP 8	MP 10	\$ 26.60	\$ 26.60
91	5	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	MP 9	MP 12	\$ 27.30	\$ 30.00
92	5	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview interchange. Phase 1 (\$71 M) provides 2 lane configuration. Phase 2 (\$20 M) provides for additional 2 lanes.	US 160 (MP 15)		\$ 90.00	\$ 91.00
93	5	US 550: Ridgeway to Ouray Shoulder Widening	Shoulder widening between Ridgeway and Ouray.	MP 96	MP 103	\$11.45	\$ 15.00
94	5	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	MP 112	MP 115	\$ 27.00	\$ 27.00
95	5	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	MP 105	MP 118	\$ 6.00	\$ 7.00
96	5	SH 140 NM State Line to Hesperus	Widen shoulders and rehab/reconstruct three bridges.	MP 1	MP 23	\$10.00	\$10.00
97	5	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	MP 72	MP 80	\$ 5.80	\$ 9.70

**Project Query Factors:**  
**Needs and Other Attributes:**

- Federal Lands Access



# COLORADO

Department of Transportation

Office of the Chief Engineer

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

**DATE:** January 20, 2016  
**TO:** Transportation Commission  
**FROM:** Josh Laipply, Chief Engineer  
Maria Sobota, Chief Financial Officer  
Richard Zamora, Office of Program Management Director  
**SUBJECT:** Program Management Workshop

## Purpose

The Program Management Workshop provides the Transportation Commission with an update on the delivery of programs and significant projects. This month there is a focus on the RAMP Partnership & Operations Program and Flood.

## Details

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

The projected Capital Construction Fund (Fund 400) balance at December 31, 2015, was \$537 million. The actual Fund 400 cash balance at December 31, 2015, was \$372 million - a difference of \$165 million.

The most notable reason why the Fund 400 cash balance decreased more than originally projected is because CDOT did not have a significant amount of federal obligation limitation to convert accrued project expenditures to cash. The attached memorandum gives further details of the accounts in the total cash balance.

We are continuing to monitor program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. This month the cumulative XPI has risen to 0.96 from 0.93 in November and 0.90 in October. We are pleased that after having several months of actual expenditures being just a bit under planned expenditures, December's expenditures exceeded planned monthly expenditures, allowing us to achieve a monthly XPI of 1.21 for December.

The Office of Program Management is continuing to report on the performance metrics and objectives to the Commission that it considers helpful for CDOT to achieve its goals and vision. The Calendar Year 2016 Capital Construction



Expenditure Goal was set at \$737M. There are several advantages to reporting expenditures on a calendar year basis rather than a fiscal year basis. The foremost reason is that it matches our construction season. We will continue to monitor and report to the Commission on both Fiscal Year and Calendar Year 2016 Expenditures until June 2016.

The PMO Reporting Overview slide provides a status update of the four main programs reported on by the Office of Program Management. The Schedule Performance Index (SPI) for the RAMP Partnership and Operations program increased from 0.88 in November to 0.95 in December. The SPI for Local Agency RAMP projects decreased slightly from 0.78 in November to 0.76 in December.

The RAMP Partnership and Operations Program continues to show steadily increasing monthly expenditure totals. Budgeted funds increased substantially when the construction funding for the C-470 Express Lanes project was budgeted.

The attached RAMP Partnership program controls update shows how the program is tracking against the remaining contingency and how CDOT is managing the Partnership program to stay within that amount. There are no RAMP Partnership funding requests this month that require commission action.

The Flood Recovery Program is in the process of closing out Emergency Repair (ER) projects and initiating design and construction on the Permanent Repair (PR) projects. To date, 69% of Emergency Repair Projects are closed with 90% of the budget expended. Several Permanent Repair (PR) projects are underway with over 21% projects closed and 50% budget expended. Total Flood Program Expenditures (including Local Agency projects) increased \$9.5 million since October 2015.

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

Also included in this month's workshop, we are illustrating new conceptual lead metrics that staff is using to deliver the construction program (expenditure goal). These metrics provide greater insight and improved awareness when trying to proactively manage and deliver a construction program that matches our cash balance targets.

#### Attachments

1. Attachment A - Cash Balance Detail Memorandum
2. RAMP Partnership Program Controls Update (table)
3. Powerpoint Presentation (including the illustration of New Lead Metrics)





**COLORADO**

Department of Transportation

Division of Accounting and Finance

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

**DATE:** January 20, 2016  
**TO:** Transportation Commission  
**FROM:** Maria Sobota, Chief Financial Officer  
Josh Laipply, Chief Engineer  
Richard Zamora, Office of Program Management Director  
**SUBJECT:** Attachment A - Cash Balance Memorandum and Forecast Scenarios

### Details of Cash Balance Charts

A primary performance objective related to the integration of Cash Management and Program Management is a reduction of the cash balance. Total program spending has a significant impact on CDOT's cash balance. Included in the PMO deck are two cash balance forecast scenario bar charts. *Scenario A* reflects the cash balance forecast through June 2016 based on the original assumptions used to build projections from in July 2015. *Scenario B* reflects a revised cash balance forecast through December 2016 considering the impacts of the FAST Act on the cash balance. Both charts factor in construction program expenditure projections provided by the Program Management Office.

The Fixing America's Surface Transportation (FAST) Act was approved by Congress on Thursday December 3, 2015 and signed by President Obama on December 4, 2015. This is the first long-term Federal Transportation Authorization since SAFETEA-LU in 2005. It is a five year, \$305 billion authorization of highway, safety, transit, and rail programs.

### Capital Construction Fund (Fund 400)

The cash balance in the chart is split out by fund with the Capital Construction Fund (Fund 400) being the most relevant as its activity includes the receipt of Highway User Tax Fund (HUTF) transfers, receipt of FHWA reimbursements, and the majority of CDOT's construction spending. The projected Fund 400 cash balance at December 31, 2015, was \$537 million. The actual Fund 400 cash balance at December 31, 2015, was \$372 million - a difference of \$165 million. The most notable reason why the Fund 400 cash balance decreased more than originally projected for December is because CDOT did not have a significant amount of federal obligation limitation to convert accrued project expenditures to cash.

The federal obligation, which is CDOT's authorization to bill FHWA for reimbursement of expenditures, is an important driver of cash balance increases and decreases. In general, CDOT begins to spend down the Fund 400 cash balance



when the federal obligation has been exhausted. This is because as long as CDOT has federal obligation available, it will receive reimbursement for approximately 80 percent of any qualifying expenditure. The projected ending balance for federal obligation at December 31, 2015, was \$285 million. The actual ending balance for federal obligation at December 31, 2015, was approximately \$82 million - a difference of \$203 million. As of the end of December, CDOT was holding approximately \$267 million of expenditures in anticipation of billing FHWA upon receipt of federal obligation.

The timing and amount of federal notices on federal obligation received by CDOT impact the Fund 400 cash balance. In a normal year CDOT receives federal obligation of approximately \$500 million for the entire year in October. Due to the existing Continuing Resolution impacting FHWA, CDOT has been receiving its federal obligation in prorated amounts. CDOT had received approximately \$83 million in federal obligation limitation in the current federal fiscal year through December. With the passage of the Fixing America's Surface Transportation (FAST) Act, CDOT received its full federal obligation limitation of \$496 million for the year on January 11, 2016.

In July, we provided a cash balance forecast through July 2016 as illustrated in *Attachment A (Scenario A)* under the assumption that CDOT would continue to receive its Federal Fiscal Year 2016 obligation in pro-rated amounts based on FHWA restrictions. *Attachment B (Scenario B)* is an updated projection through December 2016 reflecting the expected impacts on cash due to the passage of the FAST Act. While the passage of the FAST Act reduces uncertainty regarding federal obligation receipts in 2016, it will continue to be important for CDOT to closely monitor the cash balance as the Cash Management initiative progresses. By March, Department staff will provide the Transportation Commission with a recommendation of a cash balance threshold to sustain an increased capital construction program while effectively managing expenditure timing and related risks.

### Bridge Enterprise Fund (Fund 538)

The projected Bridge Enterprise Fund (Fund 538) cash balance at December 31, 2015, was approximately \$182 million. The actual Fund 538 cash balance at December 31, 2015, was approximately \$219 million - a difference of \$37 million. The cash balance is needed to commit to Central 70 milestone payments during construction to limit CBE's long term debt obligation.

### Other CDOT Funds

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



RAMP Partnership Program Controls Update

RAMP Partnership Program Controls Update									Jan 2015
PCN	Project Name	Original TC Approved Budget [A]	Current Forecasted Cost Estimate [C]	Total Project Cost Variance [A-C]	Prelim. Scalable Review	Additional Non-CDOT Contribution	Additional RAMP Contingency	Additional CDOT Contribution	Project Controls Comments
19192	I-25/ARAPAHOE RD INTERCHANGE	\$74,000,000	\$80,000,000	(6,000,000)	Completed (\$600,000)	Possible	\$6,000,000	\$0	CMGC project; Additional \$6.0M in estimated ROW costs approved in September; ICE results for 60% plans evaluated in August; ICE results for 90% plans evaluated in December; Pavement Cross Section reduced; AD/CAPP negotiations in progress; Planned Construction in Spring 2016.
19954	US 160 Turnouts	\$1,015,000	\$493,898	521,102	Estimated (\$600,000)	Unlikely	\$0	\$0	Project scope has been scaled back to a single decel lane; Alternatively, both decel lanes would cost over \$2.1 million; Scaled project is within original budget; Advertised in December; Planned Letting in January 2016.
19906	US50/Dozier/Steinmeier Intersection Improvement & Signal Improvements (companion Ops project 2-9)	\$2,500,000	\$2,500,000	0	Completed	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR complete; Additional Local Contribution unlikely; Project savings may be realized upon award; Planned Advertisement in January 2016.
18331 19039	I-25 AND CIMARRON EXPRESSWAY	\$95,000,000	\$113,624,588	(18,624,588)	Completed (\$11,500,000)	\$2,050,000	\$2,531,138	\$14,043,450	Awarded; Apparent successful proposer was selected in February; TC Approved additional RAMP Contingency funds; \$2.5 M in savings from bid opening returned to RAMP Contingency.
19056 19751	US 50 / SH 45 Interchange, Wills to Purcell - Pueblo (companion Ops project 2-10)	\$11,200,000	\$11,075,452	124,548	Bundled Projects	\$0	\$0	\$0	Awarded; Total Project Cost (RAMP + Surface Treatment) is \$13,426,152; Project completion anticipated in Summer 2016.
19094	I-70 Simba Run Underpass (Vail Underpass)	\$20,800,000	<del>\$30,100,000</del> \$29,173,006	(8,373,006)	Completed	1,803,240	\$6,569,766	\$0	Awarded; CMGC project; Additional Local Contribution approved by Town of Vail; Additional RAMP Contingency Funds approved in June 2015; Ad/CAPP Negotiations finalized in December 2015; Construction duration from Spring 2016 through December 2017.
19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment and Vail Pass Multi-use Path Devolution	\$21,985,000	\$27,487,269	(5,502,269)	Completed (\$4,200,000)	1,012,454	\$4,489,815	\$0	ICE complete; Additional Local Contribution approved by Summit County partners at matching percentage; TC Approved additional RAMP Contingency Funds in July 2015; Planned Advertisement for February or March 2016; Construction duration from Summer 2016 through December 2017.
19911	I-70 Exit 31 Horizon Drive Roundabouts	\$5,000,000	<del>\$6,095,000</del> \$6,312,300	(1,312,200)	Complete	\$105,000 + \$496,300 Local Match (\$308,000 Utility Co)	\$423,000	\$0	Awarded; Additional RAMP Contingency funds approved in May; Advertised in June 2015; Additional Local Contribution (\$496k) committed to award project in July; Project completion anticipated in Fall 2016.
19910	SH 9 CO River South Wildlife & Safety	\$46,000,000	\$52,627,747	(6,627,747)	Completed (\$4,200,000)	Completed	\$6,627,747	\$0	Awarded; Increased Local Contribution; Additional RAMP Contingency funds approved to Award; Project is nearly 50% expended; Project completion anticipated in Winter 2017.
12372 18401 19561 20632	US 287: Conifer to Laporte Bypass (Phase 1 - SH1 to Laporte Bypass) (Phases 2 & 3 - Local Agency)	\$36,000,000	<del>\$43,833,509</del> \$43,553,695	(7,553,695)	Completed (\$800,000)	Completed	\$7,553,695	Local Agency is contributing to the other 2 Phases	Awarded; Bid savings realized (FASTER & RAMP); Local Contribution increased its funding of the other 2 Phases; Additional RAMP Contingency Funds approved in August 2015; Project awarded in December 2015; Project completion anticipated in Summer 2018.
19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	<del>\$2,000,000</del> \$1,908,753	91,247	Complete	Unlikely	\$0	\$0	Awarded; Bid savings realized (\$250k); Advertised in October 2015; Awarded in November 2015; Project completion anticipated in November 2016.
19908	SH 172 / 151 SIGNALIZATION	\$1,800,000	\$1,729,562	70,438	Complete	Unlikely	\$0	\$0	Awarded; Bid savings realized (\$187k); Readvertised in October (no project bids received in August); Awarded in December 2015; Project completion anticipated in Summer 2016.
19397	SH 145 AT CR P SAFETY IMPROVEMENTS	\$1,660,194	<del>\$1,676,597</del> \$1,912,975	(252,781)	Possible	Unlikely	\$0	\$252,781	Awarded; Savings realized during the design phase; Awarded in June 2015; Additional FASTER funds approved per original application; Project completion delayed until Spring/Summer 2016.
18972	US 285 Antonito Storm Drainage System Replacement	\$2,742,429	\$3,343,337	(600,908)	Bundled Projects	Completed	\$0	\$0	Project Accepted; Local in-kind contribution increased by \$350,000; Bundled with \$7.0 mil SUR project for bidding economy; Construction completed in 9 months (Accepted in Nov 2015).
19411	SH 62 Ridgeway Street Improvements (pending approval of local match)	\$13,791,257	\$13,463,955	327,302	In-progress	Unlikely	\$0	\$0	In Bid/Award; Project is currently tracking within budget; Independent Cost Estimate (ICE) complete; Advertised in December 2015; Letting in January 2016; Construction completion anticipated in Fall 2017.
19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,780,174	(283,085)	Possible (3 options)	Unlikely	\$0	\$0	Scalability and Local Contribution under region review; Project to be bundled with \$8 mil SUR project; Further reduction of scope and FA items possible; FOR completed in September; Planned Advertisement in April 2016; Construction completion anticipated in Summer 2017.
Subtotals		\$337,990,970	\$391,986,611	(\$53,995,642)	(\$600,000)	\$6,710,754	\$34,195,161	\$14,296,231	\$1,806,505
		Total Original	Total Forecast	Total Variance	Total Scope Reduction	Total Local Contribution	Total RAMP Contingency	Total CDOT Contribution	Remaining Projected Liability

Legend:

Project Awarded (blue)
Cells updated since last month (yellow)

Per resolution TC-3209, Establishment of the RAMP Program Project Controls, the table above includes those RAMP Public-Public Partnership CDOT administered projects that were un-awarded as of December 2014.



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# Program Management Update

## January 20, 2016



# Table of Contents

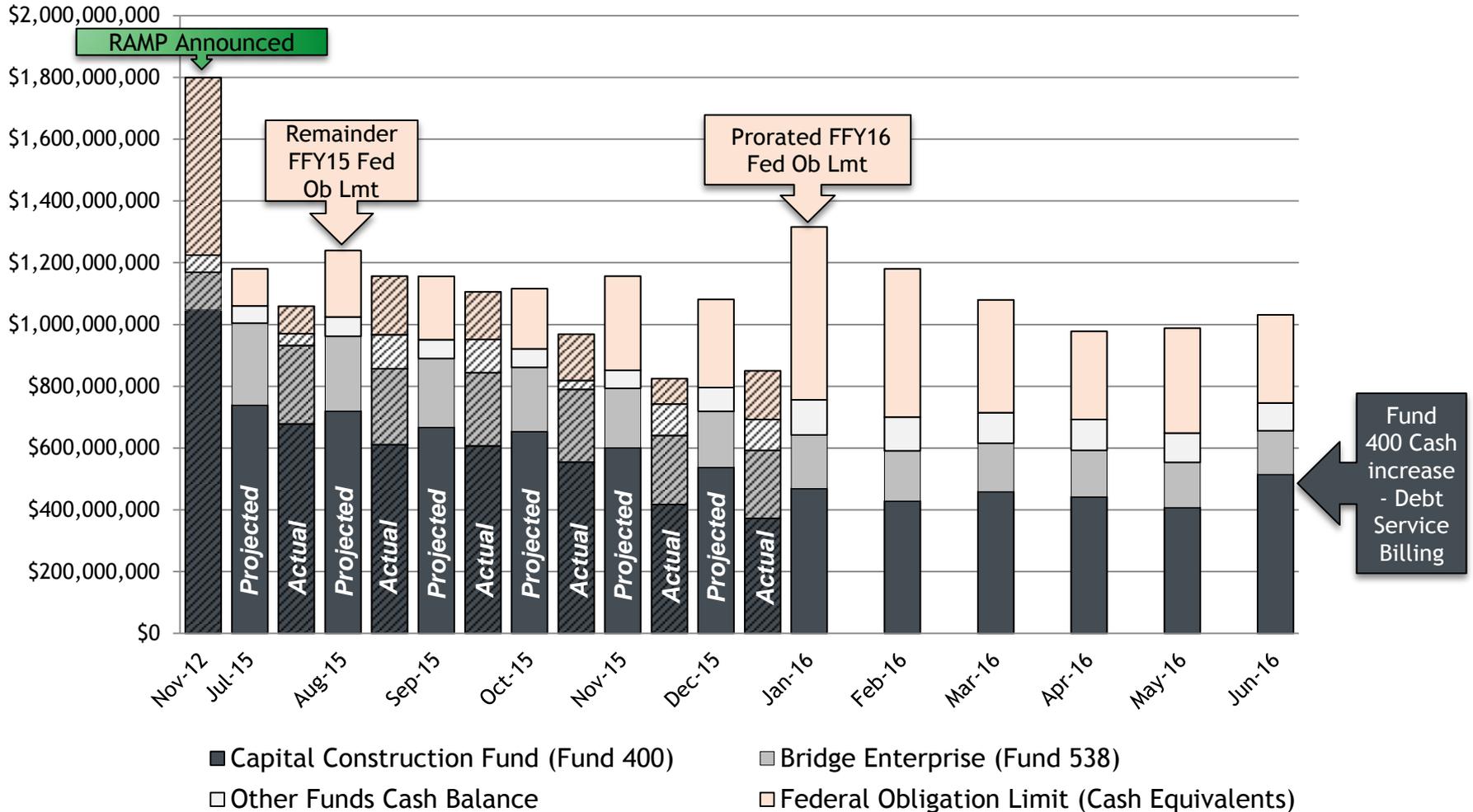
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- Cash & Federal Obligation Target Balance Graph
- FY16 Capital Program Construction Expenditure Graph (XPI)
  - Risk-Adjusted Forecasted Total Expenditure ( $FTE_R$ ) and SPI “At Risk” Metrics
- CY16 Capital Program Construction Expenditure Goal
- PMO Overview by Program
- RAMP Partnership & Operations Overview
- Managing within the RAMP Program Controls
- Flood Program Summary
  - (New slides) Metrics to be used by CDOT staff only



# Cash & Federal Obligation Target Balance

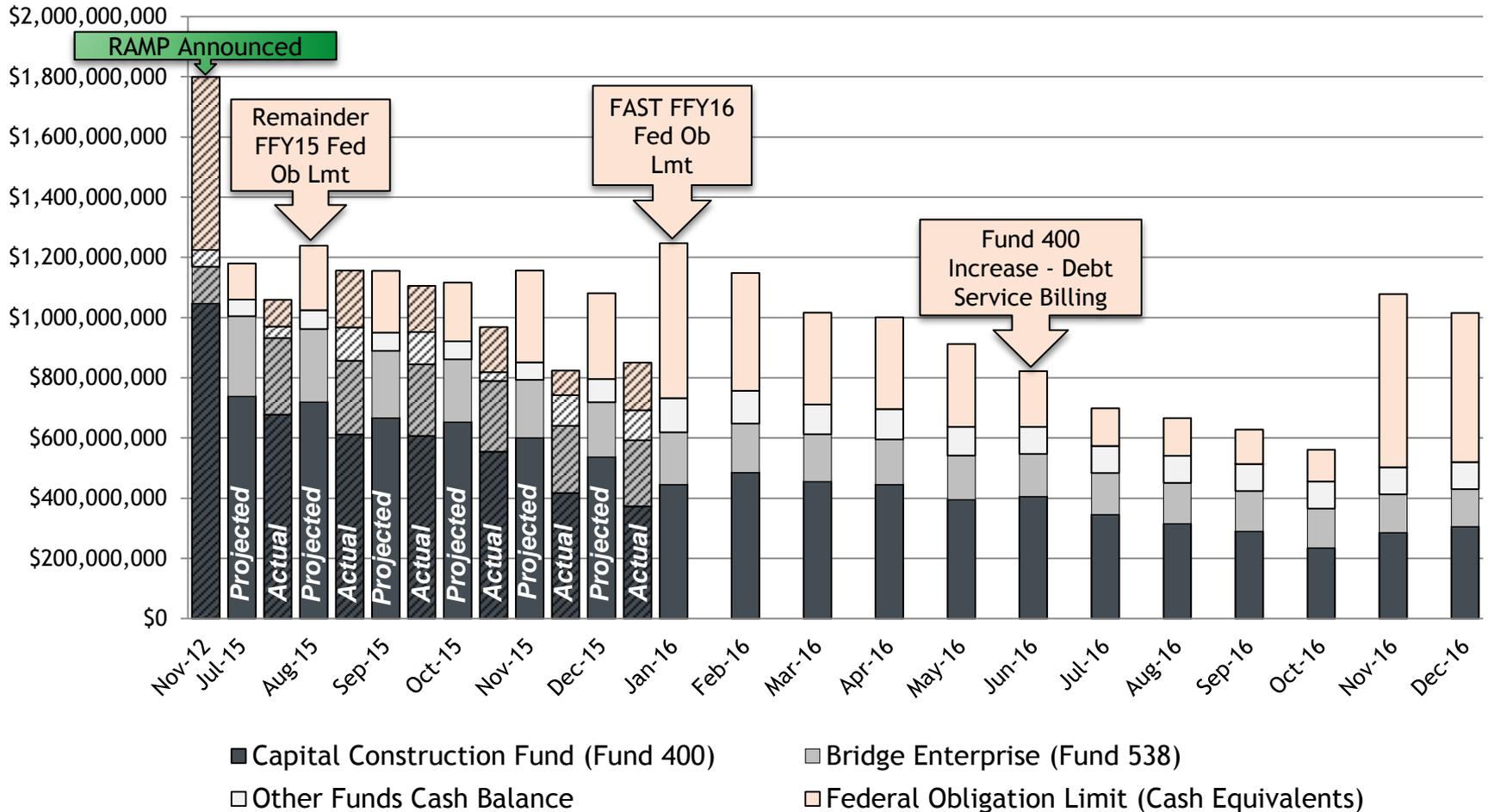
## Scenario A - Cash Balance Forecast through July 2016





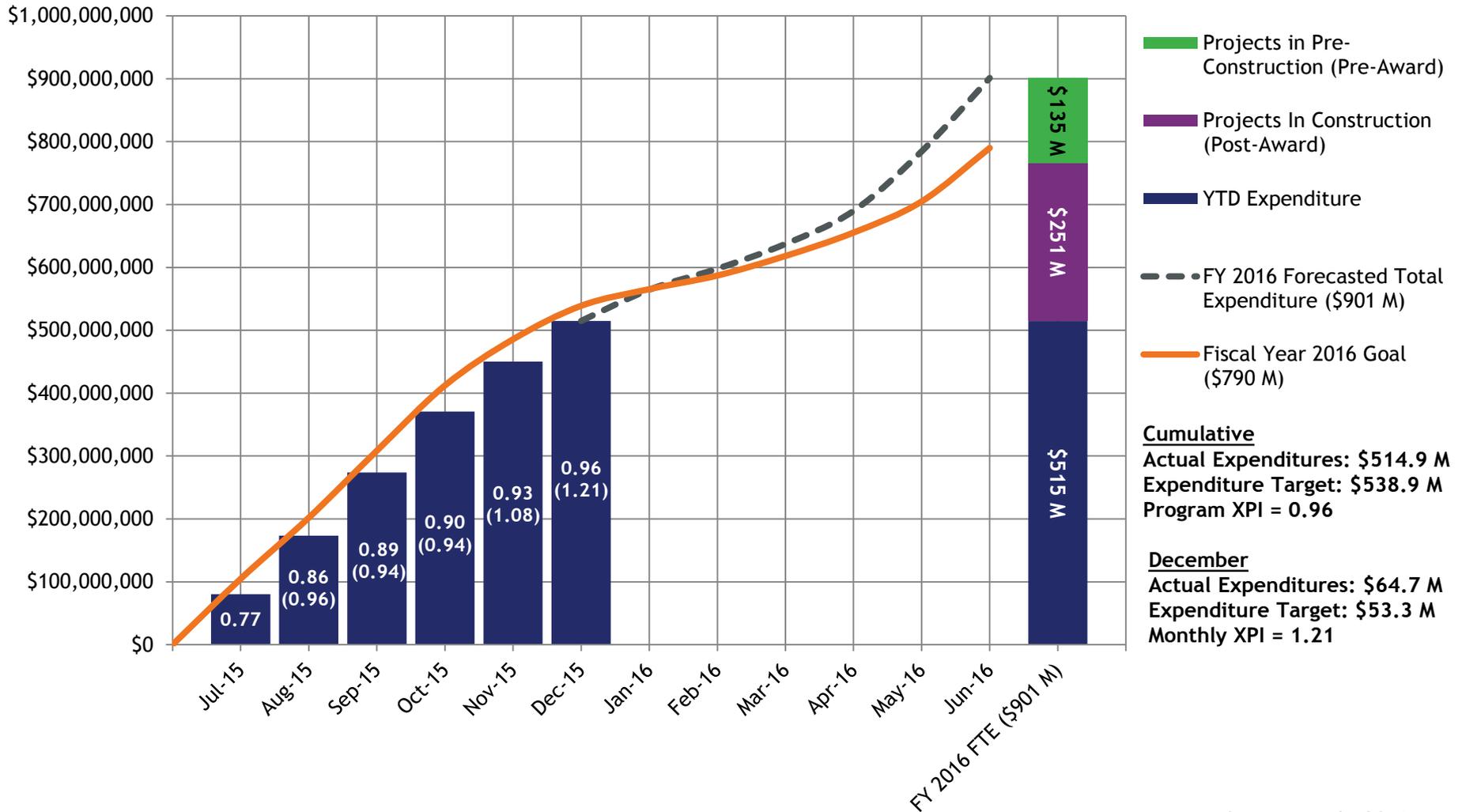
# Cash & Federal Obligation Target Balance

Scenario B - Revised Forecast through December 31, 2016  
Based on FAST Act



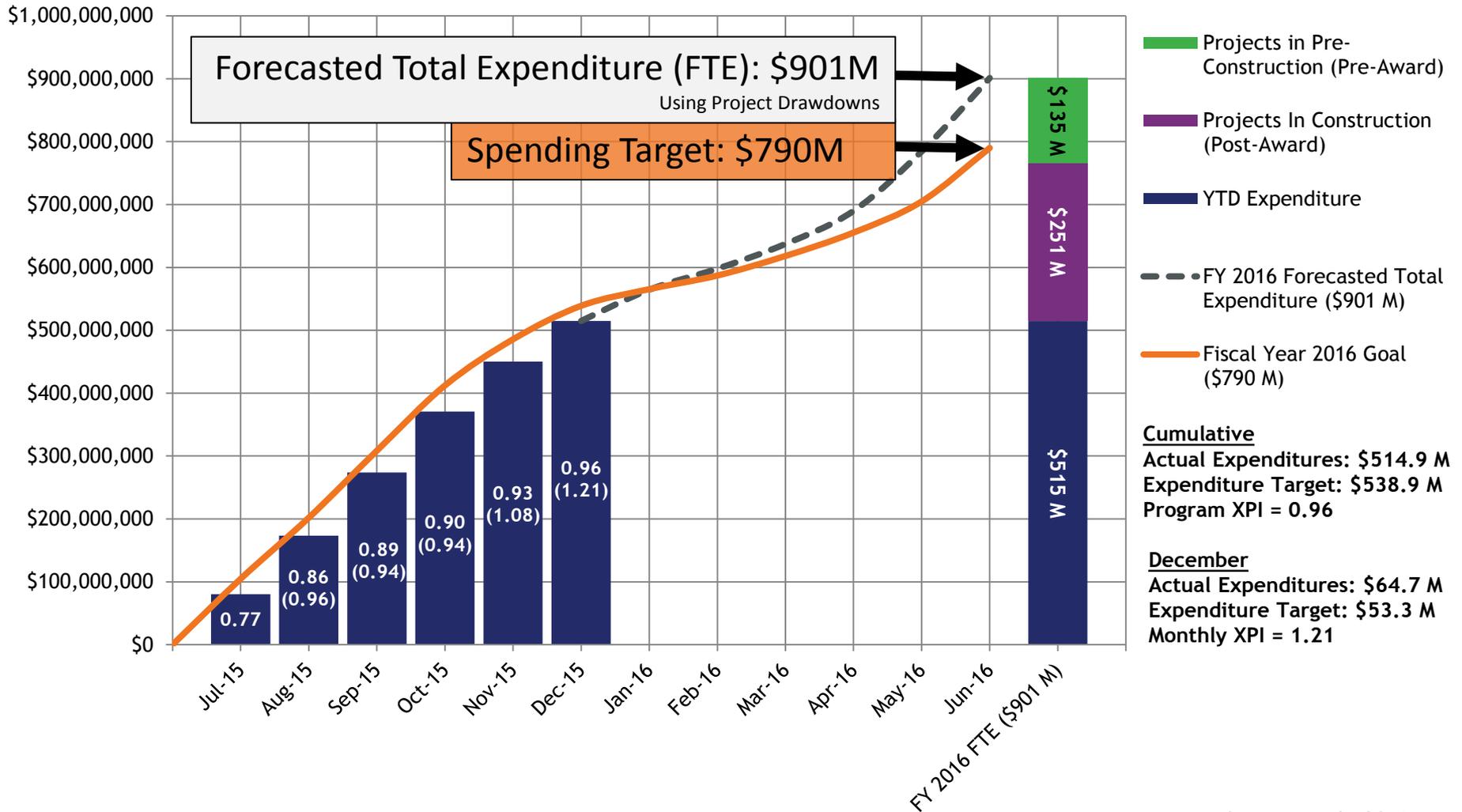


# FY 2016 Capital Program Construction Expenditures



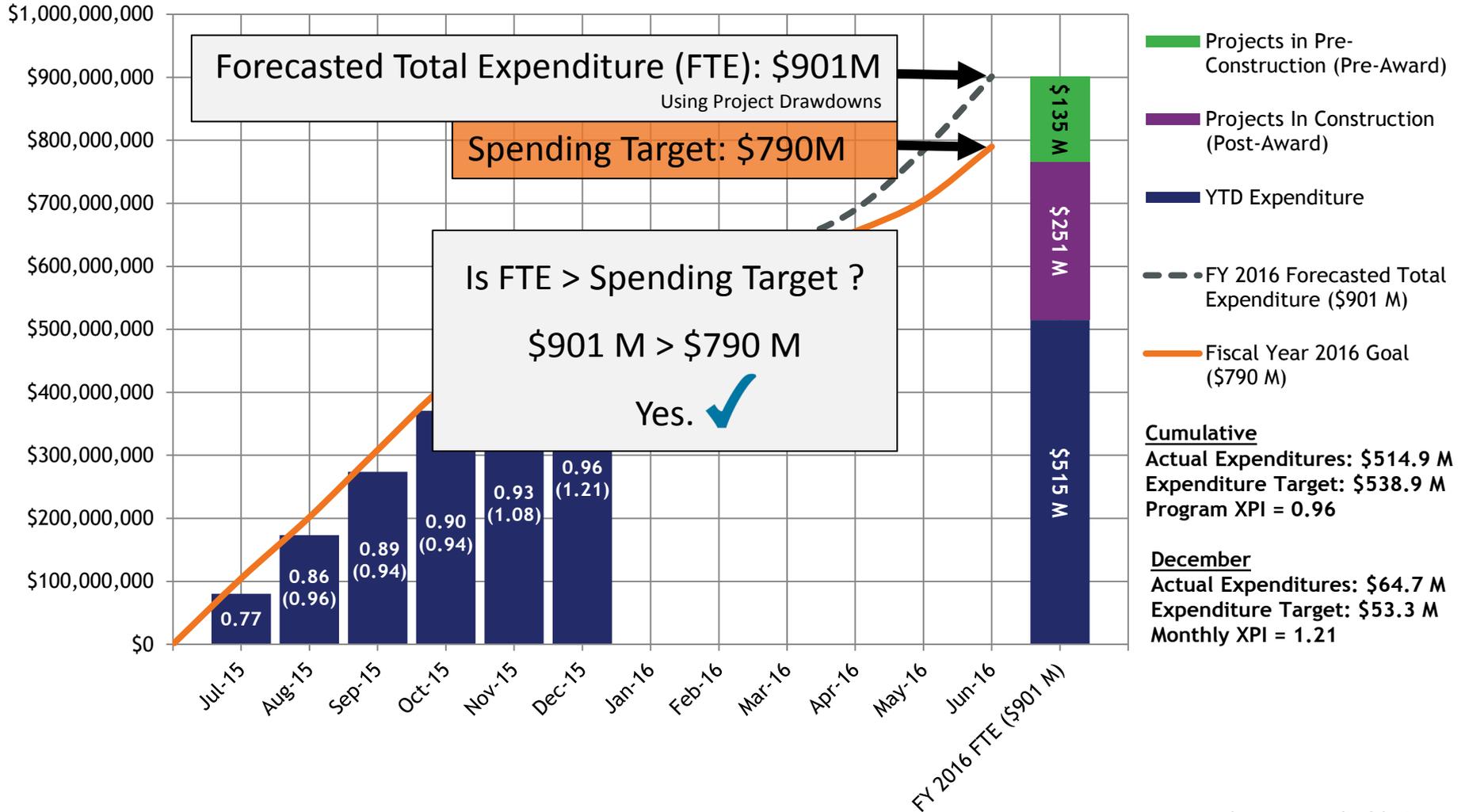


# Forecasted Total Expenditure



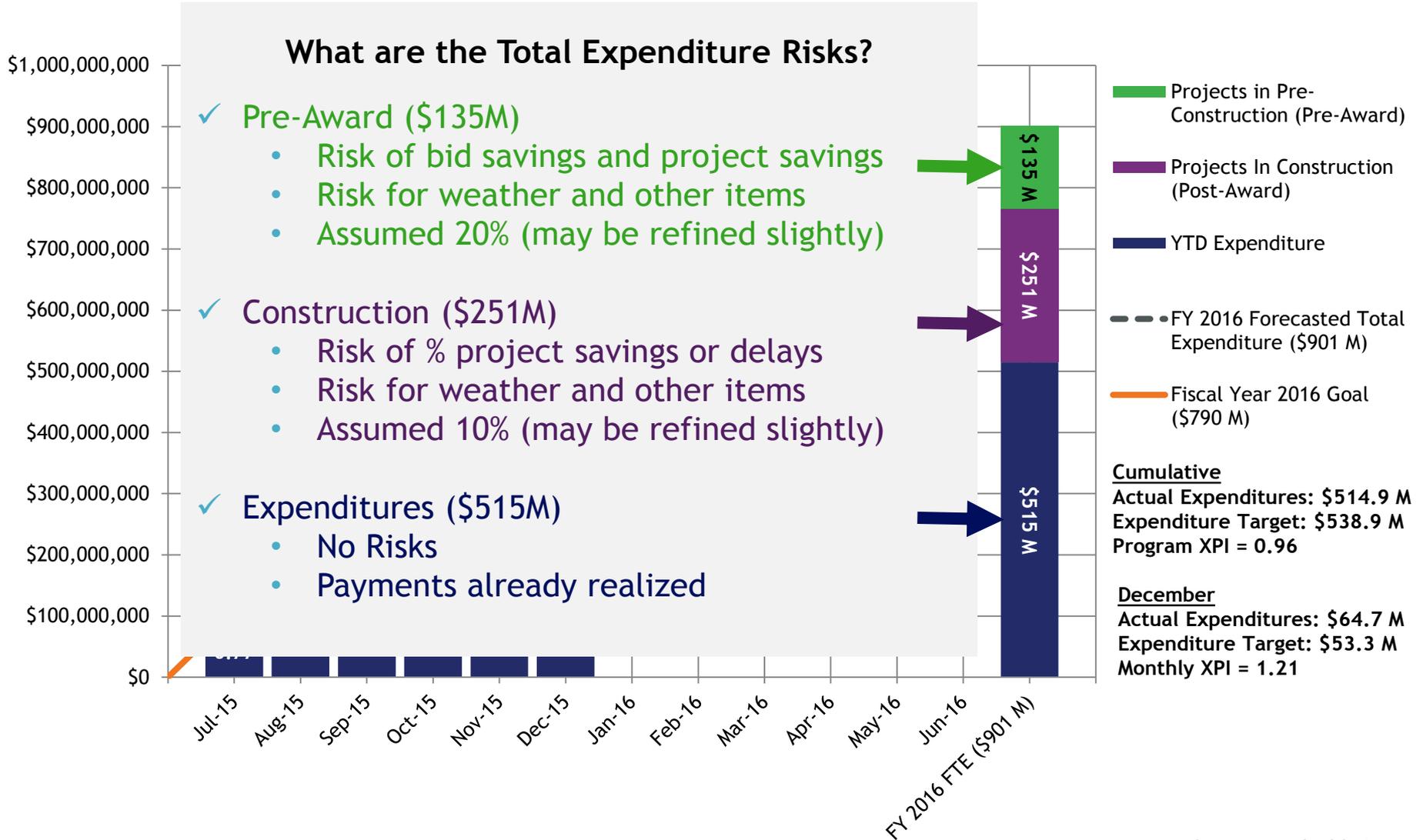


# Forecasted Total Expenditure



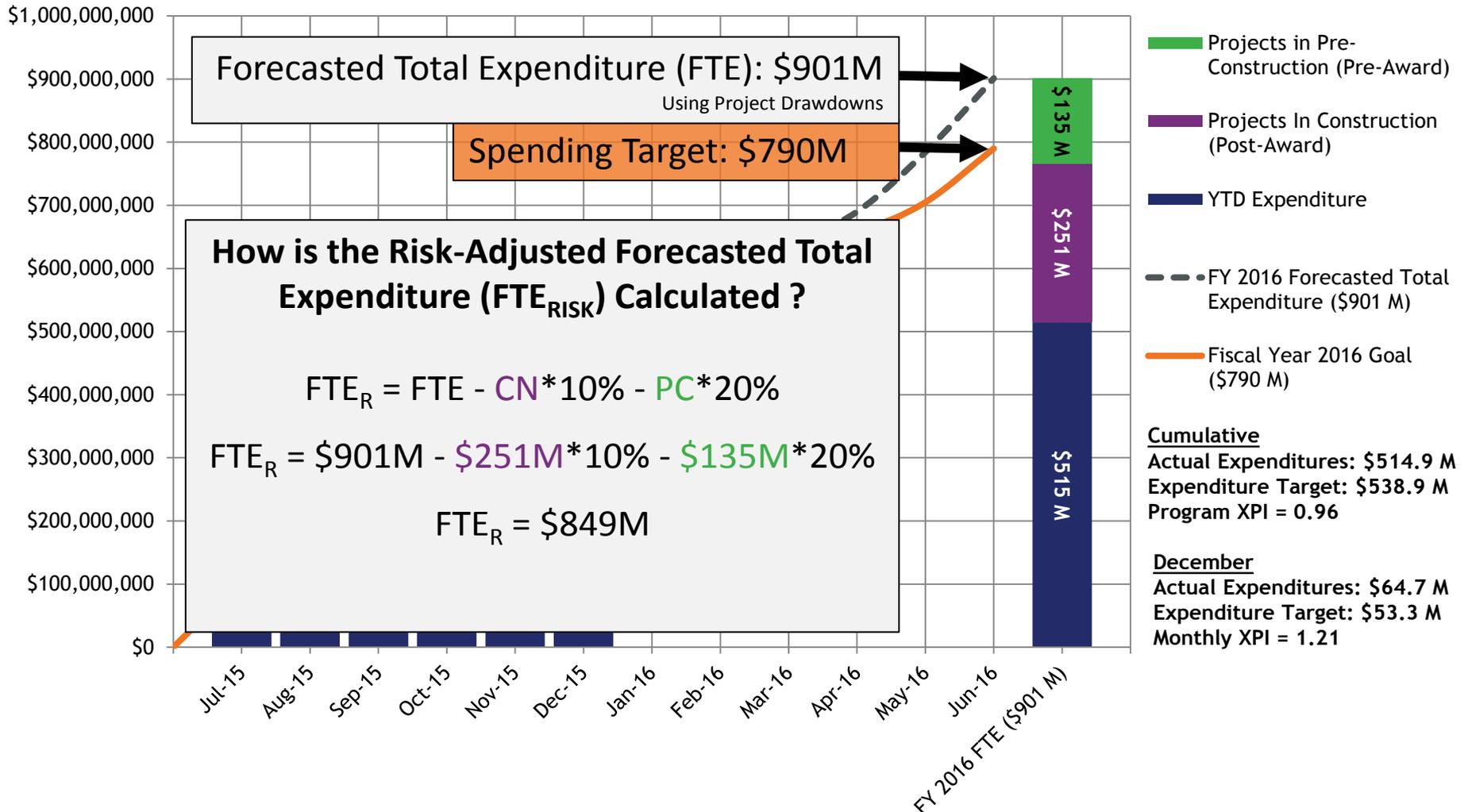


# Risk-Adjusted Forecasted Total Expenditure



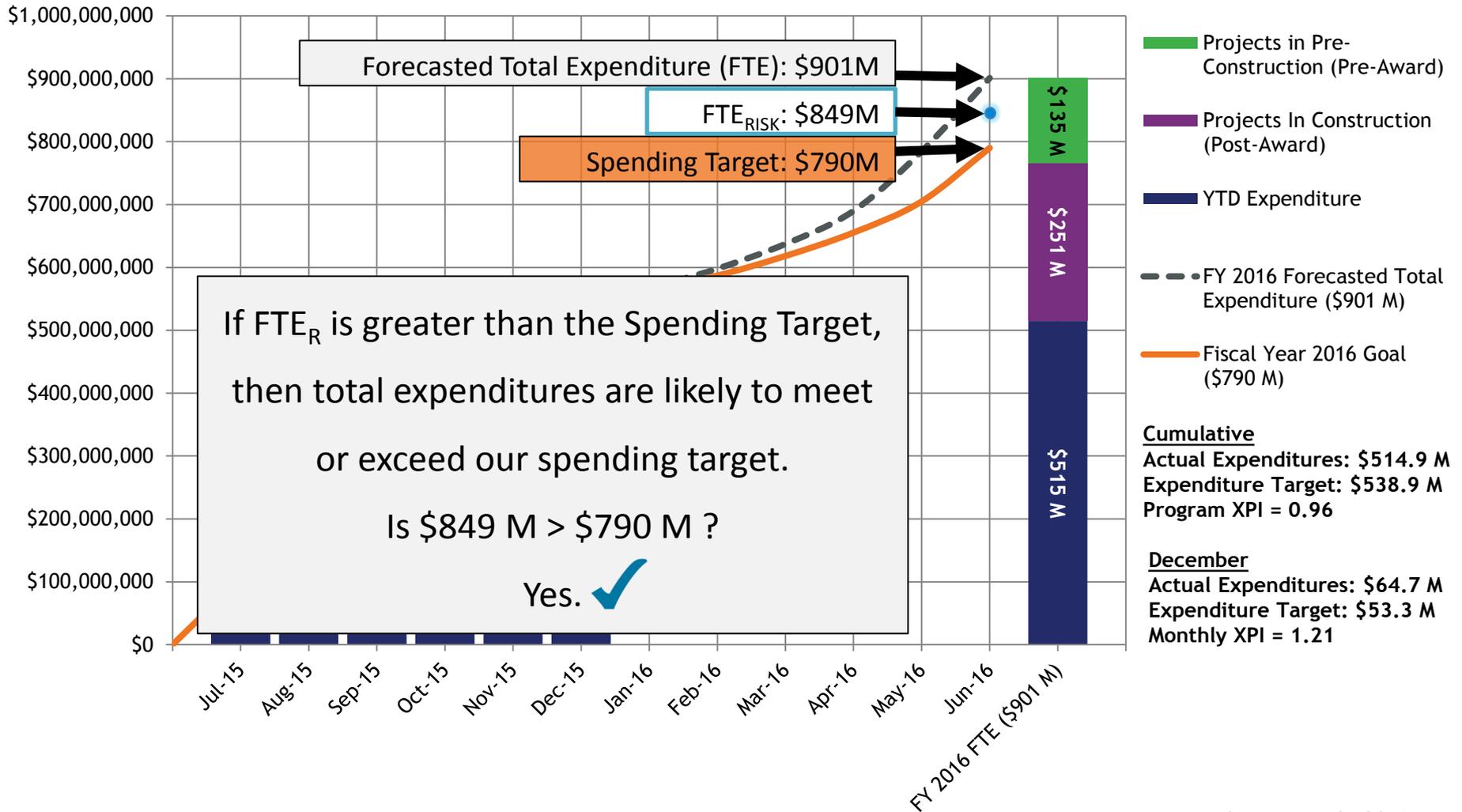


# Risk-Adjusted Forecasted Total Expenditure



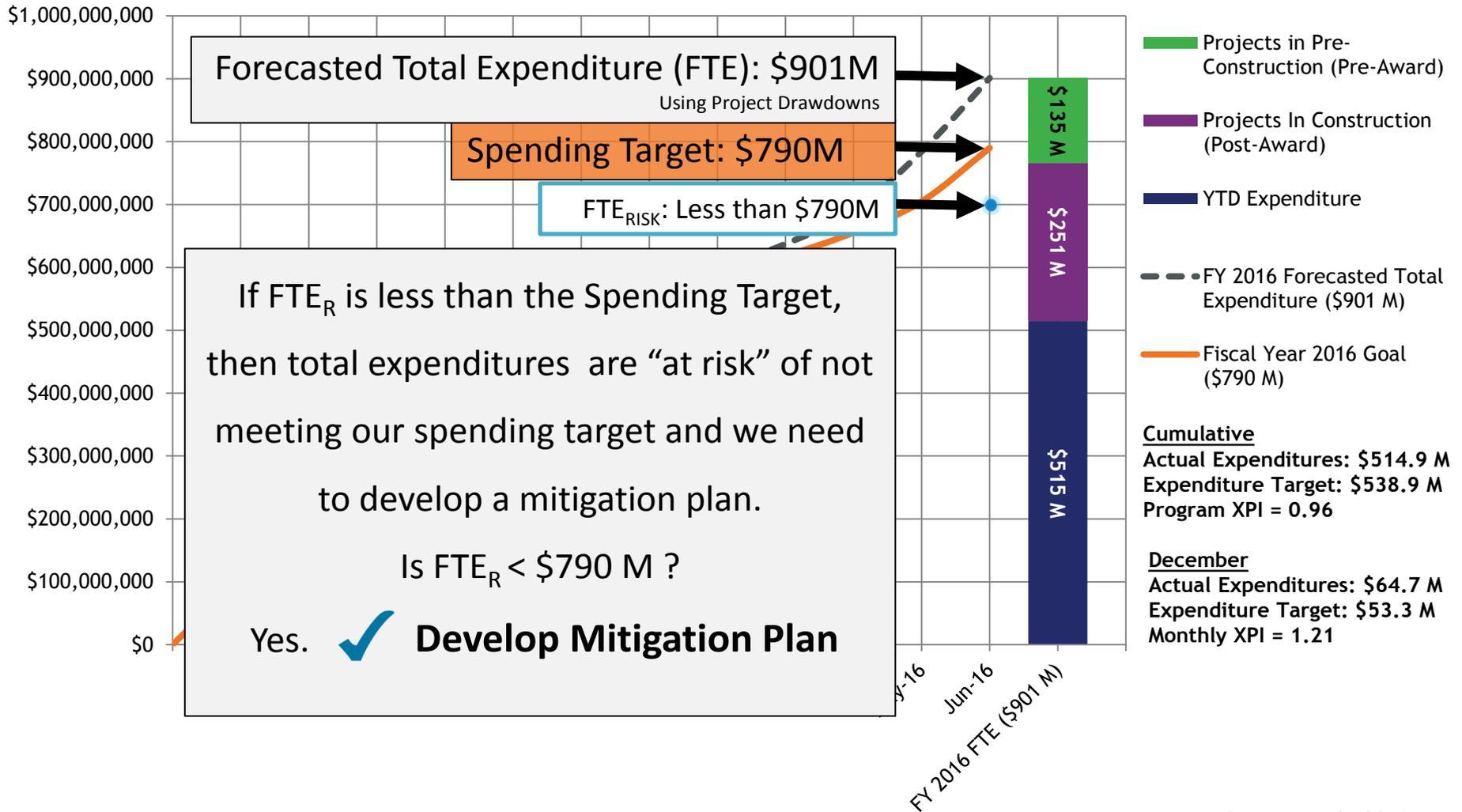


# Risk-Adjusted Forecasted Total Expenditure



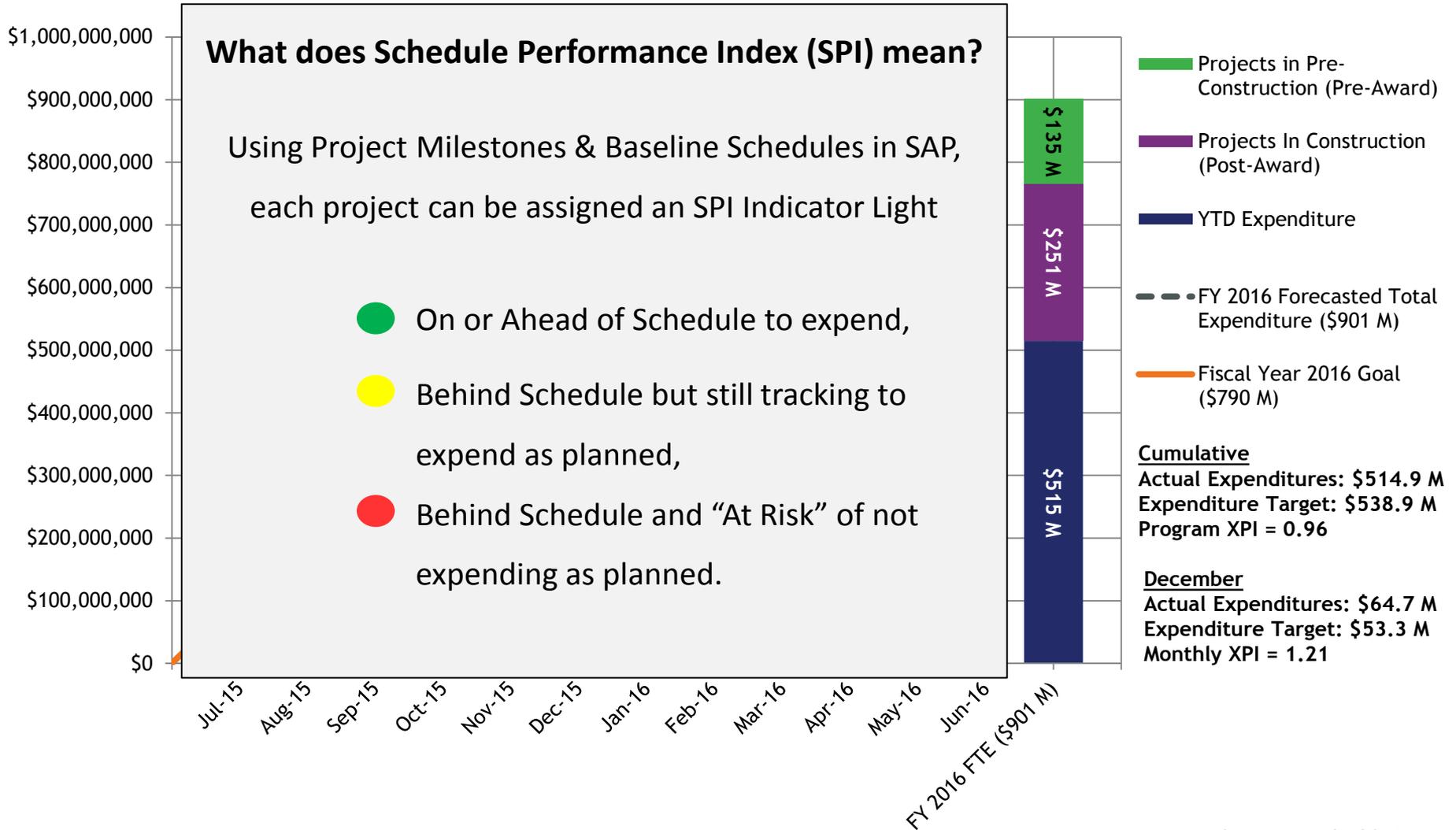


# Risk-Adjusted Forecasted Total Expenditure



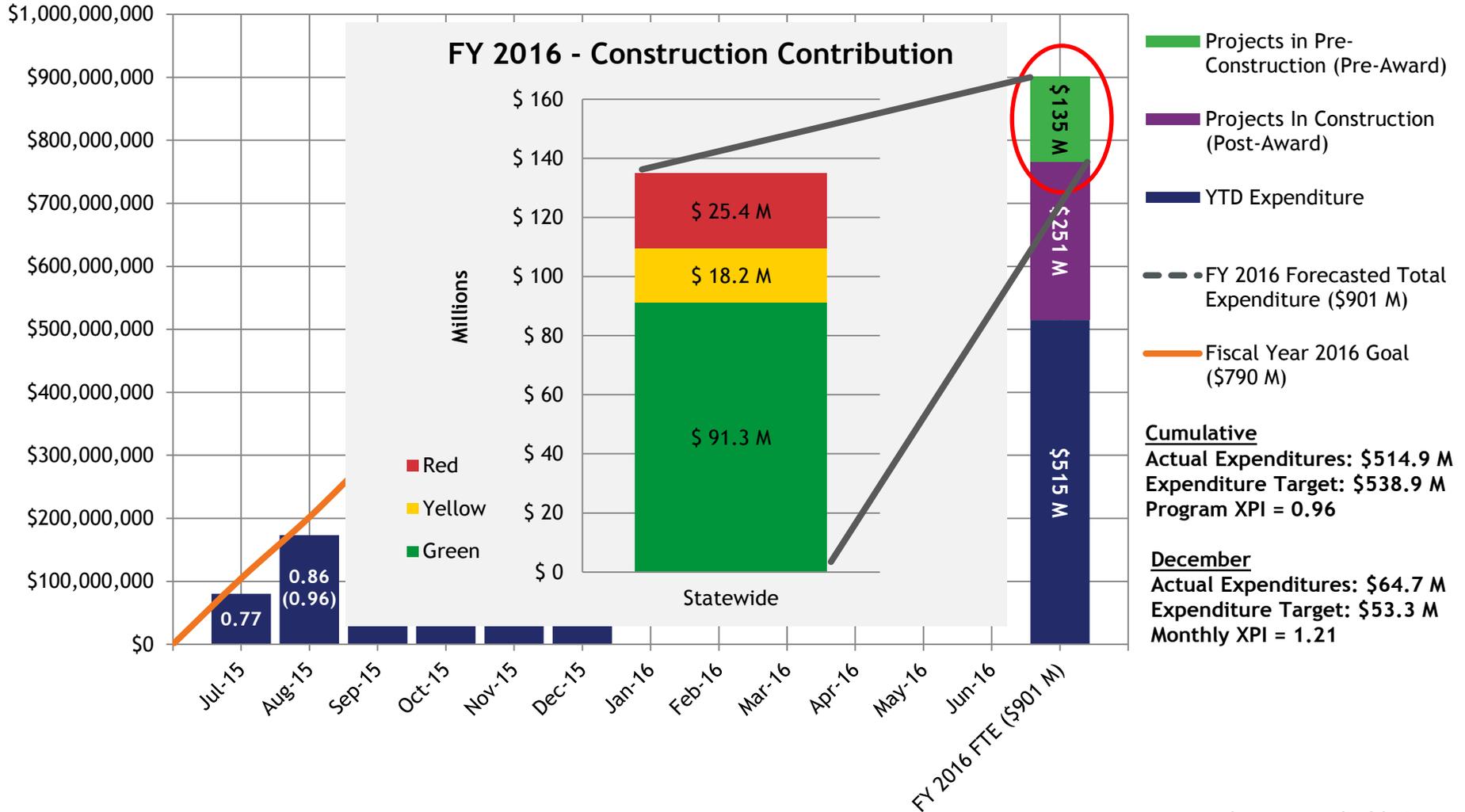


# SPI "At Risk" Program Delivery Metric



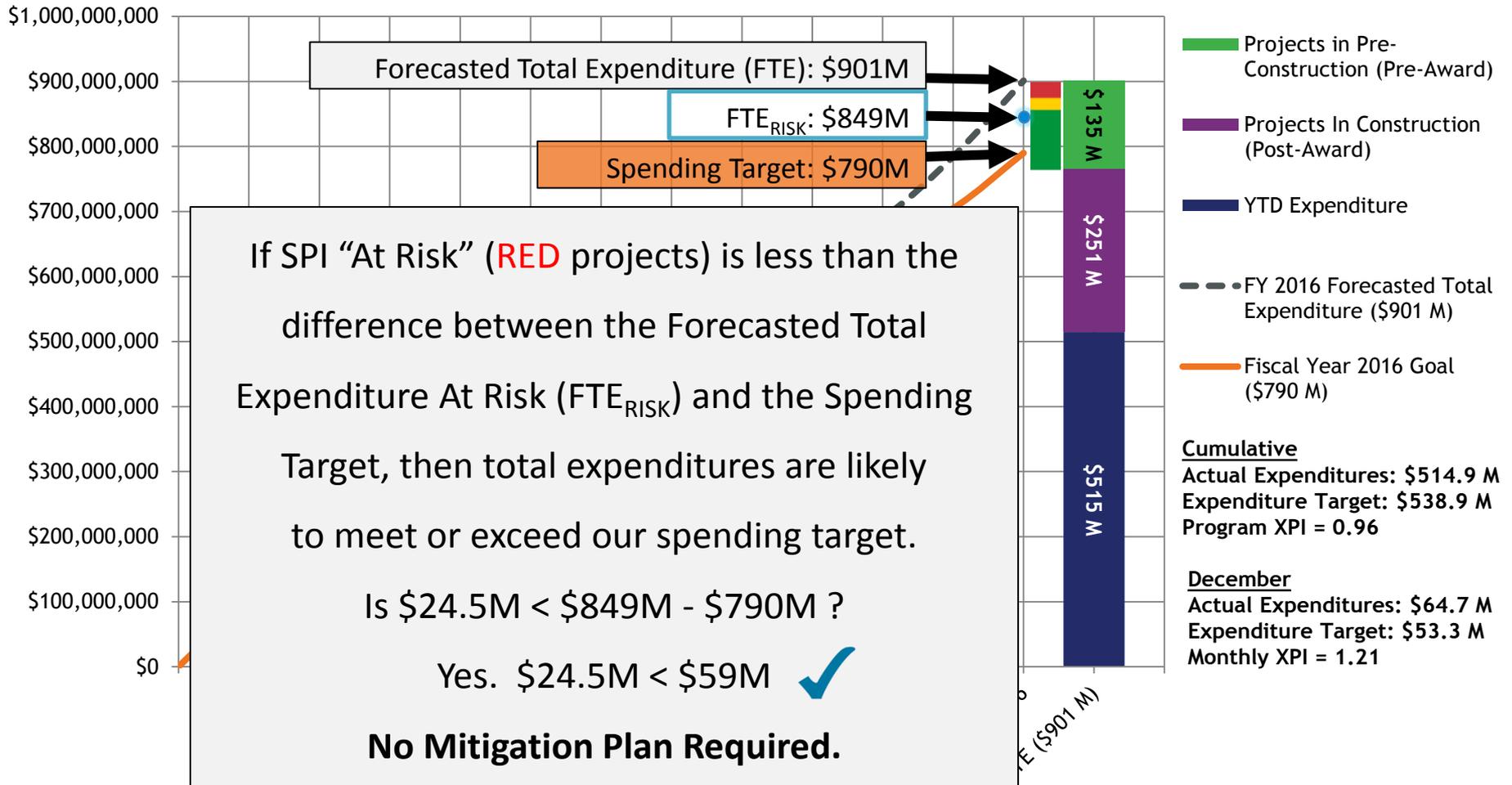


# SPI "At Risk" Program Delivery Metric



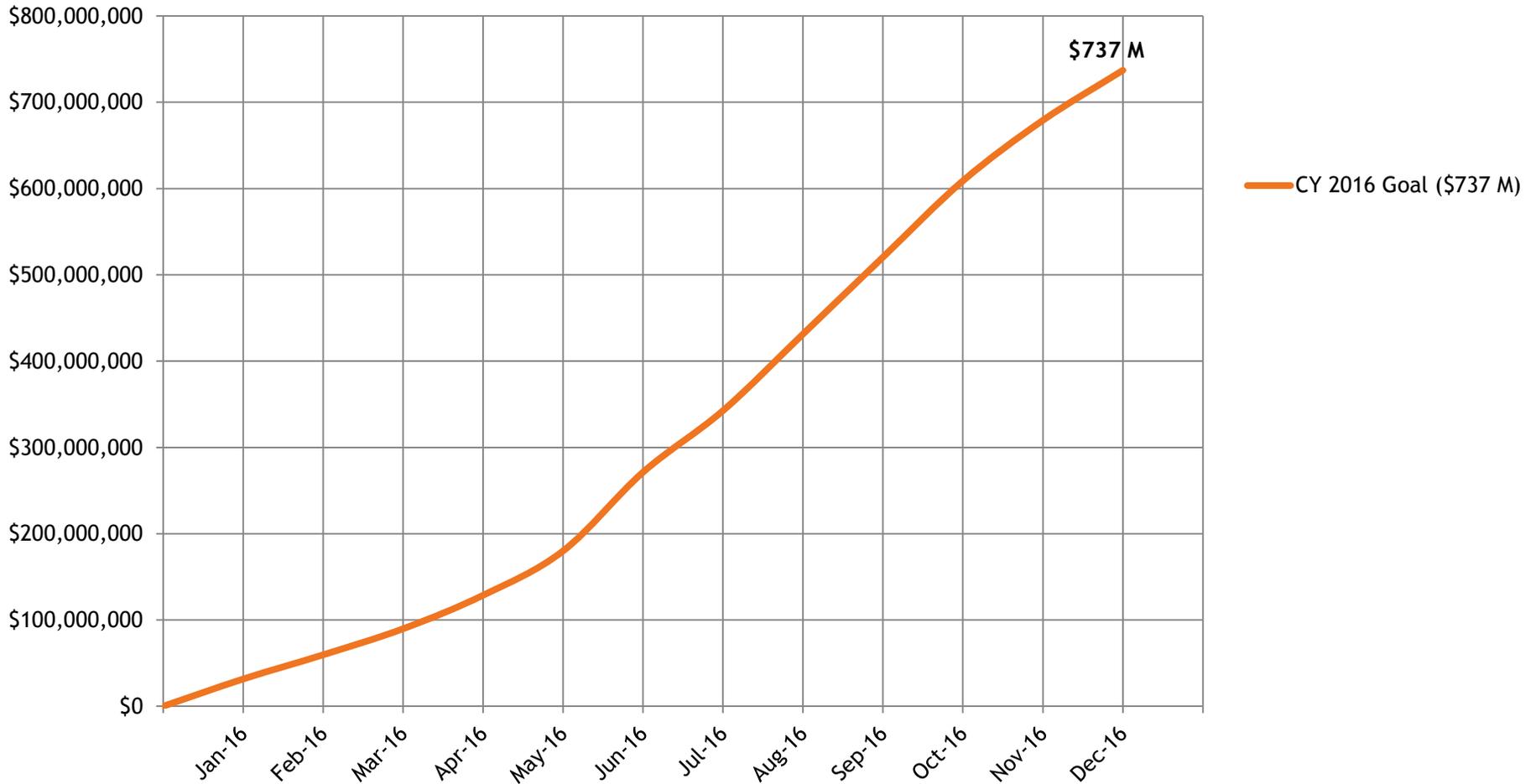


# SPI "At Risk" Program Delivery Metric





# CY 2016 Capital Program Construction Expenditure Goal





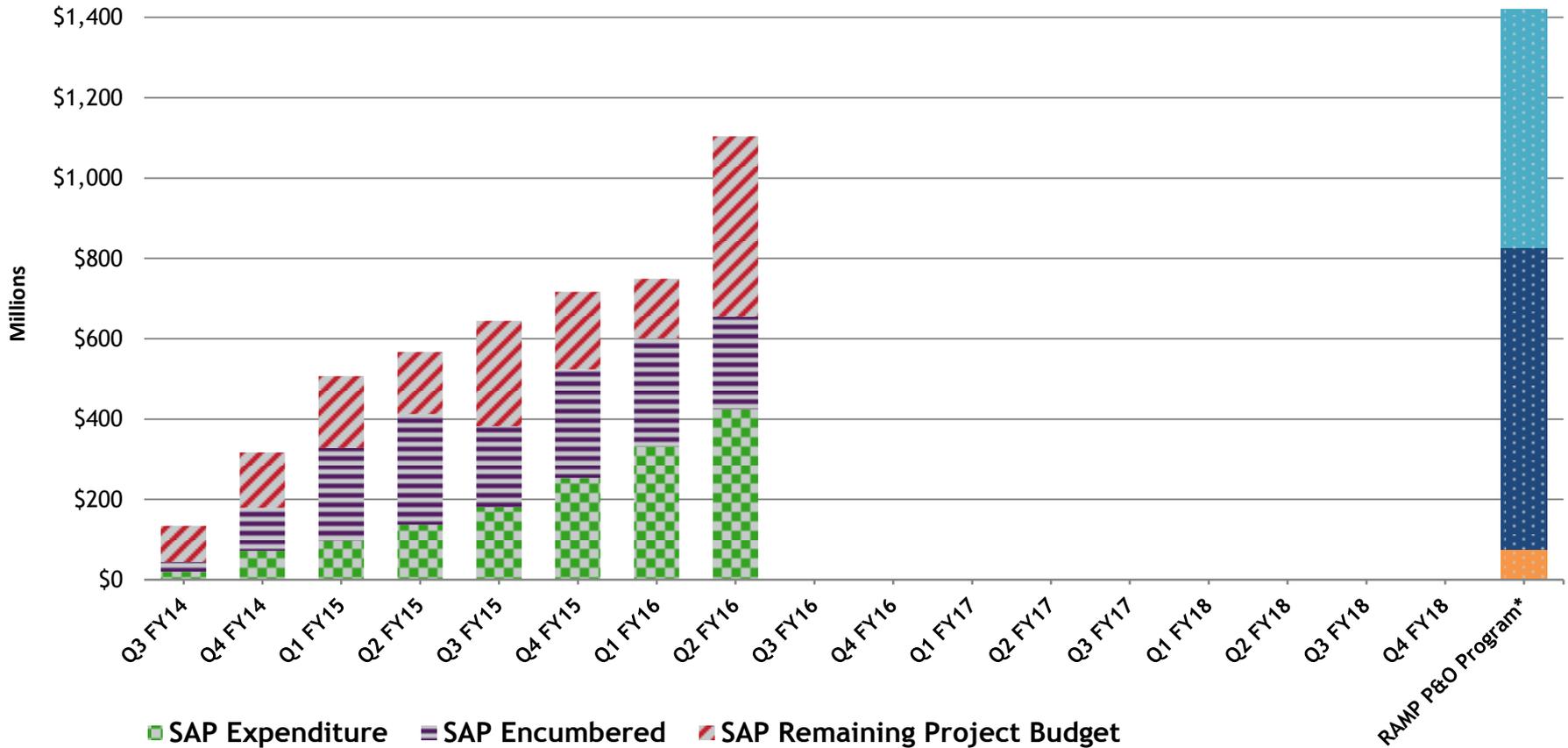
# PMO Reporting Overview by Program

Program	Financial Performance (\$Millions)			Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 11/20/2015	Program Expenditure through 12/18/2015	\$ Change	SPI	
<b>Flood</b>	\$174.1 ‡	\$179.7 ‡	\$5.6	0.91	Jan. 2016
<b>RAMP P&amp;O (Overall)</b>	\$389.3	\$424.7	\$35.4	0.95	Feb. 2016
RAMP P&O (Local Agency)	\$52.8	\$55.4	\$2.6	0.76	Jan. 2016
RAMP P&O (CDOT)	\$336.5	\$369.3	\$32.8	0.99	Feb. 2016
<b>FASTER and HSIP</b>	\$530.6	\$614.7	\$84.1	*	Feb. 2016
<b>Asset Management</b>	\$1,280.7	\$1,344.1	\$63.4	**	Mar. 2016

- Notes:
1. SPI's shown are for Preconstruction.
  2. \* FASTER and HSIP funds are used on projects in multiple programs and as a result, an SPI is not provided for these programs.
  3. \*\* Asset Management expenditures are a combination of Fiscal Year 2014, 2015, 2016 and include MLOS and Roadway Equipment.  
(Note: MLOS and Road Equipment are included in expenditures and as a result, are excluded from SPI calculations)
  4. ‡ Flood totals do not include fiscal year Cost Center expenditures



# Overview of RAMP P&O Program



■ SAP Expenditure   
 ■ SAP Encumbered   
 ■ SAP Remaining Project Budget

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

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

As of December 18, 2015



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

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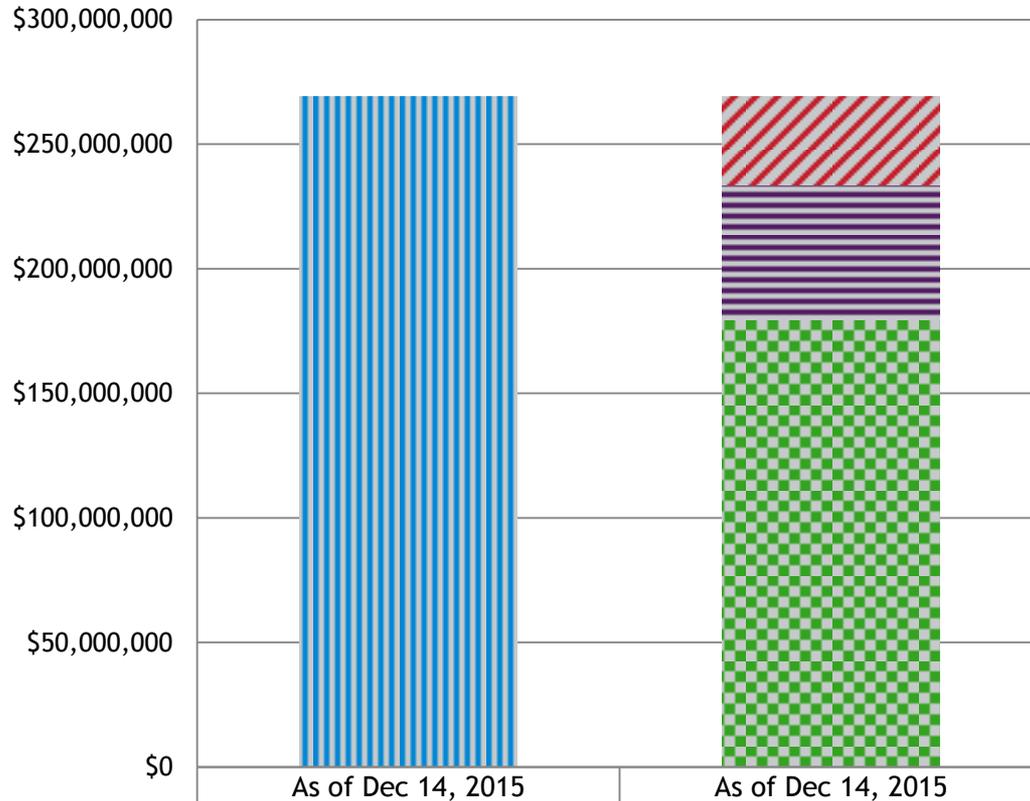
There are no RAMP projects requiring commission action this month.

