

Transportation Commission
 Nov. 16 & 17, 2016
 Meeting Schedule & Agenda
 4201 East Arkansas Avenue
 Denver, Colorado 80222

Gary M. Reiff, Chairman
 Englewood, District 3

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Wednesday, Nov. 16, 2016

Time	Room 225	Auditorium	Room 150 A
9:00 a.m.	Efficiency and Accountability Committee		
9:30 a.m.			
10:00 a.m.			
10:30 a.m.			Small Business and Diversity (Formerly DBE) Committee
10:45 a.m.		HPTE Board	Resiliency Committee
11:00 a.m.			
11:15 a.m.			
11:30 a.m.	Property Acquisition Committee/Commissi on Lunch		
12:00 p.m.			
12:30 p.m.			
12:45 p.m.			
1:00 p.m.		HPTE TC Joint Session – Executive	

		Session (1:10 p.m.)	
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- 1:10 p.m. EXECUTIVE SESSION – pursuant to C.R.S. Sections 24-6-402(3)(a)(II)-(III) and 24-72-204(3)(a)(IV) for the purpose of discussing confidential commercial and financial information, and receiving legal advice concerning an evaluation by HPTE under C.R.S. Section 43-4-806(7)(a). (David Spector)
- 1:30 p.m. EXECUTIVE SESSION - Property Acquisition Discussion
- 2:00 p.m. Flood Presentation (Johnny Olson) P. 58
- 2:20 p.m. Project Prioritization List Development (10 Year Development Plan, Federal Freight Funding, FASTLANE Grants)(Deb Perkins Smith) ... P. 72
- 3:05 p.m. Adjournment
- 3:15 p.m. Bus departs for Colorado Springs
- 4:00 p.m. Pick up tour attendees in Castle Rock - Tour:
 - Fillmore – DDI
 - Cimarron
 - I-25 PEL
- 6:00 p.m. Arrive in Colorado Springs – Dinner at Warehouse with local officials
- 7:30 p.m. Bus Departs for Hotel (Pueblo Marriot Courtyard)

TRANSPORTATION COMMISSION MEETING

Thursday, Nov. 17, 2016 – IN PUEBLO MARRIOT COURTYARD

- 7:30 a.m. Breakfast Meeting (Commission Only)
- 8:15 a.m. 1. Call to Order, Roll Call
- 8:20 a.m. 2. Swearing in of New Commissioner
- 8:25 a.m. 3. Audience Participation; Subject Limit: 10 minutes; Time Limit: 3 minutes
- 8:30 a.m. 4. Comments of Individual Commissioners
- 8:35 a.m. 5. Executive Director’s Report (Shailen Bhatt)
- 8:40 a.m. 6. Chief Engineer’s Report (Josh Laipply)
- 8:45 a.m. 7. HPTE Director’s Report (David Spector)

- 8:50 a.m. 8. FHWA Division Administrator Report (John Cater)
- 8:55 a.m. 9. STAC Report (Vincent Rogalski)
- 9:00 a.m. 10. Act on Consent Agenda
 - a) Resolution to Approve the Regular Meeting Minutes of Oct. 20, 2016 (Herman Stockinger) P.86
 - b) US6 Devolution Between Gypsum and Eagle... P. 96
 - c) Approval of ITS PPIP P. 99
 - d) DTR Title VI Funding (Greg Diehl) P. 103
- 9:05 a.m. 11. Discuss and Act on the 5th Budget Supplement of FY 2016-17 (Maria Sobota)..... P. 104
- 9:10 a.m. 12. Discuss and Act on Adoption FY 2017-18 Proposed Budget (Maria Sobota) P. 114
- 9:15 a.m. 13. Discuss and Act on HQ COP (Maria Sobota).. P. 120
- 9:25 a.m. 14. Discuss and Act on R2 and R4 COP (Maria Sobota)P. 127
- 9:35 a.m. 15. Discuss and Act on SIB Rate (Maria Sobota) P. 132
- 9:45 a.m. 16. Opening Oversize and Overweight Rules (Herman Stockinger)P. 137
- 9:50 a.m. 17. Discuss and Act on ROW Acquisitions (Joshua Laipply)
- 9:55 a.m. 18. Other Matters
- 10:00 a.m. 19. 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: 10:00 a.m.

BRIDGE ENTERPRISE BOARD OF DIRECTORS

- 10:00 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 Aug 18, 2016 (Herman Stockinger) P. 147
- 4. BE FY 2017-18 Draft Budget (Maria Sobota)... P. 149
- 5. Grand Avenue Bridge Project Maintenance IGA Ratification (Josh Laipply) P. 152

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6. Adjournment

7. Information Only – BE Quarterly Report P. 202

10:20 a.m. Depart Pueblo for La Junta (2:00 travel time)
Tour:

12:00 p.m. Arrive in La Junta – Lunch at City Hall with local officials

1:30 p.m. Depart La Junta for Denver (3 hours)

**Transportation Commission of Colorado
Disadvantaged Business Enterprises (DBE) Committee Agenda
Wednesday, November 16, 2016
4201 East Arkansas Avenue; Auditorium
Denver, Colorado**

**HEATHER BARRY, Chairwoman
District 4**

**KATHLEEN GILLILAND
District 5**

**Kathy Hall
District 7**

**BILL THIEBAUT
District 10**

**STEVEN HOFMEISTER
District 11**

**HERMAN STOCKINGER
Policy and Government Relations Director/Secretary**

The Chairwoman may change the item sequence or timing

- 1. Call to order**
- 2. Approval of Minutes from June 16, 2016**
- 3. DBE Participation Report**
- 4. Connect2DOT Program Update (Small Business Outreach)**
- 5. DTR Title VI Plan**
- 6. Workforce Development Update**
 - a. OJT Overall Goal Report**
 - b. Central 70 Workforce Development Update**
- 7. ADA Title II Program Update**
- 8. Public Input/Comments**
- 9. Adjourn**



COLORADO
Transportation Commission

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

DATE: November 1, 2016
TO: Transportation Commission
FROM: Greg Diehl, Director, *Civil Rights & Business Resource Center (CRBRC)*
SUBJECT: November Disadvantaged Business Enterprise (DBE) Committee Meeting

Minutes

June DBE Committee Meeting Minutes are attached.

DBE Participation Report

As shown in the attached DBE Participation Report, through the end of Federal Fiscal Year 2016 (10/1/2015 - 9/30/2016) CDOT exceeded its DBE overall annual goal of **12.15%** with **13.2%** in awards to DBEs. This represents the seventh consecutive year in which CDOT has exceeded its overall annual DBE goal (FFY 2010 - FFY 2016). During the same seven year period, CDOT's program has grown dramatically (from approximately \$209 Million in Federal dollars awarded in FFY 2010 to nearly \$493 Million in FFY 2016) while continuing to grow both DBE participation and capacity. The FFY 2016 year-end report also shows 465 contracts (prime and subcontract) being spread between 126 individual DBE firms.

Supportive Services - Connect2DOT Program Update

In response to the committee's request, feedback regarding the Meet and Greet event was distributed via email in August.

CDOT's quarterly FHWA report, which highlights the accomplishments of CDOT's Connect2DOT program, has been included in your packet. As noted in the report, the CRBRC is currently in the process in developing a tailored supportive services program for the Central 70 project. Additionally, CDOT has solicited for a provider of bonding assistance as part of the OCIP Request for Proposals.

Division of Transportation and Rail (DTR) Title VI Plan

Every three years, the Transportation Commission must approve CDOT's revised FTA Title VI Program. The CRBRC has included the Title VI program approval in the consent agenda and will not be giving a presentation. However, we are happy to answer any questions the DBE Committee or Transportation Commission have regarding the proposed plan and supporting documents. Click here to view the full Title VI Plan.

On the Job Training (OJT) Program Overall Goal Accomplishment

Similar to its DBE Program, CDOT also establishes an annual overall OJT goal. For FFY 2016 the overall OJT goal was **50,000** training hours. CDOT exceeded the goal for FFY 2016 with **62,478** hours.

Central 70 Workforce Development Update

The Central 70 team hosted a workforce roundtable on September 8, 2016. The Community College of Denver presented the local hiring needs assessment findings (hard copies of full study available upon request) and discussed sustainable workforce development strategies with various educational agencies, county and city commissioners, as well as local non-profit and community groups. The currently proposed goals for the project are 200,000 hours for the On-The-Job Training program and 760,000 hours for the Local Hiring program.

ADA Transition Plan



CDOT continues to move forward with the update to its ADA Transition Plan. Recently the ADA task force finalized a prioritization list of curb ramps from the inventory and will be presenting a statewide funding allocation strategy to the Regional Transportation Directors (RTDs) in November for the new 5-year ADA Curb Ramp Program.

Attachments

June 2016 DBE Committee Meeting Minutes

FFY 2016 DBE Participation Report

CDOT DBE Supportive Services (FHWA) Report



**Transportation Commission of Colorado
DBE Committee Meeting Minutes
June 16, 2016**

Call to Order: The meeting was called to order at 9:18 am.

Attendance: The following were in attendance:

Commissioner Barry	Commissioner Hofmeister
Commissioner Gilliland	Commissioner Connell
Commissioner Hall	Commissioner Gifford
Joshua Laipply	Johnny Olson
Tony DeVito	Paul Jesaitis
Dave Eller	Anna Mariotti
Greg Diehl	Katherine Williams
Megan Coontz McAllister	Joe Serna

Approval of Minutes: Commissioner Gilliland moved to approve the minutes. The committee unanimously approved the minutes.

Committee Name Change: The committee discussed the change from “DBE Committee” to “Small Business and Diversity Committee.” The name change was originally proposed and agreed to last year. However, CDOT waited to open the rules until additional changes were required.

Disparity Study Question: The CRBRC staff were asked whether CDOT intends to conduct a disparity in the near future. The cost of a disparity study is quite high and CDOT is not required to conduct one for the continued implementation of the DBE program. Instead, every three years, CDOT conducts an analysis of ready and willing DBEs during its triennial goal setting. During the goal setting, CDOT does review the disparity studies that have been conducted in the relevant market area.

Meet and Greet Recap: Commissioner Connell requested a recap of the items raised during the Small Business Meet and Greet so that the Committee could hear what topics were presented to others. Commissioner Gilliland commented that she received good feedback on our programs, we should begin with addressing those items that are low hanging fruit, and overall felt it was good that outreach is encouraging people to speak up. However, she felt the event was too rushed and they needed a longer event. There was a request that the DBE and ESB applications be combined. However, this was evaluated as part of the rewrite of the ESB program and we found that it was not possible. Each application requires unique information that the other does not provide. The CRBRC will distribute a summary of comments from the event.

OJT Goal Update: The On the Job Training Goal for CDOT is \$50,000. CDOT is half way there and therefore appears to be on schedule for the federal fiscal year.

DBE Participation Report: As shown in the DBE Semi Annual Report for the first half of Federal Fiscal Year 2016 (10/1/2015 - 03/31/2016) CDOT is slightly behind its DBE overall annual goal of 12.15% with 11.9% in awards to DBEs. However, it is expected that CDOT will increase its participation during the construction season.

Adjournment

DBE MONTHLY REPORT FOR CONSTRUCTION CONTRACTS

Federal Fiscal Year 2016 to Date (10/1/2015 - 9/30/2016)

Federal Dollars Only

	A	B	C	D	E	F	G	H	I
AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD (total contracts and subcontracts awarded or committed during this reporting period)	Total Dollars	Total Number	Total to DBES (Dollars)	Total to DBEs* (number)	Total to DBEs /Race Conscious (dollars)	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs
1. Prime contracts awarded this period	\$492,941,677	107	\$4,069,862	3	\$0	0	\$4,069,862	3	0.8%
2. Subcontracts awarded/committed this period	\$198,740,108	1656	\$60,892,506	462	\$39,720,721	266	\$21,171,784	196	30.6%
3. TOTAL			\$64,962,367	465	\$39,720,721	266	\$25,241,646	199	13.2%

	A	B	C	D	E	F	G
DBE AWARDS/COMMITMENTS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY & GENDER	Black American	Hispanic American	Native American	Asian American	Non-Minority Women	Other (i.e. not of any other group listed here)	TOTALS (for this reporting period only)
4. Total Number of Contracts (Prime and Sub)	30	188	18	2	226	0	464
5. Total Dollar Value	\$2,034,046	\$36,504,903	\$3,598,278	\$73,041	\$22,644,472	\$0	\$64,854,740

	A	B	C	D	E
ACTUAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD	Number of Prime Contracts Completed	Total Dollar Value of Prime Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Percentage of Total DBE Participation
6. Race Conscious	64	\$273,897,708	\$26,010,155	\$35,690,361	13.0%
7. Race Neutral	13	\$17,142,087		\$1,865,437	10.9%
8. Totals	77	\$291,039,796		\$37,555,798	12.9%

* The 465 prime and subcontracts shown in this column went to 126 individual DBE firms.



FFY SOW 2015 Quarterly Report 4

Performance Period: July 1, 2016-September 30, 2016

Colorado Department of Transportation
Civil Rights & Business Resource Center
4201 East Arkansas Avenue
Denver, CO 80222

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Part 1 – Accomplishments and Performance

The Colorado Department of Transportation (CDOT) is committed to developing and delivering a meaningful Disadvantaged Business Enterprise (DBE) Business Development Program (BDP) through funding support from the Federal Highway Administration (FHWA). CDOT has successfully delivered DBE supportive services through the Connect2DOT program (www.connect2dot.org) for the past three years.

The Connect2DOT program provides technical assistance, business planning, outreach, and training throughout the state through a strategic partnership with the Colorado Small Business Development Center (SBDC) Network. The Colorado SBDC Network is operated by the Governor's Office of Economic Development and International Trade (OEDIT) and is governed by a cooperative agreement with the US Small Business Administration (SBA).

Through a memorandum of understanding with OEDIT, CDOT and the Colorado SBDC's have developed an effective model for delivering supportive services that helps to nurture, increase capacity, and grow Colorado's DBEs and small businesses in highway design and construction. Highlights of achievements during the fourth quarter of the 2015 federal fiscal year include:

a. **Connect2DOT Activities**

A solid foundation has been developed for the Connect2DOT program and it continues to gain momentum. The Connect2DOT program conducted outreach, training and one-on-one consulting activities across the state this quarter.

a. **Workshops & Webinars**

- i. **ESB Orientation Webinars.** This is a mandatory one-hour session held monthly for small businesses applying for ESB certification with CDOT. Connect2DOT conducted three webinars this quarter with a total of 35 interested small businesses and provided follow-up assistance for application submittals.
- ii. **CDOT Contract Management and Compliance Workshop.** This full day workshop is for prime and subcontractors working on CDOT highway construction contracts. It covers topics related to compliance with the regulations outlined in FHWA Form 1273. This quarter a workshop was held in Greeley on July 8, 2016 for 48 attendees. CDOT Civil Rights staff presented as subject matter experts. Connect2DOT was a sponsor and assisted with registration, logistics, and catering.
- iii. **CDOT Professional Services Contract Terms & B2G Compliance System Webinars.** On July 26, 2016, CDOT staff provided an overview of the new terms for Professional Services (consultant) contracts and the new system for DBE and ESB compliance reporting on engineering projects. There were 56 attendees. As a follow-up to this session, CDOT conducted another webinar on September 15, 2016 to provide updates about the process using real-life scenarios from the previous two months. There were 33 attendees.
- iv. **CDOT Central 70 Subcontractor Series.** This webinar was the fourth in a series for the Central 70 project intended to provide small businesses and other potential subcontractors with a project status, current updates, and anticipated timelines. The webinar was held on August 9, 2016 for 76 attendees.
- v. **CDOT MPA Salary Increase Expense Reimbursements Workshop and Webinar.** CDOT Engineering Contracts and Audit requested assistance with a training session for professional services consultants on a new "Appendix J" process to reimburse consultants for salary increases during the contract year that were not covered by the MPA. CDOT initially intended to hold 3 separate workshops over 3 weeks at the end of September 2016. Connect2DOT arranged a location for the workshops at the Denver SBDC and managed registration, promoted the sessions via email,

networks, and social media. We received an average of 12 registrations for each of the 3 sessions. Due to various factors, CDOT chose to cancel the first two workshops and host one workshop on October 5, 2016.

b. Small Business Collaborative Forums

In an effort to create collaborative industry communication and an open feedback loop, CDOT established regular quarterly forums which began this quarter. The forums enable small businesses, CDOT staff, and other industry leaders to find solutions to issues affecting DBE and ESB utilization and success in the planning, design, construction, and operation of the Colorado transportation system. CDOT plans to host separate Small Business Collaborative Forum meetings dedicated to construction and professional services. More information about the forums can be found at <http://www.connect2dot.org/stay-connected/cdotcf>

- i. **Professional Services Collaborative Forum.** CDOT continued the quarterly Professional Services Forum on July 14, 2016. There were 31 people who attended in person. The meeting included an update on the new Professional Services contract requirements, scoring system, and enforcement. There was also a discussion with CDOT Engineering Contracts staff about the Statement of Interest (SOI) and evaluation scoring process. The Central 70 project team provided an update and there was a review of upcoming events and forum progress.
- ii. **Construction Collaborative Forum.** CDOT continued the quarterly Construction Forum on September 26, 2016. There were 33 people who attended in person and 21 who joined the simulcast webinar. The meeting included a forecast of upcoming CDOT projects provided by CDOT Construction Contracts staff. The other topics of discussion included an overview of upcoming changes to the CDOT construction specification and compliance processes, as well as the implementation of LCP Tracker for certified payrolls and other labor compliance processes. CDOT also held a task force meeting with stakeholders to further discuss payment issues brought up during the forum.

b. Small Business Networking Events

Connect2DOT assists with several small business networking events throughout the year. These have been most successful when paired with a project pre-bid meeting or other project-related outreach. Connect2DOT coordinates with the Regional Civil Rights Managers to identify opportunities to bring CDOT Project Managers, prime contractors and DBE businesses together for a meet-and-greet prior to project lettings. The frequency of these events is dictated by CDOT's project advertisement schedule.

- i. **CDOT Day at the DOT.** Connect2DOT was a co-sponsor for the 2nd Annual Day at the DOT event, which is hosted by the CDOT Center for Procurement and Contracts Services. There were morning and afternoon sessions with training on How to Do Business with CDOT, Certifications, and the Supplier Self-Service Portal. CDOT department staff and industry partners participated in an exhibitor hall with more than 50 tables. Over 250 people attended the event. CDOT CRBRC staffed two exhibitor tables and Connect2DOT provided two workshop-style presentations during the day.

c. Industry Events

- i. **COMTO 12th Annual Golf Outing & Scholarship Event.** The Connect2DOT Program Manager attended as a board member and sponsor for the networking golf outing with COMTO members and other industry partners on July 14, 2016. Approximately 75 people attended the event in Golden, CO.
- ii. **7th Annual Southwest Colorado Women's Conference.** The Southwest Colorado Women's Conference is an annual SBDC event in Durango/Ignacio, Colorado. The event attracted 200 attendees and involved breakout sessions, keynote presentations, and resource booths. Connect2DOT staffed a booth, gave a presentation on Doing Business with CDOT, and also provided one-on-one consulting to four small business owners.

- iii. **PTAC Government to Business Outreach Event.** Connect2DOT participates in the PTAC G2B events once each quarter. This quarter, Connect2DOT provided a presentation with CDOT Procurement and Contracts Services staff on August 11, 2016 in Aurora to approximately 18 attendees. Follow up consulting was provided to two of the attending firms.
- iv. **HCC Annual Auction & BBQ.** The Connect2DOT Program Manager attended the HCC Annual Auction & BBQ event on August 17, 2016 as a board member of the HCC Contractor Academy and provided an auction item for the event. Proceeds from the auction help fund the non-profit Contractor Academy. There were approximately 75 people who attended, including members and non-members.
- v. **RTD S/DBE Advisory Committee.** The quarterly RTD S/DBE Advisory Committee meeting, held on August 24, 2016, included a discussion about prompt payment solutions for small businesses, including a capital access tool called NOWAccounts. It also provided an opportunity to network with RTD personnel, prime contractors, members from local associations and community organizations, and small business owners.
- vi. **Kiewit-Meridiam Partners Capacity Building Workshop.** The Connect2DOT Program Manager attended this workshop on September 13, 2016 led by Kiewit-Meridiam Partners, a team formed for the CDOT Central 70 Project pursuit. The workshop focused on new ways to prepare for the bidding opportunities on design-build projects and included a networking session for small and disadvantaged businesses to meet with members of the team.
- vii. **Flatiron Connections.** Connect2DOT collaborated with the USDOT SBTRC and Flatiron Construction, the prime contractor for the C-470 Tolled Express Lanes project, for a DBE/ESB outreach event for 25 contractors. Connect2DOT provided suggestions for a targeted event based upon relevant and available scopes of work on the project similar to the Prime Connections events hosted by the SBTRC. This event gave DBE/ESB firms the opportunity to meet one-on-one with various Flatiron Construction team members and fulfilled part of Flatiron Construction's outreach requirement for the C-470 project.

d. Partnerships with other Programs

- i. **CDOT HQ** – This quarter, the Connect2DOT Program Manager began assisting several department leads at CDOT with a redesign of the CDOT Business Center web page. The goal of the web page redesign is to simplify access to content and various registration and prequalification systems for individuals, business owners, and contractors visiting the CDOT website. Assistance included conducting a content and link analysis of the website compared to other DOT's across the country and developing a proposed wireframe for a new layout. Connect2DOT will continue to participate in advisory meetings and provide content, including excerpts from the Connect2DOT website, as needed.
- ii. **RTD** – CDOT CRBRC and Connect2DOT participate on the RTD DBE Advisory Committee (DBEAC) which convenes quarterly. The last meeting was on August 24, 2016 and included a discussion about NOWAccounts. Connect2DOT expects to participate in the next meeting scheduled for October 26, 2016 and provide updates about upcoming small business outreach, events, and forums.
- iii. **PTAC** – Connect2DOT collaborates with PTAC for the B2G outreach sessions and co-presents at workshops and conferences. The Colorado SBDC Network has formal partnership with Colorado PTAC, and several offices are co-located across the state. Connect2DOT expects to participate in the next B2G workshop in Aurora on November 10, 2016 and has also asked PTAC to present on the topic of Veteran-Owned SB certification at an internal consultant workshop on October 27, 2016.

- iv. **SBTRC** – Connect2DOT assists the Small Business Transportation Resource Center with promoting its Bonding Education Program and Prime Connections events. Connect2DOT has solidified an approach for the Central 70 project which will include a Leading Edge program in the spring of 2017, a Bonding Education Program in the fall of 2017, and a specialized Central 70 program with the selected developer team. Additional incentives and cooperative marketing materials are currently being developed.
- v. **Hispanic Contractors Colorado** –Connect2DOT participates with industry partners in the HCC Transportation Committee. The committee meets on the second Wednesday of the month to discuss topics related to small businesses in the transportation and transit sector. Connect2DOT has also solidified a referral process for HCC members to receive one-on-one consulting and scholarships for the Leading Edge program.
- vi. **HCC Contractor Academy** – The Connect2DOT Program Manager participates as a Board Member for the Contractor Academy, which is a 501(c)3 providing educational workshops and training for construction contractors. The board meets bi-monthly to discuss curriculum, program partnerships, funding, sponsorships, scholarships, and events. This quarter, the board met twice to review the strategic plan, budget, and upcoming activities.
- vii. **COMTO Colorado** – The Connect2DOT Program Manager participates as an Executive Board Member and attends regular monthly meetings of the Colorado chapter of Conference of Minority Transportation Officials (COMTO). Connect2DOT is currently working with CDOT staff to host the October meeting at CDOT headquarters to strengthen the connection between COMTO and CDOT.
- viii. **Colorado Contractors Association** – Connect2DOT works with CCA to gather feedback from industry and promote workshops and networking sessions for large and small businesses. This quarter, collaboration included discussions about specification changes, prompt payment solutions, and promoting upcoming roundtables across the state, including a co-sponsored roundtable event planned for October 25, 2016 in Durango.
- ix. **Western CCA** – Connect2DOT continues to cross-promote workshops and events hosted by the Western CCA. Connect2DOT is pursuing additional partnership opportunities, including a co-sponsored contractor training on LCP Tracker and B2G Now.
- x. **Colorado OEDIT Minority Business Office (MBO)** – Connect2DOT meets once per quarter with the OEDIT Deputy Director and MBO Director to discuss cross-promotional opportunities. This quarter, the focus of the discussion was on delivering an “internal” consultant workshop on federal, state, and local small business certifications. The workshop has been scheduled for October 27, 2016 and will be delivered both in-person and via webinar. Presenters from CDOT, City and County of Denver, RTD, SBA, and PTAC have been asked to participate as subject matter experts. Connect2DOT and the MBO are also exploring partnership opportunities related to the planned Colorado DBE Conference slated for spring of 2017.
- xi. **Colorado State Purchasing Office** – CDOT collaborates frequently with the State Purchasing Office to assist small businesses that provide vendor products and services. This quarter, Connect2DOT met with the Supplier Diversity Liaison, Chelsea Bunker, to discuss partnership opportunities and upcoming events.
- xii. **ACEC of Colorado** – Connect2DOT coordinates with ACEC to cross-promote workshops and events. CDOT also collaborates through quarterly liaison meetings. This quarter, Connect2DOT met with the ACEC Director to discuss issues and solutions raised by ACEC members. Connect2DOT also coordinated with ACEC to promote the CDOT MPA Salary Increase Reimbursement training.

- xiii. **Black Construction Group** – This is a special interest group of the Black Chamber of Commerce. Connect2DOT attends monthly member meetings and cross-promotes events and workshops when applicable to the industry. This quarter, CDOT CRBRC staff provided an overview of changes to various contracting processes, including the implementation of B2G Now and LCP Tracker, for contractors interested in doing business with CDOT.
- xiv. **Western Colorado Latino Chamber of Commerce** – This is a new partnership that was developed to increase Connect2DOT’s presence in CDOT Region 3. A certification workshop and a RoadX training are currently being discussed in cooperation with the Grand Junction SBDC.

e. SBDC Activities

- i. **Lead Center** – The Lead Center assists with coordination of the Connect2DOT virtual consultant team and SBDC Directors. This quarter, Connect2DOT participated in the Lead Center’s quarterly consultant call and discussed the upcoming training opportunity for certification consulting. The Connect2DOT Program Manager has also reached out to all SBDC’s to refine annual program plans and develop an overall calendar of events for the 2016 Federal Fiscal Year.
- ii. **Denver SBDC** – The Denver SBDC provides the majority of consulting in the Connect2DOT program. This quarter, they provided consulting to one-third of the clients in the program. They are currently scheduling a CDOT MPA Process and Application workshop series and also a Bidding and Estimating track to be led by Connect2DOT consultants. They will also be the primary center coordinating the proposed “DBE Conference” next year.
- iii. **Pikes Peak SBDC** – The Pikes Peak SBDC provided a quarterly review of submitted business development plans for graduates of Connect2DOT’s LEADING EDGE for Transportation program. The Pikes Peak SBDC partnered with PTAC to provide B2G outreach sessions and client referrals. This quarter, they worked on plans for the 7th Annual Veteran’s Conference, which will be held on November 2, 2016 and will include a presentation on certifications by Connect2DOT.
- iv. **Northwest SBDC** – The Northwest SBDC is currently in transition with the departure of the center Director. As a result, planning has been put on hold until a replacement is secured. In the meantime, Connect2DOT will be participating in Northwest SBDC’s Startup Weekend event on November 11, 2016.
- v. **Southern SBDC** – The Southern SBDC Director and one other consultant provided Connect2DOT consulting on-site in Pueblo. The Southern SBDC is planning to host workshops on certifications and marketing to the government. They are also hosting and marketing an LCP Tracker/B2GNow contractor training in January of 2017.
- vi. **Aurora SBDC** – Aurora has an on-site consultant that provides the majority of Connect2DOT consulting for the Center. The Aurora SBDC is currently focusing on outreach and client recruitment, especially in the areas of marketing and certification.
- vii. **Boulder SBDC** – Boulder SBDC is planning a Government Contracting Conference in the spring of 2017. The Boulder SBDC is also planning to host a minimum of two workshops during the next quarter in Boulder and Longmont for new and prospective DBE firms in Boulder County.
- viii. **Southwest SBDC** – Connect2DOT participated in the Women’s Conference on July 22 in Ignacio in cooperation with OEDIT and the Minority Business Office. This included a presentation on certifications and doing business with CDOT. There were more than 250 attendees, most of which visited the program table for information. Additionally, CDOT Civil Rights and Connect2DOT staff provided one-on-one consulting sessions with eight participants. The center is planning to provide support and marketing for an upcoming CDOT Region 5 Opportunities Forecast in October.

- ix. **Northeast SBDC** – The Northeast SBDC has 3 consultants that provide one-on-one consulting primarily in Greeley, Weld County, Fort Morgan, and Sterling. The Northeast SBDC will be assisting with logistics and marketing for the LCP Tracker/B2GNow contractor training in January of 2017. They are also co-sponsoring the Northern Colorado Women’s Conference in November of 2016 and Connect2DOT is scheduled to be a speaker and have an exhibitor booth.
- x. **San Luis Valley SBDC** – The San Luis Valley SBDC in Alamosa is continuing to follow up with businesses that were contacted last quarter for assistance through Connect2DOT. Over the past four years, this center has found that not many Connect2DOT target clients exist in their region. Therefore, they did not request program funding this year and will be reducing the amount of outreach and consulting provided.
- xi. **Grand Junction SBDC** – The Grand Junction SBDC is focused on providing one-on-one consulting to small businesses on the western slope. This quarter, a Connect2DOT consultant worked with two firms in the area to assist them with the CDOT Master Pricing Agreement (MPA) process. The Grand Junction SBDC is considering a workshop in conjunction with the CDOT contractor training and/or CCA roundtables.
- xii. **West Central SBDC** – The West Central SBDC is focused on one-on-one consulting sessions with Connect2DOT clients between Gunnison and Montrose. Connect2DOT has reached out to the new Director to discuss potential programming. The Connect2DOT Program Manager has also conducted two webinar training sessions with West Central consultants on doing business with CDOT and certifications.
- xiii. **Southeast SBDC** – The Southeast SBDC continues to struggle with identifying Connect2DOT target clients in the region. The location in La Junta is similar to Alamosa and primarily agriculture based. Most clients that have received consulting have been from the Pueblo area, which is closer to the Southern SBDC.

f. Consulting

There are currently more than 225 business consultants in the SBDC network, 20 of which have specific technical expertise for Connect2DOT clients. This quarter, program consultants conducted 265 one-on-one consulting sessions with 103 unique customers. There were 444.7 hours in direct contact and preparation (file review, notes, research) spent with clients. The table below shows the number of Connect2DOT client consulting sessions this quarter. The Appendix contains two additional reports that show individual client details (demographic, business) and clients served by County (geographic).

SBDC	Clients	Sessions	Hours
Denver	32	97	156.9
Southern CO	22	30	44.05
Aurora-S. Metro	20	79	130.65
Boulder	10	21	40.5
East Colorado	4	5	7
Pikes Peak	9	25	60.6
Grand Junction	1	1	.15
West Central	1	1	2.25
Northwest CO	1	3	2.15
North Metro	2	2	.3
Southwest CO	1	1	.15
Total	103	265	444.7

g. LEADING EDGE™ for Transportation

The LEADING EDGE for Transportation course is an eight-week class tailored to business owners who specialize in design or construction services in the transportation industry. The course builds on the award-winning LEADING EDGE curriculum and was customized by industry experts to help small businesses determine the best growth strategy for their business and successfully perform on CDOT and USDOT-funded contracts. The LEADING EDGE for Transportation program ensures graduates complete an actionable, approved business development plan as part of the CDOT's BDP program.

- a. Central 70 Project** – CDOT finalized a plan to partner with US DOT and deliver separate programs to assist firms in preparing for the CDOT Central 70 project. The programs will be promoted together as capacity building and preparation for subcontracting on Central 70. LE will be hosted at the Denver Metro SBDC in the spring of 2017.
- b. Recruitment Efforts.** Each SBDC hosting the program manages logistics, registration, and regional outreach. Denver SBDC will hold the next program and recruitment will focus on contractors that provide services applicable to the Central 70 project.
- c. Recommended Program Changes** – The program has been condensed to eight weeks to accommodate limited availability and high construction season. Additional participation from CDOT staff (e.g., Engineers, Project Managers, CRBRC) would help increase credibility and help attendance. The Central 70 specific session will also require input from CDOT subject matter experts in the future.

h. Outreach

A variety of outreach methods are used to promote the Connect2DOT program. These outreach activities are generally focused on one of the following objectives: branding/program recognition, event/workshop promotion, client recruitment, and client retention. The Lead Center coordinates with individual SBDC's to conduct outreach.

- a. Marketing-** Connect2DOT promotes programs through regular marketing. Marketing efforts this quarter included:
 - i. Email invitations, flyers, postcards, press releases and social media were used to promote the events documented previously.
 - ii. Direct calling campaigns and follow up was used for the San Luis Valley and Colorado Springs service areas; and
 - iii. Refreshments and lunch sponsorships were provided through Connect2DOT for a variety of CDOT training and outreach events.
- b. eNewsletter** – Connect2DOT delivers a monthly email newsletter that contains relevant news and information for contractors across the state. This quarter, newsletters were delivered to over 3,300 subscribers. Opt-in subscription is managed on the Connect2DOT website and this list is uploaded to Constant Contact along with the DBE and ESB directory lists each month prior to delivery.
- c. Website** – Connect2DOT.org is updated 2-3 times per week with event information and other content relevant to the contracting community. The Connect2DOT Program Manager collects information from online sources, industry partners, prime contractors, and CDOT for updates.
- d. Bid Matching Service** – Connect2DOT updated the CDOT Item Code/NAICS crosswalk to include those items codes used in CDOT project ads that did not have an associated NAICS.

i. Bid Express (BidX)

Connect2DOT manages the application process, compliance with usage terms, and client account reviews for CDOT's Sponsored BidX accounts. Applications are reviewed when they are received and approved or denied based upon eligibility. Compliance is conducted quarterly and emails sent to

account holders that have not logged in during the quarter. Account reviews are conducted as needed to determine how account holders are using the system.

- a. **Accounts** – CDOT decided to renew the 6-month subscription for 45 accounts on September 1, 2016. All 45 accounts are currently allocated to DBE/ESB certified firms who are actively pursuing CDOT work. A review of usage was conducted this quarter and no accounts were revoked. Bid Express has notified CDOT that there will be a price increase, so further evaluation and possible negotiation of cost for the sponsored accounts will occur at the end of the contract.

j. Statewide DBE & Small Business Conference

CDOT requested additional program funding in the current year SOW to include an annual conference tailored to DBE contractors. Although the additional funding was not granted, CDOT is collaborating with local agency partners, RTD and City and County of Denver to plan the conference.

k. Program Management and Expansion

- a. **Impact** – The following impact was obtained by 19 Connect2DOT clients this quarter:

Impact	# Clients
DBE Certification	4
ESB Certification	7
CDOT Prequalification	8
Jobs Created	42.5
Jobs Retained	30.5
Loans Obtained	\$1,101,700
Sales Volume	\$2,281,921

b. Success stories –

- i. **ERA Environmental** – Owner Emily Archambault came to the Pikes Peak SBDC in April, 2015 as a stay-at-home mother who was looking to re-enter the workforce using her prior experience in high-end landscaping. She was in the process of completing a certification course to become an environmental consultant specializing in stormwater management plans. Connect2DOT consultants helped her start her business, understand various state and local requirements, and pursue small business certifications. Through this assistance, she obtained DBE and ESB certification and is currently applying for the 8(a) program. A Connect2DOT consultant also helped her with marketing and identifying opportunities. As a result, ERA Environmental has been awarded four contracts for environmental audits totaling \$31,500 and Emily has hired an additional employee.
- ii. **Response & Safety Technical Training.** Owner James Jordan came to the Pueblo SBDC in June of 2015. He had a draft business plan to provide emergency response training and consultation. An SBDC consultant assisted with a business plan review including cash flow projections, budgeting, and marketing. Subsequently, he met with a Connect2DOT consultant to discuss opportunities with CDOT, prime contractors, and local transit agencies and airports. James also attended the Southern Colorado Construction and Contracting Conference in April of 2016 and met with a consultant to assist with the DBE application. James reported that he followed the advice of the consultant and targeted smaller city and transit agencies which resulted in an initial contract of \$15,000. He is currently pursuing additional small business certifications and contracting opportunities in the transportation industry.

- iii. **UAVu.** Owner, Rick Chandler was initially introduced to Connect2DOT at the Pikes Peak Veteran’s Conference in 2015. UAVu is a small business that provides leased, unmanned aerial vehicles and cybersecurity for autonomous vehicles and interconnected transportation systems. Since that time, Connect2DOT made introductions and connected the team to the CDOT RoadX Program Director, RoadX Champions (Atkins, AECOM, CH2MHill), the CDOT Director of Transportation Management Systems and Operations, the CDOT Director of Emergency Response, the CDOT Director of Highway Maintenance, and other key personnel. UAVu provided a live demonstration of event safety at the Air Force Academy and trained CDOT personnel to operate equipment. They were then invited to conduct a webinar with CDOT staff for AASHTO and 30 DOT’s across the country on “Next Generation Aerial Video and Communications Platform Providing Safe Traffic Management and Emergency Response.” Connect2DOT assisted with webinar coordination, presentation materials, and reviewed white paper submissions to CDOT. Subsequently, UAVu has received a contract with CDOT to test integration of tethered drones on CDOT trucks and is in discussions regarding other UAV applications, including a strategic partnership for cybersecurity for autonomous vehicles and transportation systems.

c. Update on Challenges from Previous Quarter

- i. **Remote Content Delivery.** In addition to the YouTube videos developed by CDOT CRBRC staff, the team is now successfully simulcasting various training sessions and CDOT Collaborative Forums using GoToWebinar to provide access to small businesses outside of the Denver metro area.
- ii. **Spanish Speaking Expertise.** Connect2DOT and MBO are planning a joint training session on federal, state, and local certifications to be held in October. The three Connect2DOT Spanish-speaking consultants and two MBO consultants will be attending to gain more expertise in the subject matter from certification analysts with CDOT, City and County of Denver, RTD, and SBA.
- iii. **Partnership with MBO.** The relationship with MBO has been formalized to include a process for consultant referrals and cooperation between the programs. Additional partnership opportunities have been identified including co-training and event such as the Colorado Procurement Expo, Day at the DOT, statewide Women’s Conferences, Pikes Peak Veteran’s Conference, Colorado Contracting Summit, and the 2017 DBE Conference which is currently in the planning stages. Additionally, MBO has translated Connect2DOT marketing materials into Spanish and included program promotion in the Spanish version of the Colorado Business Resource Guide.
- iv. **Data Tracking.** Connect2DOT provided additional consultant training on impact capture in CenterIC and tested an impact survey. Unfortunately, the survey turned out to be too cumbersome for clients and therefore the response rate was very low. The Lead Center is working on creating a simplified version that can be delivered twice per year to capture program results. A new reporting module available through CenterIC has also made data reporting more streamlined.
- v. **Online ESB Orientation.** Connect2DOT is working with CDOT CRBRC staff to finalize an online version of the orientation using Adobe Captivate which includes interactive tests to verify comprehension and completion. This will be completed during the first quarter of the 2016 Federal Fiscal Year.

- vi. **Targeted Regional Outreach.** Connect2DOT is still working to increase the amount of targeted regional outreach for the program. Discussions and strategic planning is currently underway with the 14 SBDC's to ensure adequate statewide coverage.

d. Challenges & Solutions –

- i. **SBDC Strategic Plans.** The 14 SBDC's provided basic proposals to the Lead Center in June of 2016 with funding requests for the next fiscal year starting July 1, 2016. The Connect2DOT Program Manager has reached out to all centers to set up planning meetings and discuss overall plans and a calendar of events. It has been challenging to connect and gather information while Center Directors are in the midst of various funding plans and strategic planning for the year. Connect2DOT will continue to pursue this information in the next quarter and attempt to finalize information by the end of 2016.

e. Recommendations for Improvement –

- i. **Improved Communication with CDOT.** CDOT CRBRC staff have requested additional information about program activities on an ongoing basis. More formal updates, including budget information, can be discussed during the bi-weekly status meetings in addition to the quarterly reports.

Part 2 - Budget Summary

The contracted budget to fully implement CDOT's FFY 2015 DBE Supportive Services is \$362,860. CDOT was awarded \$179,960 from FHWA and received an additional \$182,900 of funding provided by the state of Colorado and in-kind funding provided by the Colorado SBDC Network. As of September 30, 2016, Connect2DOT has spent \$324,299 of FHWA and state funds.

Appendix

Grand Total

Distinct Customers 103

Total Records 103

Race		Hispanic		Gender		Disability		Veteran		Military Status	
Asian	5 4.9%	Not Set	0 0.0%	Not Set	0 0.0%	Not Set	0 0.0%	Not Set	0 0.0%	Not Military/Not Active	102 99.0%
Black	35 34.0%	No	78 75.7%	Male	50 48.5%	No	88 85.4%	Non-Veteran	82 79.6%	Reserve/National Guard	1 1.0%
White	58 56.3%	Yes	23 22.3%	Female	52 50.5%	Yes	11 10.7%	Veteran	9 8.7%	On Active Duty	0 0.0%
Native American	3 2.9%	No Reply	2 1.9%	No Reply	1 1.0%	No Reply	4 3.9%	Srvc-Cnnctd Dsbld Vet.	4 3.9%		
Pacific	1 1.0%							No Reply	8 7.8%		
No Reply	3 2.9%										

Customer Type	
Lead Representative	103 100.0%
Member	0 0.0%

Business Status	
Not Yet in Business	12 11.7%
In Business	91 88.3%
In Business A	0 0.0%
In Business B	0 0.0%
In Business C	0 0.0%
Closed Business	0 0.0%
Sold Business	0 0.0%

Business Type	
Not Set	8 7.8%
11 Agriculture, Forestry, Fishing and Hunting	2 1.9%
21 Mining	0 0.0%
22 Utilities	1 1.0%
23 Construction	33 32.0%
31 Manufacturing	5 4.9%
42 Wholesale Trade	2 1.9%
44 Retail Trade	2 1.9%
48 Transportation and Warehousing	6 5.8%
51 Information	2 1.9%
52 Finance and Insurance	1 1.0%
53 Real Estate and Rental and Leasing	1 1.0%
54 Professional, Scientific, Technical Services	17 16.5%
55 Management of Companies and Enterprises	2 1.9%
56 Administrative and Support	1 1.0%
61 Educational Services	0 0.0%
62 Health Care and Social Assistance	1 1.0%
71 Arts, Entertainment, and Recreation	0 0.0%
72 Accommodation and Food Services	1 1.0%
81 Other Services (except Public Administration)	18 17.5%
92 Public Administration	0 0.0%

Business Organization	
Not Set	11 10.7%
Sole Proprietorship	7 6.8%
Partnership	1 1.0%
Corporation	13 12.6%
Undecided	0 0.0%
S Corporation	16 15.5%
LLC	54 52.4%
Non-Profit 501c3	1 1.0%

Female Ownership	
Not Set	6 5.8%
0% and < 50%	39 37.9%
50% and < 100%	5 4.9%
100%	4 3.9%
	20 19.4%
	29 28.2%

Status	
Business Online	14 13.6%
Home Based	40 38.8%
8a Certified	6 5.8%
DBE Certified	24 23.3%
ESB Certified	14 13.6%
MBE Certified	2 1.9%
HubZone Certified	0 0.0%
TBD1	0 0.0%
Energy	1 1.0%
Creative Industry	0 0.0%
Bioscience	0 0.0%
Information Technology	2 1.9%
Aerospace	1 1.0%
Emerging Industry	6 5.8%
Biz Hub	1 1.0%
	0 0.0%
Employees Full	455
Employees Part	78
Annual Sales \$	\$34,263,034
Annual P/L \$	\$1,504,924
Exporting	0 0.0%
Export Employees	0
Export Sales	\$0

Consulting Report - County

Customers/Sessions/Summary

Created Monday, October 31, 2016 2:29:16 PM by ckramer Reportable Centers -- 2000,2001,2010,2020,2030,2040,2050,2070,2080,2090,2091,2120,2140,2160,2170,2200,2300,2900 Reportable

Grouped By -- Customer County,

Customers -- Customer Status: All, Category: All,

Sessions -- User: All, Date: Between 7/1/2016 > 9/30/2016, Program: Is Connect2Dot,

	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
CO Adams	7	18	17.40	4.00	21.40	0.00	0.00
CO Arapahoe	27	87	111.30	41.75	153.05	0.00	0.00
CO Boulder	8	16	19.65	3.00	22.65	0.00	0.00
CO Denver	13	48	59.50	20.75	80.25	3.50	0.00
CO Douglas	5	25	37.50	8.75	46.25	0.00	0.00
CO El Paso	12	33	60.45	19.25	79.70	0.00	0.00
CO Fremont	2	2	0.75	0.50	1.25	0.00	0.00
CO Jefferson	5	6	3.25	3.00	6.25	0.00	0.00
CO La Plata	1	1	0.15	0.00	0.15	0.00	0.00
CO Larimer	1	1	1.50	0.25	1.75	0.00	0.00
CO Mesa	1	1	0.15	0.00	0.15	0.00	0.00
CO Montrose	1	1	2.25	0.00	2.25	0.00	10.00
CO Pueblo	17	20	16.70	7.00	23.70	0.00	0.00
CO Summit	1	3	2.15	0.00	2.15	0.00	0.00
CO Weld	2	3	3.00	0.75	3.75	0.50	30.00
Grand Total							
	Distinct Customers	Sessions	Contact	Prep	Total (C+P)	Travel	Miles
	103	265	335.70	109.00	444.70	4.00	40.00

DATE: November 16, 2016

TO: Transportation Commission Resiliency Subcommittee

FROM: Lizzie Kemp and Heather Paddock, Co-Project Managers and Joshua Laipply, P.E. Chief Engineer

SUBJECT: I-70 Risk and Resiliency Assessment Pilot

Purpose

Briefing on status and next steps of the I-70 Risk and Resiliency Pilot project. The goal of the pilot is to quantify and improve system resilience in advance of future events to better prepare CDOT and reduce future system losses.