- ✓ The remaining RAMP Public-Public Partnership Contingency Reserve is \$5,804,839.
- ✓ The remaining RAMP Operations Contingency is \$2,454,472.



# Flood Program Summary

## Financial Status



Unencumbered		\$35,357,285
Encumbrance		\$54,087,780
Expenditure		\$179,732,762
DDIR Approved Budget	\$269,177,827	

## Project Status

(188 Total Projects)

■ Closed ■ Active

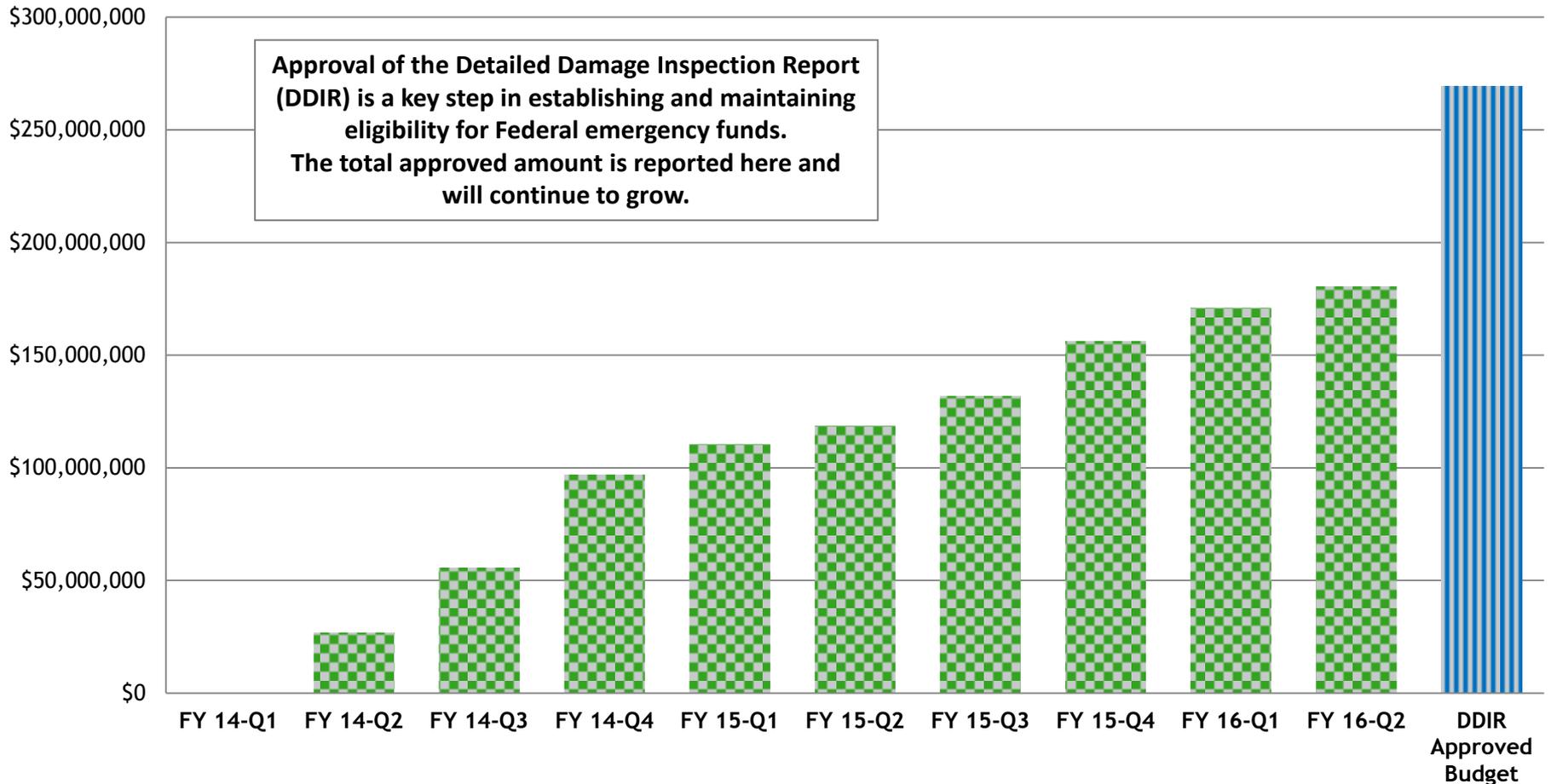


As of Dec 14, 2015



# Flood Program Expenditures

## Cumulative Actual Project Expenditures (FY14 and FY16 YTD)





## Questions or Comments

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



**COLORADO**

Department of Transportation

Office of Policy and Government Relations

**DATE:** January 12, 2016

**TO:** Transportation Commission

**FROM:** Joshua Laipply, P.E. Chief Engineer

**SUBJECT:** Rolling Owner Controlled Insurance Program (ROCIP)

### Purpose

Update the Commission on the Rolling Owner Controlled Insurance Program (ROCIP) Pilot Program for Design Bid design build and CMGC projects.

### Action

Information purposes only.

### Background

A ROCIP is consolidated insurance program owned by CDOT to provide consistent and cohesive insurance coverage, best practices in project health and safety, protection of the public. Historically, contractors provided and managed their own insurance for construction projects.

### Details

The ROCIP Pilot Program inception was November 12, 2012 for design build or CMGC projects greater than \$20 million. In addition, all projects were enrolled within the first 3 years of the program and are scheduled to be completed in 5 years. The program was originally developed for \$425,000,000 in construction values. The lines of coverage (workers compensation, builder risks, commercial pollution, general liability, and excess) provided options for enrollment. The program included 13 projects totaling \$437,039,782 in construction values.

### Key Benefits

Enhanced risk management to include oversight of health, safety and claims. High presence of safety for construction workers and the public. Increase positive public perception of CDOT projects and customer services to the citizens who may have had sustained a loss while traveling in one of the projects. Coordinated efforts with Public Relations. Increased outreach to DBE and ESB for education on health and safety along with insurance coverage.

### Next Steps

- Proceed with the procurement of a new broker.
- Identify projects for the new ROCIP program.
- Work colaboritively with the contracting community to build the new ROCIP program.
- Identify opportunities to provide education along with outreach to DBE or ESB participation.
- Explore options for an innovative bonding program for Emerging Small Businesses.

### Attachments

PowerPoint Presentation





**CDOT**  
**COLORADO**  
Department of  
Transportation



## CDOT's Rolling Owner Controlled Insurance (ROCIP) Pilot Program

January 2016



**COLORADO**  
Department of  
Transportation

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## Rolling Owner Controlled Insurance Program (ROCIP)

### ❖ **Pilot**

**A consolidated Insurance Program owned by CDOT, established to provide consistent and cohesive insurance coverage, best practices in project health and safety, protection of the public and CDOT's assets**

### ❖ **Existing State**

**Each contractor brings their own individual insurance coverage to a project**



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## ROCIP Program Coverage

### ❖ **Workers' Compensation**

- Statutory Coverage and Employers Liability

### ❖ **Commercial General Liability (CGL)**

- Third Party Claims typically from the public

### ❖ **Excess Liability**

- Blanket coverage over the primary CGL

### ❖ **Builders Risk (Property)**

- Property coverage – Replacement Cost of the Work and Materials

### ❖ **Contractors Pollution Liability**

- Third Party Environmental coverage for the construction activities of project contractors



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## CDOT Project Selection and Process for the ROCIP

- ❖ **Projects that were identified for the Pilot ROCIP were discussed with CDOT Executive Management**
  - CMGC and Design-Build Projects over \$20 million in Construction Values (CV) which will be started within 3 years and end within 5 years of program inception
- ❖ **Kickoff Meetings / Weekly Conference Calls were held with the Contractors and the Project Teams**
- ❖ **On-going Project Safety and Claims Reviews**



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## ROCIP Success Stories (Advantages)

### ❖ **Safety**

- CDOT / Contractor lines of communication are enhanced by participation in a shared risk program
- Workers are oriented to the project site and are more aware of site exposures to injury
- Additional Safety Resources for education are available to all tiers of contractors
- Lessons Learned are being shared across projects which are enrolled in the ROCIP
- Early identification of program improvements, **i.e. Maintenance of Road Conditions**

### ❖ **Claims**

- Trends are recognized earlier by CDOT and the Contractors
- Work place injuries are serviced through CDOT endorsed 3<sup>rd</sup> party medical providers

### ❖ **Customer Service**

- Traveling Public is better served:
  - ❑ **Greater attention to public exposures**
  - ❑ **Claims by the public are addressed more efficiently**
- Accountability – Integrity is a part of the communication brought by the ROCIP as CDOT includes feedback and consistent dialog with their Contractors
  - ❑ **Weekly conference calls, quarterly claim reviews and educational sessions**



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## ROCIP Con's (Disadvantages)

- ❖ **Contractors believe ROCIP limits the competitive advantage in regard to their own management of insurance costs**
- ❖ **Difficult to identify insurance costs and actual bid savings**
- ❖ **Contractor losses the ability to direct Claim Strategies**
- ❖ **Safety resources and requirements fall to all levels of the contractors enrolled not just the individual contractor**



## ROCIP Program Statistics 13 Projects \$437,039,782 in Construction Value

	<u>Projected By Industry</u>	<u>Current Status</u>	<u>Benefit to CDOT</u>
<b>TOTAL BENEFIT of ROCIP PILOT</b>			<b>\$3,580,891</b>
<b>Savings in Insurance</b>	<b>\$1,569,500</b>	<b>\$3,416,672</b>	<b>\$1,847,172</b>
<b>Losses</b>	<b>\$2,879,321</b>	<b>\$1,145,602</b>	<b>\$1,733,719</b>

Data valued as of October 31, 2015, final benefit to CDOT is anticipated to be higher



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## Next Steps

- ❖ **Request for Proposal (RFP) for Brokerage Services to implement a new ROCIP**
- ❖ **Identification of projects for enrollment, market and select insurance carriers for coverage**
- ❖ **Invite a representative from the contracting community to provide input in the program design**
- ❖ **Identification of educational tools and services needed for successful contractor participation**
- ❖ **Explore options for an innovative bond program for the ESB**



**COLORADO**

**Department of Transportation**

Office of the Chief Engineer

4201 East Arkansas Ave, Suite 262  
Denver, CO 80222

**MEMORANDUM**

**TO: TRANSPORTATION COMMISSION**  
**FROM: PETER KOZINSKI, ROADX PROGRAM DIRECTOR**  
**DATE: JANUARY 21, 2016**  
**SUBJECT: ROADX: FIRST TWO PROJECTS & UPDATE**

Purpose

This memorandum is in response to the November 2015 Transportation Commission request to be kept apprised of RoadX efforts that exceed \$1 million.

Action

The RoadX Program is asking the Transportation Commission to review the scope of the first two projects and be aware that expenditures in excess of \$1 million are pending.

Background & Details

When the Transportation Commission approved the RoadX FY 16 budget in November 2015 the Commission asked to be apprised when RoadX intends to spend more than \$1 million on a given project or effort. The RoadX team looks to advance the I-25 Managed Motorway and I-70 Mountain Corridor Connected Vehicle projects. Each project is in excess of \$1 million.

I-25 South Metro/Managed Motorway Demonstration Project (Ridge Gate Parkway to University Blvd.) - Managed Motorways is a concept that has been successfully implemented on the M1 in Melbourne, Australia. For five years this concept has reduced recurring congestion, optimized the capacity of the freeway and recaptured the benefits of taxpayer investment in the existing roadway. The Colorado Managed Motorways project would build upon the Intelligent Transportation Systems (ITS) applications already present in the I-25 corridor, including ramp metering and traveler information systems, to improve the overall average speed and vehicular throughput in the corridor during peak demand (rush hour).

To perform properly, Managed Motorways require very precise data on real time traffic conditions to operate advanced computer algorithms. For this pilot project, the computer algorithms will be housed in Australia and the data will be exchanged via the cloud. To collect the needed data, the Project will install detection loops in I-25 and the ramps so that very accurate speed and density readings can be obtained. Once the algorithms identifies where and when to best let additional vehicles enter the system it will communicate that to the updated ramp meters (vehicle access) throughout the corridor. New ramp meters will be added at additional locations and any video blind spots will be addressed. At key arterial connections to I-25 real-time options will be presented to drivers on VMS boards that will be installed.

After the I-25 Managed Motorway Demonstration Project installs the equipment necessary to provide precise real time data and traffic flow control, the project will operate the Managed Motorways concept for 6 months, evaluate the effectiveness of the system, and determine if the concept performance is compelling enough for broader implementation throughout Colorado.

Professional Services - \$2 million  
Construction (including CE & Indirects) - \$5.6 million  
Total Project Estimate - \$7.6 million



I-70 Mountain Corridor Connected Vehicle (CV) Project (I-70 Mtn. Corridor C-470 to Vail) -

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

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

This data will then be used to provide travelers with real-time, hands-free, text-to-voice safety and travel alerts via smartphone mobile application technology. These alerts could include: curve speed warning, queue warning, virtual variable speed limits, spot weather advisories, motorist advisory warnings, advanced traveler information systems, freight travel information systems, smart truck parking, work zone warning, hazard warning (historical), incident advisory, avalanche warning, rock fall warning, sun glare warning, low visibility warning, managed lanes info, travel time, chain law activation, loss of friction, wrong way driver warning, emergency response vehicle warning.

Professional Services - \$5.9 million

Construction (including CE & Indirects) - \$5.3 million

Total Project Estimate - \$11.2 million





**DATE:** January 13, 2016

**TO:** Transportation Commission

**FROM:** Joshua Laipply, P.E. Chief Engineer; Maria Sobota, CFO; Herman Stockinger, Transportation Commission Secretary

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

### Purpose and Action

(1) To request Commission approval of new Policy Directive 704.0 “Policy Governing the Efficient Use of FASTER Revenue”; and (2) request Bridge Enterprise Board of Directors’ approval of new Policy Directive BE16.0 “Oversight of FASTER Funding for State Bridges,” and (3) to provide a status report on the steps the Department has taken to respond to the Colorado Office of the State Auditor “Collection and Usage of the FASTER Motor Vehicle Fees” dated August 2015.

### Background

In August 2015, the Colorado Office of the State Auditor issued a Performance Audit titled “Collection and Usage of the FASTER Motor Vehicle Fees” (the “2015 FASTER Audit”). The 2015 FASTER Audit contained 10 recommendations, summarized below. The Department provided responses to each of the recommendations, including dates by which implementation would occur. As provided in greater detail in the enclosed spreadsheet, the Department has completed most of the actions recommended by the 2015 FASTER Audit by the time stated in its responses.

1

### Audit Findings Summary

- Recommendation 1, Bridge Enterprise Program: Department and Bridge Enterprise should work together to utilize a documented process to prioritize and select bridge projects for FASTER funding.
- Recommendation 2, Bridge Enterprise Program: Department and Bridge Enterprise should work together to reduce bridge project contingencies and close out projects faster.
- Recommendation 3, Safety Program: Commission should establish policies to clarify the role of the Commission and Department management for FASTER safety, clarify the types of projects or project components eligible for FASTER safety funding, and specify the process used to prioritize and approve projects.
- Recommendation 4, Safety Program: Department staff should develop procedures to ensure legislative requirements and Commission policy are being followed by clarifying types and aspects of projects that are and are not eligible to be funded with FASTER safety funds, establish the criteria to be used when prioritizing and approving projects, and train staff on the new policies and procedures.
- Recommendation 5, Safety Program: Department should create a FASTER Safety Program to provide sufficient oversight of FASTER Safety revenue, designate staff responsibilities, routinely track and monitor aggregate data, update SAP to include specific codes for FASTER, and establish achievable performance goals to measure the impact of FASTER safety revenue.
- Recommendation 6, Transit Program: Department should establish sufficient controls for FASTER transit funds to oversee the program projects and revenue, and routinely reconcile transit revenue, expenditures and other transfers in and out of the transit fund.



- Recommendation 7, Efficiency and Accountability Committee: Department should work with the Commission to re-establish an Efficiency and Accountability Committee or seek a statutory change to repeal the requirement.
- Recommendation 9, Oversize and Overweight Vehicle Surcharges: CDOT should establish adequate accounting controls and recordkeeping to ensure the revenue collected from the oversize and overweight surcharge is accurately collected and distributed; establish an interagency agreement with other agencies that defines roles and responsibilities, and establish a periodic account balance review with department internal accounts.
- Recommendation 8 and 10: Specific to Department of Revenue and Judicial Branch, respectively.

The attached FASTER Audit Spreadsheet provides each verbatim audit recommendation and CDOT response. In addition, the last column on the spreadsheet directs you to where the responsive action taken by the Commission and/or Department is referenced.

### **Development of Directives**

To meet audit recommendations 1 and 2, a new Policy Directive BE16.0 “Bridge Enterprise Management of FASTER Revenue and Selection of FASTER Bridge Projects” has been developed that contains the Bridge Enterprise Board of Directors’ direction to the Bridge Enterprise staff and the Department concerning the use of FASTER revenue for Bridge Enterprise projects. A new Procedural Directive BE16.1 with the same title as the Policy has also been developed which sets forth the processes required to prioritize and select bridge projects for FASTER funding and reduce bridge project contingency and close out projects in a more expedient time frame. It is attached for information only, and will be submitted to the Bridge Enterprise Director following the Bridge Enterprise Board of Director’s approval of Policy Directive BE16.0

2

To meet audit recommendations 3, 4, 5 and 6, a new Policy Directive 704.0 “Policy Governing the Efficient Use of FASTER Revenue” has been developed that contains the Commission’s direction to the Department concerning the use of FASTER funding and the criteria the Department must apply in order to select projects: the FASTER Safety Mitigation Program, the FASTER Safety Asset Management Program, the FASTER Transit Program, and the overall management of FASTER funding by the Office of Financial Management and Budgeting (“OFMB”). Each of these programs/divisions also developed a Procedural Directive which will be submitted to the Executive Director for signature following the Commission’s review and approval of Policy Directive 704.0. These new Procedural Directives are submitted to the Commission for information only as part of the status report. They include:

- Procedural Directive 704.1 “Financial Management of FASTER Revenues”
- Procedural Directive 1504.1 “FASTER Safety Mitigation Program”
- Procedural Directive 1608.1 “FASTER Transit Program”
- Procedural Directive 1608.2 “Asset Management Program use of FASTER Funds”

Finally, to meet audit recommendation 9, the Department has developed processes to more accurately track surcharge revenue internally for oversize overweight permitting of vehicles. It has finalized an Interagency Agreement (“IAA”) together with the Department of Public Safety and the Department of Revenue to more accurately track surcharge revenue between agencies.

### **Key Benefits**

- Transparency with regard to CDOT’s use and reconciliation of FASTER revenue.
- Clear direction from the Commission and the Bridge Enterprise Board of Directors on the criteria that must be used to evaluate all FASTER projects.
- Processes reduced to writing in directives, IAA’s or desk procedures that establish the procedure personnel are required to follow.



- New approach to closing Bridge Enterprise projects in an expedient manner thus releasing funds to be used on other FASTER eligible projects.
- Agreement reached on method of tracking surcharge revenues between Colorado Department of Public Safety, the Department of Revenue, and CDOT.

### Next Steps

- Implement any newly developed process improvements including Bridge Enterprise Board of Director’s goal of closing projects sooner and releasing funds for other projects.
- Continue to work with the Legislative Audit Committee on legislation related to the Efficiency and Accountability committee.
- Add financial-based "Lead" measure related to safety projects to Performance Plan.

### “Deeper Dive” Details

While the 8.5 x 14 (legal size) spreadsheet provides you a summarized account of how we are addressing the “key” high-level audit recommendations, the information below provides you a “deeper dive” into what each of the Policies and Procedures contain and gives you a bit more context of just what level the Department went to in an effort to develop fully responsive Policies and Procedures.

#### **Bridge Enterprise Program:**

Bridge Enterprise Board of Directors (“BOD”):

- Determines criteria for project eligibility (PD BE 16.0)
- Directs staff to evaluate and recommend projects based on a qualitative and quantitative analysis (PD BE16.0)

Bridge Enterprise staff:

- Provides an evaluation summary with the Designated Bridge funding request to the Bridge Enterprise BOD (PD BE16.0)
- Continues to develop improvements on reasonable project contingency fund levels, reviews projects nearing completion in order to close out projects in an expedient manner, and provides regular progress reports to Bridge Enterprise BOD to ensure transparency (PD BE16.0)
- Maintains and updates a prioritized list of structures that meet the criteria for Designated Bridges (PD BE16.1)
- Applies the Bridge Enterprise BOD approved Prioritization Plan tool (quantitative analysis) to prioritize Designated Bridges, followed by a qualitative analysis to further determine the prioritization of Designated Bridges (PD BE16.1)
- Requests funding for projects from the Bridge Enterprise BOD through the budget supplement process (PD BE16.1)
- Works with the Schedule Change Control Board to address underperforming projects (PD BE16.1)
- Evaluates project finances when projects are approximately 90% complete in order to determine what funds are needed to complete the project
- Works with regions to release all remaining budget and encumbrances and reprogram funds for other bridge projects (PD BE16.1)
- Achieves transparency by submitting progress reports to the Bridge Enterprise BOD, providing updates on key program metrics to the Department Communications Office, holding regularly scheduled meetings with stakeholders to discuss project issues, and submitting its annual report to the Bridge Enterprise BOD and the Transportation Committee (PD BE16.1)

#### **Policy Directive 704.0**

OFMB

- Commission oversees OFMB’s allocation of FASTER revenue by reviewing and approving the annual budget and budget supplements



- Sets out the allocation of FASTER funding to the DTR, to the FASTER Asset Management Program, the FASTER Safety Mitigation Program and the Bridge Enterprise Program
- Creates the FASTER Safety Mitigation Program
- Defines what types of projects and components are considered to be funded
- Defines eligible FASTER Safety Mitigation Projects as meeting certain criteria set forth in the Policy
- Sets forth the goal of reducing the severity and number of highway crashes and working toward zero deaths for all users
- Establishes the FASTER Safety Mitigation Executive Steering Committee and directs that the Committee review and approve projects to be funded
- Requires that an annual report be completed to assess the effectiveness of the Safety Mitigation Program

#### Asset Management

- Commission recognizes asset classes with the Asset Management Program which have a clear nexus to safety
- Sets out the eligible asset classes
- Establishes the Asset Management Executive Oversight Committee and directs the Committee to prioritize the eligible asset classes for FASTER revenue

#### Transit

- Commission determines what types of projects are eligible for FASTER funding and sets out the pools of FASTER revenues
- Sets out criteria that FASTER Transit Projects must meet and directs DTR to follow metrics set forth in PD 1608.1
- Sets out responsibilities for the Transit and Intermodal Committee

**Safety:** Separated into two categories: FASTER Safety Mitigation and Asset Management

#### **FASTER Safety Mitigation Program:**

##### Commission

- Created Safety Mitigation Program (PD 704.0)
- Clarified definition of “FASTER Safety Mitigation Project” (PD 704.0)

##### Safety Mitigation Program

- Established “FASTER Safety Mitigation Executive Steering Committee” (PD 1504.1)
- Set out a two-step evaluation method to determine project eligibility (PD 1504.1)
- Established staff requirements and deadlines by which time staff must review and update evaluation metrics, list of potential locations for mitigation for use by regional offices and analysis of crash data for planning budgets (PD 1504.1)
- Established reporting requirements to the FSM Executive Steering Committee (PD 1504.1)
- Set forth requirement for oversight of performance reports (PD 1504.1)
- Instituted monitoring requirements for oversight of program funding (PD 1504.1)
- Established categories of information that must be included in an annual report (PD 1504.1)
- Set out requirements for CDOT OFMB Office and CDOT Regional Offices (PD 1504.1)
- Developed training requirements for FASTER Safety Mitigation (PD 1504.1)

#### **Asset Management Program:**

##### Commission

- Determined asset classes eligible for FASTER funding (geohazards, signals, culverts, tunnels, surface treatment)(PD 1608.2)

##### Asset Management Program

- Determined prioritization of eligible asset classes (PD 1608.2)
- Spelled out roles and responsibilities of CDOT personnel (PD 1608.2)
- Provided training requirements to be completed by April 2016 (PD 1608.2)



## **FASTER Transit Program**

### **Commission**

- Established criteria by which types of projects and components of projects are considered eligible to be funded with FASTER funding (PD 704.0)
- Directed that criteria must be reconsidered and approved or modified prior to the distribution of FY 2019 FASTER funding (PD 704.0)
- Set forth advisory responsibilities of the Transit and Intermodal Committee (“T&I Committee”) (PD 704.0)

### **DTR Staff**

- DTR Director approves the FASTER Transit Projects following the procedure set forth in Procedural Directive 1608.1 (PD 704.0)
- Must base its selection of FASTER Transit Projects on the metrics set forth in Procedural Directive 1608.1 (PD 704.0 and PD 1608.1)
- Must submit FASTER Transit Projects that exceed the approved project budget by the amount specified in Policy Directive 703.0 for approval to the Commission through the budget supplement set forth in Policy Directive 703.0 (PD 704.0)
- Annually apprise the T&I Committee of the FASTER Transit Projects recommended for FASTER funding for the next fiscal year (PD 704.0)
- Requires that the DTR budget analyst and OFMB track FASTER Transit Projects as set forth in Procedural Directive 704.1 and 1608.1 (PD 704.0)
- Sets out the process to follow for FASTER Transit Project selection, budgeting and contracting (PD 1608.1)
- Specifies monitoring and oversight requirements for FASTER Transit Projects, including performance schedules for each FASTER Transit Project (PD 1608.1)
- Includes Performance Standards regarding the status of FASTER Transit Projects (PD 1608.1)
- Sets out a plan for training on staff roles and SAP/COTRAMS functions (PD 1608.1)

5

## **Efficiency & Accountability Committee**

Since the release of the FASTER Audit in August, 2015, the Legislative Audit Committee has met several times to consider draft legislation related to the E&A Committee. Because of the interest in the Audit Committee to carry legislation related to the E&A Committee in 2016, CDOT staff is working with the committee and legislation bill drafters on the specific language. CDOT expects a bill to be introduced in 2016 to clarify the role of the E&A Committee and perhaps sunset the committee after a certain period of time.

## **Oversize Overweight Permitting Office**

- Prior to June 30, 2015, Accounting completed a reconciliation process that reconciled all errors identified by the state auditor in the prior four years. Accounting has remitted to the State Treasurer surcharge revenue that was due.
- Accounting established an internal process to strengthen internal review of surcharge revenue, including:
  - Reviewing the SAP report on a monthly and quarterly basis which confirms that the surcharges received have been transferred to the State Treasurer, through the Interagency Initiator (“ITI”) and Interagency Acceptance (“ITA”) process in the state’s financial accounting system, called Colorado Operating Resource Engine (“CORE”). Developing a written desk procedure “Permits Surcharges Reconciliation Procedure” for reconciling surcharge revenue recorded by COOPR OSOW Permitting System and SAP system.
  - Independently verifying amounts with the CDOT Permitting Office (daily) and Accounting Office (monthly)



- DAF Business Services is working with DAF Accounting and the Permitting Office to develop an interface system between COOPR and SAP. This interface process should eliminate the chances of human error.
- Accounting continues to work with CDPS and DOR to develop a process of financial oversight and control.
- Accounting has completed an IAA between CDOT, CDPS and DOR.
- By year end FY16, CDOT will have installed kiosks at Port of Entry locations which will allow motor carriers the opportunity to order their own permits independent of Port of Entry operations.

### Attachments

Power Point on FASTER Performance Audit

- A. FASTER Audit Spreadsheet
- B. TC Resolution approving Policy Directive 704.0 and Policy Directive 704.0
- C. BE Resolution approving Policy Directive BE16.0 and Policy Directive BD16.0
- D. Information Only: Related Procedural Directives 704.1, 1504.1, 1608.1, 1608.2 and BE16.1





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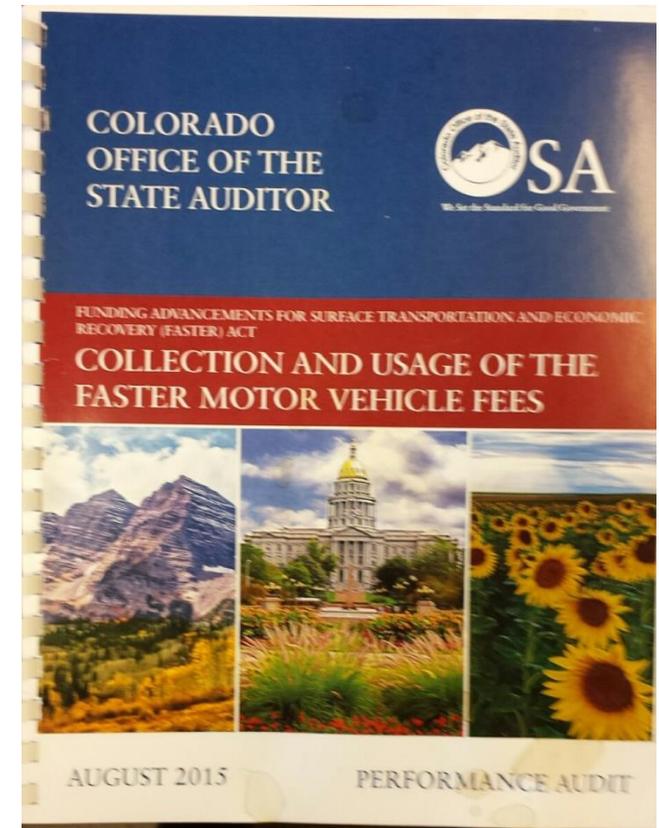
The background of the slide is a photograph of a road construction site. A large orange truck is in the center, with several workers in high-visibility vests and hard hats around it. The road is newly paved and curves to the right. Orange traffic cones are placed along the edge of the road. The sky is blue with some clouds, and mountains are visible in the distance.

**Colorado Department of Transportation**  
*Report on FASTER Performance Audit*  
*January, 2016*



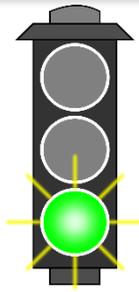
## **Audit Objectives**

- Did CDOT establish controls to ensure the FASTER fee revenue was used and managed effectively and efficiently?
- Did all state agencies receiving FASTER revenue have adequate controls in place to ensure fees were properly assessed, collected and transferred?





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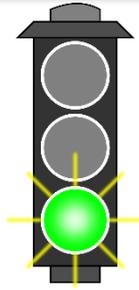


# Recommendation #1: Bridge Enterprise Program

**Recommendation:** Utilize a documented process to prioritize and select bridge projects for FASTER funding.

**CDOT Actions:** New Policies and Procedures articulate both qualitative and quantitative evaluation methods for project selection.

- Board clarifies that prioritization plan is not a strategic priority list
- Staff reports to Board on why particular projects are proposed to be funded



## Recommendation #2: Bridge Enterprise Program

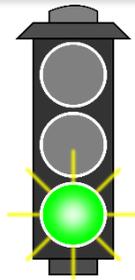
**Recommendation:** Reduce bridge project contingencies and close out projects faster.

**CDOT Actions:** Established new written contingency and closeout guidelines.

- Contingency won't exceed 5% unless approved with justification
- Contingency is set with future dollars to ensure current year dollars are fully utilized
- New formal steps for project closeouts to ensure region and BE review of substantially complete projects



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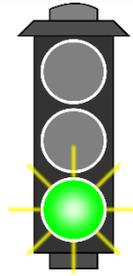


## Recommendation #3: Safety

**Recommendation:** Clarify responsibilities and types of projects eligible; specify the process used to prioritize and approve projects.

**CDOT Actions:** Policy clarifies that TC determines funding allocations, eligibility and project selection criteria.

- Uses already approved criteria for project selection for safety mitigation projects
- Lists asset management classes (such as geohazards) that are eligible for funding
- Staff selects projects in both categories



## Recommendation #4: Safety

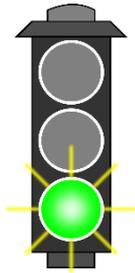
**Recommendation:** Develop procedures to ensure only eligible projects are funded. Train staff on new policies and procedures (by May, 2016).

**CDOT Actions:** New written Procedures follow new Policy to ensure only eligible projects are funded.

- Many process steps are laid out to ensure proper process is followed
- *Training is required for HQ and Region staff and on schedule for May completion*



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## Recommendation #5: Safety

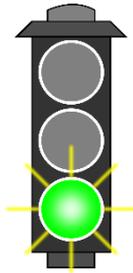
**Recommendation:** Create a FASTER Safety Program with revenue oversight and staff responsibilities; track and monitor aggregate data; update SAP coding; establish achievable performance goals.

**CDOT Actions:** Policy creates a FASTER Safety Program.

- Procedure identifies staff responsibilities, revenue and program monitoring; and reporting to TC
- SAP now includes FASTER-specific coding
- *One of two new performance goals have been created and added to Performance Plan (2<sup>nd</sup> goal on schedule for completion)*



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## Recommendation #6: Transit

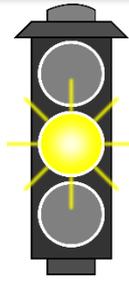
**Recommendation:** Establish oversight and reconciliation controls for program, projects, revenue and expenditures.

**CDOT Actions:** Puts existing criteria into Policy; establishes new program steps and monitoring.

- Maintains already-adopted sub-pool structure for how funds are distributed, but puts it in formal Policy
- Establishes project selection criteria by category
- Requires oversight and reconciliation of funds
- New DTR reporting to TC is beginning this month!



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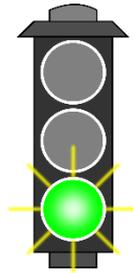


## **Recommendation #7: Efficiency & Accountability Committee**

**Recommendation:** Re-establish an Efficiency and Accountability Committee (E&A) or seek a statutory change to repeal it.

**CDOT Actions:** Working with Legislative Audit Committee (LAC) on legislation.

- LAC has met several times to consider draft legislation related to the E&A Committee
- CDOT staff is working with the committee and bill drafters on language to clarify the role of the committee and sunset the committee after a certain period of time



## **Recommendation #7: Oversize and Overweight Vehicle Surcharges**

**Recommendation:** Ensure accurate revenue collection and distribution; establish an interagency agreement (IAA) with other agencies that defines roles and responsibilities; establish an account balance review with internal accounts.

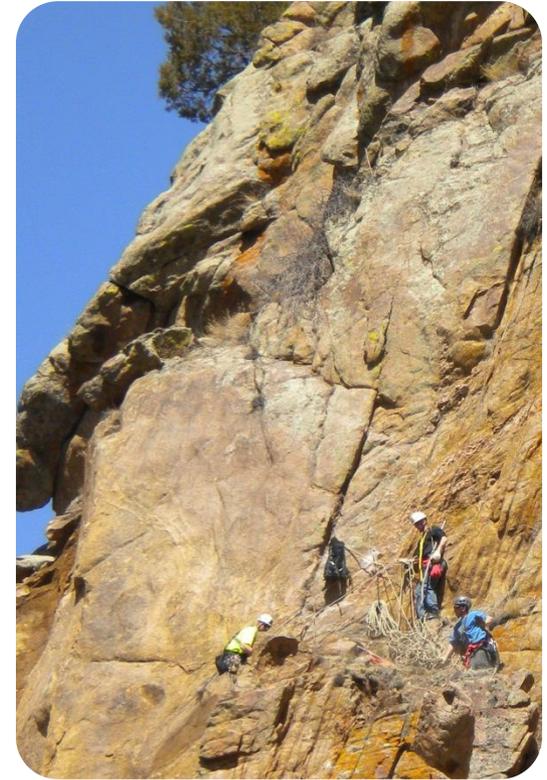
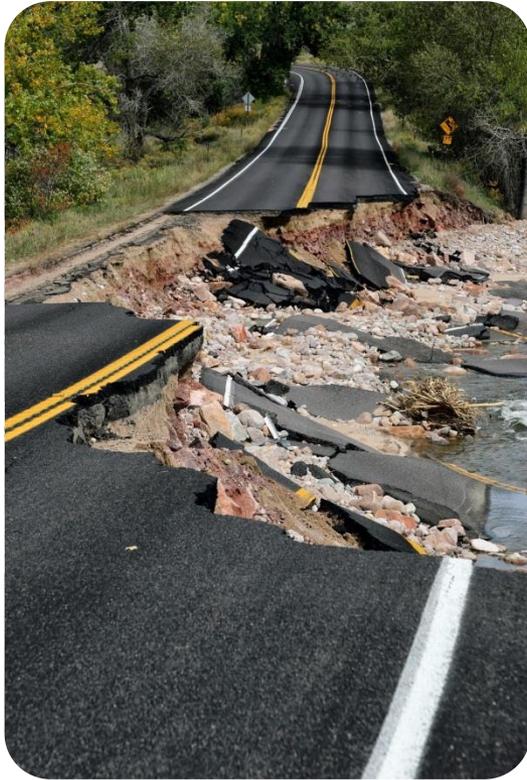
**CDOT Actions:** Several steps taken to ensure proper accounting and revenue transfer among agencies.

- Procedures for monthly reconciliation and accounting reviews established
- IAA adopted with Dept. of Revenue and Ports of Entry



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# QUESTIONS?



## **Attachment A**

### **FASTER Audit Spreadsheet**

**Findings Re: CDOT and CDOT's Responses to the August 2015 State Auditor Performance Audit on the Collection and Usage of the FASTER Motor Vehicle Fees**

Rec. No.	Associated CDOT Program	Audit Findings	CDOT Response	Document Location of CDOT Response
1	Bridge Enterprise	<b>Recommendation 1. Page 32.</b> [CDOT] and the Bridge Enterprise should work together to ensure that the State obtains the greatest benefit in increased bridge safety per FASTER dollar expended by establishing and utilizing a documented process to strategically prioritize and program eligible bridge projects in a thorough and integrated manner. This process should include clearly documenting the rationale for selecting bridges to repair, including instances where bridges that would otherwise appear to be a higher priority for repair are not chosen.	AGREE. IMPLEMENTATION DATE: DECEMBER 2015. We will continue to work with the Bridge Enterprise to improve our process to clearly document our rationale used to strategically prioritize and select bridges to repair. This process will include documenting our rationale when we select bridges outside of prioritization order. Implementation will include issuing a Bridge Enterprise memo stating why the bridge has been programmed and where it falls on the current prioritization plan.	<ul style="list-style-type: none"> <li>•PD BE 16.0 clarifies that the prioritization plan (the quantitative evaluation) is not intended to be a rank order priority list but directs staff to have both a qualitative and quantitative evaluation method and instructs staff to provide the Board with the evaluation summary that led to why a particular project was proposed to be funded. (IV.B-page 2).</li> <li>•PD BE 16.1 further details the analysis that staff undertakes when prioritizing projects (V.B- particularly sections 1, 2, &amp;3.d.f.ii-pages 3 &amp; 6)</li> </ul>
2	Bridge Enterprise	<b>Recommendation 2. Page 40.</b> The Colorado Department of Transportation and the Bridge Enterprise should work together to ensure that the State obtains the greatest benefit in increased bridge safety from FASTER dollars available for use by:		
2(A)	Bridge Enterprise	(A) Establishing and implementing a bridge project budgeting process that avoids routinely approving project budgets that are significantly larger than necessary. This may include specifying the contributing factors within projects that will be allowed for setting contingencies, establishing a reasonable standard overall contingency percentage that is applied to all projects, and/or establishing a shared contingency pool at each region that can be used for multiple projects.	A AGREE. IMPLEMENTATION DATE: DECEMBER 2015. Beginning Spring of 2014, we revised our bridge project budgeting process to reduce contingency and incentive budgets for projects. This process allows us to use and manage contingency amounts more effectively and prevent budgets that are significantly higher than project costs. In addition, we are currently developing a new process for our entire program to further minimize over-budgeting of projects and will communicate via the Chief Engineer to all the Regional offices, the Bridge Enterprise Board, and the Office of Financial Management and Budgeting.	<ul style="list-style-type: none"> <li>•PD BE 16.0 Board directs staff to work on development of reasonable project contingency levels, but doesn't provide specific new requirements (IV.C.1- page 2).</li> <li>•PD BE 16.1 provides the procedures to ensure projects have reasonable contingency levels, noting the contingency shall not exceed 5% unless approved with justification, and further states the contingency is set with future dollars to ensure current year dollars are fully utilized in a timely manner (V.B.3.b.2.c.ii and iii- page 7)</li> </ul>
2(B)	Bridge Enterprise	(B) Establishing and implementing a bridge project closure process that addresses the FASTER legislative mandate to effectively and efficiently leverage FASTER revenue and strategically and quickly complete bridge projects, rather than only using the requirements for federal funding.	AGREE. IMPLEMENTATION DATE: JUNE 2016. Efficiently closing and completing bridge projects has multiple benefits that includes the ability to more quickly shift much needed resources to other projects. Although we quickly de-budget and unencumber officially closed projects, we need to reduce the time it takes to "officially close" a project. We will identify and implement ways to shorten our close-out process for FASTER projects and work closely with each of the Regions to do so. We will also report this new process to the Bridge Enterprise Board.	<ul style="list-style-type: none"> <li>•PD BE 16.0 Board directs staff to work on closing out projects in a timely manner, but doesn't provide specific new requirements (IV.C.2- page 2).</li> <li>•PD BE 16.1 provides the procedures to ensure projects are closed in a timely manner by require program management staff to "consistently review projects" nearing substantial completion and requiring specific evaluations be done for projects that are 90% complete and require project savings be returned to the BE fund for reprogramming (V.C.3).</li> </ul>

**Findings Re: CDOT and CDOT's Responses to the August 2015 State Auditor Performance Audit on the Collection and Usage of the FASTER Motor Vehicle Fees**

Rec. No.	Associated CDOT Program	Audit Findings	CDOT Response	Document Location of CDOT Response
3	Safety	<p><b>Recommendation 3. Page 51.</b> The Transportation Commission (Commission) should ensure that FASTER safety revenue is utilized effectively and strategically addresses Colorado's urgent statewide road safety needs by adopting formal, written resolutions that establish overarching policy directives and clarify the roles and responsibilities of the Commission and the Colorado Department of Transportation (CDOT) management. The policy directives should also address the types of projects or project components that are eligible for FASTER safety revenue and the process for prioritizing and approving these projects that CDOT must follow when selecting and approving road safety projects to fund with FASTER safety revenue.</p>	<p>AGREE. IMPLEMENTATION DATE: JANUARY 2016.</p> <p>There continues to be an urgent need to improve highway safety in Colorado. The Transportation Commission and CDOT Management recognized that with its limited resources, asset management for the full state highway system is not only necessary but good business. As a result, in 2014 CDOT implemented an Asset Management program that includes an Oversight Committee, a Working Committee and several task forces. This structure provides the support, guidance and leadership to address how best to utilize CDOT's FASTER funds (and all revenue) and the Commission receives regular updates from these units. Working with CDOT Management, the Commission will implement a new policy directive to ensure eligibility, priority, and approval requirements for FASTER safety projects are addressed. Regular status updates on FASTER safety projects will be presented to the Commission to ensure CDOT follows eligibility, priority, and approval requirements for FASTER safety projects.</p>	<ul style="list-style-type: none"> <li>•PD 704.0 lays out the policy direction from the TC. Specifically, the policy first clarifies that the Commission determines FASTER Safety funding allocations and project selection criteria (V.A.) and then splits the funding for FASTER safety into two categories, the FASTER Safety Mitigation Program (V.A.2- pages 3 &amp; 4) and asset management projects (V.A.3- page 4).</li> <li>•Importantly, the Commission defines an eligible safety project to include all elements of a project, from design to construction (IV- page 8).</li> <li>•For safety mitigation projects the Commission sets eligibility criteria for project selection using already existing criteria approved by the Commission and instructs staff to select projects (V.A. 2. c &amp; d- page 3).</li> <li>•For asset management projects, the commission lays out the assets eligible for FASTER funding (geohazards, signals, culverts, tunnels, surface treatment) and declares that all aspects except inspections in each category are eligible to be funded, and instructs staff to prioritize the eligible assets (V.A.3. b &amp; c- page 4).</li> </ul>
4	Safety	<p><b>Recommendation 4. page 52.</b> The Colorado Department of Transportation (CDOT) should ensure that FASTER safety revenue is used consistently according to legislative requirements and Transportation Commission policy directives by:</p>		
4(A)	Safety	<p>(A) Developing and implementing written policies and procedures that staff are required to adhere to and procedural directives that (1) define which types and aspects of projects, including non-construction aspects, are and are not eligible to fund with FASTER safety revenue, and (2) establish the criteria and process to be used when prioritizing and approving eligible projects.</p>	<p>AGREE. IMPLEMENTATION DATE: JANUARY 2016.</p> <p>We will develop a written procedural directive that outlines the requirements for defining which types and aspects of projects are eligible to fund with FASTER safety revenue. This directive will also include the criteria and process to be used when prioritizing and approving eligible projects.</p>	<ul style="list-style-type: none"> <li>•While PD 704.0 lays out the TC policy, two corresponding Procedural Directives instruct the department.</li> <li>•PD 1504.1 relates to the FASTER Safety Mitigation Program. Types of projects eligible (IV) and a more detailed prioritization and selection process is covered (V.B.- pages 2-5)</li> <li>•PD 1608.2 relates to the Asset Management Program and (V.B-D- pages 2-5) lays out prioritization of the asset classes (geohazards, signals, culverts, tunnels, surface treatment).</li> </ul>
4(B)	Safety	<p>(B) Providing training on the developed policies and procedures to all staff members responsible for identifying and managing road safety projects funded with FASTER safety revenue.</p>	<p>AGREE. IMPLEMENTATION DATE: MAY 2016.</p> <p>Once the procedural directive is complete, we will work with all Regions, the Chief Engineer and the Chief Financial Officer to communicate these requirements and provide the necessary training to ensure compliance.</p>	<ul style="list-style-type: none"> <li>•PD 1504.1 lays out training that is intended to happen upon adoption of the PD for safety mitigation projects (V.D.- page 6).</li> <li>•PD 1608.2 does the same for asset management projects The Asset Management PD does something similar. (V.F.- page 7).</li> </ul>
5	Safety	<p><b>Recommendation 5. page 65.</b>The Colorado Department of Transportation (CDOT) should provide sufficient oversight of FASTER safety revenue to ensure that it is budgeted effectively and in accordance with legislative intent by:</p>		

**Findings Re: CDOT and CDOT's Responses to the August 2015 State Auditor Performance Audit on the Collection and Usage of the FASTER Motor Vehicle Fees**

Rec. No.	Associated CDOT Program	Audit Findings	CDOT Response	Document Location of CDOT Response
5(A)	Safety	(A) Creating a FASTER Safety Program, with appropriate policies and procedures, and designating specific staff the responsibility for managing and monitoring the use of all FASTER safety revenue.	AGREE. IMPLEMENTATION DATE: JANUARY 2016. Establishing this program will be a coordinated effort between the Chief Engineer, the Chief Financial Officer (CFO), the Transportation Systems, Management and Operations Division, the Regional offices and the Transportation Commission, and will include designating the staff responsible for managing and monitoring the program. The new process will be documented through policies and procedures and include: • how we will track and monitor FASTER safety revenue and expenditures; • how the codes in SAP will be populated to identify FASTER safety projects; • performance metrics and goals to measure the impact of FASTER safety revenue.	<ul style="list-style-type: none"> <li>•PD 704.0 (V.A.1- page 2) lays out OFMB financial responsibilities to ensure each program is provided the appropriate funding, the funding is reconciled and tracked from project start to finish (V.A.1).</li> <li>•PD 704.0 also creates the FASTER Safety Program (V.A.2.a) and puts the FASTER Safety Mitigation Executive Steering Committee in charge of project selection (V.A.2.f).</li> <li>•PD 1504.1 further lays out responsibilities for the FASTER Safety Mitigation Program and staff roles and responsibilities (V.C- pages 3-5).</li> <li>•PD 1608.2 provides staff responsibilities for the Asset Management Program (V.D.- pages 5-6).</li> </ul>
5(B)	Safety	(B) Routinely tracking and monitoring aggregate data on FASTER safety projects. CDOT should use these data to ensure that the amount of FASTER safety revenue budgeted to projects is proportionate to the amount of safety work on a project.	AGREE. IMPLEMENTATION DATE: JANUARY 2016. Currently, on a monthly basis, revenue and expenditures are monitored by the CFO and the Chief Engineer offices. At least quarterly, the Chief Engineer together with the CFO will review actual aggregated FASTER safety expenditures for all projects against the projected FASTER safety revenue. Significant variances will be addressed and the resolution documented. Projects and safety improvements are selected based upon criteria in the FASTER Safety Program Guidelines and the review and approval process will ensure that the safety improvement will be funded proportionately to the safety improvement. This process will be institutionalized with Commission adoption of the policy by January 2016.	<ul style="list-style-type: none"> <li>•Procedures to track and monitor aggregate data for FASTER safety projects can be found in the OFMB PD 704.1 (entire document), which lays out the broad distribution and tracking of FASTER funds.</li> <li>The Commission defines an eligible safety project to include all elements of a project, from design to construction (IV- page 2).</li> <li>The Commission does not seek to determine a proportional amount of safety work on every project, but instead provides the category/phases of projects where use of FASTER funding is deemed by the Commission to be appropriate. This criteria is repeated in both the FASTER Safety Mitigation an Asset Management directives.</li> </ul>
5(C)	Safety	(C) Updating SAP to include specific coding that is unique to FASTER safety revenue and follows the funds from receipt through budgeting and project expenditure in a manner that provides the capability of compiling accurate and complete reports.	AGREE. IMPLEMENTATION DATE: MARCH 2016. Implementing this recommendation will be under the Chief Engineer through the Regional Transportation Directors, the Transportation Systems, Management and Operations (TSMO) Division, the Project Engineers and the Regional Program Manager Offices (PMO). For all projects with identified uses of FASTER safety revenues, TSMO will identify and quantify safety-related benefits. Once guidelines are developed, the Office of Financial Management and Budget will provide training to ensure that the correct program code is populated and identifies in SAP that the project has specific safety components. Each Regional Transportation Director will review and verify that projects funded with FASTER safety dollars have quantifiable safety related benefits.	<ul style="list-style-type: none"> <li>•PD 704.1 lists the new SAP codes so staff may properly code and track FASTER funds (V.G- pages 7-9)</li> </ul>
5(D)	Safety	(D) Establishing sufficient achievable performance measures and goals to measure the impact that FASTER safety revenue has had on highway safety and routinely collecting adequate data.	AGREE. IMPLEMENTATION DATE: JANUARY 2016. We will develop Commission-adopted policy and program guidelines and procedures that will establish program objectives and goals to be achieved and the subsequent performance measures that measure the impact that the FASTER Safety Program has on improving safety. The guidelines will identify the measures definitions, the data process for the measures, and reporting process.	<ul style="list-style-type: none"> <li>•CDOT has updated its "Lead" measures for FASTER in the CDOT Performance Plan to better measure the impact of the FASTER Safety Mitigation Program revenue on highway safety by adding a "lead" measure related to the goal that 80% of projects selected with Faster Safety Mitigation Program funds be at locations with a Level of Safety Service (LOSS) of 3 or 4 to ensure projects have the highest impact on safety.</li> <li>•The Performance Plan will add another "lead" measure early next year related to the timely expenditure of FASTER Safety funds.</li> <li>(Page 12 CDOT FY '15-16 Performance Plan).</li> <li>•Additionally, PD 1504.1 (V.C.2.i- page 4) and 1608.2 (V.E.- page 6) require annual reports of the program's status and effectiveness.</li> </ul>

**Findings Re: CDOT and CDOT's Responses to the August 2015 State Auditor Performance Audit on the Collection and Usage of the FASTER Motor Vehicle Fees**

Rec. No.	Associated CDOT Program	Audit Findings	CDOT Response	Document Location of CDOT Response
6	Transit	<p><b>Recommendation 6. Page 77</b>                      The Colorado Department of Transportation (CDOT) should ensure that state transit funds are used effectively and in accordance with legislative requirements and intent by providing oversight and establishing sufficient controls within the Transit and Rail Division related to transit revenue and projects and by implementing the CDOT Internal Audit Division July 2014 recommendations. This should include establishing, implementing, and requiring staff to follow written policies and procedures that specify oversight activities for FASTER transit revenue and projects, and routinely reconciling transit revenue, expenditures, and other transfers in and out of the transit fund.</p>	<p>AGREE. IMPLEMENTATION DATE: JULY 2016.                      We continue to improve our procedures and implement the CDOT Internal Audit Division July 2014 recommendations to ensure that state transit funds are used effectively and in accordance with legislative requirements. Our improvements include documenting these procedures and requiring staff to provide adequate oversight of Transit revenue, the allocation of this revenue and tracking expenditures. In addition, working with the Office of Financial Management and Budget we will establish sufficient controls within the Transit and Rail Division including routinely reconciling transit revenue, expenditures, and other transfers in and out of the transit fund.</p>	<ul style="list-style-type: none"> <li>•PD 704.0 put in Policy the already adopted sub-pool structure for how funds are distributed (V.A.4- pages 4-5). The same section highlights commission direction on project criteria, selection, and reporting expectations.</li> <li>•Oversight and reconciliation of funds are dealt with in several Procedural Directives. 704.1 (V. A-D- pages 3-6) details high level oversight and reconciliation issues.</li> <li>•PD 1608.1 lays out a host of responsibilities related to the FASTER Transit program (V. C-F- pages 6-10), including contracting , monitoring and performance reporting responsibilities.</li> </ul>
6	Transit	<p><b>CDOT Internal Audit 2014: Reporting Recommendation:</b>                      The DTR Director should develop, implement and enforce policies and procedures related to tracking FASTER Transit projects. These procedures need to include a process that will guide DTR staff on how to obtain this information and reconcile to verify accuracy and completeness.                      At a minimum, the procedures should:</p> <ul style="list-style-type: none"> <li>• Define who is responsible for pulling the data and how often it is pulled.</li> <li>• Train staff on how to pull the needed data.</li> <li>• Define who is responsible for reviewing the report.</li> </ul>		<ul style="list-style-type: none"> <li>•In addition to the information provided in Recommendation 6, above;</li> <li>•PD 1608.1 states that DTR staff will pull and report on quarterly data (V.C.3) , but the document also details roles of OFMB, Procurement &amp; Contract Services and others.</li> <li>•PD 1608.1 requires new DTR staff be trained on SAP and data functions within 3 months of hiring, and existing staff shall receive training as needed (V.G, page 11).</li> <li>Oversight and reconciliation of funds are dealt with in several Procedural Directives. 704.1 (V. A-D- pages 3-6) details high level oversight and reconciliation issues.</li> <li>•PD 1608.1 requires reports to the DTR Director, T&amp;I Committee, and TRAC, specifically regarding specific projects, current status, milestones reached and underperforming projects (V.F.1.e- page 9-10)</li> </ul>
7	E&A Committee	<p><b>Recommendation 7: Page 81.</b> The Colorado Department of Transportation (CDOT) should work with the Transportation Commission to re-establish and re-implement an "efficiency and accountability committee" as directed by statute, to ensure statutory compliance and effective management of FASTER, and other revenue that it receives.                      Alternatively, if CDOT believes this committee is no longer necessary or is fulfilled through other means, it should seek statutory change to repeal the requirement.</p>	<p>Agree. Implementation Date: January 2016. The initial intent of this committee was to ensure statutory compliance and effective management of FASTER revenue. In 2011 we created the Office of Process Improvement with the primary goal much the same as the Efficiency &amp; Accountability Committee (E&amp;A). With support from the Transportation Commission, we implemented several major LEAN process improvements related to truck permitting, right-of-way permits, transit improvements, and many others. We also moved forward innovation and efforts to bring more money to construction-a Key purpose for the E&amp;A. Most notable was improved cash and project management, allowing 1.5 billion of additional transportation projects without additional revenue. Those efforts did not exist in 2009 when the E&amp;A was created. With such significant and successful efforts being put forward internally, the E&amp;A meetings soon consisted of CDOT presentations. Subsequently, the E&amp;A Committee decided CDOT had already taken appropriate steps towards being a more efficient and accountable department, and no recommendations were warranted. It seemed by the E&amp;A that its time and effort spent on the committee was no longer necessary and it had fulfilled its statutory intent. CDOT plans to pursue a change to this statutory requirement in 2016.</p>	<p>Since the release of the FASTER Audit in August, 2015, the Legislative Audit Committee has met several times to consider draft legislation related to the E&amp;A Committee. Because of the interest in the Audit Committee to carry legislation related to the E&amp;A Committee in 2016, CDOT staff is working with the committee and legislation bill drafters on the specific language. CDOT expects a bill to be introduced in 2016 to clarify the role of the E&amp;A Committee and perhaps sunset the committee after a certain period of time.</p>
8	DOR Finding		N/A	N/A

**Findings Re: CDOT and CDOT's Responses to the August 2015 State Auditor Performance Audit on the Collection and Usage of the FASTER Motor Vehicle Fees**

Rec. No.	Associated CDOT Program	Audit Findings	CDOT Response	Document Location of CDOT Response
9	OSOW Records	<p><b>Recommendation 9 Page 101</b> The Colorado Department of Transportation (CDOT) should establish and implement adequate accounting controls and recordkeeping to ensure that all revenue collected from the FASTER oversize and overweight surcharge is accurately and appropriately transferred to the correct state accounts, by:</p>	<p>The initial intent of this committee was to ensure statutory compliance and effective management of FASTER revenue. In 2011 we created the Office of Process Improvement with the primary goal much the same as the Efficiency &amp; Accountability Committee (E&amp;A). With support from the Transportation Commission, we implemented several major LEAN process improvements related to truck permitting, right-of-way permits, transit improvements, and many others. We also moved forward innovation and efforts to bring more money to construction- a key purpose for the E&amp;A. Most notable was improved cash and project management, allowing \$1.5 billion of additional transportation projects without additional revenue. Those efforts did not exist in 2009 when the E&amp;A was created. With such significant and successful efforts being put forward internally, the E&amp;A meetings soon consisted of CDOT presentations. Subsequently, the E&amp;A Committee decided CDOT had already taken appropriate steps towards being a more efficient and accountable department, and no recommendations were warranted. It seemed by the E&amp;A that its time and effort spent on the committee was no longer necessary and it had fulfilled its statutory intent. CDOT plans to pursue a change to this statutory requirement in 2016.</p>	
9(A)	OSOW Records	<p>(A) Establishing and utilizing an overall process for recordkeeping that accurately captures all FASTER surcharges assessed and all revenue collected.</p>	<p>A AGREE. IMPLEMENTATION DATE: JUNE 30, 2015. CDOT will implement an overall process for recordkeeping performing monthly reconciliations between COOPER (Bentley's replacement), SAP for all permits and surcharge revenue collected.</p>	<p>DAF Accounting Office has developed a written desk procedure called the "Permits Surcharges Reconciliation Procedure" for reconciling surcharge revenue recorded by COOPR OSOW Permitting System and SAP system. This is done monthly by an Accountant II and reviewed by their supervisor. The Permitting Office reconciles the collections on a daily basis for permits issued. The Accounting Office independently reconciles the same collections on a monthly basis. This monthly process ensures all data is being recorded accurately. DAF Business Support Services is working with DAF Accounting and the Permitting Office to develop an interface system between COOPR and SAP. This interface process should eliminate the chances of human error.</p>
9(B)	OSOW Records	<p>(B) Establishing and utilizing reconciliation processes that ensure yearend accounting information for the surcharge revenue is accurate and that transactions and adjustments are reflected appropriately. This includes establishing a written interagency agreement with the other state agencies involved in collecting this surcharge that defines each agency's role and responsibilities and specifies how and when surcharge revenue data will be maintained and shared.</p>	<p>B AGREE. IMPLEMENTATION DATE: JUNE 30, 2015. CDOT will work with the AG's office on creating an interagency agreement for CDOT and the other state departments involved with the collection of FASTER surcharge revenue identifying all responsibilities and roles for each agency/department. CDOT will establish a reconciliation process to ensure that yearend accounting information for the surcharge revenue is accurate, transactions and adjustments are reflected appropriately, and financial balances are properly classified.</p>	<p>Prior to June 30, 2015, Accounting completed a reconciliation process that reconciled all errors identified by the state auditor in the prior four years. Accounting has remitted to the State Treasurer surcharge revenue that was due. Also, going forward for the coming fiscal year, Accounting is working with CDPS and DOR to develop a process of financial oversight and control among the different agencies' reporting systems. See Ports of Entry FASTER Surcharge reconciliation worksheet titled FY 2016 Wheels and Coopers Reconciliation. Accounting Office is currently working with CDPS and DOR to develop and IAA memorializing the responsibilities of each agency regarding the surcharge revenue. Additionally, in an attempt to improve permit transactions at Ports of Entry facilities, CDOT will be installing kiosks which will allow motor carriers the opportunity to order their own permits independent of Port of Entry operations. These will be credit card transactions only which go directly into COOPR, bypassing Port of Entry processes. CDOT intends to have deployment complete by the end of FY2016.</p>

**Findings Re: CDOT and CDOT's Responses to the August 2015 State Auditor Performance Audit on the Collection and Usage of the FASTER Motor Vehicle Fees**

Rec. No.	Associated CDOT Program	Audit Findings	CDOT Response	Document Location of CDOT Response
9(C)	<b>OSOW Records</b>	(C) Establishing and utilizing a periodic account balance review process to ensure that all FASTER surcharge revenue within CDOT's internal accounts has been forwarded to the Department of the Treasury.	C AGREE. IMPLEMENTATION DATE: JUNE 30, 2015. CDOT will perform a quarterly review of all FASTER surcharge revenue collected by all agencies and ensure all FASTER surcharge revenue is transferred to State Treasury.	Accounting reviews the SAP report on a monthly and quarterly basis. See screen print of SAP FASTER surcharge data. The monthly review confirms that the surcharges received have been transferred to the State Treasurer, through the Interagency Initiator ("ITI") and Interagency Acceptance ("ITA") process in the state's financial accounting system, called Colorado Operating Resource Engine ("CORE").
10	<b>Judicial Finding</b>		N/A	

## **Attachment B**

### **TC Resolution Approving Policy Directive 704.0 and Copy of Policy Directive 704.0**

**Resolution # TC-**

**Adoption of Policy Directive 704.0 “Policy Governing the Efficient Use of FASTER Revenue.”**

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

**WHEREAS**, in 2009, the General Assembly passed the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Act, § 43-4-801, *et seq.*, C.R.S.; and

**WHEREAS**, the FASTER Act was intended to provide funding for the repair and replacement of structurally deficient and functionally obsolete bridges and improve highway safety in the state;

**WHEREAS**, the FASTER Act, § 43-4-811, C.R.S. allocated additional FASTER funding for FASTER Transit Projects; and

**WHEREAS**, the Colorado Office of the State Auditor conducted an audit regarding the use of FASTER funding by state agencies including CDOT, and published its recommendations in an audit entitled “Collection and Usage of the FASTER Motor Vehicle Fees” dated August 2015; and

**WHEREAS**, the State Auditor’s findings 1 through 7, 9 and 10 concern CDOT’s processes and controls for the use of FASTER funds for eligible projects; and

**WHEREAS**, the Commission, by adopting Policy Directive 704.0, intends to provide sufficient guidance to the Department on the allocation of FASTER funding and set forth criteria the Department must follow to select eligible projects in order to effectively and efficiently use FASTER revenue; and

**WHEREAS**, Policy Directive 704.0 directs the Department to implement the respective processes for the use of FASTER funding, which include the Department’s management of FASTER funding (Procedural Directive 704.1), the processes for use of FASTER safety funds (Asset Management - Procedural Directive 1608.2 and Safety Mitigation – Procedural Directive 1504.1), and the use of funds for FASTER Transit

Projects (Procedural Directive 1608.1); and

**WHEREAS**, Policy Directive 704.0, taken together with the accompanying Procedural Directives, meets the recommendations of the FASTER audit and ensures the effective and efficient use of FASTER funds; and

**NOW THEREFORE BE IT RESOLVED**, the Commission herein approves Policy Directive 704.0 “Policy Governing the Efficient Use of FASTER Revenue.”

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Transportation Secretary  
Herman Stockinger

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Date

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
Subject <b>Policy Governing the Efficient Use of FASTER Revenue</b>		<b>704.0</b>
Effective	Supersedes n/a	Originating Office <b>OFMB/TSM&amp;O/DTD/DTR</b>

## I. PURPOSE

The purpose of this Policy Directive is to allocate FASTER funding and set forth the criteria the Department must follow to select eligible projects in order to effectively and efficiently use FASTER revenue.

## II. AUTHORITY

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

§ 43-4-801, et seq., C.R.S. “Funding Advancement for Surface Transportation and Economic Recovery” “FASTER”

§ 43-4-206(3), C.R.S.

§ 43-1-117.5, C.R.S.

§ 43-4-811, C.R.S.

§ 43-1-1104(1)(b), C.R.S.

## III. APPLICABILITY

This Policy Directive applies to all divisions, offices and regions of the Colorado Department of Transportation, and where applicable, to the Bridge Enterprise and the High Performance Transportation Enterprise.

## IV. DEFINITIONS

“Asset Management Executive Oversight Committee” shall mean an advisory committee comprised of members of CDOT executive management who advise on the Asset Management Program.

“DTR” shall mean the Division of Transit and Rail established pursuant to § 43-1-117.5, C.R.S. within the Colorado Department of Transportation.

“FASTER Safety Project” shall mean a construction, reconstruction, or maintenance project that enhances the safety of a state highway and may include all aspects of delivering a safety mitigation project: planning, financing, study, analysis, designing, engineering, mitigation, acquisition, contracting, installation, and construction activities that result in repair, reconstruction, new construction, maintenance, or operation of a highway to enhance safety. The definition of FASTER Safety Project shall apply to all road or road related improvements set forth in § 43-4-803(14), C.R.S.

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This definition shall include projects referred to as “FASTER Safety Asset Management Project” and “FASTER Safety Mitigation Project.”

“FASTER Safety Mitigation Executive Steering Committee” shall mean an advisory committee comprised of members of CDOT executive management who will review and approve FASTER Safety Mitigation projects.

“Statewide Transit Project” shall mean a Transit Project or Transit Related Project that provides services or benefits to a substantial portion of the state.

“Transportation Commission” or “Commission” shall refer to the Commission established pursuant to § 43-1-106, C.R.S.

“Transit and Intermodal Committee” or “T&I Committee” shall mean the committee comprised of members of the Transportation Commission with oversight of the Division of Transit and Rail.

**V. POLICY**

A. The Transportation Commission (hereinafter “Commission”) shall determine the funding allocation and criteria by which projects eligible for FASTER funding are selected.

**1. Office of Financial Management and Budget (“OFMB”) Oversight of FASTER Revenues**

- a) The Commission shall oversee OFMB’s allocation of FASTER revenue by reviewing and approving the annual budget and budget supplements pursuant to § 43-1-105(8)(h), C.R.S.
- b) The OFMB shall allocate and reconcile FASTER revenue provided to the Department of Transportation. The allocation shall be made to the following programs:
  - (1) Pursuant to § 43-4-811, C.R.S., \$5 million annually to the DTR to provide grants to local governments for local transit projects;
  - (2) Pursuant to § 43-4-206(3), C.R.S., \$10 million annually to statewide transit projects administered by the DTR;
  - (3) Pursuant to direction of the Commission, a portion of FASTER Safety revenue shall be allocated to safety-related Asset Management program; and
  - (4) Pursuant to direction of the Commission, the FASTER Safety Mitigation Program shall receive the balance of the FASTER Safety fund after distribution to the FASTER Transit Program and Asset Management program.
  - (5) All FASTER Bridge Safety surcharge revenues shall be distributed to the Statewide Bridge Enterprise.
- c) The OFMB shall use the process and methodology set forth in Procedural Directive 704.1 “Financial Management of FASTER Revenues” to accurately and efficiently track FASTER revenues from revenue forecasting, annual budget setting, program allocation, project budgeting,

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project funding and expenditure to reconciliation.

d) The OFMB shall continue to utilize both SAP (CDOT’s financial management system) and CORE (the state financial management system) to account for all FASTER revenues received, allocated and budgeted throughout CDOT.

e) For all projects using FASTER funding, if the project exceeds the approved budget by the amount specified in Policy Directive 703.0, the process set forth in Policy Directive 703.0 must be followed.

**2. FASTER Safety Mitigation Projects**

a) The Commission herein creates the CDOT FASTER Safety Mitigation Program which is charged with improving highway safety through the use of FASTER Safety funds in accordance to § 43-4-802(2)(b), C.R.S.

b) The Commission determines what types of projects and components of projects are considered eligible to be funded. Construction, reconstruction or maintenance projects that enhance the safety of a state highway by reducing the severity and number of highway crashes are considered eligible projects for the FASTER Safety Mitigation Program. The Commission further determines that eligible project components may include all aspects of delivering a safety mitigation project: planning, financing, study, analysis, designing, engineering, mitigation, acquisition, contracting, installation, and construction activities that result in repair, reconstruction, new construction, maintenance, or operation of a highway to enhance safety.

c) The Commission further defines eligible FASTER Safety Mitigation Projects as projects that meet the following criteria:

- (1) Applicant is either a CDOT region or an eligible public entity with authority to enter into a contract with CDOT;
- (2) Sufficient information is provided in the application for analysis of the program criteria;
- (3) The application demonstrates that the proposed project addresses a safety need related to Colorado’s state transportation system; and
- (4) The proposed project meets the minimum benefit-to-cost ratio as determined by the FSM Executive Steering Committee.

d) The Commission directs the FASTER Safety Mitigation Program to select FASTER eligible projects with the goal of reducing the severity and number of highway crashes and working toward zero deaths for all users.

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- e) The Commission further directs that the FASTER Safety Mitigation Program use the metrics set forth in Procedural Directive 1504.1 to develop the projects for inclusion in the Statewide Safety Mitigation Plan.
- f) The Commission herein directs the FASTER Safety Mitigation Executive Steering Committee to review and approve projects to be funded under this program.
- g) The FASTER Safety Mitigation Program with the support of the Division of Accounting and Finance shall compile an annual report and provide it to the FASTER Safety Mitigation Executive Steering Committee and the Commission in order to assess the effectiveness of the FASTER Safety Mitigation Program.

**3. FASTER Safety Asset Management Projects**

- a) The Commission herein recognizes that a number of CDOT asset classes within the Asset Management Program have such a clear nexus to safety that it is appropriate for an amount of FASTER Safety funds to be utilized to fund projects within those asset classes.
- b) Eligible asset classes to use FASTER Safety funds include Geohazards, Signals, Culverts, Tunnels, and Surface Treatment. All projects that meet the definition of FASTER Safety Project are eligible for funding. Inspection programs within the asset classes are not eligible for FASTER Safety funds.
- c) The Commission herein directs the Asset Management Executive Oversight Committee to prioritize the eligible asset classes for FASTER Safety Asset Management Program funds.
- d) CDOT Division of Transportation Development with the support of the Division of Accounting and Finance will compile an annual report and present it to the Asset Management Executive Oversight Committee and the Commission in order to assess the effectiveness of the FASTER Safety Asset Management Program.

**4. FASTER Transit Projects**

- a) The Commission, having oversight of the DTR, determines what types of projects and components of projects are considered eligible to be funded.
- b) The Commission directs that the Department fund FASTER Transit Projects from the “local” or “statewide” pool of FASTER revenues based on the following sub-pool structure.

Local Pool

\$4.1 Million small agency<sup>1</sup> capital expenses  
\$0.9 Million large urban<sup>2</sup> capital expenses

<sup>1</sup> This excludes Mountain Metropolitan Transportation in Colorado Springs, Transfort in Fort Collins, and RTD in the Denver Metro area.

<sup>2</sup> This includes only Mountain Metropolitan Transportation in Colorado Springs, Transfort in Fort Collins.

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\$5.0 Million Local Pool

Statewide Pool

\$1.0 Million for DTR Administration, Planning, Technical Assistance  
 \$3.0 Million for CDOT Interregional Express (IX) Bus Service (aka Bustang)  
 \$1.0 Million Operating Assistance for Other Regional / Interregional Bus Service  
 \$3.0 Million for large urban capital expenses (RTD)  
 \$2.0 Million Statewide Competitive Capital Pool

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\$10.0 Million Statewide Pool

- c) Pursuant to Resolution TC#3167, the funding criteria set forth above must be reconsidered and approved or modified prior to the distribution of FY 2019 FASTER funding. The DTR shall recommend continuation or modification of the statewide and local pool allocations set forth above on or before April 30, 2017.
- d) The Commission further directs that eligible FASTER Transit Projects must meet the following criteria:

Statewide Pool	Local Pool
Extent to which project provides statewide or interregional services or benefits.	Criticality
Extent to which project is multimodal in nature.	Financial capacity
Extent to which project provides regional services or benefits.	Financial need
Criticality	Project impacts
Financial capacity	Readiness
Financial need	
Project impacts	
Readiness	

- e) The Commission directs the DTR to base its selection of FASTER Transit Projects on the metrics set forth in Procedural Directive 1608.1.
- f) The DTR Director shall approve the FASTER Transit Projects following the procedure set forth in Procedural Directive 1608.1.
- g) Procedural Directive 704.1 outlines CDOT’s management of FASTER Transit funding. For projects that exceed the approved project budget by the amount specified in Policy Directive 703.0, DTR shall submit the FASTER Transit Project to the OFMB, which will then include the project in the budget supplement request and submit it to the Commission utilizing the process set forth in Policy Directive 703.0.

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- h) The Transit and Intermodal Committee (“T&I Committee”) shall advise the DTR on any proposed changes to the FASTER Transit metrics.
- i) The T&I Committee shall review quarterly reports submitted by DTR which contain the expenditures and status of all FASTER funded projects and the reconciliation of FASTER funding.
- j) DTR shall annually apprise the T&I Committee of the Transit Projects recommended for FASTER funding for the next fiscal year.
- k) DTR shall submit any proposed changes in funding for FASTER Transit Projects to the OFMB, which shall include the request in the budget supplement pursuant to Policy Directive 703.0.
- l) FASTER Transit Projects shall be tracked by the DTR budget analyst and the OFMB in SAP as set forth in Procedural Directive 704.1 and 1608.1. The Commission directs DTR staff to work with the OFMB to routinely reconcile transit revenue expenditures and other transfers in and out of the Transit Fund.

**VI. IMPLEMENTATION PLAN**

- A. This Policy Directive shall be effective immediately upon signature.
- B. Each Originating Office shall provide within one week of the effective date a copy of this Policy Directive to all employees within their respective division/office. The Directive shall also be disseminated to all members of Executive Management Team to be provided to all staff impacted by its requirements.

**VII. Review Date**

This Policy Directive shall be reviewed on or before April 2017.

\_\_\_\_\_  
Herman Stockinger  
Transportation Commission Secretary

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Date

## **Attachment C**

### **Bridge Enterprise Resolution Approving Policy Directive 16.0 and Copy of Policy Directive 16.0.0**

**Resolution # BE-**

**Adoption of Policy Directive BE16.0 “Oversight of FASTER Funding for State Bridges”**

**WHEREAS**, in 2009, the General Assembly passed the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Act, § 43-4-801, *et seq.*, C.R.S.; and

**WHEREAS**, one component of the FASTER Act was the creation of the Statewide Bridge Enterprise, § 32-4-805(2), C.R.S. whose business purpose is to finance, repair, reconstruct, and replace any designated bridge in the state; and

**WHEREAS**, the FASTER Act also imposed a bridge safety surcharge to defray the costs of completing designated bridge projects due to limited availability of state and federal funding and the need to accomplish the financing, repair, reconstruction, and replacement of designated bridges as promptly and efficiently as possible; and

**WHEREAS**, the Colorado Office of the State Auditor conducted an audit regarding the use of FASTER funding by state agencies including CDOT, and published its findings in an audit entitled “Collection and Usage of the FASTER Motor Vehicle Fees” dated August 2015; and

**WHEREAS**, the State Auditor’s recommendations 1 and 2 specifically concern the Bridge Enterprise; and

**WHEREAS**, Policy Directive BE16.0 is intended to meet audit recommendation 1 by utilizing a documented process to strategically prioritize and program eligible bridge projects in a thorough and integrated manner, including documenting the rationale for selecting bridges to repair; and

**WHEREAS**, Policy Directive BE16.0 is intended to meet audit recommendation 2 by working with the Department to establish and implement a bridge project budgeting process that avoids routinely approving project budgets that are significantly larger than necessary; and

**WHEREAS**, Policy Directive BE16.0 is further intended to meet audit recommendation 2 by establishing and implementing a bridge project

closure process that addresses the FASTER legislative mandate to effectively and efficiently leverage FASTER revenue and strategically and quickly complete bridge projects; and

**WHEREAS**, Policy Directive BE16.0, taken together with the accompanying Procedural Directives BE16.1 and 704.1, meets the recommendations of the FASTER audit by memorializing processes to ensure the effective and efficient use of FASTER funds; and

**NOW THEREFORE BE IT RESOLVED**, the Bridge Enterprise herein approves Policy Directive BE16.0 “Oversight of FASTER Funding for State Bridges.”

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Transportation Secretary  
Herman Stockinger

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Date

<b>Statewide Bridge Enterprise</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
<b>Subject</b> <b>Oversight of FASTER Funding for State Bridges</b>		<b>Number</b> <b>BE16.0</b>
<b>Effective</b>	<b>Supersedes</b>	<b>Originating Office</b> <b>Statewide Bridge Enterprise</b>

## I. PURPOSE

Pursuant to § 43-4-805(2)(b), C.R.S., the business purpose of the Bridge Enterprise is to finance, repair, reconstruct, and replace any designated bridge in the state and, as agreed upon by the Transportation Commission (“Commission”), or the Colorado Department of Transportation (“Department”) to the extent authorized by the Commission, to maintain the bridges it finances, repairs, reconstructs, and replaces.

It is the intent of the Bridge Enterprise Board of Directors to ensure that the State obtains the greatest benefit in increased bridge safety per FASTER dollar spent by establishing and utilizing a documented process to strategically prioritize and program bridge projects in a thorough and integrated manner.

The Bridge Enterprise Board of Directors, through its oversight of the Bridge Enterprise Program, will use FASTER funding effectively and efficiently to facilitate the financing, repair, reconstruction, and replacement of designated bridges as promptly and efficiently as possible.

## II. AUTHORITY

Statewide Bridge Enterprise Board of Directors established pursuant to § 43-4-805, C.R.S.

Statewide Bridge Enterprise established pursuant to § 43-4-805(2), C.R.S.

§ 48-4-801 to 805, C.R.S. “Funding Advancements for Surface Transportation and Economic Recovery Act of 2009” “FASTER Act”

23 CFR 650 subpart C National Bridge Inspection Standards, March 1 2009

Recording and Code Guide for the Structure Inventory and Appraisal of the Nation’s Bridges, FHWA, Report No. FHWA-PD-96-001 <https://www.fhwa.dot.gov/bridge/nbi/library.cfm>

### **III. APPLICABILITY**

This Policy Directive shall apply to the Statewide Bridge Enterprise as well as all Divisions, Regions, and Offices of the Colorado Department of Transportation.

### **IV. POLICY**

A. Project Eligibility. The Bridge Enterprise Board of Directors shall make the most strategic use of available FASTER funds using the following criteria to determine which statewide bridges should be Designated Bridges and eligible to receive FASTER funds.

1. A sufficiency rating of less than 50, which means the bridge is “poor”; and
2. The status must be functionally obsolete and/or structurally deficient.

B. Project Selection. Designated Bridges are eligible for FASTER funding and will be evaluated by Bridge Enterprise staff on both a qualitative and quantitative basis. The quantitative prioritization plan is not intended to be a rank order strategic priority list in which Designated Bridges should be funded. Strategic bridge priorities are determined through a combination of both the qualitative and quantitative analysis. At the time of the funding request, an evaluation summary will be provided to the Bridge Enterprise Board. Staff will follow \_\_\_\_\_ Procedural Directive BE 16.01 when evaluating and recommending projects for funding to the Bridge Enterprise Board.

C. Project Execution and Transparency. The Bridge Enterprise Board provides staff with the following additional guidance to Bridge Enterprise and CDOT staff for the project execution and reporting stages.

1. Continue to provide guidelines to project engineers and seek other process improvements for the development of reasonable project contingency fund levels in order to make best use of funds available.
2. Work with CDOT project staff to review projects nearing completion so that the projects may be closed out in a timely manner and excess project funds shall be returned for funding to other priority projects.
3. Provide regular progress reports to the Bridge Enterprise Board at regular meetings and develop other methods to insure transparency of Bridge Enterprise decisions and progress.

### **V. IMPLEMENTATION PLAN**

This Policy Directive shall be effective upon signature.

Subject <b>Oversight of FASTER Funding for State Bridges</b>	Number <b>BE16.0</b>
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**VI. REVIEW DATE**

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

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Herman Stockinger  
Secretary, Bridge Enterprise Board of Directors

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Date of Approval

## **Attachment D**

### **Transportation Commission / Bridge Enterprise Board of Directors Meeting January 21, 2016**

#### **New Procedural Directives Submitted for Information Only**

##### **Regarding 2015 FASTER Audit**

1. Procedural Directive 704.1 “Financial Management of FASTER Revenues”
2. Procedural Directive 1504.1 “FASTER Safety Mitigation Program”
3. Procedural Directive 1608.2 “Asset Management Program use of FASTER Funds”
4. Procedural Directive 1608.1 “FASTER Transit Program”
5. Procedural Directive BE16.1 “Bridge Enterprise Management of FASTER Revenue and Selection of FASTER Bridge Projects”

**1. Information Only:  
Procedural Directive 704.1  
“Financial Management of FASTER  
Revenues”**

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input type="checkbox"/> <b>POLICY DIRECTIVE</b> <input checked="" type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
<b>Subject</b> <b>Financial Management of FASTER Revenues</b>		<b>Number</b> <b>704.1</b>
<b>Effective</b>	<b>Supersedes</b> n/a	<b>Originating Office</b> <b>Office of Financial Management and Budget (OFMB)</b>

## I. PURPOSE

The purpose of this Procedural Directive is to provide transparency regarding the Colorado Department of Transportation’s use of FASTER revenues by setting forth the Office of Financial Management and Budget’s internal processes to allocate and reconcile FASTER funding.

## II. AUTHORITY

Executive Director pursuant to § 43-1-105, C.R.S.

§ 43-4-801, et seq., C.R.S. “Funding Advancement for Surface Transportation and Economic Recovery” “FASTER”

## III. APPLICABILITY

This Procedural Directive applies to all divisions, offices and regions of the Colorado Department of Transportation, and where applicable, to the Bridge Enterprise and the High Performance Transportation Enterprise.

## IV. DEFINITIONS

“APRJ” shall mean “Apportionment to Project” and is the SAP transaction document type for budgeting to a project.

“APRV” shall mean “Apportionment to Provider” and is the SAP transaction document type for establishing the apportionment ledger balance.

“Asset Class” shall mean a set of fixed assets having similar characteristics and attributes that differentiate them from others by kind, type, or function.

“Asset Management Program” shall mean a collection of programs, established to identify and perform preventive treatments to improve asset condition on a long-term basis. The provider code for FASTER Safety in these programs is FAB411.

“Bridge Enterprise Program” also known as “Statewide Bridge Enterprise Program” and constitutes the primary use of the FASTER Bridge Enterprise Surcharge revenues. The program code in SAP is

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represented by the acronym SSR. The provider code is associated with this revenue source and program is FAB538.

“COMD” shall mean “Commission Detail” and is the SAP transaction document type for allocating revenues to Cost Centers.

“CORE” shall mean the “Colorado Operations Resource Engine” which is the Colorado statewide financial system of record.

“Cost Center” shall mean a cost accumulator to track non-project staff, capital, and operating expenses. A portion of FASTER transit budget and FASTER Bridge Enterprise is apportioned to several cost centers. A cost center budget is established at the beginning of each fiscal year.

“FAB411” shall mean the SAP Functional Area code for FASTER Safety, including the \$10M annual set aside for State Transit and funds used for asset management.

“FAB480” shall mean the SAP Functional Area code for FASTER Transit and Rail Local set aside (\$5M annual).

“FAB538” shall mean the SAP Functional Area code for FASTER Surcharge for the Bridge Enterprise.

“FASTER” shall mean the Funding Advancement for Surface Transportation and Economic Recovery Act, which was established by Senate Bill 09-108 and codified at § 43-4-801, *et seq.*, C.R.S.

“Local Transit Program” shall mean a \$5M annual allocation using FASTER revenues beginning in Fiscal Year 2010 for Locally Administered Transit related activities. The program code for this funding is TRG and the provider code is FAB480.

“OFMB” shall mean the Office of Financial Management and Budget within the Colorado Department of Transportation.

“OLIM” shall mean “Obligation Limitation” and is the SAP transaction document type for establishing the obligation limitation balance.

“OPRJ” shall mean “Obligation to Project” and is the SAP transaction document type for obligating a project.

“Project” shall mean one or more treatments falling within categories such as safety mitigation, inspection, replacement, rehabilitation, and/or repair.

“Project Budget” shall mean the amount of funds allotted to a project for the purposes of delivering a specific scope of work. This amount establishes authority to encumber and expend funding.

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“REGP” shall mean “Regional Pool” and is the SAP transaction document type for allocating revenues to program pools using a document type.

“Safety Mitigation Program” shall mean the program established under Policy Directive 704.0, Section V.A.2. The program code in SAP is represented by the acronym FSA. The provider code is FAB411.

“SAP” shall mean CDOT’s system of record for financial budget, accounting and project systems information.

“SAP Functional Area” is also known as the “Provider Code” and shall mean the Functional Area Code field in SAP which represents distinct funding sources, historically known to CDOT as “apportionment providers.” The format for the coding is “FAB####”. The code is found in many CDOT reports including ZF70, ZF95, FMEDDW and is validated using the Apportionment to Provider “Z4” ledger to ensure that the provider is not over-obligated in aggregate above the total revenues.

“Transit Program” also known as the “Statewide Transit and Rail Program” and shall mean the program receiving a \$10M annual sub-allocation of FASTER safety revenues beginning in Fiscal Year 2010 for transit-related activities including the implementation of CDOT’s new bus program titled “Bustang.” The program codes for the FASTER Transit Program are STL, HP2, and BUS. The provider code for this program is FAB411, as it is technically a suballocation of the FASTER Safety revenue stream.

“Transportation Commission” or “Commission” shall mean the Transportation Commission established pursuant to § 43-1-106, C.R.S.

## **V. PROCEDURE**

### **A. Governing Documents Regarding CDOT’s Use of FASTER Revenues**

1. Procedural Directive 704.1 “Financial Management of FASTER Revenues” must be read together with the Transportation Commission’s Policy Directive 704.0.
2. This Procedural Directive must also be read together with the Procedural Directives relating to FASTER funded programs, including those governing the Division of Transit and Rail, the Safety Mitigation and Asset Management Program, and the Bridge Enterprise Program. These Procedural Directives must also be read together with Policy Directive 703.0, which outlines the Commission’s Policy regarding the funding of CDOT projects and programs, as well as Policy Directive 14.0, which provides an overall framework for the transportation planning process.

### **B. Annual Revenue Forecasting and Allocation Process**

1. Revenue Forecast for FASTER Funds

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a) The CDOT Revenue Analyst is responsible for producing long range annual revenue forecasts and updating these forecasts throughout the fiscal year.

b) Revenue forecasts are produced using a model that uses historical revenue information, national economic data, state population data, and several other data points in order to produce the most current forecast of annual revenues. *See* CDOT Long Term Revenue Model Training Document.

c) CDOT uses these revenue forecasts to produce several documents, including its Annual Budget Allocation Plan, Long Range Transportation Plans, the Statewide Transportation Improvement Program, and the Statewide Federal Transit Plan.

As part of the overall revenue forecasting process, the CDOT Revenue Analyst develops a forecast for FASTER revenue. The Revenue Analyst forecasts all FASTER fees that the State of Colorado will collect using its long term revenue model, rather than forecasting only what CDOT will receive. Out of six fees that are collected as part of the FASTER legislation, the Colorado Bridge Enterprise receives 100% of the Bridge Safety Surcharge. CDOT Receives 60% of the revenues collected from the remaining five. The CDOT revenue analyst uses these respective percentages to forecast the total FASTER revenues that the Colorado Bridge Enterprise and CDOT will receive for a given year. Once these FASTER revenues have been forecasted, the Revenue Analyst allocates them, following the resource allocation process described in section C.

### **C. Allocation of Revenues to Programs and Cost Centers**

1. Prior to OFMB formally allocating its forecasted revenues for the upcoming fiscal year, it submits a final Budget Allocation Plan to the Transportation Commission for their approval.
2. The Commission-approved Budget Allocation Plan is then submitted to the Governor’s Office of State Planning and Budgeting.
3. Once the Transportation Commission has approved the final Budget Allocation Plan, OFMB allocates the approved revenues to the appropriate program pool or cost center, including the various FASTER funds through the SAP system, prior to the start of the State fiscal year (July1 – June 30).
4. In addition to the CDOT SAP system, all FASTER funds are represented in the Long Bill on the Construction, Maintenance and Operations and Bridge Enterprise lines. These amounts are automatically booked into the Statewide Financial System (CORE) at the beginning of the fiscal year as part of the Long Bill booking. The OFMB Annual Budget Analyst is responsible for ensuring that these amounts are booked correctly. While CDOT maintains its own internal financial system (SAP), all Department revenues and expenditures in SAP must be reconciled in

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CORE. The annual budget analyst must ensure that all revenues represented in SAP are reconciled with CORE.

5. FASTER revenues follow this resource allocation process, but are also allocated more specifically than most revenues that CDOT receives each year. As described in section B, the CDOT Revenue Analyst forecasts the total FASTER revenues that the State of Colorado will receive, including the 100% of the Bridge Safety Surcharge to the Colorado Bridge Enterprise and 60% of the remaining FASTER revenues that go to CDOT. That 60% to CDOT is then allocated to several programs. \$15 million dollars is immediately allocated to the Division of Transit and Rail (DTR) in the form of FASTER State and Local Transit Grants. As determined in the CDOT Annual Budget, FASTER Safety funds may be allocated to the Asset Management Program in priority order as follows (inspection programs in each class are not eligible for FASTER funding):

- a. Priority 1 – Geohazards
- b. Priority 2 – Signals
- c. Priority 3 – Culverts
- d. Priority 4 – Tunnels
- e. Priority 5 – Surface Treatment

The remaining amount of FASTER Safety funds after suballocation is then allocated to the FASTER Safety Mitigation Program.

#### **D. Reconciliation of FASTER Revenues**

1. At the end of each fiscal year, the CDOT Revenue Analyst reconciles the revenue forecasts to actual revenues that the Department receives from motor vehicle registrations, motor fuel taxes, grants, permits, other fees, and any other revenues that it may receive throughout the fiscal year. The Office of the State Treasurer, FHWA, and the CDOT Division of Accounting and Finance (“DAF”) provide the CDOT Revenue Analyst with final revenues for the fiscal year. The CDOT Revenue Analyst compares these to the forecast that was used at the beginning of the fiscal year in the resource allocation process described in section C. Specific to FASTER revenues, the Office of the State Treasurer provides CDOT with the Highway User’s Tax Fund Report, which details all of the FASTER Revenues collected by the state as well as the 60% distribution to CDOT. With regard to the Bridge Safety Surcharge as mentioned in C.6., CDOT receives data detailing the Bridge Safety Surcharge collections from CORE. The Revenue Analyst works with the Bridge Enterprise accounting staff to confirm that the amount received in SAP matches the amount detailed in CORE.

2. OFMB provides the Transportation Commission with a revenue reconciliation report that provides a comparison between forecasted and actual revenues for the given fiscal year. OFMB also provides the Transportation Commission with recommendations with regard to the use of any surplus or deficits in funds that may exist.

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3. Surpluses and deficits are addressed differently based on whether they are flexible or inflexible types of funding.

a) Flexible funds are funds that may be used for any type of project. Surpluses of flexible funds are distributed per the approval of the Transportation Commission. Options include increasing various CDOT programs, the Transportation Commission Contingency Relief Fund, or to supplement programs with reduced revenues.

b) Inflexible funds are funds that have specific uses identified by statute or FHWA requirements. FASTER funds are considered inflexible, as the FASTER legislation specifies that these types of funds may only be used on eligible projects in the FASTER programs. Any surplus of inflexible funds goes directly to the program pool or cost center that funds are allocated to during reconciliation to ensure that FASTER funds are always utilized in a manner consistent with FASTER legislation.

4. OFMB distributes allocations to FASTER programs (transit, bridge, safety mitigation and Asset Management Program) based on the direction approved by the Transportation Commission following a similar methodology to the resource allocation process that occurs before the start of the fiscal year. This process typically occurs after the close of the fiscal year being reconciled and therefore the adjustments are made to funding pools and cost centers of the next fiscal year. The Revenue Analyst works with the Annual Budget Analyst and the Federal Aid and Project Budget Analyst to make these adjustments.

5. OFMB notifies the program pool and cost center managers and business associates of these adjustments and works with the Division of Transportation Development (DTD) to notify MPOs, TPRS, and any other planning partners of funding adjustments as a result of the end of fiscal year revenue reconciliation.

6. The OFMB Annual Budget Analyst also reconciles the spending authority as represented in the Statewide Financial System (CORE) with actual revenues, including those of the FASTER programs.

7. At the close of each fiscal year, the Annual Budget Analyst will coordinate with the Headquarters Business office, the Federal Aid and Project Budget Analyst and staff from DTR to ensure that FASTER Transit funds as allocated and expended in SAP are reconciled to total FASTER Transit revenues.

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## **E. Program Planning**

The project planning processes for the Transit, Safety Mitigation, Asset Management, and the Bridge Enterprise programs utilizing FASTER revenues are set forth in the respective Procedural Directives.

## **F. Project Execution**

1. STIP Programming. Step 2 of the following process applies to projects requiring transfer to regions prior to project budgeting. For projects in which the budgeting is coordinated at the CDOT Headquarters, skip to step 3.
2. As regionally designated projects are identified by the program manager, based on the criteria established by the Commission as qualifying for funding, a workflow process known as the Funding Action Request (FAR) is submitted based on preliminary estimates:
  - a) Region personnel discuss project with Program Manager;
  - b) FAR created in SharePoint by the regional business office;
  - c) Submitted to OFMB for review;
  - d) OFMB conducts SAP transaction type REGP to formally move the funds from the Statewide Pool to a Regional Pool.
3. Once in the regional pool, the Regional Planner adds the project to the Statewide Transportation Improvement Program (STIP), which is approved by OFMB STIP Manager. Within the STIP SAP application, Business Managers and Region Planners must: a) reference a STIP number; b) use the appropriate funding program (such as FSA for FASTER Safety projects), and c) use the fund type of FAS. These items provide additional data that assists in identifying FASTER funds within the STIP. The funds are now available to budget to a project.

## **G. Budgeting Funds to Projects**

1. Once funds have been allocated to CDOT program pools and then added to the STIP, the funds are available to budget to projects. A project budget is used to control costs intended to deliver a specific scope of work as intended during the project set up. Budget actions are created by regional business offices and submitted to OFMB for review and approval. Budgeting of the following programs are executed by either the regional or headquarters business staff.

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a) FASTER SAFETY (FSA) are typically budgeted by regional business office staff to qualifying projects, referencing the FSA in the SAP Fund Center coding string. The Functional Area code FAB411 is associated with these funds when budgeting to a project.

b) FASTER Transit (STL) are typically budgeted by headquarters business office staff to qualifying projects as directed by the Division of Transit and Rail, referencing the STL in the SAP Fund Center coding string. The Functional Area code is also FAB411 and is associated with these funds when budgeting to a project.

c) FASTER Transit Local Grants (TRG) are typically budgeted by headquarters business office staff to qualifying projects as directed by the Division of Transit and Rail, referencing the TRG in the SAP Fund Center coding string. The Functional Area code is FAB480 and is associated with these funds when budgeting to a project.

d) FASTER Bridge Safety Surcharge (SSR) are typically budgeted by the Bridge Enterprise Budget Analyst to qualifying projects as directed by the Bridge Enterprise staff and Board, referencing the SSR in the SAP Fund Center coding string. The Functional Area code is FAB538 and is associated with these funds when budgeting to a project. Furthermore, the Bridge Enterprise is a separate Fund and requires unique Fund Code 538.

e) The Asset Management Programs' allocation of FASTER Safety funds is determined during Annual Budget preparation as detailed in the Asset Management use of FASTER Funds Procedural Directive 1608.2 and the Allocation of Revenue section in this Procedural Directive. The Office of Financial Management and Budget monitors the usage of FASTER funds in the Asset Management Programs and conducts project level budgetary transactions to ensure that the appropriate level of FASTER funds are being budgeted and obligated in SAP based on a priority order. The priority order is a strategic prioritization of asset classes and their relationship to the safety benefit associated with those projects.

f) During Asset Management Program allocation, individual projects are not identified as FASTER eligible. Beginning in FY2015 OFMB retroactively reclassified Federal or HUTF dollars in favor of FASTER Safety funds (identified in projects with the FAB411 functional area code) up to the total budget of the asset class based on priority order of funding. This reclassification is necessary in order to demonstrate the budgeting and expense of FASTER funds in AM Programs. The reclassifications are performed manually by OFMB using the SAP Budgeting Work Bench (transaction FMBB).

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OFMB uses SAP to identify how individual Asset Management projects and programs are currently budgeted and make transactions as necessary:

- (1) Compare the FASTER allocations to these asset classes with the current overall project budget using transaction code ZF70;
- (2) Sort and analyze the data by project and specific asset classes to see the current types of funding budgeted in each project and the amounts associated with those types;
- (3) Determine necessary transactions to adjust project level budgets in order to comply with Asset Management use of FASTER Funds Procedural Directive 1608.1;
- (4) Perform budget actions using SAP transaction code FMBB to convert the necessary funding, making sure to utilize the correct FASTER Safety provider code "FAB411" when entering the compensatory funds to replace those funds that were reduced.
- (5) A quarterly analysis is submitted to the Performance and Asset Management Branch Manager which reflects the adjusted project budgets which utilize FASTER funds.

2. OFMB compares the project budget amount to the estimate and reviews SAP data (such as Functional Area and Fund Center coding) for consistency with project and budget action details. OFMB gives a cursory review of the project scope for adequate detail.
3. OFMB validates the budget action with Policy Directive 703.0 guidelines to determine the level of approval authority required, Staff level, Executive Management level, or Transportation Commission level.
4. Once a budget action is approved, the project is either immediately available for obligation and expenditure, or if the project also contains Federal funding it may be forwarded to FHWA for review and authorization prior to making funds available for expenditure.

## H. Project Obligations

1. Project Obligation is the formal commitment of funds by either CDOT or FHWA prior to expending the funding. This process is typically referred to when projects require FHWA funding and is the basis of FHWA giving concurrence to the project and provide authorization to proceed with expenditures that can then be reimbursed by FHWA to CDOT.

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2. For projects funded wholly with state funds, including FASTER funds, the obligation process typically occurs immediately after the project budget is approved.
3. For projects funded with FHWA and state funds, including FASTER funds, the obligation does not occur until FHWA also gives their concurrence in the Federal financial system “FMIS”.
4. The obligation process within SAP is the formal point where a specific funding source is validated for availability prior to being expended. SAP maintains the Z4 and Z5 ledgers which will prevent obligating funds above a revenue stream as booked by the revenue analyst. For example, if the sum of multiple years of revenues for a program is \$100M, the sum of the project obligations in all historical projects to date cannot exceed that amount. Funds not obligated in previous years, or de-obligated from projects during closure are made available to new projects.
5. SAP OPRJ documents consume funds against the previously established ledger balances set out by the APRV and OLIM entries as previously described.
6. Technical Note: Funds budgeted from future years are not “obligated” until that associated year has been opened. Until then they are considered “Advance Constructed” ADVC and do not consume against the APRV or OLIM ledger balances. Upon entering the fiscal year associated with the budgeted funds, the project is converted from Advance Construction to Obligated.

## **I. Project Expenditures**

1. Project expenditures such as employee time charges or payments to consultants and/or contractors are coded by personnel into SAP against the project. Validations are made to the funding availability, with some exclusions, at an aggregate level. If funds are available, a payment is made and funds are consumed from the project.
2. The coding of an expenditure and the availability validation occurs at an aggregated level of funding, meaning SAP does not assign the expenditure to a specific type of funding, such as FASTER or Federal or state Highway User Tax Funds. As coded in SAP, using the Commitment Item types coded as “4XXXXXXXXXX” you cannot see what type of funds are intended to pay for this specific expenditure item.
3. Once an expenditure item is processed a subsequent automated transaction in SAP will assign these Commitment Item types through a billing process which does assign an equal amount to a specific functional area or “provider code”. This process validates the funding types and amounts budgeted to the project and assigns costs up to the amount obligated for a specific fund type, by referencing a “Funding Priorities table” in SAP that was established for each project. This assignment of costs to various Federal, State or Local costs will subsequently

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generate a “billing” transaction which will assign a Commitment Item code of “7XXXXXXXXXX”. For Federal funds this occurs daily. For State and Local funds this occurs monthly.

4. Discounting brief timing differences, in SAP the sum of all expenditure “4XXXXXXXXXX” type transactions will equal the sum of all billing “7XXXXXXXXXX” transactions.

5. Project modifications, such as funding transfers or adjustments, and closure activities can impact the amounts “billed” to a specific provider either upward (new billing) or downward (credit billing).

**J. Cost Center Expenditures**

1. The Annual Budget Analyst shall be responsible for the correct allocation of funds to the FASTER Statewide Transit and Bridge Enterprise cost centers and ensure that cost center balances are reconciled to program pools. FASTER Transit and FASTER Bridge Enterprise will have separate appropriation codes in SAP and CORE to prevent comingling of funds.

2. SAP Availability Controls prevent posting expenditures to cost centers beyond available budget. Payroll expenditures, however, are not subject to availability control. FASTER cost center expenditures will be monitored by the Annual Budget Analyst, the Enterprise Analyst and the Business Office during the course of the fiscal year to ensure that expenditures do not exceed available budgets.

**K. Cost Center Fiscal Year Close**

1. The Annual Budget Analyst will ensure that year-end cost center balances (unspent funds) for all FASTER cost centers (including FASTER Statewide Transit and FASTER Bridge Enterprise) are rolled forward into their respective cost centers for the next fiscal year and allow them to be subsequently expended.

**L. Project Completion**

1. Projects requiring additional funds prior to project close shall request funding using the same Program Planning and Project Execution processes detailed above, including the Policy Directive 703.0 review.

2. Projects being closed with surplus funds are debudgeted and funds are returned to the originating program to be made available for subsequent programming and budgeting to another project. If necessary, a pool transfer is executed to return the funds from the regional controlled pool to the headquarters/statewide pool.

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3. FASTER projects being closed require the same documentation required for all projects, including the completion of forms 950 and 1212 by the regional personnel and are processed by OFMB for closure in SAP and FMIS systems as necessary. Prior to official close, projects are validated to ensure that all accounting and finance related activities are completed including expenditure, billing, and asset settlement.

4. The Program Management Office is evaluating methods to expedite project closure and minimize project contingency balances. The FASTER programs will incorporate these changes as they are implemented.

5. If FASTER funds are utilized to fund a Bridge or FASTER Safety Project that is later determined to have not been a Designated Bridge or that does not ultimately result in a project, the FASTER revenue must thereafter be returned to the FASTER pool.

## **VI. DOCUMENTS REFERENCED IN THIS DIRECTIVE**

FASTER Funding and Planning Workflow

CDOT Long Term Revenue Model Training Document

Appendix A “FASTER Financial Management Process

## **VII. IMPLEMENTATION PLAN**

OFMB’s use of technology through SAP and CORE provides a high level of transparency and accountability. OFMB continues to develop methods by which projects across all programs may be measured so that the effectiveness of FASTER funding may be monitored.

Training will be provided to CDOT staff regarding the procedures outlined in the directive, including the project budgeting processes and proper SAP transaction coding.

This Procedural Directive shall be effective upon signature.

## **VIII. REVIEW DATE**

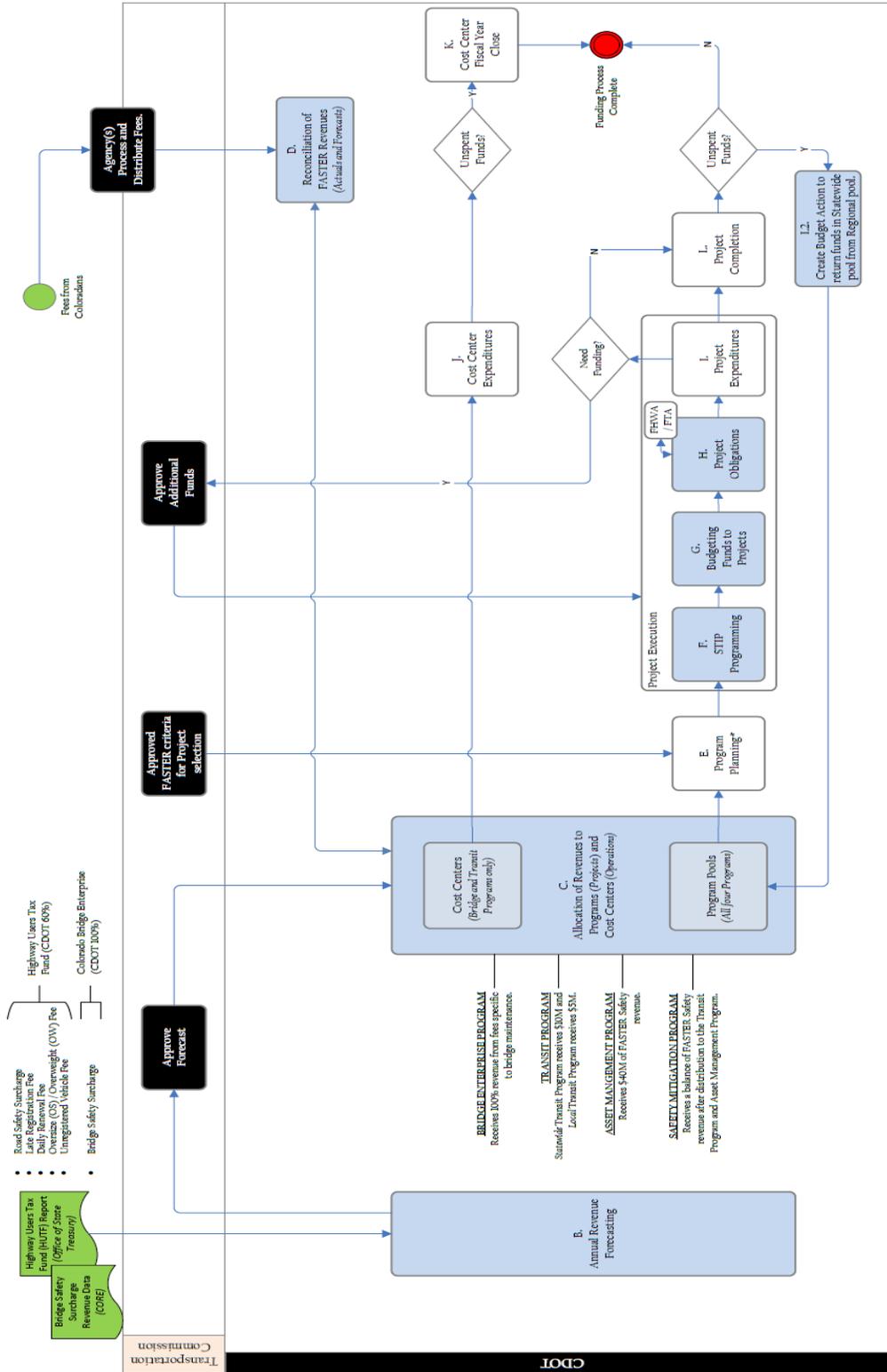
This Procedural Directive shall be reviewed on or before January 2021.

\_\_\_\_\_  
 Executive Director

\_\_\_\_\_  
 Date of Approval

FASTER Program – Financial Management Process (Level 1)

Purpose: To display a high level current state of OFMB's tracking of the spending of FASTER Program fees to complete transportation improvements.



**2. Information Only:  
Procedural Directive 1504.1  
“FASTER Safety Mitigation Program”**

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input type="checkbox"/> <b>POLICY DIRECTIVE</b> <input checked="" type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
<b>Subject</b> <b>FASTER Safety Mitigation Program</b>		<b>1504.1</b>
<b>Effective</b>	<b>Supersedes</b> n/a	<b>Originating Office</b> <b>TSM&amp;O / Safety and Traffic Engineering</b>

## I. PURPOSE

The purpose of this Procedural Directive is to set forth the processes by which FASTER revenues are allocated to FASTER eligible safety projects, and to provide transparency on the oversight and management of FASTER safety programs.

## II. AUTHORITY

Executive Director pursuant to § 43-1-105, C.R.S.

§ 43-4-801, et seq., C.R.S. “Funding Advancement for Surface Transportation and Economic Recovery” “FASTER”

## III. APPLICABILITY

This Procedural Directive applies to all divisions, regions and offices of the Colorado Department of Transportation.

## IV. DEFINITIONS

“FASTER Safety Mitigation (“FSM”) Program” shall mean the CDOT Program charged with improving highway safety through the use of FASTER Safety funds in accordance to § 43-4-802(2)(b), C.R.S.

"FASTER Safety Mitigation Project" or "FSM Project" shall mean a construction, reconstruction, or maintenance project that enhances the safety of a state highway and may include all aspects of delivering a safety mitigation project: planning, financing, study, analysis, designing, engineering, mitigation, acquisition, contracting, installation, and construction activities that result in repair, reconstruction, new construction, maintenance, or operation of a highway to enhance safety. The definition of FASTER Safety Mitigation Project shall apply to all road or road related improvements set forth in 43-4-803(14), C.R.S.

“FASTER Safety Mitigation Executive Steering Committee” or “FSM Executive Steering Committee” shall mean an advisory committee comprised of members of CDOT executive management who will review and approve FASTER Safety Mitigation projects.

“Highway” for purposes of this Procedural Directive shall mean a road and related improvements and services. A highway may consist of improvements and services, including, but not limited to, paving, grading, landscaping, curbs, gutters, culverts, sidewalks, bikeways, lighting, bridges, overpasses, underpasses, rail crossings, shoulders, frontage roads, access roads, interchanges, drainage facilities, transit lanes and services, park-and-ride facilities, traffic demand management facilities and services, other multimodal improvement and services, toll collection facilities, service areas, administrative or maintenance facilities, gas, electric, water, sewer, and other utilities located or to be located in the right-of-way of the highway, and other real or personal property, including easements, right-of-way, open space, and other interests therein, related to the financing, construction, operation, or maintenance of the highway. [§ 43-4-803(14), C.R.S.].

## **V. PROCEDURE**

### **A. Program Objectives**

1. The FSM Program shall deliver FASTER Safety eligible projects with the goal of reducing the severity and number of highway crashes, and working toward zero deaths for all users.
2. As a means to achieve the program objectives, the FSM Program shall apply the process below established by the Transportation Commission in Policy Directive 704.0.

### **B. FSM Project Eligibility and Selection Process**

1. The FSM Program will use a two-step evaluation method to determine if a project is eligible for FSM program funding.
  - a) The FSM Project must meet the eligibility criteria established by the Transportation Commission and set forth in Policy Directive 704.0; and
  - b) The FSM Project must be evaluated by the FSM Program staff using the following metrics:
    - (1) Reduce existing crashes. Mitigate a documented crash problem and/or addresses predominate crash pattern(s).
    - (2) Reduce existing crash severity. Mitigate a documented severe crash problem and/or addresses predominate severe crash pattern(s).
    - (3) Address system weaknesses. Reduce the risk of crashes, especially life-changing crashes, and/or reduce exposure to segment and/or intersection crash risks.

(4) Enhance other highway features and/or functions. Enhance traffic operations, communication, implement new technologies, and extend design life.

(5) Provide proven safety measures for a systematic/preventative location. Mitigate predicted crash types for a facility and/or improve engineering standard conformance for the project location.

(6) Improve pedestrian/bicycle safety. Mitigate documented pedestrian/bicycle crashes, remove pedestrian/bicycle traffic from shared way, link existing pedestrian/bicycle facilities, and/or implement Public Right-Of-Way Accessibility Guidelines (PROWAG).

(7) Leverage funding opportunities with an existing project. Address safety recommendations and/or incorporate safety improvements with limited independent utility into other CDOT projects.

(8) Encourage cooperative efforts with local agencies to improve safety. Encourage local agency participation, coordinate with local transportation planning documents, and/or encourage local agency maintenance.

### **C. FSM Program Roles and Responsibilities**

1. The FSM Executive Steering Committee. The FSM Executive Steering Committee shall:

- a) Review and approve the FSM Program metrics for project selection;
- b) Review program budgets, performance, schedules, project selection, program goals and objectives, and program delivery;
- c) Review and approve the statewide FSM Project plan; and
- d) Provide guidance to the FSM Program staff as needed.

2. The FSM Program Staff. The FSM Program staff shall:

- a) Develop, review and update the metrics set forth above every 3 to 5 years;
- b) Provide a list of potential locations for mitigation for use in project identification by regional offices (refreshed every 4 to 5 years);
- c) Analyze crash data for development of regional planning budgets (every 4 years);

- d) Provide technical evaluations for FSM program eligibility, approve applications, and compile FSM project lists for each CDOT Region, and assemble and maintain a statewide FSM plan reflecting all CDOT Regional FSM plans.
- e) Respond to program funding variations, changes in project scopes and schedules, bid adjustments, and emerging safety needs;
- f) Monitor and report to the FSM Executive Steering Committee on program goals and objectives, project selection, budgets, performance schedules, milestones, and program delivery;
- g) Initiate and update procedure/analyses of metrics, technical measures, and annual schedule of activities for the FSM program;
- h) Include in performance reports appropriate performance measures that are achievable and help meet the program's objectives;
- i) Monitor FSM program funding, and include in an annual report of the FSM Program status and effectiveness including:
  - (1) FSM Program performance measures;
  - (2) FSM Project selection;
  - (3) FSM Project delivery;
  - (4) FSM Program funding; and
  - (5) Program effectiveness, including analysis of before-and-after studies.

3. CDOT Regional Offices shall:

- a) Identify locations for potential projects considering statewide crash analysis, develop scope of projects to mitigate road safety issues, and complete applications utilizing local input;
- b) Work with local partners to analyze and identify potential FSM projects using: identification of correctible crash pattern(s) through statewide crash data analysis, and/or confirmation of locally observed road safety issue(s) and risk factor(s) through engineering analysis;
- c) Prepare applications for resulting candidate FSM projects to be submitted to the CDOT Headquarters Traffic and Safety Engineering Branch (make consistent with FSM Program staff" language, use one or the other) for evaluation;

- d) Prioritize FSM projects within the respective region which are compiled by the FSM Program for programming and implementation;
  - e) Prioritize approved FSM projects for implementation considering technical evaluation results, funding needs, time needed for project development, and other relevant considerations, and develop a plan for submittal to FSM program staff;
  - f) Review the statewide approved plan list;
  - g) Coordinate budget requests with the CDOT Headquarters Office of Financial Management and Budget (“OFMB”) on individual FSM projects;
  - h) Implement and deliver FSM projects within the respective region;
  - i) Monitor delivery of projects on the statewide FSM plan and take the following actions if needed:
    - (1) Changes in scope or increase in funding in accordance with PD 703.0: For all projects using FASTER funding, if the project exceeds the approved budget by the amount specified in Policy Directive 703.0, the process set forth in Policy Directive 703.0 must be followed. The respective CDOT regional office will request a change and reevaluation of the FSM project from the FSM Program. The FSM Program will work with OFMB to include the request to the Commission in a budget supplement. Return to Procedural Directive step D.4.
    - (2) Changes in project schedule. The respective CDOT regional office will make the necessary adjustments to the regional plan and submit the revisions to the FSM Program to update the statewide plan. Return to Procedural Directive step D.5.
    - (3) If FASTER revenue is utilized to fund a component of a FASTER Safety Project but does not ultimately result in a project, the FASTER revenue must thereafter be returned to the FASTER pool.
4. CDOT Headquarters Office of Financial Management and Budget shall:
- a) Monitor budgets and expenditures;
  - b) Transfer funds; and
  - c) Work with the FSM Program and regional business offices regarding funding needs and/or changes.

Subject <b>FASTER Safety Mitigation Program</b>	Number <b>1504.1</b>
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5. Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) shall:

- a) Provide input regarding safety priorities and locations in the development of FSM Projects by utilizing available data; and
- b) Collaborate with CDOT Regional Offices in identification and development of safety driven projects for application to the FSM program.

**D. Training**

- 1. While the FSM Program provides detailed training on the application process in the FSM Program Protocol, the FSM Program staff will also use available technological resources and CDOT continuing education resources to improve training and make it more available to CDOT’s regional staff.
- 3. Training on every stage of an FSM Project funded with FASTER dollars -- from the application process to project monitoring and oversight -- will ultimately result in the more effective use of FASTER FSM funding.
- 4. CDOT Headquarters Traffic and Safety Engineering Branch (ie. FSM Program Manager) will provide ongoing training pertinent to respective stakeholders mentioned above in the FSM process.

**VI. DOCUMENTS REFERENCED IN THIS DIRECTIVE**

The FSM Program Protocol

Appendix A “FASTER Safety Mitigation Program Planning Process”

**VII. IMPLEMENTATION PLAN**

This Procedural Directive shall be effective upon signature.

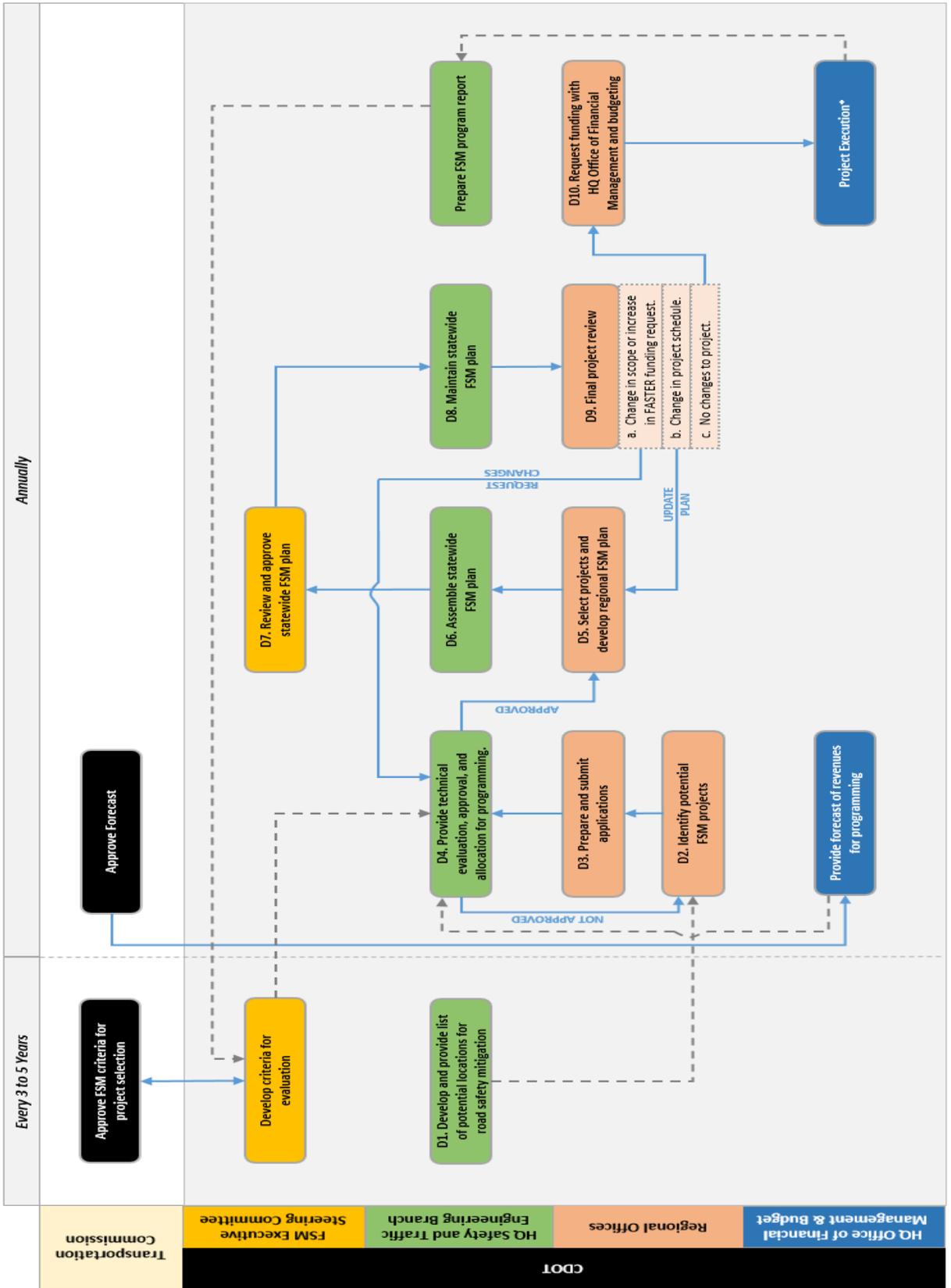
**VIII. REVIEW DATE**

This Procedural Directive shall be reviewed on or before January 2021.

\_\_\_\_\_  
 Executive Director

\_\_\_\_\_  
 Date of Approval

**FASTER Safety Mitigation Program Planning Process**



**3. Information Only:  
Procedural Directive 1608.2  
“Asset Management Program use of FASTER Funds”**

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input type="checkbox"/> <b>POLICY DIRECTIVE</b> <input checked="" type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
<b>Subject</b> <b>Asset Management Program use of FASTER Funds</b>		<b>1608.2</b>
<b>Effective</b>	<b>Supersedes</b> n/s	<b>Originating Office</b> <b>Division of Transportation Development / Asset Management Program</b>

## **I. PURPOSE**

CDOT maintains a robust asset management program, and many of the projects funded through the program have significant safety benefits. The purpose of this Procedural Directive is to set forth the processes by which FASTER revenues are allocated to FASTER eligible asset management projects, and to provide transparency on the oversight and management of FASTER safety programs.

## **II. AUTHORITY**

Executive Director pursuant to § 43-1-105, C.R.S.

§ 43-4-801, et seq., C.R.S. “Funding Advancement for Surface Transportation and Economic Recovery” “FASTER”

## **III. APPLICABILITY**

This Procedural Directive applies to all divisions, regions and offices of the Colorado Department of Transportation.

## **IV. DEFINITIONS**

“Asset Class” shall mean a set of fixed assets having similar characteristics and attributes that differentiate them from others by kind, type, or function.

“Asset Management Executive Oversight Committee” shall mean an advisory committee comprised of members of CDOT executive management who advise on the Asset Management Program.

“Asset Management Program” shall mean a collection of programs established to identify and perform preventive treatments to improve asset condition on a long-term basis.

“FASTER Safety Asset Management Project” shall mean a construction, reconstruction, or maintenance project that enhances the safety of a state highway and may include all aspects of delivering a safety mitigation project: planning, financing,

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study, analysis, designing, engineering, mitigation, acquisition, contracting, installation, and construction activities that result in repair, reconstruction, new construction, maintenance, or operation of a highway to enhance safety. The definition of FASTER Safety Asset Management Project shall apply to all road or road related improvements set forth in § 43-4-803(14), C.R.S.

“Highway” for purposes of this Procedural Directive shall mean a road and related improvements and services. A highway may consist of improvements and services, including, but not limited to, paving, grading, landscaping, curbs, gutters, culverts, sidewalks, bikeways, lighting, bridges, overpasses, underpasses, rail crossings, shoulders, frontage roads, access roads, interchanges, drainage facilities, transit lanes and services, park-and-ride facilities, traffic demand management facilities and services, other multimodal improvement and services, toll collection facilities, service areas, administrative or maintenance facilities, gas, electric, water, sewer, and other utilities located or to be located in the right-of-way of the highway, and other real or personal property, including easements, right-of-way, open space, and other interests therein, related to the financing, construction, operation, or maintenance of the highway. [§ 43-4-803(14), C.R.S.].

“Project list” shall mean a list of projects or treatments that have been approved by the Executive Director (or designee), Deputy Executive Director (or designee), Chief Engineer, and Chief Financial Officer.

“Treatment” shall mean the type of improvement action to be taken to address a highway, safety, or asset management need.

“Treatment list” shall mean a list of treatments that are recommended for inclusion in projects.

**V. PROCEDURE**

A. Program Objectives

1. Asset classes eligible for FASTER funding will use asset management principles to reduce the risk of:
  - a) Total highway crashes; and
  - b) Severity of highway crashes

B. Eligibility for Use of FASTER Funding

1. The Transportation Commission has identified asset classes that are eligible for using FASTER funds. These asset classes have such a clear safety nexus that any project identified and funded within that asset class is eligible for FASTER Safety funding. Some asset programs include an inspection component. Inspections are not considered eligible for FASTER funds.

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2. Due to the recognized safety benefits of these asset classes, projects identified within these classes are eligible for FASTER funding. The projects within these asset classes are selected based on criteria specific to each asset class as part of the Asset Management Program.

3. The eligible asset classes include:

a) Geohazards

(1) Projects include treatments that reduce the risk of rockfalls, rockslides, debris flows, landslides, embankment distress, and sinkhole hazards on the highway. Geohazard projects reduce the risk of crashes and severity of crashes by stabilizing the slope and protecting the roadway from debris on the road, and other associated roadway hazards.

b) Signals

(1) Projects include repair or replacement of traffic signal boxes, controllers, assemblies and other associated infrastructure. Signal projects replace assets that are in deteriorating condition, or do not meet current placement standards as identified in the FHWA *Manual on Uniform Traffic Control Devices*. Repairing or replacing signal asset components reduce the risk of crashes and severity of crashes at intersections by ensuring the continued operation of the signal to safely manage traffic.

c) Culverts

(1) Projects include repair or replacement of culverts in critical condition (Critical Culverts). A critical culvert is a culvert that is in poor condition as identified using the FHWA *Culvert Inspection Manual*, and many factors can contribute to a culvert failure. Safety risks of a failed culvert include structural collapses, sink holes, and overtopping during storm events. The failure of a culvert can lead to washing out of the roadway above the culvert, which could lead to additional asset failure. Critical culvert repair projects reduce the risk of crashes and severity of crashes by avoiding water overtopping the roadway or the washing out of the roadway.

d) Tunnels

(1) Projects include repair and replacement of tunnel assets related to fire and life safety. Safety threats inside tunnels include fire, smoke, spillage of hazardous substances, and explosions. These can be caused by events involving defects in the tunnel driving environment, tunnel structure,

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vehicles, or human error. Tunnel projects ensure safety and reduce the risk of fatal and severe crashes by:

- (a) Preventing accidents by installation of illumination, lane usage, signaling systems and detection systems; and
- (b) Mitigating the consequences of accidents by implementing fire protection requirements for structures; and
- (c) Facilitating escape by use of egress signage, walkways, handrails in tunnels, tunnel markings and emergency lighting and power; and
- (d) Facilitating rescue by use of cameras, radio installation for rescue services, reliability of electrical installations, and other components for tunnel operations centers.

e) Surface Treatment

(1) Projects include treatments that improve pavement condition and pavement edge drop-off. Pavement condition is measured by the International Roughness Index (IRI) and measured level of pavement distress (e.g. rutting or cracking). Studies have shown that road roughness and distress affects vehicle behavior, braking, steering and ride increasing the risk of crashes. Specifically, reduced roadway distress leads to improved roadway safety. Surface Treatment projects reduce the risks of crashes and severity of crashes by:

- (a) Improving pavement edge drop-off through Safety Edge installation.
- (b) Treating IRI above 95 inches per mile and rut depths above 10mm (~ ½ ") which directly impacts safety performance.

C. Funding Prioritization for Asset Classes

1. Asset classes eligible for FASTER Safety funds can be entirely funded by FASTER up to the total portion of FASTER Safety funding directed to the Asset Management program.
2. In order to strategically prioritize the FASTER Safety funding that flows into the asset management program, the Asset Management Executive Oversight Committee shall prioritize eligible asset classes for FASTER Safety Asset Management funding as detailed in the below list. The asset classes in this list are identified as eligible for FASTER Safety Asset Management funding in Procedural Directive 704.1.