Moving Ahead for Progress in the 21st Century (MAP-21 §1106; 23 USC 119) legislation mandates transportation agencies develop and apply risk-based asset management processes to preserve or improve the performance of the road systems they own. This project will assist CDOT to advance how it complies with the directive and also help inform future maintenance, design and project selection processes.

Action

CDOT is requesting Subcommittee review, comment and approval on project progress to date, proposed decisions, and next steps.

Background

Recently, CDOT's system has suffered significant damage from floods, fire, rockfall and other physical events. Recovering from those events has been challenging, time-consuming, and expensive for the agency. In addition to reconstruction cost, these events have significant social, economic and environmental impact. The Pilot is a demonstration project to more fully understand and better manage the threats posed by physical events.

In September, CDOT briefed the Subcommittee on the pilot project to assess risk and resiliency of its transportation assets on Interstate 70 from the Kansas to Utah borders. The Subcommittee approved of the proposed scope, schedule and process for engaging the Commission. Since that time the Working Group and Data Advisory Team have met and completed the first two of seven steps in the project scope.

Details

- I-70 has been selected as the test corridor for this Pilot due to the diversity of terrain, environmental constraints, statewide significance and wide range of rural, recreational and urban character.
- The Pilot builds on CDOT's 2013 Transportation Asset Management Plan (TAMP), and methods utilized through the Flood Recovery Program. Specifically, the method builds upon a framework referred to as RAMCAP+ (*Risk Analysis and Management for Critical Asset Protection*).
- More specifically, using RAMCAP+ the project team will:
 - inventory and value system assets,
 - identify which assets are most critical to system operations,
 - identify which threats are appropriate to consider,

- calculate the probability of events occurring that could compromise those assets,
 - estimate the resulting damage, and
 - suggest alternative approaches for maintenance or improvement of those assets to increase resiliency and redundancy of our system in a way that is more cost-effective over the long term.
- The project team has completed the first two of seven steps in the RAMCAP+ process.
 - Determined which assets to address, how to value them and collected data.
 - Determined which threats to evaluate and collected data.
 - Determined criteria to identify which portions of our system are most critical from a usage, social, economic and environmental perspective. (detail on the criteria proposed by the Working Group and resulting map of critical assets statewide provided in the attached slides)
 - The number and types of assets and hazards to be evaluated in the Pilot is limited to ensure completion of the project within 12 months. (specifics provided in the attached slides)

Next Steps

The second of four all-day workshops with the Project Working Group is scheduled for December 6, 2016. At that workshop, the team will revisit/confirm the decisions made at its last workshop based on feedback received, and complete the next two steps in the process, defining the method to determine consequences and vulnerabilities of the selected threat types on our system.

The team proposes to return to the Resiliency Subcommittee three more times over the next nine months to report on progress and request guidance and feedback. A final report will provide CDOT the results of the full R&R analysis, and propose steps for implementing and institutionalizing the process across the State for consideration by the Commission.

Key Benefits

The results of this pilot will permit CDOT to evaluate the utility of such R&R analysis for internal use in pro-actively managing Colorado's road transportation network and its applicable physical threats in the future. The results will help to improve CDOT's current asset management, project prioritization, design and maintenance practices.

Attachments

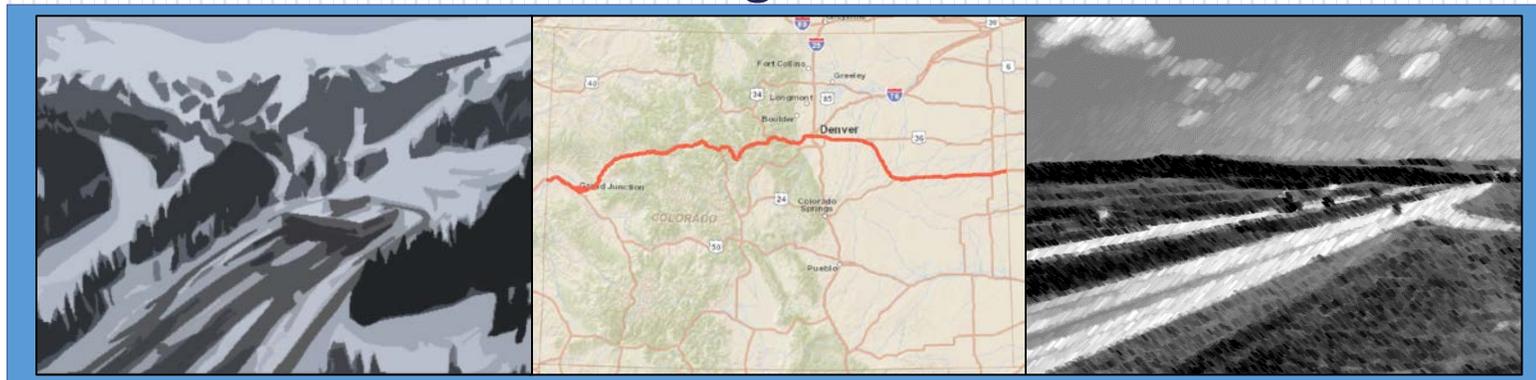
Powerpoint slide presentation



I-70 Corridor Risk & Resilience Pilot Study

November 16, 2016

Risk & Resilience Commission Sub-Committee &
Executive Oversight Committee



COLORADO
Department of Transportation



Presentation Outline

- I-70 Corridor R&R Pilot Study Motivation and Purpose
- RAMCAP Process
- Pilot Progress to Date

- Questions?

I-70 Corridor R&R Pilot Study Motivation

- Why now?

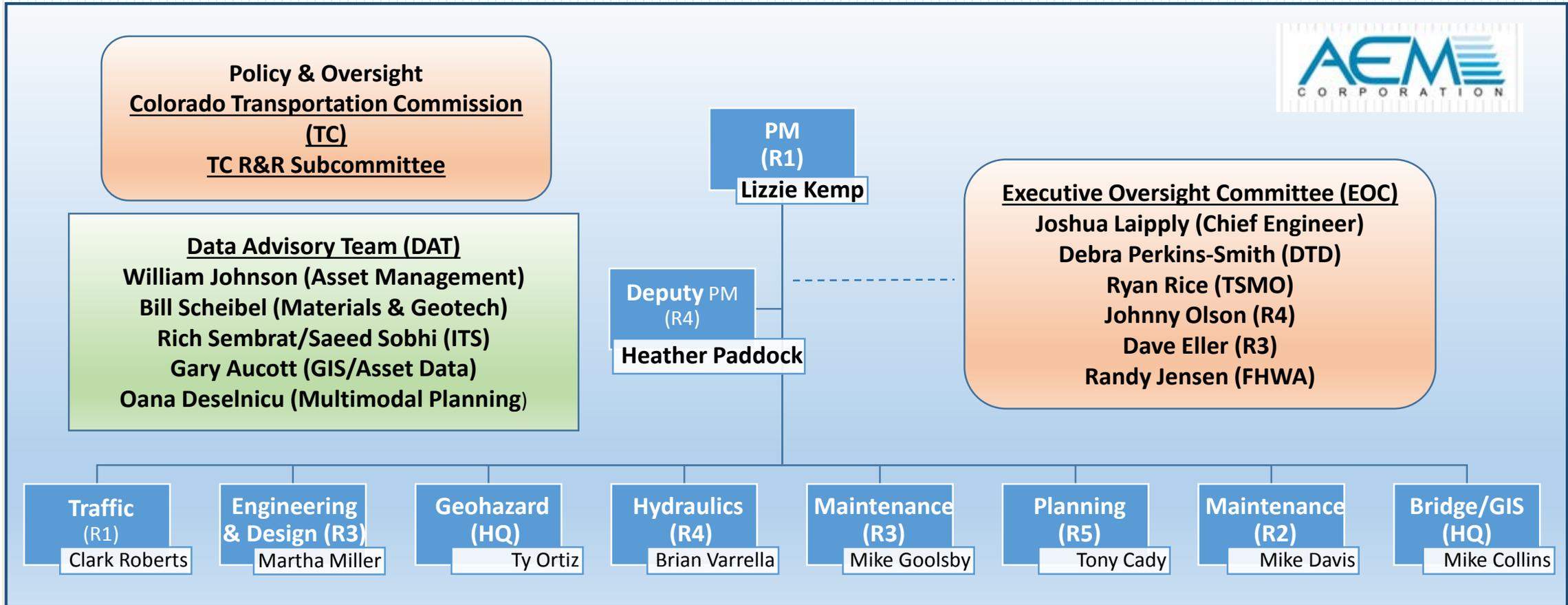
- Major impacts from events in the last five years
- Hazards will continue to occur and potentially increase due to changing climate patterns
- Opportunity to learn lessons from past disasters
- Federal legislation requires DOTs to assess risk in asset management
 - Final Rule for Risk Based Asset Management published in November 2016



CDOT Risk and Resiliency Experience

- Emergency Relief (ER) Process
 - CDOT Region 4 Flood Recovery Office worked with FHWA, using RAMCAP to analyze and justify betterments
- CDOT 2013 Risk Based Asset Management Plan
 - MAP 21 requires states to identify risks that can affect NHS condition and effectiveness
- Govr. Hickenlooper's Colorado Resiliency Project
 - CDOT staff led the Infrastructure Working Group

I-70 Corridor R&R Pilot Project Team



a/o 31 Aug 2016

I-70 Pilot Project Schedule

	2016					2017							
<i>Event</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>
NTP	11												
CTC													17
CTC R&R		14		16		18			19			19	
EOC	16			16		18			19			19	
DAT		29					15					18	
WG	16	27			6			23			6		

NTP: Notice to Proceed

CTC: Colorado Transportation Commission

CTC R&R: Colorado Transportation Commission Risk & Resilience subcommittee

EOC: Executive Oversight Committee

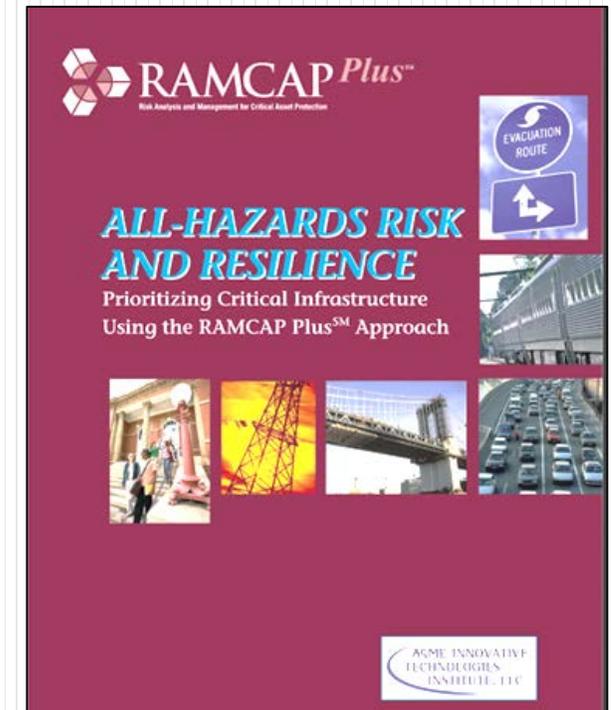
DAT: Data Advisory Team

WG: R&R workshop (working group)

I-70 Pilot Scope

I-70 Pilot Scope

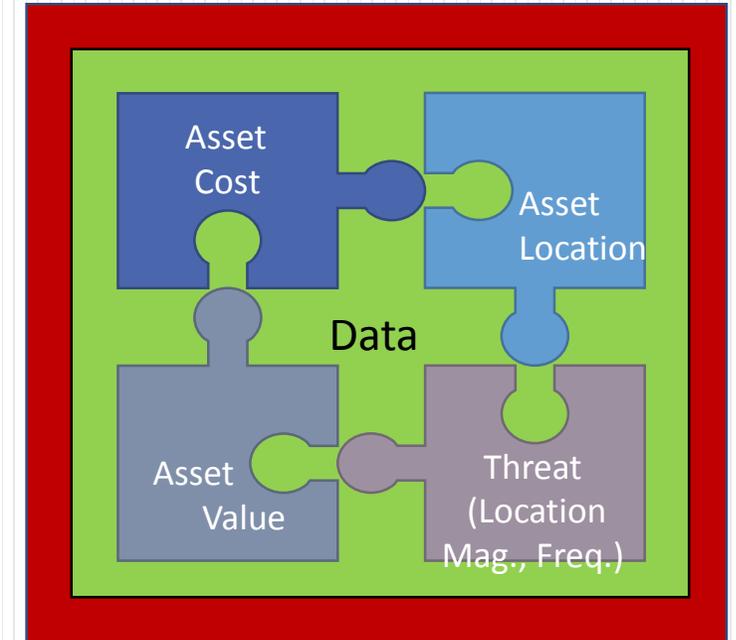
- Analysis of risk potential and resulting system resilience of I-70 corridor from Kansas to Utah
 - Risk – potential cost of losses to CDOT assets (direct and indirect)
 - Resilience – ability to remain functional even in presence of risks
- Building on RAMCAP Framework utilized in Flood Recovery Effort
 - “Risk Analysis and Management for Critical Asset Protection “
(American Society of Mechanical Engineers)



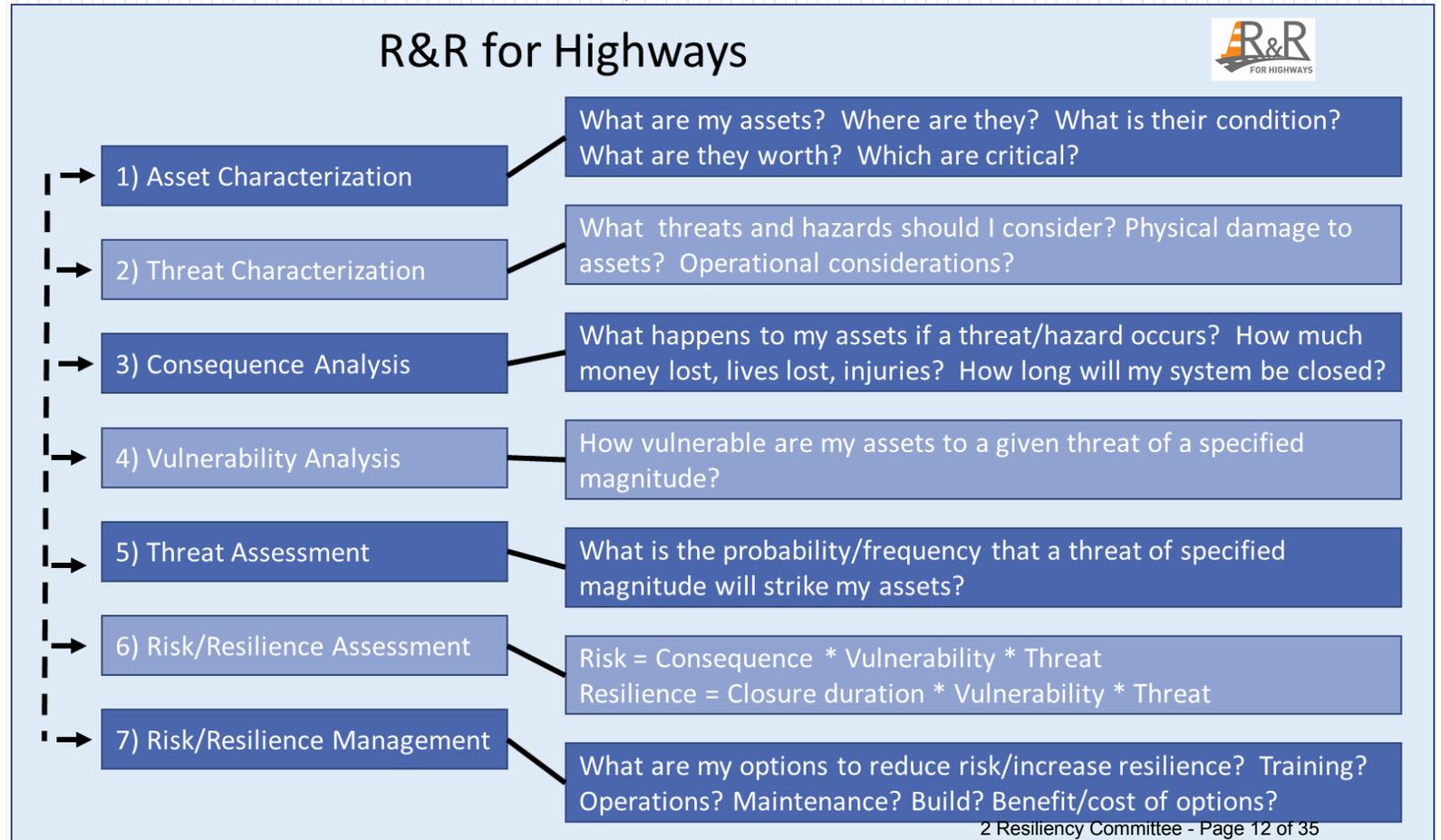
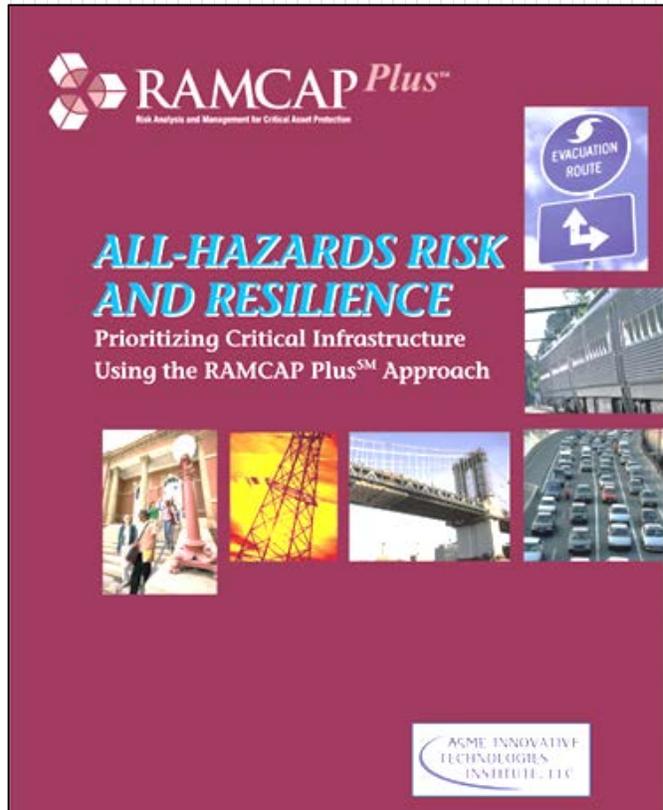
I-70 Corridor R&R Pilot

“Pilot” the data, assumptions, and methodology needed to quantify:

- What are CDOT’s **assets**?
 - Location, value, condition, criticality
- What are relevant **physical threats**?
 - Likelihood and location
- What **impact** would they have on our system?
- What are the **optimal investments** we can make now to improve resiliency in advance of future events?



RAMCAP Plus → R&R for Highways



I-70 Pilot Progress to Date

I-70 Pilot Progress

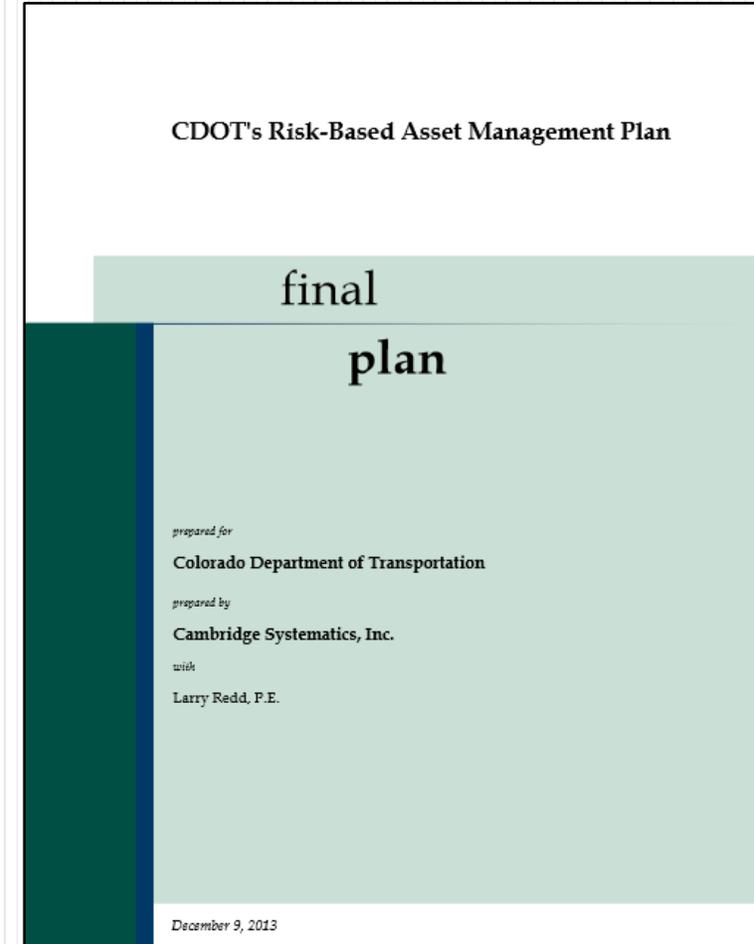
- September 14, 2016 – 1st TC Resiliency Subcommittee meeting, support for scope, schedule and process
- September 27 and 29, 2016 – 1st Working Group (WG) all-day workshop and Data Advisory Team (DAT) meetings
- November 4, 2016 – Webinar with WG to discuss Asset Criticality Screening Model
- November 16, 2016 – Executive Oversight Committee and Commission Resiliency Subcommittee -- status report, advise on assumptions and direction.

First 2 Steps of RAMCAP Process Complete

- Identified assets to be considered and appropriate data sources
- Agreed to assumptions for asset valuation
- Identified threats to be considered and appropriate data sources
- Determined measures to identify critical assets

Asset Classes to Be Considered

- ✓ Pavement
- ✓ Bridges
- ✓ Buildings (Tunnel Ops & CTMC)
- ✓ Walls
- ✓ ITS equipment
- ✓ Tunnels
- ✓ Culverts (sub-4' thru 20')
- ~~Rockfall mitigation sites~~
- ~~Fleet~~
- ~~Maintenance (signs, delineators, guardrail, lighting, signals, attenuators, pavement marking)~~



CDOT Risk-Based Asset Management Plan, 9 Dec 2013

Physical Threats to Consider

Natural Threats	Civil Threats	Dependency & Proximity Threats
Avalanche	HAZMAT	Utility failure
Earthquake	Cyber	<u>Dam Break</u>
Fire (wildland)	Bomb	
Flood (riverine/flash)	Bridge strikes	
Hail	<u>Chains, Mag-Chloride</u>	
Landslide/rockslide		
Tornado		
Wind storm		
Winter storm (freeze-thaw)		

Criteria for Determining Critical Assets

Three Pillars of Governor's Resilience Plan

- Social
- Economic
- Environmental

Select criteria for determining asset criticality reflecting these three pillars



Criteria for Asset Criticality

S
O
C
I
A
L

E
N
V
I
R
O

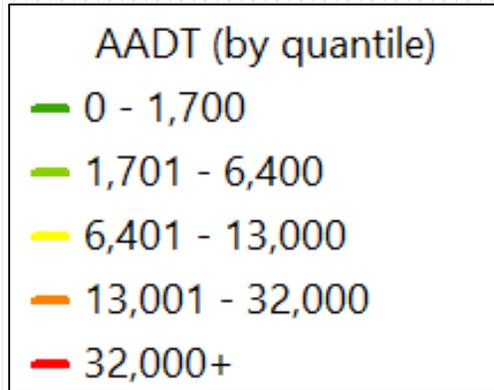
E
C
O
N
O

- Usage: AADT + Roadway Classification ✓ ✓ ✓
- Economic Impact: Freight value (\$) + Tourism value (\$) ✓ ✓
- Social Impact: SoVI ✓
- System Impact: System Redundancy ✓ ✓ ✓

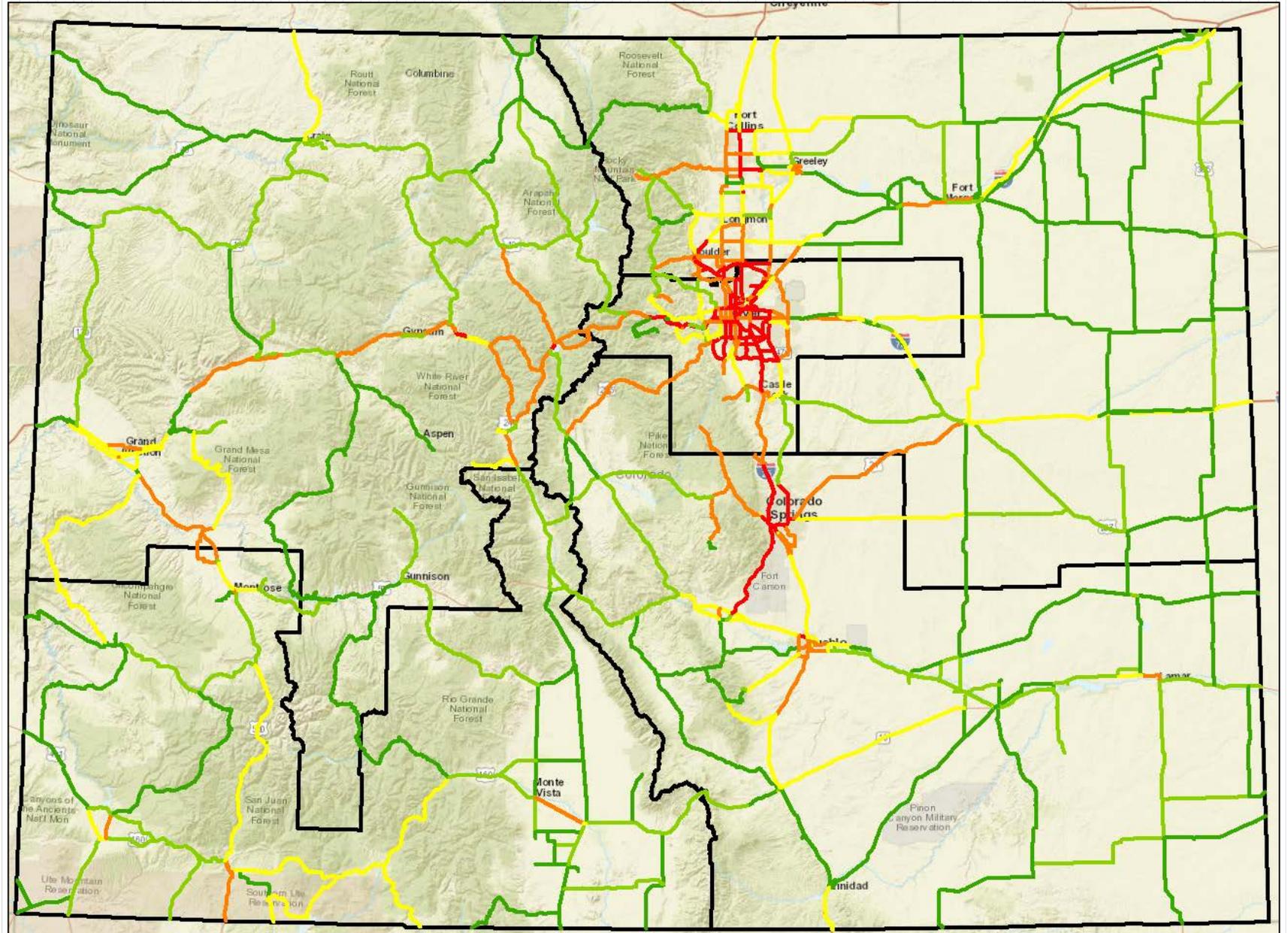
Source Data for Model – Usage

- AADT - CDOT
- Roadway Classification – National Transportation Atlas Database

AADT

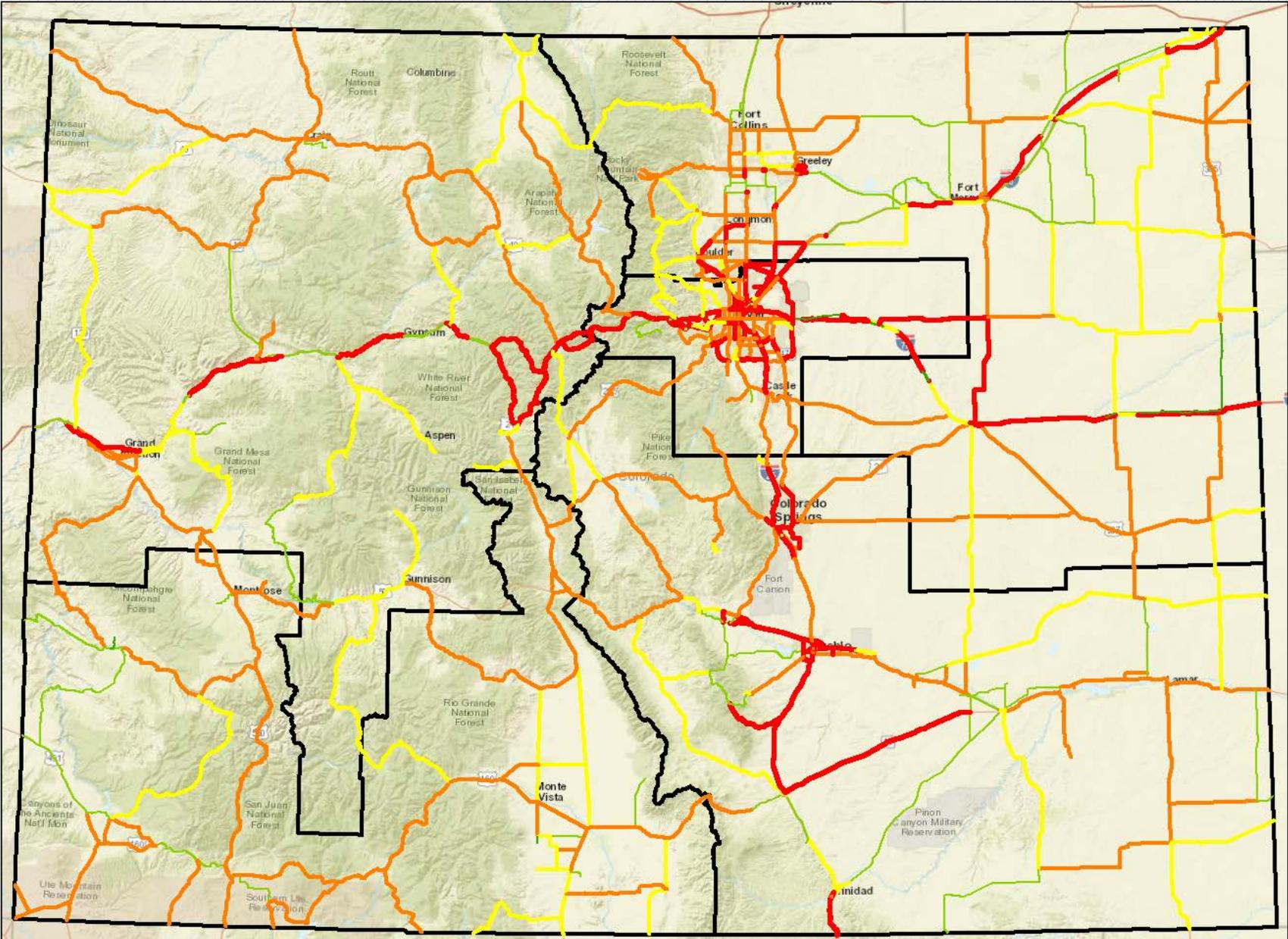


By quantiles



Roadway Classification

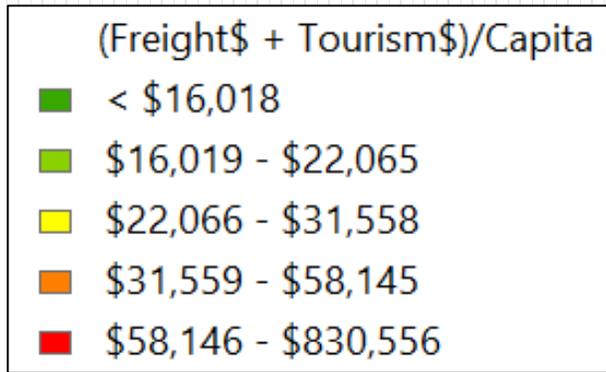
- Roadway Classification
- Minor Collectors
 - Major Collectors
 - Minor Arterial
 - Principal Arterial
 - Interstate, Fwy, Expressway



Source Data for Model – Freight and Tourism

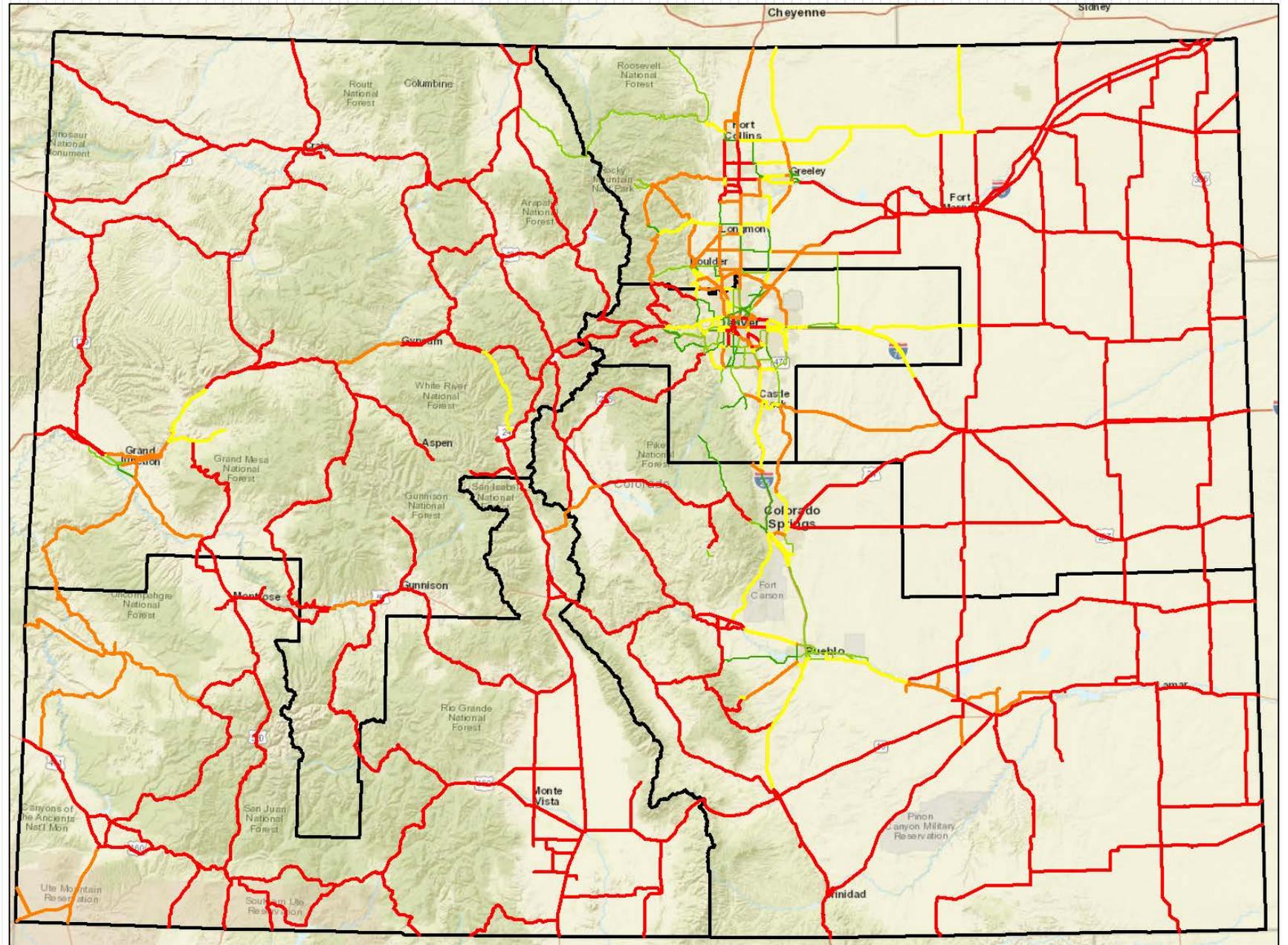
- Freight data is from the 2010 edition of Transearch database
 - Freight values are on a county by county basis. They include freight imports and exports for each county as well as the value of freight moved within each county.
- Tourism data is from the 2016 Colorado Travel Impacts study (Dean Runyon Associates), as prepared for the Colorado Tourism Office.
 - Travel values were derived from the 2007 NAICS (North America Industry Classification System (Office of Management and Budget—OMB)) industry values for Colorado on a per county basis

(Freight\$ + Tourism\$)/ Capita



By quantiles

*Reflects revised methodology
Allocating revenue from county to
Census tracts*



Source Data for Model - SoVI

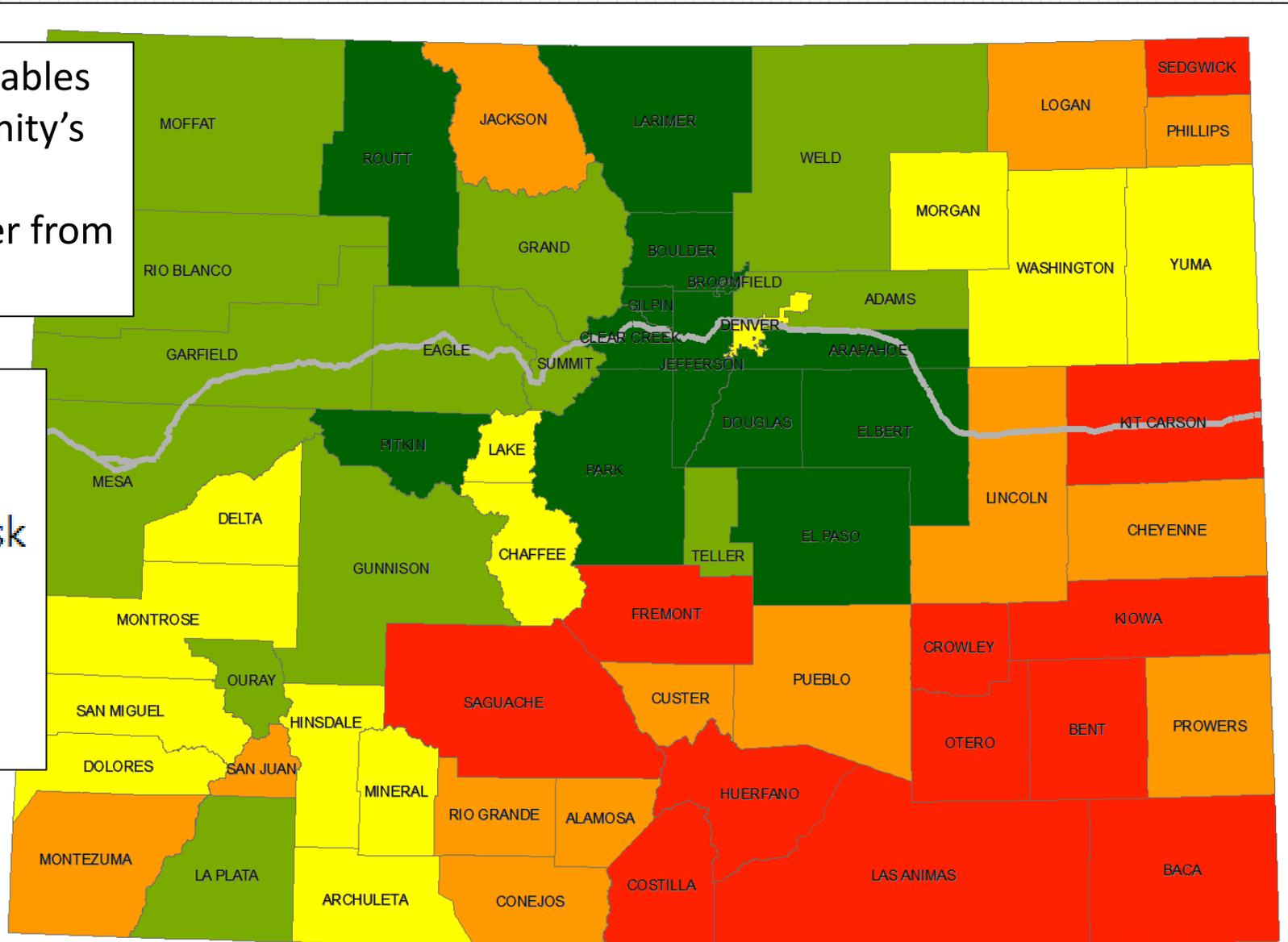
- Social Vulnerability to Environmental Hazards Index (SoVI®)
- A comparative metric that facilitates the examination of the differences in social vulnerability among counties
- Shows where there is uneven capacity for preparedness and response and where resources might be used most effectively to reduce the pre-existing vulnerability
- SoVI® also is useful as an indicator in determining the differential recovery from disasters
- Developed by University of South Carolina Hazards and Vulnerability Research Institute with underwriting by FEMA
- Adopted by the US Army Corps of Engineers (50 states + DC)

Community Resilience

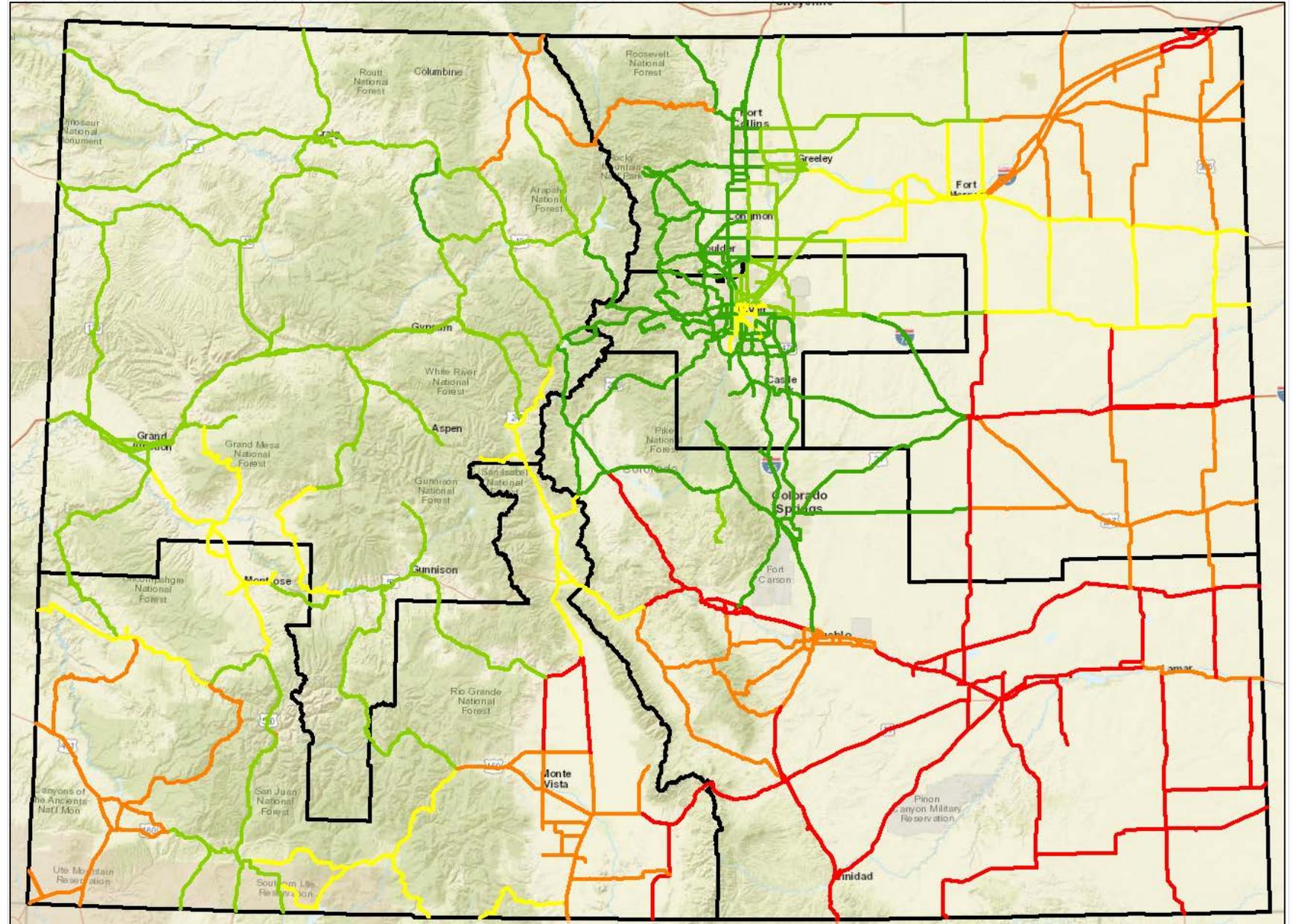
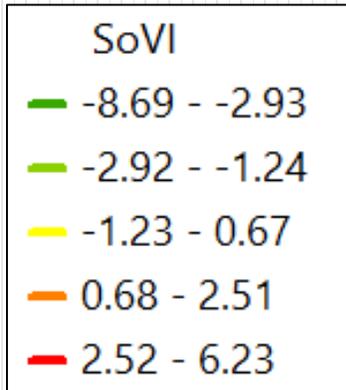
Socio-economic variables indicating a community's ability to prepare, respond, and recover from natural threat