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- a) Priority 1 – Geohazards
- b) Priority 2 – Signals
- c) Priority 3 – Culverts
- d) Priority 4 – Tunnels
- e) Priority 5 – Surface Treatment

3. If FASTER revenue is utilized to fund a component of a FASTER Safety Project but does not ultimately result in a project, the FASTER revenue must thereafter be returned to the FASTER pool.

#### D. Roles and Responsibilities

1. The Asset Management Executive Oversight Committee shall:
  - a) Prioritize the asset classes for FASTER Safety Asset Management funding;
  - b) Review Annual Report for FASTER Safety Asset Management; and
  - c) Provide guidance as needed.
2. The Headquarters Division of Transportation Development shall:
  - a) Manage and implement the Asset Management Program;
  - b) Implement the process for project list approval;
  - c) Lead the project selection process;
  - d) Provide guidance as needed; and
  - e) Train staff as described in Section F.
3. The Executive Director (or designee), Deputy Executive Director (or designee), Chief Engineer, and Chief Financial Officer shall:
  - a) Approve the project lists; and
  - b) Provide guidance as needed.

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4. Asset Class Managers shall:
    - a) Provide list of treatments for use in project identification by regional offices by fiscal year for four-year rolling program by June 15;
    - b) Respond to program funding variations, changes in project scopes and schedules, bid adjustments, and emerging safety needs; and
    - c) Review, approve, and update project lists as needed.
  
  5. CDOT Regional Offices shall:
    - a) Identify locations for potential projects using treatment lists, and develop scope of projects;
    - b) Implement and deliver projects;
    - c) Coordinate budget requests with the CDOT Headquarters Office of Financial Management and Budget on projects; and
    - d) Ensure delivery of program by monitoring milestones, program spending, and project expenditures.
  
  6. CDOT Headquarters Office of Financial Management and Budget shall:
    - a) Monitor budgets and expenditures;
    - b) Transfer funds; and
    - c) Train staff as described in Section F.
  
  7. CDOT Headquarters Program Management Office shall:
    - a) Monitor and report on program budgets, performance, schedules, program goals and objectives, and program delivery; and
    - b) Communicate on status of program delivery to staff.
- E. Program Monitoring, Measurements, and Reporting
1. CDOT Division of Transportation Development with support of the Division of Accounting and Finance will compile an annual report on the status of FASTER Safety Asset Management eligible asset classes and effectiveness focusing on the following components:

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- a) Program performance measures;
- b) Project selection;
- c) Project delivery; and
- d) Program funding.

**F. Training**

1. The Asset Management Program, with the assistance of the Office of Financial Management and Budget will provide training and documentation to regional and HQ staff on how to ensure the proper coding of SAP budget actions to reflect the use of FASTER Safety funds in asset programs and how to utilize SAP reporting capabilities to identify projects that are utilizing the FASTER Safety funds, including identifying budget, obligation and expenditure.
2. Initial training must be completed by April, 2016 and performed periodically to ensure applicable headquarters and regional personnel are informed about and understand the procedures contained in this Directive.

**VI. DOCUMENTS REFERENCED IN THIS DIRECTIVE**

Manual on Uniform Traffic Control Devices

Culvert Inspection Manual

**VII. IMPLEMENTATION PLAN**

This Procedural Directive shall be effective upon signature.

**VIII. REVIEW DATE**

This Procedural Directive shall be reviewed on or before January 2020.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date of Approval

**4. Information Only:  
Procedural Directive 1608.1  
“FASTER Transit Program”**

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input type="checkbox"/> <b>POLICY DIRECTIVE</b> <input checked="" type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
Subject <b>FASTER Transit Program</b>		<b>1608.1</b>
Effective	Supersedes n/a	Originating Office <b>Division of Transit and Rail</b>

## I. PURPOSE

The purpose of this Procedural Directive is to set forth the Division of Transit and Rail’s processes for the effective and transparent use of FASTER revenue.

## II. AUTHORITY

Executive Director pursuant to § 43-1-105, C.R.S.

§ 43-4-206(3), C.R.S.

§ 43-1-117.5, C.R.S.

§ 43-4-811, C.R.S.

§ 43-1-1104(1)(b), C.R.S.

## III. APPLICABILITY

This Procedural Directive applies to the Division of Transit and Rail (“DTR”) and the Divisions, Regions and Offices of the Colorado Department of Transportation, as well as grant partners who apply for and/or receive FASTER transit funding.

## IV. DEFINITIONS

“CASTA” shall mean the “Colorado Association of Transit Agencies.”

“DTR” shall mean the Division of Transit and Rail established pursuant to § 43-1-117.5, C.R.S.

“FASTER Transit Project” shall mean a Transit Project funded with FASTER revenues that directly impacts the provision of public or specialized transportation services. FASTER Transit Projects shall also include projects that are indirectly related to the provision of public transportation services but that show a positive impact to ridership and/or multimodal connectivity, including but not limited to the

<p>Subject</p> <p><b>FASTER Transit Program</b></p>	<p><b>1608.1</b></p>
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planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of transit-related projects. § 43-4-206(3), C.R.S.

“Interregional Transit Project” shall mean a project that provides services or benefits in more than one CDOT region or more than one Transportation Planning Region (TPR) which operates over a long distance, has infrequent stops, and serves outside the transit provider’s normal taxing jurisdiction.

“Local Transit Project” shall mean a project that provides services or benefits within a local area.

“Open Door Specialized Transportation” shall mean a service available to any elderly and disabled person and is not limited to a particular clientele or facility.

“Regional Transit Project” shall mean a project that provides services or benefits within one TPR but which serves more than two municipalities and traverses more than approximately 25 miles, or that serves a significant portion of a region by connecting multiple communities.

“Statewide Transit Project” shall mean a project that provides services or benefits to a substantial portion of the state.

“Transit” shall mean public transportation by any mode, including bus, rail, or advanced guideway systems, or bicycle or pedestrian access to transit facilities.

“Transit and Intermodal Committee” or “T&I Committee” shall mean the committee comprised of members of the Transportation Commission with oversight of the Division of Transit and Rail.

“Transit and Rail Advisory Committee” or “TRAC” shall mean the advisory committee comprised of stakeholder members appointed by the Executive Director pursuant to § 43-1-1104(1)(b), C.R.S.

**V. PROCEDURE**

**A. Program Objectives**

1. The Division of Transit and Rail’s objective is to assist with the planning, maintenance, development, operation, implementation, and integration of transit into the statewide transportation system. The Division of Transit and Rail (“DTR”) shall ensure

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that state transit funds are used effectively and in accordance with legislative requirements and intent by providing oversight and establishing sufficient controls within the DTR related to FASTER transit revenue and projects.

2. As a means to achieve these program objectives, the DTR shall apply the criteria established by the Transportation Commission in Policy Directive 704.0 to all eligible FASTER Transit Projects.

**B. FASTER Transit Project Eligibility and Prioritization Process**

1. The DTR will use the following evaluation method to determine if a project is eligible for FASTER Transit program funding.

a) FASTER Transit Project must meet the eligibility criteria established by the Transportation Commission and set forth in Policy Directive 704.0; and

b) The FASTER Transit Project must be evaluated by the DTR staff using the following metrics:

(1) For Replacement of Rolling Stock:

Metric 1: Age, Mileage, Usage, Readiness: Higher mileage vehicles will be scored higher than lower mileage units;

Metric 2: Higher scoring will be awarded to applicants that can demonstrate a good state of repair through effective, documented, formal preventive maintenance programs or Transit Asset Management programs, and to those that have and follow a capital replacement plan;

(2) For Expansion of Rolling Stock:

Metric 1: Demonstrated Need and Readiness: Higher scoring will be awarded to projects that clearly demonstrate the need for the expanded service or facility in terms of documented ridership studies and community support, that demonstrate an effective business case and can demonstrate they are truly ready to go;

Metric 2: Special Considerations: For vehicle requests, applicants with a lower fleet spare ratio, who have a capital replacement plan/asset management plan, who can show strong institutional commitment, and who can show a strong financial commitment (higher local match

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ratio), will be scored more strongly.

(3) For Facilities, Design, and Equipment:

**Metric 1: Readiness and Demonstrated Timetable:** Higher priority will be given to those that are shovel ready (NEPA clearance finalized, at least 30% design completed, and site location selected and purchased), and to the completion of existing projects.

**Metric 2: Project Purpose, Cost Savings, and Efficiency:** Higher priority will be given to those projects that: have a high degree of support; defensible business case, and support or provide significant transit operational and utilization benefits.

**Metric 3: Special Considerations.** Higher scoring in this area will be given to those projects that demonstrate they were developed in partnership with the local community. In the case of requests for the expansion of existing facilities, higher scoring will be applied if the project demonstrates the need for the facility and for growth in the program it supports. Agencies that adequately demonstrate institutional commitment, funding, financial capacity, and capability to sustain the service and project over time will be also be scored more strongly.

(4) For Regional Operating Assistance:

**Metric 1: Project Readiness:** Higher priority will be given to projects that: demonstrate the ability to be implemented quickly; have a strong demonstrated need; operate across more than one CDOT engineering or planning region; operate outside a single agency taxing district, have infrequent (widely-spaced) stops; are included in the Regional Plans and/or the Statewide Transit Plan, and have strong forecast ridership / utilization.

**Metric 2: Budget and Business Plan:** Higher priority will be given to those projects that: have strong local support and/or multi-agency participation; could respond well if state funding were to decrease; address broader transportation outcomes such as solving congestion or achieving operational efficiencies, and make connections to major activity centers.

<p>Subject</p> <p><b>FASTER Transit Program</b></p>	<p><b>1608.1</b></p>
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(5) For Planning Studies

Metric 1: Project Purpose and Demonstrated Need: The project does not qualify for FTA Section 5303 or 5307 (in urbanized areas) or 5304 funding, is relevant to other transit agencies in the state, has been vetted with the local transit provider, and the study is ready to proceed upon award.

c) Eligible Recipients. Projects proposed by local public and private nonprofit entities and tribal governments that offer either public transportation or Open Door Specialized Transportation may be funded by the Local pool or Statewide pool of FASTER funding. Projects proposed by state agencies can only be funded by the statewide share. While all local agency projects are eligible to receive FASTER funding, those applicants that do not directly provide transit services must apply for FASTER funds through the transit provider that serves their jurisdiction.

d) Eligible Projects. FASTER funding may be used for any items defined as capital expenses by the Federal Transit Administration, including:

- (1) Rolling stock (buses, vans, train cars, gondola cabins);
- (2) Transit stations, transfer facilities, bus storage and/or maintenance facilities;
- (3) Multimodal facilities; i.e., facilities that accommodate some combination of services of multi-regional or statewide significance;
- (4) Park-and-ride facility construction or improvements;
- (5) Technology improvements that enable enhanced transit services in high priority corridors, including signal prioritization and ITS;
- (6) Technology improvements that significantly improve the coordination of human services transportation by means of mobility management tools;
- (7) HOV, HOT, queue jump, and bus pull-out lanes, Bus Rapid Transit projects, and bus lanes;
- (8) Bike racks, lockers and bike parking at multimodal stations;

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(9) Enhanced modal connections, including but not limited to trails, sidewalks and bike lanes leading to major transit stations, provided they have a transit connection and enhance transit ridership.

(10) Planning projects, transit technical assistance, service planning, research projects and special studies; however, no more than 10% of the total available FASTER funding will be made available for such purposes, because planning funds are available through FTA Section 5303 or 5307 (in urbanized areas) or Section 5304 funding (rural areas).

### **C. DTR Program Roles and Responsibilities**

#### **1. DTR Director Responsibilities**

a) The DTR Director shall approve FASTER Transit Projects based on the criteria established by the Transportation Commission and set forth in Policy Directive 704.0 and using the metrics set forth above to select and prioritize the projects.

#### **2. Transit and Rail Advisory Committee**

a) Pursuant to § 43-1-1104(2), C.R.S., the Transit and Rail Advisory Committee shall provide advice to the DTR on the needs of the transportation systems in Colorado and shall review and comment on all regional transportation plans submitted for the transportation planning regions.

b) The Transit and Rail Advisory Committee shall advise the DTR on proposed changes to the metrics for FASTER Transit Projects and apprise the Transit and Intermodal Committee of any recommended changes to the metrics.

#### **3. DTR Staff**

a) DTR staff shall submit quarterly reports to the Transit and Intermodal Committee (“T&I Committee”) setting forth the expenditures and status of all FASTER Transit Projects and the reconciliation of FASTER funding.

b) DTR staff shall manage all projects except that management of some construction projects may be shared with the CDOT regions, as set forth in greater detail in the DTR Grant Partners Manual. The grant coordinators shall serve as

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the grant partner liaisons and project managers in geographically assigned areas. They also shall monitor projects that are managed by the regions.

c) The DTR staff shall conduct calls for projects and recommends the eligible project list to the DTR Director.

d) The DTR Budget Analyst shall be responsible for managing and monitoring the flow of the FASTER funds, such as annual revenue, roll forwards and transfers, expenditures, and coordination with HQ/regions business managers, OFMB and region planners on funding transfers. The DTR Budget Analyst is also responsible for generating regular financial reports on the status of FASTER Transit funds, and recommending and implementing general controls.

**D. Project Selection**

1. The DTR staff shall conduct a consolidated call for capital projects generally in the fall of each calendar year.

2. The DTR staff shall conduct a call for operating projects generally in the spring of each calendar year.

3. The calls for projects shall include the instructions for submitting applications for eligible capital, regional operating assistance projects, and planning studies. The instructions shall include all pertinent information (available funding amounts, project eligibility, selection criteria, schedule, etc.) needed for an applicant to effectively submit an application.

4. Once project applications have been received, DTR staff shall review the applications to ensure that the project meets the criteria established by the Commission. Any applicant not meeting the criteria will be contacted by DTR and given the opportunity to respond to the finding of ineligibility.

5. DTR shall assemble a team made up of CDOT staff (from DTR, the Policy and Government Relations Office, CDOT Division of Transportation Development, the CDOT Civil Rights and Business Resource Center, and other stakeholders), which may include representatives outside CDOT. This team evaluates and scores applications using the metrics set forth above in V.B.

6. The team recommends a list of projects to the DTR Director, which will include the team’s rationale and detailed justifications for its recommendations.

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7. The DTR Director shall review the recommendations and confer with the Executive Director, Deputy Executive Director or Chief Engineer of CDOT.

8. Thereafter, the DTR Director shall issue a final determination of which FASTER Transit Projects will receive FASTER funding.

**E. Budgeting and Contracting of Transit Projects**

1. After project selection is complete, if it is determined that DTR will manage the project, then the DTR project manager shall work with the DTR budget analyst and the CDOT business office(s) to build the project in SAP, including STIP/TIP, and budgeting.

2. If it is determined that a CDOT region will manage a construction project on behalf of DTR, the DTR budget analyst will work with the regions and OFMB to have the fund transferred to the region.

3. OFMB and business office(s) shall budget the project in SAP. See Procedural Directive 704.1. If the FASTER Transit Projects exceeds the approved budget by the amount specified in Policy Directive 703.0, the process set forth in Policy Directive 703.0 must be followed.

4. DTR shall formalize the FASTER Transit Projects by initiating the contract or grant agreement (or amendment) process for the grant partner.

5. The CDOT project manager shall generate the first draft of the scope of work and provide it to the grant partner. A final scope will be negotiated. The scope of work shall include sufficient detail and follow the template included in the DTR Standard Operating Protocol.

6. The Project manager shall initiate a shopping cart in the SAP financial system.

7. The CDOT business office and the DTR budget analyst shall conduct a multi-layer check and balance system to ensure that shopping carts are approved with the correct fund source, in the correct amounts.

8. The CDOT Procurement and Contract Services Office shall issue the contract or grant agreement to the grant partner. The document shall include the relevant required state and federal clauses (if applicable). The CDOT Procurement and Contract Services Office shall provide the contract or grant agreement for signature to the grant partner.

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9. The contract or agreement is then returned to the CDOT Procurement and Contract Services Office to be executed by all necessary parties, including the CDOT controller (or the State Controller and Attorney General, if required) and the DTR Director (or Executive Director or designee, if required).

10. Once executed, the CDOT Procurement and Contract Services Office shall then upload the executed document in the Supplier Relationship Management (SRM) system and notifies DTR the grant has been executed.

11. DTR then notifies the grant partner that the contract or agreement has been executed, and provides the grant partner with a copy of the contract or agreement along with a notice to proceed.

**F. Implementing, Monitoring and Completing the Project**

1. Monitoring Requirements

a) As a term of the agreement, the grant partner must follow all relevant requirements set forth in the Grant Partner Manual and the CDOT Local Agency Manual, where applicable. The Grant Partner Manual contains requirements pertaining to all types of projects, including capital construction projects, capital non-construction projects, interregional operating projects, regional operating projects and planning projects. The Local Agency Manual applies specifically to construction projects.

b) Each project manager tracks the FASTER Transit Project milestones to ensure that the project is adhering to the required scheduled and terms of the contract or agreement.

c) Each project manager ensures that the grant partner complies with the State Procurement Code requirements by utilizing the DTR Procurement Manual, which provides necessary information for all compliance requirements.

d) DTR staff shall take proactive steps to address projects that are not meeting performance standards, including identifying resources for project managers, identifying specific issues causing the delay, and providing a date certain by which time requirements must be met.

e) DTR staff shall provide regular updates to the Director of DTR, the T&I Committee and the TRAC, which shall contain information on specific

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projects, revenue expenditures, current status since last update, milestones reached, and a report on underperforming projects.

f) Each project manager shall reconcile FASTER expenditures against transit project budgets.

g) FASTER Grant closure.

(1) Upon completion of the project, after the purchase of the goods for capital projects or at the end of the service period for operating agreements, DTR will request confirmation of completion from the grant partner and acknowledgement that the project shall be closed.

(2) This confirmation will then be supplied to the Business Office which will make the request to close the grant and purchase order.

(3) Upon receipt of this request and confirmation, the purchasing office will close the grant and purchase order. The business office will then liquidate any remaining funds, making them available for other projects.

(4) Upon a region project closure, any remaining funds shall be returned to the DTR FASTER transit budget pool.

## 2. Performance Standards

a) Twice a year, including prior to the call for projects, the DTR staff shall generate a FASTER Transit Project Status Report which contains the status of all FASTER Transit Projects (inception/in process/on time/underperforming/closed).

b) Twice a year, including prior to the call for projects, the DTR budget analyst shall generate a FASTER Transit Revenue Report which shall contain a detailed justification of all FASTER revenues allocated and expenditures incurred in a fiscal year, the recipients of all FASTER revenues) and an estimate of the FASTER revenue that will be returned to DTR, if the estimated cost exceeded the actual cost of the project. The Report shall also include a reconciliation of FASTER revenues and expenditures to date. The Report will first be presented for review to the DTR Deputy Director and/or the DTR Director.

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c) The project managers (DTR and regions) shall provide an exception report to the DTR unit manager responsible for the respective contract or grant agreement which shall list all funds awarded but not yet budgeted.

d) The DTR unit manager shall then provide project status reports to the DTR Director on a regular basis.

e) Performance Schedule

(1) As stated above, each project is provided with a specific schedule and milestones. The grant partner/contractor must follow the requirements set forth in the Grant Partner Manual, and the Local Agency Manual, where applicable.

(2) Each project manager shall confirm on a regular basis that the project is performing on schedule. If it falls behind schedule, the project manager notifies the DTR unit manager and DTR Director of the underperforming project, and a plan shall be developed to remediate or terminate the project.

(3) The DTR unit managers and DTR Director will provide oversight of schedule changes, with the goal of efficiently addressing underperforming projects and taking proactive steps to close out projects.

## **G. Training**

1. The DTR Director, Deputy Director and unit managers will ensure that all relevant staff are trained on their individual roles, on how to effectively use SAP functions and COTRAMS to track their projects, how to effectively coordinate with the Regions on construction projects, and how to effectively carry out the above policies and procedures. New staff shall be trained within three months of hiring. Existing staff shall receive training as needed on SAP functions and reconciliation.

## **VI. DOCUMENTS REFERENCED IN THIS PROCEDURAL DIRECTIVE**

State Management Plan

Grant Partner Manual

Grants Unit Policy & Procedures (GUPP)

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Standard Operating Procedures

DTR Procurement Manual

CDOT Procurement Manual

DTR Bustang Manual

Appendix A “DTR FASTER Transit Program Planning Process”

**VII. IMPLEMENTATION PLAN**

This Procedural Directive shall be effective upon signature.

**VIII. REVIEW DATE**

This Procedural Directive shall be reviewed on or before January 2021.

\_\_\_\_\_  
 Shailen P. Bhatt  
 Executive Director

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 Date of Approval

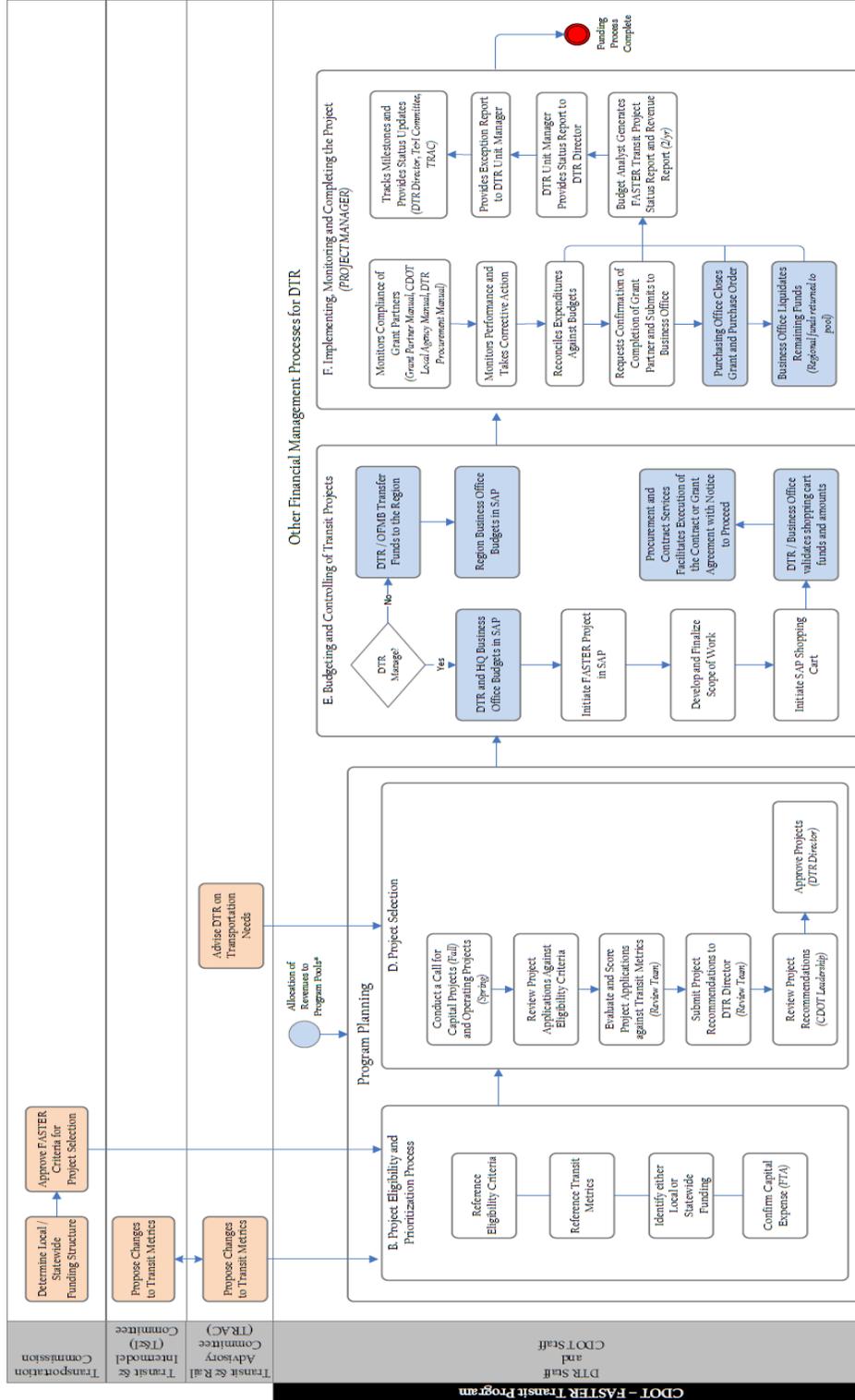
Subject

# FASTER Transit Program

1608.1

## FASTER Program – Program Planning and Financial Management Processes (Level 2) – Division of Transit and Rail (DTR)

Purpose: To display a lower level of detail of how the DTR financial management processes utilizes funds in the FASTER Transit Program.



**5. Information Only:  
Procedural Directive BE16.1 “Bridge Enterprise  
Management of FASTER Revenue and Selection  
of FASTER Bridge Projects”**

<b>BRIDGE ENTERPRISE BOARD OF DIRECTORS</b>		<input type="checkbox"/> <b>POLICY DIRECTIVE</b> <input checked="" type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
<b>Subject</b> <b>Bridge Enterprise Management of FASTER Revenue and Selection of FASTER Bridge Projects</b>		<b>Number</b> <b>BE16.1</b>
<b>Effective</b>	<b>Supersedes</b> n/a	<b>Originating Office</b> <b>Statewide Bridge Enterprise</b>

## I. PURPOSE

The purpose of this Procedural Directive is to set forth the processes to implement Policy Directive BE16-1 so that FASTER revenues are effectively and efficiently leveraged to strategically and quickly complete bridge projects, and to ensure that the State obtains the greatest benefit in increased bridge safety from FASTER dollars.

## II. AUTHORITY

Bridge Enterprise Director pursuant to § 43-4-805, C.R.S

Funding Advancements for Surface Transportation and Economic Recovery Act of 2009, §48-4-801 to 805, C.R.S.

Recording and Code Guide for the Structure Inventory and Appraisal of the Nation’s Bridges, FHWA, Report No. FHWA-PD-96-001 (“SIA”)

§ 43-4-801, et seq., C.R.S. “Funding Advancement for Surface Transportation and Economic Recovery” “FASTER”

## III. APPLICABILITY

This Procedural Directive shall apply to the Bridge Enterprise and all Divisions, Regions, and Offices of CDOT.

## IV. DEFINITIONS

“Bridge” shall mean a structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also

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include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening. 23 C.F.R. § 650.305

“Bridge Enterprise Board of Directors” shall mean the Type 2 Board established pursuant to § 43-4-805, C.R.S.

“Bridge Enterprise Director” shall mean the position established by § 43-4-805(2)(a)(I), C.R.S., who shall oversee the discharge of all responsibilities of the bridge enterprise and shall serve at the pleasure of the Bridge Enterprise Board of Directors.

“Designated Bridge” is defined by § 43-4-803(10), C.R.S. as “every bridge, including any roadways, sidewalks, or other infrastructure connected or adjacent to or required for the optimal functioning of the bridge, that: (a) is part of the state highway system, as described in section 43-2-101, C.R.S.; and (b) has been identified by the department as structurally deficient or functionally obsolete, and has been rated by the department as poor, as of January 1, 2009, or is subsequently so identified and rated by the department.”

“Executive Director” shall mean the Executive Director of the Colorado Department of Transportation or his/her designee, pursuant to § 43-1-105, C.R.S.

## **V. PROCEDURE**

### **A. Identification and Designation of Eligible Candidates for FASTER Bridge Enterprise Projects**

1. The Bridge Enterprise Board of Directors (hereinafter “the Bridge Enterprise BOD”) determines the criteria for bridges to be candidates for Designated Bridges and thus eligible for FASTER funding. See Policy Directive BE16.0.
2. The CDOT Staff Bridge Office is charged with performing scheduled bridge inspections and performing maintenance of bridges pursuant to 23 C.F.R. 650.305.
3. Staff Bridge utilizes the Recording and Code Guide for the Structure Inventory and Appraisal of the Nation’s Bridges, FHWA, Report No. FHWA-PD-96-001 (“SIA”) to determine a sufficiency rating for bridges.
4. The CDOT Staff Bridge Office provides the Bridge Enterprise Program Management with the current list of bridges determined to have a “poor” rating.
5. The Bridge Enterprise Program Management staff applies the criteria established by the Bridge Enterprise BOD and develops a list of “Designated Bridges” which are FASTER funding eligible.

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## B. Prioritization of Projects

### 1. Quantitative Analysis Using the Prioritization Plan Tool

a) The Bridge Enterprise Program Management staff maintains and updates a prioritized list of structures that meet the criteria for Designated Bridges. It applies the Bridge Enterprise BOD approved Prioritization Plan tool to prioritize Designated Bridges.

b) The Prioritization Plan Tool weighs the following factors and arrives at a quantitative number for each Designated Bridge. The list of factors includes:

- (1) The severity of the deficiency or obsolescence;
- (2) The severity of the Sufficiency Rating;
- (3) The severity of the entire Designated Bridge condition or the structural condition of the bridge components;
- (4) The average daily traffic (“ADT”);
- (5) The percentage of truck traffic (“%TT”);
- (6) The importance of the Designated Bridge (i.e., is it a primary access to a community, emergency route, has freight/tourism agriculture/other industry importance, etc.);
- (7) The program-specific economic impacts; and
- (8) Other structure specific issues.

### 2. Qualitative Program and Funding Analysis

a) The Bridge Enterprise Program Management staff gathers data from CDOT Staff Bridge and the Regions regarding the factors set forth below. This data is used to augment the initial prioritization of Designated Bridges.

b) The Regions provide to Bridge Enterprise Program Management staff a preliminary project estimate, a drawdown schedule of funds, and a progress schedule for the Designated Bridge project(s). Bridge Enterprise Program Management staff reviews these documents to determine whether all information has been included and confirms that an appropriate level of detail has been provided.

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c) The Bridge Enterprise Program Management staff then conducts a qualitative analysis to further determine the prioritization of Designated Bridges. This analysis includes consideration of the following dynamic factors when applicable:

- (1) Project readiness with regard to design completion influencing considerations, such as long-term or long-duration studies or analysis;
- (2) Coordination with external stakeholders, etc.;
- (3) Project staffing/resource availability;
- (4) Anticipated project cost;
- (5) Anticipated length of project development and delivery;
- (6) Region input regarding the importance of the Designated Bridge to the health, safety and welfare of the public;
- (7) The availability of Non-FASTER funds;
- (8) The Designated Bridge service life;
- (9) Anticipated project delivery method (Design-Build, Design Bid Build, CM/GC, public-private partnerships, etc.) final determination will be by a project delivery workshop during design phase;
- (10) Multi-modal transportation considerations;
- (11) Project-specific variables including but not limited to: environmental considerations, utilities, railroad involvement, State Historic Preservation Office involvement, alternative construction methods including Accelerated Bridge Construction (ABC) and traffic impacts; and
- (12) Economies of scale.

### **C. Project Selection and Budgeting**

1. The Bridge Enterprise Program Management staff shall adhere to all established CDOT and Bridge Enterprise procedures and guidance documents with regard to internal budgeting processes. The management of the budgeting process shall ensure that only eligible project features are funded through the Bridge Enterprise, and ensure that the allocation of FASTER revenues are readily identifiable.

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2. The Bridge Enterprise Program Management staff, with the oversight of the Bridge Enterprise BOD and the Department Executive Director, shall continually update a short-term and sustainable long-term plan for revenue streams dedicated to the construction of important surface transportation infrastructure projects pursuant to § 43-4-802(3)(a), C.R.S. These short and long-term plans shall include as a paramount requirement that FASTER funding be made available to respond to urgent present needs to repair and replace structurally deficient and functionally obsolete bridges and improve highway safety in the state pursuant to § 43-4-802(2)(b), C.R.S.

3. Projects will be selected first for programming and then for budgeting. These two steps combined constitute the funding process.

4. Programming the Project. The Bridge Enterprise Program Management staff will either seek to program a project at once, or program in incremental phases, depending on the outcome of the prioritization process above. A project that is identified for pre-construction only results in a set of plans, specifications and estimates (the “PS&E Package”). Upon completion of a pre-construction only project, the project re-enters the population of Designated Bridge projects and will have a ‘shelved’ PS&E Package. If a project has been identified for pre-construction and construction phase, the following also apply; however, the project will not need to be reevaluated between phases.

a) Pre-Construction Phase

(1) The Bridge Enterprise Program Management staff submits recommendations for project programming to the Bridge Enterprise Director with supporting documentation. The supporting documentation shall include an Evaluation Summary, justifying the selection of a Designated Bridge for programming based on the quantitative and qualitative analysis set forth above.

(2) The Bridge Enterprise Director or his management designee shall provide input on the Designated Bridge Projects. Projects that receive concurrence proceed with the procedure below, rejected projects return to the list of future projects.

(3) The Regions provide to Bridge Enterprise Program Management staff, scope, schedules and preliminary cost estimate for Designated Bridge projects.

(4) Bridge Enterprise Program Management staff then:

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(a) Conducts a final review to determine whether all information has been included and confirms that an appropriate level of detail and transparency has been provided;

(b) Confirms that the scope, schedule and budget are within program resources; and

(c) Develops a final list of Designated Bridges recommended for approval with supporting information that includes a Bridge Enterprise Evaluation Summary clearly documenting the rationale for selecting bridges to repair or replace. The summary shall include both the quantitative and qualitative elements that cause the project to be recommended for funding over other eligible projects.

(5) The budget requests for project approval shall follow the established budgeting process for inclusion in a Budget Supplement request for Bridge Enterprise BOD approval, which includes Department management review. For all projects using FASTER funding, if the project exceeds the approved budget by the amount specified in Policy Directive 703.0, the process set forth in Policy Directive 703.0 must be followed.

(6) The Bridge Enterprise Evaluation Summary shall be included in the budget supplement request.

(7) After being approved by the Bridge Enterprise BOD, the project is budgeted in CDOT's accounting system and added to the Statewide Transportation Improvement Plan by OFMB.

(8) If FASTER funds are utilized to fund a Bridge that is later determined to have not been a Designated Bridge, the FASTER revenue must thereafter be returned to the FASTER pool.

**b) Construction Phase**

(1) Approved Bridge projects that were previously programmed for preconstruction only, and have a shelved PS&E Package may be programmed for construction phase.

(2) Selection of a project for programming for construction phase will follow the same programming and approval process described

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in section 4. a) above.

(3) Budgeting the construction phase. When an approved project is identified to be programmed for construction, the following budgeting process applies:

(a) The completed PS&E Package shall be submitted to the CDOT Cost Estimates and Marketing Analysis unit for development of the official engineer's estimate.

Engineering Estimates & Marketing Analysis shall provide Bridge Enterprise Program Management staff with the official engineer's estimate.

(b) After completing the engineer's estimate for the project, the project engineer shall establish a contingency for the initial construction budget based on the total estimated cost of the biddable items. The established contingency shall not exceed 5% of the estimated cost of the biddable items unless approved in writing by the responsible Program Engineer based on a justification for the increase.

(c) Regional business managers shall fund the contingency portion of a project with future year dollars.

(d) Bridge Enterprise Program Management staff shall review the official engineer's estimate with the region to ensure that the construction engineering and in-direct costs are accurate.

## **D. Building the Project**

### **1. Oversight of Designated Bridge Projects**

a) Oversight of the Bridge Enterprise Program Management Staff. In order to execute and achieve the goals of an independent government owned business, the Bridge Enterprise Program Management Staff participates in the development of a project from concept through completion. As part of this process it:

(1) Provides input on individual Designated Bridge project goals, scope, budget, structure design, procurement and schedule to maintain consistency with program objectives.

(2) Performs eligibility reviews of project features at appropriate intervals during development.

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(3) Tracks the performance of each project.

(4) Advises the Schedule Change Control Board (SCCB) which consists of the members of the CDOT Executive Management team.

2. Oversight of the Schedule Change Control Board (“SCCB”). The SCCB acts in an advisory capacity to the Bridge Enterprise BOD, the Bridge Enterprise Director, and the Bridge Enterprise Program Management, with the goal of addressing underperforming projects.

3. Project Close

a) Region staff and the Bridge Enterprise Program Management staff shall consistently review projects nearing substantial completion so that projects may be closed in a timely manner.

b) At approximately 90% complete, the Bridge Enterprise Program Management staff will evaluate the project finances with the appropriate region staff in order to determine what funds are needed to complete the project.

c) Bridge Enterprise Program Management staff shall work with the regions to determine the appropriate funds necessary to complete the project. The regions shall take all measures to immediately release excess funds.

d) The Bridge Enterprise Program Management staff shall have the final discretion to determine the amount necessary to complete the project.

e) The regions shall then work with the Bridge Enterprise Program Management staff to release all remaining budget and encumbrances. All FASTER Bridge Enterprise project savings shall be returned to the FASTER Bridge Enterprise Fund (538) for reprogramming.

**E. Bridge Enterprise Transparency**

1. Progress Reporting. The Bridge Enterprise Program Management staff:

a) Prepares progress reports on Bridge Enterprise matters and submits them to the Bridge Enterprise BOD at regular meetings.

b) At no less than quarterly intervals, provides an update of key program metrics to the CDOT Office of Communications which are then posted on the Bridge Enterprise website.

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c) Holds regularly scheduled meetings with CDOT departments, regions, state agencies and other stakeholders to discuss project issues, initiatives, and plans.

d) Submits its annual report to the Bridge Enterprise BOD at least one month in advance of its submission to the State House and Senate Transportation Committee for their review, comment, and approval.

d) Provides its annual report to the House and Senate Transportation Committees no later than February 15th of each year in accordance with § 43-4-805(6), C.R.S.

**VI. DOCUMENTS RELEVANT TO OR REFERENCED IN THIS PROCEDURAL DIRECTIVE**

1. Recording and Code Guide for the Structure Inventory and Appraisal of the Nation’s Bridges, FHWA, Report No. FHWA-PD-96-001 (“SIA”)
2. American Association of State Highway and Transportation Officials (AASHTO) Manual, “The Manual for Bridge Evaluation”
3. Bridge Inspector's Reference Manual (BIRM), See 23 C.F.R. § 650.305
4. Bridge Enterprise Guidance Documents
5. Appendix A Bridge Enterprise Program Planning Process

**VII. IMPLEMENTATION PLAN**

This Procedural Directive shall be effective upon signature.

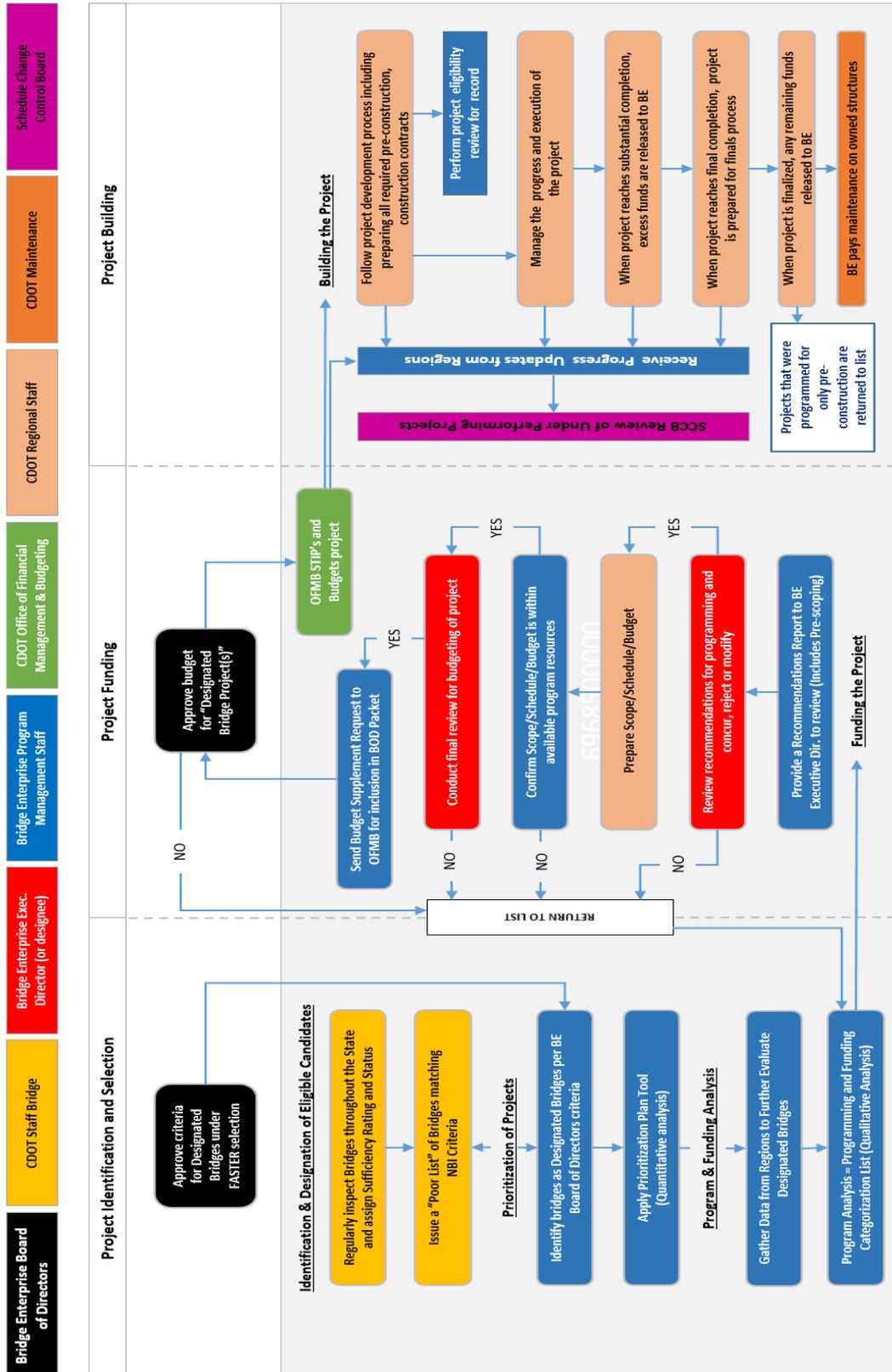
**VIII. REVIEW DATE**

This Procedural Directive shall be reviewed on or before January 2021.

\_\_\_\_\_  
 Bridge Enterprise Director

\_\_\_\_\_  
 Date of Approval

## Bridge Enterprise Program Planning Process



## **Transit and Intermodal Committee Meeting**

**Meeting Agenda  
Wednesday, January 20, 2016**

**CDOT / Auditorium**

**4201 East Arkansas Avenue  
Denver, Colorado**

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

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

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

**Shannon Gifford  
District 1, Denver**

**Bill Thiebaut  
District 10, Pueblo**

**Nolan Schriener  
District 9**

**Ed Peterson  
District 2, Lakewood**

- **Introductions / Approval of October Minutes (Kathy Gilliland-5 min.)**
- **Transit Grant Quarterly Report (David Krutsinger - 5 min.)**
- **FTA State Management Plan (David Krutsinger – 5 min.)**
- **Bustang**
  - **Quarterly Update (Mike Timlin-5 min.)**
  - **Weekend service / North & South (Mike Timlin-5 min.)**
  - **Service for metro ring communities / Policy discussion (Mike Timlin-10 min.)**
- **SB 228 / Rural Regional outreach schedule (Mike Timlin-5 min.)**
- **Peak Period Shoulder Lane (PPSL)/Bustang Pilot (Informational)**
- **Transit Town Halls 2016 (Informational)**
- **Bike/Ped update (Informational)**
- **Adjourn**

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

**Transit & Intermodal Committee Meeting Minutes**  
**Thursday, October 15, 2015**

Committee Members Attending:

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

Additional Commissioners attending included:

Staff & Others attending included:

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

Commissioner Gilliland called the meeting to order at 10:13 am.

1. **Introductions/Approval of Minutes:** The minutes of the July 2015 T&I Committee meeting were approved unanimously.
2. **Bustang Quarterly Report:** Mike Timlin reviewed the Quarterly Report with the T&I Committee. During the start-up period, as drivers have been getting familiar with the routes, are experiencing accidents, incidents, and collisions at the rate of 2.75 per 100,000 miles. The goal is to keep the rate at or below 0.5 per 100,000 miles. On-time performance was at 91% in July during the first weeks of start-up, and had improved to 98% by September. The goal for farebox recovery within 2 years of start-up is 20%. Current farebox recovery is at 28% for the whole Bustang system, and is at 40% on the I-70 West Route.

The Rams Route was started in September, targeting CSU students who travel down to Denver on Friday afternoon, and back to Fort Collins Sunday. It has been operating within expectations.

The Commissioners asked questions.

Q: Is the South Route meeting expectations?

A: At the end of its service in 2012, the FREX was operating 16 one way trips (8 round trips) per day and serving an average of 397 passengers per day. Today's service is operating 14 one way trips (7 round trips per day) and serving about 150 trips per day. While it has not yet met the FREX ridership levels, it has doubled in the first two and a half months, and is on the continued rise. DTR staff believe this is a result of riders gaining enough confidence that the route will be permanent, shifting from carpools and vanpools to bus service.

Q: Can the T&I Committee get the route charts in color or make them more readable in black & white?

A: Yes.

3. **Bustang Operation Guidelines (PD 1605):** Mark Imhoff reviewed Policy Directive 1605 with the T&I Committee, noting the responsibilities of the T&I as a Committee, and describing which decisions must be confirmed by the full Commission. T&I makes decisions about capital expenditures in general. The full Transportation Commission considers budget expenditures over the base \$3 M per year budget.

Mark Imhoff and Mike Timlin then reviewed upcoming minor adjustments and schedule changes proposed for January.

4. **Bustange West Route Weekend Service:** The West Route will have minor schedule changes to reflect I-70 winter travel conditions. The West Route is also proposed to add service, changing from service weekdays only, to service 7-days per week, starting the week of November 16<sup>th</sup> (Saturday November 20<sup>th</sup> would be the first Saturday, the 21<sup>st</sup> the first Sunday).

5. **Purchase Three New Bustang Buses:** This discussion introduced the concept of a bus spare ratio, often calculated as 20% to 30% more than the number of vehicles operated in maximum service (VOMS) or 1.2x to 1.3x VOMS. Alternately it can total fleet divided by VOMS. In the case of Bustang, 13 total / 10 VOMS = 30% spare ratio. If the math results in a partial vehicle, i.e. 20% means a need for 1.25 spare vehicles, then 2 spares are required because vehicles are not divisible into pieces. In urban areas, with closely spaced routes, and large vehicle fleets, 20% is usually an adequate spare ratio. With small fleets or largely spaced coverage, 30% is the standard. Bustang has broadly spaced coverage, with vehicles operating over 260 miles of routes.

This discussion of spare ratio preceded the recommendation by DTR Staff that Bustang purchase three more vehicles. With ridership growth, particularly on the West Route, DTR would put another bus into service if it was available. That would mean 11 vehicles on the road, and 2 spares would only provide an 18% spare ratio ( $13/11 = 1.18 = 18\%$  spare). The T&I members were understanding of this explanation, of the growth rates forecast for ridership, and of the 9- to 12-month lead-time to order/deliver a new bus. The T&I members requested additional information about the operating costs and fare recovery implied by putting another vehicle into service. DTR Staff replied that a memo and/or a special T&I meeting could be scheduled to discuss the additionally requested information.

**SB 228 & SB 1 Remaining Funds:** CDOT will receive approximately \$200 Million in SB 228 funds, of which a minimum of 10% is dedicated to transit, or \$20 Million. In addition, CDOT, through cash management efforts, identified approximately \$12 Million in unspent SB 1 funds dedicated to transit. The total is \$32 Million. SB 228 funds and SB 1 funds are a temporary funding source and therefore only useful for capital investment, not on-going operations & maintenance.

DTR staff described the components of a Rural Regional bus network. The goal is to make service more efficient (i.e. more passengers) and more effective (i.e. serve people at more convenient times). The core of the network must be predicated on the available operating funds, \$3 Million Bustang (plus fares), \$1 Million FASTER Regional Operating Assistance, and \$1.6 Million in FTA §5311(f) funds. PD 14, State Transit Plan, Intercity Bus Study, and SB 228 goals/objectives/metrics all “drive” and guide how the funds might be invested in park-and-rides, in vehicles for Rural Regional bus services, and possibly intelligent transportation system improvements.

DTR staff will need to do outreach to confirm with Transportation Planning Regions (TPR's) that there is a good rationale behind the selection of projects. The SB 228 transit list, for instance, identifies over 10-times the need (\$323 M) as compared to available funds (\$20 M). Also, the success of Bustang has shown the benefits from close coordination with local transit agencies. The T&I Committee members affirmed the need for outreach efforts prior to making decisions, and suggested ideas for DTR staff to consider during outreach (public sector – private sector interactions, seniors and other populations, local government partnership opportunities, and risks for CDOT of potential investment choices.)

6. **Other TC Policy Considerations / Metro Fringe Area Stops:** DTR staff noted that Bustang customers routinely ask for Bustang service in Castle Rock, Idaho Springs, and the Carbon Valley (Frederick, Firestone, Dacono, Erie, SW Weld County). It was noted that Bustang's mission, to date, is to connect existing transit agencies, and that these areas do not have local transit service. Nevertheless these areas do have riders who could be served, and are on State/Inter-state highways of significance with congestion. The T&I Committee requested further information from DTR staff to continue the discussion.
7. **Adjourn:** The meeting was adjourned at 11:36 AM.

**Transit & Intermodal Committee Minutes, Special Meeting Held by Phone Conference  
Monday, October 26, 2015**

Committee Members Attending:

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

Additional Commissioners attending included:

Staff & Others attending included:

DTR Director Mark Imhoff, Bus Operations Manager Mike Timlin, Commission Assistant Zach Alexander, DTR Deputy Director David Krutsinger.

Commissioner Gilliland called the meeting to order at 3:02 PM

1. **Introductions:** Introductions were made, and the purpose of the meeting was described. Meeting minutes from the regular October 15<sup>th</sup> meeting, and this meeting will be reviewed at the regular T&I quarterly meeting in January. Zach Alexander noted that this meeting, although held by phone, had all the public notice of a regular meeting, is itself open to the public by phone, and confirmed that a phone meeting was sufficient to conduct the business of the T&I Committee.
2. **Bustang Vehicle Purchase:** The main purpose of the meeting was to consider additional information that the T&I Committee requested before making a decision about the staff recommendation proposing purchase of three additional over-the-road (OTR) coaches for Bustang services. Mark Imhoff summarized that if CDOT had the buses today, one would be immediately put to use on the I-70 West Route, based on the ridership demand. The ridership on the North and South I-25 routes is growing significantly, and even modest projections of volumes in late 2016 are indicating the need for more capacity on those routes as well. The additional information in the T&I meeting packet presented the operating & maintenance (O&M) costs, both with current operations, and with three additional buses being put into operation.

Commissioner Gifford said she felt more comfortable with all the information laid out, having the O&M information in addition to the prior meeting's ridership and capital cost information. Commissioner Peterson said he was also more comfortable, and questioned whether it would really take nine to twelve months for the buses to be delivered. Mike Timlin confirmed that it will take that long both for the delivery from the manufacturer, and the post-delivery equipment installation & branding (i.e. bus wrap) that must take place before the buses can be put out for service. Mike noted CDOT will know the exact schedule better once the order is placed. Commissioner Shriner asked how the payment works. Mark Imhoff replied that the funds are committed at the time of delivery, but are not paid until the buses are delivered to and accepted by CDOT.

Commissioner Peterson made the motion to recommend to the full Transportation Commission that the three buses be purchased. Commissioner Gifford seconded. Commissioner Shriner also affirmed. The motion passed unanimously, without further discussion.

3. **Questions:** T&I Commissioners asked for a verbal update on the TIGER VII project for the Amtrak Southwest Chief rail service passing through La Junta, CO. Mark affirmed that CDOT's overall contribution remained at \$1 Million, toward a \$24 Million total project, with about a third, or \$8 Million, of that expected to be directly spent in Colorado.

The meeting adjourned at 3:30 PM



**DATE:** January 20, 2015  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** Transit Grants Quarterly Report

Purpose

The purpose of this memo is to provide the Transit & Intermodal Committee the first quarterly update on the Transit Grants Program. It is a draft format of what will become a regular quarterly update to T&I on the management of the Transit Grant Program.

Action

DTR Staff request T&I Committee input about what information is most useful in the role of providing oversight and policy direction for transit programs.

Background

A State Legislative Audit of the FASTER Program occurred in 2015, resulting in findings in August 2015. In response to that Audit, Policy Directive 704 is being presented to the Transportation Commission for approval in January 2016, covering FASTER Safety, FASTER Bridge, FASTER Maintenance, and FASTER Transit programs. PD 704 states that the T&I Committee shall receive a quarterly update on FASTER Grants. This is the first such FASTER Transit update in response to PD 704. Similarly, a triennial review (aka State Management Review or SMR) was completed by the Federal Transit Administration (FTA) in October 2015. CDOT is required to provide quarterly reporting to the FTA. Because FASTER and FTA funds are managed together as a whole, and each individually is approximately half of the overall transit program, this report includes information about both revenue sources and grants.

Details

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

***FASTER Update***

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

The rest of Table 1 provides a status update on State Fiscal Year (SFY) 2015; projects awarded two years ago (February 2014), for which budget was available to write contracts (July 1 2014), and which are now 18 months into project completion since then. Many of the dollars are un-expended because they are capital projects (buses and



facilities) which take longer to complete. This is an example of FASTER financial reporting that can be provided to the T&I Committee.

SFY 2016 projects with budget available for contracting in July, 2015 are just now getting under contract; the April quarterly report will begin to report on the status of the SFY 2016 program.

<b>Table 1: FASTER Funding Available SFY 2015: July 2014 - June 2015</b>				
<b>Status Report as of December 31, 2015</b>				
<b>(\$Millions, rounded)</b>				
FASTER Pool	Available Overall	Contracts Un-expended	Contracts Expended	Un- Programmed
<b>Local Pool</b>				
Small Agency Capital Expenses	\$4.1	\$4.0	\$0.1	\$0.0
Large Urban Capital Expenses (MMT, TF)	\$0.9	\$0.9	\$0.0	\$0.0
Subtotal Local Pool	\$5.0	\$4.9	\$0.1	\$0.0
<b>Statewide Pool</b>				
DTR Admin, Planning, & Technical Assistance	\$1.0	\$0.4	\$0.6	\$0.0
Bustang Interregional Express Service	\$3.0	\$2.0	\$1.0	\$0.0
Regional Operating Assistance*	\$0.0	--	--	\$0.0
Large Urban Capital Expenses (RTD)	\$3.0	\$2.5	\$0.1	\$0.4
Statewide Competitive Capital Pool	\$3.0	\$1.9	\$1.1	\$0.0
Subtotal Statewide Pool	\$10.0	\$6.8	\$2.8	\$0.4
<b>TOTAL</b>	<b>\$15.0</b>	<b>\$11.7</b>	<b>\$2.9</b>	<b>\$0.4</b>
*Note: Not approved until June 2014, and not budgeted/available until SFY 2016, beginning in July 2015.				

#### **FTA Update**

Table 2 shows the federal fiscal year (FFY) 2015 allocation of FTA dollars available to Colorado to sub-award to transit agencies around the state, and to use for CDOT administrative purposes. In 2015, \$17.3 Million was available from FTA. Of the \$17.3 Million, CDOT has obligated and sub-awarded to transit agencies \$13.2 Million of that, and has \$0.7 Million to administer the funds. This is a snapshot in time, and CDOT has just completed a selection process for new projects, expected to use up much of the \$3.4 Million that currently shows in this table as un-programmed.

<b>Table 2: FTA Funding Available FFY 2015 Program Pools: October 2014 - September 2015</b>					
<b>Status Report as of December 31, 2015</b>					
<b>(\$Millions, rounded)</b>					
FTA Program	Available Overall	Contracts Un-Expended	Contracts Expended	Available as CDOT Admin	Un pro- grammed
5304 - State/Non-Urban Planning	\$0.4	\$0.1	\$0.0	\$0.0	\$0.3
5310 - Senior/Disabled Large UZA	\$1.6	\$0.7	\$0.5	\$0.1	\$0.3
5310 - Senior/Disabled Small UZA	\$1.0	\$0.5	\$0.4	\$0.1	\$0.0
5310 - Senior/Disabled Rural	\$0.6	\$0.5	\$0.1	\$0.0	\$0.0
5311 - Rural Transportation	\$11.0	\$3.4	\$6.7	\$0.5	\$0.4
5312 - Research & Technology	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0
5339 - Bus & Bus Facilities	\$2.4	\$0.0	\$0.0	\$0.0	\$2.4
<b>TOTAL</b>	<b>\$17.3</b>	<b>\$5.5</b>	<b>\$7.7</b>	<b>\$0.7</b>	<b>\$3.4</b>



**Project Assistance / Lessons Learned**

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

<b>Table 3: Projects Experiencing Significant Changes</b>		
<b>Project</b>	<b>Change being Experienced</b>	<b>Description / Response</b>
Trinidad Multimodal Station - FASTER Funds 2011 - FASTER Funds 2013 - FTA Funds 2015 - \$330,920 FASTER - \$120,000 FTA 5311	The project is substantially delayed. Delays occurred because the property sale / acquisition did not close as expected. Estimated on-going operating & maintenance were higher than expected, and not fully vetted among project partners. The project cannot be cancelled, because it is a required “mitigation” action to CDOT highway re-construction through Trinidad. The scope and budget will be reduced to meet the minimum mitigation requirements.	Not all partners in the project were able to fulfill original commitments. This project, in hindsight, was not sufficiently ready-to-go when originally awarded funding. DTR is providing technical assistance and requiring more project controls on this project. DTR is requiring a higher level of project development for future projects.
Orchards Transfer Facility - Loveland, CO - FASTER Funds 2013 - \$383,000 FASTER	The project was substantially delayed because the property sale/acquisition did not close as expected. In addition, the sponsoring agency had staff turnover which impeded the ability to resolve the property issue.	Project cancelled in 2015
SH-7 / I-25 Carpool Lot - Thornton, CO - FASTER Funds 2014 - \$522,000 FASTER	Project appeared to have met selection criteria when awarded. As the project started, it became clear that the project did not fully comply with environmental clearance & design requirements. CDOT Region & DTR staff offered technical assistance to attempt to resolve.	CDOT interchange re-design at SH 7 / I-25 must be completed before a carpool lot or park-and-ride can be appropriately designed. The transit project is being cancelled. The project sponsor may re-apply at a later date.
Steamboat Bus Refurbishment - FTA Funds 2013 - \$1,765,910 FTA 5309	Time delay and cost increase. Six buses were in the original project. During the project, after three buses were refurbished, the low-bid vendor/supplier of the refurbishment went into bankruptcy. CDOT and Steamboat worked to “cure” the contract with the vendor, and complete the work as promised.	Ultimately, the contract with the original vendor was terminated. Steamboat had to re-bid the refurbishment of the other vehicles, resulting in a delay. The new vendor quoted a higher price. The project is being completed.

**Grants Improvement in 2015**

For several years, the Division of Transit & Rail, the Business Office (DAF), OFMB, and the Office of Procurement have been working to improve several areas of the management of all transit grants, affecting both FASTER and FTA revenues. A LEAN process was undertaken several years ago to streamline some steps. In other areas, controls have been tightened or changed to improve the capability of CDOT to complete contracts in a timely manner, to pay invoices in a timely manner, and to prevent instances of spending occurring outside a contract (i.e. before it’s signed, or after it expired). Table 4 below summarizes the accomplishments in the last year. Figure 1 provides graphic representation of the timely contracts goal. Transit grant partners/grant recipients have already expressed appreciation for the significant improvements that have resulted from the concerted efforts of many groups within CDOT.

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

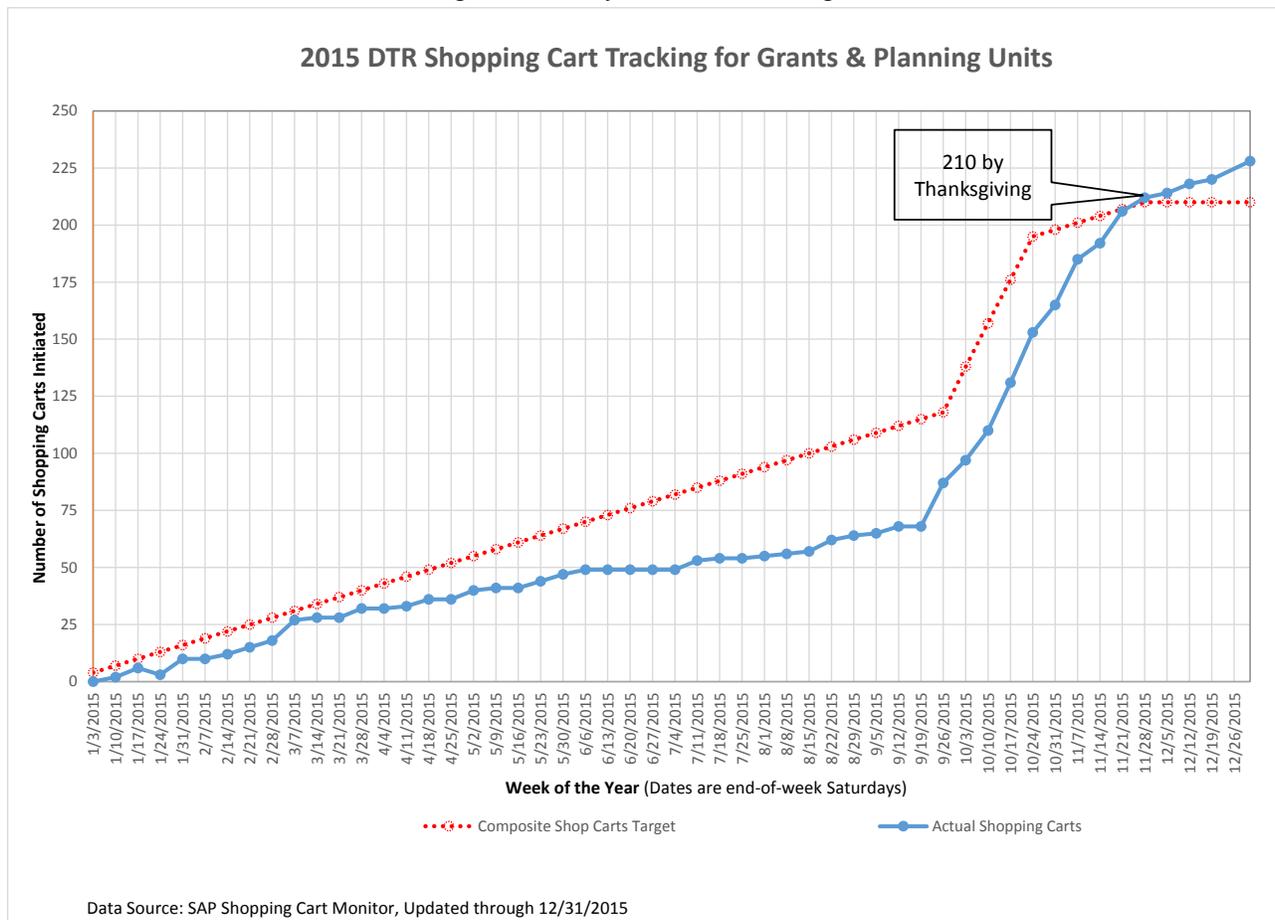
- State Management Plan
  - Policies for Management of FTA & FASTER Funds
  - Release Draft for comment by late January 2016



- Grant Partner Manual
  - Instructions & Guidance for Grant Partners / Grant Recipients
- Standard Operating Protocols
  - Instructions & Guidance for CDOT Staff (Grant Coordinators)

Table 4: Summary of Grants Improvement in 2015	
Goal Area	Results
Timely Contracts	Normal Year: 150 Contracts 2015 Goal: 210 Contracts to “catch up” on backlog of contracts 2015 Actual: 228 Contracts (50% more than normal year)
Timely Payments (Average Days)	45 days to payment, average for FY Jul 1 2013 - Jun 30 2014 35 days to payment, average for FY July 1 2014 - Jun 30 2015 30 days to payment target for FY July 2015 - Jun 2016 28 days to payment to date July 2015 - November 2015
No Statutory Violations	12 Statutory Violations occurred in 2014 1 Statutory Violation in 2015

Figure 1: Timely Contracts Tracking



**Next Steps**

DTR will receive T&I Committee input on this report, and adapt future quarterly reporting to support T&I providing oversight and policy guidance. The next quarterly report will be available for the April 2016 meeting.

**Attachments**

None





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

**DATE:** January 20, 2016  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** FTA State Management Plan

Purpose

The purpose is to inform the Transit & Intermodal Committee on the FTA State Management Plan status and completion schedule.

Action

No action is required; informational only.

Background

CDOT is required by Federal Transit Administration regulation to develop and maintain a State Management Plan (SMP) that outlines how CDOT awards, administers, and provides compliance oversight for federal transit funds. Because DTR uses a comprehensive (FTA and FASTER funds combined) process for awarding capital projects (vehicle replacements, facilities, and equipment), the decision was made to incorporate state FASTER policies and protocols into the SMP to provide a single guidance document for all transit funding provided through CDOT.

FTA conducts a triennial State Management Review every three years; the CDOT triennial review was completed in October, 2015. As a result of the triennial State Management Review, CDOT had a number of findings and corrective actions, many of which centered around the need to update the existing SMP. In addition, the Transportation Commission approved the repeal of three outdated CDOT Rules relating to the administration of federal funds, with the understanding that a more formal process of adoption would be used for the SMP that replaced the rules.

DTR has been working closely with FTA over the past few months on the development of the updated State Management Plan. Also active in the plan development are the CDOT Audit Division, Business Office, Procurement Office, Division of Accounting and Finance, and the Civil Rights and Business Resource Center; all CDOT staffs have been diligently working to prepare the individual elements for incorporation. In addition, DTR hired a consultant to assist with the creation of the updated SMP.

Details

The SMP findings stipulated that a revised SMP should be submitted to the FTA by March 11, 2016. To this end, a number of the plan elements (representing corrective actions identified during the triennial review) will be submitted to FTA for their review on January 12, followed by the release of the full draft State Management Plan for public comment on Monday, January 25. Public input will be accepted until February 24, 2016 at which point the final draft will be developed for submission to the FTA by Friday, March 11, 2016.

The public is encouraged to provide input on the State Management Plan so that DTR will be able to develop a comprehensive SMP that provides clear policy direction for the distribution of transit funds in Colorado.





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

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

Purpose

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

Action

No action is required.