SoVI_Score

- Highest Risk
- Moderate Risk
- Some Risk
- Low Risk
- Lowest Risk



SoVI



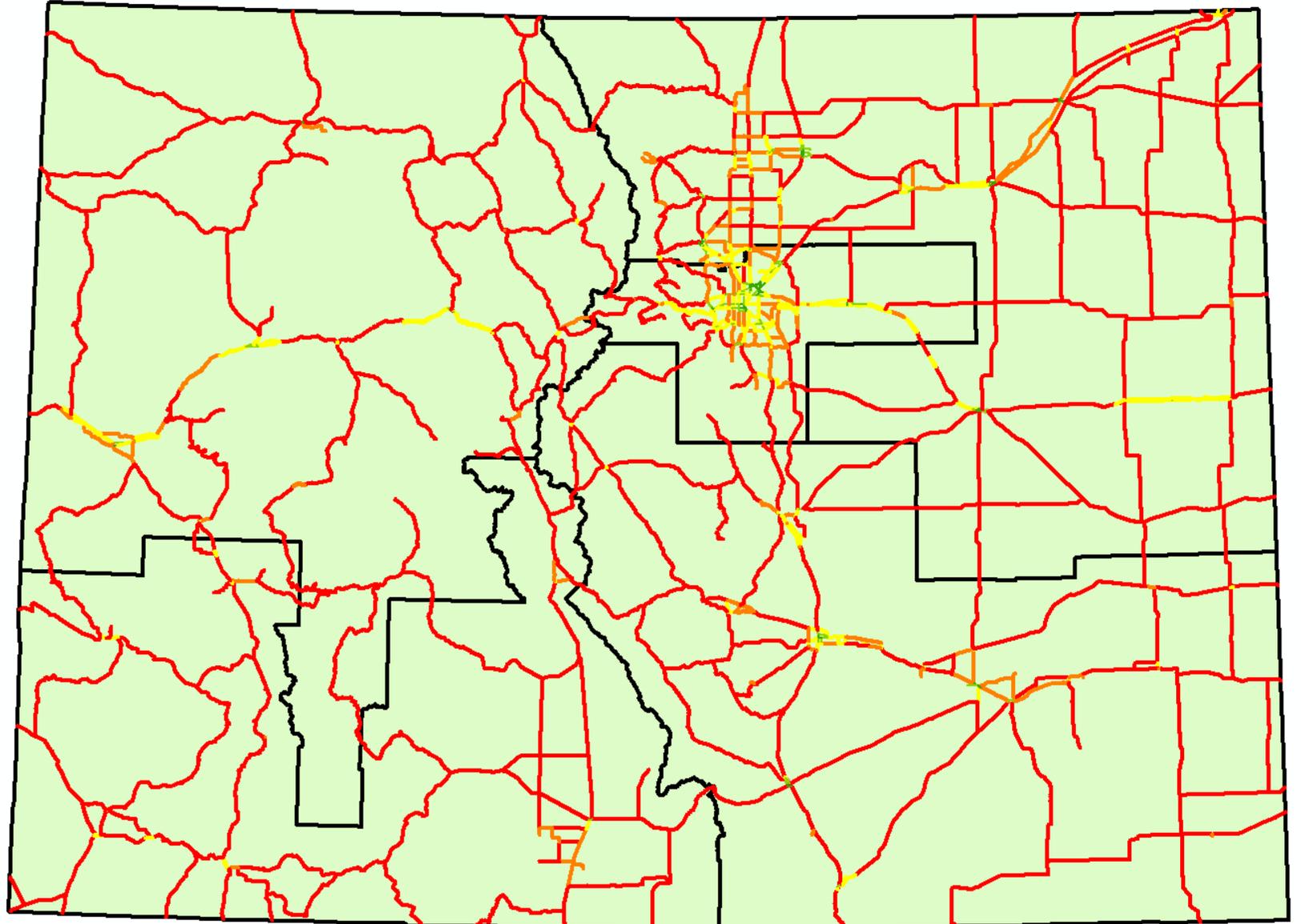
Source Data for Model – Redundancy (CDOT 2015)

- CDOT developed a map of major roads within the state, indexing each road for “redundancy”
- This is a “unit less” measure (count of number of roads)
- Redundancy is a measure of the number of alternative routes available
- Where redundancy is low, there are very few alternate routes for that section of roadway
- As might be expected, urban areas with their dense network of roads have high redundancy values. Rural areas with dispersed road networks have low redundancy values.
- The logic is that roads with low redundancy values are more critical, as there are few alternatives to these routes

2016 Redundancy

24 Oct. 2016 Revision:

- Removed off-system roads (non-CDOT facilities)
- Removed seasonal routes
- Removed roads w/weight-restricted bridges (“black,” no overweight permits)
- Removed approximately 2925 CL miles of road



Proposed Criticality Score

Criteria	Criticality Score					Weight
	1 Very Low Impact	2 Low Impact	3 Moderate Impact	4 High Impact	5 Very High Impact	
AADT	0 – 1,700	1,701 – 6,400	6,401 – 13,000	13,001 – 32,000	32,001+	25%
Roadway Classification	Minor Collectors	Major Collectors	Minor Arterial	Principal Arterial	Interstate Freeway Expressway	25%
(Freight \$ + Tourism \$)/Capita	< \$16,018	\$16,019– \$22,065	\$22,066 – \$31,558	\$31,559 - \$58,145	\$58,145 +	20%
SoVI	-8.69 - -2.93	-2.92 - -1.24	-1.23 – 0.67	0.68 – 2.51	2.52 – 6.23	20%
Redundancy Rating (CDOT)	4.51 – 50.5	3.01 – 4.5	2.01 – 3	1.51 – 2.0	1.0 – 1.5	10%

Criticality Level

Number of Criteria:	5
Minimum Score:	10
Maximum Score:	50

Criticality Score	Criticality Level
10 to 30	Low
31 to 40	Moderate
41 to 50	High

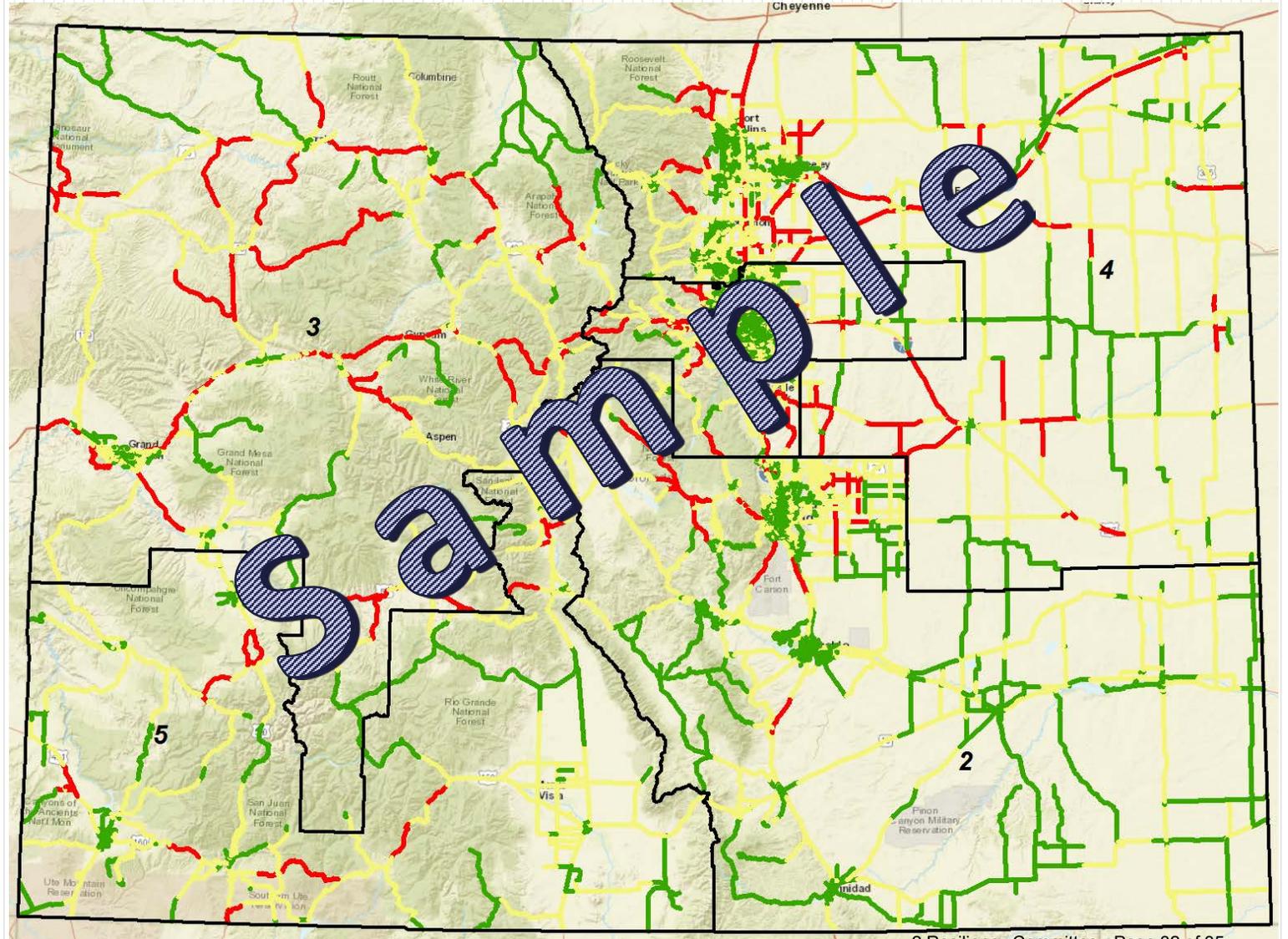
} Arbitrary Score

- Low, Moderate, or High Criticality Level value based on *percent of roads* in each class
 - Centerline miles (CL) from CDOT Redundancy data set

Criticality Level	Target (%CL)	Actual (%CL)	Actual Score
Low	50%	50%	14.5 – 31.5
Moderate	25%	26%	32 – 35
High	25%	24%	35.5 – 44

Sample Criticality Map

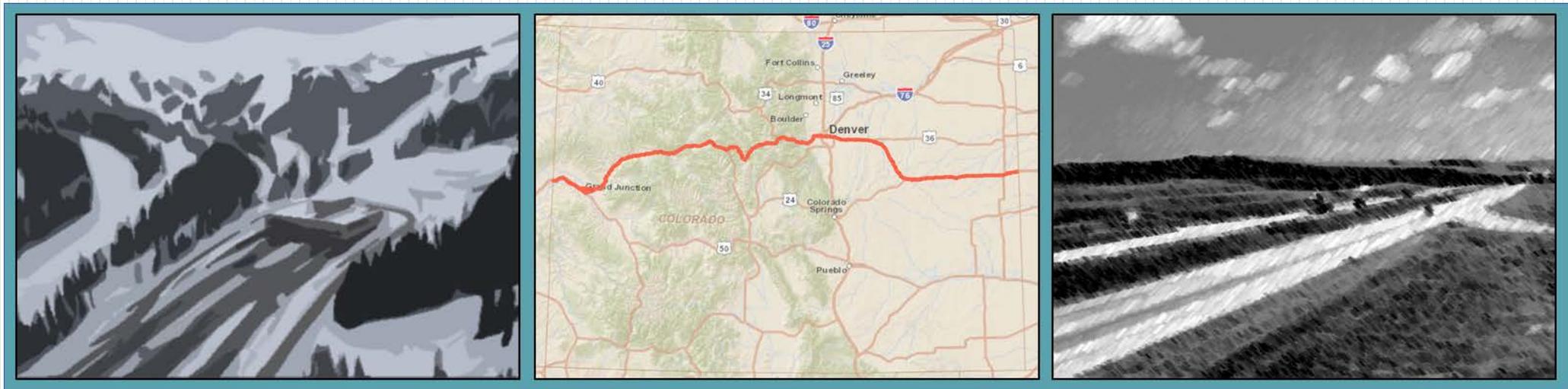
Criticality Score	Criticality Level
5 to 13	Low
14 to 19	Moderate
20 to 25	High



I 70 Pilot Next Steps

- November – December: Working Group to refine “critical roadways” model
- December 6: Next all-day Working Group workshop. Complete the next two steps in the process:
 - consequence analysis, and vulnerability assessment.
- January 18, 2017: Next EOC meeting and Resiliency Subcommittee briefing.

Questions?



Project Team Contact Information

Project Management Team

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(970) 350-2321

Consultant Team

Aimee Flannery, Ph.D., P.E., Applied Engineering Management Corporation

Principal Investigator

aimee.flannery@aemcorp.com (720) 330-2840 (office) (703) 328-2423 (cell)



DATE: October 26, 2016
TO: Transportation Commission
FROM: Johnny Olson, P.E. Region 4 Transportation Director
SUBJECT: 2013 Flood - FHWA Emergency Relief Program Funding

Purpose

The purpose of this memo is to provide a 2013 Flood Program update and bring to attention the need for requesting additional FHWA Emergency Relief (ER) dollars.

Action

CDOT is working with congressional delegation as well as other states whom been victims of natural disasters to request congress to clear the backlog (estimated in the billions) of the FHWA Emergency Relief program. This would allow CDOT to receive an additional congressional appropriation on top of the \$450M CO received for the 2013 event. This is necessary because the annual program is only budgeted at \$100M nationwide, therefore it would take year, possible decades to fully receive ER program dollars.

Background

Our current Flood Program of Projects budget is estimated at \$743M. \$702M is FHWA ER participating, \$24M is CDOT's share, and \$17.2M is Local Agency/OEM's share. Therefore the permanent repair projects are short approximately \$252M from the FHWA ER program. There are a number of factors that have played into the increased program cost. A few contributing factors worth highlighting are:

- Event - Initial estimates were gathered within weeks of the event
 - Our original request was for \$535M, we only received \$450M in Congressional Allocation
 - We have approximately \$534M in Replacing in Kind (putting back what was damaged during the flood)
 - Our estimates were pretty good considering it was 3 weeks post event, and we were initially estimating only Replace in Kind repairs.
- Action - CDOT along with FHWA wanted to "Build back Better"
 - It was mentioned numerous time from FHWA that we want resilient repairs and that if use FHWA Emergency Relief funds to do permanent repairs; the program only wants to make the investment once and not come back to do more repairs if a similar event were to occur.
 - CDOT initiated studies which have been adopted by FEMA allowing us to design our infrastructure better, smarter with new and accurate data (hydrology).
 - CDOT analyzed assets that failed and survived the event allowing us to have a better understanding of our risks and how to reduce future damage.
- Outcomes - CDOT has become a leader in Resiliency
 - Colorado has been recognized as a leader in Resiliency and the use of ER dollars and we have Auditors from OIG coming on Nov. 16th to discuss our recovery program, projects and resiliency process.



- We have about \$181M in investments that are being made to “build back better than before”
- These resiliency investments are not to standard, in fact many of them are just an improvement above replace in kind that will reduce the likelihood of future damage to the federal facility.
- Finally, we have \$28M in RnR improvements. These risk and resiliency improvements went through our B/C analysis and yielded positive results.

Details

The Flood Recovery Program has been pressing forward to deliver all flood recovery permanent repair projects by the end of 2019. With this funding gap CDOT anticipates schedule changes on when these projects will get delivered. If CO is successful with a congressional request and receives an allocation of funds, the program will be able to be delivered by December 2019. If CO is unsuccessful and is required to request funds annually the delivery of the program will be dependent on how much CO receives each year.

Key Benefits

CDOT is leveraging lessons learned and best practices to rebuild these infrastructure improvements with a resiliency focus so CO can rebound quickly after the next disaster. The program numbers reflected above are eligible within the ER manual so reimbursement will happen, it is just unknown how long it will take.

Next Steps

CDOT will continue to provide Flood Recovery program updates to Commission as new information becomes available.





COLORADO

Department of
Transportation

Flood Recovery Program



Planned Flood Recovery Program

Planned Total Program	\$743,644,458
– CDOT Match	\$24,031,589
– OEM and Local Match	\$17,229,770
Planned FHWA Contribution	\$702,383,099
Received from FHWA ER	\$450,000,000
Remaining Funding Needed	\$252,383,099



Obligation of Funding

FHWA ER Obligation Available	\$365,767,867
– FHWA ER Allocation	\$450,000,000
– Transferred to CFL	(\$84,232,133)
Obligation To Date	\$318,588,173
– Local Agency Projects yet to be Obligated	\$19,129,225
– <i>Remaining Allocation to Obligate</i>	<i>\$28,050,469</i>

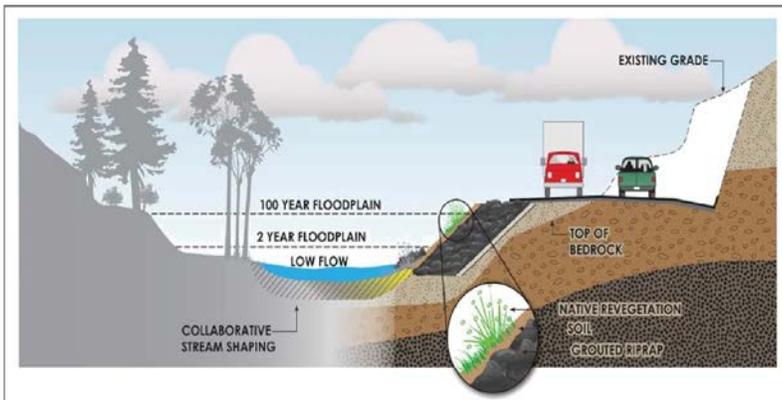


What Has Been Accomplished

- **All 37** CDOT Emergency Repair Projects completed by Nov. 27th 2013.
- **All 67** Local Agency Emergency Repair Projects completed
- Design for **all 32** CDOT Permanent Repair Projects continues.
- Construction for **21 of the 32** PR projects is underway or complete.
- Design for **all 23** Local Agency Permanent Repair projects is complete or on-going.
- Construction for **13 of the 23** Local Agency PR projects is underway or complete.



US36 Before and After



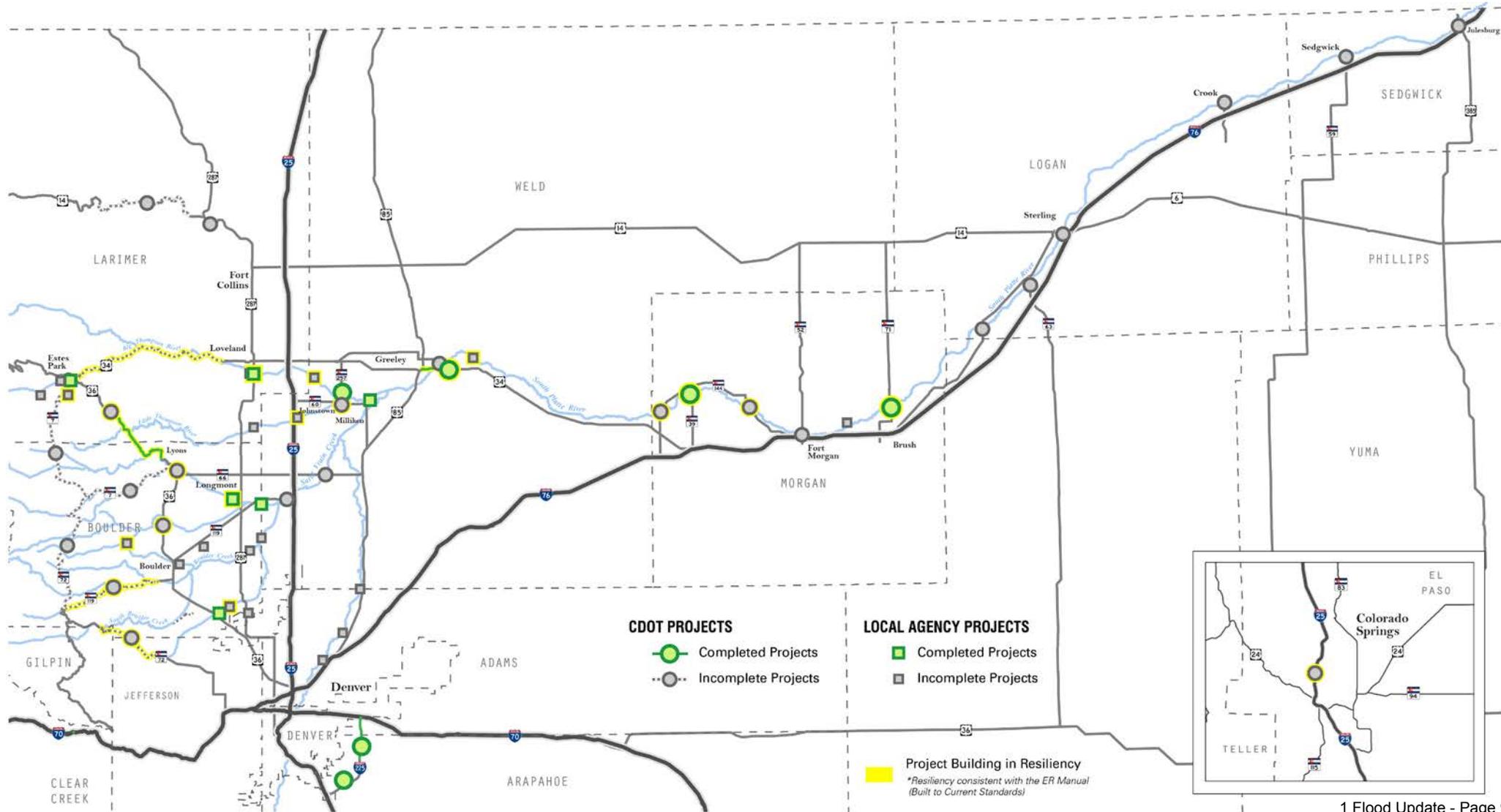


SH71 Before and After



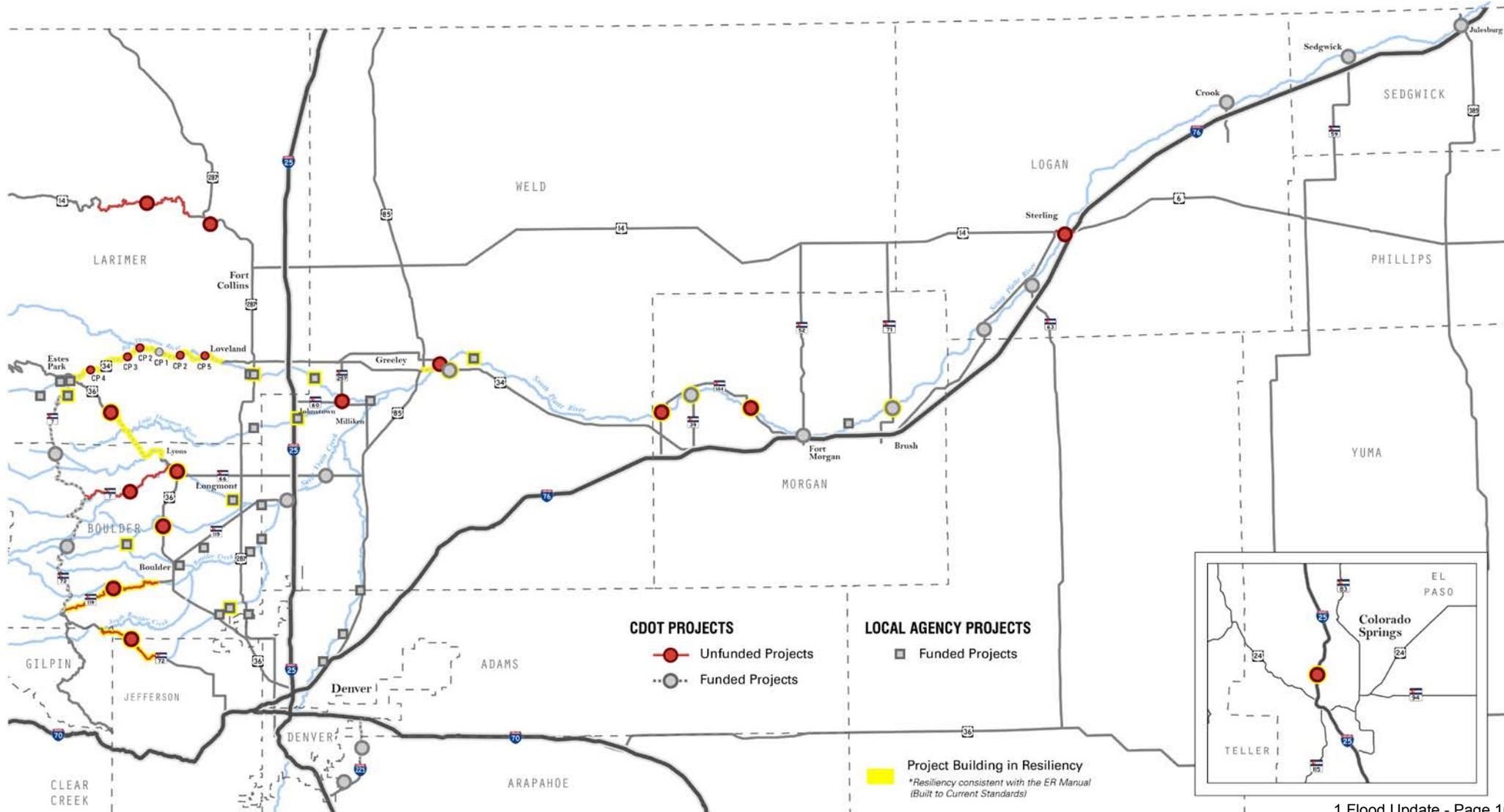


Completed Projects





Remaining Work to Complete





Funding Breakdown

2013 Flood Recovery Program	FUNDED		UNFUNDED
	Emergency Repairs (Temporary)	Permanent Repairs	Permanent Repairs
CDOT Emergency Repairs	\$104,573,331	–	–
CDOT Permanent Repairs	–	\$230,485,486	\$252,383,097
Local Agency Emergency Repairs	\$14,208,913	–	–
Local Agency Permanent Repairs	–	\$58,650,575	–
Local Agency PR Budget Managed by CFL	–	\$73,857,395	–
Federal Lands Projects	\$9,485,659	–	–
Subtotals	\$128,267,903	\$362,993,456	\$252,383,097
Total Program:			\$743,644,456

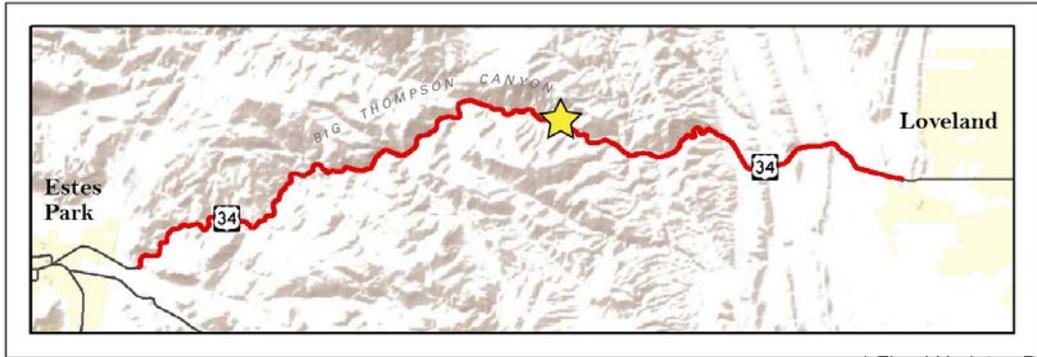
**Only indicates the Federal Contribution of the unfunded projects*

Subtotal by County	FUNDED PROJECTS		UNFUNDED PROJECTS
	EMERGENCY REPAIR (Temporary)	PERMANENT REPAIR	PERMANENT REPAIR
Adams	\$983,574	\$258,537	–
Arapahoe	\$183,765	\$1,058,596	–
Boulder	\$26,188,292	\$71,152,550	\$46,596,176
Broomfield	\$31,528	\$1,282,132	–
Clear Creek	–	\$3,049,865	–
Denver	–	\$68,039	–
El Paso	\$149,812	\$571,848	\$2,913,570
Gilpin	\$6,809,093	\$1,756,656	\$12,882,144
Grand	\$1,462,592	–	–
Jefferson	\$2,947,591	–	–
Larimer	\$67,488,195	\$215,080,044	\$155,495,207
Logan	–	\$2,500,000	\$8,800,000
Morgan	\$7,621,822	\$5,690,818	\$8,800,000
Otero	\$1,584,832	–	–
Sedgwick	\$1,221	\$866,667	–
Washington	\$18,433	–	–
Weld	\$3,311,494	\$59,659,705	\$16,896,000
Federal Lands Projects	\$9,485,659		
COUNTY TOTAL	\$128,267,903	\$362,995,457	\$252,383,097
		\$743,644,456	

** US 34 Partially Funded (see inset)*



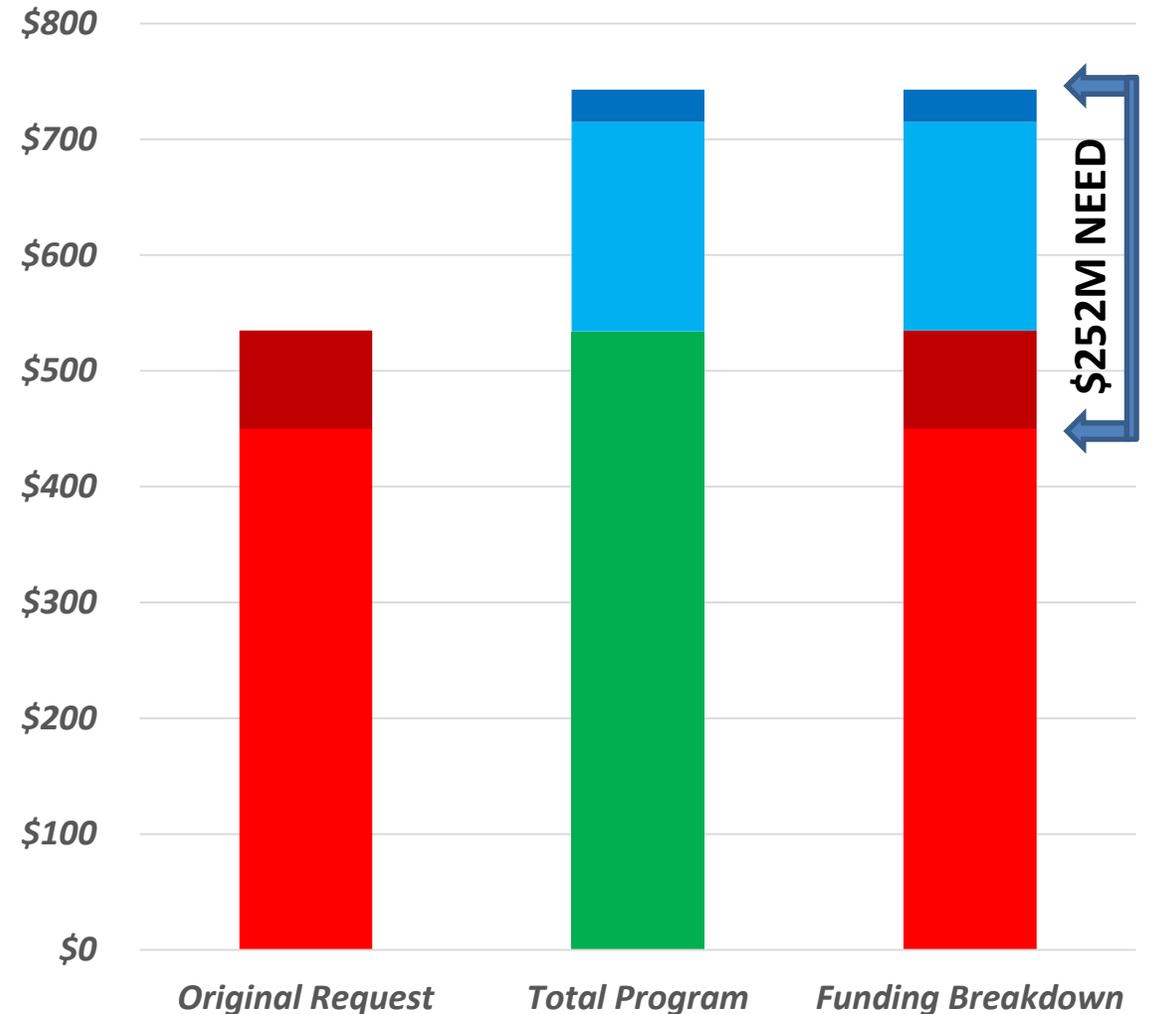
US34 Before and After





Why We Need Additional Funding

Original POP Request	\$535M
Congressional Allocation	\$450M
<hr/>	
Outstanding Request	\$85M
Replace in Kind	\$534M
Resiliency Investments	\$181M
Risk and Resiliency Analysis	\$28M
<hr/>	
Total Program	\$743M
Congressional Allocation	\$450M
Outstanding Request	\$85M
Resiliency Investments/ Risk and Resiliency Analysis	\$208M
<hr/>	
Funding Breakdown	\$743M





Securing Additional Funding

- Congressional Request
- FHWA ER Program – Annual Ask

% Return on Request	Construction Finish	Reimbursement from FHWA ER Program
10%	March 2041	September 2039

- 11 CDOT projects are delayed up to 20 years to complete construction
- The US 34 construction packages will experience the following delays:
 - CP2 – 4 Years
 - CP3 – 6 Years
 - CP4 – 10 Years
 - CP5 – 11 Years



COLORADO
Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222

DATE: November 16, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Development Program and Project Selection

Purpose

The purpose of this memorandum is to provide an update on the Development Program and related project selection activities, and continue the discussion on next steps with the Transportation Commission.

Action

Staff requests Transportation Commission input on next steps in project selection for Senate Bill (SB) 09-228 and the National Highway Freight Program (new formula freight program), including specific input on project selection criteria.

Background

At the October Transportation Commission meeting, staff provided an update on the Development Program and the subset 10-Year Development Program (See <https://www.codot.gov/programs/planning/documents/plans-projects-reports/projects/draft-2016-development-program-oct-2016.pdf>) and discussed possible next steps, including the selection of projects for additional SB 09-228 transfers, and for the National Highway Freight Program (see Attachment A). The approach discussed included the use of proposed eligibility and evaluation criteria to select projects for future SB 09-228 transfers, and for the first two years (FY 15-16 and FY 16-17) of the National Highway Freight Program. The Transportation Commission requested a second workshop in November to discuss the proposed criteria further, as well as if and when to proceed with the selection of additional SB 09-228 projects. A key variable in the selection of SB 09-228 projects has been uncertainty surrounding the FY 16-17 and FY 17-18 transfers, given a projected shortfall in the FY 17-18 budget. With the November 1 release of the Governor's proposal to balance the budget, we now have a clearer picture.

Details

Staff developed draft eligibility and evaluation criteria that could be used now or in the future to further prioritize projects for funding, using the 10-Year Development Program as the foundation. Criteria has been developed for SB 09-228, and the National Highway Freight Program (See Attachment B). The criteria for each is similar, but adapted to the unique requirements and characteristics of each program. Although not expressed as criteria, geographic equity is assumed to be a key principle in project selection. The importance of geographic equity in project selection has been expressed on numerous occasions in recent months by the Transportation Commission, Statewide Transportation Advisory Committee (STAC), and other planning partners.

Senate Bill 09-228

Background

Last month, staff discussed the availability of SB 09-228 funds and sought Transportation Commission input on if and how to proceed with project selection, including input on draft eligibility and evaluation criteria. The first SB 09-228 transfer, totaling \$199.2 million (previously committed to the Central 70 project, less 10% for transit) was received by CDOT on June 30, 2016. This year the legislature allocated \$158 million through legislation, circumventing the statutory SB 09-228 transfer process. These first two years of SB 09-228 funds are direct allocations and, barring any future legislative changes, future year transfers will rely on the statutory formula involving economic forecasts and TABOR triggers. The September 2016 revenue forecast called for an additional \$225 to \$333 million in years three and four. A fifth and final year of transfers (FY 19-20) is not included in the forecast, but a full transfer in year five would result in approximately an additional \$200 million. On November 1, the Governor released a proposed budget for FY 17-18 which would help to close a budget shortfall by reducing the FY 16-17 SB 09-228 transfer from \$158 million to \$79 million, and the FY 17-18 transfer to \$79 million.

SB 09-228 Transfers (in millions)					
	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20
Direct Allocation (Received June 30, 2016)	\$ 199.2				
Direct Allocation (Planned for June 30, 2017)		\$ 158.0			
Revenue Forecast- OSPB (September 2016)			\$ 109.3	\$ 115.2	
Revenue Forecast- Legislative Council (September 2016)			\$ 217.7	\$ 114.9	
Governor's Proposed FY 17-18 Budget (Nov. 1, 2016)		\$ 79.0	\$ 79.0		
Estimated maximum possible - 5th year					\$ 200.0

Project Selection

The Transportation Commission previously committed \$130 million in state or federal funding to the construction phase of I-25 North as part of the I-25 North TIGER application (see March and April Transportation Commission packets). Since the original funding package assumed a \$25 million TIGER grant and the actual award was for \$15 million, an additional \$10 million is needed on top of the \$130 million commitment. Although the commitment did not specify a source, there are limited options beyond SB 09-228 for fulfilling such a large commitment. While discussion in October focused on the possibility of selecting projects for multiple years of SB 09-228 funding, the reduction in anticipated transfers, and the outstanding commitment to I-25 North may make further project selection at this point premature. Instead, the Transportation Commission may want to commit FY 16-17 and FY 18-19 transfers to fulfilling the \$140 million funding need on I-25 North, and provide input on the proposed SB 09-228 criteria so this may be used in the future should additional SB 09-228 funds become available.

Transit priorities for SB 09-228 were identified through a separate process led by the Division of Transit & Rail (DTR) over the summer months (see July and August Transportation Commission packets). Transit projects have been identified in priority order and projects will be funded in order of priority, as funds become available.

National Highway Freight Program

Background

The National Highway Freight Program is a new formula freight program created under the FAST Act. The National Highway Freight Program provides approximately \$15 million annually to Colorado, beginning in FY 15-16.

Project Selection

Beginning in December 2017, projects must be identified in a State Freight Plan in order to be eligible for funding. The Multimodal Freight Plan and State Freight and Passenger Rail Plan, both currently in development, will identify a long-term freight investment strategy and project priorities. However, given that these plans will not be complete until the end of 2017, staff is recommending that over the next few months a project selection process be conducted for the first two years of funding (FY 15-16 and FY 16-17) based on the proposed criteria. With input on criteria and the concurrence of the Transportation Commission to proceed, staff will conduct a project selection process and return to the Commission in early 2017 with recommendations for funding.

Questions

Staff requests Transportation Commission input on how to proceed with next steps on the above programs. Questions to consider include:

SB 09-228

1. Does the Transportation Commission want to formally or informally commit to funding the \$140 million in need for I-25 North with FY 16-17 and FY 17-18 SB 09-228 transfers?
2. Given the commitment to I-25 North and the proposed reduction of transfers to \$79 million in FY 16-17 and \$79 million in FY 17-18, does the Transportation Commission want to wait to conduct any further SB 09-228 project prioritization or selection? Or should projects be identified for the potential remaining funding, with consideration of geographic equity?
3. Does the proposed criteria for SB 09-228 provide a good framework for project selection, if/when conducted? Are there criteria that should be added or modified?

National Highway Freight Program

1. Should staff proceed with project selection processes as described for the first two years of the National Highway Freight Program, based on the proposed criteria and any additional Transportation Commission input?
2. Does the proposed criteria for the National Highway Freight Program provide a good framework for project selection? Are there criteria that should be added or modified?

Advisory Committee Input

State Transportation Advisory Committee (STAC)

STAC discussed the Development Program and project selection at September and October meetings. STAC provided general agreement that the 10-Year Development Program provides a good foundation for moving forward with different project selection processes, including SB 09-228, the National Highway Freight Program, and discretionary grant programs. There was also some discussion and differing viewpoints on whether there should be consistency in SB 09-228 and National Highway Freight Program project selection processes across the state, or whether each Region should have more latitude to determine how to apply and weight criteria. Other comments included:

- For the safety criteria, focus on fatalities and serious injuries rather than Property Damage Only (PDO) crashes
- Rely on local input in assessing a project for the economic vitality criteria.
- Readiness should be an important factor - focus on projects that are closer to ready to go and where we have already invested in Environmental Impact Statements (EIS), Environmental Assessments (EAs), or Planning and Environmental Linkage (PEL) studies.
- Need to further define what constitutes statewide or regional significance.

Freight Advisory Committee (FAC)

The Freight Advisory Council (FAC) discussed the National Highway Freight Program at its October meeting. No concerns were expressed regarding the proposed criteria. The FAC Steering Committee is providing additional input on criteria and project priorities. Some of the projects identified to date as priorities for consideration of National Highway Freight program funding include:

- Truck parking/Truck Parking Information Management System (TPIMS)
- Truck facilities such as chain-up stations and weigh stations
- Low vertical clearance bridges
- Size and weight restricted bridges
- Runaway truck ramps, arrestor systems, or escape ramps
- Freight signal priority systems at intermodal facilities
- First and last mile connections and access to intermodal facilities
- Rail projects including track upgrades, grade separations, and a rail loan program

Next Steps

Subject to Transportation Commission input, next steps include:

- Finalization of National Highway Freight Program criteria, incorporating Transportation Commission, STAC, and FAC input.
- Identification of freight project priorities based on 10-Year Development Program and FAC input, evaluation of projects based on criteria, and development of recommendations for funding.
- Finalization of SB 09-228 criteria, incorporating Transportation Commission and STAC input, in order to be ready to select projects in the future.

Attachment

- Attachment A: Summary of National Highway Freight Program
- Attachment B: Draft Eligibility and Evaluation Criteria

National Highway Freight Program

Program Description

- Provide Federal financial assistance to improve the efficient movement of freight on the National Highway Freight Network (NHFN)

Program Goals

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

Eligible Projects

- A project is eligible for funding if it:
 - Contributes to the efficient movement of freight on the National Highway Freight Network (NHFN), and
 - Is identified in a freight investment plan included in a freight plan
 - Is an intermodal or freight rail project (except that a State can only obligate up to 10% of its total freight apportionment to these projects).
- A project must be on the National Highway Freight Network (NHFN)
- Eligible projects include:
 - Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
 - Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
 - Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
 - Efforts to reduce the environmental impacts of freight movement.
 - Environmental and community mitigation for freight movement.
 - Railway-highway grade separation.
 - Geometric improvements to interchanges and ramps.
 - Truck-only lanes.
 - Climbing and runaway truck lanes.
 - Adding or widening of shoulders.
 - Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.
 - Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
 - Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
 - Traffic signal optimization, including synchronized and adaptive signals.
 - Work zone management and information systems.
 - Highway ramp metering.
 - Electronic cargo and border security technologies that improve truck freight movement.
 - Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
 - Additional road capacity to address highway freight bottlenecks.

- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility. [23 U.S.C. 167(i)(5)(C)]
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23. [23 U.S.C. 167(i)(6)]

Funding Requirements

- Federal Funding by Year (\$85.2 M total):
 - FY 16: \$15.5 M
 - FY 17: \$14.9 M
 - FY 18: \$16.2 M
 - FY 19: \$18.3 M
 - FY 20: \$20.3 M
- Standard federal match requirements apply.

**Senate Bill 228
Draft Eligibility and Evaluation Criteria
November 2016**

Eligibility Criteria			
E1. Is a "strategic" project (a project of regional or statewide significance serving regional or statewide travel needs, recognized as a high priority at the regional or statewide level, and representing a significant cost or long-term investment.)			
E2. Is identified in the 10-Year Development Program (i.e. is Tier I)			
E3. Is identified as a high priority at the project or corridor level in a Regional Transportation Plan or other Plan (i.e. State Highway Freight Plan, Transit Plan)			
E4. Is "ready to go" by XX (Ready to go is defined as: Ad Date (Design/Bid/Build), 30% Plans and NTP to Team (Design Build), or 90% design complete (CMGC))			
Evaluation Criteria			
Criteria and Measures	Low Score	Medium Score	High Score
1. Safety			
1.1 Fatalities reduced	Number of fatalities reduced per year		
1.2 Serious injuries reduced	Number of serious injuries reduced per year		
1.3 Property damage only reduced	Number of property damage only reduced per year		
2. Maintaining the System			
2.1 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved		
2.2 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.		
2.3 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line
3. Mobility			
3.1 Reliability or Travel Time	Project provides little or no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit
3.2 Modal choice	No modal choices provided by project	Project provides some modal choice for two of pedestrian, cycling, or transit modes	Project provides excellent modal choice for pedestrian, cycling, AND transit
3.3 Connectivity and Accessibility	No improved accessibility or connectivity provided by project	Project provides some improved accessibility or connectivity to regionally-important centers	Project provides substantially improved accessibility or connectivity to regionally-important centers
4. Economic Vitality			
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)		
5. Other Considerations			
5.1 Resiliency	Project does not improve the resilience of transportation infrastructure.	Project will somewhat improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, or leverages other funds	Project builds on recent prior phases or corridor investments and leverages other funding.
6. Estimated Project Cost			

**National Highway Freight Program
Draft Eligibility and Evaluation Criteria
November 2016**

Eligibility Criteria			
E1. Is on the National Highway Freight Network (NHFN) or is a freight intermodal or freight rail project (federal requirement)			
E2. Is identified in a State Highway Freight Plan (federal requirement, begin Dec 2017)			
E3. Is an eligible activity under the National Highway Freight Program (federal requirement)			
E4. Is on a Colorado Freight Corridor or other facility with evidence of significance to freight			
E5. Is identified in the 10-Year Development Program (i.e. is Tier I), if a scale of project typically included.			
E4. Is "ready to go" by XX (Ready to go is defined as: Ad Date (Design/Bid/Build), 30% Plans and NTP to Team (Design Build), or 90% design complete (CMGC))			
Evaluation Criteria			
Criteria and Measures	Low Score	Medium Score	High Score
1. Safety			
1.1 Fatalities reduced	Number of fatalities reduced per year for commercial motor vehicle crashes		
1.2 Serious injuries reduced	Number of serious injuries reduced per year for commercial motor vehicle crashes		
1.3 Property damage only reduced	Number of property damage only reduced per year for commercial motor vehicle crashes		
2. Maintaining the System			
2.1 Freight Focus	General asset life improvements with no freight specific design features or freight specific benefits.	General asset life improvements with some freight specific design features or freight specific benefits.	Freight focused asset life improvements designed to address a specific freight need.
2.2 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved		
2.2 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.		
2.4 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line
3. Mobility			
3.1 Reliability or Travel Time	Project provides little to no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit
3.2 Truck AADT	Truck AADT		
3.3 % Truck	% Truck Off-Peak		
4. Economic Vitality			
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)		
4.2. Intermodal connections	Project does not support connections between freight modes, nor the promotion of multiple transportation choices, and does not directly impact access to an intermodal facility	Project generally supports connections between freight modes, and promotes some transportation choices and, indirectly impacts access to an intermodal facility	Project enhances and creates workable connections between freight modes, promotes multiple transportation choices, and directly impacts access to an intermodal facility
5. Other Considerations			
5.1 Resiliency	Project does not improve the resilience of transportation infrastructure.	Project will somewhat improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, or leverages other funds	Project builds on recent prior phases or corridor investments and leverages other funding.
6. Estimated Project Cost			



COLORADO
Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222

DATE: November 16, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: FASTLANE Discretionary Grants

Purpose

The purpose of this memorandum is to update the Transportation Commission on the recent solicitation for a second round of FASTLANE discretionary grants, due December 15, 2016.

Action

Staff requests Transportation Commission input on how to proceed with identifying and submitting projects for consideration by USDOT under the FASTLANE program.

Background

USDOT recently announced the second round of FASTLANE discretionary grants (see Attachment A). FASTLANE is a discretionary grant program intended to provide Federal financial assistance to freight and highway projects of national or regional significance. It was the original intent of staff to work through priorities for FASTLANE grants for this and future cycles over the next few months, in tandem with other project selection discussions. However, USDOT announced the second cycle early, on October 28, with an application deadline of December 15. This accelerated timeline will require a quick decision on which projects to submit (or resubmit from last year).

Details

The previous (and first) FASTLANE round was announced on February 26, 2016. Staff was hoping for a little more time before the second round in order to work through current project selection discussions first, but USDOT has significantly accelerated the timeline. We anticipate, however, that our current 10-Year Development Program and project selection efforts will put us in a very good position for future rounds of FASTLANE and other discretionary grant programs.

The FASTLANE program is essentially unchanged from the first round. Eligible projects include:

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Freight intermodal or freight rail projects
- Railway-highway grade crossing or grade separation projects

FASTLANE grants can cover up to 60% of total project costs, and up to half of the required 40% match can come from other federal funding sources. Approximately \$850 million is available for the current round. FASTLANE grants can be used for small and large projects. Large projects are eligible for a minimum award of \$25 million, and small grants for a minimum award of \$5 million. Each applicant may submit no more than three applications each round.

<p>Large Projects</p>	<ul style="list-style-type: none"> • Grant amount of at least \$25 M. • Total project cost of at least \$100 M. • Federal share under grant program may not exceed 60% • Total federal share may not exceed 80% 	<p>Small Projects</p>	<ul style="list-style-type: none"> • Grant amount of at least \$5 M. • Federal share under grant program may not exceed 60% • Total federal share may not exceed 80%
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The following three applications were submitted by CDOT in the first round:

- US 287 Lamar Bypass (Region 2)
 - Total Project Cost: \$160 million
 - FASTLANE Request: \$96 million
 - Matching Funds: \$64 million (including Transportation Commission commitment of \$59 million)
- US 85 Centennial Highway Improvements (Region 4)
 - Total Project Cost: \$160 million
 - FASTLANE Request: \$96 million
 - Matching Funds: \$64 million (including Transportation Commission commitment of \$45 million)
- Truck Parking Information Management System (TPIMS) (DTD/RoadX)
 - Total Project Cost: \$9 million
 - FASTLANE Request: \$5 million
 - Matching Funds: \$4 million (Transportation Commission commitment of \$4 million)

An additional application was developed by CDOT Region 5 and submitted by La Plata County:

- US 550 (Region 5)
 - Total Project Cost: \$197.5 million
 - FASTLANE Request: \$113 million
 - Matching Funds: \$84.5 million (including Transportation Commission commitment of \$45 million)

Since this was the first year of the FASTLANE program, staff had limited information to identify projects beyond the basic program requirements. Staff has reached out to USDOT for feedback on the first round, but thus far we have not been successful in getting a response. However, a review of first round awards provides some insight on what it may take to be competitive. Key findings include:

- CDOT applications in the first round had the minimum required amount of match, 40%, while the average match of successful applications was 62%.
- Grant requests for large CDOT project applications ranged from \$96 million to \$113 million, significantly larger than the average FASTLANE grant award of \$42 million.
- High benefit-cost ratio is important, with cost-effectiveness being a key factor in USDOT's preliminary review process.

The attached FASTLANE criteria (see Attachment B) was developed based on draft criteria for the National Highway Freight Program and Senate Bill (SB) 09-228, and refined based on the findings above. Staff proposes using this criteria as a framework for considering which projects we submit (or resubmit) for the current cycle. Given the short turnaround, potential new projects will need to be sufficiently developed and/or sufficient information readily available that an application can be developed by December 15. Due to the limited number of potential project applications for this round of FASTLANE, staff will likely be able to identify the most competitive projects based on screening criteria. If new projects are identified for consideration, they will be discussed at the Commission Workshop. USDOT has indicated that they anticipate many of the projects submitted in the second cycle will be resubmittals from the first cycle.

Applications are likely to include some amount of previously identified match (from RPP, HSIP, or FASTER Safety, for example), although additional matching funds requiring Transportation Commission approval will be needed for any project submittals or resubmittals. For large projects, this additional match commitment can be very significant, as was the case with the previously submitted projects. Given the commitment to I-25 North and the uncertainty of later years of SB 09-228 transfers, the Transportation Commission may want to consider whether or not it is comfortable making a large match commitment. Attachment C provides information on the status of potential funding sources that the Transportation Commission may wish to consider in its discussion. One factor to consider as we look at resubmitting projects is scalability. Based on the findings above, if we are to resubmit one of the larger projects from the first round we may want to do so with a higher match amount, and a lower grant request and total project cost. The Transportation Commission may also want to consider whether we want to submit the three applications we are permitted, or demonstrate priority by focusing instead on only one or two applications.

While we will consider each of the projects submitted in the first round for possible update/revision and resubmittal, we feel the Truck Parking Information Management System (TPIMS) application, in particular, may be competitive this year. Florida was awarded funds for a TPIMS project in the first round. Since we submitted our TPIMS application in the first round, we have made progress and are currently working on a partial implementation on I-70. We are also coordinating with neighboring states as possible co-applicants. The TPIMS project is a statewide project, and can be scaled based on available match.

Questions

Staff requests Transportation Commission input on how to proceed. Questions to consider include:

1. *Matching Funds* - To what extent does the Transportation Commission want to commit to matching funds for FASTLANE projects? Is there a maximum dollar amount the Transportation Commission is comfortable committing?
2. *Number of Projects to Submit* - Should CDOT focus on one or two highest priorities or support the maximum allowable proposals?
3. *Transportation Commission Approval Process* - What type of approval action is the Transportation Commission comfortable with? Does the Transportation Commission want to approve specific projects and match commitment, or provide general input on projects and match commitment and allow staff discretion on what is ultimately submitted? Approval via resolution would need to occur at the December 14 meeting and applications would be due the next day.
4. *Additional Guidance* - What additional guidance does the Transportation Commission want to provide staff in selecting projects for submittal?

Advisory Committee Input

State Transportation Advisory Committee (STAC)

The second round of FASTLANE was announced the afternoon following the October Statewide Transportation Advisory Committee (STAC) meeting. As such, STAC has not had the opportunity to weigh in. However, as discussed in the Development Program memo included in your packet, STAC did review and discuss SB 09-228 and National Highway Freight Program criteria, which has been adapted for potential application for FASTLANE. STAC does not meet again until December 2. Staff has notified STAC of the next round of funding, and will discuss further at the next meeting.

Freight Advisory Committee (FAC)

Similarly, the most recent Freight Advisory Council (FAC) meeting was held prior to the announcement, although the full FAC has previously provided input on criteria and priorities for the National Highway Freight Program. The FAC was very interested in the first round of FASTLANE funding, and provided letters of support for the three applications submitted by CDOT. They declined to support the US 550 application, recognizing it as an important project but a lower priority for freight as compared to other projects. At the meeting of the FAC Steering Committee on November 8, members committed to work with CDOT to provide letters of support for this round of CDOT FASTLANE applications. The Steering Committee reiterated its priorities for truck parking projects such as TPIMS and safety projects. They also stated their preference that large corridor projects submitted for FASTLANE should have a specific freight element as part of the project.

Next Steps

- Identification of projects for second round of FASTLANE, development/update of applications and submittal to USDOT by December 15.
- Transportation Commission action on December 14 resolution committing support for project applications.

Attachment

- Attachment A: Summary of FASTLANE Program
- Attachment B: Draft Eligibility and Evaluation Criteria
- Attachment C: Potential FASTLANE Grant Match

Nationally Significant Freight and Highway Projects (FASTLANE)

Program Description

- Provide Federal financial assistance to freight and highway projects of national or regional significance

Program Goals

- The goals of the program are to:
 - (A) improve the safety, efficiency, and reliability of the movement of freight and people
 - (B) generate national or regional economic benefits and an increase in the global economic competitiveness of the United States
 - (C) reduce highway congestion and bottlenecks
 - (D) improve connectivity between modes of freight transportation
 - (E) enhance the resiliency of critical highway infrastructure and help protect the environment
 - (F) improve roadways vital to national energy security;
 - (G) address the impact of population growth on the movement of people and freight.

Eligible Projects

- A highway freight project on the National Highway Freight Network (NHFN)
- A highway or bridge project on the National Highway System (NHS), including:
 - A project to add capacity to the Interstate system to improve mobility; or
 - A project in a national scenic area;
- A freight project that is:
 - A freight intermodal or freight rail project; or
 - A project within the boundaries of a public or private freight rail, or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility,
 - provided that the project will make a significant improvement to freight movements on the NHFN and that the Federal share of the project funds only elements of the project that provide public benefits, and that the total assistance for these projects does not exceed \$500 million over the period 2016-2020; or
- A railway-highway grade crossing or grade separation project.

Project Requirements

- Generate national or regional economic, mobility, or safety benefits;
- Be cost-effective;
- Contribute to accomplishment of one or more of the national goals described in section 150
- Based on results of preliminary engineering;
- With respect to non-federal financial commitments:
 - One or more stable and dependable sources are available to construct, maintain, and operate the project; and
 - Contingency amounts are available to cover unanticipated cost increases.
- Cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor;
- For a large project, the Department cannot award a project that is not reasonably expected to begin construction within 18 months of obligation of funds.
- Preliminary engineering and right-of-way acquisition activities, such as environmental review, design work, and other preconstruction activities, do not fulfill the requirement to begin construction within 18 months of obligation for large projects.

Eligible Project Costs

- Financial assistance received for a project may be used for:
 - development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and

- construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.

Funding Requirements

- Large Projects - Grant amount of at least \$25 million and a total project cost of at least \$100 million. Federal share under grant program may not exceed 60% and total federal share may not exceed 80%.
- Small Projects - Grant amount of at least \$5 million. Federal share under grant program may not exceed 60% and total federal share may not exceed 80%

FASTLANE
Draft Eligibility and Evaluation Criteria
November 2016

Eligibility Criteria			
E1. Is an eligible activity under the FASTLANE Program (federal requirement)			
E2. Meets project size, grant size, and match requirements (federal requirement)			
E3. Can be reasonably expected to begin construction within 18 months of obligation, with obligation occurring no later than September 30, 2020. (federal requirement)			
E4. Is on a Colorado Freight Corridor or other facility with evidence of significance to freight			
E5. Is identified in the 10-Year Development Program (i.e. is Tier I), if a scale of project typically included.			
E6. Is identified as a high priority at the project or corridor level in a Regional Transportation Plan or other Plan (i.e. State Highway Freight Plan, Transit Plan)			
Screening Criteria			
S1. Project has a competitive level of match (target of 60%).			
S2. Grant request amount is competitive (average grant award of \$42 million).			
S3. Project has a strong benefit-cost ratio.			
Evaluation Criteria			
Criteria and Measures	Low Score	Medium Score	High Score
1. Safety			
1.1 Fatalities reduced	Number of fatalities reduced per year for commercial motor vehicle crashes		
1.2 Serious injuries reduced	Number of serious injuries reduced per year for commercial motor vehicle crashes		
1.3 Property damage only reduced	Number of property damage only reduced per year for commercial motor vehicle crashes		
2. Maintaining the System			
2.1 Freight Focus	General asset life improvements with no freight specific design features or freight specific benefits.	General asset life improvements with some freight specific design features or freight specific benefits.	Freight focused asset life improvements designed to address a specific freight need.
2.2 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved		
2.3 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.		
2.4 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line
3. Mobility			
3.1 Reliability or Travel Time	Project provides little or no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit
3.2 Truck AADT	Truck AADT		
3.3 % Truck	% Truck Off-Peak		
4. Economic Vitality			
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)		
4.2. Intermodal connections	Project does not support connections between freight modes, nor the promotion of multiple transportation choices, and does not directly impact access to an intermodal facility	Project generally supports connections between freight modes, and promotes some transportation choices and, indirectly impacts access to an intermodal facility	Project enhances and creates workable connections between freight modes, promotes multiple transportation choices, and directly impacts access to an intermodal facility
5. Other Considerations			
5.1 Resiliency	Project does not improve the resiliency of transportation infrastructure.	Project will somewhat improve the resiliency of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resiliency of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, or leverages other funds	Project builds on recent prior phases or corridor investments and leverages other funding.
6. Estimated Project Cost			

POTENTIAL FASTLANE GRANT MATCH

FUNDING SOURCE	POTENTIAL AVAILABLE FUNDS	RISKS
Revenue Surplus for FY 17-18	\$10 Million	Amount is known and funds are available for TC direction.
TC Contingency Redistribution For FY15-FY16	Up to \$80 Million	Amount is known, however, may be needed as a backstop for SB 228 funds on I-25 North or for other important projects as discussed at September TC.
Federal Redistribution for FY16-FY17	\$24 Million (5 Year Average)	CDOT has consistently received yearly redistribution funds. For the federal fiscal years 2011 to 2015, the yearly amount ranged from \$15.0 million to \$31.8 million, with a five-year average of \$23.7 million. (Note federal fiscal year 2016 was not included because it was a high of \$48.0 million, and therefore not typical.)
SB 228	\$0-\$400 Million (Years 4-5)	Year 1 funding is allocated to Central I-70, Year 2 and 3 funding remains uncertain and is dependent on Governor's Budget with \$79 Million each year needed for previously identified I-25 North and Transit projects. Therefore, only SB 228 funds for Year 4 and 5 may be available. However, Year 4-5 funds are uncertain as they dependent on revenue forecasts and Legislature as well.
RAMP	\$0 -20 Million	\$20 Million of RAMP HPTE Development Fund was used for credit support on the C-470 loan and will be available in February 2017. Use of these funds are subject to the RAMP HPTE Development fund eligibility criteria and RAMP Sponsor Coalition approval, which takes into consideration other project needs. (Potentially, these funds could be applied to I-25 North freeing up other state match funds.)
Reprioritization of FY17-FY18 Budget	TBD	TC could redirect program funds to provide match.

Transportation Commission of Colorado
Regular Meeting Minutes
Oct. 20, 2016

Chairman Gary Reiff convened the meeting at 9:30 a.m.

PRESENT WERE: Gary Reiff, Chairman, District 3
Shannon Gifford, District 1
Ed Peterson, District 2
Heather Barry, District 4
Kathy Gilliland, District 5
Kathy Connell, District 6
Kathy Hall, District 7
Sidny Zink, Vice Chair, District 8
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Rocky Scott, District 9

ALSO PRESENT: Shailen Bhatt, Executive Director
Michael Lewis, Deputy Executive Director
Josh Laipply, Chief Engineer
Debra Perkins-Smith, Director of Transportation Development
Maria Sobota, CFO
Scott McDaniel, Staff Services Director
Amy Ford, Public Relations Director
Herman Stockinger, Government Relations Director
Paul Jesaitis, Region 1 Transportation Director
Karen Rowe, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Mike McVaugh, Region 5 Transportation Director
Jane Fisher, Director of Program Management
Kathy Young, Chief Transportation Counsel
David Spector, HPTE Director
Mark Imhoff, Director of Transit and Rail
Vince Rogalski, STAC Chairman
Chris Wedor, Director of Audit Division

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

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

Audience Participation

Commissioner Reiff noted that he has a working relationship with the Steve Gurr, who wishes to speak. He does not believe this would be a conflict of interest. Mr. Gurr and Kathy Young both agreed, however the chair wanted to be on the record for their previous relationship. Additionally, as the agenda item has been pulled, the chair

granted Mr. Gurr 10 minutes to speak on the issue of the Amerco property condemnation.

Mr. Gurr represents the Amerco UHaul property owners. The UHaul property is located off of Wadsworth Boulevard in Lakewood, Colorado, and is the subject of a CDOT condemnation action. Mr. Gurr stated that his client objects to the condemnation action with regard to the portion of land that CDOT wants to condemn for a bike path. Mr. Gurr explained his interpretation of the Colorado Supreme Court's decision in the Amerco case. Mr. Gurr encouraged the Transportation Commission to take their condemnation powers seriously, as they are very powerful. He stated that the Commission is the buffer between the land owners and the Department, and as the citizen representatives they have a duty to protect the property rights of the citizens. Additionally, he encouraged the commission to structurally address these changes. Mr. Gurr will be back next month to further discuss the Amerco property acquisition

Individual Commissioner Comments

Commissioner Hall has been meeting with the Cities and a Counties in her district. She thanked Dave Eller for his help in these meetings.

Commissioner Gifford had nothing to report.

Commissioner Hofmeister had nothing to report.

Commissioner Thiebaut stated that he is looking forward to working with the new Region 9 Commissioner, Rocky Scott. He took the opportunity to remind everyone about the fires in southern Colorado, and thanked Region 2 for their compassion and work during the fires. Finally he applauded the hanging of children's drawings advocating for safety in the headquarters building.

Commissioner Peterson gave a presentation at the South Lakewood Business Association on RoadX and what is included in the program. Additionally, he reminded everyone how high the fire risk is this time of year.

Commissioner Connell was proud to attend the Highway 9 ribbon cutting ceremony for the wildlife crossing project. She presented the commission with a commemorative framed photo of the project, and encouraged staff to celebrate CDOT's successes around headquarters. She also met with City Council in October.

Commissioner Barry has been fighting through an illness and had nothing to report.

Commissioner Gilliland had a busy month, as she has moved from Livermore to Greeley. She wanted to thank the Region 4 staff for doing a great job collaborating on projects with the local agencies. The collaboration has added a lot of value to projects in the area. Additionally, she believes that engaging business groups will help CDOT with their budget issues.

Vice Chair Zink was proud to announce that the ribbon cutting event for Wilson Gulch Road made the front page of the Durango Newspaper. She also mentioned that the Ute Mountain Ute tribe has elected a new Chair and 3 new Tribal Council Members.

Chair Reiff is looking forward to meeting with STAC in October.

Executive Director's Report

Executive Director Bhatt presented a Powerpoint to the Commission that was given to Governor Hickenlooper. The Powerpoint outlined the differences in the funding of transportation in Colorado vs Utah, and how increased funding can help a transportation system immensely.

Chief Engineer's Report

Chief Engineer Josh Laipply attended the ribbon cutting of the Wilson Gulch and Highway 9 projects. They were good examples of successful projects in the RAMP program. Both of those projects were successful due to a great amount of partnership with local agencies. Additionally, the Genesee Evergreen Parkway is now complete, meaning that a bicycle rider can get from Denver to Evergreen without riding on a highway. He is continuing to work with the Union Pacific Railroad to closing on the US 85 Right of Way. Finally he brought up that the Transportation Matters Summit will be held on November 1st in Denver. Finally, Josh announced that Scott McDaniel will be retiring from CDOT.

HPTE Director's Report

HPTE Director David Spector updated the Commission on the October HPTE meeting. The board received updates on the transition to HOV3 coming up in the new year. Motorcycles are now able to drive in the tolled lanes for free with a sticker. The data on the performance of the I-25 north complete sections are encouraging so far. Additionally, the board took action on their budget, as well as reimbursement of costs for the C-470 transaction. HPTE staff met with a number of states and business groups as well as the legislature in the month of October. Finally, the new Tolling Operations manager position will be posted shortly.

FHWA

FHWA Division Administrator congratulated CDOT for the completion of the Highway 9 project. It was one of the first projects that the department of wildlife brought money to a transportation project, and will serve as a great example in the future. He complemented Region 5 for their tribal transportation summit in September. It was a good presentation demonstrating how CDOT can work with the tribe. Finally, he is excited to see how CDOT will be incorporating technology into freight corridors.

STAC

Vince Rogalski let the Transportation Commission know that STAC talked at length about PD 14. They suggested that there needs to be population in VMT to accurately look at the safety data. STAC was surprised to learn that texting and marijuana might be the new DUI's. Additionally, they are concerned over leveraging funding's, and that it might look like pay to play. Finally, they discussed the need to retrofit rest areas to be ADA compliant. He encouraged the whole TC to join STAC for their retreat on Oct. 28.

Act on Consent Agenda

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

Resolution #TC-16-10-1

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for Sept. 15, 2016, are approved.

Resolution #TC-16-10-2

Resolution #TC-16-10-2

Adoption of updated Policy Directive 14.0 "Policy Guiding Statewide Plan Development"

Approved by the Transportation Commission on Oct. 20, 2016.

WHEREAS, the Colorado Transportation Commission ("the Commission") has statutory authority pursuant to § 43-1-106(8)(a) C.R.S. to formulate policy concerning transportation systems in compliance with 23 U.S.C. 134, 135, and 450; PL 114-94 ("Fixing America's Surface Transportation Act" or "FAST Act") and PL 112-141 ("Moving Ahead for Progress in the 21st Century" or "MAP-21"), and their regulations; and to undertake transportation planning under § 43-1-1103, C.R.S.; and

WHEREAS, a statewide plan is considered part of the state and federally required statewide transportation planning process; and

WHEREAS, Policy Directive 14.0 is the framework for development and implementation of a multimodal comprehensive Statewide Transportation Plan and for distribution of resources to meet or make progress toward objectives;

WHEREAS, the Commission approved the updated Policy Directive 14.0 in February 2015 in Resolution #TC-15-2-7;

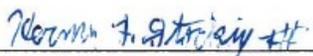
WHEREAS, Policy Directive 14 as adopted in February 2015 states that the policy will be brought forward for consideration by the TC as additional measures and objectives are developed;

WHEREAS, changes are needed to Policy Directive 14.0 due to passage of the FAST Act in July 2015; a change in a dataset used for system performance; and new transportation industry standards; and

WHEREAS, over the past several months, the Commission has reviewed and discussed proposed refinements of objectives for the goal areas of system performance and infrastructure condition in Policy Directive 14.0; and

WHEREAS, the Commission approved all the proposed changes on October 20, 2016; and

NOW THEREFORE LET IT BE RESOLVED, that the Commission adopts the updated Policy Directive 14.0 "Policy Guiding Statewide Plan Development" as reflected in Attachment A to this resolution.



Herman Stockinger, Secretary
Transportation Commission



Date

Resolution #TC-16-10-3

Resolution #TC-16-10-3

Disposal of property in Durango.

Approved by the Transportation Commission on Oct. 20, 2016.

WHEREAS, CDOT acquired Area 1, 2 and 3 in 1986 in La Plata County as a part of CDOT Project No. RF 019-2(14) Sec. 2;

WHEREAS, the subject parcels are currently occupied by the City as part of the Santa Rita Park and the City's Waste Water Treatment Plant;

WHEREAS, the subject parcels are not needed for transportation or maintenance purposes;

WHEREAS, Area 1 consists ~1.7 acres;

WHEREAS, Area 2 consists ~1.6 acres;

WHEREAS, Area 3 consists ~10.0 acres;

WHEREAS, the subject parcels total ~13.3 acres of land;

WHEREAS, City of Durango is interested in acquiring the subject parcels for the continued use as a public park, with ancillary public uses and a public waste-water treatment facility and other city utility uses;

WHEREAS, the Department of Transportation would like to dispose the parcels to the City of Durango;

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

WHEREAS, the disposal of the parcels will not affect the operation, maintenance, safety or use of any CDOT facility;

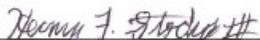
WHEREAS, the Department of Transportation, Region 5 has declared through Joshua Laipply as Chief Engineer, that the 13.3 acres of land is not needed for State transportation purposes;

WHEREAS, pursuant to Colorado Revised Statutes (C.R.S) 43-1-210(5)(a)(I) The Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest therein which is no longer needed for transportation purposes;

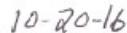
WHEREAS, 23 CFR 710.403(d) (1) allows CDOT to convey property to other governmental entities for nominal value if the property is used for social, environmental, economic or nonproprietary governmental use;

WHEREAS, the City of Durango desires to exercise its right of refusal to purchase the 13.3 acres of land in SH 160/SH 550 right of way, which is no longer needed for State 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(d) (1) the Department of Transportation be given authority to declare the parcels comprising of Area 1, 2 and 3 as excess property and dispose of the SH 160/SH550 right of way which is no longer needed for State transportation purposes for nominal value.



Herman Stockinger, Secretary
Date Transportation Commission



10-20-16

Resolution #TC-16-10-4

Resolution #TC-16-10-4

Exchange of property in Region 4.

Approved by the Transportation Commission on Oct. 20, 2016.

WHEREAS, CDOT acquired property located at 6075 W. Frontage Rd. in the City of Frederick and uses the property as a maintenance site serving portions of Weld County;

WHEREAS, the City of Frederick would like to purchase the property located at 6075 W. Frontage Rd. in the City of Frederick to improve the entry to their City from I-25;

WHEREAS, the City of Frederick has proposed the exchange of five acres of suitable land and the cost to construct a new maintenance facility to CDOT's specifications for the CDOT maintenance site;

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

WHEREAS, the exchange and relocation of CDOT's Maintenance Facility currently located at 6075 W. Frontage Rd. in the City of Frederick is pending the execution of an IGA between CDOT and the CITY of Frederick;

WHEREAS, the IGA will outline the terms and responsibilities for the construction of CDOT's replacement facility;

WHEREAS, if the IGA cannot be negotiated to terms acceptable to CDOT then the exchange will not be completed;

WHEREAS, the City of Frederick has requested the approval of this resolution to confirm CDOT's willingness to enter into this exchange prior to finalizing IGA negotiations;

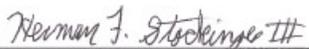
WHEREAS, the Department of Transportation, Region 4 has declared through Joshua Laipply as Chief Engineer that the property will no longer be needed for maintenance or transportation purposes once the new turnkey maintenance site is built;

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, C.R.S, 43-1-210(5) requires CDOT to obtain fair market value for the disposal of property;

WHEREAS, CDOT has determined that the value of the new turnkey maintenance facility shall be equal to, or more than, the value of the existing maintenance facility;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403 the Department of Transportation be given authority to declare the subject property at 6075 W. Frontage Rd. in Frederick as excess property and exchange and relocate the subject property for no less than fair market value.


Herman Stockinger, Secretary
Transportation Commission

10-20-16
Date

Resolution #TC-16-10-5

Resolution #TC-16-10-5

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

Approved by the Transportation Commission on Oct. 20, 2016.

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

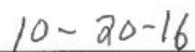
WHEREAS the following Commissioners are proposed to serve on the following Board and Committees:

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

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

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


Herman Stockinger, Secretary
Date Transportation Commission



Discuss and Act on the 4th Budget Supplement of FY 2016-17

Maria Sobota introduced the Commission to the two items in the budget supplement and opened the floor for questions. There were none.

Chairman Reiff entertained a motion to approve the Budget Supplement. Commissioner Hall moved for approval of the resolution, and Commissioner Peterson seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

HQ/R1/R2 Update

Maria Sobota brought the commission up to speed on the status of the Headquarter Region 1 new building. They have set a Maximum price with the contractor, and have submitted the environmental remediation paperwork to the State of Colorado. Additionally, the sellers of the new Headquarters location are on track to allow for construction to begin the first part of December.

For Region 2 headquarters, the maximum price has also been set. That project is slated to begin construction in the first part of November.

Currently, Department staff is working towards a December 20th close for the COP for region 1. For Region 2 and Region 4, staff is expecting to close in first quarter of 2017. Commission will be asked in November to approve a “not to exceeded” note. Maria informed the Commission the loan rate will be locked in early November, insulating it from any loan rate changes.

Central 70 Update

Central 70 project director Tony Devito gave the quarterly update for the Central 70 project. The NEPA record of decision is expected in early 2017. They are currently working with DRCOG to utilize their 2045 update to the air condition assessment. The project is working with the City of Denver on the drainage project, which is moving forward. Procurement is ready to release the 5th RFP addendum, with the final RFP coming in spring of 2017. The project is moving forward with Right of Way possessions. The project is proud to say a number of displaced citizens have moved from rentals to becoming home

owners. Additionally, the project is working with the city to make sure the area still has access to food despite condemnation. Finally, the area under the viaduct had an event where they made murals with local artists.

De-Federalization of Locally-Administered Pilot Projects

Josh Laipply stated that this pilot project would more efficiently allow local agencies to utilize funds easier, by relieving the burden federal dollars puts on short staffed locals. This would be a pilot project only, with a few projects in every region.

Chairman Reiff entertained a motion to approve the resolution. Commissioner Connell moved for approval of the resolution, and Commissioner Gifford seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-16-10-7

Resolution # TC-16-10-7

De-federalization of Locally-Administered Pilot Projects

Approved by the Transportation Commission on Oct. 20, 2016.

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

WHEREAS, CDOT’s governing contractual documents with public agencies, including Intergovernmental Agreements, require adherence to the FHWA Stewardship Agreement and various CDOT policies and procedures; and

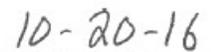
WHEREAS, CDOT seeks to improve project delivery for locally-administered projects through the use of state funding in lieu of federal funds (de-federalization); and

WHEREAS, in order to de-federalize projects, state funds will be substituted for federal funds in select pilot projects and standard and customary project delivery and approval processes will be altered. By substituting state funds for federal funds on pilot projects, the Department will have an opportunity to evaluate and quantify benefits in streamlined process changes and reduced delivery time for locally-administered projects.

NOW THEREFORE BE IT RESOLVED, the Commission herein endorses the Department’s pilot project initiative by the de-federalization of select locally-administered projects, corresponding adjustment of state funds, and modification of project delivery processes.



Herman Stockinger, Secretary
Date Transportation Commission



Adopt new Commission Rules

Herman Stockinger introduced the commission to the minor changes that are being proposed to the Transportation Commission Rules. He opened the floor for questions, there were none.

Chairman Reiff entertained a motion to approve the Commission Rules. Commissioner Hall moved for approval of the resolution, and Commissioner Thiebaut seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Resolution #TC-16-10-8

Resolution # TC-16-10-8

Adopt the proposed changes to the Rules Governing Practice and Procedures of the Transportation Commission of Colorado ("Commission Rules"), 2 CCR 601-11.

Approved by the Transportation Commission on Oct. 20, 2016.

WHEREAS, § 43-1-106(6), C.R.S., authorizes the Transportation Commission of Colorado ("Commission") to adopt rules in relation to its meetings and the transaction of its business; and

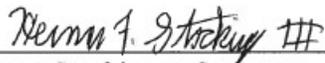
WHEREAS, on July 21, 2016, the Transportation Commission passed Resolution No. 16-7-9, authorizing an Administrative Hearing Officer to conduct a hearing on proposed changes to the Commission Rules; and

WHEREAS, pursuant to § 24-4-103, C.R.S., the State Administrative Procedure Act, and the Transportation Commission Resolution No. 16-7-9, the Department opened the official rulemaking process and the Hearing Officer held a public hearing on September 12, 2016, in the auditorium at the CDOT Headquarters building, in Denver, Colorado, to receive public comment on the proposed changes to the Commission Rules; and

WHEREAS, having reviewed the entire record of the September 12, 2016, proceeding consisting of 9 exhibits, the Hearing Officer found that all requirements of the State Administrative Procedure Act, § 24-4-103, C.R.S., have been satisfied, there is sufficient evidence in the record to support the rules as submitted, and the Commission has the authority to adopt the proposed changes to the Commission Rules; and

WHEREAS, based on her review of the record, having heard oral testimony and reviewed any written testimony, and being fully apprised of this matter, the Hearing Officer recommends that the Commission adopt the proposed changes to the Commission Rules; and

NOW THEREFORE BE IT RESOLVED, the Commission adopts the proposed changes to the Rules Governing Practice and Procedures of the Transportation Commission of Colorado, 2 CCR 601-11.



Herman Stockinger, Secretary
Transportation Commission



Date

Adjournment

Chairman Reiff closed the October Transportation Commission meeting at 10:44a.m.



DATE: November 3, 2016
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: SH 6 Abandonment and Devolution; Town of Gypsum and Eagle

Purpose

CDOT Region 3 is proposing an abandonment of 7.725 linear miles of SH 6E from Milepost 141.993 to Milepost 149.718 to the Town of Gypsum and Eagle.

Action

CDOT R3 is requesting a resolution reaffirming the approval of 7.67 linear miles from Milepost 142 to Milepost 149.67 and the approval of an additional 0.55 linear miles from MP 141.993 to 142 and 149.67 to 149.718 of the above referenced abandonment of State Highway 6E.

Background

Colorado Revised Statute 43-2-106 (1)(a) provides that the Transportation Commission may determine that a State Highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality.

Details

Region 3 has determined that abandoning this portion of SH 6E would be in the best interest of Colorado taxpayers. Transportation Commission previously determined in TC Resolution 15-6-7 that 7.67 linear miles from Milepost 142 to Milepost 149.67 is no longer needed for State Highway purposes and that it could be abandoned to the Town of Gypsum and Eagle. The Town of Gypsum adopted resolution #2015-19 dated September 2015 and the Town of Eagle adopted resolution # 67 dated December 8, 2015, agreeing to the State's abandonment of the portion of SH 6E and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system; committing the Town of Gypsum and Eagle to assume ownership of said highway segment in the "as is" condition. Transportation Commission Resolution #TC-15-6-7 is dated June 23, 2016 and due to delays with negotiation the original request for abandonment has not been completed. Negotiations resulted in an increase in linear miles by 0.055 miles. The total linear miles of this portion of SH 6E to be abandoned is 7.725 from Milepost 141.993 to Milepost 149.718. The Town of Gypsum and Eagle will need to adopt new resolutions for the complete portion of US 6E to be abandoned.

Key Benefits

CDOT will be relieved of all maintenance requirements for the abandoned section of highway.

Next Steps

The governing body of (1) the Town of Gypsum, and (2) the Town of Eagle will adopt a new resolution agreeing to the State's abandonment of 7.725 linear miles of SH 6E and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system and committing the Town of Gypsum and Eagle to assume ownership of said highway segment in the "as is" condition. Subject of the IGAs and of the official notification of such reaffirmation and approval of additional abandonment of above referenced portion of SH6 and concurrence to proceed with devolution by the Transportation Commission, the Town of Gypsum and Eagle shall execute a resolution or ordinance accepting the abandoned portion of US 6E as a city street. CDOT will then execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert back to CDOT.

Attachments

Proposed Resolution
Exhibit Depicting the Parcels Available Upon Request

PROJECT #: C 0063-052
PROJECT CODE: 21090
LOCATION: US 6 between MP 141.993 to MP 149.718
Municipality: Eagle County

PROPOSED RESOLUTION

WHEREAS, the Department of Transportation owns 7.725 linear miles of Highway in the Town of Gypsum and the Town of Eagle identified as State Highway 6 (US 6E);

WHEREAS, that portion of SH 6E is located from Milepost 141.993 to Milepost 149.718;

WHEREAS, the Colorado Revised Statute 43-2-106 (1)(a) provides that the Transportation Commission may determine that a state highway, or portion thereof, no longer functions as a State Highway, and with the agreement of each affected county or municipality, the State Highway, or portion thereof, can be abandoned to the affected county or municipality;

WHEREAS, the (1) Town of Gypsum proposed to take ownership of US 6E from MP 141.993 to MP 147.680, and (2) Town of Eagle proposed to take ownership of US 6E from MP 147.680 to MP 149.718, in exchange for a payment from CDOT;

WHEREAS, the payment (1) \$10,504,547.00 to the Town of Gypsum, and (2) \$1,671,649.00 to the Town of Eagle is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve this section of US 6E over the next 20 years;

WHEREAS, the governing body of (1) the Town of Gypsum adopted resolution #2015-19 dated September 2015, and (2) the Town of Eagle adopted resolution # 67 dated December 8, 2015, agreeing to the State's abandonment of 7.67 linear miles of SH 6E and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system; committing the Town of Gypsum and Eagle to assume ownership of said highway segment in the "as is" condition;

WHEREAS, during further negotiations the linear miles was revised to 7.725 to include an increase of 0.055 linear miles of highway from the initial resolutions;

WHEREAS, the governing body of (1) the Town of Gypsum, and (2) the Town of Eagle shall adopt new resolutions agreeing to the State's abandonment of 7.725 linear miles of SH 6E and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system; committing the Town of Gypsum and Eagle to assume ownership of said highway segment in the "as is" condition;

WHEREAS, the Parties desire to enter into an Intergovernmental Agreement (IGA) and agree upon the condition of the abandonment of said highway segment by the State and acceptance by the Town of Gypsum and Eagle pursuant to the terms and conditions of the IGA;

WHEREAS, after execution of the IGAs CDOT will execute quitclaim deeds that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert back to CDOT;

WHEREAS, Transportation Commission is authorized pursuant to 43-2-106 to make determinations regarding abandonment of State Highway(s) to affected county(ies) or municipality(ies);

WHEREAS, the Transportation Commission previously determined in TC Resolution 15-6-7 that the 7.67 linear miles from MP 142 to MP 149.67 of US 6E is no longer needed for State Highway purposes and that it could be abandoned to the Town of Gypsum and Eagle;

WHEREAS, the Transportation Commission has determined the miles (0.055) in addition to the miles (7.67) previously determined in TC Resolution 15-6-7 of US 6E is no longer needed for State Highway purposes and that MP 141.993 to MP 149.718 of SH 6E can be abandoned to the Town of Gypsum and Eagle;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the CRS, Sections 43-2-106, the Transportation Commission reaffirms its abandonment of US 6E from MP 142 to MP 149.67 and the authority to declare the additional 0.055 miles to include MP 141.993 to MP 142 and MP 149.67 to 149.718 of SH 6E as abandoned, as shown in Exhibit A, containing approximately 7.725 total linear miles and instructs CDOT Region 3 to proceed with entering into an IGA with the Town of Gypsum and an IGA with the Town of Eagle for transfer of ownership of the abandoned portion of US 6E.



DATE: November 9, 2016
TO: Transportation Commission
FROM: Ryan Rice, Transportation Systems Management & Operations (TSM&O) Director
SUBJECT: Public-Private Initiative Program (PPIP) Unsolicited Proposals for ITS Purposes

Purpose

Allow department staff the flexibility already contemplated in state statute to consider and accept unsolicited proposals under the Public-Private Initiative Program (PPIP) Act for partnerships related to the implementation of telecommunication projects.

Action

Staff requests that the Commission approve that CDOT may receive, evaluate, and select for negotiations, PPIP unsolicited proposals for fiber optic or telecommunications partnerships, from private entities, and that CDOT may accept the PPIP unsolicited proposal if said PPIP unsolicited proposal: complies with the current statutory process and Guidelines and the department will not spend public moneys in an amount that is reasonably expected to exceed fifty thousand dollars (\$50,000.00) in the aggregate for any fiscal year (as indicated in statute).

Details

Technology is changing very rapidly. This requires that CDOT have business processes that provide the ability to respond in a timely manner in order to take advantage of opportunities that benefit both the department and the citizens of Colorado. Although the ability exists for CDOT to receive, evaluate and accept PPIP unsolicited proposals, CDOT has never implemented a fiber optic or telecommunications project resulting from a PPIP unsolicited proposal. However, recently several interested parties have contacted the department inquiring about submitting unsolicited proposals, and one company has even submitted what the department believes constitutes an unsolicited proposal. CDOT needs to be agile while at the same time demonstrating that the process provides a fair, equitable and level-playing field for all interested parties. Therefore, Transportation Commission adoption of this Resolution will demonstrate the Commission's support that the department also utilize the unsolicited proposal process and will provide clarity, direction and guidance with respect to roles and responsibilities of prospective proposers and of the department regarding PPIP unsolicited proposals.

Key Benefits

As mentioned this will help to streamline an otherwise lengthy RFP process and allow the department to respond more quickly and in conjunction with current market based conditions. It will also alleviate misunderstanding and confusion on the part of prospective proposers interested in submitting PPIP unsolicited proposals for ITS purposes to the department, which has resulted in missed opportunities for the department due to their misunderstanding and confusion. Furthermore, it will also result in saving time by having a clearly defined document (the Transportation Commission Resolution) that outlines the process and roles and responsibilities regarding submitting and evaluating and selecting PPIP unsolicited proposals for ITS purposes.

Next Steps

Staff requests that the Transportation Commission adopt the proposed Transportation Commission Resolution regarding PPIP Unsolicited Proposals for ITS Purposes at its November 17, 2016 scheduled meeting.

Attachments

There are no back up documents pertaining to this proposed Transportation Commission Resolution regarding PPIP Unsolicited Proposals for ITS Purposes.