Background

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

Details

2nd Quarter Bustang Operations Data					
<i>Bustang System</i>					
	Q1 : Jul-Sep 2015	Q2 : Oct - Sep 2015	Oct-15	15-Nov	15-Dec <sup>note</sup>
<i>Revenue riders</i>	17,576	24,426	7,753	7,844	8,829
<i>Revenue</i>	\$ 172,660	\$ 258,905	\$ 79,922	\$ 80,188	\$ 98,795
<i>Cumulative Avg. Fare</i>	\$ 9.82	\$ 8.58	\$10.31	10.22	\$11.19
<i>Load Factor</i>	23%	26%	22%	22%	28%
<i>Farebox Recovery Ratio</i>	28%	Through November 36%	35%	38%	December expenses pending
<i>South Route</i>					
<i>Revenue riders</i>	7,206	9,665	3,421	3,022	3,222
<i>Revenue</i>	\$ 63,897	\$ 92,182	\$ 34,135	\$ 27,468	\$ 19,237
<i>Cumulative Avg. Fare</i>	\$ 8.87	\$ 9.54	\$ 9.98	\$ 9.09	\$ 9.49
<i>Load Factor</i>	19%	21%	20%	21%	21%
<i>Farebox Recovery Ratio</i>	21%	Through November 29%	30%	28%	December expenses pending
<i>North Route</i>					
<i>Revenue riders</i>	8,062	10,567	3,450	3,603	3,514
<i>Revenue</i>	\$ 68,909	\$ 90,661	\$ 32,853	\$ 28,424	\$ 29,384
<i>Cumulative Avg. Fare</i>	\$ 8.55	\$ 8.58	\$ 9.52	\$ 7.89	\$ 8.36
<i>Load Factor</i>	23%	26%	23%	29%	26%
<i>Farebox Recovery Ratio</i>	32%	Through November 40%	41%	38%	December expenses pending
<i>West Route</i>					
<i>Revenue riders</i>	2,636	4,396	878	1,216	2,214
<i>Revenue</i>	\$ 43,470	\$ 79,089	\$ 12,664	\$ 24,107	\$ 42,318
<i>Cumulative Avg. Fare</i>	\$ 16.49	\$ 17.99	\$14.42	\$19.82	\$ 18.38
<i>Load Factor</i>	48%	56%	37%	54%	72%
<i>Farebox Recovery Ratio</i>	41%	Through November 45%	36%	62%	December expenses pending

Note: E commerce revenue and ridership report failed December 30 & 31- data recovery in process - this report includes estimates for both days

*January 4 Schedule Changes* - Schedule and ridership analysis, including inception to date trends, survey requests and public comments led to service refinements that went into effect on January 4. The number of runs in each corridor remain the same, but departure times were altered to better manage the demand. The January 4 Bustang schedule is shown in Attachment A.



*Quarterly Safety/Collisions* - Four collisions occurred in the quarter only one was rated preventable; Cumulative Accident Frequency Rate (AFR) per 100,000 miles = 1.6 down from 2.75 in first quarter. Goal is 0.5 AFR. Only one was rated as *preventable*. A breakdown of the quarter's accidents follows:

- 11/13 - bus# 38011 - Wadsworth & I-70 Mirror hit and damaged by Greyhound bus while enroute from Stewart-Stevenson warranty repair to Ace Garage- rated non-preventable.
- 11/16 - Bus - 38006 - Bus struck a rogue construction barrel in the travel lane in Hanging Lake tunnel-visibility poor - Broken right turn signal lens - rate non-preventable
- 11/27 - bus# 38000 - I-25 in Lone Tree - Xcel Energy Truck swerved into bus lane and damaged mirror during snow event - rated non-preventable.
- 12/22 - bus 38002 - Colfax & Lincoln - Bustang came in contact with RTD bus -rated preventable and driver's record charged.

#### *Quarterly Other Incidents*

- 10/13 - Bus 38002 - glancing deer strike - down graded to incident - no damage
- 10/15 - Bus 38009 - Box truck mirror came in contact with Bustang at 17<sup>th</sup> & Stout - No damage - downgraded to incident.

#### *Quarterly On-Time Performance -Departures:*

- System - 97.3%;
- West Line - 93.0%;
- North Line - 98.7
- South Line - 95.9%,

*RamsRoute* - For the quarter, RamsRoute averaged 25 roundtrip riders (Fridays and Sundays). Surveys identified a significant student ridership between CSU and Colorado Springs. With no Sunday service between Colorado Springs and Denver these students return to Fort Collins on Monday mornings. Therefore, in October we began to allow a restricted number of one-way tickets allowing a Friday RamsRoute departure and a Monday morning North Route return. Also, effective January, after a request from UNC students a "discharge only" stop at the Loveland Park & Ride has been added to the Sunday RamsRoute return.

*Ticket Sales/Fareboxes Issues:* Ten SPX Genfare Odyssey fareboxes on loan from The City of Colorado Springs as well as the SPX Genfare Fast Fare-e Scanners will be replaced January 8-10 with ten new SPX Genfare Fast Fare boxes. The loaned Odysseys will be return to Colorado Springs. Still working with SPX Genfare on these issues:

- Printed ticket QR Code "bad listing" fix by end of January.
- Creating "bustang ticket accounts" so multi-ride tickets can be transferred seamlessly when customers purchase new phones. Currently multi-ride tickets are tied to the phone.
- Longer term - Open Source Payment. Current fareboxes are capable of accepting credit/debit cards, RFID enabled cards (smart cards), and Apple/Google Pay, however SPX Genfare has yet to guarantee Payment Card Industry data security.

#### *Social Media Update:*

- Web Page hits for October averaged 817 hits per day, November 1,050 hits/day, December 1,028 hits /day.
- Facebook Likes grew from 736 in October to 846 in December; Facebook received 22 surveys which rated Bustang 4.6 stars out of 5.
- Twitter followers grew from 208 in October to 277 in December.
- Facebook "reach" for each post reached 136 users in October and grew to 173 in November and December.

#### *Customer Survey/Comment*

- An on-line customer survey was conducted in Novemeber 2015. The Executive Summary and data overview is provided in Attachment B.
- Schedule adjustments based on survey input and general public comment were implemented and effective January 4.



- A few requests for Castle Rock, Denver Tech Center, Longmont, Johnstown, Georgetown and Idaho Springs service.
- Many requests for direct service to DIA
- Many accolades for West line weekend service.
- Many requests for Denver area winter recreational day schedules.

*West Route Daily Service:*

- Average Saturday/Sunday ridership - 66 passengers per day.
- Thanksgiving Day- 34 passengers handled.
- Christmas Day - 23 passengers handled.
- 13 extra buses operated for overloads; 9 between December 21 and December 31.
- Between December 21 and December 31 - 106% load factor without extra buses, 84% with extras.
- Heaviest travel days - West Route December 30 with 185 passengers handled; followed by December 31 with 165 passengers handled.

Next Steps

*May 2016 Schedule Change*

- Monitor January 4 Schedule change for dynamic ridership changes.
- Meet with Transfort to receive approval to originate all southbound Bustang North Route departures at the Downtown Transit Center.
- Call March Fare and Route Committee (FRC) and submit recommended May schedule changes followed by public comment the last two weeks of March.

*RTD/INIT Intelligent Transportation System Integration:*

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

*MCI Coach Purchase*

- Conduct pre-production meeting and finalize delivery dates.

Attachments

Attachment A - Bustang January 4 Schedule

Attachment B - Bustang Survey Executive Summary & Data Overview



Attachment A- January 4, 2016 Schedule Changes

**Fort Collins // Denver**  
North Line

**Southbound Schedule**

BUS ROUTE	601	602	605	607	631	633
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS						
Downtown Transit Center					11:00a	3:00p
Harmony Transfer Center	5:30a	6:00a	6:30a	7:00a	11:20a	3:20p
U.S. 34 & I-25 Loveland	5:50a	6:20a	6:50a	7:20a	11:20a	3:00p
Denver Union Station	6:45a	7:15a	7:45a	8:15a	12:20p	4:15p
Denver Bus Center	7:00a	7:30a	8:00a	8:30a	12:50p	4:30p

**Northbound Schedule**

BUS ROUTE	630	632	635	637	604	606
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS						
Denver Bus Center	7:20a		3:40p	4:20p	5:05p	6:00p
Denver Union Station	7:30a	1:00p	4:00p	4:50p	5:20p	6:10p
U.S. 34 & I-25 Loveland	8:25a	1:50p	5:00p	5:50p	6:20p	7:10p
Harmony Transfer Center	8:40a	2:00p	5:20p	6:10p	6:40p	7:30p
Downtown Transit Center	9:00a	2:20p	5 <sup>*</sup>	6 <sup>*</sup>	6 <sup>*</sup>	6 <sup>*</sup>

\* Discharge stop only. Bus stops only upon passenger request.  
Note: Route 633 starts at Denver Union Station, not Denver Bus Center.

**FARES**

** North I-25	Walkup	10 ride	20 ride	40 ride
One-Way Fare between Denver AND				
I-25-34 & I-25 Loveland	\$9	\$81	\$144	\$270
Fort Collins	\$111	\$90	\$160	\$300

\*\* NOTE - No passengers will be transported if the entire trip is within the FLEX operational area (Fort Collins - Loveland) or within the Denver RTD District.

**N** 25% discount for people with disabilities and seniors 65+. 50% discount for children ages 2-11.  
\*See website for change during the year. For more information, please visit [www.fortcollins.com](http://www.fortcollins.com).

**Colorado Springs // Denver**  
South Line

**Northbound Schedule**

BUS ROUTE	501	503	505	507	509	531	533
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS							
Tejon/Nebraska Park & Ride	4:45a	5:30a	6:00a	6:45a	7:30a	10:00a	3:00p
Downtown Union Terminal	↓	↓	↓	↓	↓	10:10a	3:10p
Woodmen Park & Ride	5:00a	5:20a	6:00a	7:00a	7:50a	10:20a	3:20a
Monument Park & Ride	5:20a	6:05a	6:35a	7:30a	8:05a	10:40a	3:40p
Colorado Station (no LRT)	6:10a	6:25a	7:25a	8:10a	8:55a	11:25a	4:20p
Civic Center (no LRT)	6:40a	7:30a	8:00a	8:45a	9:30a	↓	↓
18th & California	6:50a	7:30a	8:20a	9:00a	9:50a	↓	↓
Denver Union Station	7:00a	7:45a	8:15a	9:00a	9:45a	11:40a	4:40p
Denver Bus Center	7:10a	7:55a	8:25a	9:10a	9:55a	11:50a	4:50p

**Southbound Schedule**

BUS ROUTE	530	532	500	502	504	506	508
MONDAY - FRIDAY EXCEPT MAJOR HOLIDAYS							
Denver Bus Center	7:20a	12:30p	2:10p	3:00p	4:30p	5:10p	6:10p
Denver Union Station	7:30a	12:40p	3:20p	4:10p	4:40p	5:20p	6:20p
19th & Steel	↓	↓	3:40p	4:30p	4:50p	5:30p	6:40p
Civic Center (no LRT)	↓	↓	3:50p	4:30p	5:00p	5:40p	6:50p
Colorado Station (no LRT)	6:15a	1:00p	4:10p	4:50p	5:30p	6:10p	7:10p
Monument Park & Ride	1:05a	1:50p	5:00p	5:40p	6:20p	7:00p	8:00p
Woodmen Park & Ride	6:20a	2:10p	5:20p	6:00p	6:30p	7:10p	8:20p
Downtown Terminal	6:30a	2:40p	5 <sup>*</sup>				
Tejon/Nebraska Park & Ride	6:40a	2:45p	5:20p	6:10a	6:50p	7:30p	8:30p

\* Discharge stop only. Bus stops only upon passenger request.

**FARES**

** South I-25	Walkup	10 ride	20 ride	40 ride
One-Way Fare between Denver AND				
Colorado Springs	\$12	\$108	\$192	\$360
Monument Park & Ride	\$9	\$81	\$144	\$270
One-Way Fare between Monument AND				
Colorado Springs	\$5	\$45	\$80	\$150

\*\* NOTE - No passengers will be transported if the entire trip is within the Park Park RTD District (Colorado Springs & Monument) or within the Denver RTD District.

**N** 25% discount for people with disabilities and seniors 65+. 50% discount for children ages 2-11.  
\*See website for change during the year. For more information, please visit [www.fortcollins.com](http://www.fortcollins.com).

**Glenwood Springs // Denver**  
West Line

**Eastbound Schedule**

BUS ROUTE	701
EVERY DAY SUNDAY - SATURDAY	
Glenwood Springs (West Denver Park & Ride)	7:00a
Glenwood Springs (West Denver Park & Ride)	7:20a
Eagle (West Denver Park & Ride)	8:30a
Vail (West Denver Park & Ride)	9:30a
Frisco (West Denver Park & Ride)	9:30a
Lakewood - Denver Federal Center	10:40a
Denver Union Station	11:10a
Denver Bus Center	11:10a

**Westbound Schedule**

BUS ROUTE	700
EVERY DAY SUNDAY - SATURDAY	
Denver Bus Center	5:10p
Denver Union Station	5:40p
Lakewood - Denver Federal Center	6:50p
Frisco (West Denver Park & Ride)	7:20p
Vail (West Denver Park & Ride)	8:00p
Eagle (West Denver Park & Ride)	8:30p
Glenwood Springs (West Denver Park & Ride)	9:00p
Glenwood Springs (West Denver Park & Ride)	9:20p

**FARES**

** I-70	Walkup	10 ride	20 ride	40 ride
One-way fare between Downtown Denver/ Denver Federal RTD Station AND:				
Frisco Transfer Center	\$17	\$136	\$192	\$360
Vail Transportation Center	\$17	\$153	\$272	\$510
Eagle Chambers Park & Ride	\$22	\$198	\$263	\$490
Glenwood Springs Park & Ride	\$25	\$252	\$448	\$840
One-Way Fare between Vail AND:				
Frisco Transfer Center	\$5	\$45	\$80	\$150
One-Way Fare between Glenwood AND:				
Eagle	\$5	\$45	\$80	\$150
Vail Transportation Center	\$12	\$108	\$192	\$360
Frisco Transfer Center	\$17	\$132	\$272	\$510

\*\* NOTE - No passengers will be transported if the entire trip is between Vail and Eagle or within the Denver RTD District.

**N** 25% discount for people with disabilities and seniors 65+. 50% discount for children ages 2-11.  
\*See website for change during the year. For more information, please visit [www.fortcollins.com](http://www.fortcollins.com).

## Data Overview

### Executive Summary

The data pulled from the survey takes a deep dive into the ridership's demographic, uncovers Bustang riders' behavior patterns and identifies growth opportunities in secondary and tertiary target audiences. This information will help to inform targeted strategies and tactics moving forward.

### DEMOGRAPHICS

Per the resulting data, Bustang riders are:

- Commuting professionals
- Well-educated with a household income between \$75,000-150,000
- 35-55 years old
- Male/Female (fairly even split)
- Caucasian

Frequent riders (using Bustang 1-5 times per week) are highly educated with more than 80% having at least a Bachelor's degree. This group is specifically using Bustang to commute.

### BEHAVIORS

Daily public transportation users are likely to take Bustang for business/commuting AND personal/extracurricular reasons.

Daily Drivers are likely to take Bustang for business/commuting reasons.

### OPPORTUNITIES

- The survey data reaffirms Bustang's core target audience is commuting professionals. Marketing efforts should focus heavily on this population.
- Daily transportation users are also a prime target for Bustang. This group is open to the idea of Bustang and skews:
  - Younger
  - Lower household income
  - Less educated
  - More diverse/higher minority count
- A younger demographic rides Bustang occasionally. There is opportunity here to convert the 25-35 year old age group into frequent riders.



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

**DATE:** January 20, 2016  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** Bustang North & South Route Limited Weekend Service

Purpose

To present the Transit & Intermodal Committee with recommendations on weekend service expansion for the North & South Bustang Routes.

Action

Recommendation is to not add weekend service; action only if the T&I Committee chooses to implement.

Background

PD-1605 outlines the Transit & Intermodal Committee oversight of the Bustang Program. The Committee shall “Monitor the performance of the Program and serve as recommending body for any substantial modification, addition or deletion of services, including capital needs.”

At the October 2015 T&I Committee, the Committee approved adding Bustang service to the West Route beginning in November. Also at the October meeting, staff committed to provide the Committee with a recommendation on weekend service expansion for the North and South Routes at the January quarterly meeting.

Details

Customer/public comments have suggested and requested weekend service for both the North and South Routes.

The West Route has seen strong weekend ridership with an average load factor of 57% from November 21 to December 31 on both Saturdays and Sundays. Sunday, November 29 required an extra bus on the evening return to Glenwood Springs due to the Thanksgiving travel peak. During Christmas holiday peak travel, between December 21 and December 31, the load factor was as high as 106% of capacity, not including the 9 extra buses operated. High volumes of winter recreational overnight travelers were the result of the increased ridership numbers during the Christmas holiday period. We expect continued high ridership during the balance of the winter recreational season, especially during the March 2016 Spring Break period. West Route November fare box recovery reached 62% as a partial result of weekend service.

In December 2015 the South Route combined load factor (weekday service) was 21%; and North Route combined load factor was 26%. Unlike the West Route, the North and South Routes are primarily commuter in nature with some essential service travel but experienced higher than anticipated off peak travel during the Christmas holiday period.

Assuming 2 round trips/Saturday and Sunday on the North and South Routes, additional annual operating costs would be incurred as follows:

*South Route*

Increase in operating days - 110 (weekend schedules on major holidays)  
Contract Mileage/day - 304 Miles @ \$3.76 = \$1,143  
Fuel 3.5 miles per gallon @ \$2.00/gallon - \$173  
Total Costs - \$1,316 per day Saturday/Sunday or \$144,760 annually.



### *North Route*

Increase in operating days- 110 (weekend schedules on major holidays)

Contract Mileageay - 260 Miles @ \$3.76 = \$977

Fuel 3.5 miles per gallon @ \$2.00/gallon - \$149

Total Costs - \$1,126 per day or \$123,860 annually.

Ridership levels for weekend service, and the resulting fare box recovery, is difficult to project. However, given the current weekday ridership levels, adding weekend service would increase overall operating costs disproportionately.

Bustang has an annual operating cost cap of \$3.0M plus farebox revenue. Three additional Bustang buses have been ordered with the expectation that they will be deployed into service in the most effective and cost efficient means. At this time, staff believes it most prudent to hold off on service additions. As ridership increases over the coming months, and as more operating experience and data become available, service expansion options, including weekend service on the North and South Routes, will be analyzed and presented to the T&I Committee for consideration.

### Options and Recommendations

- 1) Do not implement weekend service on the North and South Routes at this time; staff recommendation.
- 2) Implement weekend service on either or both the North and South Routes. Options include Saturdays and/or Sundays, and one or two round trips/day.

### Next Steps

Continue to monitor system performance and ridership trends, and analyze service additions as ridership and demand increases.





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

**DATE:** January 20, 2016

**TO:** Transit & Intermodal Committee

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

**SUBJECT:** Policy Discussion on Service to Outer Ring Suburbs

#### Purpose

To initiate a policy discussion with the Transit & Intermodal Committee for development of guidelines for future Bustang expansion to the “outer ring” Denver suburban communities requesting inclusion into the Bustang network.

#### Action

Informational only no action requested.

#### Background

The mission of Bustang is to provide interregional express bus service connecting local transit systems, providing convenient park & ride access, and interfacing with local transit service at existing local transit facilities. PD 1605 spells this out in paragraph one (1) of the General Provisions:

*“The IX Program was developed to augment CDOT’s commitment to provide the best multi-modal transportation system in the country. The IX Program fills a critical need by connecting the local bus systems serving population and employment centers to better integrate a statewide transit system.”*

Clear Creek County, Castle Rock and SW Weld County communities have all made repeated requests to have Bustang stops and park & rides serving their communities. Following TC policy, the initial/current Bustang service is express in nature, and does not stop in these communities that lack local transit service.

During FREX operations, Castle Rock was included in the early years and the City contributed annually to cover the operations serving Castle Rock. Castle Rock made up a significant share of total ridership, but later cancelled their financial contribution due to economic conditions. FREX was forced to eliminate Castle Rock from the service. Learning from this experience, the TC through the Bustang development phase chose to not solicit operating local matches from any of the communities served, but rather to informally view the local transit service as an “in-kind” match.

Staff is in the midst of developing a plan for the use of the SB228 Transit funds that will be available later this year. This plan likely will include some modest expansion to the Bustang system, plus a limited level of service to connect rural communities to regional centers for essential service needs. At the October T&I Committee meeting, as part of this plan development, the Committee requested staff to evaluate the possibility of adding “outer ring” stops to the current Bustang routes.

#### Details

##### *Castle Rock*

2015 commute patterns show 76.8% of Douglas County residents commute to work in other counties<sup>1</sup>. Likely commuter destinations include Downtown Denver, the Denver Tech Center (DTC) and north Douglas County

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<sup>1</sup> 2015 Metropolitan Denver Labor Force & Economic Profile



employment center. Bustang currently does not stop in the DTC because there is no easy/quick access, and a stop there would significantly degrade the travel time for the majority destined to Downtown; a stop is made at the I-25/Colorado Blvd LRT station.

There currently are no park & rides along I-25 in the Castle Rock area. Adding Castle Rock would require an adequate park & Ride facility adjacent to I-25, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. A suitable site would need to be found and developed. The FREX service used to utilize a park & ride in the Outlets at Castle Rock; this was a very inconvenient and time consuming stop. Staff recommends no consideration of re-establishing the Outlets as a park & ride option.

#### *SW Weld County (Frederick, Dacono, Firestone)*

The 2010 US Census<sup>2</sup> data indicates Weld County residents who work outside of the county commute to Boulder County and Larimer County, rather than Denver County, each by a 2 to 1 margin. Although, commuters to the Denver core are believed to be significant.

There are three existing CDOT carpool facilities along I-25 north of the RTD district boundary:

- *North Longmont*-located in the southwest quadrant of I-25 and State Highway 66 in Longmont.
- *South Longmont*- Located in the southeast quadrant of I-25 and State Highway 119.
- *Frederick/Firestone/Dacono* - Located in the Northwest quadrant of I-25 and State Highway 52 adjacent to a CDOT Maintenance Garage

All three have parking capacity of less than 100 spaces and would be inadequate for a transit facility and all three would require an additional 10 minutes of running time to serve. Bustang's operating expenses equate currently to \$159 per revenue hour or \$2.65 per revenue minute. An additional 10 minutes for 6 round trips runs would add \$318.00 of operating expense per day or \$81,090 annually. A \$5 fare per passenger would yield a break-even point (100% FBR) of 45 passengers per day or 4 passengers per trip. Therefore, none of these locations is recommended in the current configuration.

Adding SW Weld County would require an adequate park & Ride facility adjacent to I-25, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. A suitable site would need to be found and developed.

#### *Clear Creek County*

The only current park & ride facility in Clear Creek County along I-70 is located in, and owned by, Idaho Springs in the northwest quadrant of I-70 and State Highway 103. It is adjacent to I-25, has poor bus circulation and has capacity for only 25 cars. During the winter recreational period, this facility is heavily used by Loveland ski area employees taking the ski area shuttle bus to work.

Utilizing this park & ride in Idaho Springs would require a minimum 10 minutes of running time with one round trip adding \$53 of daily operating expense or \$19,345 annually. At a \$5 fare per passenger, a break-even would require 11 passengers per day.

Adding Idaho Springs would require an adequate park & ride facility adjacent to I-70, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. A suitable site would need to be found and developed.

Located east of Empire Junction, Idaho Springs would be an ideal stop, with a proper facility, for the proposed Rural Regional statewide bus network by serving as a connecting hub for service from/to Grand County and Summit County to/from Denver.

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<sup>2</sup> 2010 U.S. Census Bureau 5 year ACS Survey ( 2006-2010)



## Conclusions

- The three “outer ring” communities, Clear Creek County, Castle Rock and the SW Weld County communities have all made repeated requests to have Bustang stops and park & rides serving their communities, and ridership demand is believed to exist. The current Bustang service by-passes all three areas in express mode.
- The North and South Routes have existing capacity to potentially add an “outer ring” stop with the existing fleet. The West Route is currently capacity constrained, however is expected to have capacity relief next summer/fall when a second run is added. Any additional ridership would increase the load factor and fare box recovery. However, if/when ridership levels increase as the current trend suggests, additional runs and more buses could be required, and seasonal demand is also a concern for the West Route.
- None of the three “outer ring” communities has a suitable existing park & ride facility. Adding service to these locations would require adequate park & ride facilities adjacent to I-25/I-70, preferably with bus slip ramps and a pedestrian bridge to minimize running time effects. Suitable sites would need to be located and developed.
- With adequate park & ride facilities, adding any or all of these locations would have minimal operating cost increases to the existing service. However, if/when capacity is reached on any route requiring additional runs, operating costs would increase; strong ridership could offset most of the operating cost increase.
- CDOT has limited capital funds coming available through SB 228, and clearly nowhere near enough to cover the costs of these three facilities.

## Recommendations

- As part of the SB228/Rural Regional Bus Plan development, direct staff to meet with each of the “outer ring” entities and their stakeholders to explore the potential for CDOT/local partnership opportunities. This would include park & ride location assessment, ease of access, and cost sharing.
- The T&I Committee will assess the “outer ring” Bustang locations as part of the SB228 overall evaluation.
- If the T&I Committee chooses to consider service to the “outer ring” communities, staff makes the following recommendations:
  - Continue with the policy of not soliciting or accepting local contributions toward operating costs.
  - Require capital partnerships between CDOT and the local community for park & rides, and possibly additional buses if the demand requires additional service.
  - Maintain the philosophy of express service, and require park & rides to have quick and easy access to/from I-25 and I-70; preferably slip ramps.

## Next Steps

- Continue development of SB 228 plans to include new park & ride facilities.
- Collaboration with CDOT Regions in community engagement on financial partnerships for planning and construction of facilities.





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

**DATE:** January 20, 2016  
**TO:** Transit & Intermodal Committee  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** SB228/Rural Regional Bus Plan Development Update

Purpose

To provide the Transit & Intermodal Committee a status of the SB228/Rural Regional Bus Plan development.

Action

No action requested, informational only.

Background

The Transit & Intermodal Committee was introduced to the Statewide Rural Regional Bus Network plan at the October 2015 meeting; and the full TC in November. With no objections, staff informed the Commission that a public outreach program would be developed for the winter.

Bustang is an important element in the Rural Regional Bus Network Plan by providing much needed connectivity to Colorado's largest Transit Agencies along the Front Range Urban Corridor and the I-70 Mountain Corridor. The Rural Regional Bus Network expands upon Bustang and touches all other regions in the state providing rural residents a connection to regional essential services centers, such as Denver, Pueblo, Colorado Springs, Frisco and Grand Junction.

CDOT receives approximately \$1.6M/year in FTA Section 5311(f) funds dedicated to providing rural connections to the intercity transit network, including national commercial bus operators, such as Greyhound and some rail services provided by Amtrak. The Office of Policy and Governmental Affairs has estimated that the new FAST Act may grow the Colorado 5311(f) apportionment to \$1.8M in calendar 2018.

CDOT, utilizing the 5311(f) funds, currently contracts to public and private providers to operate the rural connections. The current practice has benefits, but it is not coordinated into a state network, includes amortized capital in the reimbursed operating costs, and is not branded as an integrated product. The annual FASTER Transit Statewide program also includes up to \$1.0M/year available for rural regional transit operations, of which approximately \$550K/year are currently utilized.

The Rural Regional Bus Plan under development will be a sustainable service plan to utilize the combined 5311(f) and unallocated FASTER Statewide Transit operating funds. This proposal would rely on SB 228 and SB 1 funds to provide the capital needs, i.e. buses and Park & Rides. Smaller buses, sized to rural demand levels, would be procured and utilized for the rural regional and Bustang expansion. This proposal optimizes the usage of limited operating funds by leveraging other available sources of capital funding. Similar to Bustang, the rural regional system would be managed by CDOT through packages of operating contracts with private and public providers such as Greyhound and Black Hills Stage Lines. With renewed packages of contracts bid in 2017, the revised network of services would begin in 2018.



## Details

Working with the Policy Office, the public outreach plan for the Rural Regional Bus network plan is being constructed to include a series of regional open houses throughout the State during February and March to present the Rural Regional Bus network concept and options, and gather public comment on the plan. The regional open houses will include all MPOs, TPRs, local transit entities and the public at large. The regional open house schedule will be set in consultation with the CDOT Statewide Plan Team (Regional planners).

The team has established three goals for the system to be used at the open houses:

- *Connect rural residents to services, goods, and institutions located in regional centers.*
- *Provide connections to the national intercity bus network and Bustang.*
- *Operate cost-effective services that supports local communities and their programs, businesses and institutions.*

Issues to be discussed at the public open houses include:

- *Importance of geographic equity versus routes with strong performance.*
  - *Concentrating on rural areas with little or no public or private options.*
  - *Spreading funds broadly with limited service.*
- *How can partnerships with local governments or transit agencies support a more expansive network?*

## Next Steps

- Develop the Rural Regional Bus route structure options by January 28.
- Meet with Statewide Plan Team January 28 to present the route structure options and finalize schedule for regional open houses.
- Meet with STAC and TRAC January 29 to present the route structure options and solicit comments.
- February and March 2016 - conduct regional open houses.





**DATE:** January 20, 2016  
**TO:** Transit & Intermodal Committee of the Transportation Commission  
High Performance Transportation Enterprise Board of Directors  
**FROM:** Mark Imhoff, Director, Division of Transit & Rail  
**SUBJECT:** Transit / Bustang Pilot Program Test of I-70 PPSL

#### Purpose

To describe a pilot program, using Bustang buses, to test the applicability of and collect data for evaluation of transit bus use of the I-70 Mountain Express Lane (Peak Period Shoulder Lanes).

#### Action

This information is presented to the T&I Committee and to the HPTE Board. No action is necessary.

#### Background

The Mountain Express Lane has been implemented within the context of the I-70 Mountain Corridor Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) allowing operational improvements. CDOT's Bustang bus service has simultaneously been implemented within the same context, as well as fulfilling the intent to connect Colorado's largest transit agencies. The I-70 Mountain Express Lane required debt financing for construction and therefore has the financial objective of collecting toll revenues to repay HPTE's \$25 Million commercial loan by December 15, 2024.

Operating rules for the I-70 Mountain Express Lane have been implemented for safety allowing vehicles and up to 25 feet or less in length to use the lane. This rule allows most passenger cars and many of the smaller ski/airport shuttles to operate in the lane.

Vehicles longer than 25 feet are not currently allowed. Larger buses, such as those used by Bustang, Greyhound, and many ski-related charter operations use larger buses, called over-the-road (OTR) coaches, have 3 axles and are usually 40-45 feet in length.

The FEIS, the ROD, and anticipated corridor growth make transit (aka public transportation) an important consideration for the corridor. So CDOT and HPTE staff will be implementing a pilot program, of up to two years, and using Bustang buses, and buses owned by Bustang's contract operator, Ace Express, access to the I-70 PPSL to better understand the operational effects of larger buses in the peak period shoulder lanes. The purpose of the pilot is to test the applicability of and collect data for evaluation of transit bus use of the I-70 Mountain Express Lane.

#### Details

The 2-axle and 25-foot maximum operating rules were implemented in response to the template of I-70 Mountain Express Lane having a 1-foot inside shoulder and an 11-foot lane. The adjacent general purpose lane is separated from express lane by an 8-inch wide stripe. An important issue to note is that public transit, school, & shuttle buses that are 2-axle and less than 25 feet in length can operate in the lane while vehicles owned by the same entities that do not meet these requirements cannot.

For the traveling public, the policy question relates to the ability to maximize the number of vehicles moving through the corridor during peak congestion. The implementation of tolls and congestion pricing is a traffic demand management tool utilized to maximize throughput in the corridor. However, the traveling public may support the idea of transit and shuttle buses as providing options and being able to take more cars off the road. The public may even support buses traveling in the express lane to provide a travel time incentive to use the buses. The traveling public's support of the concept may falter if travel time reliability degrades the experience for persons who are paying the toll to travel in the express lane.



Since the Bustang West Route started on July 13, 2015, the launch has surpassed all expectations in ridership, load factor and farebox recovery. Strong public comment triggered the Transportation Commission's Transit and Intermodal Committee to approve seven day a week service. Strong ridership averaged over 60% load factors during the first three weeks of weekend operation. Load factors of 75% during Thanksgiving week resulted in instances of that required extra buses for overload situations. The seven-day-a-week service means Bustang buses are now traveling on weekend days when the express lane will be active.

The current schedules for the Bustang have the buses passing eastbound through the 13-mile stretch of I-70 in Clear Creek County at approximately 10:30 AM each day. The I-70 Mountain Express Lane activation, based on traffic flows, is typically expected to occur after 11:00 AM on most weekend days. Typically, the Bustang would not pass through the corridor at a time that the express lane would be active. The current schedules for the Bustang have only one round trip per day. A second round-trip is expected to be implemented by fall 2016.

CDOT & HPTE staff, from a variety of divisions and units, will conduct the pilot program over a period of up to two years, beginning in February 2016. The pilot program will collect and report information to the HPTE Board for consideration and for purposes of developing a policy. The pilot program will do the following:

- HPTE, Region 1, and TSM&O will monitor overall traffic operation, consistent with HPTE goals, for generalized traffic flow, traffic safety, and revenue collection with the normal 2-axle, 25-foot maximum rules in place.
- Bustang / Ace Express Buses will cooperate with the traffic operations center (TOC) to run initial tests during off-peak times when the lane is not active.
- Bustang / Ace Express buses will subsequently be tested, during active express lane operations. The initial testing will be during the initial hour and final hours of express lane operation. Secondary testing will occur during the 4-6 PM peak return to Denver. The intent is to begin with a single bus only and conduct multiple-bus tests later.
- Observations will be made and data collected regarding traffic flow (i.e. speeds, density), traffic safety (i.e. "shying" and/or vehicle passing), bus operational safety (i.e. ride-alongs with HPTE, Region 1, TSM&O staff, and others), and seasonality (i.e. winter & summer peak times).
- Data will also be collected in the adjacent general purpose lanes to document the volumes of existing buses (i.e. airport shuttle, ski shuttle, charter, limo, etc.) by time of day, to document the potential "range" (bus volumes, bus share of total volumes) of vehicles to which a future policy may apply.

Bustang buses have undergone prior efforts to assure that this pilot program can be implemented safely. In March 2014, TSM&O conducted a "Bus on Shoulder" test on I-70 between Herman Gulch and Idaho Springs using donated Greyhound Buses. The over-the-road coaches in that test were using a 10-foot wide outside shoulder. Bustang buses have successfully been operating in the I-70 Mountain corridor during construction where lane widths were restricted by temporary barriers to 12 foot lanes with no shoulders. This is equivalent to the express lane operating environment which has 11-foot lanes with a 1-foot inside shoulder.

Bustang operators have very high training requirements that are well above the typical training for shuttle, intercity, and other carriers. The minimum for other carriers is a commercial driver's license (CDL). Professional bus drivers (i.e. Greyhound) normally require 100-hours of training. Bustang requires 156 hours of training, including 68 classroom hours, 40 hours of behind-the-wheel training in non-revenue, and 48 hours of in-revenue training with an instructor present. Bustang / Ace Express drivers' training has included communication protocols with CDOT safety & maintenance staff, including use of CDOT radio channels.

The Pilot Program would consist of Bustang Drivers receiving an additional minimum of 16 hours non-revenue service during off peak express lane (as long as FHWA approves, and this does not "count" against CDOT's allowable number of express lane operating days) attended by Ace Express Safety manager, DTR Bus Operations staff, Region 1-TSMO Safety, CDOT Division of Transportation Safety and Colorado State Patrol. The back of the bus would be equipped with signage indicating a "test bus." A road test would be conducted for those successfully driving 16 hours to qualify drivers to operate in the express lane during high demand.





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

**DATE:** January 20, 2016  
**TO:** Transportation Commission  
**FROM:** Mark Imhoff, Director - Division of Transit & Rail  
**SUBJECT:** State Transit Town Halls

Purpose

Inform the Transit & Intermodal Committee of the upcoming Transit Town Hall meetings.

Action

No action required.

Background

Annual Transit Town Halls are conducted to keep the public and the transit Grant Partners aware of changes to the CDOT policy, process, requirements or new programs; and to gather input.

Details

The Division of Transit & Rail has finalized the schedule for the annual Transit Town Halls. Held in March each year, the Transit Town Halls are the primary opportunity for the public and our grant partners to provide input on policy issues facing CDOT. Each year, DTR staff travel around the state to host these meetings. This year DTR will not only be soliciting input on general policy issues, but these town halls will be the first opportunity for the public and Grant Partners to begin the discussion on CDOT's method of distributing federal transit funding.

This past year saw a significant increase in requests for federal funding across the transit programs which highlighted the fact that the distribution process has not been reviewed in many years. DTR will be seeking input on concerns and issues with funding for transit operations, vehicles, facilities, and equipment as well as considerations for new transit systems, such as the Winter Park system, which recently won a tax initiative to fund a community transit system.

There are four regional meetings scheduled and an online/telephone session will be added later in March.

Monday, March 7, 2016  
CDOT Headquarters Auditorium  
4201 East Arkansas Avenue  
Denver, CO 80222  
9:00 - 14:00

Thursday, March 10, 2016  
Glenwood Springs City Hall  
101 West 8th Street  
Glenwood Springs, CO 81601  
9:00-14:00

Wednesday, March 9, 2016  
Durango Public Library - Program Room  
1900 East 3rd Avenue  
Durango, CO 81301-5027  
9:00 - 14:00

Wednesday, March 16, 2016  
Pueblo Police Department Community Room  
200 South Main Street  
Pueblo, CO 81003  
9:00 - 14:00





**DATE:** January 20, 2016  
**TO:** Transportation Commission Transit and Intermodal Committee  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development (DTD)  
**SUBJECT:** Bicycle and Pedestrian Activity Update

Purpose

To provide an update on recent CDOT activities regarding walking and bicycling accommodation.

Action

None. Informational.

Background

CDOT's Bicycle/Pedestrian and Scenic Byways Section works to provide people living in and visiting Colorado an opportunity to travel by walking and bicycling. Additionally, this work supports Governor Hickenlooper's initiative of becoming the Number One Bicycle Friendly State, as well as CDOT Policy 1602 and CRS 43-1-120, which require the needs of bicyclists and pedestrians be included in all planning, design, and operation of transportation facilities as a matter of routine.

Details

Recent activities include:

- The development of a bicycle/pedestrian representative in each of CDOT's Regions. The team is led by Chief Engineer Josh Laipply.
  - Supports Statewide Bike/Ped Plan Goal to maximize transportation investments and increase bicycling and walking. Their activities include:
    - Being the point person in each region regarding bicycle and pedestrian questions and issues
    - Helping to distribute and share information regarding policy and design
    - Collecting information regarding bicycle and pedestrian accommodation
    - Coordinating with DTD Bike/Ped/Byways Section
- Developing a process to track bicycle and pedestrian investments as part of construction projects.
  - Supports Statewide Bike/Ped Plan Goal to maximize transportation investments
    - Working with engineers to develop protocol for capturing information
    - Developing draft instructions and identifying all items needing tracking
    - Working with Contracts and Market Analysis Branch to test specific projects
- Safe Routes to School (SRTS)
  - Supports Statewide Bike/Ped Plan Goal to enhance safety; increase bicycling and walking; provide transportation equity
    - Thanks to the TC supporting the program with dedicated funding, CDOT called for projects in September. Applications are due January 8, 2016
    - The SRTS Advisory Committee will review and score projects in January and February and expect to bring project recommendations to TC in March or April
- Bicycle and Pedestrian Policy 1602 and Procedural Directive 1602.1
  - Supports Colorado Pedals Project and Statewide Bike/Ped Plan
    - Updating existing Policy which requires all projects to include bicycle and pedestrian accommodation
    - The update better defines responsibilities for accommodation (from chief engineer to designers, to maintenance, etc.)



- Draft being reviewed by leadership, engineers, maintenance, planning, etc.
- Anticipate bringing to TC for adoption in February
- Bike/Ped Inventory Project
  - Supports Statewide Bike/Ped Plan Goal to develop performance measures and evaluations
    - Kicked off a pilot project to inventory bicycle and pedestrian assets on and parallel to state roads in Region 2
    - Expect completion by late summer, with inventory of other CDOT Regions to follow in the future
- Bike/Ped Chapter 14 Update
  - Supports Statewide Bike/Ped Plan Goal to maximize transportation investments; improve state/regional economy; enhance safety
    - Completed and adopted update to Chapter 14 of CDOT's Roadway Design Manual in November
- Meetings with Governor's Bike Czar and Bicycle Colorado to identify issues and improve communication
  - Supports Colorado Pedals Project and Statewide Bike/Ped Plan
    - CDOT's Mike Lewis, Josh Laipply, Scott McDaniel, Debra Perkins-Smith, CDOT's Bicycle/Pedestrian Section and the Regional Bicycle and Pedestrian Representatives are working with Bicycle Colorado and the Governor's Bike Czar, Ken Gart
    - Developing strategies to make Colorado No. 1 Bike Friendly state (changing CDOT culture to more multi-modal; training more engineers about bicycle and pedestrian accommodation; looking at specific issues involving local communities and CDOT projects
- Assisting Department of Natural Resources with Governor's Colorado Beautiful Project (that all Coloradans have access to a park, green space, a trail, etc. within 10 minute walking distance as a way of getting more people active and healthy)
  - Supports Statewide Bike/Ped Plan to expand recreational opportunities and enhance quality of life; improve state/regional economy
    - Helping to develop a map of all trails in the state
    - Providing input on 16 in '16 Trails initiative (identifying 16 priority trails in 2016)
- Collaborating with the Department of Local Affairs and the Colorado Department of Public Health and Environment to develop and implement main streets workshops for local communities throughout Colorado
  - Supports Statewide Bike/Ped Plan Goal to improve state/regional economy; maximize transportation investments; expand recreational opportunities and enhance quality of life
    - Will be selecting several local communities to present information this spring focusing on the walkability of their main streets
    - Will provide technical information on complete streets concepts as well as other economic and health data

#### Key Benefits

Improving bicycling and walking provides more mode choices for people who don't drive (approximately 30% of the population); reduces the number of vehicles on the road; improves both air quality and personal health; and provides an economic generator to communities.

#### Next Steps

- Transportation Commission review and adoption of updated Bicycle and Pedestrian Policy 1602 in February.
- Transportation Commission review and approval of FY 16 SRTS projects in March or April.



**Transportation Commission of Colorado**  
**Regular Meeting Minutes**  
**November 19, 2015**

**Chairwoman Kathy Connell convened the meeting at 9:50 a.m. in the Region 4 building in Greeley.**

PRESENT WERE: Kathy Connell, Chairwoman, District 6  
Gary Reiff, Vice Chair District 3  
Shannon Gifford, District 1  
Ed Peterson, District 2  
Heather Barry, District 4  
Kathy Gilliland, District 5  
Kathy Hall, District 7  
Sidny Zink, District 8  
Nolan Schriener, District 9  
Bill Thiebaut, District 10  
Steven Hofmeister, District 11

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

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

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

**Audience Participation**

Terri Blackmore, Executive Director of the North Front Range MPO brought up her concerns with the Commission. She explained that their funding ran out recently, and wanted to share her frustration with getting their contracts out. They have been waiting for their 2015 contract since April, and would like to have that completed before the start of 2016 They requested permission from CDOT in October to release an RFP, however they still do not have a contract. She expressed that the backlog impacts their asset management program.

Mayor Tom Norton welcomed the Commission to Greeley and thanked CDOT for building the new Region 4 building. He mentioned how important co-location is for efficiency for the Region, and looks forward to see the improvements that come from it. He also brought up the importance of the funding for Transportation that will look to the future and help Colorado moving forward.

### **Individual Commissioner Comments**

Commissioner Hall brought up her experience earlier in the week when the emergency personnel were honoring the recently deceased Colorado State Trooper. She was impressed and proud to see the procession all along I-70.

Commissioner Peterson was pleased and thrilled to be at the new Region 4 facility. He commended everyone who participated in the process of building the new facility.

Commissioner Zink had nothing to report.

Commissioner Barry thanked the City of Thornton for hosting Bagels with Barry in November. There was a lively conversation on I-25 amongst others. She complemented the region on their new building, and offered her hopes that it is a positive for the region.

Commissioner Gilliland complemented the building and how much of an improvement it was over the old building. She brought forward her condolences for Bob Sakaguchi, a member of the Colorado Transportation family. In November she attended a progressive 15 meeting where CDOT staff discussed how to utilize technology to improve the area. She also had the opportunity to drive a car with autonomous qualities, and was very impressed with it. She was thrilled with the Transportation Summit and the visibility it brought towards transportation and technology. She attended a meeting with Secretary Fox about “Beyond Traffic” asking local people what their issues in transportation are. Finally she attended a rail summit that included a BNSF representative, who spoke about the opportunities and potentials of rail in the Front Range.

Vice Chair Reiff gave a shout out to Dave Eller and his team for the Highway 82 project. It has been a complicated project that his team has done a great job on.

Commissioner Thiebaut expressed how great it is to be in the new building. The creation of the building speaks to the Region’s ability to do great work at all levels. He thanked the members of the public for attending the meeting and speaking to the commission. He mentioned that in Region 2 RTD Karen Rowe’s absence, the whole team in the Region did a great job of picking up slack. Commissioner Thiebaut

stressed how important it is to always be alert when driving, as it is easy to become distracted in the natural beauty and create a dangerous situation.

Commissioner Gifford echoed everyone's positive thoughts on the successful Transportation Summit. She was amazed a how much of an impact little changes in technology can have on our transportation system.

Commissioner Shriner had the opportunity to meet with Region 2 RTD Karen Rowe and was very impressed with her knowledge and asked everyone to keep her in their thoughts. He met with two representatives on two bills being proposed in the Colorado State House and offered his perspective to the representatives.

Commissioner Hofmeister had nothing to report.

Commissioner Connell stated she has been seeing more and more mentions of technology in the media, signaling the technology is really taking off in transportation. She met this month with State Representative Terri Carver to discuss the two proposed bills. She stated the STAC bill will be presented to the House, with the bill to increase the amount of Commissioners will be promoted as a study, but will not be presented to the House. She met with a number of County Commissioners this month in her region.

### **Executive Director's Report**

Executive Director Shailen Bhatt introduced David Fox and Marcella Broussard and the contractors who were instrumental in getting the new Region 4 building built. The move in and build out went very smoothly thanks to the teams working on the project. He mentioned how the building should greatly improve the efficiency of the region by bringing the whole region into one building.

He thanked the Commissioners and elected officials for coming to the Transportation Matters Summit. He was very pleased with the turnout, with a number of local officials and members of the private sector attending the summit. Executive Director Bhatt thanked everyone who worked on the summit for their hard work.

In November there were a number of big snow and ice events in Colorado. Shailen was pleased with the response to these storms, and brought up the danger CDOT employees face when they respond to these events.

### **Chief Engineer's Report**

Chief Engineer Josh Laipply brought up to the commission that the department is trying to figure out how to better track bike and pedestrian movements. A team has been put together to work on this and to improve ADA access at CDOT Facilities. He also thanked Shailen and Mike for putting on the Leadership Summit. Finally he brought up the CCA and ACEC working groups that will help take on more action items with the organizations which will help staff greatly.

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

HPTE director David Spector reported that the Governor has filled one of the open seats on the HPTE Board. There are a number of projects HPTE is currently working on. These projects are drawing a lot of interest in the transportation and funding communities. HPTE is a leader nationwide for what they are doing. He presented a few updates on HPTE projects:

- US-36 did very well during their first snow event. Phase 2 will be opening early 2016, with the RTD bus rapid transit system opening in January.
- In December the Peak Period Shoulder Lane will be opening on I-70. HPTE is optimistic the shoulder HOT lane experiment will be very successful.

### **FHWA Division Administrator Report**

FHWA Division Administrator John Cater gave his congratulations to CDOT for the Transportation Matters Summit. The energy expressed at the summit was very encouraging for the future of transportation. Federally, he believes a long term bill will be passed within the month, and he is hopeful for the funding amount.

FHWA has recently started to focus on financing. An emphasis has been placed on improper payments. CDOT is doing very well on that front, with zero improper payments, much better than the national average.

### **Act on Consent Agenda**

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

### **Resolution #TC-15-11-1**

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for Oct. 15, 2015, are approved.

### **Resolution #TC-15-11-2**

**Resolution #15-11-2**

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

**Approved by the Transportation Commission on November 19, 2015**

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

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

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

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

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

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

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

- Division of Human Resources

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

11-19-15  
 Date

**Resolution #TC-15-11-3**

**Resolution # TC-15-11-3**

Resolution for the FY 2016-2017 Annual Budget

**Approved by the Transportation Commission on November 19, 2015**

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

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

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

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

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

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

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

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

  
\_\_\_\_\_  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

11-19-15  
\_\_\_\_\_  
Date

**Discuss and Act on the New SIB Rate**

Maria Sobota presented the SIB rate at 2.5 at the recommendation of their projections. She opened the floor for questions from the commission. Chairwoman Connell entertained a motion to approve the Budget Supplement. Commissioner Gifford moved for approval of the resolution, and Commissioner Gilliland seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

**Resolution #TC-15-11-4**

**Resolution Number TC-15-11-4**

Approval of the State Infrastructure Bank Interest rate for the second half of fiscal year 2016.

**Approved by the Transportation Commission on November 19, 2015**

**WHEREAS**, the Colorado State Infrastructure Bank (bank) is a transportation investment bank with the ability to make loans to public and private entities for the formation of public transportation projects within the state; and

**WHEREAS**, the General Assembly has passed Legislation (43-1-113.5 CRS) that made certain provisions for the bank and established within the bank, a highway account, a transit account, an aviation account and a rail account; and

**WHEREAS**, the Transportation Commission has adopted rules, pursuant to 43-1-113.5 CRS, regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and

**WHEREAS**, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is required to set the bank's interest rate and the origination fee on loans no later than June 30, of each year for loans originating during the ensuing months of July; August; September; October; November; December of the next fiscal year; and

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

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

  
\_\_\_\_\_  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

11-19-15  
Date

**Discuss and act on the 5<sup>th</sup> Budget Supplement**

Maria Sobota walked throught the supplement with the Commission. A new budget supplement was passed out to the Commission. She pointed out two items in Region 3, particularly the money that will be designated for RoadX.

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

**Discuss and Act on Bustang Purchase**

Mark Imhoff directed the commission attention to the purchase of three new Bustang buses. He expressed that the West Corridor is currently at capacity, therefore new buses are required to keep up with the operating scheduled.

Chairwoman Connell entertained a motion to approve the purchase of three new Bustang buses. Commissioner Peterson moved for approval of the resolution, and Commissioner Schriner seconded the motion. Upon vote of the Commission, the resolution passed 10-1 with Commissioner Hofmeister voting no.

## **Resolution #TC-15-11-6**

### **Resolution # TC-15-11-6**

Approval to purchase three (3) new Bustang buses

#### **Approved by the Transportation Commission on November 19, 2015**

**WHEREAS**, the Bustang interregional express bus service went into operation on July 13, 2015 with a fleet of 13 buses (including three spare buses).

**WHEREAS**, the Transportation Commission Policy Directive 1605 gives oversight responsibility to the Transit & Intermodal Committee, including recommendations to the TC for capital expenditures; and requires the TC to approve capital expenditures beyond the annual budget.

**WHEREAS**, the Bustang ridership has grown on the West Route to justify an additional daily run, and the trend for the North and south Routes indicate the need to additional runs by fall 2016.

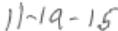
**WHEREAS**, the current Bustang fleet is fully utilized with no buses available to add service during regular operation hours.

**WHEREAS**, CDOT currently has an active price agreement with Motor Coach Industries (MCI) to procure additional buses.

**WHEREAS**, the T&I Committee has assessed the current Bustang fleet utilization, and recommends the purchase of three (3) new Bustang buses.

**NOW THEREFORE BE IT RESOLVED**, the Director of Transit & Rail is hereby directed to procure three (3) new Bustang buses utilizing the current price agreement with Motor Coach Industries (MCI).

  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

  
Date

### **I-70 East/Central 70 Quarterly Update**

I-70 East Project Director Tony DeVito clarified to the commission that in 2016 the project will be renamed to the Central 70 project. The project recently had their first round of one on ones with the teams bidding for the project. The technical documents will be due to the project from the teams in the first week of December. The team continues to work on their transparency, and posts regular schedules for interactions. Recently a big push has been made in the DBE area. The Central 70 project has been transparent in setting the DBE/SBE goals, something that has been well received by the community. The project has been given approval to start a local hiring project, and will create a percentage of required local jobs on the project. Another new thing the project will pursue is a pilot program to train employees on the job funded through a federal grant. Finally the team is working closely with the City of Denver as they rebuild the National Western Stockshow. The project is hoping to have non-developer costs to the bid teams shortly.

Commissioner Barry thanked Tony and the team for their constant communication with the community. She said they are always receptive to her and companies in the community, and she appreciates the innovation that is taking place on this project.

Commissioner Peterson commented that the workforce development portion of this project that helps people develop career paths is fantastic. It shows that projects like this can be a benefit to everyone in the community.

Commissioner Gilliland echoed their thoughts on the successful outreach to the community. She stated that these efforts will pay dividends once the project is in full construction.

Commissioner Schriener stated that the scale of this project is incredible. He asked what the workforce estimate of this job will be. Tony DeVito stated they are estimating a workforce of around 4 thousand. They are also making headway in the property acquisition process, with a focus on putting residents in similar or better housing situations as they are impacted.

Executive Director Bhatt stated this is a showcase project, and that he is receiving questions about it from people all over the country. He also thanked the project team for doing a great job so far.

### **Other Matters**

Commissioner Barry took a moment to mention Myron Hoya who is moving on from CDOT. She thanked him for everything he has done for CDOT and the City of Greeley.

### **Adjournment**

Chairwoman Connell closed the September Transportation Commission meeting at 11:00 a.m.

**Transportation Commission of Colorado  
Regular Meeting Minutes  
December 17, 2015**

**Chairwoman Kathy Connell convened the meeting at 9:00 a.m. at the CDOT Headquarters in Denver.**

PRESENT WERE: Kathy Connell, Chairwoman, District 6  
Shannon Gifford, District 1  
Ed Peterson, District 2  
Heather Barry, District 4  
Kathy Gilliland, District 5  
Kathy Hall, District 7  
Sidny Zink, District 8  
Nolan Schriener, District 9  
Bill Thiebaut, District 10  
Steven Hofmeister, District 11

EXCUSED: Gary Reiff, Vice Chair District 3

ALSO PRESENT: Shailen Bhatt, Executive Director  
Michael Lewis, Deputy Executive Director  
Josh Laipply, Chief Engineer  
Herman Stockinger, Government Relations Director  
Kathy Young, Chief Transportation Counsel  
David Specter, HPTE Director

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

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

**Audience Participation**

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

**Discuss and Act on the 6<sup>th</sup> Budget Supplement of 2015**

Josh Laipply presented the 6<sup>th</sup> budget supplement to the Commission. He mentioned the Transportation Commission Reserve Fund has been outlined in the supplement. Additionally, four projects are outlined in the budget supplement. Commissioner Zink asked why there was a request for more funds for the Peak Period Shoulder Lanes. Chief Engineer Joshua Laipply explained it was a change in scope due to unknown ground conditions and the removal of daytime closures from the build out of the project. Herman Stockinger confirmed that Region 1 funds will cover the additional cost.

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

## **Discuss and act the North I-25 Loan CDOT HPTE IAA Understanding**

David Spector presented the funding concept for I-25 north. The loan structure used for the Peak Period Shoulder Lanes is what will be used for north I-25. In order to go to bid in January FHWA needs a funding committmenet from CDOT. The resolution in question allows HPTE to get their loan through CDOT agreeing to back up HPTE's loan for North I-25. In a future meeting, the Commission will have the opportunity to view the final loan before signing off completely.

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

## **Resolution #TC-15-12-2**

### **Resolution #TC-15-12-2**

Approving Credit Support to HPTE for a Commercial Loan for the North I-25 Segment 3 Express Lanes Project

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

**WHEREAS**, the Transportation Commission promulgates and adopts all budgets for the Colorado Department of Transportation ("CDOT") and state transportation programs; and

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

**WHEREAS**, HPTE is authorized, pursuant to Section 43-4-806(2)(c)(I), C.R.S., to impose user fees on the travelling public for the privilege of using surface transportation infrastructure; and

**WHEREAS**, CDOT, in partnership with HPTE, is undertaking the North I-25, Segment 3, Express Lanes Project (the "Segment 3 Project") to complete, implement and operate one new tolled express lane in each direction between approximately 120<sup>th</sup> Avenue and State Highway 7; and

**WHEREAS**, to meet the proposed advertising date of January 7, 2016, for the Segment 3 Project, CDOT is required to first provide a fully-funded project financing plan to the Federal Highway Administration ("FHWA") and receive its authorization; and

**WHEREAS**, in order to evaluate options for closing an identified funding gap in the financing plan for the Segment 3 Project, HPTE issued a request for proposals for financing terms from private lenders; and

**WHEREAS**, HPTE anticipates entering into a commercial bank loan agreement (the "Loan Agreement") pursuant to which HPTE will borrow money to fund a share of the cost of designing and constructing the Segment 3 Project, to be repaid from user fee revenues collected by HPTE on the Segment 3 Project; and

**WHEREAS**, the Transportation Commission supports HPTE's pledge of user fee revenues to facilitate private financing for the Segment 3 Project, and desires to provide credit support to enable HPTE to secure such commercial loan financing; and

**WHEREAS**, pursuant to Section 43-4-806(4), C.R.S., the Transportation Commission may loan moneys from the state highway fund to HPTE for the purpose of defraying expenses incurred prior to the receipt of revenues by HPTE, and such loan shall not be considered a grant for purposes of Section 20(2)(d) of Article X of the Colorado constitution.

**NOW THEREFORE BE IT RESOLVED**, the Transportation Commission hereby approves and authorizes CDOT to pursue an Intra-Agency Agreement with HPTE, whereby HPTE can request, and the Transportation Commission will agree to consider making, consistent with past practice, one or more loans from the state highway fund to satisfy any of HPTE's payment obligations under the Loan Agreement, or to fund HPTE's operational and maintenance responsibilities with respect to the Segment 3 Project, in the event user fee revenues are insufficient, or projected to be insufficient, to satisfy HPTE's obligations, which loans will be subject to interest rate and repayment terms to be further defined in the Intra-Agency Agreement.

  
\_\_\_\_\_  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

1-7-16  
Date

### **Other Matters**

Commissioner Schriener asked for a short report on the Peak Period Shoulder Lanes. Josh Laipply explained that the shoulder lanes opened up last weekend. They did not open on Saturday due to weather conditions. On Sunday the lanes were open with the tolls displayed, however no one was charged to test the system. The testing was very successful, and a better throughput on I-70 was displayed in the area. Mike Lewis added that the tolling will go live, weather permitting, this weekend.

Chairwomen Connell said that she has seen a number of positive mentions about the lanes, but expressed concerns over what happens in the event of an accident. Josh Laipply explained that they have done a number of tabletop exercises to be prepared for that situation.

Commissioner Schriener asked how the tolls will be charged. Mike Lewis explained there will be license plate tolls, in addition to transponders.

Herman Stockinger mentioned to the commission that the FAST act passed by congress eliminates the need of CDOT to match flood recovery dollars. He thanked Colorado's representatives for fighting for CDOT to avoid paying that additional money.

### **Adjournment**

Chairwoman Connell closed the September Transportation Commission meeting at 9:26 a.m.



DATE: January 6, 2016  
TO: Transportation Commission  
FROM: Joshua Laipply, P.E. Chief Engineer  
SUBJECT: 16Rev and a portion of 17 - Disposal to The Anthony Dam Trust

#### Purpose

CDOT is proposing to dispose of 18,805 sf of CDOT right of way that is no longer needed for transportation purposes. The property will be sold to The Anthony Dam Trust at fair market value.

#### Action

CDOT R1 is requesting a resolution approving the disposal of 9,843 sf (Area 2) and 8,962 sf (Area 3) of CDOT ROW that is no longer needed for State transportation purposes.

#### Background

The subject Parcel 16Rev and a portion of 17 were originally acquired in conjunction with the construction of a portion of I-76 R in Adams County, as part of CDOT Project ID-1(CX)76-1(138). The project lead to CDOT having to acquire several total take parcels along the new alignment. Since the entire parcels were not needed for the new right of way, this resulted in several remainder parcels being acquired and 16Rev and 17 were not declared remainder parcels for some reason. There was also one private property within the stretch of total takes that was not affected by the project. It has been recently discovered that a portion of the private buildings encroached upon CDOT property. Parcels 16Rev and a portion of 17 contain approximately 18,805 square feet and are outside of the right of way necessary for State Interstate 76.

#### Details

This parcel is of use only to the adjacent property owner. The adjacent property owner, The Anthony Dam Trust, is interested in acquiring these parcels for the resolution of the encroachment and to bring the private property up to code for residential/commercial development. CDOT Region 1 has determined that this property is not needed for highway purposes. The disposal of the subject parcels will have no effect upon the operation, use, maintenance or safety of the highway facility. The disposal of the subject parcels will be at fair market value.

#### Key Benefits

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

#### Next Steps

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey subject parcels to The Anthony Dam Trust. The deed will be recorded in office of the Adams County Clerk and Recorder.

#### Attachments

Proposed Resolution  
Exhibit Depicting the Disposal Parcels

Project #: ID-1(CX) 76-1(138) and FI 003-1(2)  
Location: I-76  
Parcel #: 16Rev and a portion of 17  
County: Adams

### **PROPOSED RESOLUTION**

**WHEREAS**, CDOT acquired Parcel 16Rev and 17 in the late 1980's and early 1990's in Adams County as a part of CDOT Project # ID-1(CX)76-1(138) and FI 003-1(2) for use as I-76;

**WHEREAS**, CDOT in an effort to construct a portion of I-76, acquired several total take parcels;

**WHEREAS**, CDOT did not need all of the parcels for right of way resulting in several remainder parcels;

**WHEREAS**, CDOT did not declare 16Rev and 17 as remainder parcels;

**WHEREAS**, the Department of Transportation would like to sell Parcel 16Rev and a portion of 17 to the adjacent property owner, The Anthony Dam Trust;

**WHEREAS**, Parcel 16Rev consists of 8,962 square feet;

**WHEREAS**, Parcel 17 consists of 9,843 square feet;

**WHEREAS**, the combined Parcels 16Rev is now referred as Area 3 and a portion of 17 is now referred to as Area 2 consists of 18,805 square feet;

**WHEREAS**, CDOT discovered a portion of the private buildings encroaching upon CDOT property;

**WHEREAS**, the Anthony Dam Trust would like to resolve the encroachment and bring the private property up to code for residential/commercial development;

**WHEREAS**, the Department of Transportation would like to sell Parcel 16Rev and a portion of 17 to The Anthony Dam Trust;

**WHEREAS**, the disposal of Parcel 16Rev and a portion of 17 will not affect the operation, maintenance, use or safety of CDOT's facility;

**WHEREAS**, the Department of Transportation, Region 1 has declared through Joshua Laipply as Chief Engineer, that Parcel 16Rev and a portion of 17 are not needed for transportation purposes;

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

**WHEREAS**, the Department has determined that Parcel 16 Rev consisting of 8,962 sf and a portion of Parcel 17 consisting of 9,843 sf of I-76 right of way is of use only to the adjacent property owner;

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

**WHEREAS,** The Anthony Dam Trust desires to exercise its right of refusal to purchase the 18,805 sf of I-76 right of way which is no longer needed for transportation purposes;

**NOW THEREFORE BE IT RESOLVED,** pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403 the Department of Transportation be given authority to declare Parcels 16Rev and a portion of 17 as excess property and dispose of the 18,805 sf of I-76 right of way, which is no longer needed for transportation purposes for fair market value.

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

## AREA 2

### LEGAL DESCRIPTION: AREA 2

A PORTION OF A TRACT OR PARCEL OF LAND NO. 15RIB OF THE STATE DEPARTMENT OF TRANSPORTATION, STATE OF COLORADO, PROJECT NO. ID-I (CX) 76-1 (138) AS DESCRIBED AT BOOK 4134 AT PAGE 869, ADAMS COUNTY RECORDS, A PORTION OF A TRACT OR PARCEL OF LAND NO. 17 OF THE STATE HIGHWAY COMMISSION OF COLORADO, PROJECT NO. F1 003-1 (2) AS DESCRIBED AT BOOK 445, PAGE 505 AND A PORTION OF A TRACT OR PARCEL OF LAND NO. 16 OF THE STATE HIGHWAY COMMISSION OF COLORADO, PROJECT NO. F1 003-1 (2) AS DESCRIBED AT BOOK 445, PAGE 500, CONTAINING 9,843 SQ. FT., MORE OR LESS, LYING IN A PORTION OF BLOCK 24 OF THE BARR CITY 2<sup>ND</sup> FILING AS RECORDED ON JULY 12, 1889, RECEPTION NO. 177641, FILE NO. 680 (PLAT BOOK 3, PAGE 6), AT THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE, A SUBDIVISION IN THE SOUTHEAST ONE-QUARTER OF SECTION 21, TOWNSHIP 1 SOUTH, RANGE 66 WEST, OF THE SIXTH PRINCIPAL MERIDIAN, IN ADAMS COUNTY, COLORADO, SAID PORTION OF A SAID TRACTS OR PARCELS OF LAND BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER QUARTER CORNER OF SAID SECTION 21; THENCE S11°23'02"E, TO THE WEST LINE OF LOT 37, SAID BLOCK 24, A DISTANCE OF 987.23 FEET; THENCE S00°17'16"E, ALONG THE WEST LINE OF LOTS 37 AND 36, SAID BLOCK 24, A DISTANCE OF 21.93 FEET TO THE POINT OF BEGINNING;

1. THENCE S51°19'32"E, A DISTANCE OF 87.98 TO THE NORTHWESTERLY LINE OF SAID PARCEL NO. 17;
2. THENCE CONTINUING S51°19'32"E, A DISTANCE OF 46.58 FEET;
3. THENCE S45°00'46"W, A DISTANCE OF 147.20 FEET TO THE WEST LINE OF LOT 29, SAID BLOCK 24;
4. THENCE N00°17'16"W ALONG THE WEST LINE OF LOTS 29 THRU 36, A DISTANCE OF 188.15 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED TRACT OR PARCEL OF LAND CONTAINS 9,843 SQUARE FEET, MORE OR LESS, AND IS SUBJECT TO ALL RIGHT-OF-WAY, INTERESTS, CLAIMS, RIGHTS AND/OR EASEMENTS OF RECORD OR APPARENT.

### BASIS FOR BEARINGS:

THE WEST LINE OF THE SOUTHEAST ONE-QUARTER, THE NORTHWEST CORNER OF SAID SOUTHEAST ONE-QUARTER BEING MONUMENTED BY A 3 1/4" DIAMETER ALUMINUM CAP, P.L.S. NO. 25384 AND THE SOUTHWEST CORNER OF SAID SOUTHEAST ONE-QUARTER BEING MONUMENTED BY A 2" DIAMETER ALUMINUM CAP, P.L.S. NO. 23519 IN A RANGE BOX, IS ASSUMED TO BEAR N00°17'16"W.