WHEREAS, the Public-Private Initiatives Program (PIIP) Act, C.R.S. 43-1-1201 et seq., allows the Colorado Department of Transportation (CDOT) to solicit and consider proposals, execute agreements, grant public benefits and accept private contributions for public-private initiatives for qualifying transportation facilities; and

WHEREAS, the Transportation Commission of Colorado adopted Public-Private Initiative Guidelines (TC-658 August 20, 1998) to provide guidance and procedures consistent with the Act for solicitation, evaluation and selection for both Public-Private Initiatives (PPI) solicited and unsolicited proposals; and

WHEREAS, the Guidelines state that a proposal for qualifying transportation facilities should meet the following criteria: 1) The proposal seeks approval for a private entity to acquire, construct, install, improve, maintain, and/or operate specified transportation facilities; and 2) The transportation facilities so specified are large in size or cost, or complex, including: a “transportation system”, as defined in 43-1-1201, C.R.S.; or, a “turnpike”, as defined in 43-3-202(1) (a), C.R.S.; or, a telecommunications project; and

WHEREAS, the Transportation Commission previously resolved to allow CDOT staff to solicit proposals from interested companies/parties that desire either to install fiber optic telecommunications cable or to access exiting CDOT dark fiber in exchange for a private contribution (TC-1756, July 23, 2009); and

WHEREAS, while CDOT has solicited proposals under the PPIP for telecommunications partnerships, the experience in recent years by CDOT staff is that telecommunications companies are not eager to respond to solicited state-wide request for proposals and instead have approached CDOT with unsolicited proposals for specific corridors and specific opportunities; and

WHEREAS, the PPIP permits CDOT to receive, evaluate, and select for negotiations, PPI unsolicited proposals for qualifying transportation facilities from private entities, pursuant to 43-1-1203, C.R.S.; and

WHEREAS, the PPIP permits the CDOT to accept the PPI unsolicited proposal if said PPI unsolicited proposal receives a favorable evaluation and the department makes a written determination based on the facts and circumstances that the PPI unsolicited proposal is an acceptable basis for an agreement to obtain services either

without competition or after actions are taken if the department must consider comparable proposals; and

WHEREAS, the PPIP requires that CDOT only solicit comparable proposals if said PPI unsolicited proposal requires the department to spend public moneys in an amount that is reasonably expected to exceed fifty thousand dollars (\$50,000.00) in the aggregate for any fiscal year including an unsolicited proposal for a public project as defined in 24-92-102(8) C.R.S. and in accordance with the provisions of 43-1-1203(6) thru (9) C.R.S.; and

WHEREAS, CDOT executed Procedural Directive 1504.2 titled CDOT Public and Private Partnerships for Fiber Optic Cable and Conduit, effective June 24, 2016 that provides guidance to all CDOT divisions, offices and regions regarding consideration for proposed public and private partnerships for new and existing fiber optic cable and conduit.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission approves that CDOT may receive, evaluate, and select for negotiations, PPI unsolicited proposals for proposals for telecommunications partnerships from private entities, and that CDOT may accept the PPI unsolicited proposal for telecommunications partnerships if said PPI unsolicited proposal: (1) receives a favorable evaluation; and (2) CDOT makes a written determination based on the facts and circumstances that the PPI unsolicited proposal is an acceptable basis for an agreement to obtain services either without competition or after actions are taken if the department must consider comparable proposals.

AND BE IT FURTHER RESOLVED, the Transportation Commission approves that the department must only consider comparable proposals if said PPI unsolicited proposal for a telecommunication partnership requires the department to spend public moneys in an amount that is reasonably expected to exceed fifty thousand dollars (\$50,000.00) in the aggregate for any fiscal year including an unsolicited proposal for a public project as defined in 24-92-102(8) C.R.S. and in accordance with the provisions of 43-1-1203(6) thru (9) C.R.S. and in conjunction with Procedural Directive 1504.2.

AND BE IT FURTHER RESOLVED, the Transportation Commission reiterates its approval (TC-1853 April 15, 2010) that any money, revenue or income resulting from a PPIP project pertaining to intelligent transportation systems (ITS) shall, following deposit into the State Highway Fund, be used only for ITS purposes and projects.

Resolution Number TC-

WHEREAS, CDOT is a recipient of financial assistance from the Federal Transition Administration (FTA); and

WHEREAS, in accordance with the FTA Circular 4702.1B, CDOT must prepare and submit a Title VI Program to FTA every three years; and

WHEREAS, FTA Circular 4702.1B requires that CDOT's Title VI Program be approved by the State's Secretary of Transportation or the equivalent; and

WHEREAS, that equivalent is the State of Colorado Transportation Commission;

NOW THEREFORE BE IT RESOLVED:

- **The State of Colorado Transportation Commission hereby approves CDOT's Division of Transit and Rail Title VI Program.**



COLORADO
Department of Transportation
Division of Accounting and Finance

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

MEMORANDUM

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

The project request included in the Supplement are consistent with the FY 2017 through FY 2020 STIP. Funds are available from the Regions' allocations unless otherwise indicated.

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

Central 70

\$14,144,564- *I-70 ML over US 6, Rail Road, City Street (Viaduct) - Senate Bill 228*
 Utilize FY2015-2016 SB228 funds (received on June 30, 2016) for the following pre-construction activities. (21430/1000...)

<u>Justification</u>	<u>Amount Needed</u>
Utilities. Increase the Utilities phase budget to reimburse various utility companies for design and early relocation.	560,000
Design. Increase the design phase budget in order for the project team to perform procurement services for the remainder of Fiscal Year 2017.	1,494,019
Miscellaneous. To increase the budget by \$2,974,567 to reflect the cap extension for Freshfields. In addition increase the budget by \$9,115,978 for Macquarie Capital's remaining task orders as and third party contracts.	12,090,545
Total Requested	14,144,564

RAMP

Region 4

\$3,900,000 - *I-25 North-HPTE RAMP Development Fund* – Funding for project development of the procurement documentation and purchase of right-of- way necessary for delivery of the Segments 7 and 8 design-build project (which includes the recent win of \$15M in TIGER funding). Approval of funding will allow for the aggressive schedule of the I-25 DB project be met and ensure TIGER funds are spent for construction elements as detailed in the grant application.

Refer to the memo in the Information Section.

I-25 NORTH CORRIDOR EXPRESS LANES
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Supplement Action Request	Proposed Funding Sources					Proposed Revised Budget
				Year of Budget					
				FY2017	FY2018	FY2019	FY2020	FY2021	
Design	<i>Regional Priorities</i>	2,852,000	-	-	-	-	-	-	2,852,000
	<i>RAMP</i>	250,000	-	-	-	-	-	-	250,000
	<i>RAMP HPTE Development</i>	-	2,448,000	-	-	-	-	-	2,448,000
	Total Design	3,102,000	2,448,000	-	-	-	-	-	5,550,000
ROW	<i>Regional Priorities</i>	2,000,000	-	-	-	-	-	-	2,000,000
	<i>RAMP HPTE Development</i>	-	1,452,000	-	6,493,600	-	-	-	7,945,600
	Total ROW	2,000,000	1,452,000	-	6,493,600	-	-	-	9,945,600
Construction	<i>State SB-228, TCC and Loan</i>	-	-	5,000,000	38,000,000	60,000,000	55,000,000	32,000,000	190,000,000
	<i>State Strategic Transit</i>	-	-	-	5,000,000	-	-	-	5,000,000
	<i>RoadX Program</i>	-	-	-	2,000,000	-	-	-	2,000,000
	<i>Local Contributions</i>	-	-	5,000,000	5,000,000	5,000,000	10,000,000	-	25,000,000
	<i>Federal TIGER Award</i>	-	-	-	15,000,000	-	-	-	15,000,000
	Total Construction	-	-	10,000,000	65,000,000	65,000,000	65,000,000	32,000,000	237,000,000
Total Project Budget		5,102,000	3,900,000	10,000,000	71,493,600	65,000,000	65,000,000	32,000,000	252,495,600

High Performance Transportation Enterprise

\$1,500,000 - **HPTE RAMP Development Fund** - Utilize funds for an evaluation by HPTE and CDOT under CRS Section 43-4-806(7)(a) in an amount equal to actual expenses not to exceed \$1.5 Million.

Transportation Commission Contingency Reserve Fund

MLOS

\$1,000,000 – *Striping Initiative* – **TCCRF-** Region 1 and Region 3 joint application was selected as the best candidate to improve operations and safety on an important corridor to our customers. This project will use durable materials and innovative on-call contracting over one year to continuously maintain high performing lane striping on I70 from Vail to Golden, leveraging region MLOS maintenance funding with this \$1M award to improve the 60,000 daily traveling customers’ safety and experience as previously discussed in September.

Refer to the memo in the Information Section.

Environmental

\$500,000 – *Water Quality* – **TCCRF-** This funding request is for additional tasks that are required as a result of the EPA audit findings and will address changes EPA would like to see implemented in the water quality program that cannot be otherwise absorbed by the annual budget already being received. It is anticipated that the annual budget being supplemented will maintain HQ support of these programs once they are built and delivered. This funding will be for the FY2016-2017 need. An additional funding request of \$400,000 will be addressed via decision item for FY2017-2018.

<u>Justification</u>	<u>Amount Needed</u>
Construction Program: Risk based inspections, modify ESCAN to meet new requirements, training of new requirements and support statewide consistency	200,000
Staff Training and Resource Assessment for 7 Program Areas	200,000
Permanent Water Quality: Inventory of Facilities, Survey, Map, Database and Information Gathering	100,000
Total Requested	500,000

Transportation Commission Contingency Reserve Fund Informational Items

Region 5

\$129,318 Return- *US 160 / WILSON GULCH ROAD EXTENSION*- **TCCRF**- RAMP Partnership ID #5-10. Return Surplus Funding to TCCRF per agreement in First Supplement of 2016-2017 Region 5 committed to repay the TCCRF through project savings upon closure.

Building

\$5,600,000 Return – *Region 2 Colorado State Patrol Building*– **TCCRF**-The previous request for funding is being reevaluated as part of the Certificates of Participation. As such the TCCRF funds will no longer be requested.

Other Informational Items

Maintenance

\$125,000– *Temporary Traffic Signal in R4 at US 34 and 83rd Ave.* – **MLOS**- Transportation Commission Approval is required for Maintenance work valued between \$50,000 and \$150,000 in accordance with PD 1000.0. This addition was approved via Confirmation Item.

RoadX

The Transportation Commission asked to be apprised when RoadX intends to spend more than \$1 million on a given project or effort.

When the RoadX Program was established in October of 2015 it was allocated \$10 million TC contingency funds (FY16). In January 2016 The RoadX Program updated the Transportation Commission on its first two major initiatives – I-25 South Metro / Managed Motorway Demonstration Project (now called “Smart 25”) and the I-70 Mountain Corridor Connected Vehicle (CV) Project (now called “Smart 70 from Golden to Vail”). Since that time RoadX was allocated \$12.1 million as part of the FY17 budgeting cycle. This provided RoadX a total of \$22.1 million to complete all efforts already undertaken.

The following table outlines how the majority of those funds are anticipated to be utilized and budgeted in the upcoming months.

RoadX Program Budget

Projects	FY16	FY17	FY18	FY19	Total
I-25 Smart 25	900,000	5,000,000	1,700,000		7,600,000
Smart 70 from Golden to Vail	1,000,000	5,750,000	3,250,000	1,200,000	11,200,000
Smart Truck Parking		400,000			400,000
Place Global		20,000			20,000
Blynsy		30,000			30,000
RoadX					
Consultant Support	300,000	750,000	750,000		1,800,000
PR & Marketing	50,000	150,000			200,000
Grant Writing		50,000			50,000
Total Committed	2,250,000	12,150,000	5,700,000	1,200,000	21,300,000

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Fifth
Supplement**

Fiscal Year 2016-2017

**Dated:
November 17, 2016**

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

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

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
June-16	<i>Ending Balance 12S16</i>		\$79,876,372	
July-16	<i>Balance 1S17</i>		\$89,842,565	
August-16	<i>Balance 2S17</i>		\$76,456,318	
September-16	<i>Balance 3S17</i>		\$154,235,405	
October-16	<i>Balance 4S17</i>		\$147,905,203	
	<i>state match for ER permanent repair projects</i>	\$ (947,602)		See Emergency Repair Items
	<i>Return of Region 2 Property Advancement to CSP</i>	\$ 5,600,000		Reversal
	<i>SH133 Rockfall</i>	\$ (350,000)		1000231708
	<i>Return project savings from US 285 RR ROW ACQUISITION</i>	\$ 129,318		1000232293
	<i>Water Quality EPA Initiatives</i>	\$ (500,000)		Pending
	<i>Region 1 and 3 Striping initiative</i>	\$ (1,000,000)		Pending
November-16	<i>Pending Balance 5S17</i>		\$150,836,919	

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

Transaction Date	Transaction Description	Amount	Balance	Reference Document
	<i>FY17 Budget Allocation</i>	\$10,000,000		1000223849
July-16	<i>Balance 1S17</i>		\$10,000,000	
August-16	<i>Balance 2S17</i>		\$10,000,000	
September-16	<i>Balance 3S17</i>		\$10,000,000	
October-16	<i>Balance 4S17</i>		\$10,000,000	
November-16	<i>Pending Balance 5S17</i>		\$10,000,000	

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

Transaction Date	Transaction Description	Amount	Balance
June-16	<i>Balance 12S16</i>		\$1,619,839
July-16	<i>Balance 1S17</i>		\$1,619,839
August-16	<i>Balance 2S17</i>		\$1,619,839
September-16	<i>Balance 3S17</i>		\$1,619,839
October-16	<i>Balance 4S17</i>		\$1,619,839
November-16	<i>Pending Balance 5S17</i>		\$1,619,839

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

September 11, 2013 Flood Related Monthly Activity

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
1	072A	12.500 - 24.450	PR SH72A Flood Permanent Repair	Jefferson	\$ (90,628)
4	066B	46.470 - 47.150	PR SH66B Permanent Flood Repairs	Weld	\$ (403)
Total					\$ (91,031)

Spring 2015 Flood Related Monthly Activity

Reg	State Highway	Mileposts	Project Description	County	Total Budget TCCRF
4	052B	87 - 87.7	PR SH 52 Storm Drain Repair	Morgan	\$ (309,435.00)
2			ERLA Bradley Rd	El Paso	\$ (21,000)
2			ERLA Falcon Highway	El Paso	\$ (52,000)
2			ERLA Jones Rd	El Paso	\$ (293,000)
2			ERLA North Creek Rd South (CU212C)	Pueblo	\$ (10,403)
2			ERLA Overton Rd	Pueblo	\$ (105,183)
2			ERLA North Creek Rd North (CU212A)	Pueblo	\$ (65,550)
Total					\$ (856,571)

Grand Total TCCRF Activity for Emergency Relief Since Last Reporting **\$ (947,602)**



FY 2016-2017 Contingency Balance Projection

October TC Contingency Balance	\$147,905,203	
State Match & Advance Funding for ER and Permanent Flood Repairs	(\$947,602)	
Return of Region 2 Building CSP Advance	\$5,600,000	
SH133 Rockfall (From Previous Month Walk On)	(\$350,000)	
Return project savings from US 285 RR ROW ACQUISITION	\$129,318	
Water Quality EPA Initiatives (Pending)	(\$500,000)	
Region 1 and Region 3 Striping Initiative (Pending)	(\$1,000,000)	
Pending November TC Contingency Balance	\$150,836,919	
<i>Projected Inflow:</i>	High Estimate	Low Estimate
Allocation of Federal ER Funds for FY15 Flood	\$3,500,000	\$0
<i>Projected Outflow:</i>	Low Estimate	High Estimate
State Match for Emergency Relief/Permanent Recovery	(\$4,500,000)	(\$9,500,000)
Right of Way Acquisitions	(\$12,500,000)	(\$20,000,000)
State Match for Spring 2015 Floods	\$0	(\$2,500,000)
FY16-17 Estimated Misc TCCRF Funding Requests	(\$14,000,000)	(\$14,000,000)
Projected FY 2015-2016 YE Contingency Balance	\$123,336,919	\$104,836,919
<i>TCCRF Surplus (Deficit) to Reach \$40M Balance July 1, 2017</i>	<i>\$83,336,919</i>	<i>\$64,836,919</i>



COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: NOVEMBER 17, 2016
SUBJECT: FY 2017-18 PROPOSED ANNUAL BUDGET

Purpose

This memorandum summarizes line item changes to the fiscal year (FY) 2017-18 Proposed Annual Budget to be discussed during the Transportation Commission (TC) meeting, including:

- Administrative (Appropriated)
- Strategic Projects
- Transportation Commission Program Reserve
- Suspension of the \$15.0 million federal transfer to Bridge Enterprise

Action

This month, the TC is being asked to review final changes to the FY 2017-18 Proposed Annual Budget and to adopt the budget prior to submission to the Office of State Planning and Budgeting (OSPB) and Joint Budget Committee (JBC).

Background & Details

The TC annually adopts the CDOT and Enterprises' proposed budgets in the fall before adoption of the final budgets each spring. Last month, the TC reviewed FY 2017-18 final revenue estimates, the preliminary FY 2017-18 Draft Budget, and the FY 2017-18 Budget Narrative. The TC was informed that a final version of the FY 2017-18 Draft Budget, with minimal adjustments, would be brought back for adoption in November. The FY 2017-18 Proposed Annual Budget (see Attachment A) and resolution for adoption are included in the packet for TC review. As discussed during the October TC meeting, there were no material changes made to the Budget Narrative. As a result, the slightly modified version of the Budget Narrative that will accompany the Proposed Annual Budget for OSPB and JBC approval is not included in the November TC packet.

The TC reviewed a version of the FY 2017-18 Annual Budget in October that included comparisons to the FY 2016-17 budget allocations. This month, the Proposed Budget is shown in the format required by OSPB and the JBC for approval. The two primary columns are titled FY 2017-18 Allocations and FY 2017-18 Budget. The shading for flexible (TC-directed) and inflexible funds has been updated. In addition, two footnotes have been added regarding FASTER Safety Funds and CE/Indirects.

The FY 2017-18 Proposed Annual Budget is balanced. The TC is being asked to adopt the Proposed Annual Budget with changes made subsequent to the version included in the October packet. Changes have been made to the Administrative (Appropriated) and the TC Program Reserve line items within the budget.



Strategic Projects (Lines 56 and 86)

On November 1, 2016 OSPB informed the JBC in its annual budget message that Senate Bill (SB) 09-228 funding for FY 2017-18 allocated to CDOT would be finalized at \$79.0 million, pending legislative approval. DAF originally budgeted \$109.3 million in SB 09-228 funding based on the September 2016 OSBP economic forecast. This \$30.3 million reduction affects both the highway line of the FY 2017-18 Annual Budget and the transit line, which by statute must receive at least 10% of SB 09-228 funding.

Administrative (Appropriated) Budget (Line 66)

The Administrative (Appropriated) Budget has been increased to \$30,969,087 (see Line 66 of FY 2017-18 Proposed Budget). As an executive department, CDOT builds its Administration line of the budget in conjunction with OSPB. This process involves making incremental adjustments through common policies and decision items to the current year base budget. The Governor is proposing a 2.5% pay increase for all full-time employees in FY 2017-18. Since October, the Division of Accounting and Finance (DAF) has increased the Administration Line by \$1,047,327 due to a proposed compensation/benefits increase, two Office of Information Technology (OIT) decision items, and an increase in the legal services budget for FY 2017-18. The updated Administration line is reflected in the final version of the Proposed Annual Budget.

Since CDOT funds its Administration line with State Highway Fund dollars, any money not appropriated to the Administration line is reverted to the Construction, Maintenance & Operations line of the budget. The balance is included in the TC Contingency and Program Reserve lines.

Transportation Commission Program Reserve (Line 104)

In October, staff recommended creation of a new line item for the TC, separating the Program Reserve Fund from the Transportation Commission Contingency Reserve Fund (TCCRF) for emergencies, such as disaster relief. For TC consideration in FY 2017-18, DAF has allocated \$10.3 million to the new Program Reserve line item.

Suspension of the \$15.0 Million Federal Billing by Bridge Enterprise

In order to allocate extra budget to CDOT's Bridge-On System program for FY 2017-18, CDOT, with the approval of the Transportation Commission, has suspended the annual \$15.0 million federal billing allowance by Bridge Enterprise (BE) for three fiscal years beginning in FY 2017-18. BE will continue to pay its scheduled debt service obligations during the three years of suspension. A Memorandum of Understanding (MOU) has been drafted to formalize the arrangement.

FY 2017-18 Proposed Budget Allocation Plan Narrative

The Proposed Budget Allocation Plan Narrative was updated from October to reflect a new program addition for Americans with Disabilities Act compliance. There were also updates in TC Program Reserve revenue and the Administrative (Appropriated) line. Because there were no further changes to the Proposed Narrative Budget, it has not been included in the November TC packet.



Key Benefits

N/A

Options and Recommendations

1. Adopt the FY 2017-18 Proposed Annual Budget by resolution (see Attachment B) -- STAFF RECOMMENDATION.
2. Request additional changes to the FY 2017-18 Proposed Annual Budget for review and adoption during the TC Meeting on November 17, 2016.
3. Request substantial changes to FY 2017-18 Proposed Annual Budget. Call a special TC Meeting prior to December 15, 2016 deadline for submission to the Governor's Office to discuss and adopt an updated FY 2017-18 Proposed Annual Budget.

Next Steps

On or before December 15, 2016, DAF will submit the FY 2017-18 Proposed Annual Budget to OSPB and the JBC for approval.

In January 2017, DAF will provide the TC with Division Decision Item requests for FY 2017-18. If approved, Decision Item requests will be added to the annual budget for TC adoption in March 2017.

In March 2017, DAF will:

- Update the FY 2017-18 Final Annual Budget to include new revenue estimates and Common Policy and Legislative decisions, including Capital Development Committee (CDC) funding, if any.
- Provide the FY 2017-18 Final Annual Budget to the TC for adoption.

In April 2016, upon adoption of the FY 2017-18 Final Annual Budget by the TC, the Department will resubmit the budget to the Governor for approval on or before the 15th of the month.

Attachments

Attachment A - FY 2017-18 Proposed Annual Budget

Attachment B - Transportation Commission Resolution



**Attachment A: Colorado Department of Transportation
FY 2017- 18 Proposed Annual Budget**

	Budget Category	Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Roadway Surface	TC	36,527,517	36,527,517	SH
4		Roadside Facilities	TC	24,541,847	24,541,847	SH
5		Roadside Appearance	TC	10,703,416	10,703,416	SH
6		Structure Maintenance	TC	6,149,783	6,149,783	SH
7		Tunnel Activities	TC	5,984,466	5,984,466	SH
8		Snow and Ice Control	TC	79,083,737	79,083,737	SH
9		Traffic Services	TC	65,457,519	65,457,519	SH
10		Planning and Scheduling	TC	17,306,562	17,306,562	SH
11		Material, Equipment and Buildings	TC	17,745,153	17,745,153	SH
12				263,500,000	263,500,000	
13		Contracted Out Work				
14		Surface Treatment /2	TC	226,525,000	186,312,407	FHWA/ SH/ 09-108: \$0.98M
15		Structures On-System Construction /1 /2	TC	60,980,000	50,154,864	FHWA/ SH/ 09-108: \$16.12M
16		Structures Inspection and Management /2	TC	9,080,000	7,468,123	SH
17		Geohazards Mitigation /1	TC	10,300,000	8,471,550	09-108: \$10.3M
18		Highway Safety Improvement Program	FR	42,518,853	34,970,930	FHWA / SH
19		Railway-Highway Crossings Program	FR	3,347,359	2,753,138	FHWA / SH
20		Hot Spots	TC	2,167,154	1,782,442	FHWA / SH
21		Traffic Signals /1 /2	TC	15,545,646	12,785,992	FHWA/ SH/ 09-108: \$12.6M
22		FASTER - Safety Projects	TC	62,517,819	51,419,690	09-108
23		Permanent Water Quality Mitigation	TC	6,500,000	5,346,124	FHWA / SH
24		Maintain-Related Indirects/Overhead /2			47,760,150	
25		Maintain-Related CDOT Construction Engineering /2			30,256,421	
26				439,481,831	439,481,831	
27		Capital Expenditure				
28		Road Equipment /2	TC	23,000,000	23,000,000	SH
29		Capitalized Operating Equipment	TC	3,760,247	3,760,247	SH
30		Property /2	TC	17,500,000	17,500,000	SH
31				44,260,247	44,260,247	
32			Total:	747,242,078	747,242,078	
33	Maximize - Safely Making the Most of What We Have					
34		CDOT Performed Work				
35		TSM&O: Performance Programs and Services	TC	607,619	607,619	SH
36		TSM&O Traffic Incident Management	TC	1,989,156	1,989,156	SH
37		TSM&O: ITS Maintenance	TC	25,600,000	25,600,000	SH
38				28,196,775	28,196,775	
39		Contracted Out Work				
40		Safety Education	Comb	14,861,809	12,999,382	NHTSA / SSE
41		TSM&O: Congestion Relief	TC	4,750,000	3,906,783	FHWA / SH
42		Regional Priority Program	TC	48,375,000	39,787,497	FHWA / SH
43		Road X	TC	12,096,525	9,949,157	FHWA / SH
44		ADA Compliance		10,500,000	8,636,046	FHWA / SH
45		Maximize-Related Indirect/Overhead /2			9,369,084	
46		Maximize-Related CDOT Construction Engineering /2			5,935,387	
47				90,583,334	90,583,334	
48		Capital Expenditure				
49		TSM&O: ITS Investments	TC	10,000,000	10,000,000	FHWA / SH
50				10,000,000	10,000,000	
51			Total:	128,780,109	128,780,109	
52	Expand - Increasing Capacity					
53		CDOT Performed Work				
54						
55		Contracted Out Work				
56		Strategic Projects (including I-25 North)	SL	71,100,000	58,478,367	09-228
57		National Freight Program	FR	18,481,674	15,200,817	FHWA / SH
58		Expand-Related Indirect /2			9,735,179	
59		Expand-Related CDOT Construction Engineering /2			6,167,310	
60				89,581,674	89,581,674	
61			Total:	89,581,674	89,581,674	
62	Deliver - Program Delivery/Administration					
63		Operations [including maintenance support]	TC	31,738,361	31,738,361	SH
64		Projects Initiatives	TC	2,455,000	2,455,000	FHWA / SH
65		DTD Planning and Research - SPR	FR	13,917,775	13,917,775	FHWA / SH
66		Administration (Appropriated)	SL	31,139,928	31,139,928	SH
67		HPTE Fee for Service	TC	4,774,500	4,774,500	SH
68			Total:	84,025,564	84,025,564	
69	Pass-Through Funds/Multi-modal Grants					
70		Aeronautics				
71		Division of Aeronautics to Airports	AB	18,615,000	18,615,000	SA
72		Division of Aeronautics Administration	AB	885,000	885,000	SA
73				19,500,000	19,500,000	
74		Highway				
75		Recreational Trails	FR	1,591,652	1,591,652	FHWA
76		Safe Routes to School	TC	2,500,000	2,500,000	FHWA
77		Transportation Alternatives Program	FR	12,375,268	12,375,268	FHWA / LOC
78		STP-Metro	FR	52,965,458	52,965,458	FHWA / LOC
79		Congestion Mitigation/Air Quality	FR	48,312,652	48,312,652	FHWA / LOC
80		Metropolitan Planning	FR	8,437,375	8,437,375	FHWA / FTA / LOC
81		Bridge Off-System - TC Directed	TC	3,164,139	3,164,139	FHWA / SH / LOC
82		Bridge Off-System - Federal Program	FR	6,287,340	6,287,340	FHWA / SH / LOC
83				135,633,884	135,633,884	
84		Transit				
85		Federal Transit	FR	27,463,231	27,463,231	FTA / LOC
86		Strategic Projects -Transit	SL	7,900,000	7,900,000	09-228
87		Transit and Rail Local Grants	SL	5,000,000	5,000,000	09-108
88		Transit and Rail Statewide Grants	TC	6,000,000	6,000,000	09-108
89		Bustang	TC	3,000,000	3,000,000	09-108
90		Transit Administration and Operations	TC	1,000,000	1,000,000	FTA / 09-108
91				50,363,231	50,363,231	
92		Infrastructure Bank				
93		Infrastructure Bank	TC	400,000	400,000	SIB
94			Total:	205,897,115	205,897,115	
95	Transportation Commission Contingency / Debt Service					
96		Permanent Recovery				
97		Permanent Recovery		129,500,000	106,511,232	FHWA
98		Recovery-Related Indirect/Overhead /2			14,073,254	
99		Recovery-Related CDOT Construction Engineering /2			8,915,514	
100				129,500,000	129,500,000	
101						
102		Contingency				
103		TC Contingency	TC	16,500,000	16,500,000	FHWA / SH
104		TC Program Reserve	TC	10,289,307	10,289,307	FHWA / SH
105		Snow & Ice Reserve	TC	10,000,000	10,000,000	SH
106				36,789,307	36,789,307	
107		Debt Service				
108		Strategic Projects - Debt Service	DS	-	-	FHWA / SH
109		Certificates of Participation-Property	DS	2,366,192	2,366,192	SH
110		Certificates of Participation-Energy	DS	1,056,400	1,056,400	SH
111				3,422,592	3,422,592	
112			Total:	169,711,899	169,711,899	
				1,425,238,439	1,425,238,439	

Revenue **1,425,238,439** **1,425,238,439**

/1 FASTER Safety funds (\$40.0M) were substituted for flexible funds in appropriate Asset Management Programs. Resulting available flexible funds were then added to Regional Priority Program.

/2 CE and indirects are calculated based on total programs as shown.

Flexible Funds

Key to acronyms:

LOC=Loc DS= Debt Service Covenants
SIB=St. AB=Aeronautics Board
TC=Trans FR=Federal Requirements

SH=State Highway funding
FHWA=Federal Highway
FTA=Federal Transit

SL=State Legislation
Comb=Combination
SSE=State Safety Education

09-228=Funds from HB 09-228
09-108=Funds from HB 09-108 (FASTER)
NHTSA=Nat. Hwy. Traffic Safety Administration

SA=State Aeronautics

**State Bridge Enterprise
FY 2017- 18 Proposed Annual Budget**

	Budget Category	Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Maintenance	BEB	250,000	250,000	09-108
4		Scoping Pools	BEB	750,000	750,000	09-108
5				1,000,000	1,000,000	
6		Contracted Out Work				
7		Bridge Enterprise Projects	BEB	91,095,761	74,924,492	09-108
8		Maintain-Related Indirects/Overhead /1			9,899,720	
9		Maintain-Related CDOT Construction Engineering /1			6,271,549	
10				91,095,761	91,095,761	
11			Total	92,095,761	92,095,761	
12	Maximize - Safely Making the Most of What We Have					
13		CDOT Performed Work				
14		Contracted Out Work				
15			Total	-	-	
16	Expand - Increasing Capacity					
17		CDOT Performed Work				
18		Contracted Out Work				
19			Total	-	-	
20	Deliver - Program Delivery/Administration					
21		Administration and Legal Fees		1,911,904	1,911,904	09-108
22			Total:	1,911,904	1,911,904	
23	Pass-Through Funds/Multi-modal Grants					
24		Highway				
25			Total:	-	-	
26	Transportation Commission Contingency / Debt Service					
27		Contingency				
28		Bridge Enterprise - Contingency	BEB	-	-	09-108
29						
30		Debt Service				
31		Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	FHWA / SH
32				18,234,000	18,234,000	
33			Total:	18,234,000	18,234,000	
				112,241,665	112,241,665	

/1 CE and indirects are calculated based on total programs as shown.

Revenue **112,241,665** **112,241,665**

Key to acronyms:

BEB= Bridge Enterprise Board
DS= Debt Service Covenants

**High Performance Transportation Enterprise
FY 2017- 18 Proposed Annual Budget**

	Budget Category	Program Area	Directed by	FY 2017-18 Allocations	FY 2017-18 Budget	Funding Source
1	Maintain - Maintaining What We Have					
2		CDOT Performed Work				
3		Contracted Out Work				
4			Total	-	-	
5	Maximize - Safely Making the Most of What We Have					
6		CDOT Performed Work				
7		Contracted Out Work				
8			Total	-	-	
9	Expand - Increasing Capacity					
10		CDOT Performed Work				
11		High Performance Transportation Enterprise--Maintenance	HPTEB	-	-	Tolls/Managed Lanes Revenue
12						Tolls/Managed Lanes Revenue
13		Contracted Out Work				
14		High Performance Transportation Enterprise--Projects	HPTEB	6,388,000	6,388,000	Tolls/Managed Lanes Revenue
15		Expand-Related Indirect				
16		Expand-Related CDOT Construction Engineering				
17				6,388,000	6,388,000	Tolls/Managed Lanes Revenue
18			Total	6,388,000	6,388,000	
19	Deliver - Program Delivery/Administration					
20		High Performance Transportation Enterprise--Administration and Legal Fees		4,774,500	4,774,500	Fee for Service
21			Total:	4,774,500	4,774,500	
22	Pass-Through Funds/Multi-modal Grants					
23		Highway				
24			Total:	-	-	
25	Transportation Commission Contingency / Debt Service					
26		Contingency				
27		Debt Service				- Fee for Service
28			Total:	-	-	
				11,162,500	11,162,500	

Revenue **11,162,500** **11,162,500**

Key to acronyms:

HPTEB=High Performance Transportation Enterprise Board

HPTE Fee For Service Revenue & Allocation Adjustment **(4,774,500)** **(4,774,500)**

Total Consolidated Allocations **1,543,868,103** **1,543,868,104**

Total Consolidated Revenue **1,543,868,103** **1,543,868,103**

**Resolution # TC-
RESOLUTION FOR THE FY 2017-2018 PROPOSED ANNUAL BUDGET**

WHEREAS, in accordance with § 43-1-113 (2), C.R.S. (2016) 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, 2017 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2016 for their review and comments; 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

WHEREAS, requested by the CDOT Executive Director, the reallocation of \$15 million (\$15,000,000) of eligible federal bridge funds from CDOT to Colorado Bridge Enterprise has been suspended, per Transportation Commission wishes, and is reflected in the approved CDOT and Colorado Bridge Enterprise Fiscal Year 2017-2018 budgets; and

WHEREAS, FY 2017-2018 revenue forecasts are based on current federal appropriation guidelines, which may change by July 1, 2017; and

WHEREAS, the Transportation Commission has the statutory authority to alter the FY 2017-2018 proposed budget allocation plan before and/or after it is delivered to the Governor on April 15, 2017; and

NOW THEREFORE BE IT RESOLVED, that the Colorado Department of Transportation's proposed budget allocation plan for the period of July 1, 2017 through June 30, 2018 is adopted 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, 2016 for their review and comment.

Transportation Commission Secretary

Date





MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER (CFO)
DATE: NOVEMBER 17, 2016
SUBJECT: Colorado Department of Transportation (CDOT) Headquarters/Region 1 Building
Project COP Update & Approval

Purpose

This memorandum presents to the Transportation Commission (TC) updates to the financing information for the new CDOT Headquarters (HQ)/Region 1 building. The project was approved at the August 2016 TC Meeting. Information for the new Region 2 and Region 4 HQ buildings is included in a separate memorandum within this month's packet.

Action

This month, the TC is being asked to review and approve the not to exceed Parameters for the issuance of Certificates of Participation (COPs) for the HQ/Region 1 building, expected to close in December 2016.

Background & Details

Background information related to the Headquarters/Region 1 building is included in previous Transportation Commission packets.

Series 2016 Certificates of Participation Update

The current plan anticipates COPs will be issued to finance the HQ/Region 1 in late December 2016. By issuing COPs for only the HQ/Region 1 building in December, the not to exceed Par value for the December issuance has been set at \$70 million. The additional \$13 million for the KOA facility will be included as part of the Region 2/Region 4 Headquarters building financing package.

CDOT Ratings

On October 31st, 2016 CDOT held calls with S&P and Moody's ratings agencies, requesting AA ratings from both agencies for its Series 2016 COPs, consistent with the State's COP ratings. CDOT anticipates receiving the ratings prior to the November TC Meeting, which will be discussed during the TC Meeting on November 17, 2016.

COP Timeline

- October 31, 2016: Ratings calls with S&P and Moody's
- November 9 2016: Final financing Documents submitted to CDOT
- November 16, 2016: CDOT receives ratings from S&P and Moody's
- November 17, 2016: CDOT requests final TC approval for HQ/Region 1 COPs

- Week of November 22, 2016: CDOT's COP Underwriters post Preliminary Offering Statement (POS) for marketing to investors
- Early December 2016: CDOT closes on Site with Stadium District. Construction to begin shortly thereafter.
- Week of December 5, 2016: CDOT, Financial Advisor (Stifel), and Bond Underwriters prices Series 2016 COPs
- Late December 2016: CDOT closes on Series 2016 COPs

Series 2016 COP Parameters Resolution

In order for CDOT to close on the Series 2016 COPs for the HQ/Region 1 building, the TC is being asked to approve a resolution (see Discuss & Act Agenda) that allows the CDOT Chief Financial Officer to sign the required certificates, POS, and any other documents approving the COPs on the behalf of CDOT and the TC. In approving such a resolution, known as a Parameter Resolution, the TC is granting the CDOT CFO the authority to approve such COPs, interest rates, annual lease payments (debt service), and a term length on the COPs up to specified "not to exceed" amounts. The not to exceed amounts specified in the resolution that the TC is being asked to approve are:

- Par Amount - \$70,000,000
- Max Annual Lease Payments - \$5,250,000
- Final Term of COPs - June 15, 2046

As previously discussed, CDOT will sell existing buildings and/or other pieces of land and proceeds will be used to redeem a portion of the COPs issued for the HQ/Region 1 to reduce future lease payments.

Key Benefits

Utilizing COPs for this project allows CDOT to realize the following financial and operational benefits:

- Borrow money at historically low interest rates and use dedicated funding for repayment of the new buildings
- Reduces ongoing operations and maintenance (O&M) for the existing facilities and providing new state of the art facilities for CDOT employees.
- Disposition of existing buildings and land will return funds to CDOT to redeem COPs (and reduce the ongoing lease payments) and return the tax base of the state and local municipalities.

Options and Recommendations

1. Approve the Parameters Resolution with the given not to exceed amounts by resolution (see Discuss & Act Agenda for resolution). **Staff Recommendation**
2. Request changes to the not to exceed parameters identified in the Parameters Resolution prior to review and approval.
3. Do not approve Series 2016 COPs Parameters Resolution.

Next Steps

The Division of Accounting and Finance (DAF) will update the Transportation Commission in future months on the status of the COPs and the overall financing of the HQ/Region 1 and Region 2/Region 4 facilities.

Attachments

Attachment A: Series 2016 Certificates of Participation Parameters Resolution

Resolution Number TC-

Approving a Site Lease, a Lease Purchase Agreement and certain other documents and items relating thereto; providing other details in connection therewith; acknowledging the forms of Certificates of Participation evidencing undivided interests in the right to receive certain rental payments made by the State of Colorado, acting by and through the Colorado Department of Transportation under such Lease Purchase Agreement, and an Indenture of Trust providing the terms thereof; and providing the effective date of this resolution.

Approved by the Transportation Commission on November 17, 2016

WHEREAS, the Colorado Department of Transportation is an executive department of the State of Colorado (the “State”); and

WHEREAS, the State, acting by and through the Colorado Department of Transportation (as so acting, “CDOT”), is authorized by Part 2 of Article 1 of Title 43, Colorado Revised Statutes, as amended (“C.R.S.”), including without limitation Sections 43-1-211 and 43-1-212, C.R.S., to enter into rental or leasehold agreements under which CDOT will acquire title to the buildings leased within a period not to exceed 30 years; and

WHEREAS, Section 43-1-212, C.R.S. requires that the plans, specifications, bids and contracts for such buildings and the terms of all such rental or leasehold agreement be approved by the governor, the Chief Engineer of CDOT, a majority of the members of the Colorado State Transportation Commission (“the Commission”) and the director of the Office of State Planning and Budgeting; and

WHEREAS, CDOT desires to lease certain property (as further defined in the below-defined Lease, the “Leased Property,”) in accordance with the Act pursuant to a Lease Purchase Agreement (the “Lease”) between Zions Bank, a Division of ZB, National Association, as trustee under the below-defined Indenture (the “Trustee”), as lessor, and CDOT, as lessee; and

WHEREAS, the Leased Property consists of the Trustee’s leasehold interest in the Sites and Improvements thereto (both as defined in the Indenture) to be leased by CDOT to the Trustee pursuant to a Site Lease (the “Site Lease”) between CDOT, as lessor, and the Trustee, as lessee; and

WHEREAS, in order to finance the lease by the Trustee of the Sites and the construction by the Trustee of the Improvements thereon, the Trustee will execute and deliver the “State of Colorado Colorado Department of Transportation Headquarters Facilities Lease Purchase Agreement Certificates of Participation, Series 2016” (the “Certificates”), pursuant to an Indenture of Trust (the “Indenture”) entered into by the Trustee for the benefit of the Owners (as defined in the Indenture) of the Certificates; and

WHEREAS, the Lease shall expire on June 30 of any CDOT fiscal year (a “Fiscal Year”) if the Commission has, on such date, failed, for any reason, to budget and allocate sufficient amounts authorized and directed to be used to pay all Base Rentals (as defined in the Indenture) scheduled to be paid and all Additional Rentals (as defined in the Indenture) estimated to be payable in the next ensuing Fiscal Year, and in certain other circumstances set forth in the Lease; and

WHEREAS, the Certificates shall evidence assignments of undivided interests in the right to receive certain revenues payable pursuant to the annually renewable Lease, shall be payable solely from the sources provided in the Lease and the Indenture, shall not constitute a mandatory charge or requirement of CDOT or the State in any Fiscal Year beyond a Fiscal Year in which the Lease shall be in effect, and shall not constitute or give rise to a general obligation or other indebtedness of CDOT or the State or a multiple fiscal year direct or indirect debt or other financial obligation whatsoever of CDOT or the State, within the meaning of any constitutional or statutory debt provision or limitation; and

WHEREAS, no provision of the Certificates, the Indenture, the Lease, the Site Lease or any other document or instrument shall be construed or interpreted (a) to directly or indirectly obligate CDOT or the State to make any payment in any Fiscal Year in excess of amounts allocated by the Commission for Base Rentals and Additional Rentals for such Fiscal Year; (b) as creating a multiple fiscal year direct or indirect debt or other financial obligation whatsoever of CDOT or the State within the meaning of Section 3 of Article XI of the Colorado Constitution, Section 20 of Article X of the Colorado Constitution, or any other limitation or provision of the Colorado Constitution, State statutes or other State law; (c) as a delegation of governmental powers by CDOT or the State; (d) as a loan or pledge of the credit or faith of CDOT or the State or as creating any responsibility by CDOT or the State for any debt or liability of any person, company or corporation within the meaning of Section 1 of Article XI of the Colorado Constitution; or (e) as a donation or grant by CDOT or the State to, or in aid of, any person, company or corporation within the meaning of Section 2 of Article XI of the Colorado Constitution; and

WHEREAS, the State, acting by and through the State Treasurer, is expected to enter into a Certificate Purchase Agreement with Wells Fargo Bank, National Association, on behalf of the underwriting group composed of itself, George K. Baum & Company and Loop Capital Markets (collectively, the “Underwriters”) for the purchase and sale of the Certificates; and

WHEREAS, in connection therewith, the State, acting by and through the State Treasurer, is expected to prepare a Preliminary Official Statement and final Official Statement to be used and distributed by the Underwriters in connection with the offer and sale of the Certificates, and to enter into a Continuing Disclosure Undertaking for the benefit of the Owners of the Certificates; and

WHEREAS, in connection with the transactions described above, the Commission desires to: (a) authorize and approve the execution and delivery by CDOT of, and the performance by CDOT of its obligations under, the Site Lease and the Lease; (b) approve the plans, specifications, bids and contracts with respect to the Leased Property; (c) acknowledge the Indenture and the Certificates; and (d) authorize, approve, ratify, make findings and take other actions with respect to the foregoing and related matters;

NOW, THEREFORE, BE IT RESOLVED, by the Colorado State Transportation Commission:

Section 1. The Commission hereby approves the following documents, copies of which have been made available to the Commission, authorizes the Executive Director of CDOT and

all other appropriate officers and employees of CDOT and the Commission to execute and deliver, and to affix the seal of CDOT to, such documents in the respective forms made available to the Commission, with such changes therein, not inconsistent herewith, as are approved by the person(s) executing the same (whose signature thereon shall constitute conclusive evidence of such approval), and authorizes and directs the performance by CDOT of its obligations under such documents in the respective forms in which they are executed and delivered:

(a) the Site Lease; provided that the term thereof shall not extend beyond June 30, 2051; and

(b) the Lease; provided that (i) the Base Rentals that are payable by CDOT pursuant to the Lease shall not exceed \$5,250,000 per Fiscal Year, and (ii) the Scheduled Lease Term (as defined in the Lease) shall not extend beyond June 30, 2046.

Section 2. In connection with such approval of the Lease, the Commission hereby approves the plans, specifications, bids and contracts for the Leased Property in substantially the respective forms made available to the Commission.

Section 3. The Commission hereby acknowledges the Indenture, a copy of which has been made available to the Commission, with changes therein, not inconsistent herewith, as are approved by the office of the Colorado Attorney General; provided that (a) the aggregate principal amount of Certificates authorized to be executed and delivered thereunder shall not exceed \$70,000,000 and, (b) the final maturity of the Certificates authorized thereby shall be not later than June 15, 2046.

Section 4. The Commission hereby acknowledges the Certificates in the form appended to the Indenture, with changes therein, not inconsistent herewith, as are approved by the office of the Colorado Attorney General.

Section 5. The Commission hereby adopts, as if set forth in full herein, all the representations, covenants, agreements, findings, determinations and statements of or by CDOT set forth in the documents described in Section 1 hereof.

Section 6. The officers, employees and agents of CDOT and the Commission are authorized and directed to take all action necessary or appropriate to carry out the provisions of this resolution and the documents referred to herein and to carry out the transactions described herein or in such documents, including, without limitation, the execution and delivery of such certificates as may reasonably be required by the Underwriters, relating, among other matters, to the tenure and identity of the officials of CDOT and the Commission, the receipt of the purchase price for the Certificates, the absence of litigation, pending or threatened, expectations and covenants relating to the exclusion from gross income for federal income tax purposes of the portion of Base Rentals which is designated in the Lease and paid as interest on the Certificates, the sale and issuance of the Certificates and the investment of the proceeds of the Certificates.

Section 7. No provision of this resolution or any of the documents or instruments described herein shall be construed or interpreted: (a) to directly or indirectly obligate CDOT or the State to make any payment in any Fiscal Year in excess of amounts allocated by the Commission for Base Rentals and Additional Rentals for such Fiscal Year; (b) as creating a

multiple fiscal year direct or indirect debt or other financial obligation whatsoever of CDOT or the State within the meaning of Section 3 of Article XI of the Colorado Constitution, Section 20 of Article X of the Colorado Constitution, or any other limitation or provision of the Colorado Constitution, State statutes or other State law; (c) as a delegation of governmental powers by CDOT or the State; (d) as a loan or pledge of the credit or faith of CDOT or the State or as creating any responsibility by CDOT or the State for any debt or liability of any person, company or corporation within the meaning of Section 1 of Article XI of the Colorado Constitution; or (e) as a donation or grant by CDOT or the State to, or in aid of, any person, company or corporation within the meaning of Section 2 of Article XI of the Colorado Constitution. The term of the Lease shall not extend beyond the Lease Term (as defined in the Lease), and CDOT shall have no obligation to make any payment beyond the current Fiscal Year in accordance with the provisions of the Lease.

Section 8. All action previously taken by the Commission and the officers, employees and agents of CDOT and the Commission directed toward the transactions described herein or in the documents referred to herein are hereby ratified, approved and confirmed.

Section 9. All prior acts, orders or resolutions, or parts thereof, of the Commission that are in conflict with this Resolution are hereby repealed, except that this repealer shall not be construed to revive an act, order or resolution, or part thereof, heretofore repealed.

Section 10. If any section, paragraph, clause or provision of this resolution or any of the documents referred to herein (other than provisions as to the payment of Base Rentals and Additional Rentals by CDOT during the Lease, including the requirement that the obligations of CDOT to pay Base Rentals and Additional Rentals under the Lease are conditioned upon the prior budgeting and allocation by the Commission of amounts for such purposes in accordance with the requirements of state law of the State, provisions for the quiet enjoyment of the Leased Property by CDOT during the Lease Term and provisions for the transfer of the Leased Property to CDOT or its designee) shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining sections, paragraphs, clauses or provisions of this Resolution.

Section 11. This resolution shall take effect immediately upon its introduction and passage.

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I hereby certify that the attached Resolution Number TC-_____ is a true and exact copy of the resolution adopted by the Commission on November 17, 2016.

By _____
Herman Stockinger, Secretary
Transportation Commission of Colorado

Date of Approval



COLORADO

Department of Transportation

Division of Accounting and Finance

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

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER, AND DAVID FOX, DEPUTY PROPERTY
MANAGEMENT PROGRAM MANAGER
DATE: NOVEMBER 17, 2016
SUBJECT: Colorado Department of Transportation (CDOT) Region 2/Region 4/KOA Building
Projects COP Update

Purpose

This memorandum provides an update to the proposed Colorado Department of Transportation (CDOT) issuance of Certificates of Participation (COPs) related to the funding of the relocation of the Region 2/Region 4 HQ and KOA properties.

Action

Department staff is asking the TC to review and approve the updates to the proposed COPs to finance Region 2/Region 4 headquarters and the KOA property.

Background

In August, Department Staff reported that CDOT would issue COPs to finance the construction of the Headquarters/Region1 and KOA buildings in late 2016 and issue COPs to finance the construction of the Region 2/Region 4 buildings in the first quarter of calendar year 2017. The total project cost was estimated at \$128.0 million.

Since August, Department Staff has decided to issue COPs for only the HQ/Region building in December of 2016 and include the cost of the KOA building in the COPs that will be issued for Region 2/Region 4 facilities in 2017. Additionally, Colorado State Patrol has determined the need to finance its portion of the Region 2 facility (\$5.6 million), rather than repaying CDOT for the Transportation Commission Contingency Relief Funds (TCCRF) that were requested in the October Budget Supplement. CDOT will now include the \$5.6 million in its COPs for the Region2/Region 4/KOA project that will be issued in 2017. This brings the Project total to \$134.0 million.

In order to repay CDOT for the \$5.6 million for its portion of the Region 2 facility, CSP will enter into a lease with CDOT and will annually appropriate a lease payment in its budget until all debt service has been repaid. CDOT will use an Intergovernmental Agreement (IGA) to contractually define the terms of its lease with CSP.

Key Benefits

Utilizing COPs for this project will allow CDOT to obtain the following operational and financial benefits:

- Take advantage of historically low interest rate environment.
- Rare opportunity to finance an important project without any current bonding capacity; these projects represents one of the only opportunities to utilize financing to complete several significant projects and retain cash on hand for other non-financing eligible projects.
- Reduce operational costs by constructing LEED Certified, energy efficient buildings and collocating programs to reduce the overall square footage of occupied buildings.



Recommendation and Options

1. Approve proceeding with the preparation of the issuance of \$55 million of COPs for the financing of facilities related to Region 2, Region 4 and the KOA Property. In addition, the TC will be asked to provide a \$5.6 million lease agreement to the Region 2 project for the Colorado State Patrol (CSP) portion of the building. (Staff Recommendation)
2. Request further information.
3. Reject issuance of COPs for this project.

Next Steps

1. If approved, CDOT will begin COP issuance process, as detailed above in January 2017, expecting to close on the COPs in March 2017.
2. If not approved or if further information is required, Department staff will prepare responses to the TC as requested.

Attachments

Attachment A: Updated Region 2, Region 4, and KOA Property Resolution



Resolution #TC-16-11-

A resolution of the Colorado State Transportation Commission declaring the official intent of the Colorado Department of Transportation to reimburse itself from the proceeds of a future lease purchase financing for capital expenditures and providing certain other matters in connection therewith.

Approved by the Transportation Commission on November 17, 2016

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 presently intends to acquire, renovate and construct certain properties to house CDOT operations, including facilities in Pueblo, Colorado (the “Region 2 Project”) and Aurora, Colorado (the “KOA Project,” which together with the Region 2 Project, is referred to herein as the “Project”); and

WHEREAS, on September 15, 2016, the Transportation Commission approved Resolution #TC-16-9-15 (the “Region 2 Resolution”) declaring its official intent to reimburse itself for capital expenditures made prior to the date when funds are available from the planned lease purchase financing for the Region 2 Project; and

WHEREAS, the Region 2 Resolution initially provided that CDOT did not intend to reimburse itself with lease purchase financing proceeds for a portion of the Region 2 Project to be financed by the Colorado State Patrol; and

WHEREAS, as a result of changed funding circumstances, CDOT now intends to finance an additional \$5.6 million, and reimburse itself an additional \$5,600,000 from such lease purchase financing, for capital expenditures made by CDOT for the Region 2 Project to be constructed by CDOT; and

WHEREAS, on August 18, 2016, the Transportation Commission also approved Resolution #TC-16-8-6 declaring its official intent to reimburse itself for capital expenditures made prior to the date when funds are available from the planned lease purchase financing for the CDOT headquarters project; and

WHEREAS, in conjunction with the headquarters project, CDOT presently intends to construct certain additional facilities related to the KOA Project, and reimburse itself an additional \$13,000,000 from the planned lease purchase financing for capital expenditures made in relation to the KOA Project; and

WHEREAS, the initial expenditure of funds of CDOT for the KOA Project and the remainder of the Region 2 Project, other than preliminary expenditures, as such term is defined in 26 C.F.R. § 1.150-2(f)(2) (“Preliminary Expenditures”), occurred on a date that is within 60 days prior to the date hereof, or, as applicable, within 60 days prior to the date of the Region 2 Resolution; and

WHEREAS, such lease purchase financing is to occur within 18 months of either the date that CDOT first expended funds other than Preliminary Expenditures for the Project or the date that the Project is placed in service, whichever is later (but in no event more than three years after the date of the original expenditure of CDOT funds, other than Preliminary Expenditures, for the Project); and

WHEREAS, the Commission hereby desires to declare the official intent of CDOT, pursuant to 26 C.F.R. § 1.150-2, to reimburse itself for the expenditure of CDOT funds for the Project from the proceeds of a future lease purchase financing of CDOT.

NOW, THEREFORE, BE IT RESOLVED BY THE COLORADO STATE TRANSPORTATION COMMISSION:

Section 1. Dates of Capital Expenditures. All of the capital expenditures covered by this Resolution were or will be made not earlier than 60 days prior to the date of this Resolution. For the avoidance of doubt, the expenditures referenced in the preceding sentence do not include the Preliminary Expenditures, certain of which were made before 60 days prior to the date of this Resolution.

Section 2. Declaration of Official Intent. CDOT presently intends and reasonably expects to participate in a lease purchase financing within 18 months of either the date of the first expenditure of funds by CDOT for the capital expenditures covered by this Resolution (other than Preliminary Expenditures) or the date that the Project is placed in service, whichever is later (but in no event more than three years after the date of the original expenditure of CDOT funds, other than Preliminary Expenditures, for the Project), and to allocate an amount approximately equal to the \$18,600,000 of the proceeds thereof to

reimburse CDOT for its expenditures in connection with the remainder of the Region 2 Project and the KOA Project.

Section 3. Authorization for CDOT to Participate in Lease Purchase Financing. The Commission hereby authorizes CDOT, pursuant to 26 C.F.R. § 1.150-2 and consistent with this Resolution, to reimburse itself for the expenditure of CDOT funds on the Project, in an amount not to exceed \$18,600,000, from the proceeds of a future lease purchase financing of CDOT.

Section 4. Confirmation of Prior Acts. All prior actions of the officials and agents of CDOT that are in conformity with the purpose and intent of this Resolution and in furtherance of the Project shall be and the same hereby are in all respects ratified, approved and confirmed.

Section 5. Effective Date of Resolution. This Resolution shall take effect immediately upon its passage.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date



4201 East Arkansas Avenue, Room 235
 Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 17, 2016
SUBJECT: STATE INFRASTRUCTURE BANK INTEREST RATE RECOMMENDATION FOR THE SECOND HALF OF FY 2016-17

Purpose

This memo summarizes information related to the State Infrastructure Bank (SIB) interest rate for loans originating in the second half of State fiscal year 2016-17 (FY 2016-17) and origination fee schedule for FY 2016-17.

Action

The Division of Accounting and Finance (DAF) recommends that the Transportation Commission maintain the interest rate of 2.25% for loans originating in the second half of FY 2016-17 and continue to assess the adopted origination fee schedule detailed in this memorandum.

There has been no SIB activity in the first half of FY 2016-17. Please refer to the end of FY 2015-16 SIB Report (August 2016) for information on all active loans and asset balances.

Background

The State Infrastructure Bank (SIB) was created in 43-1-113.5(3) CRS. Rule V, article 2 of 2 CCR 605-1 require that the Transportation Commission set bi-annual interest rates for SIB loans. Established rates over the past 18 months have been:

FY 2015-16 Q1/Q2: 2.50%	FY 2015-16 Q3/Q4: 2.50%	FY 2016-17 Q1/Q2: 2.25%
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Rate Recommendation/Interest Rate Outlook for US Treasury Market

The market consensus and Department’s Financial Advisor’s Projections for the US Treasury Market are used in conjunction to determine the SIB interest rate. Based on the 10-year US Treasury Market rate, the Department’s recommendation is to maintain the interest rate at 2.25%. This is based off of the following:



- The Fed's September 2016 forward guidance (dotted line) implies 150 bps of rate increases by the end of 2018. In Table 1, the bond market (blue line) expects the Fed to move much less aggressively, with futures pricing in only 50 bps of rate hikes over that period. CDOT's Financial Advisor's Chief Economist forecast (red line) lies between these two opposing vies and assumes 75 bps of tightening.
- CDOT's Financial Advisor's Chief Economist anticipates one rate hike this year (December Federal Open Market Committee meeting) followed by one increase annually in 2017 and 2018.
- Amid low international sovereign bond yields and sustained global easing, Treasury rates should remain range-bound through the forecast horizon, as seen in Table 2.
- The risks to our interest rate forecasts are skewed to the downside. The Fed may be forced to further delay its timetable for normalization or resume easing depending on domestic and international developments.

The informational data used to determine the SIB interest rate is provided in the following tables.

Table 1: Federal Funds Projections

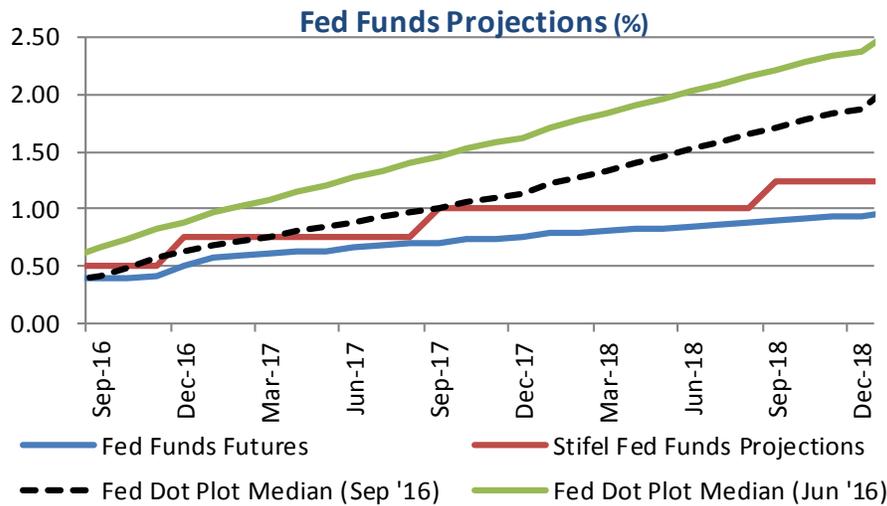


Table 2: Treasury Yield Curve Projections

Treasury Yield Curve Projections						
	4Q16	1Q17	2Q17	3Q17	4Q17	4Q18
Fed Funds - Upper Bound	0.75%	0.75%	0.75%	1.00%	1.00%	1.25%
2-year	0.85%	0.90%	0.95%	1.00%	1.10%	1.40%
5-year	1.25%	1.30%	1.40%	1.45%	1.50%	1.75%
10-year	1.65%	1.70%	1.80%	1.85%	1.90%	2.15%
30-year	2.25%	2.30%	2.40%	2.45%	2.50%	2.60%
2s to 10s	+80 bps	+80 bps	+85 bps	+85 bps	+80 bps	+75 bps

**Updated September 2, 2016*

Source: Jim DeMasi, Chief Fixed Income Strategist.

All projections are as of the end of the respective quarters.

Fed funds represents the upper bound of the FOMC's target range.



Origination Fee Schedule:

Rule V, Article 3 of 2 CCR 605-1 outlines the following origination fee schedule to be assessed for the current fiscal year as adopted by the Transportation Commission in June 2016.

- 1.0% for loan proceeds up to \$1 million
- 0.75% on the loan proceeds amount over \$1 million up to \$2.5 million
- 0.50% on the loan proceeds amount over \$2.5 up to \$5 million
- 0.25% on the loan proceeds amount over \$5 million

Options and Recommendation

1. Maintain the current interest rate of 2.25% for all SIB loans originating in the second half of FY 2016-17 and continue to assess the adopted origination fee schedule for all loans originating in FY 2016-17. **Staff Recommendation**
2. Adopt a new interest rate, different from staff recommendation.
3. Deny the recommended SIB loan interest rate, request additional staff analysis, and/or delay for a future month.

Next Steps

Apply the approved interest rate to all SIB loans originating in the second half of FY 2016-17 and apply the adopted origination fee schedule for all loans originating in FY 2016-17.



**Transportation Commission of Colorado
November 17, 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 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 on loans no later than June 30, of each year for loans originating during the ensuing months of July; August; September; October; November of the next fiscal year; and

WHEREAS, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is required to set the bank's interest rate on loans no later than December 31, of each year for loans originating during the ensuing months of January; February; March; April; May; June of the current fiscal year; and

WHEREAS, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is required to set the bank's origination fee schedule on loans no later than June 30, of each year for loans originating during the ensuing fiscal year; and

WHEREAS, pursuant to 2CCR 605-1 (rule 5) on June 16, 2016, the Transportation Commission adopted an origination fee for all loans originating in State fiscal year 2016-17 based on the following schedule:

- 1.0% for loan proceeds up to \$1 million
- 0.75% on the loan proceeds amount over \$1 million up to \$2.5 million
- 0.50% on the loan proceeds amount over \$2.5 up to \$5 million
- 0.25% on the loan proceeds amount over \$5 million

WHEREAS, based on current market conditions, the Division of Accounting and Finance (DAF) has recommended an interest rate of two and one quarter percent (2.25%) on all loans and that, at the discretion of the Transportation Commission, the adopted origination fee schedule be assessed on bank assistance for the second half of the State fiscal year 2017.

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 quarter percent (2.25%) on all bank loans and at its discretion assess the adopted origination fee schedule on bank loans for the second half of the State fiscal year 2017.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date



COLORADO

Transportation Commission

4201 East Arkansas Avenue, Room 270
Denver, CO 80222-3406

DATE: November 17, 2016
TO: Transportation Commission
FROM: Herman Stockinger / Kyle Lester
SUBJECT: Authorize Commencement of Rule-Making by Opening the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads, 2 CCR 601-4.

Purpose

To authorize the Department to commence the rule-making process by opening the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads, 2 CCR 601-4.

Action

To pass a resolution authorizing the Department to commence rule-making by opening the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads (“Rules”), 2 CCR 601-4, and delegate authority to an Administrative Hearing Officer to conduct a public hearing.

Background

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

Details

The Rules were last updated on November 14, 2015. The proposed changes to the Rules are primarily a result of the passage of the FAST Act, codified at 23 U.S.C. 127. The proposed changes include:

- Adding Rule 207, the definition of “Bulk Fluid Milk Products”;
- Adding Rule 409.4, requiring vehicles or loads of more than 17 feet in height must be accompanied by a licensed signal contractor through all intersections controlled by an overhead traffic signal;
- Under Rule 500.9, revising requirements for Pilot Escort Drivers;
- Adding Rule 704.4.3.6, exempting “covered heavy-duty tow and recovery vehicle” from the requirement to obtain an overweight permit; and
- Adding Rule 712, exempting “emergency vehicles” from the requirement to obtain an overweight permit under certain conditions.

Key Benefits

The proposed changes to the Rules comply with the FAST Act.



Options and Recommendations

- 1) Authorize the Department to open the Rules and delegate authority to an Administrative Hearing Officer to hold a public rule-making hearing (staff recommendation);
- 2) Defer the decision to open the Rules pending the provision of additional information; or
- 3) Decline to open the Rules at this time.

Attachments

Resolution

Red-line copy of Rules showing proposed changes



Resolution # TC-

Open Rule-Making and Delegate Authority to an Administrative Hearing Officer to Conduct a Public Rule-Making Hearing Regarding Amendments to the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads, 2 CCR 601-4.

WHEREAS, § § 42-4-510(1)(b), 511(1), and 43-1-106(8)(k), C.R.S., authorize the Transportation Commission of Colorado (“Commission”) to adopt rules that are necessary for the proper administration and enforcement of state permits for the operation of vehicles that are of excess size and/or weight; and

WHEREAS, the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads (“Rules”), 2 CCR 601-4, were last updated on November 14, 2015; and

WHEREAS, the proposed amendments to the Rules are primarily based on the passage of the FAST Act, codified at 23 U.S.C. 127; and

WHEREAS, the Commission will review the proposed Rules once all comments have been submitted, testimony has been taken at the public rule-making hearing, and the Administrative Hearing Officer has submitted recommendations to the Commission along with a complete procedural record of the hearing; and

WHEREAS, the Department recommends the Rules be amended to conform to the FAST Act; and

NOW THEREFORE BE IT RESOLVED, the Commission authorizes an Administrative Hearing Officer to conduct a public rule-making, and authorizes staff to take all necessary actions in accordance with the State Administrative Procedure Act to initiate rule-making for the purpose of amending the Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads, 2 CCR 601-4.

BE IT FURTHER RESOLVED, the Commission delegates its authority to conduct the rule-making hearing to a CDOT Administrative Hearing Officer to prepare a complete record of the hearing and forward said record and Rules to the Commission for consideration and adoption of the Rules.

Herman Stockinger, III
Transportation Secretary

Date

DEPARTMENT OF TRANSPORTATION

Transportation Commission

RULES PERTAINING TO TRANSPORT PERMITS FOR THE MOVEMENT OF EXTRA-LEGAL VEHICLES OR LOADS

2 CCR 601-4

CHAPTER 1 AUTHORITY AND GENERAL PROVISIONS

100 STATEMENT OF BASIS, SPECIFIC STATUTORY AUTHORITY AND PURPOSE

101 History

The Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads were made effective on the following dates: June 30, 1984; January 30, 1986; November 30, 1986; January 30, 1988; May 30, 1988; April 30, 1989; March 4, 1991; April 30, 1992; July 30, 1999; January 30, 2004; August 1, 2007; August 1, 2010, ~~and June 30, 2012,~~ and November 14, 2015.

102 Statement of Basis and Purpose and Statutory Authority

The July 2015 rulemaking was initiated to conform the rules to a change in HB14-1160, codified at § 42-4-510(11)(a)(VII)(D), C.R.S., which created a new annual fleet permit for non-interstate overweight divisible loads pertaining to power units utilizing a trailer with two or three axles. Additionally, the Department is clarifying height restrictions in conformance with § 42-4-504(1), C.R.S., incorporating processes for the new electronic permitting system, and conforming the Auxiliary Power Unit (“APU”) requirements to a change in weight made in MAP-21 (23 U.S.C. 127), increasing the APU from 400 to 550 lbs. Thereafter, with the passage of the FAST Act, codified at 23 U.S.C. 127, a rulemaking was initiated to conform the requirements of the Act and make other minor changes.

Specific statutory authority for the Colorado Transportation Commission to adopt and promulgate Rules pertaining to Transport Permits for the operation or movement of Extra-legal Vehicles or Loads, is contained in §§ 42-4-510 (1)(b), 511(1), and § 43-1-106(8)(k), C.R.S. Various permits issued under the law require restrictions or conditions for movement which includes using Pilot Escort Vehicles to accompany the movement of Loads, in an effort to protect the health, safety and welfare of the traveling public. Conditions for requirements prescribed by the Department are statutorily authorized under § 42-4-510 (3), C.R.S.

The purpose of the Rules is to comply with state statutes that allow the movement on State Highways of Vehicles and Loads exceeding Legal Limits provided that the Department issues a permit for such Vehicles and Loads. Section 42-4-510 (3), C.R.S. authorizes the Department to prescribe conditions of operation for the movement of Extra-Legal Loads.

103 General Provisions

[\[No changes from 103 to 103.5\]](#)

CHAPTER 2 DEFINITIONS

[\[No changes from 200 to 206\]](#)

[207 Bulk Fluid Milk Products – A cargo tank shipment of raw unpasteurized milk from a dairy farm to market for processing.](#)

~~2078~~ Cluster Lights - An assemblage of three or more red or yellow clearance lights.

~~2089~~ Commercial Vehicle Rules - The State of Colorado, Department of Public Safety, Rules and Regulations Concerning Minimum Standards for the Operation of Commercial Vehicles (8 C.C.R. 1507-1).

~~209 C.R.S. – Colorado Revised Statutes, as may be amended.~~

[\[No changes from 210 to 256\]](#)

CHAPTER 3 TRANSPORT PERMITS AND APPLICATION INFORMATION

[\[No changes to Chapter 3\]](#)

CHAPTER 4 TRANSPORT PERMIT OPERATING REQUIREMENTS AND RESTRICTIONS

[\[No changes from 400 to 407.2\]](#)

~~407.3 An Extra-legal Vehicle or Load that weighs more than one hundred forty thousand pounds Gross Vehicle Weight must:~~

~~407.3.1 Not exceed forty miles per hour when crossing bridges; and~~

~~407.3.2 Travel in the center of the driving Lane when crossing bridges.~~

407.43 An Extra-legal Vehicle or Load that weighs more than two hundred thousand pounds Gross Vehicle Weight and all Chapter 8 Special Mobile Machinery must:

407.43.1 Not exceed ten miles per hour on those bridge specifically restricted by the Department and listed on the Transport Permit.

407.43.2 Travel in the center of the driving Lane when crossing bridges; and

407.43.3 If required to slow to ten miles per hours on any bridge along the approved route, attached to the rear of the Extra-legal Vehicle or Load an Oversize Load Sign reading as follows: "CAUTION: THIS VEHICLE MAY SLOW TO 10 MPH TO CROSS BRIDGES" .

[\[No change from 408 to 409.3\]](#)

[409.4 An Extra-legal Vehicle or Load more than 17 feet in Height must be accompanied by a licensed signal contractor through all intersections controlled by an overhead traffic signal.](#)

[\[No change from 410 to 412.2\]](#)

CHAPTER 5 PILOT ESCORT CERTIFICATION REQUIREMENTS

[\[No change from 500 to 500.4.3\]](#)

500.5 Pilot escort drivers must provide a current (within 30 days) Motor Vehicle Record (MVR) in the state of current residence, for the immediate previous five year period, to the Pilot Escort Certification Program at the time of the course. [For this immediate previous five year period, t](#)~~t~~The driving records must be clear of any conviction for drug or alcohol related offenses and not contain a single moving violation penalty assessment of six (6) points or more.

500.6 Pilot Escort drivers will be issued a certification card by an authorized Pilot Escort Certification Program and shall have it in their possession at all times while in pilot escort operations.

500.7 Initial certification will be valid for four years from the date of issue. One additional four-year certification may be obtained through a mail in or on-line recertification process provided by an authorized Pilot Escort Certification Program. It will be the responsibility of the driver to maintain certification.

~~500.8 Colorado Pilot Escort certifications issued prior to August 1, 2007 will not be valid.~~

500.98 Operators must notify the Department in writing within 30 days of any change of address or name.

500.409 All Pilot Escort drivers must [be knowledgeable of, and comply with, these Rules and escort the permitted Vehicle in such a manner that complies with these Rules, the Bridge Weight Limit Map, the Pilot Escort and Oversize Restriction Map, the Height Restriction Map, the Hazardous and Nuclear materials map and all other Highway restrictions. This information is available, and may be printed if the pilot escort driver so desires, on both the CDOT Commercial Vehicle Permits Webpage or on the Motor Carriers' dashboard of the CDOT permitting system by clicking on the Annual Permit Route link. The Pilot Escort driver must have the following documents, or access to the documents electronically, in the Pilot Escort Vehicle when piloting permitted vehicles on the Colorado Highways:](#)

500.409.1 Their valid certification card;

500.409.2 [Copy of the Extra-Legal Rules; Proof of insurance as required in 500.4.3;](#)

500.409.3 [Bridge Weight Limit Map;The original Transport Permit or legible copy of the same in accordance with § 42-4-510\(4\), C.R.S.](#)

~~500.10.4 Pilot Escort and Oversize Restriction Map;~~

~~500.10.5 Height Restriction Map;~~

~~500.10.6 Hazardous and Nuclear Materials Map; and~~

~~500.10.7 Proof of insurance as required in 500.4.3~~

[\[No change from 501 to 504.4\]](#)

505 Pilot Escort Vehicle Equipment Requirements

505.1 Pilot Escort vehicles shall be equipped with the following safety items:

505.1.1 Standard 18 inch or 24 inch red/white "STOP" and black/orange "SLOW" paddle signs. Construction zone flagging requires the 24-inch sign.

505.1.2 At least three reflective bi-directional triangles or their equivalent.

505.1.3 Eight red-burning flares, glow sticks or equivalent illumination device approved by the Department.

505.1.4 Three orange traffic cones which are a minimum of 18 inches high with a 6 inch reflective collar.

505.1.5 Flashlight, ~~which uses two or more D-cell batteries,~~ with a minimum 1 ½ inch lens diameter, with extra batteries or charger (emergency type shake or crank will not be allowed); ~~and~~ a 6 inch minimum length red or orange cone flashlight for use when directing traffic.

505.1.6 Orange or white hardhat and ~~Type Class 2 or Class 3~~ reflective ~~orange high visibility~~ safety vest for each person ~~not~~ involved in pilot escort operations. Class 3 reflective vests are required for operations during hours of darkness.

505.1.7 For front escort vehicles piloting loads greater than 16' high, a height-measuring pole with a non-conductive tip, made of non-destructive, flexible material. Compression fittings are not acceptable.

- a. A Pilot Escort Vehicle shall use a Height pole at all times when escorting an Extra-legal Vehicle or Load exceeding sixteen feet in Height, unless otherwise expressly authorized by the Department on the permit.
- b. The Height pole shall not extend more than six inches above the maximum Height of the Extra-legal Vehicle or Load the Pilot Escort Vehicle is escorting.
- c. When the Pilot Escort Vehicle is not escorting an Extra-legal Vehicle or Load but is moving on the Highway, the Height pole shall be removed, tied down, or shortened to within Legal Limits.

[No changes from 505.1.1.8 to 509.2]

CHAPTER 6 SPECIAL PERMITS

[No changes to Chapter 6]

CHAPTER 7 EXCEPTIONS TO THE RULES

[No changes from 700 to 704.3.3]

704.4 Towing carriers may transport an Extra-legal Vehicle, LVC, or other combination, divisible or non-divisible, or single unit that becomes an Extra-legal Vehicle when connected to a towing carrier, to place of repair or towing carrier's storage facility, and:

704.4.1 The towing carrier must have a valid extra-legal permit but not confined to parameters of section 304 and

704.4.2 The towing carrier must have a PUC permit as required in 40-13-103 CRS; and

704.4.3 When towing a combination vehicle, the towing carrier must utilize the braking system of the trailer, if operational, unless exempted by a peace officer; and

704.4.3.1 Any pilot escort vehicles, which were required to accompany the load prior to requiring the tow, shall continue to accompany the load, while being towed.

704.4.3.2 These rules shall not require the tow carrier to obtain a pilot escort vehicle[s] if not required before the towing carrier connected; and

704.4.3.3 The towing carrier is exempt from Section 405 regarding hazards; and

704.4.3.4 The towing carrier is exempt from Section 212 and 407.1 regarding divisible loads; and

704.4.3.5 The towing carrier is exempt from Sections 407 and 412 regarding weight restrictions however in no event shall a towing carrier exceed the allowable weights of any bridge as designated on the Bridge Weight map.

704.4.3.6 A 'covered heavy-duty tow and recovery vehicle' shall be exempt from the requirement to obtain an overweight permit.

704.4.3.6.1 The term 'covered heavy-duty tow and recovery vehicle' means a vehicle that—

(A) Is transporting a disabled vehicle from the place where the vehicle became disabled to the nearest appropriate repair facility; and

(B) Has a gross vehicle weight that is equal to or exceeds the gross vehicle weight of the disabled vehicle being transported.

[No change from 705 to 711]

~~712 — Drive-away saddle-mount vehicle transporter combinations are specialized equipment (Title 23 C.F.R., Part 658.13). Such equipment may operate with an overall length limit of not more than 97 feet on such combinations. This provision applies to drive-away saddle-mount combinations with up to three saddle-mounted vehicles. Such combinations may include on full-mount. Title 23 C.F.R., Part 658.13 supersedes §42-4-504 (4.5), C.R.S.~~

712 Emergency Vehicles

712.1 An emergency vehicle, other than an "Authorized emergency vehicle", as defined in § 421-1-102(6), C.R.S., which is designed to be used under emergency conditions: to transport personnel and equipment; and to support the suppression of fires and mitigation of other hazardous situations shall be exempt from the requirement to obtain an overweight permit if the gross vehicle weight is less than 86,000 lbs. Maximum axle allowances are as follows:

(A) 24,000 pounds on a single steering axle;

(B) 33,500 pounds on a single drive axle;

(C) 62,000 pounds on a tandem axle; or

[\(D\) 52,000 pounds on a tandem rear drive steer axle.](#)

[712.2 Weight allowances for axle configurations not listed in 712.1, are as listed on the Colorado Bridge Weight Limit map](#)

[\[No change from 713 to 713.2\]](#)

[\[No change to Chapter 8 and 9\]](#)

CHAPTER 10 DENIAL OF PERMIT APPLICATION SUSPENSION OR REVOCATION OF PERMITS HEARINGS AND APPEALS

- 1000 The Department shall track permit violations reported to the Department by law enforcement agencies, including data reported to the Department that establish patterns of noncompliance. The Department may deny a permit application and may amend, revise, modify, suspend, or revoke a permit for violations of the Rules or of permit conditions, in accordance with the provisions of §24-4-104 and §24-4-105, C.R.S. If the application for a new permit or a renewal permit is denied without a hearing, the Department shall notify the Applicant in writing of such action and the ground(s) therefore, and the Applicant has sixty days after the giving of such notice in which to request a hearing.
- 1001 The Department may deny a permit application if the Applicant:
- 1001.1 Does not comply with the stated criteria, terms, purpose, and requirements of the Rules, a prior permit, §42-4-505, C.R.S. or §42-4-510, C.R.S.
 - 1001.2 Fails to show Good Cause to issue a permit.
 - 1001.3 Makes a false statement on the application for a Transport Permit.
 - 1001.4 Fails to provide all applicable information in the form required by the Department.
 - 1001.5 Fails to submit permit fee with the application.
 - 1001.6 The Department determines that granting a permit in the particular circumstances described in the application will present a public safety hazard, will unreasonably interfere with the efficient movement of traffic, or will subject the State Highways to undue damage.
 - 1001.7 Violates any ordinance or resolution of a local authority concerning operation or movement of an Extra-legal Vehicle or Load.
- 1002 The Department may revoke or suspend an existing permit as follows:
- 1002.1 Upon a finding that the Permittee has violated the stated criteria, terms, purpose, requirements and conditions of the permit, the Rules, §42-4-505 C.R.S. or §42-4-510 C.R.S.
 - 1002.2 A false statement by the Applicant in the application for a Transport Permit.
 - 1002.3 Failure by the Permittee to pay applicable ad valorem taxes prior to movement of a used manufactured home.
 - 1002.4 Falsification or misrepresentation by the Permittee of an Emergency situation, in order to obtain oral authorization to move an Extra-legal Vehicle or Load.

-
- 1002.5 Where the Department has reasonable grounds to believe and finds that the Permittee has been guilty of deliberate and willful violation or that the public health, safety or welfare imperatively requires Emergency action as outlined in §24-4-104 (4), C.R.S.
- 1002.6 Permittee actions or omissions while operating or moving an Extra-legal Vehicle or Load which impair public safety, interfere with the efficient movement of traffic, or damage the State Highway.
- 1002.7 Violation by the Permittee of any ordinance or resolution of a local authority concerning operation or movement of an Extra-legal Vehicle or Load.
- 1003 All appeals and hearings which are required by law regarding denial, suspension, revocation, limitation or modification of a permit shall be requested, provided and conducted pursuant to the Administrative Procedures Act (APA) §24-4-101 et. seq., C.R.S.
- 1004 Any hearing required by this Chapter shall be presided over by the Chief Engineer of the Department or by an Administrative Law Judge appointed pursuant to Part 10 of Article 30 of Title 24, C.R.S. If a hearing is held before an Administrative Law Judge and if either party is dissatisfied with the initial decision of the administrative law judge, then an appeal may be made to the Chief Engineer, pursuant to §24-4-105 (14) and (15), C.R.S., within thirty days after the date of service of the initial decision. The appeal shall comply with the requirements of §24-4-105, C.R.S., and shall specify the findings of fact and conclusions of law the dissatisfied party is appealing. All appeals shall be submitted to: [the CDOT Headquarters Building, addressed to the Chief Engineer, Colorado Department of Transportation 4201 East Arkansas Avenue, Denver, Colorado 80222.](#)
-

**Bridge Enterprise Board
Regular Meeting Minutes
Oct. 20, 2016**

Chairman Gary Reiff convened the meeting at 10:45 a.m. at CDOT Headquarters

PRESENT WERE: Gary Reiff, Chairman, District 3
Shannon Gifford, District 1
Ed Peterson, District 2
Heather Barry, District 4
Kathy Gilliland, District 5
Kathy Connell, District 6
Kathy Hall, District 7
Sidny Zink, Vice Chair, District 8
Bill Thiebaut, District 10
Steven Hofmeister, District 11

EXCUSED: Rocky Scott, District 9

ALSO PRESENT: Shailen Bhatt, Executive Director
Michael Lewis, Deputy Executive Director
Josh Laipply, Chief Engineer
Debra Perkins-Smith, Director of Transportation Development
Maria Sobota, CFO
Scott McDaniel, Staff Services Director
Amy Ford, Public Relations Director
Herman Stockinger, Government Relations Director
Paul Jesaitis, Region 1 Transportation Director
Karen Rowe, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Mike McVaugh, Region 5 Transportation Director
Jane Fisher, Director of Program Management
Kathy Young, Chief Transportation Counsel
David Spector, HPTE Director
Mark Imhoff, Director of Transit and Rail
Vince Rogalski, STAC Chairman
Chris Wedor, Director of Audit Division

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

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

Audience Participation

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

Act on Consent Agenda

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

Resolution #BE-16-8-1

Approval of Regular Meeting Minutes for Sept. 15, 2016.

Adjournment

Chairman Reiff asked if there were any more matters to come before the Bridge Enterprise Board of Directors. Hearing none, Chairman Reiff announced the adjournment of the meeting at 10:47 a.m.



MEMORANDUM

TO: THE BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 17, 2016
SUBJECT: DRAFT FISCAL YEAR 2017-18 BRIDGE ENTERPRISE BUDGET

Purpose:

This month the Bridge Enterprise (BE) Board of Directors is being presented with a draft version of the Fiscal Year (FY) 2017-18 Fund 538 budget for review.

Action:

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

Background:

Based on the projected BE revenues determined by the Office of Financial Management and Budget (OFMB) in coordination with Bridge Enterprise (BE), staff is presenting a draft of the FY 2017-18 budget for Fund 538 and will return in February with a final budget for Board comment and in March for approval and adoption of a FY 2017-18 final budget.

Details:

Estimated Bridge Enterprises revenues for FY 2017-18 are \$112.2 million, which is a decrease of \$14.4 million over FY 2016-17 revenues. The decrease is primarily driven by the temporary suspension of the \$15.0 million federal transfer from CDOT for three years beginning in FY 2017-18. A Memorandum of Understanding (MOU) between CDOT and BE has been drafted to document Bridge Enterprises understanding regarding the terms of the suspension. A copy of the MOU is provided in the BE informational section of the November packet for Board review. Additionally, BE has adjusted its forecasted interest income in anticipation of a decreased cash balance. The BE FY 2017-18 budget allocations are based on an estimated \$112.2 million of projected BE revenue for FY 2017-18. The \$112.2 million revenue estimate is comprised of the following revenue sources:

- \$104,630,664 in FASTER Bridge Revenue
- \$1,711,000 in Interest Earnings
- \$5,900,000 in Federal Subsidy for the Build America Bonds (BABs)

As it relates to the BE, overall projected revenue of \$112.2 million has been allocated to the following budget categories in the draft operational budget for Fund 538:

- \$1,777,565 for Administrative & Operating Activities
- \$350,000 for Project Scoping
- \$275,000 for Maintenance of BE Bridges
- \$100,000 for Bridge Preservation
- \$18,234,00 for Debt Service
- \$91,505,100 for Other Bridge Enterprise Projects



Details regarding individual line items that roll up to each category are outlined in Attachment A: FY 2017-18 Draft Bridge Enterprise Budget.

Key Benefits

N/A

Options and Recommendations

The Board is being asked to review the draft FY 2017-18 budget and provide feedback if necessary.

Next Steps

In the next several months, OFMB and BE program staff will be finalizing the operational FY 2017-18 Bridge Enterprise budget for Fund 538 and will return to the Board in February with a final budget for Board comment and in March for approval and adoption of a FY 2017-18 budget.

Attachment:

Attachment A: Fiscal Year 2017-18 Draft Bridge Enterprise Budget Fund 538.



Fiscal Year 2017-18 DRAFT Bridge Enterprise Budget Statewide Bridge Enterprise Special Revenue Fund (C.R.S 43-4-805(3)) 538		
Budget Item	Estimated FY 2017-18 Revenues	Estimated FY2017-18 Expenses
Estimated Revenue		
Estimated FY 2017-18 FASTER Bridge Safety Surcharge Revenues	\$104,630,664	
Interest Earnings	\$1,711,000	
Federal Subsidy for Build America Bonds	\$5,900,000	
Total Estimated Revenue	\$112,241,665	
Estimated Expenses		
Administrative & Operating (Cost Center B8800-538 and B88AD-538)		
Bridge Enterprise Program Management		\$ (1,500,000)
CDOT Staff		\$ (181,565)
Attorney General Legal Services		\$ (50,000)
Annual Audit		\$ (11,000)
Operating Expenses		\$ (10,000)
Other Consulting		\$ (20,000)
Trustee		\$ (5,000)
Total Administrative & Operating Expenses		\$ (1,777,565)
Scoping Pools (Cost Center B88SP-538)		
Scoping Pools		\$ (350,000)
Total Scoping Pools		\$ (350,000)
Maintenance (Cost Center B88MS-538)		
Maintenance		\$ (275,000)
Total Maintenance		\$ (275,000)
Bridge Preservation (Cost Center B88BP-538)		
Bridge Preservation		\$ (100,000)
Total Bridge Preservation		\$ (100,000)
Debt Service		
Debt Service		\$ (18,234,000)
Total Debt Service		\$ (18,234,000)
Bridge Enterprise Projects		
Other Bridge Enterprise Projects		\$ (91,505,100)
Total Bridge Enterprise Projects		\$ (91,505,100)
Total Fund 538 FY 2017-18 Revenues	\$112,241,665	
Total Fund 538 FY 201718 Expenses	-\$112,241,665	
Remaining Unbudgeted Funds	\$0	





COLORADO
Department of Transportation
Statewide Bridge Enterprise

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

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Josh Laipply, PE, Chief Engineer
DATE: November 17, 2016
SUBJECT: Ratification of the Grand Avenue Bridge Maintenance IGA

Purpose:

The CBE staff requests the CBE Board of Directors (BOD) discuss and ratify the Grand Avenue Bridge Maintenance IGA.

Background & Details:

As discussed in the October workshop, CBE staff requests the approval of the resolution and the transfer of the pedestrian bridge to the City of Glenwood Springs.



**Colorado Bridge Enterprise
November 17, 2016**

Resolution #BE-16-11-XX

Ratification of the Grand Avenue Bridge Maintenance Intergovernmental Agreement

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

WHEREAS, CBE is currently undertaking the State Highway 82 (SH 82)-Grand Avenue Bridge Replacement Project, which generally consists of the removal and replacement of the SH 82 Grand Ave. vehicular and pedestrian bridge between sixth street and seventh street spanning the Railroad, the Colorado River, and Interstate 70 in Glenwood Springs, Colorado; and

WHEREAS, the replacement pedestrian bridge falls within the definition of a “designated bridge”, CRS 43-4-803(10), which includes “sidewalks or other infrastructure connected or adjacent to or required for the optimal functioning of the bridge”. In addition to pedestrian and bicycle traffic, the new pedestrian bridge will carry critical utility lines over the Railroad, Colorado River, and Interstate 70 which were formerly located on the old vehicular structure; and

WHEREAS, the replacement of the old pedestrian structure was necessary to carry utilities which otherwise would have required a separate utility structure. Therefore, the contribution of CBE funds is justified; and

WHEREAS, several local governments contributed substantial funding for the replacement of the Grand Avenue pedestrian bridge in Glenwood Springs. The CBE contributed significant state funding for the pedestrian bridge; and

WHEREAS, CBE is not suited to efficiently maintain a pedestrian bridge; and CBE has determined that local ownership and maintenance of the new pedestrian bridge is in the best interest of CBE because maintenance can be better accomplished by the City of Glenwood Springs; and

WHEREAS, CBE has determined the long term maintenance costs are greater or equal to the money that CBE spent to construct the structure, thereby justifying the transfer of the new pedestrian bridge to the City of Glenwood Springs; and

WHEREAS, CBE and the City of Glenwood Springs entered into the Grand Avenue Bridge Maintenance Agreement dated December 17, 2015 which provides for the City of Glenwood Springs to maintain the new pedestrian bridge; and

WHEREAS, consistent with the Maintenance Agreement, upon completion of the pedestrian bridge the CBE will transfer the pedestrian bridge to the City of Glenwood Springs, Colorado via a Bill of Sale for the consideration of \$10; and

NOW THEREFORE BE IT RESOLVED, the Board of Directors of the Colorado Bridge Enterprise hereby approves and ratifies the Grand Avenue Bridge Maintenance Intergovernmental Agreement (Routing# 16-HA3-XE-00010) submitted with this Resolution, which outlines the responsibilities of the CBE and the City of Glenwood Springs including maintenance commitments, pedestrian bridge ownership and transfer to the City of Glenwood Springs and further approves execution of the Bill of Sale which transfers the new pedestrian bridge from CBE to the City of Glenwood Springs upon completion of construction of the new pedestrian bridge.