  
RAYMOND W. BAYER, REG. P.L.S. NO. 6973

DATE: April 8, 2015



### Prepared By:

R.W. BAYER & ASSOCIATES, INC.  
2090 EAST 104<sup>TH</sup> AVENUE SUITE 200  
THORNTON, COLORADO 80233-4316  
(303) 452-4433 FAX: (303) 452-4515  
CAD FILE: WORKS/D13022AREA2.WPS

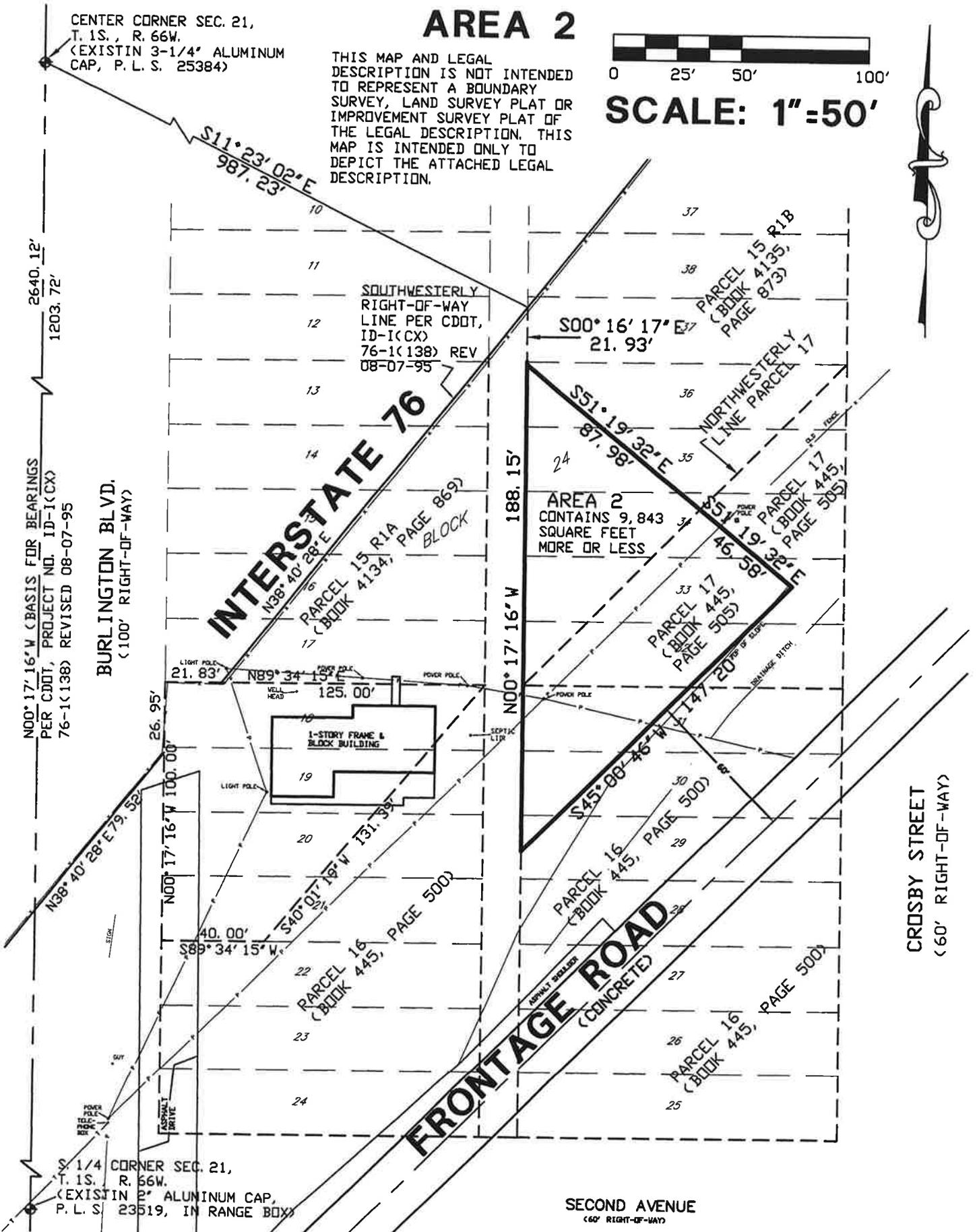
CENTER CORNER SEC. 21,  
T. 1S., R. 66W.  
(EXISTIN 3-1/4" ALUMINUM  
CAP, P. L. S. 25384)

# AREA 2

THIS MAP AND LEGAL  
DESCRIPTION IS NOT INTENDED  
TO REPRESENT A BOUNDARY  
SURVEY, LAND SURVEY PLAT OR  
IMPROVEMENT SURVEY PLAT OF  
THE LEGAL DESCRIPTION. THIS  
MAP IS INTENDED ONLY TO  
DEPICT THE ATTACHED LEGAL  
DESCRIPTION.



**SCALE: 1"=50'**



S. 1/4 CORNER SEC. 21,  
T. 1S., R. 66W.  
(EXISTIN 2" ALUMINUM CAP,  
P. L. S. 23519, IN RANGE BOX)

# AREA 3

## LEGAL DESCRIPTION: AREA 3

A PORTION OF A TRACT OR PARCEL OF LAND NO. 16 OF THE STATE HIGHWAY COMMISSION OF COLORADO, PROJECT NO. F1 003-1 (2) AS DESCRIBED AT BOOK 445, PAGE 500, CONTAINING 8,962 SQ. FT., MORE OR LESS, LYING IN A PORTION OF BLOCK 24 OF THE BARR CITY 2<sup>ND</sup> FILING AS RECORDED ON JULY 12, 1889, RECEPTION NO. 177641, FILE NO. 680 (PLAT BOOK 3, PAGE 6), AT THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE, A SUBDIVISION IN THE SOUTHEAST ONE-QUARTER OF SECTION 21, TOWNSHIP 1 SOUTH, RANGE 66 WEST, OF THE SIXTH PRINCIPAL MERIDIAN, IN ADAMS COUNTY, COLORADO, SAID PORTION OF A SAID TRACTS OR PARCELS OF LAND BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER CORNER OF SAID SECTION 21; THENCE S09°12'37"E, TO THE NORTHEAST CORNER OF LOT 18, SAID BLOCK 24, A DISTANCE OF 1128.30 BEING THE POINT OF BEGINNING;

1. THENCE S00°17'16"E ALONG THE EAST LINE OF LOTS 18 THRU 21, SAID BLOCK 24, A DISTANCE OF 79.06 FEET;
2. THENCE S45°00'46"W, A DISTANCE OF 136.74 FEET TO THE SOUTH LINE OF LOT 24, SAID BLOCK 24;
3. THENCE S89°34'15"W ALONG THE SOUTH LINE OF SAID LOT 24 AND ALONG THE SOUTH LINE OF SAID TRACT OR PARCEL OF LAND NO. 16, A DISTANCE OF 27.81 FEET TO THE SOUTHWEST CORNER OF SAID LOT 24;
4. THENCE N00°17'16"W ALONG THE WEST LINE OF LOT 24 THRU 22, SAID BLOCK 24 AND ALONG THE WEST LINE OF SAID TRACT OR PARCEL OF LAND NO. 16, A DISTANCE OF 75.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 22;
5. THENCE N89°34'15"E ALONG THE NORTH LINE OF SAID LOT 22 AND ALONG THE NORTHERLY LINE OF SAID TRACT OR PARCEL OF LAND NO. 16, A DISTANCE OF 40.00 FEET;
6. THENCE N40°01'05"E ALONG THE NORTHWESTERLY LINE OF SAID TRACT OR PARCEL OF LAND NO. 16, A DISTANCE OF 131.40 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED TRACT OR PARCEL OF LAND CONTAINS 8,962 SQUARE FEET, MORE OR LESS, AND IS SUBJECT TO ALL RIGHT-OF-WAY, INTERESTS, CLAIMS, RIGHTS AND/OR EASEMENTS OF RECORD OR APPARENT.

## BASIS FOR BEARINGS:

THE WEST LINE OF THE SOUTHEAST ONE-QUARTER, THE NORTHWEST CORNER OF SAID SOUTHEAST ONE-QUARTER BEING MONUMENTED BY A 3 1/4" DIAMETER ALUMINUM CAP, P.L.S. NO. 25384 AND THE SOUTHWEST CORNER OF SAID SOUTHEAST ONE-QUARTER BEING MONUMENTED BY A 2" DIAMETER ALUMINUM CAP, P.L.S. NO. 23519 IN A RANGE BOX, IS ASSUMED TO BEAR N00°17'16"W.

  
RAYMOND W. BAYER, REG. P.L.S. NO. 6973

DATE: April 8, 2015



Prepared By:

R.W. BAYER & ASSOCIATES, INC.  
2090 EAST 104<sup>TH</sup> AVENUE SUITE 200  
THORNTON, COLORADO 80233-4316  
(303) 452-4433 FAX: (303) 452-4515  
CAD FILE: WORKS/D13022AREA3.WPS





**DATE:** January 6, 2016  
**TO:** Transportation Commission  
**FROM:** Joshua Laipply, P.E. Chief Engineer  
**SUBJECT:** 1E-EX and AC-1E-EX - Disposal to adjacent property owner

Purpose

CDOT is proposing to dispose of 15,815 sf of CDOT Right of Way (ROW) and an access control line that are no longer needed for transportation purposes. The property will be sold to the adjacent property owner for fair market value.

Action

CDOT R1 is requesting a resolution approving the disposal of 15,815 sf of CDOT ROW and an access control line that are no longer needed for State Highway transportation purposes.

Background

The subject Parcel 1E-EX and access rights AC-1E-EX were acquired in conjunction with the construction of the original turnpike project for US36 at Federal Blvd. in Adams County, as part of CDOT Project SP-12 382-501. The interchange was redesigned and located further North than originally planned which created excess ROW. Parcel 1E-EX contains approximately 15,815 square feet.

Details

This parcel is of use only to one adjacent property owner. The adjacent property owner is interested in acquiring excess property for the construction of a restaurant. CDOT Region 1 has determined that this property is not needed for highway purposes. The disposal of the subject parcel will have no effect upon the operation, use, maintenance or safety of the highway facility. The disposal of the subject parcel will be at fair market value.

Key Benefits

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

Next Steps

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

Attachments

Proposed Resolution  
Exhibit Depicting the disposal parcel and access control line

Project #: SP-12 382-501  
Location: US36 at Federal Blvd.  
Parcel #: 1E-EX and AC-1E-EX  
County: Adams

**PROPOSED RESOLUTION**

**WHEREAS**, CDOT acquired Parcel 1E-EX and access rights AC-1E-EX in the early 1950’s in Adams County as a part of CDOT Project # SP-12 382-501 for use as US36 at Federal Blvd Interchange;

**WHEREAS**, CDOT redesigned and located the on-ramp further North for US36;

**WHEREAS**, the redesign created excess right of way;

**WHEREAS**, AC-1E-EX was imposed as a police power and therefore no money was paid to acquire it;

**WHEREAS**, the Department of Transportation requests approval to sell Parcel 1E-EX and relinquish AC-1E-EX to the adjacent property owner;

**WHEREAS**, Parcel 1E-EX consists of 15,815 square feet;

**WHEREAS**, the adjacent property owner would like to purchase the parcel to construct a restaurant;

**WHEREAS**, the disposal of Parcel 1E-EX and relinquishment of AC-1E-EX will not affect the operation, maintenance, use or safety of CDOT's facility;

**WHEREAS**, the Department of Transportation, Region 1 has declared through Joshua Laipply as Chief Engineer, that Parcel 1E-EX and AC-1E-EX are no longer needed for transportation purposes;

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

**WHEREAS**, the Department has determined that Parcel 1E-EX consisting of 15,815 sf of US36 right of way and AC-1E-EX are of use only to the adjacent property owner;

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

**WHEREAS**, the adjacent property owner desires to exercise its right of refusal to purchase the Parcel 1E-EX and AC-1E-EX which are no longer needed for transportation purposes;

**NOW THEREFORE BE IT RESOLVED**, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403 the Department of Transportation be given authority to approve the relinquishment of AC-1E-EX and declare Parcel 1E-EX as excess property and dispose of the 15,815 sf of US36 right of way, which is no longer needed for transportation purposes for fair market value.

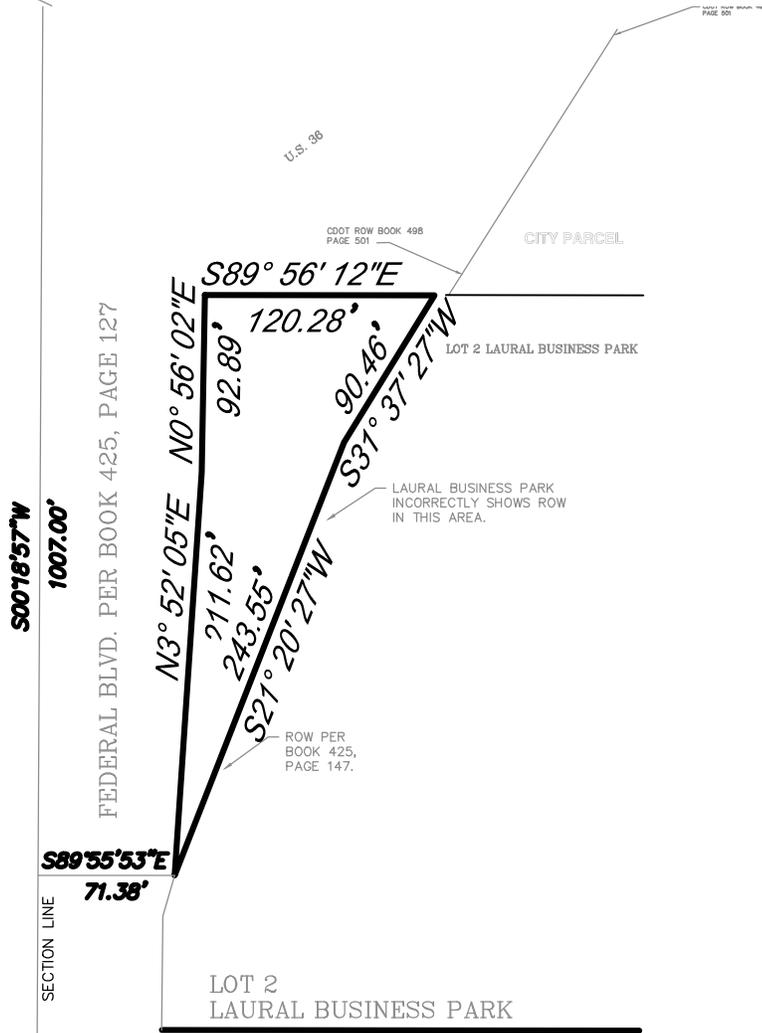
**FURTHER**, funds from the sale of the property shall be disbursed in accordance with Section 7.2.15 of the CDOT Right-of-Way Manual.

# EXHIBIT A SHEET 2 OF 2

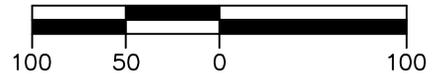
## DESCRIPTION

SITUATED IN THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 2 SOUTH  
RANGE 68 WEST OF THE SIXTH P.M.  
CITY OF WESTMINSTER, STATE OF COLORADO

C 1/4 COR SEC 32  
T2S R68W  
FD 3 1/4" ALUM CAP  
IN MON BOX  
LS 19434



Scale: 1" = 100'



S 1/4 COR SEC 32  
T2S R68W  
FD 3 1/4" ALUM CAP  
IN MON BOX  
LS 23053

**BASELINE LAND**

---

**SURVEYING, INC.**

PROJECT # 9993  
5023 W. 120th Ave., #153, Broomfield CO 80020 (303) 457-3964

## DESCRIPTION

SITUATED IN THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 2 SOUTH

RANGE 68 WEST OF THE SIXTH P.M.

CITY OF WESTMINSTER, STATE OF COLORADO

A PARCEL OF LAND SITUATED IN THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 2 SOUTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF WESTMINSTER, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 32; THENCE SOUTH  $0^{\circ}18'57''$  WEST ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER A DISTANCE OF 1007.00 FEET; THENCE  $S89^{\circ}55'53''E$ , A DISTANCE OF 71.38 FEET TO THE POINT OF BEGINNING, SAID POINT ALSO BEING ON THE EASTERLY ROW DESCRIBED IN BOOK 425, PAGE 127 IN THE RECORDS OF SAID COUNTY;

THENCE DEPARTING SAID ROW  $N03^{\circ}52'05''E$ , A DISTANCE OF 211.62 FEET;  
THENCE  $N00^{\circ}56'02''E$ , A DISTANCE OF 92.89 FEET;  
THENCE  $S89^{\circ}56'12''E$ , A DISTANCE OF 120.28 FEET TO A POINT ON THE EAST LINE OF SAID ROW IN BOOK 425, PAGE 127;  
THENCE ALONG SAID ROW  $S31^{\circ}37'27''W$ , A DISTANCE OF 90.46 FEET;  
THENCE  $S21^{\circ}20'27''W$ , A DISTANCE OF 243.55 FEET TO THE POINT OF BEGINNING.

CONTAINING 15,815 SQUARE FEET OR 0.363 ACRES, MORE OR LESS.

THE BASIS OF BEARINGS FOR THE ABOVE DESCRIBED LINE IS THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 32, TWP. 2S, R68W, 6TH PM. BEING SOUTH  $0^{\circ}18'57''$  WEST FROM THE FOUND 3 1/4" ALUM CAP STAMPED C 1/4 S32 IN A RANGE BOX TO THE FOUND 3 1/4" ALUM. CAP STAMPED - 1/4 S32-5 IN A RANGE BOX.

DESCRIPTION PREPARED BY;  
ROGER KELLEY  
PLS 24667  
FOR AND ON BEHALF OF BASELINE LAND SURVEYING, INC.



### Legend

- Address
- Highways
- Highways (> 1,000)
  - Interstate
  - Highway
  - Tollway
- Streets
- Streets (> 1,000)
  - Streets
  - Ramp
- Parcel Linework
  - <all other values>
  - 4
- Building
- Parks and Open Space
  - Open Land
  - Park Land
- Cities
  - Arvada
  - Aurora
  - Bennett
  - Brighton
  - Commerce City
  - Federal Heights
  - Lochbuie
  - Northglenn
  - Thornton
  - Westminster

### Notes

0.0 0 0.01 0.0 Miles

NAD\_1983\_StatePlane\_Colorado\_Central\_FIPS\_0502\_Feet  
© Latitude Geographics Group Ltd.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

8 Consent Agenda - Page 24 of 24 THIS MAP IS NOT TO BE USED FOR NAVIGATION



## MEMORANDUM

**TO: COLORADO TRANSPORTATION COMMISSION**  
**FROM: COLORADO STATE INFRASTRUCTURE BANK (COSIB) COMMITTEE**  
**DATE: JANUARY 21, 2016**  
**SUBJECT: COLORADO STATE INFRASTRUCTURE BANK LOAN APPLICATION FOR GREELEY-WELD COUNTY AIRPORT**

---

### Purpose

To provide background information related to the Greeley-Weld County Airport COSIB loan application and to review the COSIB Committee's recommendation for approval.

### Action

The Transportation Commission (TC) is being asked to review and approve the Greeley-Weld County Airport \$1.0 million loan request.

### Background

The Greeley-Weld County Airport Authority wants to upgrade their airport taxiways in the west area of the airport. The taxiways lead to hangars that generate approximately 85% of the airport's revenues through private lease contracts. The COSIB loan will be used to improve the taxiway storm water drainage system and replace asphalt that is over 30 years old. The damage caused by poor drainage of storm water has impacted the subgrade and caused the asphalt to unravel at the joints, creating a serious safety issue. Due to the nature and extent of the damage, crackfilling or fog sealing the surface is no longer an option to salvage the asphalt. The storm water drainage issue will be fixed before the subgrade and paving is complete. These repairs will allow aircraft to enter and exit the taxiways with ease while reducing damage caused by asphalt debris. If approved, the project is expected to begin during the 2016 construction season.

### Details

Revenue from oil and gas operations is identified as the primary source used to repay the COSIB loan. This option for revenue generation has become popular, with both the Front Range Airport and Denver International Airport generating significant revenues from oil and gas leases. While oil and gas revenues are not typically used to secure aviation COSIB loans, there are no COSIB rules or guidelines that disallow pledging revenues of oil and gas leases. Given that these revenues are a relatively new source of income for other area airports, the COSIB Committee's concern is that these are not long-term stable revenue streams since the production levels of wells fluctuate over time.



In order to address this issue of volatility, the COSIB Committee tentatively agreed to approve the Greeley-Weld County COSIB loan application only if additional language is added to the application requiring the airport to maintain cash reserves equal to or in excess of the outstanding principal. The additional language would guarantee repayment of the COSIB loan. Department staff will develop a process to analyze the cash balance versus the outstanding loan principal balance on a quarterly basis.

The airport currently has \$2.0 million in a capital reserve fund. While this could be used to build the taxiway project, the airport authority board is seeking the COSIB loan in order to take a more conservative approach and keep the reserve fund intact. Department staff views capital reserve funds as more than adequate coverage and consider the risk level no different from other airport loans that are subject to air carrier traffic fluctuation, fuel prices and changing economic conditions.

#### Key Benefits

Funding the taxiway improvements in the west complex area of the Greeley-Weld County Airport will address an increasingly serious safety issue. By repairing the drainage system and replacing damaged asphalt, aircrafts will be able to enter and exit the taxiways with ease while reducing damage to the aircrafts that is caused by asphalt debris. In the long term, repairing this section of the taxiway will ensure that the hangars in the west complex area continue to be a primary source of revenue for the airport.

#### Options and Recommendation

1. Approve the \$1.0 million loan to Greeley-Weld County Airport contingent upon a written agreement that requires the airport to maintain cash reserves always equal to or in excess of the outstanding principal. **COSIB Committee recommendation.**
2. Request additional information and delay for a future month.
3. Deny COSIB loan request.

#### Next Steps

If the loan is approved, the application will be updated to include a written agreement that requires the airport to maintain cash reserves always equal to or in excess of the outstanding principal. Once the application has been updated, The Division of Administration and Finance (DAF) will complete the loan process. The Department will work closely with the Greeley-Weld County Airport to develop a process to periodically review the cash balance versus the outstanding loan principal on a quarterly basis.

#### Attachments

Attachment A: Greeley -Weld County Airport Loan Analysis



## Colorado State Infrastructure Bank of Loan Request

### General Information About the Sponsor:

Sponsor's Name..... Greely Weld County Airport Authority

Application date..... September 30, 2015

CO SIB Priority..... Single

Transportation Region..... Region 4

### Financial Information Concerning the Sponsor:

Statement of Net Assets		Statement of Revenues, Expenses and Change in Net Assets	
Cash, Investments and Receivables	\$ 2,054,846.00	Total Revenue	\$ 1,477,561.00
Other Current Assets	-	Operating Expenses	\$ 2,294,732.00
Total Current Assets	\$ 2,054,846.00	EBI	\$ (817,171.00)
Fixed and Other Assets	18,455,845.00	Interest Expenses	
Total Assets	\$ 20,510,691.00	Net Income	\$ (817,171.00)
Current Liabilities	191,358.00	Source: Greely-Weld County Airport Authority, 2014 Financial Statements, December 31, 2014	
Long-term Liabilities	137,532.00		
Total Liabilities	\$ 328,890.00		
Net Assets	\$ 20,181,801.00		

### Financial Totals:

Total Assets..... \$ 20,510,691.00

Total Liabilities..... \$ 328,890.00

Total Revenue..... \$ 1,477,561.00

Total Expense..... \$ 2,294,732.00

**Loan Provisions:**

Requested Loan Amount.....	\$ 1,000,000.00	\$ 50,625.00
Rate of Interest on the Loan.....	2.50%	
Period.....	5 years	5
Loan Repayment Basis.....	Annual	
Beginning Payment Date.....	1-Jan-2017	
Repayment Source(s).....	Revenue from the capital projects fund, generated from Oil and Gas royalties.	
Previous CO SIB Loan Balance.....	No previous loans from the CO SIB.	

**Amortization Schedule:**

	Payment Due Dates	Annual Payment Amounts	Interest	Principal	Outstanding Balance
1	January-17	226,143.73	26,265.63	199,878.11	850,746.89
2	January-18	226,143.73	21,268.67	204,875.06	645,871.83
3	January-19	226,143.73	16,146.80	209,996.94	435,874.89
4	January-20	226,143.73	10,896.87	215,246.86	220,628.03
5	January-21	226,143.73	5,515.70	220,628.03	(0.00)
6					
7					
8					
9					
10					

**Project Information:**

Project Description.....	Reconstruct taxi lanes in various parts of the airport.	
Type of Project.....	Aviation	
Total Project Cost.....	\$ 1,219,177.00	
Leverage Ratio.....	0.820	
% Funded by Other Sources.....	18.0%	
Benefit.....	Safety	
Plan.....	Yes	
Technical Approval.....	Yes, approved by the Colorado Aeronautical Board	

**Financial Analysis:**

The companies long term debt to its assets are favorable. Liquidity ratio is also favorable.

**Debt-Equity Ratios:**

Long-term Debt Ratio.....	0.007 =	Long-term Liabilities divided by Long-term Liabilities plus Net Assets
Debt-Equity Ratio.....	0.007 =	Long-term Liabilities divided by Net Assets
Total Debt Ratio.....	0.0160 =	Total Assets divided by Total Liabilities

**Liquidity Ratios:**

Net Working Capital to Total Assets Ratio....	0.091 =	Current Assets minus Current Liabilities divided by Total Assets
Current Ratio.....	10.738 =	Current Assets divided by Current Liabilities
Quick Ratio.....	10.738 =	Cash, Investments and Receivables divided by Current Liabilities
Interval Measure (in days).....	327 =	Cash, Investments and Receivables divided by Operating Expenses divided by 365

**Transportation Commission of Colorado  
January 21, 2016**

**Resolution Number TC-**

**WHEREAS, the Colorado State Infrastructure Bank (bank) is a transportation investment bank with the ability to make loans to public and private entities for the formation of public transportation projects within the state; and**

**WHEREAS, the General Assembly passed Legislation (43-1-113.5 CRS) that made certain provisions for the bank and established within the bank, a highway account, a transit account, an aviation account and a rail account; and**

**WHEREAS, a loan application has been submitted by the Greeley-Weld County Airport (borrower), to borrow \$1,000,000 from the aviation account to correct drainage issues and resurface the taxiways; and**

**WHEREAS, the Transportation Commission has adopted rules, pursuant to 43-1-113.5 CRS, in 2 CCR 605-1 regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and**

**WHEREAS, pursuant to 2 CCR 605-1, Rule VI, Section 4 the Review Committee has reviewed and is in support of the application; and**

**WHEREAS, 2 CCR 605-1, Rule VI, Section 6 (2) provides “loan agreements for construction will specify that funds will be disbursed in their entirety to a third party fiduciary or escrow agent” unless the Transportation Commission provides a specific exemption; and**

**WHEREAS, the borrower has expressed its intent to attain Wells Fargo Bank (the agent) as the third party fiduciary, escrow, or administrative agent to confirm proper documentation from the borrower for loan draws, with the Department’s Division of Aeronautics, directly disbursing funds to the borrower upon receipt of the agent’s confirmation; and**

**WHEREAS, the Division of Aeronautics and the Colorado Aeronautic Board has technically approved this aviation project; and**

**WHEREAS, a sufficient amount is available to loan in the aviation account; and**

**WHEREAS, the term of the loan is five (5) years with a 2.50% interest rate, set by the Transportation Commission semi-annually; and**

**NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes the Department, under the guidance and direction of the Chief Financial Officer, to execute a loan agreement with the borrower in an amount of \$1,000,000.00 under the terms and provisions set forth in the adopted rules.**

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



## MEMORANDUM

TO: COLORADO TRANSPORTATION COMMISSION

FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER

DATE: JANUARY 21, 2016

SUBJECT: COLORADO STATE INFRASTRUCTURE BANK LOAN APPLICATION FOR PARK COUNTY

### Purpose

To present a revision to the November 2014 resolution in which the Transportation Commission (TC) approved the Colorado State Infrastructure Bank (COSIB) loan to Park County, Colorado. The revision is a result of a change in the designated Escrow Agent for Park County and the Colorado State Infrastructure Bank interest rate set by the TC in November 2015.

### Action

The TC is being asked to review and approve the revised resolution. The new resolution updates the Escrow Agent to Bankers Escrow Corporation from Alpine Bank presented to them in November, 2014, where they approved a COSIB loan to Park County, Colorado. The new resolution also updates the interest rate from 2.75%, which was the COSIB interest rate when the loan was initially approved, to the current interest rate of 2.50%.

### Background

In November, 2014, the Colorado State Infrastructure Bank (COSIB) Committee recommended that the TC approve a \$570,000 loan to Park County, Colorado. Based on the COSIB Committee's recommendation, the TC approved the loan for the full amount. In the original resolution, the proposed Escrow Agent was Alpine Bank. The COSIB administrator has received news that Alpine Bank cannot act as an Escrow Agent for the County. The COSIB administrator has updated the Escrow Agent in a revised resolution, listing Bankers Escrow Corporation as the new Escrow Agent.

In November 2015, the TC approved the Budget Office's recommendation to maintain the COSIB interest rate of 2.50%. This interest rate will apply to all COSIB loans in the second half of State fiscal year 2015-16. Since the Park County loan has not yet been disbursed, the COSIB Committee voted unanimously to apply the current, lower interest rate to this loan.

### Key Benefits

N/A

### Options and Recommendations

1. Review the revised resolution with updated Escrow Agent information and interest rate and acknowledge the correction. **Staff Recommendation**
2. Request additional information and delay for a future month.



Next Steps

Following the approval of the corrected resolution, the Budget Office will submit a final loan agreement to Park County and issue the approved loan.



**Transportation Commission of Colorado  
January 21, 2016**

**Resolution Number TC-**

**WHEREAS, the Colorado State Infrastructure Bank (bank) is a transportation investment bank with the ability to make loans to public and private entities for the formation of public transportation projects within the state; and**

**WHEREAS, the General Assembly passed Legislation (43-1-113.5 CRS) that made certain provisions for the bank and established within the bank, a highway account, a transit account, an aviation account and a rail account; and**

**WHEREAS, a loan application has been submitted by Park County, Colorado (borrower), to borrow \$570,000 to complete the Tarryall Road (County Road 77) project; and**

**WHEREAS, the Transportation Commission has adopted rules, pursuant to 43-1-113.5 CRS, in 2 CCR 605-1 regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and**

**WHEREAS, pursuant to 2 CCR 605-1, Rule VI, Section 4 the Review Committee has reviewed and is in support of the application; and**

**WHEREAS, 2 CCR 605-1, Rule VI, Section 6 (2) provides “loan agreements for construction will specify that funds will be disbursed in their entirety to a third party fiduciary or escrow agent” unless the Transportation Commission provides a specific exemption; and**

**WHEREAS, the borrower has expressed its intent to attain Bankers Escrow Corporation (the agent) as the third party fiduciary, escrow, or administrative agent to confirm proper documentation from the borrower for loan draws, with the Department’s Division of Highways, directly disbursing funds to the borrower upon receipt of the agent’s confirmation; and**

**WHEREAS, the Division of Project Support has reviewed and acknowledged the highway projects significance to transportation goals for which the Borrower requests to borrow funds; and**

**WHEREAS, a sufficient amount is available to loan in the highway account; and**

**WHEREAS, the term of the loan is ten (10) years with a 2.50% interest rate, set by the Transportation Commission semi-annually; and**

**NOW THEREFORE BE IT RESOLVED, the Transportation Commission authorizes the Department, under the guidance and direction of the Chief Financial Officer, to execute a loan agreement with the borrower in an amount of \$570,000 under the terms and provisions set forth in the adopted rules.**

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



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

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

## MEMORANDUM

DATE: January 21, 2015  
TO: Transportation Commission  
FROM: Maria Sobota, Chief Financial Officer  
SUBJECT: Seventh Supplement - FY 2016

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

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

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

**Region 2**

**\$2,200,000 -SH21-ACCEL/DECEL LANES MP 141.7-148.7- FASTER Safety-** Add acceleration and deceleration lanes to project via change order. This scope was originally removed due to high bids, but are being added back into the project with approval of this action. (19500/1000...)

**SH21-ACCEL/DECEL LANES MP 141.7-148.7**  
*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget	Seventh Supplement Action				Percent Increase	Revised Budget	Expended Budget
			Year of Budget			Total Request			
			FY2016	FY2017	FY2018				
Utilities	<i>FASTER Safety</i>	\$36,692	\$0	\$0	\$0	\$0		\$36,692	\$36,692
	<i>Regional Priorities</i>	\$203,000	\$0	\$0	\$0	\$0		\$203,000	\$203,000
	<b>Total Utilities</b>	<b>\$239,692</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		<b>\$239,692</b>	<b>\$239,692</b>
Design	<i>Highway Safety Improvement</i>	\$347,495	\$0	\$0	\$0	\$0		\$347,495	\$347,495
	<i>Regional Priorities</i>	\$16,999	\$0	\$0	\$0	\$0		\$16,999	\$16,999
	<b>Total Design</b>	<b>\$364,494</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		<b>\$364,494</b>	<b>\$364,494</b>
Construction	<i>FASTER Safety</i>	\$257,102	\$2,200,000	\$0	\$0	\$2,200,000	44.33%	\$2,457,102	\$257,102
	<i>Highway Safety Improvement</i>	\$3,901,001	\$0	\$0	\$0	\$0		\$3,901,001	\$3,261,546
	<i>Surface Treatment</i>	\$200,000	\$0	\$0	\$0	\$0		\$200,000	\$0
	<b>Total Construction</b>	<b>\$4,358,103</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,200,000</b>		<b>\$6,558,103</b>	<b>\$3,518,648</b>
<b>Total Project Budget</b>		<b>\$4,962,289</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,200,000</b>		<b>\$7,162,289</b>	<b>\$4,122,834</b>
			Year of Expenditure			Total Request			
			FY2016	FY2017	FY2018				
			\$2,200,000	\$0	\$0	\$2,200,000			

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

**\$1,191,527 -US 24E I-17-A BRIDGE REHABILITATION-Bridge Construction Program-** Bid adjustment for project award. Rainbow Falls Bridge rehab deck and replace bridge rail. This project has been advertised multiple times and bids have consistently come in higher than budget. (20253/1000...)

**US 24E I-17-A BRIDGE REHABILITATION**  
*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget	Seventh Supplement Action				Percent Increase	Revised Budget	Expended Budget
			Year of Budget			Total Request			
			FY2016	FY2017	FY2018				
Construction	<i>Regional Priorities</i>	\$500,000	\$0	\$0	\$0	\$0	95.32%	\$500,000	\$0
	<i>Bridge Construction</i>	\$750,000	\$0	\$0	\$1,191,527	\$1,191,527		\$1,941,527	\$0
	<b>Total Construction</b>	<b>\$1,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,191,527</b>	<b>\$1,191,527</b>		<b>\$2,441,527</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$1,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,191,527</b>	<b>\$1,191,527</b>		<b>\$2,441,527</b>	<b>\$0</b>
			Year of Expenditure			Total Request			
			FY2016	FY2017	FY2018				
			\$0	\$1,191,527	\$0	\$1,191,527			

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

Informational Items

**RoadX**

**\$500,000** – *I-70 West Corridor Connected Vehicles*–**RoadX**- Ethernet/network and ITS device upgrades at multiple locations between mile points 200-260 in Clear Creek, Jefferson and Summit Counties.

*Refer to the RoadX workshop and memo.*

**Region 4**

**\$10,500,000** - *I-76: Minor Resurfacing*-**Surface Treatment**-Resurface I-76 east of Brush to Merino between mile points 92.310 and 101.742. The project meets the Surface Treatment metrics. Construction advertisement scheduled for February 4<sup>th</sup>. (21267/1000...)

*This item is being included as an information item the Supplement as the project was recently added to the surface treatment plan after being evaluated as low drivability life.*

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**Seventh  
Supplement**

**Fiscal year 2015-2016**

**Dated: January 21, 2015**

**COLORADO DEPARTMENT OF TRANSPORTATION**

**STATE OF COLORADO**

**RESOLUTION NO. TC –**

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

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

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

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

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

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

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

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

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

Sixth Supplement 2016

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

<b>Reg</b>	<b>State Highway</b>	<b>Mileposts</b>	<b>Project Description</b>	<b>County</b>	<b>Total Budget TCCRF</b>	<b>projCode</b>
4	052A	6.900-7.200	PR SH 170 Roadway and CBC Repairs	Boulder	\$ (28,783)	20262
4	Various	Various	PR Scour Bridge Repairs #5	Larimer/Weld	\$ (31,235)	20242
Total					\$ (60,018)	
<b>Grand Total TCCRF Activity for Flood Relief Since Last Reporting</b>					<b>\$ (60,018)</b>	



FY 2016 Contingency Balance Reconciliation	
December FY 2016 TC Contingency Balance	\$82,900,579
State Match for ER and Permanent Flood repairs	(\$60,018)
Pending January FY 2016 TC Contingency Balance	\$82,840,561



## FY 2016 Contingency Balance Projection

Pending January FY 2016 TC Contingency Balance	\$82,840,561	
FY 2016 State Match for Emergency Relief/Permanent Recovery	Low Estimate	High Estimate
	(\$9,500,000)	(\$15,000,000)
FY 2016 State Match for Spring 2015 Floods	(\$0)	(\$2,500,000)
Union Pacific Railroad Right of Way Resolution	(\$12,500,000)	(\$12,500,000)
Backfill Southwest Chief Decision to SB228	(\$1,000,000)	(\$1,000,000)
Return of HPTE loans, Potential Insurance Reimbursements and Other Impacts	Max Reimbursement Estimate	Min Reimbursement Estimate
	\$7,000,000*	\$750,852*
FY 2016 Contingency Estimate - Prior to FY 2015 TCCRF Funding Requests	High Balance	Low Balance
	\$66,840,561	\$52,591,413
Estimated FY2016 TCCRF Funding Requests	(\$10,000,000)	(\$10,000,000)
Projected FY 2016 YE Contingency Balance	\$56,840,561	\$42,591,413
<b><i>TCCRF Fund Balance Adjustment to Reach \$40M Balance - Period 1 FY2017</i></b>	<b><i>(\$16,840,561)</i></b>	<b><i>(\$2,591,413)</i></b>

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

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

Public-Private Partnership

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

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

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

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

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status through December TC
Group 3	N/A	-	HPTE P3 Development Fund	\$200,000,000	\$175,400,000 †	\$24,600,000	\$40,000,000	\$15,400,000	\$24,600,000	\$0	\$0	\$160,000,000	\$0	Staff Recommends Further Development; \$4.6M of HPTE RAMP Funds approved by TC in the 2nd Supplement FY15 (August 2014)(#TC-3188), for the I-70 EB PPSL (RAMP Ops Project #1-09); \$20.0M of HPTE Funds approved by TC in 4th Supplement FY16 (October 2015), for the C-470 Express Lanes project based on the initial finance plan (IFP).
	1	Staff Recommends Further Development (Group 3)		\$200,000,000	\$175,400,000	\$24,600,000	\$40,000,000	\$15,400,000	\$24,600,000	\$0	\$0	\$0	\$160,000,000	\$0

5	SUB-TOTAL Public-Public Partnership Projects		\$1,495,000,000	\$655,650,000	-\$64,400,000	\$278,000,000	\$273,400,000	\$4,600,000	\$10,750,000	\$5,500,000	\$750,000	\$366,000,000	\$114,500,000	
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Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contributions	Local Delta	Other Funds	Other Funds Delta	Status through December TC
Group 4														None
	Projects that have been Withdrawn (Group 4)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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

4.31%

1.65%

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

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

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

Public-Public Partnership

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

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

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

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

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status through December TC
4-20	12372 18401 19561 20632	North College / US 287 Conifer to Laporte Bypass	\$36,000,000	\$43,833,509	-\$7,833,509	\$17,500,000	\$25,333,509	-\$7,833,509	\$4,648,500	\$0	\$248,500	\$13,851,500	-\$90,818	RAMP Funding Approved by TC in February; Additional RAMP Funding Approved by TC in the 2nd Supplement FY16 (Aug 2015)(#TC-15-8-7).
4-25	19889	SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	\$2,100,000	\$2,100,000	\$0	\$1,680,000	\$1,680,000	\$0	\$420,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
4-28	19891	SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$3,685,180	\$0	\$1,842,590	\$1,842,590	\$0	\$1,842,590	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-29	19890	US 34 & CR 49 Intersection Safety Improvements	\$2,200,000	\$2,200,000	\$0	\$1,500,000	\$1,500,000	\$0	\$700,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-30	19892	SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$2,249,875	\$0	\$1,000,000	\$1,000,000	\$0	\$1,249,875	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-34/51/52	19894 20204 20203 20700	Turning Lanes at US 34 and County Road H / US 385 & YCR 33.6 / US 34 & YCR J	\$1,752,000	\$1,591,000	\$161,000	\$944,200	\$944,200	\$0	\$0	\$627,000	\$0	\$19,800	-\$161,000	RAMP Funding Approved by TC in February
4-54	18397	SH 119 Diagonal: 30th to Foothills Parkway Multi-modal Improvements Project	\$5,570,000	\$5,570,000	\$0	\$4,456,000	\$4,456,000	\$0	\$1,114,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-58	19888	SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$5,466,350	\$0	\$4,373,080	\$4,373,080	\$0	\$1,093,270	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
5-6	19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000	\$0	\$1,600,000	\$1,600,000	\$0	\$400,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
5-8	19908	SH 172 / 151 Signalization	\$1,800,000	\$1,800,000	\$0	\$1,430,000	\$1,430,000	\$0	\$370,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
5-10	19902	US 160 / Wilson Gulch Road Extension	\$6,400,000	\$6,400,000	\$0	\$4,288,000	\$4,288,000	\$0	\$2,112,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
5-13	19397	SH 145 at CR P Safety Improvements	\$1,660,194	\$1,660,194	\$0	\$1,577,185	\$1,577,185	\$0	\$83,036	\$0	\$0	-\$27	\$0	RAMP Funding Approved by TC in February
5-14	18972	US 285 Antonito Storm Drain System Replacement	\$2,742,429	\$3,343,337	-\$600,908	\$2,193,944	\$2,794,852	-\$600,908	\$100,000	\$448,485	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Additional RAMP Funding approved by TC in 6th Supplement FY15 (December 2014); Awarded bid includes approved Surface Treatment project (\$7.02M); Project Complete - Project Acceptance 11/12/15.
5-15	19411	SH 62 Ridgway Street Improvements (pending approval of local match)	\$13,791,257	\$13,291,257	\$500,000	\$10,494,509	\$10,494,509	\$0	\$2,000,000	\$796,748	\$0	\$0	-\$500,000	RAMP Funding Approved by TC in February
5-18	19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,497,090	\$0	\$1,997,090	\$1,997,090	\$0	\$500,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
38	TC Approved or Staff Recommends Budgeting Funds (Group 1)		\$587,232,188	\$655,646,880	-\$68,414,692	\$349,579,634	\$394,414,441	-\$44,834,807	\$95,448,251	\$13,532,233	\$5,381,480	\$152,251,955	\$13,210,959	

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

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

38	SUB-TOTAL Public-Public Partnership Projects		\$587,232,188	\$655,646,880	-\$68,414,692	\$349,579,634	\$394,414,441	-\$44,834,807	\$95,448,251	\$13,532,233	\$5,381,480	\$152,251,955	\$13,210,959	
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Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Contribution	Local Delta	Other Funds	Other Funds Delta	Status through December TC
2-27	-	I-25A Exit 18 NW Frontage Rd Devolution	\$110,544	\$0	\$110,544	\$110,544	\$0	\$110,544						Local Agency Withdrew Project in December 2013
2-29	-	I-25 Exit 11 SW Frontage Rd Devolution	\$155,307	\$0	\$155,307	\$155,307	\$0	\$155,307						Local Agency Withdrew Project in December 2013
2	Projects that have been Withdrawn (Group 4)		\$265,851	\$0	\$265,851	\$265,851	\$0	\$265,851						

40	TOTAL Public-Public Partnership Projects		\$587,498,039	\$655,646,880	-\$68,148,841	\$349,845,485	\$394,414,441	-\$44,568,956	\$95,448,251	\$13,532,233	\$5,381,480	\$152,251,955	\$13,210,959	
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Percentage over Transportation Commission Approved Amount

11.60%

12.74%

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

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

## Operations

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

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

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status through December TC	
Group 1	1-09	19474 19984 20092 20306 20307 20308 <del>20309</del>	I-70 Eastbound Peak Period Shoulder Lanes	\$34,000,000	\$81,313,480	-\$47,313,480	\$20,000,000	\$26,998,000	-\$6,998,000	\$500,000	\$0	\$0	\$53,815,480	\$40,315,480	Additional RAMP Funding approved by TC for Construction Pkg 2 in the 2nd Supplement FY15 (August 2014) (#TC-3188); Project appeared as an informational item in the November PMO Workshop for TC discussion and input: HPTe Loan, Safety, and ITS funding for Construction Package 3 was approved by the TC in the 6th Supplement FY15 (December 2014) (#TC-3214); TC also approved by resolution approval for CDOT to enter into an Intra-Agency Agreement with HPTe (#TC-3216); As discussed in the February PMO Workshop, an additional \$4.6M in Surface Treatment and RPP Funds were approved by the TC for Construction Pkg 3 in the 9th Supplement FY15 (March 2015) (#TC-15-3-11) bringing the total project cost of the I-70 PPSL project to \$78,487,480; Again, an additional \$2.8M in Surface Treatment and RPP Funds were approved by TC in the 6th Supplement FY16 (December 2015); These additional funding requests are being tracked as Other Funds.
	1-27	20063	SH-74 South of El Rancho Safety Shoulders	\$57,947	\$55,000	\$2,947	\$57,947	\$55,000	\$2,947	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-41	19978	State Highway Signal Upgrades: Phase I - Colfax Signals	\$2,495,000	\$3,486,615	-\$991,615	\$2,200,000	\$2,200,000	\$0	\$0	\$1,286,615	\$991,615	\$0	\$0	RAMP Funding Approved by TC in February; Local Partner has committed additional funds;
	1-42	19979	State Highway Signal Upgrades: Phase III - Denver Slipfit												
	1-44	19980	State Highway Signal Upgrades: Phase I - Santa Fe and Evans												
	1-51	20070	Continuous Flow Metering (CFM), Weight-in-Motion (WIM), and Relocated Portal Attendant Stations at Eisenhower-Johnson Memorial Tunnel (EJMT)	\$2,575,000	\$2,529,035	\$45,965	\$2,575,000	\$2,529,035	\$45,965	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	1-53	20182	New Traffic Signal Controllers for Congested Corridors in the Denver Metropolitan Area	\$1,060,000	\$1,060,000	\$0	\$1,060,000	\$1,060,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in March
	1-54	19958	I-76 at 88th Ave. Interchange Improvements (MP 10)	\$1,050,000	\$2,633,693	-\$1,583,693	\$1,050,000	\$1,583,693	-\$533,693	\$0	\$0	\$0	\$1,050,000	\$1,050,000	RAMP Funding Approved by TC in March Additional RAMP Funding and Other CDOT Program Funds Approved by TC in the 10th Supplement FY15 (May 2015) (#TC-15-4-5).
	1-63	20089	I-70 at Grapevine Rd. (MP 256.0)	\$189,000	\$344,342	-\$155,342	\$189,000	\$296,091	-\$107,091	\$0	\$0	\$0	\$48,251	\$0	RAMP Funding Approved by TC in February Additional RAMP Funding Approved by TC in 5th Supplement FY15 (November 2014) (#TC-3208); An additional \$20K added for Safety concerns post-award in June 2015.
	1-77	20202	New Ramp Meters and Ramp Meter Upgrades	\$965,000	\$998,639	-\$33,639	\$965,000	\$998,639	-\$33,639	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in 1st Supplement FY15 (July 2014) (#TC-3177, walk-on); Additional RAMP Funding Approved by TC in the 3rd Supplement FY15 (September 2014) (#TC-3194).
	1-81	19086	US 40 Berthoud Pass Remote Avalanche Control System Pilot Program	\$1,000,000	\$1,439,854	-\$439,854	\$1,000,000	\$1,000,000	\$0	\$225,000	\$0	\$225,000	\$214,854	\$214,854	RAMP Funding Approved by TC in 1st Supplement FY15 (July 2014) (#TC-3177); Local Partner committed to providing additional funds; RAMP ID # changed from 3-51 to 1-81; Other Funds includes additional MLOS Funds approved by TC in the 6th Supplement FY16 (December 2015).
	2-08	19905	US 24 / Judge Orr Rd. Intersection Improvement	\$2,000,000	\$200,000	\$1,800,000	\$2,000,000	\$200,000	\$1,800,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; RAMP Funding Withdrawn with TC Approval in the 9th Supplement 2015 (March 2015) (#TC-15-3-11); Project will be shelved until other funding is made available.
	2-09	19906	US 50 / Dozier Ave. Intersection Improvement (companion project Partnership 2-20)	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-10	19751	US 50 / Purcell and US 50 / McCulloch Intersection Improvement (companion project Partnership 2-33)	\$1,200,000	\$1,200,000	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	2-17	19884	US 50 / 32nd Ln., US 50 / Cottonwood Ave., US 50 / 34th Ln. Intersection Improvements	\$1,500,000	\$5,800,000	-\$4,300,000	\$1,500,000	\$3,300,000	-\$1,800,000	\$0	\$0	\$0	\$2,500,000	\$2,500,000	RAMP Funding Approved by TC in February; Additional RAMP Funding and Other Funds Approved by TC in the 9th Supplement FY15 (March 2015) (#TC-15-3-11).
	3-33	19490	I-70 Vail Chain Station Improvements	\$4,500,000	\$6,535,000	-\$2,035,000	\$4,500,000	\$6,535,000	-\$2,035,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; RAMP Funding withdrawn from RAMP Ops project #3-34; Approved by TC in the 12th Supplement FY15 (June 2015) (#TC-15-6-6); Additional RAMP Funding reallocated from RAMP Ops project #3-34; Approved by the TC in the 3rd Supplement FY16 (Sept 2015).
	3-34	19875	I-70 Glenwood Canyon Variable Speed Signing	\$2,200,000	\$165,000	\$2,035,000	\$2,200,000	\$165,000	\$2,035,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; RAMP Funding Withdrawn with TC Approval in the 12th Supplement FY15 (June 2015) (#TC-15-6-6); Additional RAMP Funding reallocated to RAMP Ops project #3-33 with TC Approval in the 3rd Supplement FY16 (Sept 2015); Project to remain shelved until other funding is made available.
	4-13	19960	Adaptive Signal Control - US 85 Greeley	\$750,000	\$750,000	\$0	\$600,000	\$600,000	\$0	\$0	\$150,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Bundled project advertisement with RAMP Ops #4-41 (see below).
	4-35	19886	Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	\$250,000	\$250,000	\$0	\$200,000	\$200,000	\$0	\$50,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
	4-36	19887	Loveland Road Weather Information System (RWIS) Update / Expansion	\$380,000	\$380,000	\$0	\$304,000	\$304,000	\$0	\$76,000	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February
4-41	19959	Adaptive signals on US 34 Bypass in Greeley	\$500,000	\$646,448	-\$146,448	\$400,000	\$546,448	-\$146,448	\$0	\$100,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Bundled with RAMP Ops #4-13; TC Approved additional RAMP Funding via the 3rd Supplement FY16 (Aug 2015).	
4-42	19963	Fiber Optics and ITS Devices on I-76	\$11,000,000	\$2,585,000	\$8,415,000	\$5,000,000	\$2,585,000	\$2,415,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Partial RAMP Funds reallocated to RAMP Ops project #4-50 with TC Approval in the 9th Supplement FY15 (March 2015) (#TC-15-3-11); An additional reallocation of RAMP Funds approved by TC in the 6th Supplement FY16 (Dec 2015) to RAMP Ops projects #4-66 and #4-44/49.	
4-44/4-49	19961	Adaptive Signals on SH 119 Airport Rd. to Zlaten Dr. in Longmont / Adaptive Signals on SH 119: I-25 to WCR 3.5	\$1,850,000	\$1,850,000	\$0	\$1,680,000	\$1,680,000	\$0	\$0	\$170,000	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Bundled with RAMP Ops #4-66; TC approved the reallocation of \$1.89M in RAMP Funding from Ops project #4-42 via the 6th Supplement FY16 (Dec 2015).	

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

## Operations

Tracking #	PCN	Project Name	Original TC Approved Total Project Cost	Current TC Approved Total Project Cost	** Total Project Cost Delta	Original TC Approved RAMP Request	Current TC Approved RAMP Request	** RAMP Request Delta	Local Contribution	In Kind Funds	Local Delta	Other Funds	Other Funds Delta	Status through December TC																																																											
Group 1 (cont.)	4-50	19962	Fiber Optic Communication from I-25 to CDOT West Yard	\$1,700,000	\$2,225,000	-\$525,000	\$1,700,000	\$2,225,000	-\$525,000	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February; Additional RAMP Funds reallocated from RAMP Ops project #4-42 with TC Approval in the 9th Supplement FY15 (March 2015)(#TC-15-3-11).																																																										
	4-66	20059	Adaptive Traffic Signals System along US 287 (Main St.) in Longmont	\$1,760,000	\$3,650,000	-\$1,890,000	\$1,100,000	\$2,990,000	-\$1,890,000	\$0	\$600,000	-\$60,000	\$60,000	\$60,000	RAMP Funding Approved by TC in February; Bundled with RAMP Ops #4-44/49; TC approved the reallocation of \$1.89M in RAMP Funding from Ops project #4-42 via the 6th Supplement FY16 (Dec 2015).																																																										
	5-03	20061	US 160 Corridor Signalized Intersection Improvements and Signal Coordination	\$3,757,844	\$3,753,865	\$3,979	\$3,757,844	\$3,753,865	\$3,979	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February																																																										
	O-01	20179	Fiber Optic Backbone - I-25 (Pueblo to Walsenburg); and US 285 (C-470 to Conifer)	\$7,000,000	\$7,000,000	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	RAMP Funding Approved by TC in February																																																										
	O-02	-	I-70 Mountain Corridor Wireless Improvement	\$5,300,000	\$5,300,000	\$0	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0	\$3,600,000	\$0	RAMP Funding Approved by TC in February																																																										
	O-03	20378	CDOT ITS Information Kiosks- Pilot Project	\$480,000	\$480,000	\$0	\$480,000	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February																																																										
	O-04	20222	Regional Satellite Solar Powered Cameras (LiveView)	\$1,750,000	\$1,750,000	\$0	\$1,750,000	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in February																																																										
	O-06	20181	Enhanced Traffic Incident Management Software - Phase I	\$3,700,000	\$3,700,000	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$700,000	\$0	RAMP Funding Approved by TC in February																																																										
	O-07	20234	Enhanced Incident Management Software - Phase II	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)																																																										
	O-08	20233	Integration of CAD Dispatch Systems - Phase I	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)																																																										
	O-09	20249	Upgrade Snow Plows with Advanced Instrumentation	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)																																																										
	O-10	20251	Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)																																																										
	O-11	19782 20166	I-25: Expansion of Traffic and Weather Surveillance	\$2,200,000	\$5,200,000	-\$3,000,000	\$2,200,000	\$2,200,000	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	RAMP Funding Approved by TC in June (#TC-3168)																																																										
	O-12	20236	I-70: Expansion of Traffic and Weather Surveillance	\$2,500,000	\$7,900,000	-\$5,400,000	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$5,400,000	\$5,400,000	RAMP Funding Approved by TC in June (#TC-3168)																																																										
	O-13	20232	Enhancing Incident Detection Capabilities	\$300,000	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)																																																										
O-14	20238	Operation Data Integration	\$500,000	\$900,000	-\$400,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	RAMP Funding Approved by TC in June (#TC-3168)																																																											
O-15	20250	On-Scene Incident Command Vehicles Communication Equipment	\$182,000	\$182,000	\$0	\$182,000	\$182,000	\$0	\$0	\$0	\$0	\$0	\$0	RAMP Funding Approved by TC in June (#TC-3168)																																																											
40	Staff Recommends Budgeting Funds (Group 1)		\$104,451,791	\$160,362,971	-\$55,911,180	\$75,150,791	\$82,916,771	-\$7,765,980	\$851,000	\$2,306,615	\$1,156,615	\$74,288,585	\$52,940,334																																																												
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Percentage over Transportation Commission Approved Amount

52.16%

8.97%

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

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

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



# 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  
**CC:** DAVID SPECTOR, DIRECTOR OF HIGH PERFORMANCE TRANSPORTATION ENTERPRISE  
**DATE:** JANUARY 21, 2016  
**SUBJECT:** APPROVAL OF INTRA-AGENCY AGREEMENT BETWEEN CDOT AND HPTE FOR I-25  
NORTH EXPRESS LANES PROJECT

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#### Purpose

To review and discuss key details with the Transportation Commission (TC) of the Department's intent to enter into an Intra-Agency Agreement (IAA) with the High Performance Transportation Enterprise (HPTE) in order to provide credit support for a commercial loan financing the I-25 North, Segment 3, Express Lanes Project.

#### Action

Department Staff is seeking TC approval of the resolution authorizing the proposed IAA between the Colorado Department of Transportation (CDOT) and HPTE.

#### Background

In November 2015, staff presented and sought feedback from the TC around the issue of filling the existing funding gap on I-25 North, Segment 3, Project. Staff recommended that private financing be considered as a primary option for funding on corridors that are able to generate adequate revenue through the collection of user-fees. As such, staff proposed to fill the funding gap for the project using a loan financing structure similar to the one approved by the TC for the I-70 Peak Period Shoulder Lane (Mountain Express Lanes) in December 2014.

Based on the feedback from the TC in November 2015, CDOT and HPTE staff researched and developed a finance plan for the I-25 North, Segment 3, Project that included the use of a commercial loan. With the funding plan identified, staff returned in December 2015 for TC approval of a resolution authorizing CDOT to pursue an Intra-Agency Agreement with HPTE, whereby HPTE can request, and the Transportation Commission will agree to make, one or more loans from the state highway fund to satisfy any of HPTE's payment obligations under the proposed commercial loan, or to fund HPTE's operational and maintenance responsibilities with respect to the Segment 3 Project. Action was requested in December 2015 in order to receive authorization from the Federal Highway Administration (FHWA) and meet the Project advertising date of January 7, 2016.

HPTE will be entering into a loan agreement with Banc of America Preferred Funding Corporation (BAML) for \$35.0 million. The loan will be used to cover the payment of the lawful expenses and costs of planning, designing, engineering, acquisition, installation or construction of the Segment 3 Project. With the commercial loan now secured, the Department is proposing to enter into an IAA in order to formalize its credit support to HPTE. Under the proposed IAA, HPTE would be able to request financial support from the Transportation Commission to assist HPTE in fulfilling its payment obligations under the Segment 3 Loan Agreement as well as meeting its operations and maintenance obligations for the constructed express lanes. While the IAA allows HPTE to request TC support, revenue projections for the corridor exceed the debt repayment projection, even presuming an increase in interest rates. Consequently, it would not be likely for HPTE to need to call on CDOT for credit support.



### Key Details

Below is a summary of several key areas that are important for the Commission to take into consideration while reviewing the attached IAA (Attachment A) and resolution (Attachment B). The IAA and resolution:

- (1) Incorporate an allocation of financial responsibility related to Operations & Maintenance (O&M).
  - a. HPTE is responsible for operating and maintaining the constructed I-25 North, Segment 3, Express Lanes and CDOT maintains O&M responsibility for the general purpose lanes. O&M costs will be based on the total number of vehicles using all lanes along the I-25 North, Segment 3. HPTE's portion of O&M costs will be calculated using total number of revenue generating vehicles traveling on the tolled express lane, while CDOT's portion will be calculated using all other non-revenue vehicles and vehicles traveling in the general purpose lanes.
- (2) Recognize that future Transportation Commissions will not be bound by budgetary and policy decisions made by the current TC.
  - a. Stipulates that the current TC cannot allocate and transfer future state highway funds for a loan to HPTE.
  - b. Sets forth that any decision as to whether or not to allocate and transfer such funds to HPTE shall be made by the Transportation Commission in the year in which the HPTE request occurs.
- (3) Stipulate that in the event that the Transportation Commission elects to make a loan to HPTE in order to satisfy any of the payment obligations under the Segment 3 Loan Agreement, CDOT can, but is not required to, fund such a loan using Federal-aid highway funds to assist HPTE in fulfilling its payment obligations. However, per direction from FHWA, CDOT may not use Federal-aid highway funds to satisfy any expenses related to the operations and maintenance of the I-25 North, Segment 3, Express Lanes.

The loan agreement is between HPTE and BAML and is being presented to the HPTE board for formal approval. However, the loan agreement is incorporated as Exhibit B to the IAA and contains important provisions affecting CDOT's backup commitments under the IAA. It is provided for Transportation Commission review at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html>.

### Key Benefits

- Approval of the IAA will reinforce the mutually beneficial partnership between CDOT and HPTE while simultaneously securing more favorable loans terms for HPTE.
- It is expected that the extension of the current I-25 managed lanes will provide a benefit to CDOT and the State of Colorado by mitigating congestion, improving travel times along the corridor and ultimately promote a healthy multi-modal system.

### Options and Recommendations

1. Approve the IAA between CDOT and HPTE in support of the I-25 North, Segment 3, Express Lanes Project. (STAFF RECOMMENDATION)
2. Do not approve and request additional information next month in February 2016.
3. Reject the IAA and recommend that HPTE explore alternative methods for credit support.

### Next Steps

If approved, the attached IAA will be executed.

### Attachments

Attachment A: I-25 North Express Lanes Project (Segment 3) Intra-Agency Agreement

Attachment B: Resolution Approving the Intra-Agency Agreement between the Colorado Department of Transportation and the High Performance Transportation Enterprise for the I-25 North Express Lanes Project (Segment 3)



**I-25 NORTH EXPRESS LANES PROJECT (SEGMENT 3)**

**INTRA-AGENCY AGREEMENT**

THIS INTRA-AGENCY AGREEMENT (this “Agreement”) is made this \_\_\_ day of January, 2016 by and between the STATE OF COLORADO for the use and benefit of the COLORADO DEPARTMENT OF TRANSPORTATION (“CDOT”) and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE, a government-owned business and a division of CDOT (“HPTE”). CDOT and HPTE are hereinafter referred to individually as a “Party” and collectively as the “Parties.”

**RECITALS**

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

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

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

D. CDOT and HPTE are currently working in cooperation on the planning, implementation and operation of a transportation infrastructure project generally consisting of the completion of one new tolled express lane in each direction on I-25 from 120<sup>th</sup> Avenue to E-470 (the “I-25 North Express Lanes Project (Segment 3)” or the “Segment 3 Project”).

E. CDOT has requested HPTE’s involvement in the Segment 3 Project for the variety of benefits CDOT will receive from implementing tolling on the I-25 North Express Lanes Project (Segment 3), including, but not limited to, allowing CDOT to better manage congestion over the long term on the portion of the Interstate 25 where the Segment 3 Project is located (“I-25 Segment 3”) and providing the traveling public with the choice of a new travel lane with more reliable and efficient travel times.

F. HPTE is authorized pursuant to Section 43-4-806(2)(c)(I), C.R.S. to impose user fees on the traveling public for the privilege of using surface transportation infrastructure, and is further authorized pursuant to Section 43-4-806(2)(c)(III), C.R.S. to contract with any

governmental or non-governmental source of funding for loans to be used in support of HPTE's functions.

G. Consistent with HPTE's statutory purpose as a government-owned business and enterprise for purposes of Article X, Section 20 of the State Constitution, which provides services to CDOT in exchange for reasonable compensation, and in order to support CDOT's efforts to finance the Segment 3 Project, HPTE has entered into a Loan Agreement (the "Bank Loan Agreement") with Bank of America, N.A., (the "Bank") dated as of the date hereof and attached hereto as **Exhibit B**, pursuant to which HPTE will borrow money to fund the payment of certain lawful expenses and costs of planning, designing, engineering, acquisition, installation or construction of the Segment 3 Project, and other lawful expenses and costs related thereto.

H. Under the Bank Loan Agreement, HPTE agrees to pledge to the Bank, for repayment of the amounts financed under the Bank Loan Agreement and any other amounts that are owing to the Bank from time to time thereunder, all amounts received by HPTE from tolls, rates and other user fees imposed by HPTE pursuant to Section 43-4-806(2)(C)(I), C.R.S., for the privilege of traveling on the Segment 3 Project (the "Gross Revenues"), except to the extent otherwise provided for in the Bank Loan Agreement.

I. Pursuant to Section 43-4-806(4), C.R.S., the Transportation Commission may authorize the transfer of money from the state highway fund to HPTE to defray expenses of HPTE and, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer shall constitute a loan from the Transportation Commission to HPTE and shall not be considered a grant for purposes of Section 20(2)(d) of Article X of the State Constitution.

J. In consideration of the various terms, covenants, and conditions set forth herein, including the benefits that CDOT will receive as a result of the Segment 3 Project, CDOT and HPTE have agreed to enter into this Agreement pursuant to which HPTE can request financial support from the Transportation Commission to assist HPTE in fulfilling its obligations with respect to HPTE Bank Loan Obligations or HPTE O&M Obligations (as such terms are hereinafter defined) in the event the Gross Revenues are insufficient, or projected to be insufficient, to satisfy HPTE's obligations.

K. HPTE recognizes and acknowledges that any such financial support shall be in the form of a CDOT Backup Loan (as defined and further described in Section III below) from the Transportation Commission to HPTE pursuant to Section 43-4-806(4), C.R.S. The Transportation Commission may, in its sole and absolute discretion, but is not obligated to, make a CDOT Backup Loan. If the Transportation Commission elects not to make a CDOT Backup Loan, such an election will not, by itself, result in a default of HPTE under the Bank Loan Agreement.

L. CDOT and HPTE further desire to enter into this Agreement to define their respective roles and responsibilities with respect to cooperation on the operation and

maintenance of the Segment 3 Project and the adjacent I-25 general purpose lanes, and to allocate the costs related thereto.

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

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING RECITALS, AND THE VARIOUS TERMS, COVENANTS, AND CONDITIONS SET FORTH HEREIN, AND OTHER GOOD AND VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED, THE PARTIES TO THIS AGREEMENT HEREBY AGREE AS FOLLOWS:

## **TERMS AND CONDITIONS**

### **I. CONSTRUCTION OF THE PROJECT**

1. Project Budget. CDOT is primarily responsible for the capital costs of the Segment 3 Project. Notwithstanding the foregoing, in consideration of the various benefits HPTE receives by implementing a user fee system on the I-25 North Express Lanes Project (Segment 3), HPTE has agreed to contribute a portion of the amounts deposited into the I-25 North Express Lanes Project Account (Segment 3) under the Bank Loan Agreement toward the construction of the Segment 3 Project, in full satisfaction of any obligations HPTE might have with respect to such construction. CDOT represents that such contribution, equal to the loan proceeds initially deposited into the I-25 North Express Lanes Project Account (Segment 3) under the Bank Loan Agreement, less working capital fees and other reasonable costs and expenses of HPTE, together with available CDOT moneys, is sufficient to complete the I-25 North Express Lanes Project (Segment 3) on or before August 30, 2018. HPTE's contributions to the Segment 3 Project may be applied to any lawful cost or expense related to the implementation of the Segment 3 Project, including reimbursement to HPTE for overhead and administration costs incurred in conjunction with the implementation of the Segment 3 Project.

2. CDOT Responsibilities. Except as otherwise specifically identified as a responsibility of HPTE in Paragraph 3 of this Section, CDOT shall be responsible for the construction of the Segment 3 Project, including, but not limited to, the following:

a. CDOT will contract for the design and construction of the Segment 3 Project as generally described and approved in the Record of Decision dated December 2011 issued by the Federal Highway Administration as required for the I-25 North Express Lanes Project (Segment 3) pursuant to 42 U.S.C. § 4321, *et seq.*

b. CDOT will coordinate with HPTE, when necessary, on the underlying procurement process of the Segment 3 Project and will be responsible for ensuring

compliance with Federal Disadvantaged Business Enterprise requirement in contracts for the Segment 3 Project.

c. CDOT will provide design and construction management for the Segment 3 Project and will oversee the contractor who shall perform the construction in accordance with the approved design plans and/or administer the construction all in accordance with the construction contract. Such administration shall include, but not be limited to, inspection and testing; approving sources of materials; performing required plant and shop inspections; documentation of contract payments; preparing and approving pay estimates; preparing, approving and securing the funding for contract modification orders and minor contract revisions; processing contractor claims; construction supervision; and meeting requirements of the FHWA/CDOT Stewardship Agreement and applicable federal and State laws and regulations.

d. CDOT will be responsible for acquiring all rights of way, if any, necessary for the Segment 3 Project and for compliance with the Uniform Federal Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. § 4601, *et seq.*) requirements.

e. If necessary, CDOT will be responsible for obtaining the proper clearance or approval from any utility company, which may become involved in the Segment 3 Project.

f. CDOT shall ensure that all work in connection with the Segment 3 Project is done in accordance with the requirements of the current federal and State environmental regulations including the National Environmental Policy Act of 1969 (42 U.S.C. § 4321, *et seq.*), as applicable.

g. In the event the Segment 3 Project involves modifications of a railroad company's facilities whereby the related work is to be accomplished by railroad company forces, CDOT shall make timely application to the Public Utilities Commission requesting its order providing for the installation of the proposed improvements and not proceed with that work without compliance. CDOT shall also establish contact with the railroad company involved for the purposes of complying with applicable provisions of 23 CFR 646, subpart B, concerning federal aid projects involving railroad facilities.

h. CDOT will maintain all documents related to the construction of the Segment 3 Project and make them available for inspection and review by HPTE and all federal agencies with an interest in the Segment 3 Project for a period of not less than three years after the completion of the work.

i. CDOT will be responsible for the costs associated with any transponders (other than the single occupancy vehicle transponders) that are necessary to allow high

occupancy vehicles to use the I-25 North Express Lanes Project (Segment 3) free of charge.

j. CDOT may be responsible for all other items in the Memorandum of Understanding by and between CDOT and HPTE, dated September 30, 2013, as may be amended from time to time (the “MOU”) identified as the responsibility of CDOT’s Office of Major Project Development.

3. HPTE Responsibilities. HPTE shall be specifically responsible for the following with respect to the construction of the Segment 3 Project:

a. HPTE will be responsible for the contracting necessary to implement a user fee system, including paying for the costs of single occupancy vehicle transponders and all tolling equipment, software and related installation, including, but not limited to, any obligations to the E-470 Public Highway Authority (“E-470”) related to the implementation of a new user fee system for the Segment 3 Project under the Managed Lanes Tolling Services Agreement between HPTE and E-470, dated May 7, 2015, as may be amended from time to time (the “TSA”).

b. HPTE may be responsible for other items identified in the MOU as a responsibility of HPTE.

## **II. OPERATIONS AND MAINTENANCE OF THE PROJECT**

1. Overview and Costs. The I-25 North Express Lanes Project (Segment 3) is being constructed adjacent to the I-25 general purpose lanes (within I-25 Segment 3, referred to herein as the “I-25 General Purpose Lanes”), and the Parties recognize the need to cooperate in carrying out the related operations and maintenance for the Segment 3 Project and adjacent general purpose lanes. To that end, the Parties agree to cooperate in ensuring that the operations and maintenance are performed and agree to the division of costs as set forth in this Agreement. As a general matter, HPTE shall be responsible for operating and maintaining the I-25 North Express Lanes Project (Segment 3) (including contracting for tolling services and tolling enforcement), and CDOT shall be responsible for operating and maintaining the I-25 General Purpose Lanes. It is the intent of the Parties that, except as specifically provided otherwise herein, CDOT shall perform such operations and maintenance of both the I-25 North Express Lanes (Segment 3) and the I-25 General Purpose Lanes, subject to reimbursement from HPTE for HPTE’s proportionate share of the overall operations and maintenance expenses, as further described herein.

2. HPTE License. In consideration of the various benefits CDOT will receive as a result of the Segment 3 Project, CDOT hereby provides to HPTE a perpetual, non-exclusive, non-terminable license over, under, upon and in the site of the Segment 3 Project (the “License”) for HPTE to operate the I-25 North Express Project (Segment 3). CDOT acknowledges and agrees that HPTE may sublicense the License as needed to fulfill its obligations hereunder.

Subject to the License, CDOT reserves the right of use, occupancy and ownership over, under, upon and in the lands comprised of the I-25 North Express Lanes Project (Segment 3).

3. Cost Allocation. Except as otherwise provided herein, the Parties agree to allocate costs based on a proportion of the total number of vehicles using all lanes within I-25 Segment 3, with HPTE's portion being calculated to include all vehicles obligated to pay a user fee within the Segment 3 Project, whether or not such user fee is actually collected, and CDOT's portion being calculated to include all other vehicles within I-25 Segment 3, including, for certainty, high-occupancy vehicles (the "Pro-Rata O&M Cost Calculation"). For illustrative purposes only, if the total cost of operating and maintaining the portion of I-25 constituting Segment 3 is \$100,000 per month, and 20% of the total vehicle count consisted of vehicles obligated to pay a user fee, HPTE would be responsible for \$20,000 of such operations and maintenance costs. The Pro-Rata O&M Cost Calculation shall apply to CDOT's costs incurred with respect to: (i) snow and ice removal services; (ii) courtesy patrol; (iii) pavement resurfacing, life-cycle and capital maintenance, to the extent such activities reasonably include both the Segment 3 Project and the I-25 General Purpose Lanes; (iv) lane striping and lane sweeping/cleaning; and (v) any other operations and maintenance expense CDOT and HPTE agree in good faith is most fairly allocated utilizing the Pro-Rata O&M Cost Calculation method.

4. CDOT O&M Obligations. The Pro-Rata O&M Cost Calculation shall not apply to those operations and maintenance costs existing and regularly funded by CDOT prior to the implementation of the I-25 North Express Lanes Project (Segment 3), and for which the addition of the I-25 North Express Lanes Project (Segment 3) results in a *de minimus* impact on overall operations and maintenance expenses with I-25 Segment 3. Such costs include, but are not limited to, CDOT's costs incurred with respect to: (i) repair and replacement of guardrail; (ii) repair and replacement of lighting fixtures; (iii) contracts with the State Patrol for safety enforcement within the corridor (but exclusive of additional enforcement contracted by HPTE for toll evasion enforcement); and (iv) pavement maintenance on the general purpose lanes.

5. HPTE O&M Obligations. HPTE shall be solely responsible for costs incurred with respect to: (i) toll processing and collection; (ii) Level I and Level II maintenance of toll equipment; (iii) contracts for toll evasion enforcement with the State Patrol or other law enforcement entity; (iv) pavement maintenance in the I-25 North Express Lanes Project (Segment 3); and (v) HPTE overhead and administrative costs related to the operations and maintenance of the I-25 North Express Lanes Project (Segment 3). Such costs, together with those costs attributable to HPTE under the Pro-Rata O&M Cost Calculation, shall constitute the "HPTE O&M Obligations."

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

7. Reconciliation; O&M Shortfall; Performance. CDOT shall submit to HPTE on or before January 15 and July 15 of each year an invoice describing the HPTE O&M Obligations due to CDOT with respect to the I-25 North Express Lanes Project (Segment 3) for the prior six month period. HPTE will then cause such amounts to be remitted (consistent with the provisions of the Bank Loan Agreement) within 45 days of receipt of CDOT's invoice. To the extent the Gross Revenues (as they are first required to be applied in the Bank Loan Agreement) are inadequate in any fiscal year to cover the HPTE O&M Obligations, HPTE may request a CDOT Backup Loan to fund such shortfall. Notwithstanding such shortfall in the availability of Gross Revenues to cover the HPTE O&M Obligations, CDOT agrees that it shall continue to perform operations and maintenance of both the I-25 North Express Lanes Project (Segment 3) and the I-25 General Purpose Lanes.

### **III. CDOT BACKUP LOAN OBLIGATIONS**

1. HPTE Bank Loan Obligations. The Bank Loan Agreement, attached hereto as **Exhibit B**, contains obligations of HPTE to pay to Bank the principal of and interest on, and certain other amounts with respect to, the loan made by the Bank pursuant to the Bank Loan Agreement (the "HPTE Bank Loan Obligations"). The HPTE Bank Loan Obligations and the HPTE O&M Obligations are referred to collectively herein as the "HPTE Payment Obligations."

2. The Transportation Commission has reviewed the Bank Loan Agreement and is aware of the HPTE Bank Loan Obligations. On or before September 15 of the immediately preceding fiscal year, HPTE shall estimate whether and in what maximum amount it may be necessary for HPTE to request that CDOT provide financial support to fulfill an HPTE Payment Obligation in any fiscal year, it being understood that any such financial support shall be in the form of a loan from CDOT to HPTE pursuant to Section 43-4-806(4), C.R.S. (a "CDOT Backup Loan"). HPTE shall notify the Executive Director in writing as to the estimated maximum amount, if any, that is expected to be payable in the succeeding fiscal year to satisfy the HPTE Payment Obligations in excess of the amount of Gross Revenues anticipated to be generated by the I-25 North Express Lanes Project (Segment 3) in such fiscal year, and such maximum amount (the "CDOT Backup Loan Set Aside") shall be included in the budget request to the Transportation Commission for an allocation of moneys in the state highway fund for such purpose.

3. HPTE may also, at any time during any fiscal year, notify the Executive Director in writing that HPTE desires that CDOT make CDOT Backup Loans for projected HPTE Payment Obligations in an amount that exceeds any CDOT Backup Loan Set Aside that the Transportation Commission has previously allocated for such fiscal year. In such event, the Executive Director shall submit a supplemental budget request to the Transportation Commission at its next regularly scheduled meeting for an allocation or supplemental allocation of moneys in the state highway fund for the purpose of making additional CDOT Backup Loans to HPTE in such fiscal year in an amount equal to the amount set forth in the notice delivered by HPTE to the Executive Director pursuant to this Section.

4. Moneys allocated by the Transportation Commission to make CDOT Backup Loans shall be transferred to HPTE (or, subject to the terms of the Bank Loan Agreement, at HPTE's discretion) and shall be used by HPTE to satisfy the HPTE Payment Obligations, as they become due.

5. Notwithstanding any other provision hereof:

a. CDOT and HPTE agree and acknowledge that the Transportation Commission has no obligation to allocate funds to make CDOT Backup Loans in any fiscal year and the decision whether or not to allocate funds, and the amount, if any, of funds allocated, to make CDOT Backup Loans in any fiscal year shall be made annually at the sole and absolute discretion of the Transportation Commission;

b. CDOT and HPTE further agree and acknowledge that notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, any CDOT Backup Loan made hereunder shall, in accordance with Section 43-4-806(4), C.R.S., constitute a loan and shall not be considered a grant for purposes of Section 20(2)(d) of Article X of the State Constitution or as defined in Section 24-77-102, C.R.S.;

c. Prior to allocating any funds to make CDOT Backup Loans in any fiscal year, CDOT shall determine that such authority exists in the law and that a sufficient unencumbered balance remains available in Fund 400 for CDOT Backup Loans in an amount equal to the amount of funds so allocated; and

d. If an allocation by the Transportation Commission shall have been made, CDOT Backup Loans shall be made up to the amounts requested by HPTE as set forth above.

e. No CDOT Backup Loan shall be repaid earlier than the date on which all HPTE Bank Loan Obligations are satisfied or, if the Bank Loan Agreement has been refinanced, the date on which all HPTE Bank Loan Obligations are satisfied.

6. Any CDOT Backup Loans made to HPTE in support of either HPTE Bank Loan Obligations or HPTE O&M Obligations shall be authorized by and subject to a separate Transportation Commission Resolution and shall be evidenced by one or more loan agreements in substantially the form attached hereto as **Exhibit A** (a "CDOT Backup Loan Agreement"), with terms consistent with the terms contained herein. In particular, having regard to the requirement that the CDOT Backup Loans shall not be repaid prior to satisfaction of the HPTE Bank Loan Obligations and any similar obligations incurred by HPTE under any future refinancing of the Bank Loan Agreement, the Parties agree to cooperate in good faith to determine a reasonable repayment schedule for each CDOT Backup Loan.

#### **IV. DEFAULTS, TERMINATION AND REMEDIES**

1. Default; Cure. The failure of either Party to fulfill its obligations to perform in accordance with the terms of this Agreement shall constitute a breach of this Agreement. Subject to the requirements of Section V.1., the non-breaching Party shall thereupon have the right to terminate this Agreement for cause by giving written notice to the other Party of its intent to terminate, and at least thirty (30) days' opportunity to cure the default or show cause why termination is not otherwise appropriate; provided, however that such breaching Party shall not be in default under this Agreement if it has promptly commenced a cure of such nonperformance and is diligently pursuing the same. Any finding of nonperformance and failure to cure under this Paragraph shall be referred for dispute resolution as provided for in Paragraph 3 of this Section IV prior to any termination becoming effective.

2. Default for Non-payment. If HPTE fails to repay any CDOT Backup Loan in accordance with the applicable CDOT Backup Loan Agreement, and upon notice to HPTE and failure by HPTE to cure within thirty (30) days thereof, CDOT may, at its option: (i) terminate its commitment to consider making future CDOT Backup Loans hereunder; (ii) declare the entire principal amount of all CDOT Backup Loans then outstanding immediately due and payable; or (iii) take any other appropriate action available at law or in equity; provided, however, that no CDOT Backup Loan, or interest thereon, shall be repaid at any time there are amounts outstanding under the Bank Loan Agreement. Notwithstanding the exercise of any of the remedies above, HPTE shall not be relieved of liability to CDOT for any damages sustained by CDOT by virtue of any breach of this Agreement by HPTE.

3. Dispute Resolution. Any dispute concerning the performance of this Agreement shall be resolved at the lowest staff level possible, and shall first be referred to the Director of the CDOT Office of Major Project Development and the HPTE Operations Manager. Failing resolution by such officers, the escalation process shall be: (i) CDOT Chief Engineer and HPTE Director; (ii) CDOT Executive Director and HPTE Director; and (iii) Transportation Commission and HPTE Board of Directors.

## **V. GENERAL PROVISIONS**

1. Effective Date; Term. This Agreement shall be effective as of the date of the date first written above and shall continue until the earlier of (i) the useful life of the project; (ii) the date HPTE no longer operates the I-25 North Express Lanes Project (Segment 3); and (iii) the Parties mutually agree to terminate the Agreement. Notwithstanding any other provision of this Agreement to the contrary, the Parties shall not terminate this Agreement while HPTE Bank Loan Obligations remain outstanding pursuant to the Bank Loan Agreement.

2. Modification. This Agreement is subject to such modifications as may be required by changes in federal or State law, or their implementing regulations. Any such required modification shall automatically be incorporated into and be part of this Agreement on the effective date of such change as if fully set forth herein. Except as specifically provided otherwise herein, no modification of this Agreement shall be effective unless agreed to in writing

by both parties in an amendment to this Agreement that is properly executed and approved in accordance with applicable law.

3. Severability. The terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof. The waiver of any breach of a term hereof shall not be construed as a waiver of any other term, or the same term upon subsequent breach.

4. Notices. All communications relating to the day-to-day activities for the work shall be exchanged between representatives of CDOT and HPTE. All communication, notices, and correspondence with respect to the performance of this Agreement shall be addressed to the individuals identified below. Either Party from time to time, designate in writing new or substitute representatives.

If to CDOT:

Brett J. Johnson, Director  
CDOT, OMPD  
4201 E. Arkansas Ave. Room 158  
Denver, CO 80222  
Email: brett.j.johnson@state.co.us

If to HPTE:

David I. Spector, Director  
HPTE  
4201 E. Arkansas Ave. Room 230  
Denver, CO 80222  
Email: david.spector@state.co.us

5. Maintenance of Records. Each Party shall maintain all books, documents, papers, accounting records and other evidence pertaining to the Segment 3 Project including, but not limited to, any costs incurred during the construction, operation and maintenance of the Segment 3 Project, and make such materials available to the other Party upon reasonable request.

6. Successors and Assigns. Except as otherwise provided herein, this Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns.

7. No Third Party Beneficiaries. No third party beneficiary rights or benefits of any kind are expressly or impliedly provided herein. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement and all rights of action relating to such enforcement, shall be strictly reserved to the Parties hereto, and nothing contained in this Agreement shall give or allow any such claim or right of action by the Bank or any other third person.

8. Governmental Immunity. Notwithstanding any other provision of this Agreement to the contrary, no term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions of the Colorado Governmental Immunity Act, Sections 24-

10-101, *et seq.*, C.R.S., or the Federal Tort Claims Act, 28 U.S.C. 2671, *et seq.*, as applicable, as now or hereafter amended.

9. Adherence to Laws. At all times during the performance of this Agreement, the Parties shall strictly adhere to all applicable federal and state laws, rules, and regulations that have been or may hereafter be established, including, but not limited to state and federal laws respecting discrimination and unfair employment practices.

10. Availability of Funds. All payments pursuant to this agreement are subject to and contingent upon the continuing availability of funds appropriated for the purposes hereof. If any of said funds become unavailable, as determined by CDOT, either Party may immediately terminate or seek to amend this agreement, subject to the provisions set forth in Section V.1. hereof.

11. Choice of Law. The laws of the State of Colorado and rules and regulations issued pursuant thereto shall be applied in the interpretation, execution, and enforcement of this Agreement. Any provision of this Agreement, whether or not incorporated herein by reference, which provides for arbitration by any extra-judicial body or person or which is otherwise in conflict with said laws, rules, and regulations shall be considered null and void. Nothing contained in any provision incorporated herein by reference which purports to negate this or any other special provision in whole or in part shall be valid or enforceable or available in any action at law whether by way of complaint, defense, or otherwise. Any provision rendered null and void by the operation of this provision will not invalidate the remainder of this Agreement to the extent that the Agreement is capable of execution.

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

STATE OF COLORADO  
JOHN W. HICKENLOOPER, Governor

COLORADO HIGH PERFORMANCE  
TRANSPORTATION ENTERPRISE

By: \_\_\_\_\_  
SHAILEN P. BHATT  
Executive Director  
DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_  
DAVID I. SPECTOR  
HPTE Director

APPROVED:

CYNTHIA H. COFFMAN  
Attorney General

By: \_\_\_\_\_  
ASSISTANT ATTORNEY GENERAL

*[Signature page to I-25 North Express Lanes Project (Segment 3) Intra-agency Agreement.]*

**Resolution #TC-**

Approving an Intra-Agency Agreement between the Colorado Department of Transportation and the Colorado High Performance Transportation Enterprise for the I-25 North Express Lanes Project (Segment 3)

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

**WHEREAS**, the Transportation Commission promulgates and adopts all budgets for the Colorado Department of Transportation (“CDOT”) and state transportation programs; and

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

**WHEREAS**, HPTE is authorized, pursuant to Section 43-4-806(2)(c)(I), C.R.S., to impose user fees on the travelling public for the privilege of using surface transportation infrastructure; and

**WHEREAS**, CDOT, in partnership with HPTE, is undertaking the I-25 North Express Lanes Project (Segment 3) (the “Segment 3 Project”) to complete, implement and operate one new tolled express lane in each direction between approximately 120<sup>th</sup> Avenue and E-470; and

**WHEREAS**, the Transportation Commission supports the Segment 3 Project and recognizes the benefits it provides to the State, which include, but are not limited to, improving travel times, managing congestion in the I-25 North Corridor, and providing travelers with a choice of a new travel lane; and

**WHEREAS**, HPTE will enter into a loan agreement with Bank of America, N.A. (the “Segment 3 Loan Agreement”) pursuant to which HPTE will borrow money to fund the payment of the lawful expenses and costs of planning, designing, engineering, acquisition, installation or construction of the Segment 3 Project and other lawful expenses and costs related thereto (“Segment 3 Loan”); and

**WHEREAS**, in connection with the Segment 3 Loan, HPTE will pledge to Bank of America, N.A. the user-fee revenues collected by HPTE from the Segment 3 Project as further detailed in the Segment 3 Loan Agreement; and

**WHEREAS**, pursuant to Section 43-4-806(4), C.R.S., the Transportation Commission may authorize the transfer of money from the state highway fund to HPTE to defray expenses of HPTE; and

**WHEREAS**, together with HPTE's approval of the Segment 3 Loan Agreement, HPTE has requested that CDOT enter into that certain I-25 North Express Lanes Project (Segment 3) Intra-Agency Agreement with HPTE (the "Segment 3 Intra-Agency Agreement") pursuant to which HPTE can request, and the Transportation Commission will agree to consider making, but is not obligated to make, one or more loans from the state highway fund to satisfy any of HPTE's payment obligations under the Segment 3 Loan Agreement, or to fund HPTE O&M Project Expenses (as such term is defined in the Segment 3 Intra-Agency Agreement), in the event user fee revenues are insufficient, or projected to be insufficient, to satisfy HPTE's obligations; and

**WHEREAS**, any loan that CDOT provides HPTE under the Segment 3 Intra-Agency Agreement shall, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, constitute a loan from the Transportation Commission to HPTE and shall not be considered a grant for purposes of Section 20(2)(d) of Article X of the state Constitution; and

**WHEREAS**, the Transportation Commission recognizes and respects the legal principle that it cannot bind future Transportation Commissions with respect to budgetary and policy decisions, recognizes it cannot agree, in advance, to allocate and transfer state highway funds for a loan to HPTE, and agrees that any decision as to whether or not to allocate and transfer such funds for such purposes shall be made by the Transportation Commission, in its sole discretion, in the year in which the HPTE request occurs; and

**WHEREAS**, in the event the Transportation Commission elects, in its sole and absolute discretion, to make a loan to HPTE to satisfy any of the payment obligations under the Segment 3 Loan Agreement, CDOT can, but is not required to, fund such a loan using Federal-aid highway funds to assist HPTE in fulfilling its payment obligations under the Segment 3 Loan Agreement, but CDOT may not use Federal-aid highway funds to satisfy any HPTE O&M Project Expenses of the Segment 3 Project.

**NOW THEREFORE BE IT RESOLVED**, the Transportation Commission hereby approves and authorizes CDOT to enter into the Segment 3 Intra-Agency Agreement with HPTE in substantially the form presented to the Transportation Commission and authorizes the CDOT Executive Director or his delegee to execute the Segment 3 Intra-Agency Agreement with such changes therein and additions thereto, not inconsistent with this Resolution, as are approved by the CDOT Executive Director or his delegee (whose signature thereon shall constitute conclusive evidence of such approval).

**BE IT FURTHER RESOLVED,** the Transportation Commission hereby approves and authorizes the Segment 3 Loan Agreement in substantially the form approved by the HPTE Board of Directors and appended to the Segment 3 Intra-Agency Agreement, with such changes therein and additions thereto, not inconsistent with this Resolution, as are approved by the CDOT Executive Director or his delegee, which changes can include an increase or decrease in (i) the initial interest rate charged for the Segment 3 Loan so long as the initial interest rate for the Segment 3 Loan does not exceed 3%, provided that such rate may increase under certain circumstance as provided in the Segment 3 Loan Agreement; and (ii) the principal amount of the Segment 3 Loan so long as such principal amount does not exceed \$35 million.

**BE IT FURTHER RESOLVED,** the Transportation Commission hereby authorizes the CDOT Executive Director, the CDOT Chief Financial Officer, or any other officer of CDOT to execute and deliver such certificates and other documents and take such other actions as may be necessary or convenient to the accomplishment of the purposes of this Resolution, including, without limitation, the delivery of closing certificates and other documents required to be delivered by CDOT, if any, under the provisions of the Segment 3 Loan Agreement.

\_\_\_\_\_  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

\_\_\_\_\_  
Date

**Resolution # TC-**

**Adoption of Policy Directive 704.0 “Policy Governing the Efficient Use of FASTER Revenue.”**

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

**WHEREAS**, in 2009, the General Assembly passed the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Act, § 43-4-801, *et seq.*, C.R.S.; and

**WHEREAS**, the FASTER Act was intended to provide funding for the repair and replacement of structurally deficient and functionally obsolete bridges and improve highway safety in the state;

**WHEREAS**, the FASTER Act, § 43-4-811, C.R.S. allocated additional FASTER funding for FASTER Transit Projects; and

**WHEREAS**, the Colorado Office of the State Auditor conducted an audit regarding the use of FASTER funding by state agencies including CDOT, and published its recommendations in an audit entitled “Collection and Usage of the FASTER Motor Vehicle Fees” dated August 2015; and

**WHEREAS**, the State Auditor’s findings 1 through 7, 9 and 10 concern CDOT’s processes and controls for the use of FASTER funds for eligible projects; and

**WHEREAS**, the Commission, by adopting Policy Directive 704.0, intends to provide sufficient guidance to the Department on the allocation of FASTER funding and set forth criteria the Department must follow to select eligible projects in order to effectively and efficiently use FASTER revenue; and

**WHEREAS**, Policy Directive 704.0 directs the Department to implement the respective processes for the use of FASTER funding, which include the Department’s management of FASTER funding (Procedural Directive 704.1), the processes for use of FASTER safety funds (Asset Management - Procedural Directive 1608.2 and Safety Mitigation – Procedural Directive 1504.1), and the use of funds for FASTER Transit

Projects (Procedural Directive 1608.1); and

**WHEREAS**, Policy Directive 704.0, taken together with the accompanying Procedural Directives, meets the recommendations of the FASTER audit and ensures the effective and efficient use of FASTER funds; and

**NOW THEREFORE BE IT RESOLVED**, the Commission herein approves Policy Directive 704.0 “Policy Governing the Efficient Use of FASTER Revenue.”

\_\_\_\_\_  
Transportation Secretary  
Herman Stockinger

\_\_\_\_\_  
Date

Bridge Enterprise Board of Directors  
Jan. 21, 2016

Kathy Connell, Chairwoman  
Steamboat Springs, District 6

Shannon Gifford  
Denver, District 1

Ed Peterson

Lakewood, District 2

Gary M. Reiff, Vice Chair

Englewood, District 3

Heather Barry

Westminster, District 4

Kathleen Gilliland

Livermore, District 5

Kathy Hall

Grand Junction, District 7

Sidny Zink

Durango, District 8

Nolan Schriener

Colorado Springs, District 9

William Thiebaut

Pueblo, District 10

Steven Hofmeister

Haxtun, District 11

THE CHAIRWOMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Estimated Start Time: 10:20 a.m.

BRIDGE ENTERPRISE BOARD OF DIRECTORS

10:20 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 Nov. 19, 2015 (Herman Stockinger) ..... Page 3

4. Approval of new Policy Directive BE16.0 "Oversight of FASTER Funding for State Bridges." (Herman Stockinger, Josh Laipply)Page 5

5. Bridge Enterprise 2015 Year in Review (Scott McDaniel) ....Page 7

6. January 2016 On-System Poor List and Prioritization Scoring Update (Scott McDaniel) .....Page 27

7. Monthly Progress Report (Scott McDaniel) .....Page 30

8. Q1 FY2016 BE Program Delivery Update (Scott McDaniel)..Page 44

9. Adjournment

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**Bridge Enterprise Board  
Regular Meeting Minutes  
November 19, 2015**

**Chairwoman Kathy Connell convened the meeting at 11:00 a.m. in the Region 4 building in Greeley.**

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

EXCUSED: Steven Hofmeister, District 11

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

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

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

**Audience Participation**

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

### **Act on Consent Agenda**

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

### **Resolution #BE-15-10-1**

Approval of Regular Meeting Minutes for Oct. 15, 2015.

BE IT SO RESOLVED THAT, the Minutes for the Oct. 15, 2015, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the Nov. 18 & 19, 2015, meeting of the Bridge Enterprise Board of Directors.

### **Q4 FY 2015 BE Program Financial Update**

Chief Financial Officer Maria Sobota asked if there were any questions on the financial update.

### **Discuss and Act on 4th Budget Supplement of 2016**

Chief Financial Officer Maria Sobota passed out a revised edition of the budget supplement. She asked if there were any questions.

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

### **Monthly Progress Report**

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

### **Adjournment**

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

**Resolution # BE-**

**Adoption of Policy Directive BE16.0 “Oversight of FASTER Funding for State Bridges”**

**WHEREAS**, in 2009, the General Assembly passed the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Act, § 43-4-801, *et seq.*, C.R.S.; and

**WHEREAS**, one component of the FASTER Act was the creation of the Statewide Bridge Enterprise, § 32-4-805(2), C.R.S. whose business purpose is to finance, repair, reconstruct, and replace any designated bridge in the state; and

**WHEREAS**, the FASTER Act also imposed a bridge safety surcharge to defray the costs of completing designated bridge projects due to limited availability of state and federal funding and the need to accomplish the financing, repair, reconstruction, and replacement of designated bridges as promptly and efficiently as possible; and

**WHEREAS**, the Colorado Office of the State Auditor conducted an audit regarding the use of FASTER funding by state agencies including CDOT, and published its findings in an audit entitled “Collection and Usage of the FASTER Motor Vehicle Fees” dated August 2015; and

**WHEREAS**, the State Auditor’s recommendations 1 and 2 specifically concern the Bridge Enterprise; and

**WHEREAS**, Policy Directive BE16.0 is intended to meet audit recommendation 1 by utilizing a documented process to strategically prioritize and program eligible bridge projects in a thorough and integrated manner, including documenting the rationale for selecting bridges to repair; and

**WHEREAS**, Policy Directive BE16.0 is intended to meet audit recommendation 2 by working with the Department to establish and implement a bridge project budgeting process that avoids routinely approving project budgets that are significantly larger than necessary; and

**WHEREAS**, Policy Directive BE16.0 is further intended to meet audit recommendation 2 by establishing and implementing a bridge project

closure process that addresses the FASTER legislative mandate to effectively and efficiently leverage FASTER revenue and strategically and quickly complete bridge projects; and

**WHEREAS**, Policy Directive BE16.0, taken together with the accompanying Procedural Directives BE16.1 and 704.1, meets the recommendations of the FASTER audit by memorializing processes to ensure the effective and efficient use of FASTER funds; and

**NOW THEREFORE BE IT RESOLVED**, the Bridge Enterprise herein approves Policy Directive BE16.0 “Oversight of FASTER Funding for State Bridges.”

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Transportation Secretary  
Herman Stockinger

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Date



**COLORADO**  
Department of Transportation  
Statewide Bridge Enterprise

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

**MEMORANDUM**

**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott McDaniel, PE, Director of Project Support  
**DATE:** January 21, 2016  
**SUBJECT:** Bridge Enterprise 2015 Year in Review

**PURPOSE**

The Bridge Enterprise (BE) team has prepared a “2015 Year in Review” presentation intended to highlight and reflect on significant accomplishments and achievements in CY2015. The presentation also includes a summary of CY2016 initiatives and challenges. The report is for informational purposes only; no action is requested from Board members. The following categories are addressed:

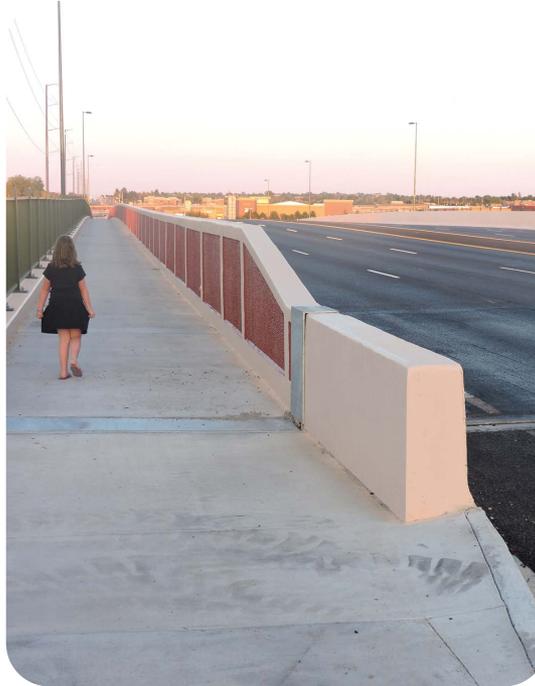
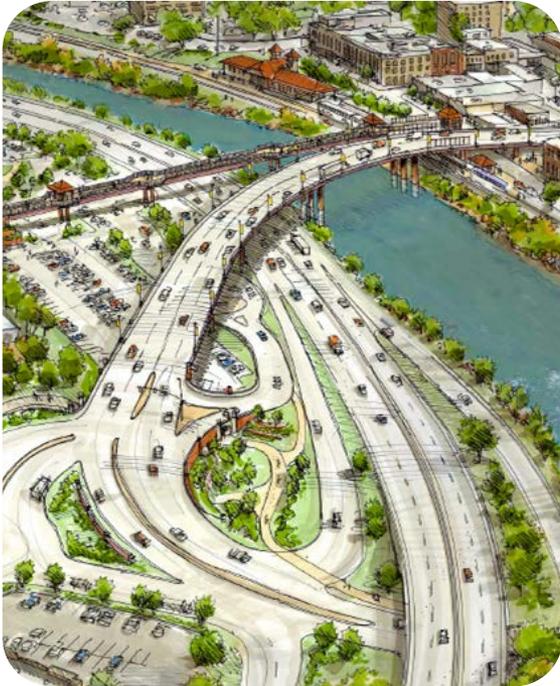
- • FASTER Program Status
- • Bond Program Status
- • Program Financial Performance
- • Economic Status Conditions
- • Project / Program Delivery
- • Innovation
- • Significant CY2015 Initiatives / Events
- • CY2016 Initiatives and Challenges

Attached is an outline of the presentation, a synopsis of the Colorado Bridge Enterprise 2015 Annual Report which can be viewed at <https://www.codot.gov/programs/BridgeEnterprise/annual-reports>





**COLORADO**  
Department of  
Transportation



# Colorado Bridge Enterprise **2015 IN REVIEW**

Board of Directors Meeting | January 2016



# 2015 YEAR IN REVIEW

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## A Synopsis of the 2015 Annual Report

- FASTER Program Status
- Bond Program Status
- Program Financial Performance
- Economic Status Conditions
- Project / Program Delivery
- Innovation
- Significant CY2015 Initiatives / Events
- CY2016 Initiatives and Challenges

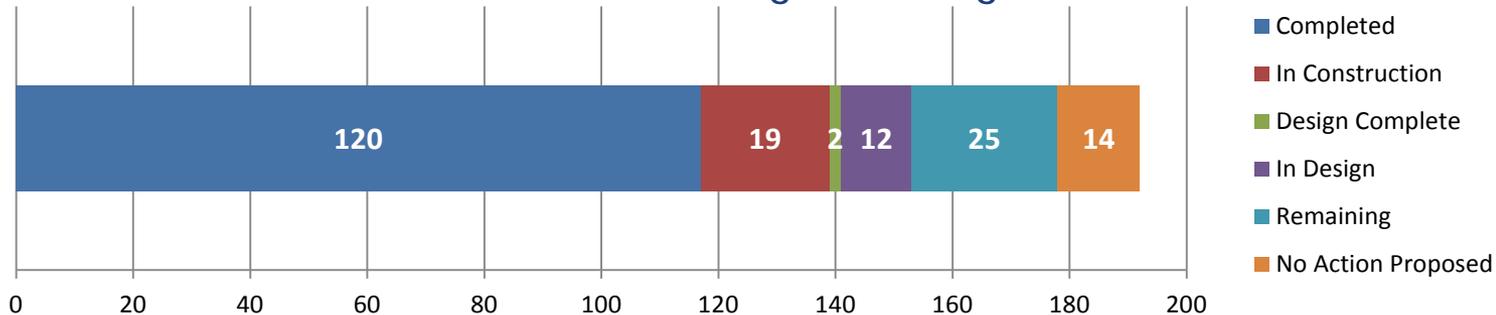
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Annual Report available at <https://www.codot.gov/programs/BridgeEnterprise/annual-reports>



# FASTER PROGRAM STATUS

CY 2015 ended with the FASTER eligible bridge count at 192:



- 73% of the FASTER eligible bridges are complete or in construction.
- 7% currently in design or waiting to go to advertisement for construction.

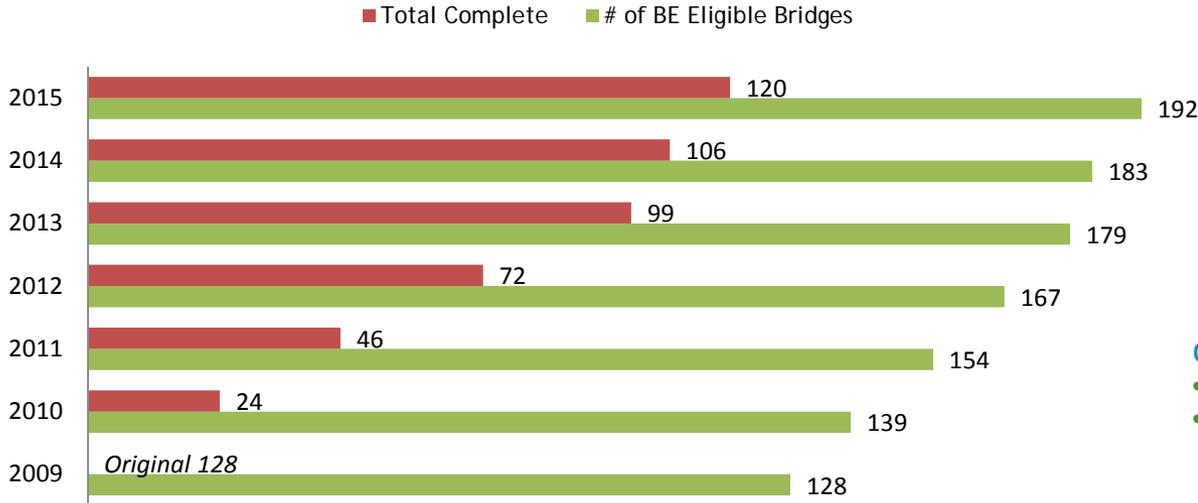
FASTER through the years - 2009 to present:

Year	BE Eligible Bridges Added
2009 (Year FASTER legislation enacted into law)	128
2010	11
2011	15
2012	13
2013	12
2014	4
2015	9
<b>Total FASTER eligible bridges</b>	<b>192</b>



# FASTER PROGRAM STATUS

## BE Bridges | completion stats per year



Status	# of Bridges
Design Completed	2
In Construction	19
In Design	12
No Action Proposed	14
Remaining	25
<b>Total</b>	<b>72</b>

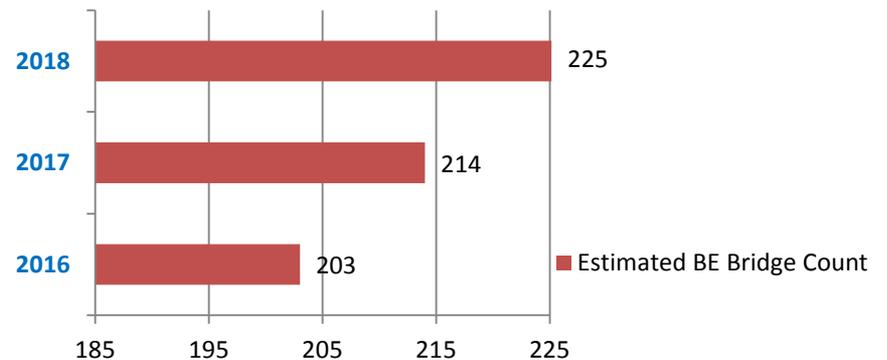
- Of the 19 currently in construction:
- 17 scheduled for completion in 2016
  - 2 scheduled for completion in 2017

Looking Ahead...



- BE Eligible Bridge count is forecasted to grow at approximately eleven (11) bridges per year.

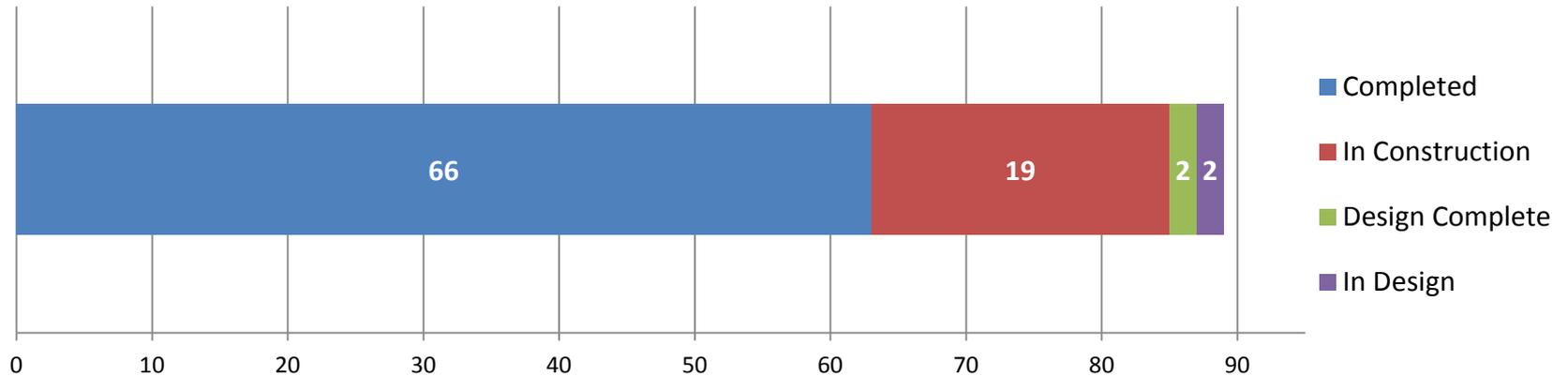
## Estimated BE Bridge Count





# BOND PROGRAM STATUS

CY 2015 ended with the Bond bridge count at 89\*:  
(subset of the total population of 192)



- 10 Bond bridges completed construction in CY2015
- 96% of bond bridges completed or in construction
- The initial \$300 million bond was planned to fund approximately 59 bridge projects; the program currently has 89 bridges that are fully or partially funded.

*\*Variation in the bond program bridge count from the prior year (93) is due to a reconciliation of bond program tracking. The methodology for the 2010 bond program bridge count has changed from programmed bridges to budgeted bridges.*



# PROGRAM FINANCIAL PERFORMANCE

## A Few Statistics:

### Bond Spending:

**Total \$ expended to date \$298.1M**

- Approx. 100% of bond proceeds
- 96.7% of total available bond program funding including the \$10M of bond interest earnings
- Remaining balances to be expended are \$17.5K of bond proceeds, \$3.7K of interest earnings.
- Includes zeroing out 62 project phases with less than \$1.00 of bond budget balance remaining; reallocation to other bond projects.
- These transactions will trigger the billings to the trustee, which will result in the zeroing out of all proceeds and interest balances in early 2016.

### FASTER Program Revenues (Fiscal Year 16):

Actual*	Projected	Total
\$45,068,736.00	\$55,031,264.00	<b>\$100,100,000</b>

### FASTER Program Expenses (Fiscal Year 16)\*:

**Bridge Enterprise: \$58,477,031**

Bridge repair/replacement projects from 2010 program inception:

Expenditures	Encumbrances
\$578.6M	\$151.4M



\* Five months (July to November) of reported expenses.



# ECONOMIC STATUS CONDITIONS

The state's economy continues to show momentum, indicating its resilience in the face of slow global growth, the contraction in the oil and gas industry, and volatility in the financial markets.



Construction Category	Average Bid Price (CDOT)*		Cost Increase or Decrease (%)
	CY2014 Q3	CY2015 Q3	
Earthwork (c.y.)	\$13.42	\$13.13	(3%)
Asphalt (ton)	\$89.35	\$90.64	13%
Concrete (Pavement) (s.y.)	\$44.14	\$41.51	(26%)
Concrete (Structural) (c.y.)	\$541.68	\$602.72	61%
Reinforcing Steel (lb.)	\$.96	\$1.27	3%

\*Governor's Office of State Planning and Budgeting 'The Colorado Economic Outlook Economic and Fiscal Review'

\*\*Colorado Construction Cost Index Report Q3 2014 to Q3 2015



# PROJECT / PROGRAM DELIVERY

## Master Schedule Monthly Updates:

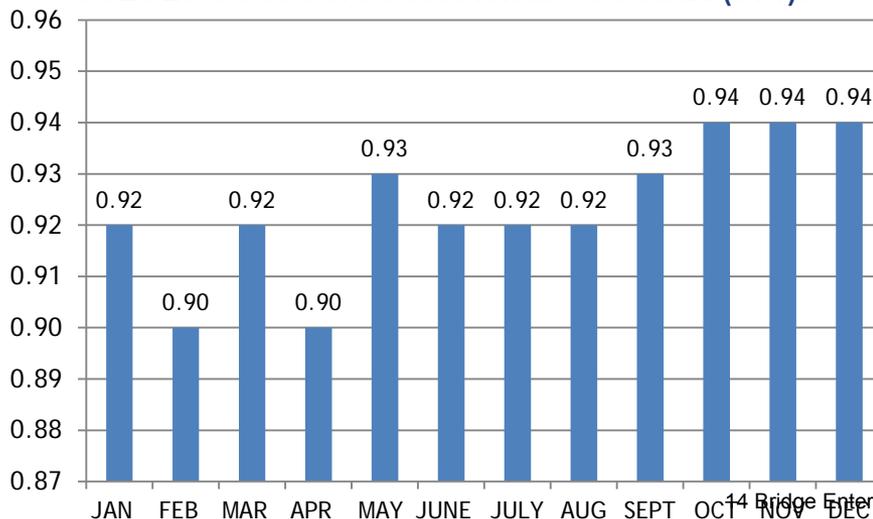
Colorado Bridge Enterprise			
Activity ID	CDOT Project Accto. No.	Bridge ID Number	Activity Name
<b>Colorado Bridge Enterprise - Through 30-Nov-15</b>			
CBE CDOT Region 1			
			34
			25
			6
			5
			10
			13
			5
			9

- Used to determine Schedule Performance Index (SPI) and Expenditure Performance Index (XPI).

## Prioritization Plan (PP) Updates:

- Scoring worksheet used to prioritize eligible poor bridges.
- Used to determine bridge candidates for possible incorporation in to the BE program.
- Updated with release of Staff Bridge Poor List.
- Presented to Board as updated.
- New 2015 features of the PP capture a variety of factors that influence prioritization; to be fully implemented 2016.

## CY2015 Schedule Performance Index (SPI):



Earned Value of Work (Actual) Through Dec. 31, 2015	Planned Value of Work (Baseline) Through Dec. 31, 2015
\$668,855,495	\$710,336,836
<b>Schedule Variance</b>	
\$41,481,341	

(Program to date)



# PROJECT / PROGRAM DELIVERY

## Monthly, Quarterly, Annual Reporting:

- Significant accomplishments/activities
- Financial and schedule metrics
- Economic outlook
- Posted on CDOT website:

### Quarterly Reports

- FY 2015 Quarterly Reports
- FY 2014 Quarterly Reports
- FY 2011-2012 Quarterly Reports
- FY 2013 Quarterly Reports

## Program Financial Plan:

- Cash draw down tables, cash flow charts
- Expenditures and encumbrances to-date
- Transitioned from bond-centric to a more inclusive program-wide allocation plan in 2015.
- Reported/presented quarterly

## CDOT Bridge Enterprise Website:

- Current program progress
- Frequently Asked Questions (FAQ's)
- Comprehensive list of FASTER eligible bridges
- Business opportunities / bid list
- Interactive map of all FASTER eligible bridges
- A 2016 program initiative - improve/modify website to address end-user suggested changes and requests.

You are here: [Home](#) / [Programs](#) / Bridge Enterprise

## Jobs Creation Data:

**Direct jobs\* created by FASTER =**

**+/- 7,521**



\*from 2010 through Nov. 2015



# INNOVATION

Innovative Contract Delivery | The program continues to explore and deploy innovative contracting delivery methods:

- Design-Build (D/B) contracts: 28 bridges (20 projects)
  - Cumulative contract value of approx. \$302.3M
  - 3 Design-Build structures completed in 2015\*
- Construction Manager/General Contractor (CM/GC): 7 bridges (5 projects)
  - Cumulative contract value of approx. \$170.4M



\*Region 1, 6<sup>th</sup> Avenue D/B project, Dec. 2015 ribbon cutting, 3 structures funded by Bridge Enterprise.





# INNOVATION

Region 2 Ilex Design-Build Project | The I-25 ‘New Pueblo Freeway’ structures broke ground in July 2015:

Bridge#	BE-FUNDED STRUCTURES
K-18-AX	I-25 ML NBND over US 50 Business Route
K-18-CK	I-25 ML NBND over NP RR, Ilex St., Bennet St.; N of JCT SH 50 E
K-18-CL	I-25 ML SBND over NP RR, Ilex St., Bennet St.; S of JCT SH 96
K-18-R	US 50 BUS EBND over Arkansas River
L-18-AQ	Northern Ave. over I-25 ML
L-18-AU	Mesa Ave. over I-25 ML
L-18-M	I-25 ML NBND over Indiana Ave.
L-18-W	I-25 ML SBND over Indiana Ave.





# INNOVATION

Region 3 Grand Avenue Bridge CM/GC Delivery | anticipated to move forward with construction beginning January 2016.

- The project will replace the existing Grand Avenue Bridge which carries SH 82 over the Colorado River in Glenwood Springs and is funded through Bridge Enterprise, CDOT, contributions from utility companies, and several local governments including the City of Glenwood Springs, Garfield County, and Eagle County.
- Of note, SH 82 is the primary access to the Roaring Fork Valley including Glenwood Springs, Carbondale, Basalt and Aspen.



Photos: Grand Avenue Bridge Renderings

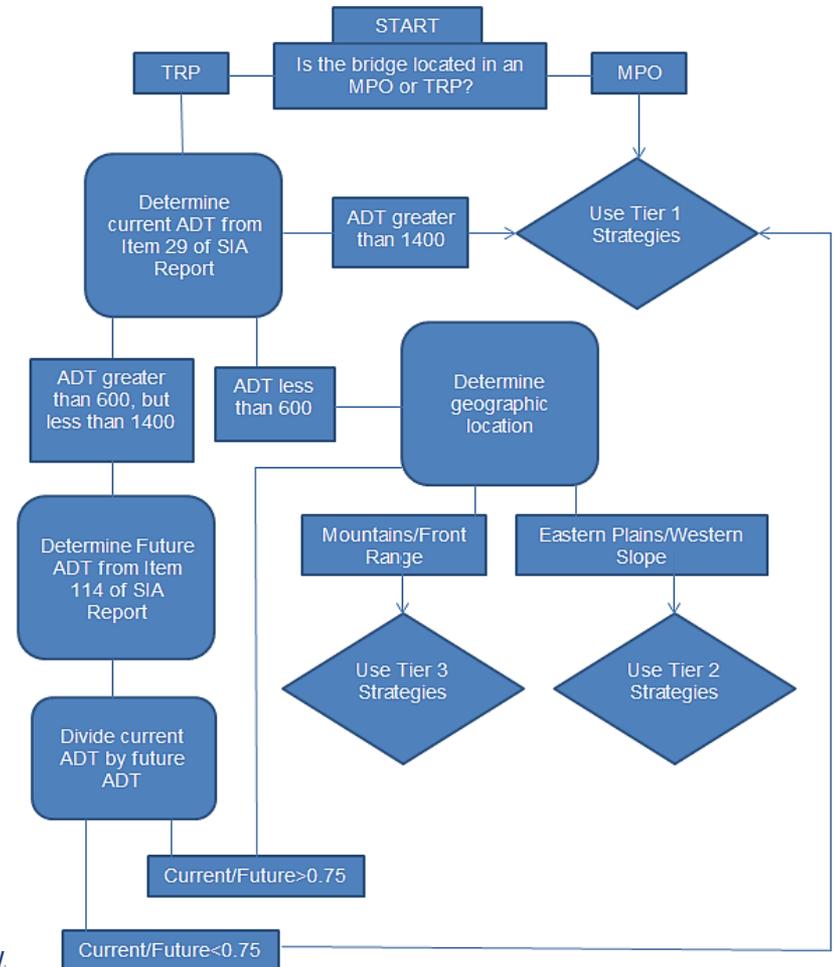


# INNOVATION

## Innovative Construction Techniques and Materials

### Strategies for Enhancing Bridge Service Life.

- Research for designing bridges for 100-year design life conducted to determine successful strategies implemented across various environmental conditions.
- BE published a report in 2015 that identifies best practices for designing a bridge for 100-year service life in Colorado.
- Report identifies the geographic regions within CO where the best practices can be utilized; requires designers to perform value based analysis to determine costs/benefits.



Flow chart illustrates the 100-year design life Tiered workflow.

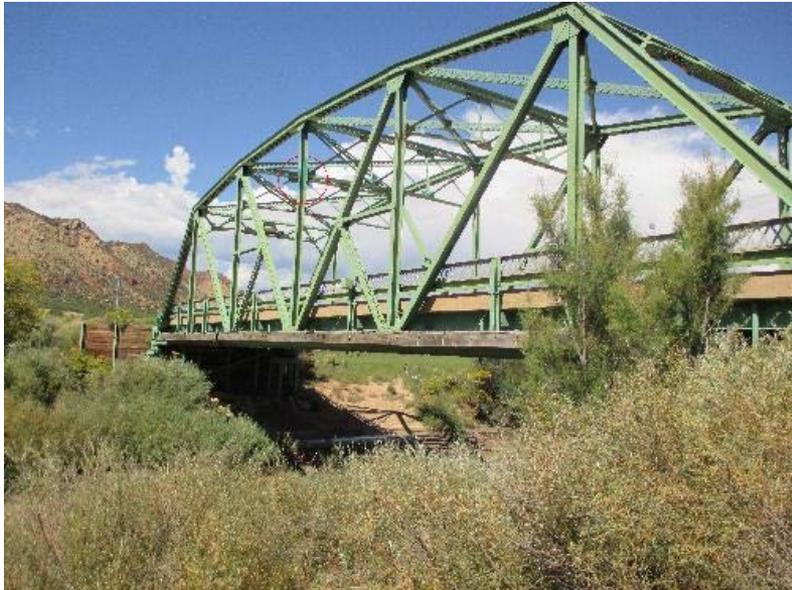


# INNOVATION

## Innovative Construction Techniques and Materials

### Region 5, K-01-C, SH 90 over the Dolores River, Montrose County

- Existing bridge experienced failure in October 2014 and a temporary bridge was installed.
- First bridge to utilize elements of the 100-year design life strategy.
- The new bridge will use precast elements, including girders, deck and abutments to speed construction.
- Utilizes all state funds to advance the project schedule.





# CY2015 INITIATIVES / EVENTS

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## Central 70 (I-70 Viaduct) Summary:

- Delivery method confirmed to be a Public-Private-Partnership (P3), will be procured as a Design-Build-Finance-Operate-Maintain (DBFOM).
  - BE contribution to the overall \$1.2B project will be \$850M Net Present Value (NPV).
  - Five teams submitted Statements of Qualifications Spring 2015, four shortlisted to submit proposals; selection of delivery team anticipated Fall 2016.
  - BE conducted an eligibility review of the procurement documents available on HPTE website; resolution was passed by BE BOD confirming eligible items.
- 

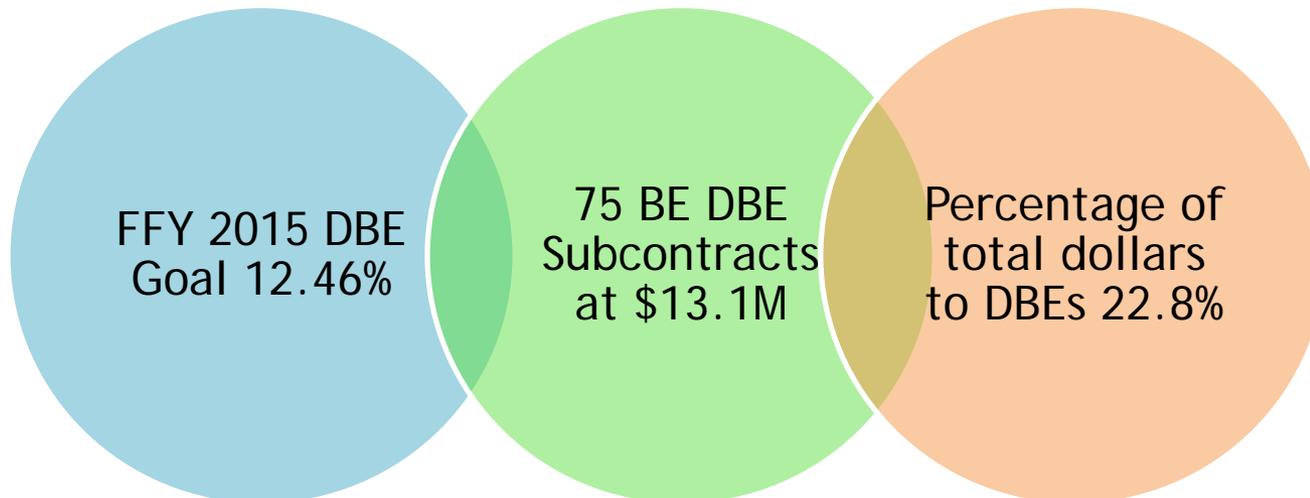
## FASTER Office of the State Auditor (OSA) Audit and Policies to Address Findings:

- OSA final report indicated two findings with regard to BE, provided recommendations:
  1. BE should better document the selection of projects and provide transparency as well as show how selections are strategic.
  2. BE projects should be closed in a more-timely manner so that funds not utilized can be returned and used on other projects.
- As a response, BE began working with CDOT offices to develop Policy and Procedural Directive documents that address the findings and incorporate recommendations.



## DBE PARTICIPATION

- CDOT's Disadvantaged Business Enterprise (DBE) goal on FHWA-funded contracts for Federal Fiscal Year (FFY)2015 was 12.46%.
- 75 BE DBE subcontracts awarded (FFY)2015 (Oct '14. to Sept. '15), total of \$13.1M
- Subcontracts awarded to 49 individual DBE firms
- 22.8% Percentage of total dollars to DBE firms



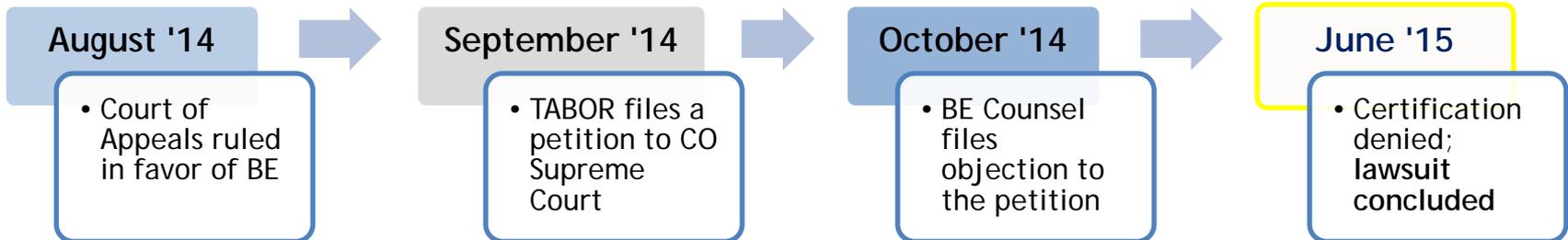


# 2015 FASTER LAWSUIT STATUS

## 2015 FASTER LAWSUIT CONCLUSION:



June 29, 2015: The final opinion of the court is in favor of Colorado Bridge Enterprise and the **lawsuit is concluded**.





# CY2016 Initiatives & Challenges

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The forecasted 2016 program objectives focus on the following items:

## Close-out Bond Program:

- BE shall document when all the bond proceeds and any interest earnings have been fully expended in a letter to bond counsel
- BE continues to aggressively re-program unspent bond proceeds so they are expended as soon as possible.

## Future Financial Plan:

- BE contribution to Central 70 will be \$850M Net Present Value (NPV).
- BE future financial plan will be updated when Central 70 project parameters are more clearly defined; significant amount of resources are earmarked for the BE eligible features of the project.

## Financial Tracking and Reporting:

- BE shall continue to track and monitor overall program financial performance on a monthly basis.
- Program currently has a \$931.2M program liability; future FASTER Bridge (or pay-go funding) are forecasted to cover this projected financial liability.

## Prioritization Plan:

- BE shall work closely with CDOT Staff Bridge and continue to use and refine the Prioritization Plan to direct available FASTER Bridge funding to the most deserving structures.



## Questions or Comments?

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Thank you for your continued support  
of the Bridge Enterprise program.



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

**MEMORANDUM**

**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott McDaniel, PE, Director of Project Support  
**DATE:** January 21, 2016  
**SUBJECT:** Prioritization Plan Update

**PURPOSE**

This memorandum is to update the Board on the changes to the Bridge Enterprise Prioritization Plan due to the 2015 On-System Poor List released by Staff Bridge end of December 2015.

Based on the new list, there are three newly eligible bridges which brings Bridge Enterprise to a count of 192 total eligible bridges. The three bridges added to the program are:

Structure Number	CDOT Region	County	Facility Carried over Featured Intersection
E-17-EQ	1	Denver	SH 265 over ML Race Street
P-09-L	5	Archuleta	US 84 ML over Rio Blanco
K-11-G	5	Saguache	US 50 ML over Agate Creek

The prioritization plan has been revised from previous plans to include two new categories and a color coding system that shows current conditions for each category. These changes have been implemented to coincide with the new Policy and Procedural Directives that were developed in response to the Office of the State Auditor’s (OSA) recommendations regarding prioritization of projects. The changes are intended to provide more transparency to the prioritization process and related decision-making.

The attached document shows the current Prioritization Plan for bridges that are Bridge Enterprise eligible. If the Board Members feel more clarification on the Prioritization Plan update modifications is needed, a workshop item can be added to a future meeting agenda.





Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
In Design	K-01-C	5	SH 90 ML over DOLORES RIVER	Green	Green	Green
Design Complete	F-07-A	3	SH 82 ML over I70 ML, COLORADO RVR,RR	Green	Green	Green
In Design	E-17-FX	1	I 70 ML over US 6, RR, CITY ST	Green	Green	Green
In Design	C-17-B	4	SH 60 ML over SOUTH PLATTE RIVER	Green	Yellow	Yellow
In Design	G-03-Q	3	I 70 ML WBND over COLORADO RIVER OVERFLOW	Green	Yellow	Yellow
In Design	F-10-L	3	I 70 ML EBND over US 6, RR, EAGLE RIVER	Green	Yellow	Yellow
Not Programmed	E-17-EW	1	I 70 ML EBND over UP RR	Green	Orange	Orange
Not Programmed	E-17-DF	1	I 70 ML WBND over UP RR	Green	Orange	Orange
Not Programmed	N-17-BN	2	I25 ML SBND over CO RD 640, BUTTE CREEK	Green	Orange	Orange
Not Programmed	N-17-S	2	I25 ML NBND over CO RD 103, BUTTE CREEK	Green	Orange	Orange
Not Programmed	E-17-KR	1	I 270 ML EBND over I 70 ML	Green	Orange	Orange
Not Programmed	F-19-AF	1	COUNTY ROAD over I 70 ML	Green	Orange	Orange
Not Programmed	G-25-K	4	SH 59 ML over I-70 ML	Green	Orange	Orange
Not Programmed	I-18-I	2	US 24 ML over Draw	Green	Orange	Orange
Not Programmed	B-16-AM	4	PROSPECT ROAD over I25 ML	Green	Orange	Orange
Design Complete	G-17-A	1	US 85 ML over SAND CREEK	Yellow	Green	Yellow
Design Complete	M-16-P	2	SH 69 ML over MILLIGAN ARROYO	Yellow	Green	Yellow
In Design	D-13-A	3	US 34 ML over N FK COLORADO RIVER	Yellow	Yellow	Yellow
In Design	B-16-EU	4	COUNTY ROAD 48 over I 25 ML	Yellow	Yellow	Yellow
In Design	F-05-L	3	I 70 ML WBND over COLORADO RIVER	Yellow	Yellow	Yellow
In Design	L-22-L	2	SH 71 ML over ARKANSAS RIVER	Yellow	Yellow	Yellow
Programmed	K-17-F	2	SH 96 ML over RUSH CREEK	Yellow	Yellow	Yellow
Not Programmed	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR	Yellow	Orange	Orange
Not Programmed	E-17-IC	1	YORK STREET over I 270 ML	Yellow	Orange	Orange
Not Programmed	F-08-D	3	I 70 SERVICE RD over UP RR (SR)	Yellow	Orange	Orange
Not Programmed	K-11-G	5	US 50 ML over Agate Creek	Yellow	Orange	Orange
Not Programmed	E-17-EQ	1	SH 265 ML over Race Street	Yellow	Orange	Orange
Not Programmed	E-17-AH	1	ON 40TH AVE W of SH 2 ML over BNSF RR	Yellow	Orange	Orange
Not Programmed	L-19-F	2	US 50 BUS RT. Over DRAW	Yellow	Orange	Orange
Not Programmed	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML	Yellow	Orange	Orange
Not Programmed	F-10-C	3	US 6 ML over EAST LAKE CREEK	Yellow	Orange	Orange
Not Programmed	P-09-L	5	US 84 ML over Rio Blanco	Yellow	Orange	Orange



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Not Programmed	M-22-Y	2	US 350 ML over DRAW	Yellow	Orange	Orange

Good
  Better
  Best

Not Programmed	M-21-C	2	US 350 ML over HOE RANCH ARROYO	Yellow	Orange	Orange
Not Programmed	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK (SR)	Yellow	Orange	Orange
Not Programmed	F-19-F	1	US 36 ML over DRAW	Yellow	Orange	Orange
Not Programmed	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR	Yellow	Orange	Orange
Not Programmed	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	Orange	Orange	Green
Not Programmed	L-19-G	2	SH 96 ML over BOB CREEK CANAL	Orange	Orange	Orange
Not Programmed	C-17-EL	4	I 25 ML over DRAW	Orange	Orange	Orange
Not Programmed	D-12-F	3	SH 125 ML over WILLOW CREEK	Orange	Orange	Orange
Not Programmed	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	Orange	Orange	Orange
Not Programmed	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT	Orange	Orange	Orange
Not Programmed	G-12-C	2	SH 9 ML over PLATTE GULCH	Orange	Orange	Orange
Not Programmed	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR	Orange	Orange	Orange
Not Programmed	O-12-AD	5	SH 371 ML over ALAMOSA RIVER	Orange	Orange	Orange
Not Programmed	E-12-I	3	SH 9 ML over BLUE RIVER	Orange	Orange	Orange
Not Programmed	F-16-GG	1	PERRY STREET over US 6 ML	Orange	Orange	Orange
Not Programmed	I-17-O	2	I 25 SERVICE RD over PINE CREEK	Orange	Orange	Orange
Not Programmed	N-11-C	5	SH 112 ML over RIO GRANDE CANAL	Orange	Orange	Orange
Not Programmed	F-05-C	3	SH 13 ML over RIFLE CREEK	Orange	Orange	Orange
Not Programmed	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR	Orange	Orange	Orange

Good
  Better
  Best



**MEMORANDUM**

**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott McDaniel, PE, Director of Project Support  
**DATE:** January 21, 2016  
**SUBJECT:** January 2016 Bridge Enterprise Progress Report

**PURPOSE**

The Bridge Enterprise (BE) team has prepared a progress report presentation to update the Board members of recent program initiatives, statistics and successes. No action from the Board is requested; this report is for informational purposes only. Summarized below are the elements contained in the report:

**PROGRAM SCHEDULE AND SPI:**

- Program schedule updated for work complete through December 2015
- December Schedule Performance Index (SPI) = 0.94; NO CHANGE from prior month (November SPI = 0.94)
- **Over-performing projects**
  - 5 projects with \$11.4M in combined Earned Value (EV) greater than planned
  - Increases overall program SPI by 0.016; an increase of 0.002 from prior month (November = 0.018)
- **Under-performing projects**
  - 3 projects with \$40.0M in combined lost EV
    - Reduces overall program SPI calculation by 0.06; a 0.01 decrease from prior month (November = 0.07)
  - Of the 13 Railroad involved projects there are none currently being impacted by railroad delays.