Signed as of November 17, 2016

Herman Stockinger, Secretary
Bridge Enterprise Board of Directors

Date



COLORADO
Department of Transportation
Office of the Chief Engineer

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

DATE: NOVEMBER 17, 2016
TO: TRANSPORTATION COMMISSION
FROM: JOSH LAIPPLY, CHIEF ENGINEER
MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, OFFICE OF PROGRAM MANAGEMENT DIRECTOR
SUBJECT: PROGRAM MANAGEMENT INFORMATION ITEM

Purpose

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

Action

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

Background

Integration of Cash Management and Program Management:

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

RAMP:

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

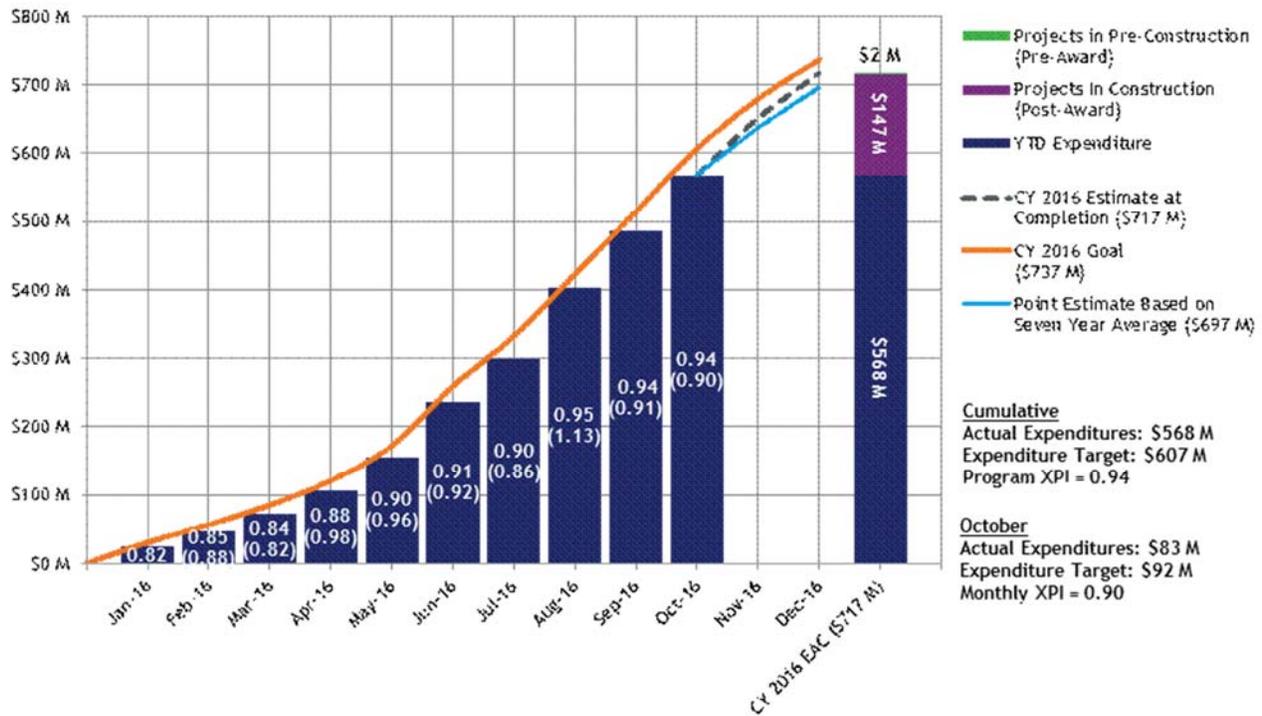
Details

Integration of Cash Management and Program Management:

PMO is tracking program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. As indicated in Figure 1 below, the cumulative Calendar Year 2016 XPI is 0.94. October's actual expenditures were \$9M below the expenditure target (Monthly XPI = 0.90). We are currently tracking to fall about 5% short of the Calendar Year 2016 target (\$697M versus the \$737M target).



Figure 1 - CY 2016 Capital Program Construction Expenditures



RAMP:

Table 1 details RAMP Partnership and Operations projects (CDOT & Locally Administered) that have not yet been awarded. As detailed in the Budget Supplement, staff is requesting TC action regarding two (2) RAMP Partnership projects. The first is a budget request of \$1,500,000 in RAMP HPTE Development Funds for an evaluation by HPTE as contemplated under CRS Section 43-4-806(7)(a). The second is a budget request of \$3,900,000 in RAMP HPTE Development Funds for project and procurement development of I-25 North Segments 7 and 8.

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

Project Name	Project Budget	RAMP Request	Local Contribution	Other CDOT Funds	Status
CDOT ADMINISTERED					
New Traffic Signal Controllers in Denver Metro	\$1,060,000	\$1,060,000	\$0	\$0	Awarded
Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$0	Operations Procurement
HPTE Development Fund †	\$40,000,000	\$9,400,000 -(1,500,000) -(3,900,000)	\$0	\$0	Budget Supplement Action Request



Project Name	Project Budget	RAMP Request	Local Contribution	Other CDOT Funds	Status
LOCALLY ADMINISTERED					
SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	\$2,100,000	\$1,680,000	\$420,000	\$0	Ad in Dec '16
SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$1,000,000	\$1,249,875	\$0	Ad in Dec '16
SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$1,842,590	\$1,842,590	\$0	Ad in Jan '17
SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$4,373,080	\$1,093,270	\$0	Ad in Jan '17
Federal Blvd: 6 th to Howard Reconstruction and Multimodal Improvements	\$29,181,821	\$23,341,821	\$5,840,000	\$0	Ad in Feb '17
US 287: Conifer to LaPorte Bypass (Phase III) - Ped Bridg	\$2,200,000	\$1,106,000	\$0	\$0	Ad in June '17
Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	\$250,000	\$200,000	\$50,000	\$0	Ad in Dec '17

‡ This total represents the remaining RAMP Development funding still available. Staff has prepared a HPTE Development Fund Policy and Evaluation Criteria guidance document. In accordance with PD703.0, the November 2016 budget supplement provides more detail regarding the individual HPTE budget requests.

Attachments

1. RAMP Budget Request Memo





COLORADO

Department of Transportation

Region 4

10601 West 10th Street
Greeley, CO 80634
(970) 350.2103 (Fax) (970) 350.2181

MEMORANDUM

DATE: NOVEMBER 17, 2016
TO: TRANSPORTATION COMMISSION
CC: JOSH LAIPPLY, CHIEF ENGINEER; MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, PMO DIRECTOR
FROM: JOHNNY OLSON, REGION 4 TRANSPORTATION DIRECTOR

SUBJECT: RAMP-HPTE DEVELOPMENT FUND REQUEST FOR I-25 NORTH SEGMENTS 7 AND 8

Purpose

Region 4 is requesting funding for design/build procurement document development and a portion of the right-of-way acquisition for I-25 North Segments 7 and 8.

Action

Per P.D. 703, staff is requesting Transportation Commission (TC) approval to budget \$3.9M HPTE RAMP Development Fund - Funding for project development of the procurement documentation and purchase of right-of-way necessary for delivery of the Segments 7 and 8 design-build project (which includes the recent win of \$15M in TIGER funding). Approval of funding will allow for the aggressive schedule of the I-25 DB project be met and ensure TIGER funds are spent for construction elements as detailed in the grant application.

Background

When the 2016 TIGER program was announced, CDOT worked quickly to develop costs associated with construction of North I-25 Segments 7 and 8, recognizing the probability that the project would be particularly competitive on a national scale. The \$237M in project costs did not include necessary preconstruction activities such as right-of-way acquisition and design/build procurement document development. Those activities are anticipated to cost ~\$15.5M. Of that amount ~\$10.4M remains unfunded. The \$3.9M request this month will allow project development to continue on schedule.

Details

The I-25 North Segments 7 and 8 design/build key project features will:

- Increase capacity by adding an Express Lane in both directions, replace four aging bridges (including Cache La Poudre River), and widen four additional structures.
- Improve multi-modal access to regional transit to promote mode shift.
- Improve bus service performance and reduce each total trip time by 15 minutes by adding new bus slip ramps to the Park-n-Ride.
- Create new pedestrian, bicycle access under I-25 at Kendall Parkway.



- Connect the Cache la Poudre River Regional Trail under I-25 and network to 100 miles of total trails. It will also serve as a wildlife corridor.

The below table details the proposed funding sources and associated timing for design/build procurement, right-of-way, and construction. The current RAMP HPTE development fund request is planned to support design/build procurement and a portion of the right-of-way acquisitions.

I-25 NORTH CORRIDOR EXPRESS LANES
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Supplement Action					Total Request	Revised Budget
			Year of Budget						
			FY2017	FY2018	FY2019	FY2020	FY2021		
Design	Regional Priorities	\$2,852,000	\$0	\$0	\$0	\$0	\$0	\$ -	\$ 2,852,000
	RAMP	\$250,000	\$0	\$0	\$0	\$0	\$0	\$ -	\$ 250,000
	RAMP HPTE Development	\$0	\$2,448,000	\$0	\$0	\$0	\$0	\$ 2,448,000	\$ 2,448,000
	Total Design	\$3,102,000	\$2,448,000	\$0	\$0	\$0	\$0	\$ 2,448,000	\$ 5,550,000
ROW	Regional Priorities	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$ -	\$ 2,000,000
	RAMP HPTE Development	\$0	\$1,452,000	\$6,493,600	\$0	\$0	\$0	\$ 7,945,600	\$ 7,945,600
	Total ROW	\$2,000,000	\$1,452,000	\$6,493,600	\$0	\$0	\$0	\$ 7,945,600	\$ 9,945,600
Construction	State SB-228, TCC and Loan	\$0	\$5,000,000	\$38,000,000	\$60,000,000	\$55,000,000	\$32,000,000	\$ 190,000,000	\$ 190,000,000
	State Strategic Transit	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$ 5,000,000	\$ 5,000,000
	RoadX Program	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$ 2,000,000	\$ 2,000,000
	Local Contributions	\$0	\$5,000,000	\$5,000,000	\$5,000,000	\$10,000,000	\$0	\$ 25,000,000	\$ 25,000,000
	Federal TIGER Award	\$0	\$0	\$15,000,000	\$0	\$0	\$0	\$ 15,000,000	\$ 15,000,000
	Total Construction	\$0	\$10,000,000	\$65,000,000	\$65,000,000	\$65,000,000	\$32,000,000	\$ 237,000,000	\$ 237,000,000
Total Project Budget		\$5,102,000	\$13,900,000	\$71,493,600	\$65,000,000	\$65,000,000	\$32,000,000	\$ 247,393,600	\$ 252,495,600

Current Supplement Request

RAMP HPTE Development **\$3,900,000**

Future Supplement Request

RAMP HPTE Development **\$6,493,600**

The project is currently underway in the development of Design/Build procurement documents including contractual and technical requirements. The anticipated schedule is:

- Letter of Interest (LOI) - Issued September 2016
- Request for Qualifications (RFQ) - Nov. 7, 2016
- Draft Request for Proposals (RFP) - January 2017
- Record of Decision (ROD) - March 2017
- Final RFP - March 2017
- Submit RFP - June 2017
- Selection - August 2017
- Notice to Proceed 1 - September 2017
- Notice to Proceed 2 - December 2017
- Construction Begins - January 2018
- Construction Ends - Dec 2020

Key Benefits

Continuing project development of I-25 North Segments 7 and 8 will provide key benefits including:

- Maintain the overall project schedule as committed to the Governor, TIGER grantors, and Local parties
- Development of design/build procurement documents
- Continued Tolling and Revenue studies and state of preference surveys
- Finalizing Record of Decision, reevaluations and receiving environmental clearance



- Relocation and right-of way acquisition of critical path parcels

Options

1. Approve \$3.9M in RAMP HPTE Development funds for procurement document development and a portion of the right-of-way acquisition. (Staff Recommendation)
2. Request additional information related to this request.
3. Deny request to use \$3.9M in RAMP-HPTE Development funds for procurement document development and a portion of the right-of-way acquisition.

Next Steps

Upon approval of the funding request, the Region will complete the necessary steps to fund the design/build procurement document development and a portion of the right-of-way acquisition immediately.





COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

DATE: NOVEMBER 17, 2016
TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JOSH LAIPPLY, CHIEF ENGINEER
SUBJECT: FUND 400 CASH BALANCE - INFORMATIONAL MEMORANDUM

Purpose

This memo summarizes information related to the Cash Balance Policy, for the period ending October 31, 2016.

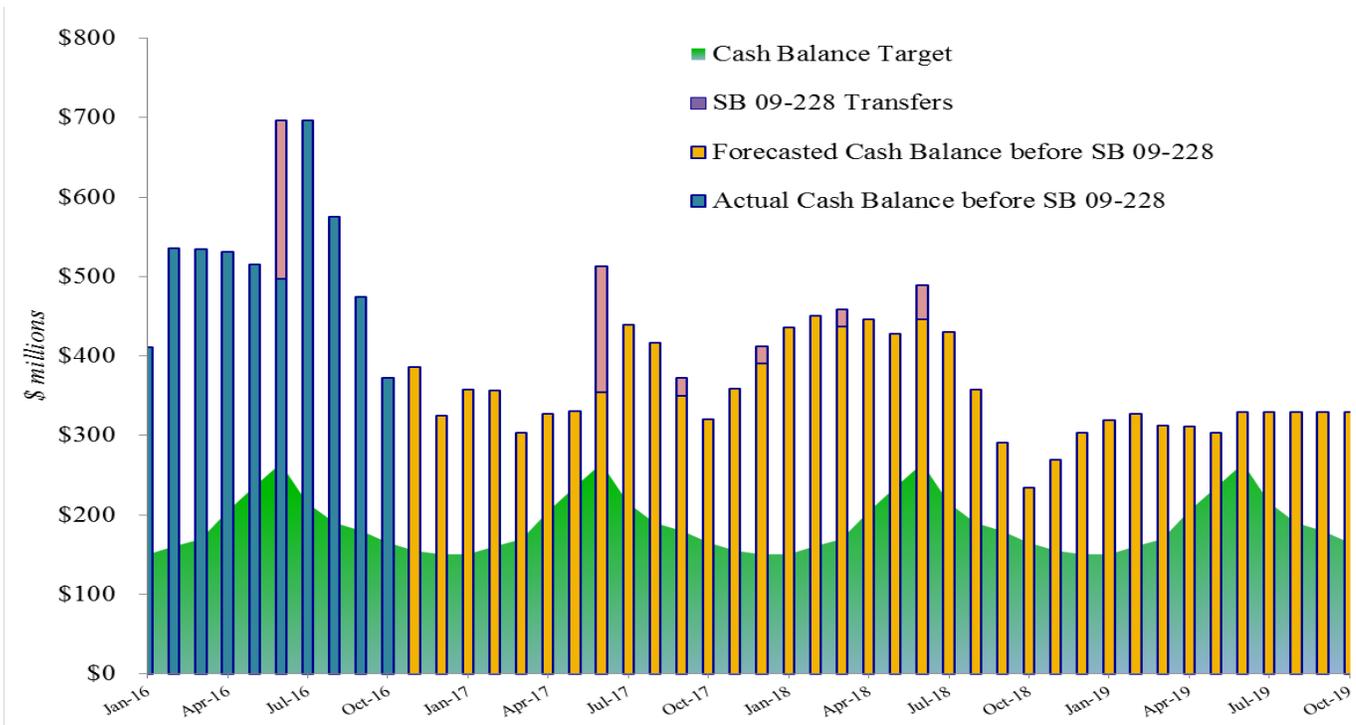
Action

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

Background

The total cash balance (all Fund Numbers) at the end of October, 2016 was \$654,974,978. This includes Fund 400 (Capital Construction) with an amount of \$399,408,897; \$215,315,814 in Fund 538 (Bridge Enterprise); and \$40,250,269 in all other fund accounts (High Performance Transportation Enterprise (HPTE), Division of Aeronautics, and the State Infrastructure Bank (SIB)).

Table 1 - Fund 400 Cash Balance Forecast



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

Table 2 - SB 09-228 Revenue Forecasts

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

FY 2016-17 1st Quarter Major Events

July 2016 - Incorporated the revenue impact of SB 09-228 into the model. See table 2.

September 2016

1. Incorporated the current milestone payment plan impacts of Central 70 upon Fund 400. First milestone payment to impact Fund 400 is in October 2019.
2. Adjusted the federal obligation reimbursement forecast to match the October 4, 2016 FHWA Notice on obligation limitation pursuant to the Continuing Appropriations Act. Initial period begins October 1 and ends December 9. Colorado received \$91,529,406 of federal obligation in this notice. In cumulative for the full federal fiscal year 2017 the model continues to reflect 100% obligation.

Through the first quarter of FY 2016-17 there has been no event that would drive a recommendation to change our cash balance threshold. No new risk items have been uncovered.

Next Steps

As the TC directed Staff in the July 2016 TC meeting, staff will continue monitoring the cash balance and report significant changes in the forecast to the TC in the Information Tab of the TC packet as needed.





COLORADO
Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave, Shumate Bldg.
Denver, CO 80222

DATE: November 18, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Road Usage Charge

Purpose

The purpose of this memo is to update the Transportation Commission on the recent activities related to the Colorado Road Usage Charge Pilot Program (RUCPP) and solicit participation.

Action

No action. Input on Commissioner participation.

Background

The Pilot Program Development Phase of the Colorado RUCPP is complete. A memo to the Transportation Commission last month provided an update on key development phase activities, including the completion of a baseline survey, development of a Recruitment Plan and Communications Plan, deployment of a RUCPP website, and the determination of the per-mile-rate to be used in the pilot. The per-mile-rate has been calculated to be revenue neutral as compared to the existing state gas tax.

The pilot project team just completed Phase 1 of the Soft Launch, which included proactive testing of the RUC system in order to minimize system defects during the operational pilot. In a few days, Phase 2 Soft Launch will begin with CDOT Executive Management Team (EMT) and Regional Transportation Directors (RTDs) participating prior to the launch of the operational pilot in December.

Details

The Road Usage Charge per-mile rate for the Colorado Road Usage Charge Pilot is 1.2 cents per mile. The calculation for the per-mile rate is based on the total Colorado state gas tax revenue divided by the total vehicle miles traveled by Colorado passenger vehicles fueled by gasoline (based on 2014 data):

$$\text{Rate} = \frac{\$463,715,095 \text{ (annual Colorado gas tax revenues)}}{37,369,904,116 \text{ (miles driven by gas powered vehicles)}} = \text{\$.012 per mile}$$

This rate was calculated specifically for the pilot and is illustrative only; no money will be exchanged as part of the Colorado RUCPP. All payments and/or fuel tax credits will be simulated. If a RUC were implemented, the per-mile rate for a road usage charge system would be determined by the Colorado State Legislature.

The operational pilot is scheduled to launch December 5, with enrollment from December 5 through December 19. Pilot operations will begin on December 20. The Colorado RUCPP will have 100 participants recruited from around the state and take place over a four-month period. Commissioners have been identified on a voluntary basis, and include:

- Commissioner Edward Peterson - Transportation Commission District 2
- Commissioner Kathy Gilliland - Transportation Commission District 5
- Commissioner Steve Hofmeister - Transportation Commission District 11

Additional Commissioners are welcome to participate and strongly encouraged to do so. Interested Commissioners are asked to please notify timothy.kirby@state.co.us of their interest by XXX.

For those Transportation Commissioners that choose to participate in the operational pilot, activities during the pilot include:

- Enroll in the pilot



- Choose mileage reporting option
 - Create account/register vehicle with Account Manager Azuga
- Drive/Report Mileage (mileage reporting is automatic for most options)
- Receive/review invoices
- Submit “mock” payments (simulated for this pilot)
- Complete surveys
- Closeout account and return device

These activities represent a minor time commitment which include the enrollment process, account activation, and installing the mileage reporting device in your vehicle, if applicable to the mileage reporting option you choose during enrollment.

Next Steps

- November 18-30, 2016: Internal Soft Launch with EMT and RTDs
- December 2016 - April 2017: Operational Pilot
- July 2017: Final Report and Briefing0





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

DATE: November 17, 2016
TO: Transportation Commission
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Rural Regional Bus System Branding

Purpose

The purpose of this memo is to inform the Transportation Commission of the selected brand for the Rural Regional Bus System.

Action

No action is required.

Background

The existing rural regional bus system/network is being reconfigured to better serve the rural communities, and utilizing FTA 5311(f) funding for operations (July, 2016 Transit & Intermodal Committee briefing; White Paper: Bustang Expansion/Rural Regional Bus Restructuring Plan). Six new over-the-road coaches are being procured for the service utilizing SB228 funds (August, 2016 TC SB228 Project approval). A key goal of the Rural Regional System development is to introduce the reconfigured service as a branded element of the interregional (Bustang) system.

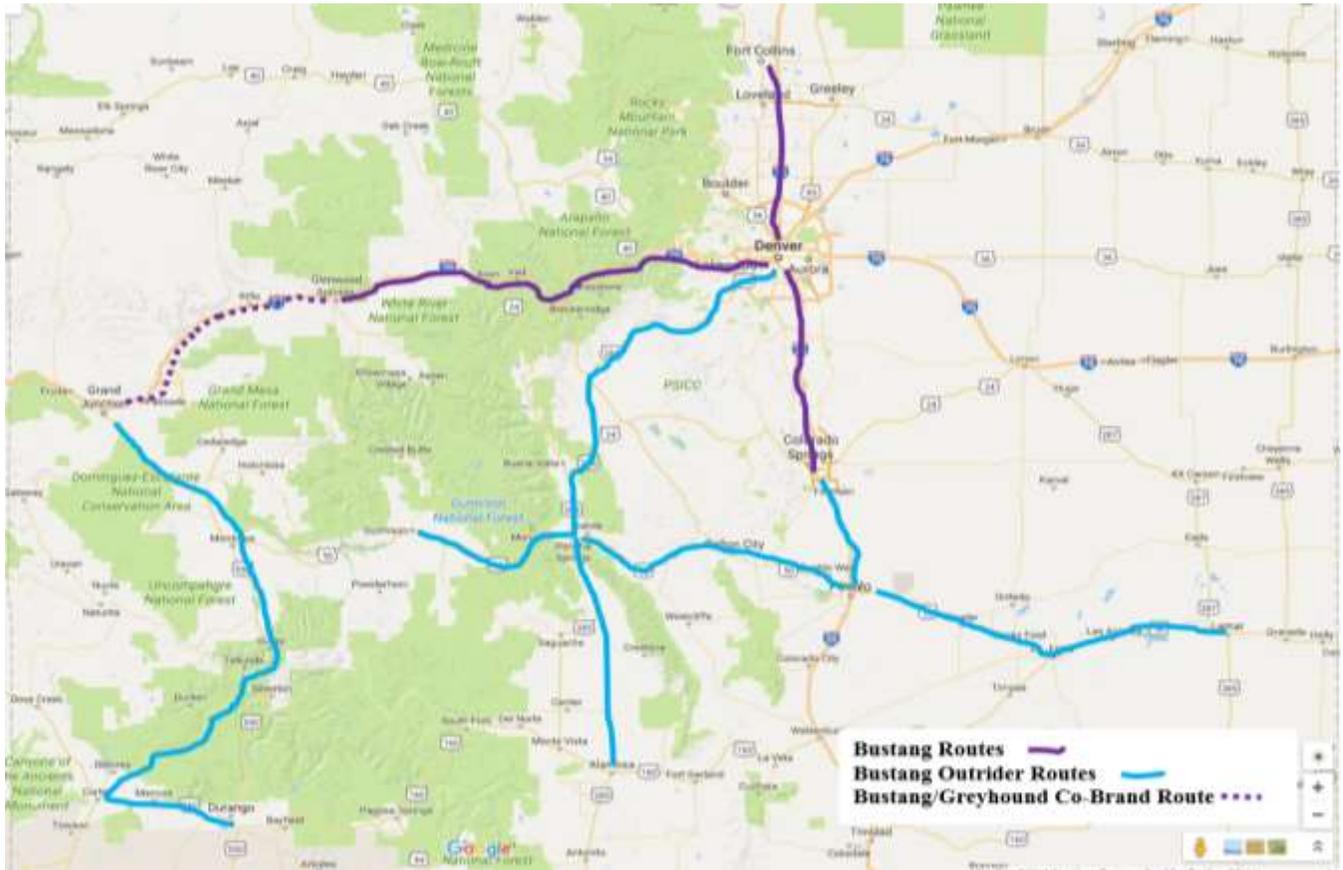
Details

DTR and the Bus Operations team worked closely with the Office of Communications and their public relations consultant (Amelie) to strategize and develop the integrated Rural Regional system brand. The challenge, as defined in the Brand Integration document, was to “create a modular approach for Bustang’s master brand and integrate new service lines”. In addition, “advertising and promotional materials will leverage Bustang’s master brand, so that it will live within Bustang’s family and support the brand rather than compete with it. This approach ensures we are building equity in Bustang’s brand, and leveraging the power of the master brand through promotion of Bustang’s services.”

The rural regional system brand will be the **Bustang Outrider** and identified with teal logo and livery; each route will have an associated geographic designation. The Bustang Outrider logo series and bus mock-up are attached. The Bustang Brand Guidelines have also been updated to include the Bustang Outrider.

A map depicting the Bustang Outrider service network is shown below.





Implementation Status

Planned launch: The reconfigured and branded Bustang Outrider service is tentatively planned to begin in calendar year 2018.

Bus procurement: Manufacture of six over-the-road coaches has been advertised with bids due November 16; expected delivery next summer. The buses will be similar to Bustang but shorter in length (30-40 feet); and equipped with restrooms, wi-fi, comfortable seating and work stations, bike racks, and under bus luggage storage.

Private Contract Operator: The three or four routes centered on Pueblo will be procured with a two-step qualifications and bid process; similar to Bustang. Bus operations is coordinating with Procurement with the intent to advertise the solicitation in early 2017. The Southern Ute Community Action Program (SUCAP) will continue operating the daily service between Durango and Grand Junction, and utilize two of the newly procured buses.

Stakeholder Outreach: Working with the Office of Communications, a task order has been executed with their outreach consultant, CIG. Outreach to all affected stakeholders, communities served and local transit agencies will begin in December, and intensify in 2017 as opening day approaches. The Bustang Outrider brand and system approach will be useful during the outreach efforts.

Attachments

Bustang Outrider logo series

Bustang Outrider bus mock-up









MEMORANDUM

Date: October 21st, 2016
To: HQ Traffic and Safety Engineering Branch
From: Clark Roberts, Traffic Engineer, Region 1 Traffic & Safety
Zane Znamenacek, Traffic Engineer, Region 3 Traffic & Safety
Subject: Striping Project Competition Proposal

In accordance with the direction of the Transportation Commission, Regions 1 and 3 are pleased to submit our proposal for a partnered striping improvement project as a candidate for the additional \$1M striping funding. This project will support the Executive Director's goal by maintaining lane delineation and striping on a critical multi-Region corridor using partnering and innovative contracting methods. The proposal includes a cross-boundary contract for replacement of pavement markings during the standard construction season (May to September) on 86 miles of the I-70 Mountain Corridor between the West Vail interchange and the Morrison Road Interchange. Pavement markings will be refreshed with our newest method of recessed modified epoxy and inlaid preform plastic tape. Furthermore, it will provide a means for the Regions to refresh striping in areas of high wear during non-construction time periods (October to April, weather permitting) by including an "on-call" aspect.



Scope and Approach:

The project limits proposed span multiple CDOT Regions along a corridor that has an active Corridor Manager. Due to this project being a multi-Region project, Region 1 and Region 3 agree that the project should be set up as a Statewide Project. The day to day duties of the Project Engineer including project inspection during active construction, would be performed by a representative from the Region Traffic Program where the work is being performed.





MEMORANDUM

Staff from Region 1 and Region 3 Traffic will develop the scope of work, the appropriate specifications, and any specific details for the project and will coordinate for the advertisement of the project.

Deliverables and Delivery Schedule:

The project is anticipated to be a 2017 calendar year project and would be ready for advertisement by December 31st, 2016 assuming announcement of award by November 17th, 2016.

As previously stated, the project includes one all-inclusive refreshing of pavement markings (including epoxy and inlaid tape) between the West Vail interchange at approximately mile point 173 and at the Morrison Road interchange at approximately mile point 259. It is anticipated that this work will occur between the months of May, 2017 and September, 2017.

The project also includes up to three on-call mobilizations from the time of Contract Award through April, 2017 and from October, 2017 to the end of calendar year. Each mobilization would include a minimum of 500 gallons of application and associated grinding. The grinding operation will serve two purposes; remove any surface contaminants and ice control chemicals to ensure proper adhesion of the pavement marking materials, and recess the markings to reduce exposure to traffic and plowing, extending the service life of the material.

Budget:

The initial project cost to replace all markings is estimated to be \$1.375M and the cost for 3 winter-month mobilizations at an average of 750 gallons of epoxy and 64,000 SF of grinding per mobilization is anticipate to be a total of \$315K. This brings the entire project cost to approximately \$1.7M. Since this exceeds the \$1M awarded funding, the Regions will supplement the project cost using MLOS funds.

Innovations / Advantages of this Propose Project:

- The Project is multi-Regional and will include input and support from both Regions while functioning like a single Region to itself (in accordance with the purpose of the Joint Operations Area).
- The Project will run a calendar year without shutting down during the height of the summer season to wait for a second contract.
- The Project will provide the ability for the Project Manager to schedule “on-call” work during winter months at locations where there is high wear throughout the Mountain Corridor.
- The Project will allow Both Region 1 and Region 3 to reallocate a portion of their striping budgets to address other pavement marking needs within each Region, improving the overall quality of pavement markings in both Regions.
- Contracting would allow CDOT to “renew” the contract multiple years at established prices without re-advertising the project each year.
- This project would maintain a much higher LOS for striping on the I-70 Mountain Corridor through the year.





MEMORANDUM



In conclusion, this proposal provides some very specific dates, contract details, project limits, and project administration structure. These project details were developed by Traffic Program representatives from both Region 1 and Region 3 that have many years of experience in the development, budgeting and project administration of striping projects just like this one. It is the opinion of both Region 1 and Region 3 that the details of this proposal will provide CDOT the highest striping quality possible throughout the year on the I-70 Mountain Corridor. With that said, all of these project details such as contract period (calendar year), project administration, project limits, annual project funding, and the contracting methodology are completely flexible.

We appreciate your consideration and hope you agree; this innovative multi-Region project will provide a significant improvement to striping for a prominent Colorado corridor and will be the best use of the additional funds.





4201 E Arkansas Avenue, 3rd Floor
Denver, CO 80222

DATE: November 17, 2016
TO: CDOT Transportation Commission
FROM: Ryan Rice, Director, Transportation Systems Management & Operations
Division
COPY: Maria Sobota, Chief Financial Office
Josh Laipply, Chief Engineer

SUBJECT: CDOT Commission Striping Improvement Project Proposal

Purpose:

This item seeks the Commission's approval for the \$1M striping initiative previously discussed with the Commission in September 2016.

Action:

The Commission will be asked to approve through the monthly budget supplement process, \$1M for the winning bid, a striping replacement and performance-based maintenance project submitted by Region 1 and 3.

Background & Details:

At the September 2016 Commission Meeting, the Commission approved \$1M in funding for striping improvement to be awarded through a competitive process and with final Commission approval of the region submittal that would best achieve striping improvement.

Headquarters staff announced the competition and the criteria that submittals would be evaluated on - impact and improvement, innovation, and maximizing resources on an important corridor.

Regions submitted three potential projects to improve highway safety and operation on the I-70, I25, and US 287 corridors using innovative materials, processes, or contracting for a continuous year-round stripe.

A panel of region and headquarters staff (Ryan Rice, Director of TSMO, Mike McVaugh, Director Region 5, and Charles Meyer, Branch Manager, Traffic and Safety Engineering) reviewed the applications and found the Region 1-Region 3 joint application to be the best candidate to improve operations and safety on an important corridor to our customers. This



candidate will use innovative contracting over one year to continuously maintain high performing lane striping on I70 from Vail to Golden, leveraging region MLOS maintenance funding with this \$1M award to improve the 60,000 daily traveling customers' experience.

The panel recommends this project for the Commission's approval and funding for Region 1 and Region 3 to proceed with contracting and delivery. With approval, the Regions will advertise this project in early 2017 and start work in or around May of 2017 and proceed through May of 2018.

Key Benefits:

This project will improve safety and system operations on the critical I-70 corridor connecting Colorado's West Slope and mountains to the Front Range and beyond. The project will initially install the newest and most durable materials and then actively replace striping using a performance-based provision to better ensure an ever-present stripe throughout the year, even with the challenging transportation and environmental factors of the high altitude corridor. Given how visible this corridor also is to our visitors and all users of this corridor, this continuously maintained lane striping will show tax payers an effective and innovative use of funding. This project will also employ multiple region partnership and will give CDOT insight into future such partnerships to better accomplish projects and maintenance. The panel recommends that the regions measure performance for insight into materials durability and ability to provide the necessary guidance for emerging autonomous vehicle technologies.

Options:

1. Approve through the monthly budget supplement process (Staff Recommendation)
2. Request more information.
3. Deny request.

Next Steps:

Upon approval, TSM&O will coordinate with Regions 1 and 3 to refine their proposed scope of work to achieve the above mentioned objectives and key benefits and work with Division of Accounting and Finance to make the funding available to the project for next steps in the project delivery process.

Attachment:

Region 1 & 3 Striping Proposal Memo





DATE: November 17, 2016

TO: Transportation Commission

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

SUBJECT: Award of state FASTER and federal FTA funds for 2017 Administration & Operation

Purpose

Informational memo in accordance with PD 704.1 Financial Management of FASTER Revenues.

Action

None. For Information Only

Background

Procedural Directive 1608 is the staff level guidance on the fulfillment of PD 704.1 objectives. The T&I Committee must be apprised annually of the FASTER Transit Projects recommended for FASTER funding for the next fiscal year.

- "DTR staff shall provide regular updates to the Director of DTR, the T & I Committee and the TRAC, which shall contain information on specific projects...", and
- "The DTR staff shall conduct a call for operating projects generally in the spring of each calendar year...the DTR Director shall issue a final determination of which FASTER Transit Projects will receive FASTER funding."

Details

The notice of funding availability (NOFA) or "call-for-projects" for these administrative and operating funds was issued on Friday, April 22, 2016. The NOFA included instructions for application, eligibility criteria, and evaluation criteria. The applications were due on Friday, June 10, 2016.

The NOFA made available a total of \$9.9 million in funding administered by CDOT as follows: \$0.4 M 5310 Rural, \$0.7 M 5310 Small Urban, \$1.2 M in 5310 Urban, and \$7.6 M in 5311 Rural/Non-Urban. A total of 47 awards were made, and 6 awards were not funded. Un-funded projects resulted from the total need exceeding available funding. CDOT completed and announced awards on Monday, August 15, 2016.

Next Steps

CDOT staff are in the process of writing and executing grant agreements which are valid/effective as of January 1, 2017. The Administration & Operating contracts have a term through December 31, 2017, coincident with local agency fiscal calendars.

Attachments

2017 Admin And Operating Awards.PDF file



Table 1 - FTA 5310 Awards

FTA 5310 Rural Awards			
		Request	Award
Operating			
Teller County Human Services	Teller County Services	\$ 100,000.00	\$ 100,000.00
Southern Ute Community Action Programs (SUCAAP)	Ignacio Escorted Service	\$ 25,911.00	\$ 25,912.00
Huerfano/Las Animas - SCCOG	Operated Service to Pueblo	\$ 35,000.00	\$ 35,000.00
		Total Operating	\$ 160,912.00
Capitalized Operating			
Durango, City of	Mobility Management	\$ 129,520.00	\$ 66,900.00
Montrose County Senior Citizen's Transp.	Regional Mobility Manager	\$ 52,000.00	\$ 52,000.00
Northwest Colorado Council of Governments	Mobility Management	\$ 73,201.00	\$ 72,000.00
		Total Capitalized Operating	\$ 190,900.00
Requests not funded - 5310 Rural			
Archuleta County	Operating Funding	\$ 135,741.00	\$ -
Southwest Colorado Council of Governments	Transportation Coordinator for the Southwest Region	\$ 24,239.00	\$ -
FTA 5310 Small Urban Awards			
		Request	Award
Operating			
Senior Resource Development Agency	Operating	\$ 79,000.00	\$ 79,000.00
Via	Call Center Operating	\$ 277,367.00	\$ 270,225.00
		Total Operating	\$ 349,225.00
Capitalized Operating			
North Front Range Transp. & Air Quality Council	Mobility Management	\$ 27,000.00	\$ 27,000.00
Via	Mobility Management (Travel Training, MM)	\$ 307,236.00	\$ 300,000.00
		Total Capitalized Operating	\$ 327,000.00
Requests not funded - 5310 Small Urban			
Mesa County	Mesa County Mobility Management	\$ 140,000.00	\$ -
FTA 5310 Urban Awards			
		Request	Award
Operating			
Lakewood, City of	Operational Support	\$ 22,500.00	\$ 22,500.00
Seniors' Resource Center, Inc.	Operational Support	\$ 150,000.00	\$ 250,000.00
		Total Operating	\$ 272,500.00
Capitalized Operating			
Colorado Nonprofit Development Center - DRMAC	Regional Mobility Management	\$ 203,511.00	\$ 200,000.00
Douglas County	5310 Mobility Management	\$ 118,000.00	\$ 109,000.00
Douglas County	5310 Capital Operating	\$ 173,612.00	\$ 176,000.00
Seniors' Resource Center, Inc.	Brokerage/Mobility Management	\$ 299,980.00	\$ 230,000.00
Via	Section 5310: Mobility Management - Travel Training	\$ 230,710.00	\$ 200,000.00
		Total Capitalized Operating	\$ 915,000.00
Requests not funded - 5310 Large Urban			
Developmental Pathways	Operating Funding	\$ 50,000.00	\$ -

Table 2 - FTA 5311 Awards			
		Request	Award
Breckenridge, Town of	Operating & Admin	\$ 159,240.00	\$ 159,240.00
City of Cripple Creek	Admin & Operating	\$ 166,649.00	\$ 158,620.00
City of La Junta	La Junta City Transit	\$ 79,780.00	\$ 68,950.00
Dolores County	2016 2017 Admin & Operating	\$ 35,680.00	\$ 35,680.00
Durango, City of	Operating and Admin	\$ 1,327,609.00	\$ 913,800.00
Eagle County	5311 Operating for Fixed route service in Eagle County	\$ 375,000.00	\$ 309,000.00
East Central Council of Governments	Public transit service for the residents of counties	\$ 182,190.00	\$ 182,190.00
Glenwood Springs, City of	2016-2017 Admin & Operating	\$ 246,170.00	\$ 246,170.00
Gunnison Valley Regional Transportation Authority	2016-2017 Admin & Operating	\$ 260,000.00	\$ 187,100.00
Huerfano/Las Animas Area Council of Governments (SCCOG)	2016-2017 5311 Admin and Operating	\$ 391,412.00	\$ 258,630.00
Lake County	2016 5311 Operating	\$ 60,000.00	\$ 95,000.00
Montezuma County	5311 2016-2017 Admin & Operating	\$ 64,190.00	\$ 64,190.00
Montrose County Senior Citizens Transportation, Inc.	All Points Transit CY 2016 FTA 5311 Admin and Operating	\$ 249,899.00	\$ 238,000.00
Mountain Express	Crested Butte/Mt. Crested Butte Transit Service	\$ 279,000.00	\$ 228,200.00
Mountain Village, Town of	2016-2017 5311 O&A	\$ 150,100.00	\$ 150,100.00
Neighbor to Neighbor Volunteers	5311 Admin & Operating/Rural	\$ 100,000.00	\$ 100,000.00
Northeastern Colorado Association of Local Governments (NECALG)	2016-2017 Admin & Operating	\$ 617,650.00	\$ 487,200.00
Prowers County	2016 Admin & Operating	\$ 199,008.00	\$ 173,100.00
Roaring Fork Transportation Authority (RFTA)	FY 2016-2017 Admin/Operating	\$ 1,118,541.00	\$ 1,014,550.00
San Miguel County	FTA 5311 Operating & Admin	\$ 110,000.00	\$ 110,000.00
Senior Resource Development Agency, Pueblo, Inc.	Rural Transportation	\$ 68,200.00	\$ 68,200.00
Seniors' Resource Center, Inc. (SRC)	Rural (SRC-Evergreen) Admin/Ops. Support	\$ 253,160.00	\$ 201,880.00
Seniors' Resource Center, Inc. (SRC)	Admin/Operation Support for Rural Clear Creek Transportation ¹	\$ 214,175.00	\$ 90,000.00
Snowmass Village, Town of	2016-2017 ADMIN. & Operating	\$ 240,000.00	\$ 238,450.00
Southern Ute Community Action Programs, Inc. (SUCAP)	2016-17 Road Runner Transit Admin-Operating	\$ 147,454.00	\$ 137,310.00
Steamboat Springs, City of	5311 Operating	\$ 1,663,890.00	\$ 537,290.00
Summit County (Summit Stage)	2016 operating assistance for Summit Stage	\$ 482,040.00	\$ 482,040.00
Upper Arkansas Area Council of Governments	UAACOG subcontracts transit services in Fremont & Custer Counties	\$ 198,000.00	\$ 192,610.00
Via Mobility Services	Section 5311: Admin/Operating (Rural Services)	\$ 330,831.00	\$ 333,380.00
Winter Park, Town of	5311 Operating Funds	\$ 205,000.00	\$ 150,000.00
		Total Admin & Operating	\$ 9,974,868.00 \$ 7,610,880.00
¹ Conditional Award: SRC must provide CDOT with an operations/service plan before January 2017			
Projects not funded - 5311			
		Request	Award
Archuleta County	Archuleta County Transportation Administration and Operations Funding Request for 2017	\$ 135,741.00	\$ -
Town of Telluride	FY17 Operating and Administrative funding assistance for FY17 FTA	\$ 155,000.00	\$ -

**Draft STAC Meeting Minutes
October 28, 2016**

Location: CDOT Headquarters Auditorium

Date/Time: October 28, 9:00 a.m. - 12:00 p.m.

Chairman: Vince Rogalski, STAC Chair

Attendance:

In Person: Vince Rogalski (GV), Kevin Hall (SW), Todd Hollenbeck (GVMPO), John Adams (PACOG), Doug Rex (DRCOG), Elise Jones (DRCOG), Adam Lancaster (CFR), Rob MacDonald (PPACG), Norm Steen (PPACG), Craig Casper (PPACG), George Wilkinson (SLV), Trent Bushner (EA), Thad Noll (IM), Sean Conway (NFRMPO), Walt Boulden (SC), Barbara Kirkmeyer (UFR), Chuck Grobe (NW), Gary Reiff (TC Chair), Sidny Zink (TC Vice-Chair), Ed Peterson (TC Member), Kathy Gilliland (TC Member).

On the Phone: Stephanie Gonzeles (SE), Kathleen Sickles (GV), Gary Beedy (EA).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions & September Minutes / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> • Review and approval of September STAC Minutes. No corrections or additions. 	<p>Minutes approved.</p>
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • HPTE discussed express toll lanes – everything is working very well. • There has been a lot of legislative outreach to discuss HPTE lanes with legislators, in particular the change to HOV 3+ that will occur on January 1st, 2017. • Starting to talk about I-25 south toll lanes, but nothing formal at this point. • Central 70 is moving ahead and a final RFP is expected by Spring 2017. • C-470 released its RFP and is hoping for construction by Spring 2017. • During the TC meeting, DTR provided an update on 5311 transit funding and how the distribution will be changing as new agencies seek a portion of it. There is no longer enough of this money to go around, so a solution is being sought. TC goal is to identify a plan by early 2017. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • The 10-Year Development Program was also discussed and we will provide an update to STAC later in the agenda. • There was a report on technology, specifically RoadX. <ul style="list-style-type: none"> ○ One interesting point was the question of who is responsible a crash involving a driverless car. Insurance companies are saying it would be the manufacturer, not the owner, since essentially they are the operator of the vehicle. ○ Another point is related to electric cars, which currently have a limited range. One potential solution is “inductive charging”, which could charge the electric vehicle as it moves down the road rather than storing it all in a battery. This may change the role of the DOT to operate more like a utility than it currently does. ○ Overall, new technology is changing a lot about transportation and we will need to adapt with it. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: For those of you with transit agencies in your area, pay attention to the 5311 changes. Over the years the way that this money has been distributed has continued to evolve, and this is currently happening again. Since there are always winners and losers in a process like this we need to be sure to pay attention and make sure everyone feels it’s done fairly. • <u>Mark Imhoff</u>: We have a subcommittee of the TRAC with representatives of many agencies to help ensure that’s the case. 	
FY18 Budget Workshop / Maria Sobota (CDOT Division of Accounting & Finance)	<p>Presentation</p> <ul style="list-style-type: none"> • Andy Wheeler, the CDOT staff member responsible for pulling together revenue forecasts and updates, has announced his resignation. He did a lot of great work on making this process more transparent and he will be missed. • The draft October budget is included in your packet and the TC will approve it in November. • Any additional changes made after that point will be reflected in the March final budget, which will be submitted to the Governor for his approval by April 15th. 	No action taken.

- We have an assumption of increased revenue in FY17-18 of approximately \$10.5 million, largely due to increase in vehicle registrations in the state and an adjustment of SB 228 transfer forecast.
- There is also an increase of \$4.774 million in the HPTE fee for service.
- CDOT has temporarily suspended its normal annual transfer of \$15 million in federal obligation to Bridge Enterprise and it will be used to focus on preventative bridge maintenance activities instead.
- The One Pager budget is also included in the STAC packet.
- The most substantial change is that the Transbond debt service line will be transferred to asset management after it expires on 12/16/16, thereby creating a variance on the sheet.
- Finally, at the bottom of the sheet you will notice that there is an \$11 million surplus. We are currently in conversation with the TC to determine where those funds will be directed.