**PROGRAM INITIATIVES AND RECENT ACTIVITY:**

The BE team continues to collaborate with CDOT in managing, monitoring and reporting on the progress and success of the program. Some recent program tasks and initiatives include:

- Policy and Procedural Directives Task Team
- Ongoing project coordination and oversight
- Closeout and deprogramming funds from completed projects
- Programming of new projects for preconstruction activities
- Continued PMO coordination
- Quarterly Reporting
- Maintenance Invoicing
- Year-end research and reporting
- Prioritization Plan updates and modifications



**RECENT PROJECT ACTIVITY:**

**Project Completion:**

- Region 1, Three BE-funded structures on the US 6 Bridges Design-Build Project: F-16-EF, US 6 over the South Platte River | F-16-EJ, US 6 over BNSF Railroad | F-16-EN, US 6 over Bryant Street

**BE Program Newly Eligible Structures:**

- Three newly poor bridges became eligible for BE Program since the March 2015 CDOT Staff Bridge/NBI Update; see table below.
- Eligible for FASTER funding based on sufficiency rating and condition changes.

Structure Number	CDOT Region	County	Facility Carried over Featured Intersection
E-17-EQ	1	Denver	SH 265 over ML Race Street
P-09-L	5	Archuleta	US 84 ML over Rio Blanco
K-11-G	5	Saguache	US 50 ML over Agate Creek

**TOTAL PROGRAM FINANCIAL PERFORMANCE**

Expenditure and encumbrance data through November 30, 2015 summarized below:

- Overall projected expenditures increased by \$43.2 M or 6.2%
- Overall actual expenditures increased by \$26.0 M or 4.7%
- Actual Bond expenditures, no increase or decrease. Bond proceeds are essentially expended and the bulk of the remaining balance is related to interest earnings.
- Overall encumbrances increased by \$1.3 M or 0.9%
- Bond encumbrances decreased by (\$2.3 M ) or -31.9%

**STATUS OF FASTER ELIGIBLE BRIDGES**

There are currently 192 bridges eligible for the BE program.

Completed	120
In Construction	19
Design Complete	2
In Design	12
Remaining	25
No Action Proposed	14

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

There are currently 89\* bridges in the BE bond program.

Completed	66
In Construction	19
Design Complete	2
In Design	2

*\*The methodology for the 2010 bond program bridge count has changed from programmed bridges to budgeted bridges.*

**STATUS OF 30 MOST DEFICIENT BRIDGES**

The CBE has completed 28 of the 30 bridges originally identified as the most deficient. L-18-M, I 25 ML NBND over Indiana Ave. is in construction; E-17-FX, Central 70, will be the final original '30 worst' bridge addressed. The status of the 30 worst bridges based on 2015 final ratings are also included in the attached progress report.

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION**

State & FHWA-funded CBE construction contracts continue to help CDOT exceed its overall 12.46% DBE goal. CBE DBE participation statistics for the entire 2015 Federal Fiscal Year (September 1, 2014 to October 31, 2015) are as follows:

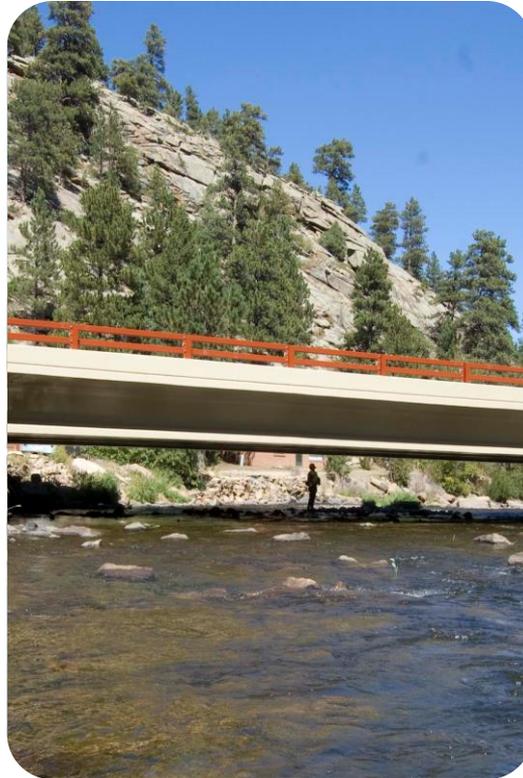
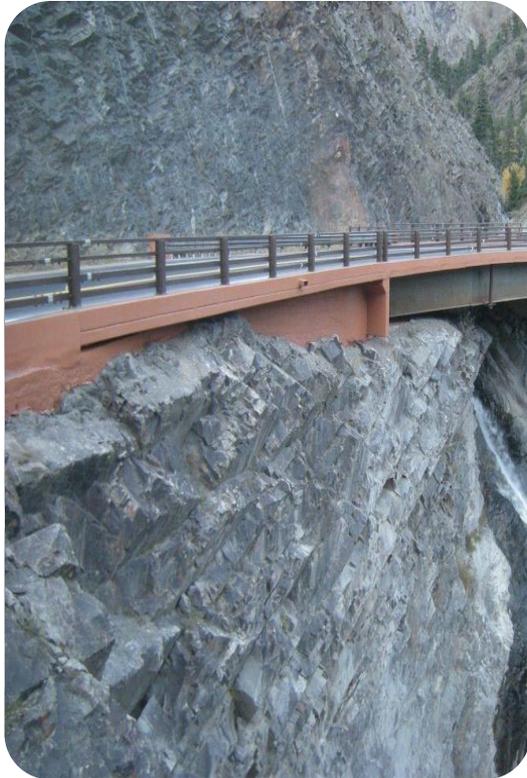
6 Prime Contracts Awarded	\$144,924,029
199 Subcontracts Awarded	\$57,439,564
75* Total DBE Subcontracts Awarded	\$13,072,999
DBE Percentage of Subcontract Dollars	22.8%

\*The 75 subcontracts went to 49 individual DBE firms.





**COLORADO**  
Department of  
Transportation



## **Colorado Bridge Enterprise**

January 2016 Monthly Progress Report  
Board of Directors Meeting



# Program Schedule

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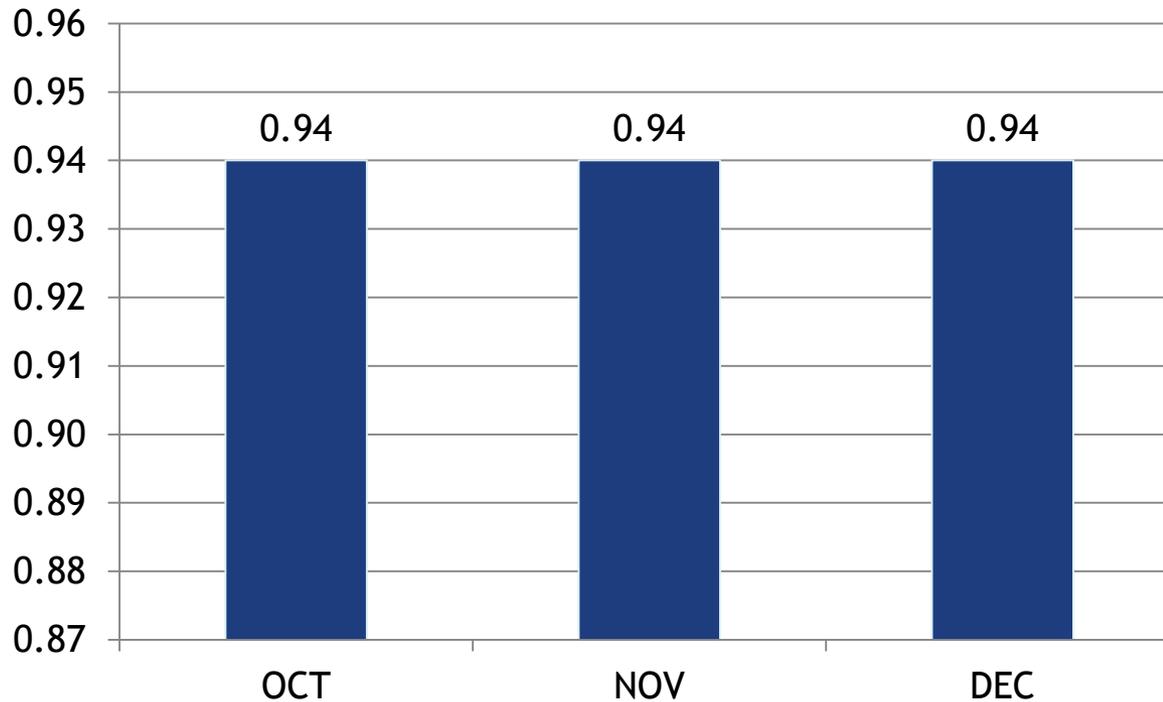
- Program schedule updated for work complete through December 2015
- December Schedule Performance Index (SPI) = 0.94; NO CHANGE from prior month (November SPI = 0.94)
- **Over-performing projects**
  - 5 projects with \$11.4M in combined Earned Value (EV) greater than planned
  - INCREASES overall program SPI by 0.016; an DECREASE of 0.002 from prior month (November = 0.018)
- **Under-performing projects**
  - 3 projects with \$40.0M in combined lost EV
    - Reduces overall program SPI calculation by 0.06; a 0.01 DECREASE from prior month (November = 0.07)
  - Of the 13 Railroad involved projects there are none currently being impacted by railroad delays.



# Program Schedule

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## Program SPI by Month



Program Goal SPI  $\geq 0.90$



# Program Initiatives

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## CURRENT PROGRAM ACTIVITY & INITIATIVES:

- Policy and Procedural Directives Task Team
- Ongoing project coordination and oversight
- Closeout and deprogramming funds from completed projects
- Programming of new projects for preconstruction activities
- Continued PMO coordination
- Quarterly Reporting
- Maintenance invoicing
- Year-end research and reporting
- Prioritization Plan updates and modifications



# Recent Project Activity

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## PROJECT COMPLETION:

**Region 1, US 6 Bridges Design-Build Project, 3 BE-funded structures:  
F-16-EF, US 6 over the South Platte River | F-16-EJ, US 6 over BNSF  
Railroad | F-16-EN, US 6 over Bryant Street**





# Recent Project Activity

## BE PROGRAM NEWLY ELIGIBLE STRUCTURES:

- Three newly poor bridges became eligible for BE Program since the March 2015 CDOT Staff Bridge/NBI Update.
- Based on sufficiency rating and condition changes.

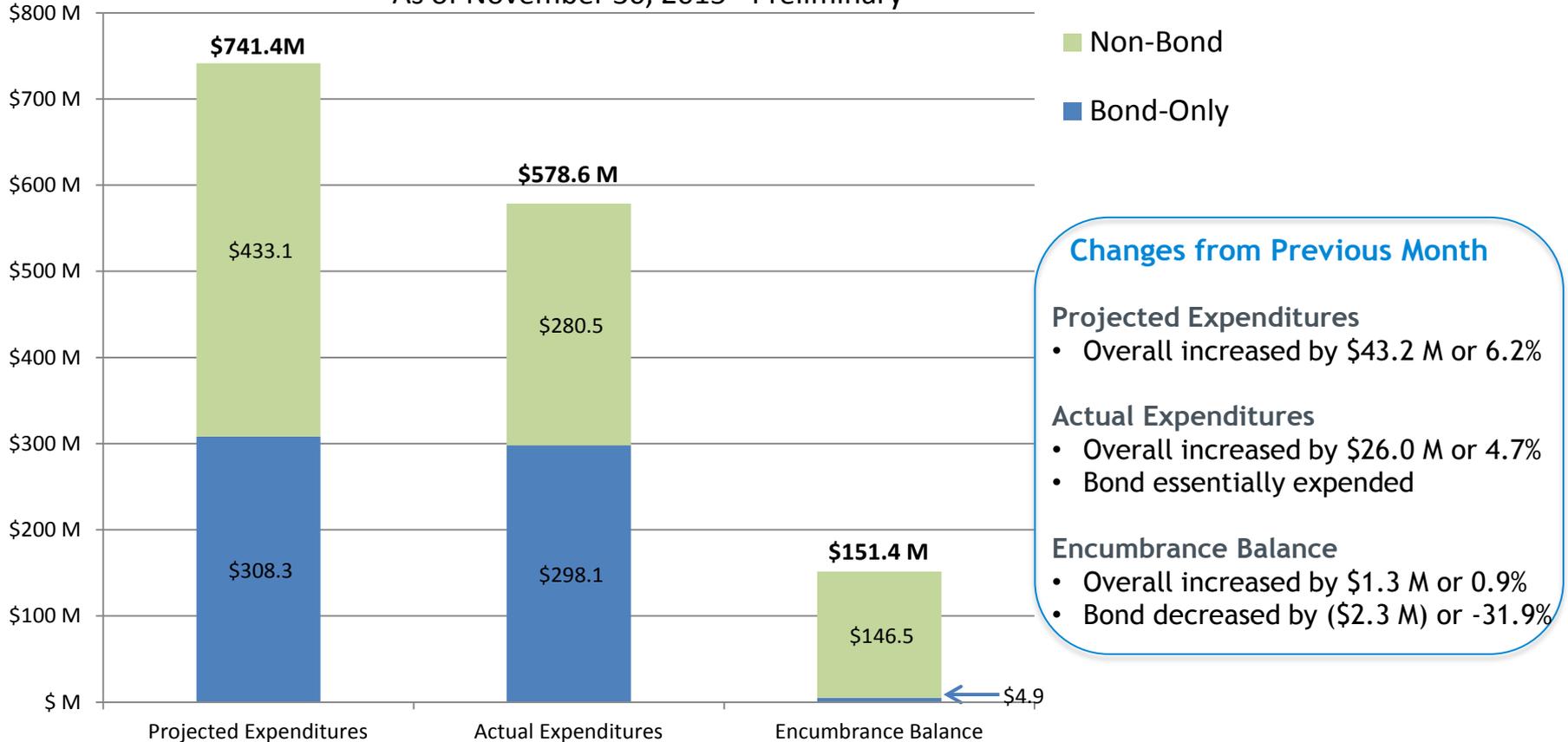
Structure Number	CDOT Region	County	Facility Carried over Featured Intersection
E-17-EQ	1	Denver	SH 265 over ML Race Street
P-09-L	5	Archuleta	US 84 ML over Rio Blanco
K-11-G	5	Saguache	US 50 ML over Agate Creek



# Total Program Financial Performance

## Colorado Bridge Enterprise Total Program Performance

As of November 30, 2015 - Preliminary





# Status FASTER Eligible Bridges

Current 192 Eligible Bridges



November 189 Eligible Bridges - 2 Months ago



July 189 Eligible Bridges - 6 Months ago



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

0

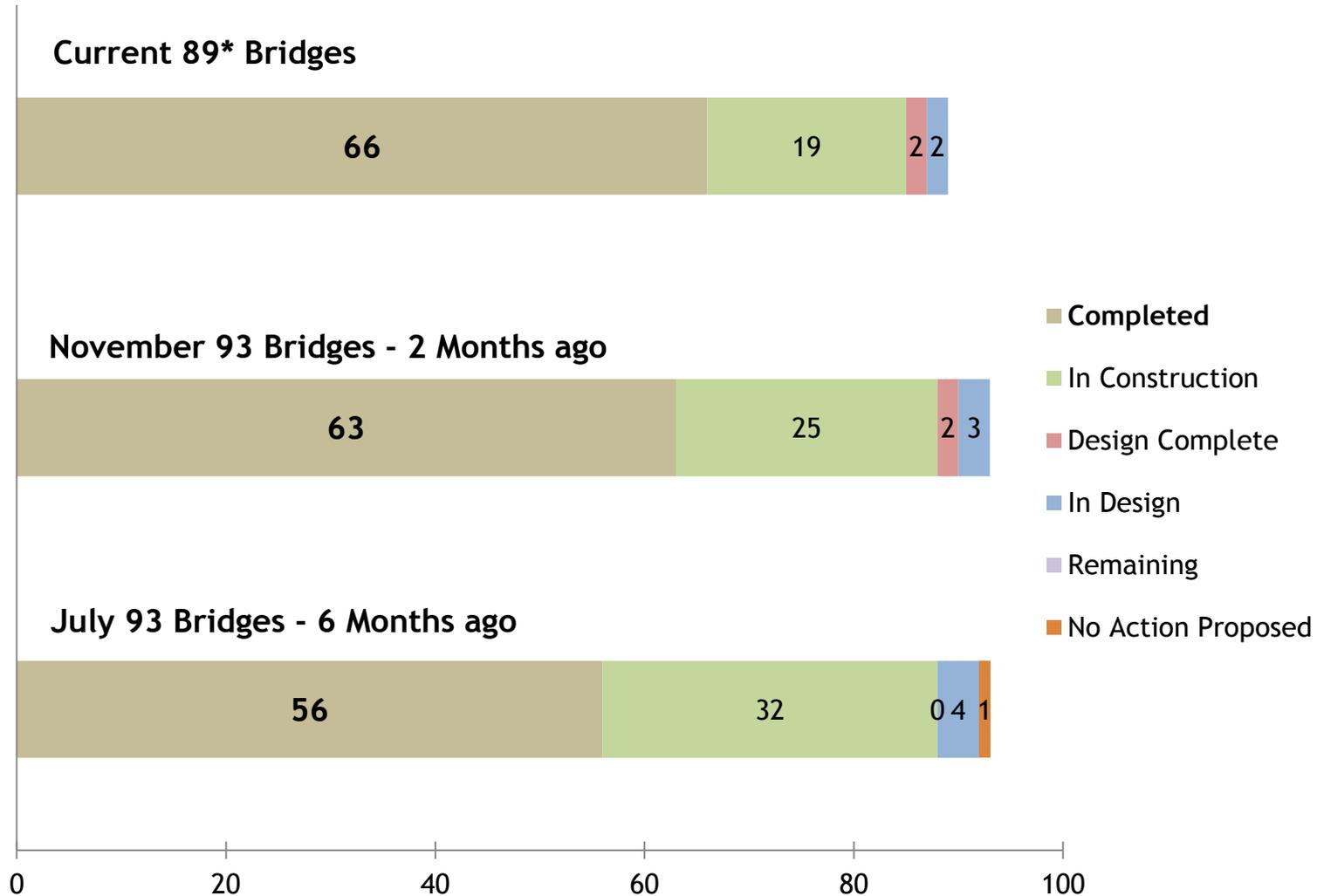
50

100

150



# Status \$300M Bond Bridges



\*Variation in the bridge count is due to a reconciliation of bond program tracking. The methodology for the 2010 bond program bridge count has changed from programmed bridges to budgeted bridges.



# Status of 30 Most Deficient Bridges

	2015 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	1	28
In Construction	2	1*
Design Complete	9	0
In Design	7	1**
Remaining	11***	0
<b>Total Addressed</b>	<b>30</b>	<b>30</b>

\*L-18-M I 25 ML NBND over Indiana Ave; \*\* E-17-FX I-70 Viaduct will be the final original '30 worst' bridge addressed.

\*\*\*Remaining/Not Programmed

Bridge Number	Region	County	Facility Carried over Featured Intersection
E-17-KR	1	Denver	I-270 ML EBND over I 70 ML
E-17-DF	1	Denver	I-70 ML WBND over UP RR W of Quebec Street
E-17-EW	1	Denver	I-70 ML EBND over UP RR; W of Quebec Street
E-17-EQ	1	Denver	SH 265 OVER ML Race Street
E-17-AH	1	Denver	40th Avenue W of SH 2 ML over BNSF RR
I-18-I	2	El Paso	US 24 ML over Draw
N-17-S	2	Huerfano	I-25 ML NBND over CO Rd. 103, Butte Creek
L-19-F	2	Pueblo	US 50 BUS. RT over DRAW
F-10-C	3	Eagle	US 6 ML over East Lake Creek
P-09-L	5	Archuleta	US 84 ML over Rio Blanco
K-11-G	5	Saguache	US 50 ML over Agate Creek



## DBE Participation

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

Federal Fiscal Year (FFY) 2015 - 10/1/2014 - 9/30/15	
6 Prime Contracts Awarded	\$144,924,029
199 Subcontracts Awarded	\$57,439,564
75* Total DBE Subcontracts Awarded	\$13,072,999
DBE Percentage of Subcontract Dollars	<b>22.8%</b>

\*The 75 subcontracts went to 49 individual DBE firms.



# FASTER Q & A

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## Questions & Answers



## MEMORANDUM

**TO:** BRIDGE ENTERPRISE BOARD OF DIRECTORS  
**FROM:** MARIA SOBOTA, CHIEF FINANCIAL OFFICER  
**DATE:** JANUARY 21, 2016  
**SUBJECT:** FY 2016 Q1 CBE PROGRAM FINANCIAL UPDATE

### Purpose:

The Bridge Enterprise (BE) team has prepared a BE Program Update as of Q1 FY 2016 for the Board of Directors information. No action is requested from the Board; for informational purposes only. Summarized below are the tables contained in this report.

### Bridge Enterprise Program Liability

The program life-to-date (LTD) total liabilities for the BE program are \$931.2M, an increase of \$35.0M from the \$896.2M total liability at June 30, 2015. LTD expenditures as of September 30, 2015 are \$552.6M as compared to \$532.1M at June 30, 2015. The current encumbrance balance is \$150.1M as compared to \$135.7M on June 30, 2015.

### Cash Flow

Attached is Figure 1, which depicts all current available BE cash balances, forecasted revenues, and forecasted expenditures for currently programmed projects. BE has forecasted \$61.4M use of cash for the Central 70 project during the period of July 2017 through September 2018. This is based on a model that uses a combination of milestone and availability payments. The cash flow forecast model has taken into account Resolution BE 15-8-2 which sets parameters for the use of BE funds during the construction period of the Central 70 project. These figures are expected to change once the project team is able to determine the ultimate scope of the project, and BE is able to determine the optimal funding scenario. The cash balance on September 30, 2015 was \$250.5M and is projected to decrease to \$28.8M by September 30, 2018 if the Central 70 project proceeds as currently scheduled. During construction of the Central 70 project, from FY 2018 through FY 2021 the amount available for other BE projects as currently modeled will be far less than 50% of available revenues in order to maintain a program cash floor of \$25.0M.

### Debt Service Coverage

As depicted on Figure 2, the current debt service is \$18.2M. Starting in FY 2022, the forecast assumes \$33.5M for Availability Payments for the Central 70 project, which will increase the debt service to \$51.7M. Debt service will increase further to \$65.0M in FY 2026 with the debt service coverage ratio decreasing to 2.3:1. This is the year that the debt service for the 2010A Bonds increases to \$31.5M from



the current \$18.2M. The revenue gradually increases over time due to organic growth. Debt service will decrease to \$33.5M in FY 2042 due to the retirement of the 2010A Bonds in FY 2041.

#### Revenues

FY 2016 FASTER revenues are forecasted at \$100.1M. Historical analysis indicates that \$25.4M of FASTER revenues would be collected as of September 30, 2015, actual FASTER Revenues are \$27.2M. As shown on Figure 3, if this trend were to continue, revenues at June 30, 2016 would exceed the current revenue forecast by approximately \$8.0M.

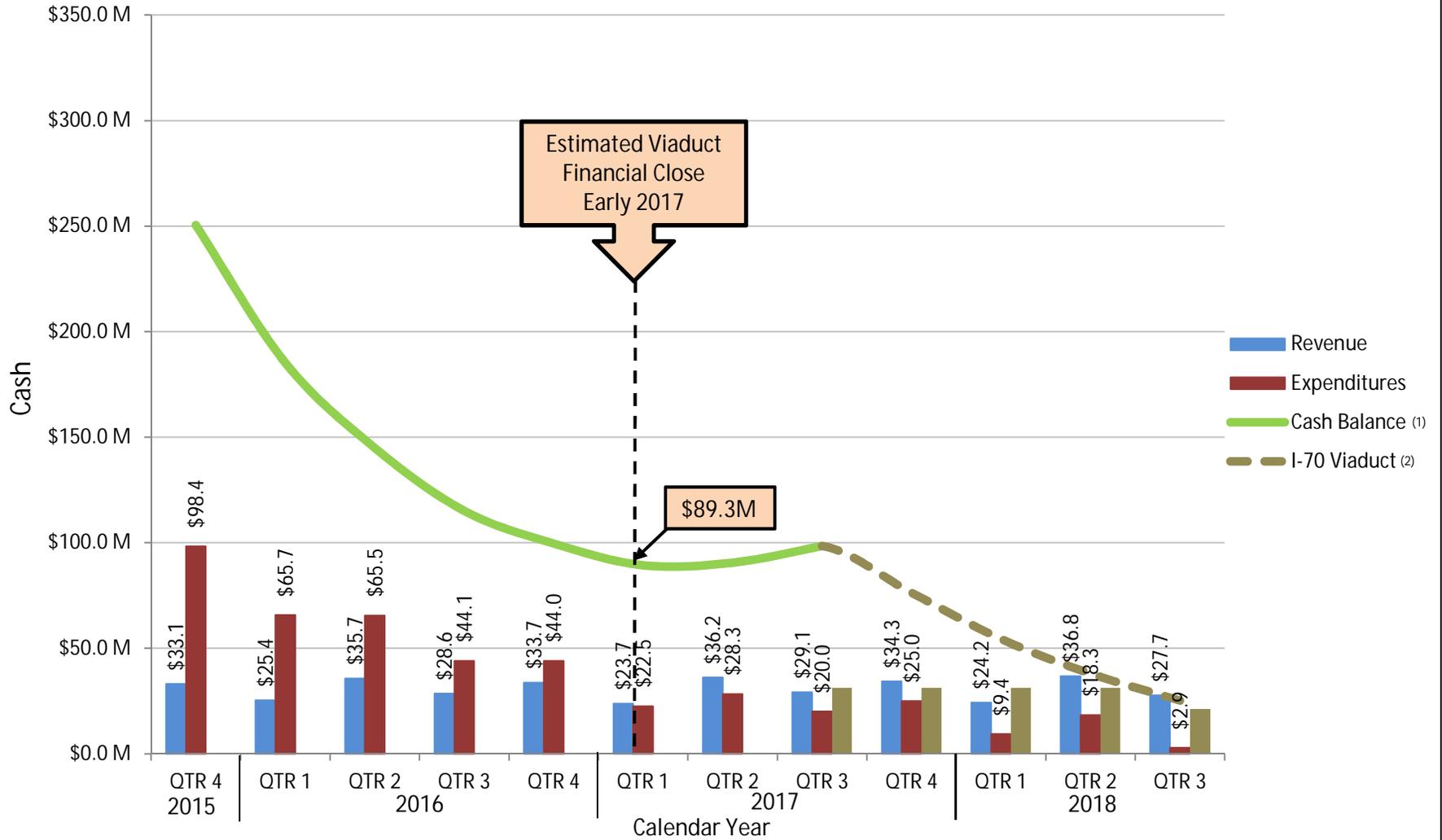
#### Expenditure Performance Index (XPI)

This metric measures a programs ability to spend revenues as efficiently as possible. The XPI tracks actual expenditures and compares them to actual revenues on a monthly basis. As shown on Figure 4 the XPI is high due to expenditures exceeding revenues on a monthly basis.





## Colorado Bridge Enterprise Three Year Quarterly Cash Flow Projection



(1) Cash balance line includes the use of \$61.4 M of preconstruction activities for the I-70 Viaduct.  
 (2) Estimated impact to cash - assuming cash contribution to I-70 Viaduct project through Q3 2018, for milestone and availability payments from the most recent financial model.

FIGURE 1

As of September 30, 2015



### Colorado Bridge Enterprise Forecasted Revenue vs Debt Service

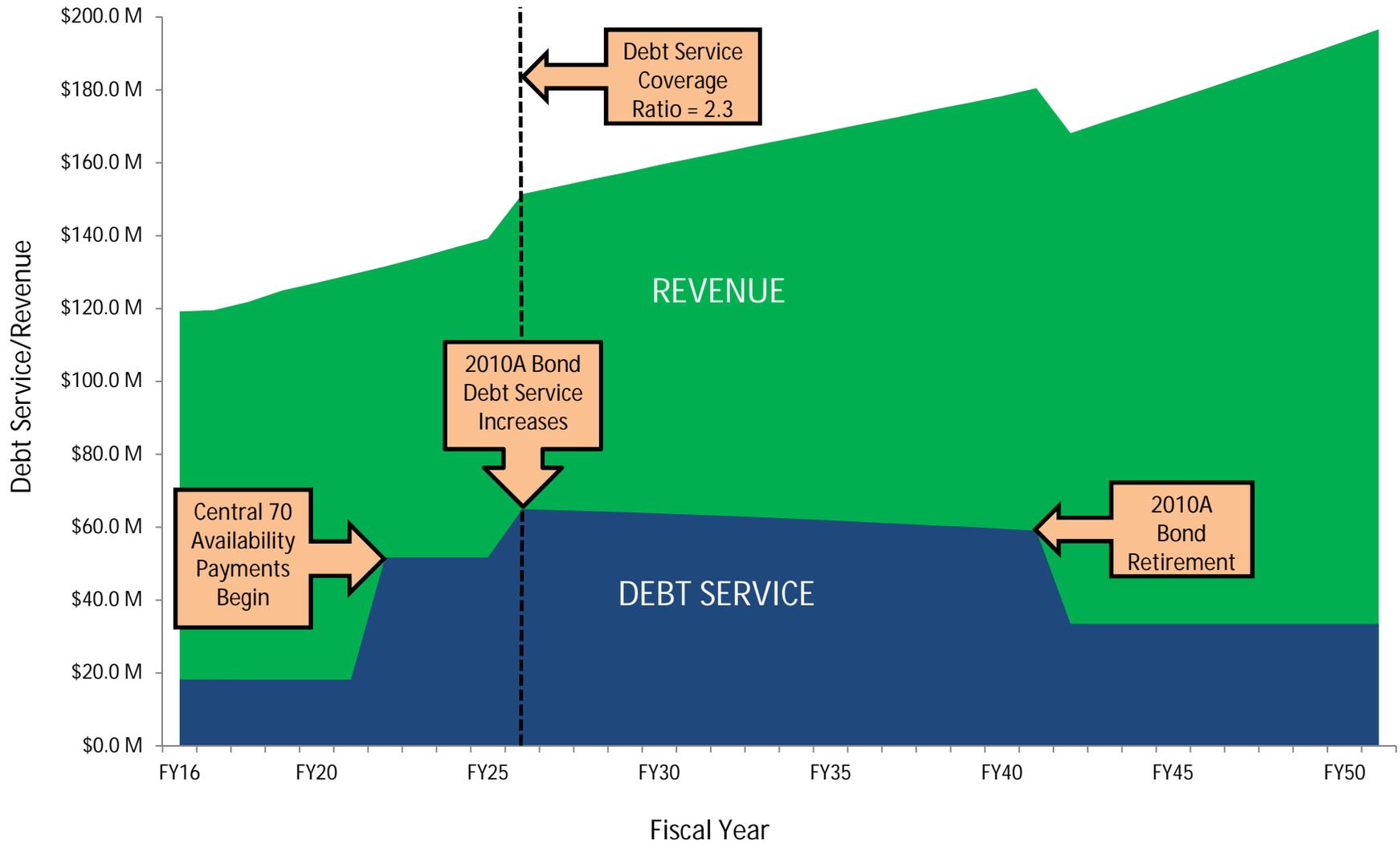
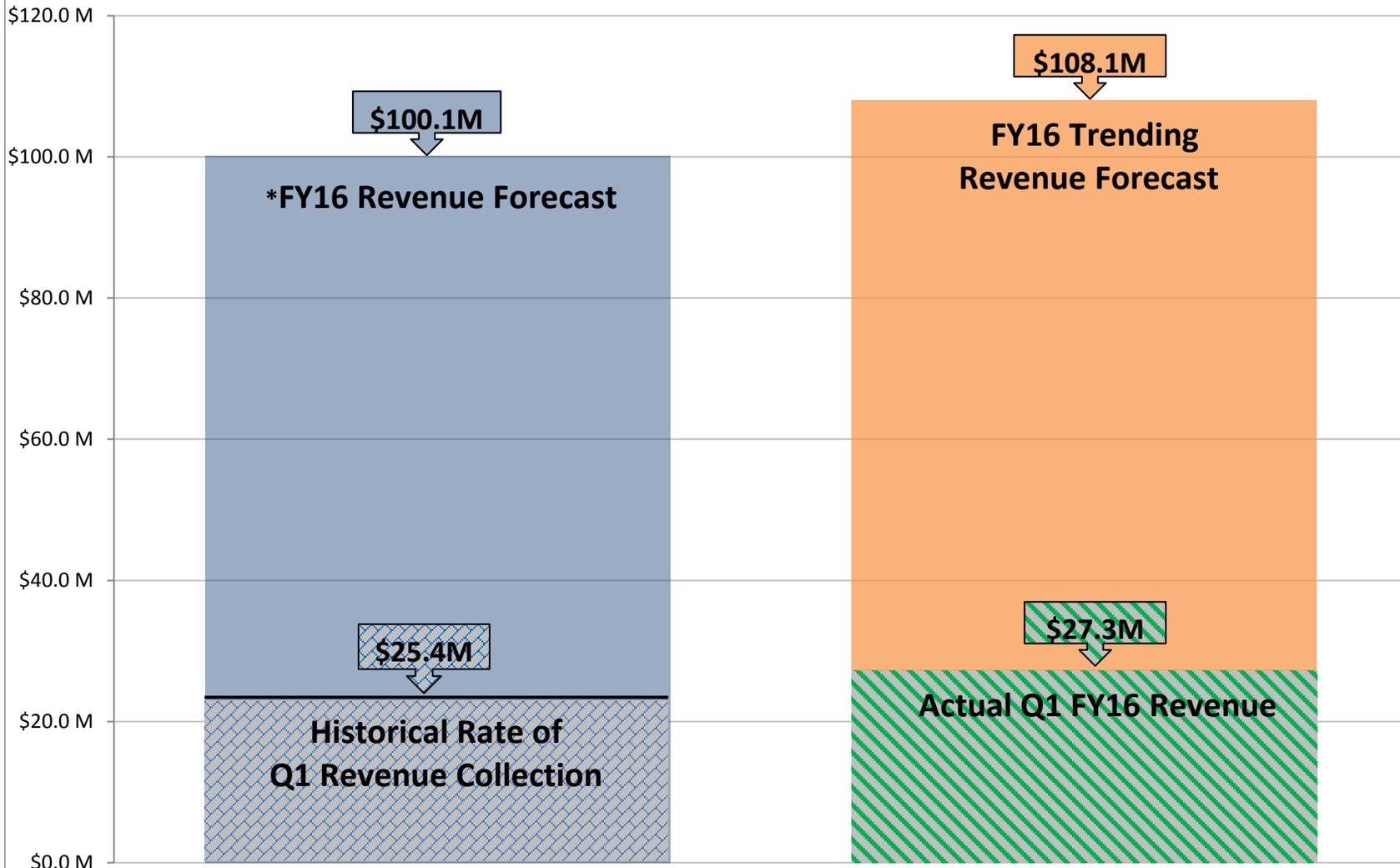


FIGURE 2

As of September 30, 2015



### Colorado Bridge Enterprise Forecast vs Actual Revenue Comparison



Fiscal Year 2016

\*Information Provided by OFMB

FIGURE 3

As of September 30, 2015



### Colorado Bridge Enterprise Cumulative Revenue XPI CY 2015

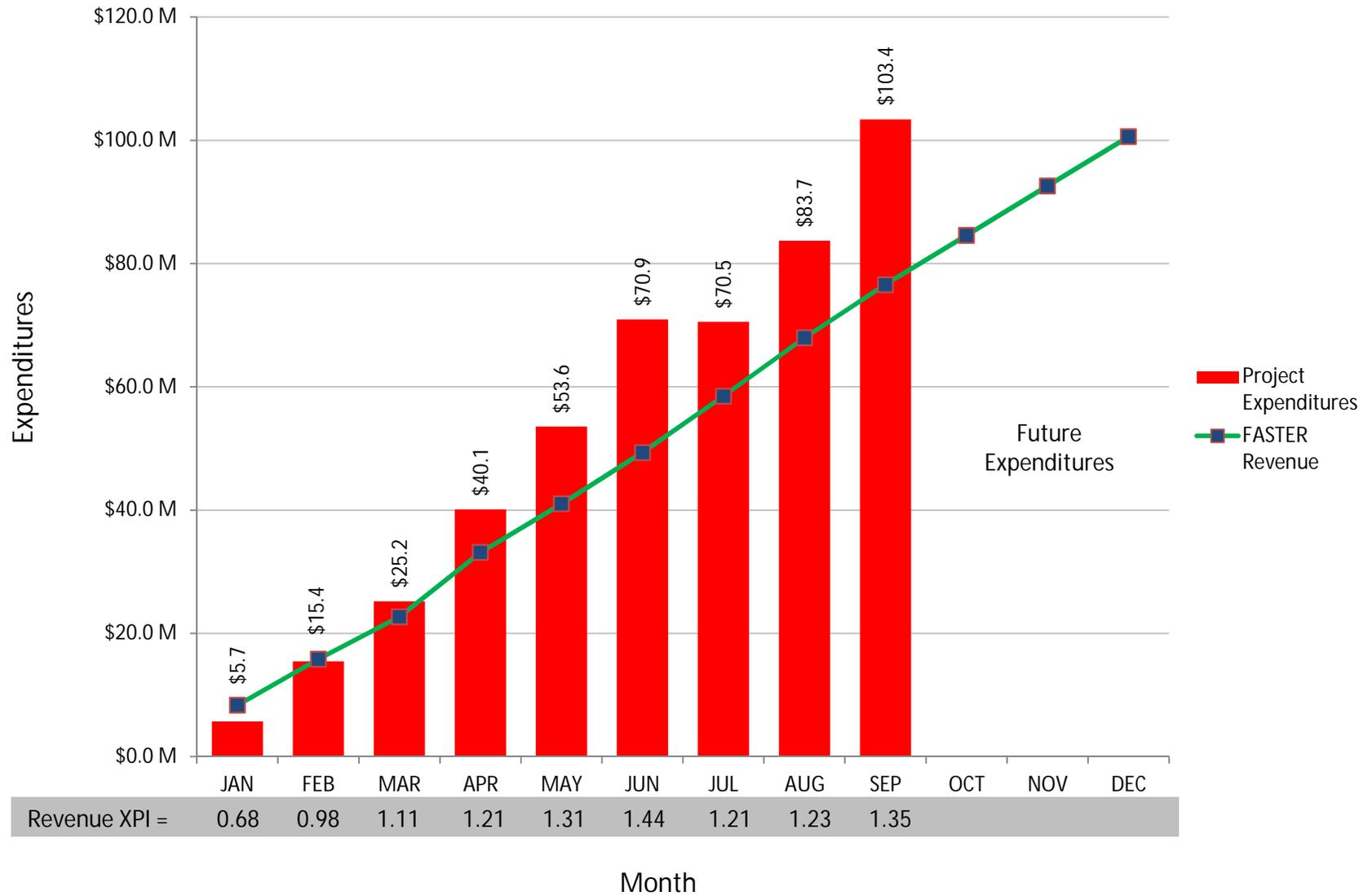


FIGURE 4

As of September 30, 2015



**DATE:** January 7, 2015  
**TO:** Transportation Commission  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development (DTD)  
**SUBJECT:** Permanent Water Quality Mitigation Pool Summary and Project Selection

Purpose

Provide an overview of CDOT's new Permanent Water Quality (PWQ) Mitigation Pool and PWQ Program (formerly known as New Development Redevelopment (NDRD) and an update on the first projects selected under the new program.

Action

Informational. No action requested.

Background

CDOT's Municipal Separate Storm Sewer System (MS4) permit, which is issued by the Colorado Department of Public Health and Environment (CDPHE) requires CDOT to install PWQ Best Management Practices (BMPs) on highways considered new development or redevelopment according to regulation. CDOT has been implementing PWQ BMPs under the NDRD program since 2004. The past program required BMP installation on construction sites that disturbed over an acre. This resulted in BMPs being built in a piece meal fashion with lots of little ponds that required more and more resources for maintenance, and therefore, was neither efficient nor practical.

As a result of the challenges of this program, a committee was formed to find a solution that would make the program more efficient and streamlined. The committee ultimately decided that treating water quality at a regional level would be much more efficient, both in treating water quality and in using tax payer money. The committee met with CDPHE to navigate the details of developing a regional program while maintaining compliance with the permit. CDPHE approved this new program and has incorporated it into CDOT's 2015 MS4 permit.

The main concept of the program is that CDOT contributes \$6.5 million annually to the PWQ Mitigation Pool. A committee composed of a cross section of CDOT region staff( PWQ Mitigation Pool Committee) allocates those dollars to CDOT and local agency projects based on PWQ need instead of requiring all projects over an acre in size to install PWQ features.

The CDOT PWQ Mitigation Pool committee selects CDOT projects on a quarterly basis and local agency projects annually. CDOT uses a three-step evaluation method to award projects. Applications must first meet all of the threshold criteria. Applicants who meet the threshold criteria (for example complying with the CDOT MS4 permit requirements and CDOT Design Standards) are then scored and ranked according to the evaluation criteria. Examples of evaluation criteria include cost effectiveness (i.e. cost per CDOT acre treated), matching resources, and maintenance responsibility (significant points are awarded when local agencies accept maintenance responsibility). Final ranking is based on project readiness and geographic diversity.

The \$6.5 million contributed annually to the PWQ Pool is a CDOT MS4 permit requirement and was calculated based on what CDOT projects historically expended on PWQ. Since PWQ mitigation is not a new activity, but rather centralizes water quality mitigation projects that had been formerly done as part of various constructions projects the \$6.5 million contributed to the Pool in FY 2016 comes from Region Priority Program (RPP) and the Surface

Treatment Pool (SUR). Starting in the FY17 budget, PWQ will be broken out as its own line item on the TC budget. Centralizing PWQ projects in this fashion means less time is needed for planning and engineering of PWQ projects allowing a savings on both transportation and PWQ projects resulting in a net savings.

#### Details

In August of 2015 the CDOT PWQ Mitigation Pool Committee made the final selection for Local Agency projects receiving Mitigation Pool funding. These are the first three projects selected under the PWQ Program. For all three selected projects the local agencies will be taking on the maintenance responsibilities. The projects are:

- City of Golden - Extended Detention Basin at US 6 & I-70 - \$175,378  
CDOT Area Treated: US 6 & I-70
- City of Steamboat Springs - Fabricated Stormwater Treatment Device in Downtown Steamboat - \$65,000  
CDOT Area Treated: Hwy 40
- El Paso County - I-25/North Gate/Struthers Water Quality Improvements - \$1,000,000  
CDOT Area Treated: I-25 and future Powers Blvd

In January of 2016 the second Local Agency Call for projects will be announced.

#### Key Benefits

Under the new program most transportation projects are not required to build onsite PWQ BMPs, which has provided needed relief to projects that in the past were required to provide treatment on a constrained site. Under the new program a much smaller percentage of construction projects require onsite BMPs and these projects only need to treat the new impervious surface instead of the entire project area. Now projects are chosen based on PWQ benefits and what is most efficient and effective for CDOT.

The program is a much more efficient and effective way of meeting the regulatory requirements. By centralizing PWQ projects engineering and planning resources are reduced allowing program funds to be used more effectively and allowing more PWQ for the same amount of money. This approach reduces the amount of ponds added to the maintenance inventory each year; therefore the cost to maintain the facilities is reduced from what it would have been under the old program. Partnering with local agencies allows CDOT to leverage dollars providing additional savings in designing, constructing and maintaining PWQ facilities.



**MEMORANDUM**

**TO: TRANSPORTATION COMMISSION**  
**FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)**  
**DATE: JANUARY 21, 2015**  
**SUBJECT: SENATE BILL 09-228 TRANSFER SCENARIOS FOR FY 2015-16 AND FY 2016-17**

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**Purpose**

This memorandum summarizes the December 21, 2015 economic forecasts from the Governor's Office of State Planning and Budget (OSPB) and Legislative Council Staff (LCS) regarding potential Senate Bill (SB) 09-228 transfers for Fiscal Year (FY) 2015-16 and FY 2016-17. The protocol for measuring the benefits of potential SB 09-228 projects is also enclosed.

**Action**

The Division of Accounting and Finance (DAF) presents the Transportation Commission (TC) this memorandum for information only. The Division of Transportation Development (DTD) will present more information on SB 09-228 projects during the January TC workshop.

**Background & Details**

Both OSPB and LCS released their December quarterly economic forecasts on Monday, December 21st:

- OSPB and LCS have updated their forecasts and are now both projecting similar SB 09-228 General Fund transfers in FY 2015-16 and FY 2016-17 (see Table 1 below). Both OSPB (\$200.2 million) and LCS (\$199.5 million) are projecting a full transfer in FY 2015-16 and a 50% transfer in FY 2016-17 (\$106.8 million for OSPB and \$106.1 million for LCS). Both OSPB and LCS forecast that SB 09-228 General Fund transfers will be eliminated in FY 2017-18.
- In the previous forecast (September 2015), OSPB projected a 50% SB 09-228 General Fund transfer in FY 2015-16 and no transfer in FY 2016-17, while LCS projected a full SB 09-228 General Fund transfer in FY 2015-16 and a 50% transfer in FY 2016-17. In light of the revised OSPB and LCS forecasts, CDOT will be re-evaluating the impact of the SB 09-228 General Fund transfer in FY 2015-16 and FY 2016-17.
- According to current projections, a General Fund transfer will be reduced to zero for FY 2017-18 because the TABOR refund is expected to be larger than 3.0% of total General Fund revenue. This forecast projects the refund to be 3.03% of total General Fund revenue. Therefore, a small reduction in revenue subject to TABOR would result in a half-transfer in FY 2017-18.

Table 1: December 2015 Economic Forecasts

<b>December 2015 Forecasts (in millions)</b>			
	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>
<b>OSP</b>	\$200.2	\$106.8	\$0.0
<b>LCS</b>	\$199.5	\$106.1	\$0.0

**Office of State Planning and Budget Forecast**

After exceeding the Referendum C cap in FY 2014-15, TABOR revenue is projected to come in below the cap in FY 2015-16, meaning there will be no TABOR refund. Because no TABOR refund is projected for FY 2015-16, SB 09-228 transfers for transportation and capital construction are projected to be made at full levels, resulting in transfers of \$200.2 million and \$50.0 million, respectively. TABOR revenue is expected to come in over the cap by \$112.0 million in FY 2016-17 and \$340.9 million in FY 2017-18. TABOR revenue for FY 2016-17 assumes lower Hospital Provider Fee collections by \$100.0 million projected in the Governor’s budget request.

Under the December 21 forecast, the State’s General Fund reserve is projected to be \$156.5 million below the required amount of 6.5% of appropriations in FY 2015-16. The projected shortfall is larger than in OSPB’s September forecast, due to lower revenue projections and the new expectation that transfers to transportation and capital construction under Senate Bill 09-228 will occur at their full amounts rather than being reduced by half. Full transportation and capital construction transfers are now expected as no TABOR refunds are forecast for FY 2015-16. Refunds above 1.0% of General Fund revenue trigger a reduction in the transfers.

The projected TABOR refund in FY 2016-17 under the Governor’s budget request is only slightly above the level that would trigger full SB 09-228 transfers to transportation and capital construction. Therefore, a small downward revision in the revenue forecast would result in additional General Fund obligations to cover full transfers. The projected FY 2016-17 TABOR refund of \$112.0 million (assuming the lower Hospital Provider Fee collections) is equal to 1.05 percent of General Fund revenue, meaning that the SB 09-228 transfers will only be made at half levels. However, a very small decrease in revenue from projections would result in full transfers for FY 2016-17. As a result of the expected size of the TABOR refunds in FY 2017-18, SB 09-228 transfers are projected to be eliminated.

**Legislative Council Staff Forecast**

The state and national economies continue to see moderate, broad-based job growth across most industries. Rising household incomes have supported growth in consumer spending, propping up economic activity. Low commodity prices, a stronger U.S. dollar, and slower global economic activity softened business conditions in 2015 and will continue to do so into 2016. The aging population, tighter monetary policy, and rising Colorado housing costs will also moderate growth.

The five-year block of transfers to the Capital Construction Fund and Highway Users Tax Fund required by SB 09-228 will begin in FY 2015-16. Full SB 09-228 transfers of \$199.5 million to the HUTF and \$49.9 million to the Capital Construction Fund will occur in FY 2015-16. The transfers

are expected to be cut in half in FY 2016-17 (\$106.1 million to the HUTF and \$27.3 million to the Capital Construction Fund). Transfers are expected to be eliminated in FY 2017-18.

### **Economic Analyses of Potential SB 09-228 Projects**

In response to the expected transfer of SB 09-228 funds, CDOT has compiled a list of critical projects. In early 2015, the Executive Management Team (EMT) initiated a study to assess the economic benefits and impacts of selected SB 09-228 projects. Economic analyses can provide useful information on one important aspect of transportation projects: the degree to which projects directly support or generate business and other economic activity. This kind of analysis is particularly helpful in assessing the “invisible” economic effects of an investment, such as how much it could streamline business logistics or the ability of a project to generate “ripple effects” of savings throughout the economy.

The following projects are included in the study: 1) I-70 East Express Lanes, 2) I-25 Alameda Interchange, 3) I-70 Floyd Hill to Empire, 4) I-70 Westbound PPSL, 5) I-25 North (Fort Collins), 6) US 550/160 Connection (Durango), 7) SH 119 Bus Rapid Transit, 8) North Metro Rail Extension, 9) I-70 Silverthorne Interchange, 10) US 50 West (Pueblo), 11) SH 13 North (Rifle), 12) SH 71 Ports to Plains Connection, 13) I-76 to I-70.

The projects were selected based on variety, relevance, and geographic diversity, and are a representative sample of the full SB 09-228 project list. The 12 case studies provide an estimate of the potential value selected improvements in Colorado’s transportation infrastructure could add to the State and local economies. Moreover, they demonstrate the tie between transportation and the economy in a concise and relatable way. The analysis is based on a detailed assessment of the scenarios “before” and “after” a project is implemented. The analysis utilizes detailed project specific data, baseline performance condition, interviews with project stakeholders and businesses, and other economic and demographic data. The analysis is done using CDOT’s Transportation Investment Analysis Toolkit and the Transportation Economic Development Impact System (TREDIS). The results are summarized in terms of:

- 1) *Direct Benefits* - The dollar value of transportation savings or increased productivity that result from improved transportation performance, such as time saving, vehicle operating cost saving, safety saving, reliability (logistics) saving, and emission saving.
- 2) *Business Output (Sales)* - Total new revenue accruing to Colorado businesses as a result of both dollars spent on transportation outlays and the dollars of societal benefit being spent in the State’s economy, measured in:
  - *Gross State Product (Value Added)* - The portion of Business Output retained in Colorado’s economy; and
  - *Wage Income* - The portion of Gross State Product in the form of dollars of income earned by Colorado households.
- 3) *Employment* - Jobs supported and sustained in Colorado’s economy from the business activity above. It also includes construction jobs created.

Specific project results are not included in this memorandum, as they are currently under review by the EMT.

**Options and Recommendations**

N/A

**Next Steps**

As an Executive Department, CDOT utilizes OSPB forecasts for SB 09-228 transfers during its annual budget process. CDOT, previously expecting no SB 09-228 transfer in FY 2016-17, is now expected to increase its final FY 2016-17 budget request in-line with OSPB's current forecast of a 50% transfer. The March 2016 state economic forecast and TABOR revenue projection from OSPB may further alter the expected SB 09-228 transfer for FY 2016-17. Finally, expected legislation during the 2016 General Assembly session which cordons off the Hospital Provider Fee from TABOR revenue, if passed, will increase the likelihood of a full SB 09-228 transfer to the HUTF for FY 2016-17 and beyond.

The Economic Analyses outlined in the memorandum will be presented to the TC by March 2016, before any SB 09-228 transfer occurs for FY 2015-16.

**Attachments**

N/A



## **2016 Transportation Commission Meeting Schedule**

January 20, 2016 – Transportation Commission Workshop

January 21, 2016 – Transportation Commission Regular Meeting

February 17, 2016 – Transportation Commission Workshop

February 18, 2016 – Transportation Commission Regular Meeting

March 16, 2016 – Transportation Commission Workshop

March 17, 2016 – Transportation Commission Regular Meeting

April 20, 2016 – Transportation Commission Workshop

April 21, 2016 – Transportation Commission Regular Meeting

May 18, 2016 – Transportation Commission Workshop

May 19, 2016 – Transportation Commission Regular Meeting

June 15, 2016 – Transportation Commission Workshop

June 16, 2016 – Transportation Commission Regular Meeting

July 20, 2016 – Transportation Commission Workshop

July 21, 2016 – Transportation Commission Regular Meeting

August 17, 2016 – Transportation Commission Workshop

August 18, 2016 – Transportation Commission Regular Meeting

September 14, 2016 – Transportation Commission Workshop

September 15, 2016 – Transportation Commission Regular Meeting

October 19, 2016 – Transportation Commission Workshop

October 20, 2016 – Transportation Commission Regular Meeting

November 16, 2016 – Transportation Commission Workshop

November 17, 2016 – Transportation Commission Regular Meeting

December 14, 2016 – Transportation Commission Workshop

December 15, 2016 – Transportation Commission Regular Meeting

# TRANSPORTATION ACRONYM GUIDE

3P Public Private Partnership #  
4P Project Priority Planning Process  
7th Pot CDOT's Strategic Investment Program and projects - utilizing S.B. 97-01 funds

AASHTO American Association of State Highway and Transportation Officials A  
ACEC American Council of Engineering Companies of Colorado  
ACP Access Control Plan  
ACPA American Concrete and Paving Association  
ADA Americans with Disabilities Act  
ADT Average Daily Traffic (7 days)  
AG Attorney General  
AIMS Asset Investment Management System  
AMP Access Management Plan  
APCC Air Pollution Control Commission  
APCD Air Pollution Control Division  
APTA American Public Transportation Association  
ARC Audit Review Committee  
ARRA American Recovery and Reinvestment Act  
ARTBA American Road and Transportation Builder Association  
AWOS Automated Weather Observation System

BAC Blood Alcohol Level  
BAMS Bid Analysis Management System  
BE Bridge Enterprise - part of the FASTER program B  
BMP Best Management Practice  
BMS Bridge Management System  
BRT Bus Rapid Transit

CASTA Colorado Association of State Transit Agencies  
CCA Colorado Contractors Association  
CCI Colorado Counties Incorporated  
CDC Construction Development Center  
CDC Capital Development Committee - The State Legislative Committee which approves specific funding for the CDOT and transportation projects  
CDL Commercial Drivers License  
CDOT Colorado Department of Transportation  
CE Categorical Exclusions (or Cat Ex)  
CFR Code of Federal Regulations  
CFR TPR Central Front Range Transportation Planning Region  
CMAQ Congestion Mitigation and Air Quality Program  
CMCA Colorado Motor Carriers Association  
CMGC Construction Management General Contractor - an integrated approach to planning, design and construction of highway projects  
CML Colorado Municipal League  
CMO Contract Modification Order  
CO Carbon Monoxide  
COFRS Colorado Financial Reporting System  
COG Council of Governments

**COP** Certificate of Participation  
**COSMIX** Colorado Springs Metro Interstate Expansion  
**COTRIP** Colorado Transportation Resource and Information Partnership  
**CRHRS** Colorado Rockfall Hazard Rating System  
**CRS** Colorado Revised Statutes  
**CSP** Colorado State Patrol  
**CTE** Colorado Tolling Enterprise (replaced by HPTE)  
**CVO** Commercial Vehicle Operations

**DBE** Disadvantaged Business Enterprise  
**DEIS** Draft Environmental Impact Statement  
**DIA** Denver International Airport  
**DRCOG** Denver Regional Council of Governments  
**DTD** Division of Transportation Development within CDOT (Planning)  
**DUI** Driving Under the Influence  
**DUS** Denver Union Station  
**DWAI** Driving While Ability Impaired

**D**

**EA** Environmental Assessment  
**EIS** Environmental Impact Statement  
**EJ** Environmental Justice  
**EJMT** Eisenhower Johnson Memorial Tunnel  
**EMT** Executive Management Team (CDOT)  
**EO** Executive Order  
**EOC** Emergency Operations Center  
**ERP** Enterprise Resource Planning  
**ESB** Emerging Small Business  
**ETPR** Eastern Transportation Planning Region

**E**

**FAA** Federal Aviation Administration  
**FASTER** Funding Advancements for Surface Transportation and Economic Recovery | Senate Bill 09-108  
**FasTracks** 2004 RTD Ballot Initiative  
**FEIS** Final Environmental Impact Statement  
**FEDL** Federal Lands dollars  
**FHWA** Federal Highway Administration  
**FMCS** Fleet Management and Control Systems  
**FONSI** Finding of No Significant Impact  
**FRA** Federal Railroad Administration  
**FTA** Federal Transit Administration  
**FTE** Full Time Employee  
**FY** Fiscal Year

**F**

**GFE** Good Faith Effort  
**GIS** Geographic Information Systems  
**GUI** Graphical User Interface  
**GVT** Grand Valley Transit  
**GV TPR** Gunnison Valley Transportation Planning Region

**G**

**H**

**HAZMAT** Hazardous Materials  
**HI** Hazard Index  
**HLT** Hanging Lake Tunnel  
**HOT** High-Occupancy Toll  
**HOV** High-Occupancy Vehicle  
**HPTE** High Performance Transportation Enterprise  
**HSR** High Speed Rail  
**HTF** Highway Trust Fund (federal)  
**HUTF** Highway Users Tax Fund (state)

**IBTTA** International Bridge Tunnel and Turnpike Association  
**IG** Inspector General (federal)  
**IGA** Intergovernmental Agreement  
**IM** Interstate Maintenance  
**IM TPR** Intermountain Transportation Planning Region  
**ISTEA** Intermodal Surface Transportation Efficiency Act of 1991  
**IT** Information Technology  
**IT-ITS** Information Technology-Intelligent Transportation System Committee  
**ITS** Intelligent Transportation Systems  
**JBC** Joint Budget Committee (Colorado General Assembly)

**LEAF** Law Enforcement Assistance Fund  
**LEV** Low Emissions Vehicle  
**LOS** Level of Service  
**LRP** Long-Range Plan  
**LRT** Light Rail Transit

**MAP-21** Moving Ahead for Progress in the 21st Century - Current Federal Transportation Bill through 9/31/2014  
**MBE** Minority Business Enterprise  
**MIS** Major Investment Study  
**MLOS** Maintenance Level of Service  
**MOA** Memorandum of Agreement  
**MOST** Motorcycle Operator's Safety Training Fund  
**MOU** Memorandum of Understanding  
**MP** Mile Post  
**MPA** Maintenance Program Area  
**MPO** Metropolitan Planning Organization  
**MSA** Metropolitan Statistical Area  
**MVIC** Metro Vision Issues Committee (DRCOG)

**NAAQS** National Ambient Air Quality Standards  
**NARC** National Association of Regional Councils  
**NCHRP** National Cooperating Highway Research Program  
**NEPA** National Environmental Policy Act of 1969  
NEPA Documents:

**Cat Ex** Categorical Exclusion  
**EA** Environmental Assessment

**EIS Environmental Impact Statement**  
**FONSI Finding of no Significant Impact**

**ROD** Record of Decision  
**NFR AP&CD** North Front Range Air Pollution & Control District  
**NFRMPO** North Front Range Metropolitan Planning Organization  
**NHI** National Highway Institute  
**NHPP** National Highway Performance Program  
**NHS** National Highway System  
**NHTSA** National Highway Traffic Safety Administration  
**NPRM** Notice of Proposed Rule Making  
**NPS** Non-Project Specific  
**NWCCOG** Northwest Colorado Council of Governments  
**NW TPR** Northwest Transportation Planning Region

**O&D** Origin and Destination (survey)  
**O&M** Operations and Maintenance  
**OFMB** Office of Financial, Management and Budget (CDOT)  
**OIG** Office of the Inspector General  
**OJT** On-the-Job Training  
**OSHA** Occupational Safety and Health Association  
**OSPB** Office of State Planning and Budgeting (Governor's Office)  
**OTS** Office of Transportation Safety  
**OTiS** Online Transportation Information System

**PACOG** Pueblo Area Council of Governments  
**PE** Preliminary Engineering  
**PEIS** Programmatic Environmental Impact Statement  
**PL** Public Law  
**PLH** Public Land Highways  
**PM10** Particulate Matter Less than 10 Micron Size  
**PMP** Pavement Management Program  
**PMS** Pavement Management System  
**POE** Port-of-Entry  
**PPACG** Pikes Peak Area Council of Governments  
**PPI** Public/Private Initiative Program  
**PPPP** Project Priority Programming Process (4P)  
**ProMIS** Program Management Information System  
**PS&E** Plans, Specifics, and Estimate  
**PSI** Pavement Serviceability Index

**RAMP** Responsible Acceleration of Maintenance and Partnerships  
**RAQC** Regional Air Quality Council (Denver)  
**RFP** Request for Proposal  
**ROD** Record of Decision  
**ROW** Right-of-Way  
**RPC** Regional Planning Commission

O

P

R

RPP Regional Priority Program  
RSL Remaining Surface Life (of road)  
RTA Regional Transportation Authority  
RTD Regional Transportation District (Denver's mass transit operator)  
RTD Regional Transportation Director (CDOT Engineering Region Director)  
RTP Regional Transportation Plan  
RWIS Road Weather Information System

SAFETEA-LU Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

SAP Manufacturer of CDOT's enterprise resource planning software that manages operational and financial activities of the Department.

SC TPR South Central Transportation Planning Region

SE TPR Southeast Transportation Planning Region

SH State Highway

SHPO State Historical Preservation Officer

SHRP Strategic Highway Research Program

SIB State Infrastructure Bank

SIP State Implementation Plan (plan for attaining air quality compliance)

SLV TPR San Luis Valley Transportation Planning Region

SOV Single-Occupancy Vehicle

SP Strategic Projects, aka 7th Pot - CDOT's Strategic Investment Program and projects

STAC Statewide Transportation Advisory Committee

STE Surface Transportation Program- Enhancements

STF Surface Transportation Program- Flexible

STIP State Transportation Improvement Program

STP-Metro Surface Transportation Program- Metro - a federal funding program for metro Areas

SUR Surface Treatment Pool

SWP Statewide Plan

TABOR Taxpayer's Bill of Rights

TAC Technical Advisory Committee

TAMS Transportation Asset Management System

TAP Transportation Alternatives Program

TAZ Traffic Analysis Zone

TC Transportation Commission (CDOT)

TDM Transportation Demand Management

TEA-21 Transportation Equity Act for the 21<sup>st</sup> Century

TIFIA Transportation Infrastructure Finance and Innovation Act of 1998

TIGER Transportation Investment Generating Economic Recovery

TIP Transportation Improvement Program

TLRC Transportation Legislation Review Committee

TMA Transportation Management Area

TMO Transportation Management Organization

TOC Traffic Operations Center (CDOT)

TOD Transit-Oriented Development

TODS Tourist Oriented Directional Signs

TPR Transportation Planning Region

**There are 15 in the State**

**PP** Pikes Peak Area Council of Governments

**DR** Denver Regional Council of Governments

**NF** North Front Range MPO

**PB** Pueblo Area Council of Governments

**GJ** Grand Valley MPO (Grand Junction/Mesa County)

**EA** Eastern

**SE** Southeast

**SL** San Luis Valley

**GV** Gunnison Valley

**SW** Southwest

**IN** Intermountain

**NW** Northwest

**UF** Upper Front Range

**CF** Central Front Range

**SC** South Central

**TRANS** Transportation Revenue Anticipation Notes

**TRB** Transportation Research Board

**T-REX** Transportation Expansion Project in Southeast Denver

**TRIP** Transportation Resource Information Partnership

**UFR TPR** Upper Front Range Transportation Planning Region

**UGB** Urban Growth Boundary

**UPWP** Unified Planning Work Program

**USACE** United States Army Corp of Engineers (also see COE)

**USC** United States Code

**USDOT** United States Department of Transportation

**V/C** Volume Capacity Ratio

**VMS** Variable Message Sign

**VMT** Vehicle Miles Traveled

**VO** Vehicle Occupancy

**VOC** Volatile Organic Compound

**VPD** Vehicles Per Day

**WASHTO** Western Association of State Highway and Transportation Officials

**WBE** Women-Owned Business Enterprise

**WIM** Weigh In Motion

**WTS** Women in Transportation Seminar

U

V

W