STAC Comments

- Rob MacDonald: The debt service obligation is not restricted, correct? Could this funding potentially be used for RPP rather than asset management?
- Maria Sobota: That's true, but CDOT goes through an asset management work shop to discuss needs versus revenues, and in 2014 a decision was made to transfer that debt service to fill the existing gap in asset management.
- Craig Casper: In the past you said that you could illustrate the breakdown of different funding sources (NHPP, STP, etc.) in terms of how much comes in versus how much goes out?
- Maria Sobota: So on Line 78, you'd like that broken out by fund type? The "color of money" by expenditure?
- Craig Casper: Yes, I requested that last year and I'm still interested to see it.
- Maria Sobota: I'm happy to take your request back to the team and talk with you about how we can provide that information.
- Barbara Kirkmeyer: So was there any consideration of reallocating that 7th Pot debt service back to the regions via RPP? That's where the funds

	<p>originally came from, and some of us were hoping to see that come back since there's very little left in RPP.</p> <ul style="list-style-type: none"> • <u>Herman Stockinger</u>: I think it was the downturn in the economy, rather than the debt service, that inspired the move of those funds into asset management so we wouldn't have to cut asset management levels statewide. • <u>Barbara Kirkmeyer</u>: Back in 1993 we took cuts from our regional funding to help support these projects, so even with the economic downturn I think we were anticipating some of those funds to help us to complete projects over the next 20 years. • <u>Kathy Gilliland</u>: We did zero that out, as our population has grown and our needs have grown we've tried to balance that. Last year we brought RPP back up to \$50 million to help the TPRs accomplish their goals, but looking at the funding gap we face we decided to focus on asset management as a way of maintaining what we have first. • <u>Josh Laipply</u>: From a staff engineering perspective, our deterioration curves are going down. We're underfunded in general and taking more money away from asset management only worsens that. • <u>Mike Lewis</u>: With the level of funding that we have today, we're on downward slope in terms of asset management. We would need another \$200 million per year just to balance it. • <u>Sean Conway</u>: You're saying that in addition to this fund transfer you still need another \$200 million per year? • <u>Mike Lewis</u>: That's correct. • <u>Jeff Sudmeier</u>: This is also consistent with the resource allocation that we used as part of our last Statewide Transportation Plan process. • <u>Craig Casper</u>: Part of CDOT's obligation as the state DOT is to maintain the National Highway System (NHS), which comprises more than ½ of PPACG's roadways. When will CDOT determine a method of distributing its NHPP funds to locals who need it to maintain their NHS? • <u>Mike Lewis</u>: We haven't determined that yet. Unfortunately when money is short everyone feels it. • <u>Deb Perkins-Smith</u>: Just to be clear, you're talking about NHS local roads, not the State Highway System. 	
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	<ul style="list-style-type: none"> • <u>Mike Lewis</u>: Having this discussion is important and it highlights the need to increase transportation funding overall. • <u>Barbara Kirkmeyer</u>: In regards to the asset management funding, it's not applied to each region but rather at a statewide level. Is there any plan to distribute that so the regions can accomplish their goals? • <u>William Johnson</u>: To answer Craig's question, we currently don't have final rules for performance measures or targets on pavement or bridges, but when we receive those from FHWA we'll work with the MPOs to determine those and then set the distribution based on that. When it comes to asset management fund distribution across regions, some of the asset classes have a formula that includes a regional planning budget. Just from a work management standpoint we don't ever intend to bulk all the projects in one region, so I think that you can expect a good geographic spread. Historically we've seen a pretty balanced distribution year-to-year. In the past that's how we programmed projects and since the asset deterioration doesn't vary that much between regions they tend to come out pretty balanced. • <u>Vince Roglaski</u>: In the past we used a regional distribution of funds rather than the statewide asset management approach, which has been in place for the past 4 years. • <u>William Johnson</u>: I just want to be clear that the asset management process is region-driven, it isn't us sitting behind a computer in HQ making decisions. The regions have the final say about which projects move forward. • <u>Josh Laipply</u>: For example, right now a lot of the asset management funding is being directed to Region 5 since they have some of the worst road conditions in the state. But we are always careful to balance the funding levels so that we don't overburden ourselves and also maintain consistent contracting with our engineering firms. 	
<p>Development Program & Project Selection / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Last month we caught you up on our progress with the 10 Year Development Program and set ourselves up to discuss some project selection approaches. 	<p>No action taken.</p>

- We talked with the TC about some potential project selection criteria in October and they've requested a follow-up in November.
- Today we want to get the STAC's feedback on the general approach and some draft criteria for project selection.
- Staff from DTD and the regions worked together to develop some draft criteria for project selection for SB 228 and the National Highway Freight Program, which are broken down into Eligibility Criteria and Evaluation Criteria. We want to know from you whether these look like the right criteria, are any missing, or are there any that should be removed?
- And to be clear, the TC has already expressed the need and desire for overall geographic equity across the state in addition to the specific criteria that we're looking at today.

STAC Comments

- Craig Casper: Will that geographic distribution be based on population, NHS mileage, or something else?
- Debra Perkins-Smith: There's no formula established at this point, it's just a general goal.
- Adam Lancaster: What if the criteria are different between regions?
- Jeff Sudmeier: At this stage we are attempting to keep the criteria consistent statewide, but we can discuss the specific local preferences.
- Josh Laipply: One way to do it is to use the same bar to compare all projects statewide first and then send that list to the regions to adjust their priorities based on local preference.
- Craig Casper: I think that you should definitely start with the statewide comparison because if you don't you'll be asked to do it later anyway. Better to save yourself a step.
- Rob MacDonald: As it says in the memo, a large portion of the first few years' SB 228 funding is already spoken for on specific projects, so these criteria would only come into play in later years.
- Jeff Sudmeier: You're correct that the first year is already dedicated to Central I-70 and potentially a large portion of the 2nd year may go to I-25 North, but I think it's still good for us to plan for those later years in terms of how we would spend it.

	<ul style="list-style-type: none"> • <u>Rob MacDonald</u>: This money is free in terms of how it can be applied to CDOT's budget, so there may be the potential for distributing to the regions to apply to their top priorities. • <u>Jeff Sudmeier</u>: A slight correction there – the SB 228 bill says that this funding must be dedicated to “strategic projects”, which are not explicitly defined. • <u>Elise Jones</u>: I would also would advise that we should define mobility in terms of the number of people moved rather than the number of vehicles moved. Even though there is a transit carve-out from this funding it's still important to factor the multimodal aspect into our project selection. • <u>Craig Casper</u>: I would suggest that we remove property damage from the “safety” criteria since it is often underreported. • <u>Barbara Kirkmeyer</u>: I think that there needs to be a consistent weighting across the state. There also needs to be some definition of “regionally significant” so that there is a level of consistency statewide. Under safety, is there a better measure that we can use instead of fatalities, injuries, and property damage? Those often change from year-to-year or even from month-to-month. There also needs to be a better mechanism for incorporating local economic impact since we have a better understanding of that in our regions. • <u>Gary Beedy</u>: I'm wondering if we can consider resurfacing or reconstruction, such as on I-70, as “regionally significant” given its importance to the state. I also think that safety criteria and weighting have to be things that can be addressed via system design as opposed to driver behavior. • <u>Rob MacDonald</u>: I would also suggest a higher weighting for projects that are ready to go, i.e. those that have all of their environmental clearances. We want to be sure that if the money shows up you're ready to spend it. • <u>Jeff Sudmeier</u>: That's definitely something we looked at and currently we're treating it as an eligibility criteria. We're working with the regions to determine an appropriate time window for that. • <u>Herman Stockinger</u>: I think we didn't answer Gary's question about the eligibility of I-70 resurfacing activities. The bill doesn't specify how we define strategic, so if the TC decided that I-70 resurfacing is a strategic usage then it would be eligible. 	
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	<ul style="list-style-type: none"> • <u>Doug Rex</u>: I'm curious about the timeline going forward – when do you hope to have something prepared? • <u>Jeff Sudmeier</u>: The NHFP is a separate discussion that can occur over the next several months, and we're expecting another round of discretionary grants within the next month so we want to be prepared for that. SB 228 is probably the unknown at this point – we hope to get direction from the TC in November. • <u>Thad Noll</u>: Is there a similar process established for the SB 228 transit project selection? • <u>Mark Imhoff</u>: That is also moving along, and we've used a combination of TPR plans and MPO plans to put that together. 	
<p>Multimodal Freight Plan and State Freight & Passenger Rail Plan / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The Multimodal Freight Plan will build on the State Highway Freight Plan to become our new federally-compliant document. • The State Freight and Passenger Rail Plan is a federally required update to the 2012 State Freight and Passenger Rail Plan. • A Joint Project Advisory Committee (JPAC) has been established with public and private stakeholders, including members of TRAC, STAC, and FAC and private industry. This group also includes representatives from North Front Range MPO and DRCOG since they are developing their own local freight plans and want to align these with the state approach. We also have a representative of the Office of Economic Development and International Trade (OEDIT) involved given the importance of freight in the state's economy. • Working groups for each individual plan will also be established and will meet monthly. If you're interested in participating in one of these group then let us know and we can add you. • There will also be other ways to provide input, including surveys, telephone town halls, webinars, and workshops. • The timeline for the development of both plans is approximately 1 year. A detailed schedule is included in your packet. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> Project managers are Sharon Terranova (DTR) for the State Freight & Passenger Rail Plan and Michelle Scheuerman (DTD) for the Multimodal Freight Plan. 	
STAC & TC Workshop		
Workshop Welcome & Purpose / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> With the passage of HB 16-1018 the relationship between STAC and TC has changed a bit, so we're here to talk about that a bit today. Representative Terri Carver was supposed to be here to discuss the intent of the bill, but she has a family emergency and wasn't able to make it. 	No action taken.
TC & STAC Partnership: Areas of Advice & Communication Protocols / Gary Reiff (Transportation Commission Chair)	<p>Presentation</p> <ul style="list-style-type: none"> This is an important conversation that we want to have and need to have. I'm very happy that we're here today to begin it. As you may know, we have 11 commission districts across the state that vary a lot in terms of politics, needs, etc. and we need to be sure we're balancing those needs. With or without this legislation, the TC and STAC need to integrate better. Vince and other STAC members are always welcome to attend our TC meetings and share their viewpoints. We also suggested having a yearly lunch established, but I think we should do that twice per year. The formal aspect of our relationship is necessary, but in some ways it's also the least productive. What's more important in my mind is integrating the individual commissioners with their TPR representatives and CDOT staff members in terms of communication and collaboration. That's great and we need to encourage it as much as possible. Overall I think that Vince and Deb have done a great job of representing the STAC's perspective at the TC, and in my memory we've only had one instance of disagreement over the past 7 ½ years of my service on the TC. That was related to RPP and the disagreement was not for lack of communication – the TC simply took a different view than that of the STAC. We have not always had the best communication to the STAC in the past, and I would ask you to put that aside and help us to focus on the future. We have a lot of big issues that we need your input and support on moving forward. One great example is the SB 228 list, which as I saw at the 	No action taken.

	<p>previous session you have a lot of different TPR priorities for – and that’s alright. We need to understand those priorities as we work to make statewide investment decisions.</p> <ul style="list-style-type: none"> You are a very valuable resource for representing your communities on these points. We have developed a year-long agenda showing the major topics coming up month to month at the TC, and I encourage you to work with your STAC chair and with CDOT staff so that you can discuss those items in advance of our meetings and provide your input as part of our decision-making process. If you ever feel that you’re not being heard, come to those TC-STAC lunches, come to the TC meetings, and I will make sure that you have time to express your thoughts to the group. <p>STAC Comments</p> <ul style="list-style-type: none"> <u>Sean Conway</u>: How can we help you in terms of communication? Obviously Vince and Deb do a great job, but what’s most helpful to you? Should we go through our local commissioner? <u>Gary Reiff</u>: I think working through Vince and Deb is great, prioritizing the group input is helpful, but really you can also just pick up the phone, send us a memo, whatever you want. Relationships solve a lot of problems so we should maintain those. <u>Mike Lewis</u>: And in doing so, please also keep your RTD in the loop so we maintain that triangular communication between STAC, TC, and CDOT staff. <u>Ed Peterson</u>: I use the STAC input I receive through Vince and through CDOT staff to get both the local and the statewide perspectives. I have honestly never made a decision at the TC without consulting with both STAC and staff, and I can say that we at the TC are not parochial – we always keep geographic equity at the forefront of our discussions. We rely on the information that we get from this group to help us do that. <u>Kathy Gilliland</u>: We greatly value your input, specifically through the Regional Transportation Plans that help guide our decision-making. <u>Sidny Zink</u>: I try to attend TPR meetings in my region as often as possible, but this is the first time that I’ve attended STAC. I was especially impressed by the minutes – they’re very detailed, not scrubbed. 	
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	<ul style="list-style-type: none"> • <u>Gary Reiff</u>: I will be back at the January STAC meeting and if you like we can use that time to jointly set an agenda for our February lunch if there are any further issues that need to be addressed at that point. • <u>Kevin Hall</u>: I think that we all appreciate that the STAC is valued by the TC, and I know that for staff it must be a bit of a scramble to coordinate the two bodies, but I think it's really important to schedule the input in a way that STAC can deliberate and provide input to TC before their decisions are made. • <u>Vince Rogalski</u>: One thing that I've noticed over my years at STAC is the increase in the number of people who speak up and share their perspectives with the group. So please speak up because if you don't tell me your concerns, I can't tell the TC. • <u>Debra Perkins-Smith</u>: Something helpful is that the TC now has a yearly agenda established, so now CDOT staff can try to build our own STAC yearly agenda on top of that so we can time our meeting topics to feed into those of the TC. • <u>Adam Lancaster</u>: Not to imply that everything has to go through the STAC before getting to the TC, but I think often times the STAC and TC discussions are moving parallel to one another so the TC only gets our input at the end. Maybe we should consider taking the local government approach of feeding from this body into the TC. • <u>Thad Noll</u>: I sort of agree with that, though sometimes the deadlines are such that it's not possible to progress from one to the other. Has moving the dates of STAC meeting helped at all with this? • <u>Debra Perkins-Smith</u>: It has helped, but as you mention we sometimes get a quick turn-around and it's not possible to schedule it as we'd hope. We've recently had a few 1-month deadlines over the last year that makes that type of approach impossible. • <u>Mike Lewis</u>: That's true, but there are certain yearly items, like the budget, that are predictable, so we can improve our flow on those so that STAC is able to provide meaningful input to the TC before they discuss it. • <u>Barbara Kirkmeyer</u>: I agree, and that agenda will help. There are certain items that we can predict and will be able to coordinate. There are also policy issues. I compare this to a comprehensive plan process where we have to get input from our planning commission and have to consider it before making any changes to the plan. I'm wondering there needs to be 	
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	<p>some sort of more formalized procedural process put in place that includes a step for the TC to consider STAC input.</p> <ul style="list-style-type: none"> • <u>Gary Reiff</u>: I think there is some validity to what you've said, but you may be extending the planning commission analogy a bit too far. The statute says that STAC should "provide advice" the TC, and we get advice from a number of sources. But this body is not state-representative, it's a more rural-dominated group than the state as a whole so I would be careful about formalizing the advisory process too much. It's important for us to listen to your input but our charge is broader than getting our advice only from the STAC. • <u>Barbara Kirkmeyer</u>: Our position as local elected officials is that we also have to take advice from other groups apart from the planning commission, so I don't think it's all that different. I recognize that the membership of this group leans more on the rural TPRs than the urban MPOs, but I think we do a good job of representing a statewide need in our conversations and recommendations. • <u>Herman Stockinger</u>: One of the proposals included here is to add the STAC recommendation onto TC memos and include the STAC Minutes in your TC packets so that you don't have to search for that input. Staff would prepare a memo, get the STAC's input (whether it is the same or different from staff), and then present both to the TC so they can make the final decision with all the pertinent information. • <u>Ed Peterson</u>: That's exactly the vision that we had a few years ago when I was TC Chair. I think that was the direction given to STAC. In the instances where the timing has allowed that's the perfect way to do it and a good means of giving us the input that we need. • <u>Norm Steen</u>: One way I think that the STAC may be underused is that the majority of our presentations here at STAC are informational, rather than action-oriented. Probably 95% of our topics are information only. We are not serving you as well as we could because in addition to providing you with input on local perspectives, we also engage regularly with elected officials, business, and members of the public that we could leverage to advocate on your behalf to that extensive network of interests throughout the state. 	
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- Thad Noll: I have attended a number of TC meetings and have never felt that the STAC perspective was being ignored. Can you give an example of a topic on which that's happened?
- Norm Steen: Well receiving the invite to participate in a TC meeting is great, I've been on STAC for 4 years and that was never extended before.
- Gary Reiff: Not formally but we're always happy to host elected officials and other stakeholders. The workshops are a great venue for that, we always open it up to the entire group and we don't impose the time limits on speakers like we need to do at the formal TC meetings.
- Kathy Gilliland: And also remember that you have the letter option, to provide us with information in advance so we are aware of the issues before you arrive and can think about them prior to your comments.
- Gary Reiff: Another instance when I would like to hear your opinions is when there's a disagreement within the STAC. Vince and Deb do a good job of communicating this group's perspectives but hearing those dissenting opinions directly from you helps us to better understand an issue.
- Trent Bushner: I want to echo the group's thanks for your attendance here today, and I appreciate that my commissioner is always at our local TPR meetings because he wants to know what's happening on the ground. Another valuable thing that we did was the Telephone Town Halls, where the Commissioner, TPR Chair, and CDOT staff all sat in the same room and heard directly from the public on their thoughts and concerns.
- Gary Reiff: That's a great suggestion. I know that we did these back as part of the formal statewide planning process but we really need to continue them outside of it as well on a regular basis.
- Vince Rogalski: How can I provide a better update to the TC on the STAC activities at the monthly meeting?
- Gary Reiff: I think it's great that we hear a summary of your conversations each month, but it might be more productive to hone it down to 2-3 key points rather than giving the entire broad summary.
- Adam Lancaster: It's interesting that you perceive this a more rural body. I personally feel the opposite, like a small fish in a big pond.
- Gary Reiff: The time that I felt that way was around the RPP conversation, where we perceived the STAC recommendation largely as an indication of the 10-12 rural representatives on this body. That was the only case that I felt a rural-urban divide that I've been very conscious of trying to avoid.

	<ul style="list-style-type: none"> • <u>Adam Lancaster</u>: I think the reason that the RPP was a challenge is that those funds sometimes feel like the crumbs that come down to the TPRs, so they're very important to us. • <u>Gary Reiff</u>: That point is well-taken. • <u>Thad Noll</u>: I think that the reason you've never felt this is a rural-dominated group is because we've kept the discussion very balanced here and Vince is able to represent both sides of the equation when he goes to the TC. • <u>Vince Roglaski</u>: Over my time at STAC we've gone through a growing process, learning who each of us is and who we represent. I think that's why we don't have an "us-vs.-them" mentality and can recognize our statewide priorities. • <u>Gary Reiff</u>: I think another important step that we've taken is the de-federalization pilot that we're undertaking to swap out federal money for state funds on smaller local projects, trying to get the local communities out of the federal world as much as we can. • <u>Debra Perkins-Smith</u>: We heard loud and clear from the locals that federal funding was an issue for them and we're trying to be responsive to that need. • <u>Craig Casper</u>: The de-federalization is another example of an issue that went to the TC without STAC input in advance, and I think it clearly should have done so. We discussed it here but didn't offer a specific recommendation on the topic in the form of an action item. • <u>Debra Perkins-Smith</u>: I think what Craig's talking about is a formal action item rather than simply conversation and input. • <u>Josh Laipply</u>: To respond to Craig's point, what was approved at the TC last month was a switching out of federal money for state money, it wasn't specific to the projects. It was just a dollar switch. We've made a great effort to bring you the de-federalization information throughout the process. • <u>George Wilkinson</u>: Our secondary roads are crumbling and we lack the maintenance funds to work on those, it's all going to the primary roads. We're losing that battle. We also thank you for being here today and always appreciate Commissioner Zink's attendance at our TPR meetings. • <u>Jeff Sudmeier</u>: In the past we've been rather informal with the STAC agendas, and while staff incorporates STAC input into the materials shared with TC, we're not always clear and specific in terms of what we want that 	
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	<p>input on. We're going to try to much more clearly articulate the type of input that we're requesting for a given agenda item.</p> <ul style="list-style-type: none"> • <u>Doug Rex</u>: I agree and I'm glad that Norm brought this up. The MPOs are familiar with the process whereby you have one meeting where there's a topic of discussion and then it comes back the next month as an action item. Having a more formal recommendation to the TC would provide value, and often times we have a good discussion here but it doesn't seem to get distilled into a clear, formal recommendation. • <u>Kathy Gilliland</u>: I would say it shouldn't even have to wait until the next month, if you have a discussion and are able to make a recommendation at the end of that item it would keep things moving along nicely. • <u>Barbara Kirkmeyer</u>: Thanks for being here today and to Commissioner Gilliland for her attendance at our TPR meetings. I agree that it's really all about communication and I look forward to sitting down with you all for lunch and working through our issues. • <u>Gary Reiff</u>: And we don't always have to agree either – that's fine. • <u>Adam Lancaster</u>: To Norm's point, we can also help work out some of TC's issues at the STAC level before they ever make it up to you. During the RPP controversy we worked out some CMAQ compromises between the rural areas and DRCOG that contributed to the final recommendation. • <u>Ed Peterson</u>: In closing I want to reiterate that you are valued, your input is important, and especially with staff so that your perspective is built into the issue before the decision-point. This experience has been very helpful to me and I plan to be in attendance at the STAC more often in the future. • <u>Kathy Gilliland</u>: I am a firm believer in clear and open communication and building relationships. I'm looking forward to more frequent meetings as well as more informal communications with this group. Thank you very much for sharing your time with us this morning. • <u>Sidny Zink</u>: I have been on the TC for 3 ½ years now and I've seen our own Commission approach evolve, with less time listening and more time discussing. I hope that continues to evolve and we can mirror that process here. • <u>Gary Reiff</u>: We're having important conversations about prioritizing our time and resources throughout the state, and while we may sometimes disagree we keep moving forward together. That's the Colorado way. 	
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	<ul style="list-style-type: none"> • <u>Norm Steen</u>: There is another House bill pending to study the existing TC district boundaries – I'd be interested to hear your perspectives on that. • <u>Gary Reiff</u>: I would encourage you to talk to Herman about that since I think he's tracking it more closely. • <u>Vince Rogalski</u>: In my discussions with Representative Terri Carver she was talking about holding a series of meetings around the state to get some public input on that. • <u>Herman Stockinger</u>: It's true that TC districts have not been looked at in a while, and CDOT staff worked with the TLRC to develop a really comprehensive report on all the potential options for how you could divide up the districts. Representative Carver is now looking at that public input element and then we'll see where the TLRC wants to take it in the coming session and how much of a priority it is for them. 	
<p>TPR IGAs, Bylaws, & Elections / Michael Snow (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • I'm going to provide an update on this topic today but all of the planning liaisons will be having specific conversations with each TPR to follow up. • Regional Planning Commissions (aka TPRs) are formed via IGAs between the member bodies, mostly counties and municipalities. The purpose of the RPC is to develop a Regional Transportation Plan (RTP) and assume the responsibilities of the transportation planning process for that region. If no IGA exists then this responsibility falls on CDOT. • Statutory requirements of the RPC include: <ul style="list-style-type: none"> ○ Annual elections ○ Establishes eligibility to receive and spend state / federal funds ○ Assume responsibilities for planning & public involvement processes • IGA issues include: <ul style="list-style-type: none"> ○ Expired IGAs ○ Membership not update or maintained ○ Missing IGAs ○ Subsequently enacted Bylaws that conflict with IGAs and/or statutes • MOAs are formed with supporting agencies so they may do the work of RPC and contract with CDOT for the Rural Planning Assistance (RPA) grants. Without an MOU, CDOT cannot contract RPA grants to the TPR. • Next Steps: <ul style="list-style-type: none"> ○ Locate missing IGAs and/or MOAs 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ Discuss and finalize desired modifications to the IGA and/or MOA template ○ Contact member entities ○ Distribute IGA for member adoption ○ Execute MOA ○ Renew, update, and submit IGA/MOA to CDOT by June – in time for next RPA grant contracting <ul style="list-style-type: none"> ● Timeline: <ul style="list-style-type: none"> ○ Finalize / adopt IGA & MOA forms (January - March) ○ Member entities execute IGA (April - June) ○ MOA executed by RPC & Vendor (May - June) ○ IGA & MOA executed and submitted to CDOT by June 30, 2017 ○ Other members may still join after this date <p>STAC Comments</p> <ul style="list-style-type: none"> ● <u>Barbara Kirkmeyer</u>: If the IGA has not been updated, what happens? In rural areas the IGAs are done between counties, not municipalities. ● <u>Michael Snow</u>: In the case of UFR, the counties signed the original IGA and then the municipalities were added in a few months later. ● <u>Barbara Kirkmeyer</u>: So what happens if there's no IGA? ● <u>Michael Snow</u>: Some IGAs have been completely lost but all are out of date. If an entity chooses not to join the RPC that is their prerogative, but then they would not receive the benefits of participation. ● <u>Barbara Kirkmeyer</u>: But what I'm saying is that an entity could choose to join a different RPC. ● <u>Jeff Sudmeier</u>: The boundaries of the TPR are established by state planning rules, which we revisit as part of the rulemaking process with each long-range plan. ● <u>Thad Noll</u>: But if only 2 entities within that boundary wanted to participate, then they would be responsible for the entire area? ● <u>Michael Snow</u>: Yes, in terms of planning and public outreach activities. ● <u>Adam Lancaster</u>: What is the status of the IGA and MOA templates that you were developing? ● <u>Michael Snow</u>: We have those available for you to use and adapt (within statute) to update your IGAs and MOAs. We can provide those to you through your planning liaisons. 	
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<p>STAC Elections / Vince Rogalski (STAC Chairman)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Vince Rogalski and Thad Noll are willing to continue in their current positions as STAC Chair and STAC Vice-Chair, respectively. However, both are open to nominations of other STAC members. <ul style="list-style-type: none"> ○ Nomination of Vince and Thad to continue in their current positions. ○ Nomination seconded. No further discussion. Unanimous vote in favor. • Vince Rogalski and Thad Noll are confirmed as the STAC Chair and Vice-Chair. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: I would like to thank Vince for all of the time and effort that he puts into this position. 	<p>Vince Rogalski and Thad Noll re-elected.</p>
<p>Other Business</p>	<ul style="list-style-type: none"> • The next STAC meeting will be held on Friday, December 2nd and will cover the months of November and December. • By the time of the next STAC meeting the Road Usage Charge (RUC) will be underway. You may learn more at the RUC website: ruc.codot.gov/ 	<p>No action taken.</p>

STAC ADJOURNS



COLORADO

Department of Transportation

Statewide Bridge Enterprise

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

MEMORANDUM

TO: THE BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 17, 2016
SUBJECT: MEMORANDUM OF UNDERSTANDING REGARDING ANNUAL FEDERAL FUNDS TRANSFER

Purpose:

This month the Bridge Enterprise Board is being presented with a Memorandum of Understanding (MOU) between the Colorado Department of Transportation (CDOT) and the Bridge Enterprise (BE) regarding the temporary suspension of an annual transfer \$15.0 million in federal funds.

Action:

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

Background and Current Details:

Please see Attachment A: Memorandum of Understanding by and between the Colorado Department of Transportation and the Colorado Bridge Enterprise for background information and current details on this topic. This MOU is considered a supplement to the original 2010 Memorandum of Agreement: Accounting for Colorado Bridge Enterprise Program Build America Bond (BABs) Debt Service Requirements between the Federal Highway Administration (FHWA) and CDOT.

The attached MOU is being signed internally by the executive management team and is intended to document Bridge Enterprises understanding regarding the terms of the suspension. Program staff felt it was important to inform the Board of the MOU as it will provide BE and the Board assurance that the transfer is planned to be restored in the future and that the temporary suspension will have no immediate impact on the Central 70 project funding scenarios.

Attachment:

Attachment A: Memorandum of Understanding by and between the Colorado Department of Transportation and the Colorado Bridge Enterprise



MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN THE
COLORADO DEPARTMENT OF TRANSPORTATION
AND
THE COLORADO BRIDGE ENTERPRISE

1. Statement of Purpose

To document the decision to temporarily suspend the annual transfer of \$15.0 million in federal funds from the Colorado Department of Transportation (CDOT) to the Colorado Bridge Enterprise (CBE) for three years starting in fiscal year (FY) 2017-18 and reinstate the annual transfer as part of the fiscal year (FY) 2020-21 budget planning process.

2. Background

Bridge Enterprise: Annual Federal Transfers

On November 18, 2010, the Transportation Commission (TC) adopted resolution #TC-1925 expressing its intent to annually consider allocating and transferring \$15.0 million of eligible federal funds from CDOT to the CBE. This annual transfer of federal funds was expressly intended for the purposes of advancing the repair, reconstruction and replacement of designated bridge projects by the CBE or to pay the principal and interest on the Series 2010A Bonds. The intent to make federal funds available to CBE on an annual basis was also documented in a November 2010 Memorandum of Agreement between the Federal Highway Administration (FHWA) and CDOT entitled Accounting for Colorado Bridge Enterprise Program Build America (BABs) Debt Service Reimbursements.

The rationale behind reconsidering this transfer annually acknowledged that:

- The current TC cannot bind future Transportation Commissions with respect to budgetary and policy decisions
- The decision to transfer in a given year may be affected by federal budgeting and appropriation constraints or changes in federal law, which could adversely impact by the amount of federal funds that are available to CDOT in the future
- The funding and programmatic priorities of CDOT and the TC may change in the future, which could also adversely affect any future transfers to CBE

Following the adoption of #TC-1925, the first transfer of \$15.0 million occurred in fiscal year (FY) 2010-11, and subsequent transfers have occurred every fiscal year since then through the current 2016-17 fiscal year. To date, a total of \$105.0 million in eligible federal funds transfers have been approved by the TC and accepted by CBE.

Staff Bridge: Funding Shortfall

CDOT Staff Bridge has been participating in and receiving annual funding allocations through the Transportation Asset Management (TAM) Workshop process that is reviewed and approved by the TC each year. Based on current FY 2017-2020 funding allocations, Staff Bridge has been allocated a level of funding that they have deemed insufficient to meet the needs of the program.

While funding levels can be corrected starting in FY 2020-21, it will not address or correct the current shortfall in the FY 2017-2020 funding allocations. The idea of redirecting the \$15.0 million in federal funds from CBE to CDOT Staff Bridge in order to fill the immediate funding gap was suggested. A thorough analysis of the proposed solution was completed by the Cash Management Team within the Office of Financial Management and Budget (OFMB), with final options and recommendations presented in a document entitled *Bridge Enterprise Annual \$15.0 million Federal Funding Transfer* to the TAM Oversight Committee in August 2016.

3. Current Details

The TAM Oversight Committee has recommended the temporary suspension of the \$15.0 million transfer of eligible federal funds to CBE for three fiscal years starting in FY 2017-18. The suspension will remain in place through FY 2019-20. The TAM and OFMB have discussed the recommendation with the TC who agreed with the temporary suspension as long as it does not jeopardize CBE's commitment to the repayment of the Series 2010A Bonds.

4. Responsibilities of the Parties

Based on the background information and current details provided, both CDOT and CBE agree to the following:

- 1) The annual transfers of federal funds from CDOT to CBE will be temporarily suspended through FY 2019-20
- 2) The CBE has a sufficient federal obligation balance to cover debt service payments on the 2010A Bonds during the period of the three year suspension
- 3) The temporary suspension of federal funds through FY 2019-20 is unlikely to have a near term impact on the CBE current funding commitment to the Central 70 project
- 4) Starting in FY 2020-21 CBE will request a transfer of federal funds in the amount that is consistent with the debt service schedule
- 5) CDOT will reinstate the annual transfer as part of the FY 2020-21 budget planning process
- 6) CDOT will maintain its commitment to transfer sufficient federal obligation to cover the total federal portion of the 2010A Bond debt service repayment through the life of the bond
- 7) Any amendments to this Memorandum of Understanding will be discussed between CBE and CDOT to determine any impacts to the program commitments

Effective as of: _____

Maria J. Sobota, CDOT Chief Financial Officer

Scott McDaniel, CDOT Director of the Colorado Bridge Enterprise



MEMORANDUM

TO: BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
DATE: NOVEMBER 17, 2016
SUBJECT: FISCAL YEAR FY 2015-16 REVENUE RECONCILIATION REPORT

Purpose

This memorandum provides a Fiscal Year (FY) 2015-16 year-end report for the Colorado Bridge Enterprise (BE) Fund 538. Information provided includes FY 2015-16 unaudited revenue reconciliation information, cost center balances eligible to be rolled into FY 2016-17 and a final budget to actual statement for Fund 538 through June 2016.

Action

The purpose of this memo is informational only and is provided for BE Board review and comment.

Fiscal Year 2015-16 Year End Details

At the close of each fiscal year, the Division of Accounting and Finance compares the forecasted revenues to the actual revenues received, as well as reviews all remaining cost center balances to determine if they are eligible to roll forward to the next fiscal year.

FY 2015-16 Revenue Reconciliation

The Bridge Enterprise estimated revenues for the FY2015-16 of \$124.1 million, and received \$124.3 million, creating a surplus of \$364,925. This surplus is primarily due to higher than forecasted FASTER Safety Bridge Surcharge revenues. Table 1 below provides a comparison of FY2015-16 estimated revenues to revenues actually received. Although FY2015-16 has closed, figures are still unaudited and subject to change. Should there be any notable changes following the annual audit, staff will provide an update to the Board at that time.

Table 1: Bridge Enterprise Revenue Reconciliation Summary

Revenue Source	FY2015-16 Estimated Revenue	FY2015-16 Actual Revenue*	Difference
FASTER Bridge Safety Surcharge	\$ 100,000,000	\$ 100,891,411	\$ 891,411
Interest Earnings	\$ 3,000,000	\$ 2,439,828	\$ (560,172)
Federal Subsidy	\$ 6,000,000	\$ 5,947,931	\$ (52,069)
Transfer of Federal Funds	\$ 15,000,000	\$ 15,000,000	\$ -
Miscellaneous Revenue	\$ -	\$ 85,755	\$ 85,755
Totals	\$ 124,000,000	\$ 124,364,925	\$ 364,925

*Revenues are still unaudited and are subject to change



FY2015-16 Cost Center Roll Forward

In accordance with Policy Directive PD 703.0, all Bridge Enterprise cost centers are eligible for automatic roll forward of all ending cost center balances from the previous to the current fiscal year. Table 2 provides a summary of the remaining cost center balances that were rolled forward from FY2015-16 to FY2016-17.

Table 2: Bridge Enterprise Cost Center Roll Forward Detail

Budget Category	Cost Center	Amount Rolled to FY 2016-17
Program Administration	B8800-538	\$ 117,376
	B88AD-538	\$ 76,661
Scoping Pools	B88SP-538	\$ 1,795,993
Maintenance	B88MS-538	\$ 581,290
Bridge Preservation	B88BP-538	\$ 400,000
Total		\$ 2,971,320

BE has a large estimated roll forward balance at this time because the cost center balances from prior years have been allowed to roll forward since the beginning of the program. Based on the eligible FY2015-16 roll forward amounts, the Office of Financial Management and Budget (OFMB) worked with Bridge Enterprise staff to review current cost center balances and determined that excess budget in the current cost centers can be moved back into the FASTER pool and budgeted for other program needs. Therefore, the majority of the cost center balances were rolled back to the BE budget pool during the revenue reconciliation process where it is now available for projects.

Important to note, is that during the prior fiscal year, a new BE cost center for Bridge Preservation was created. In FY2012-13 an MOU was executed between BE and CDOT to initiate a Pilot Bridge Enterprise Preservation Program. Per the MOU, BE would be budgeting \$100,000 a year for preservation activities on various structures. As such, on prior fiscal year budgets for BE, there has been a consistent annual allocation of \$100,000 for this work. When the BE preservation project was established, it was originally set up as an engineering project 19650, instead of a cost center. However, OFMB and Enterprise staff have determined that since preservation activities were related to various bridges, a cost center is a more appropriate place for the budget and expenses related to the work to be accounted for.

Final Budget to Actual Statement through June 2016.

Listed below are key details related to the final June 2016 budget to actual statement and an overall review of the Bridge Enterprise FY2015 -16 financial transactions for Fund 538.

- Expenses for program management activities were \$1,161,795
- Attorney General expenses for FY2015-16 were \$15,639
- Operating expenses totaled \$3,879
- Trustee fees for the 2010A bonds were \$1,136

See Attachment A for a final copies of the completed June 2016 Fund 538 budget to actual statement.

Next Steps

- Based on the \$364,925 surplus identified through the revenue reconciliation process, OFMB staff will distribute the surplus to the appropriate cost centers and budget pools.
- Staff will bring a draft FY2017-18 budget for Fund 538 to the Board for review and comment.

Attachment A: Adopted FY2015-16 FASTER Bridge Enterprise Budget to Actual-June 2016



Attachment A: Adopted FY 2016 FASTER Bridge Enterprise Budget to Actual

For the Period ended June 30, 2016 - PRELIMINARY & UNAUDITED

	FY2016 Adopted Budget		Current Fiscal Year Actuals			Remaining Budget
	Revenue	Expenditures	Current Month	YTD	YTD % of Budgeted Expenditures	
Revenues						
FY 16 Estimated FASTER Bridge Revenues	\$ 100,100,000		\$ 38,073	\$ 100,891,411	101%	\$ (791,411)
Interest Earnings	\$ 3,000,000		\$ 29,284	\$ 2,439,828	81%	\$ 560,172
Misc Revenue	\$ -		\$ -	\$ 85,755	N/A	\$ 85,755
Federal Subsidy for Build America Bonds	\$ 6,000,000		\$ -	\$ 5,947,931	99%	\$ 52,069
Transfer of Federal Bridge Funds	\$ 15,000,000		\$ -	\$ 15,000,000	100%	\$ -
Total FY2016 Revenues	\$ 124,100,000		\$ 67,357	\$ 124,364,925	100%	\$ (264,925)
Expenditures						
Program Management		\$ 1,576,025	\$ 194,146	\$ 1,369,996	87%	\$ 206,029
- BE Program Management - AECOM		\$ 1,250,000	\$ 193,329	\$ 1,161,795	93%	\$ 88,206
- CDOT/BE Staff		\$ 195,625	\$ 313	\$ 177,539	91%	\$ 18,086
- AG Legal		\$ 90,000	\$ -	\$ 15,639	17%	\$ 74,361
- Annual Audit		\$ 20,400	\$ -	\$ 10,395	51%	\$ 10,005
- Operating Expenses		\$ 10,000	\$ 504	\$ 3,879	39%	\$ 6,121
- Other Consulting		\$ 10,000	\$ -	\$ 750	8%	\$ 9,250
Regional Scoping Pools		\$ 250,000	\$ -	\$ 200	0%	\$ 249,800
Bonding Program		\$ 19,348,679	\$ -	\$ 18,235,136	94%	\$ 1,113,543
- Debt Service		\$ 18,234,000	\$ -	\$ 18,234,000	100%	\$ -
- Trustee		\$ 9,175	\$ -	\$ 1,136	12%	\$ 8,039
- Bond Counsel		\$ 323,800	\$ -	\$ -	0%	\$ 323,800
- Disclosure Counsel		\$ 82,000	\$ -	\$ -	0%	\$ 82,000
- Financial Advisor		\$ 57,000	\$ -	\$ -	0%	\$ 57,000
- Rating Agency		\$ 135,000	\$ -	\$ -	0%	\$ 135,000
- TIFIA Counsel		\$ 200,000	\$ -	\$ -	0%	\$ 200,000
- TIFIA Costs		\$ 300,000	\$ -	\$ -	0%	\$ 300,000
- Travel to Rating Agency		\$ 4,704	\$ -	\$ -	0%	\$ 4,704
- Printing		\$ 2,000	\$ -	\$ -	0%	\$ 2,000
- Accounting Review		\$ 1,000	\$ -	\$ -	0%	\$ 1,000
Maintenance		\$ 250,000	\$ 113,925	\$ 148,111	59%	\$ 101,889
Preservation Program		\$ 100,000	\$ -	\$ -	0%	\$ 100,000
Total Expenditures		\$ 21,524,704	\$ 308,071	\$ 19,753,444	92%	
Revenues Less Expenditures, Available for Projects		\$ 102,575,296	\$ (240,714)	\$ 104,611,481		



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

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Josh Laipply, PE, Chief Engineer
DATE: November 17, 2016
SUBJECT: Bridge Enterprise Quarterly Report, Q1 FY2017

Purpose:

The Bridge Enterprise (BE) team has prepared a progress report presentation to update the Board members of recent program initiatives, financials, 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 Progress:

During Q1 FY2017, four structures and 2 design were completed.

Region	Orig Structure ID	County	Facility Carried over Featured Intersection
1	F-17-GO	Arapahoe	US 40 EBND over Tollgate Creek
1	F-17-GA	Arapahoe	US 40 WBND over Tollgate Creek
2	L-28-C	Prowers	US 50 over BNSF RR
2	L-27-S	Prowers	US 50 over Draw

Program Schedule Update:

The program schedule for the last quarter was trending up mostly due to the conclusion of projects and lack of new projects entering the program. The monthly Schedule Performance Index (SPI) for Q1 FY2017 is listed below and all well above the 0.90 program goal.

Month	SPI
July	0.96
August	0.96
September	0.96

Mid-range and Long-range Program Plans:

The Bridge Enterprise (BE) staff is in the process of creating mid-range and long-range planning documents that use current program commitments, forecasted eligible structures, forecasted revenues, Department/FHWA policy or guidance, Board resolutions, etc. These plans are intended to be updated periodically and to guide the program into the future. The mid-range plan, which looks forward four fiscal years (FY2017-FY2020) was submitted to CDOT Executive Management Team for review and comment in June of 2016 and finalized in July. The BE staff also began developing a long-range plan that covers ten fiscal years, FY2017-FY2026 and is expected to be ready in November 2016. Due to the size of the Central 70 project relative to the rest of the program, the ultimate financial structure of the project will significantly impact future mid-rand and long-range plan updates.

Budget and Encumbrance Balances:

The Bridge Enterprise team continues to work with Region staff to reduce the encumbrance and budget balances for projects that are substantially complete in accordance with the newly passed legislation,



Senate Bill-122. The balances decreased from Q4 FY2016 by \$991,547. During this time, one project was added and one project was closed out, creating no net change to the project count.

Removed/Closed	Additions
SH 120/RR, Arkansas River - K-16-K	120/Draw, UPRR - K-16-S

Program Financial Information:

The Q1 FY2017 cash balance dropped \$4.1M to \$214.2M as of September 30, 2016. Actual FASTER Fee revenues for Q1 FY2017 were \$27.5M compared to the historical rate of collection of \$25.9M. The \$307.9M of bond proceeds and interest earnings were 100% expended as of June 30, 2016. More in depth program financial information can be found starting on pg. 7 of the quarterly report.





COLORADO

Department of Transportation

Statewide Bridge Enterprise

Colorado Bridge Enterprise

Quarterly Report No. 22 (Q1 FY2017)



November 17, 2016

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Appendix A. Program Allocation Plan

Introduction

Prior to July 2016, Bridge Enterprise staff provided the Board of Directors with monthly progress updates as well as quarterly financial reports and quarterly progress updates. In accordance with the Board's request, Bridge Enterprise staff will be eliminating the traditional monthly progress report and transitioning to a consolidated quarterly reporting frequency. The new quarterly reports will include all the information typically conveyed in the monthly progress reports, as well as financial status updates that were included in the previous quarterly report formats. Additionally, the consolidated quarterly report will include various program planning and forecasting updates such as the most current Prioritization Plan and multi-year planning updates.

This report is the 22nd Quarterly Report (Report) published in support of the Colorado Bridge Enterprise (CBE or "Program"). This Report outlines progress and accomplishments associated with the Program for work completed during July, August, and September of 2016; which coincides with the first quarter of CDOT's 2017 fiscal year (Q1 FY2017). Detailed information regarding the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation, program development activities, bond program, previous significant milestones and achievements can be found in the Program Annual Reports and previous Quarterly Reports viewable on the Colorado Department of Transportation (CDOT) website at www.coloradodot.info/programs/BridgeEnterprise.

During Q1 FY2017, the Program primarily focused on the closure of completed bridge projects partially or fully funded by the 2010A bond program. Additionally, program staff conducted numerous meetings and analysis related to the creation of the mid-range and long-range program forecast plans. The following is an itemization of other significant achievements, some of which are discussed in further detail later in the report:

- Drafted and finalized the 21st Bridge Enterprise Quarterly Report for Q4 FY2016 (April, May, and June of 2016).
- Completed monthly updates to the overall Program Schedule for work completed in July, August, and September of 2016.
- Acted on resolution to acknowledge asset ownership of FASTER funded structures.
- Updated program status for various program metrics including Major Achievements, Total Program Financial Performance, Status of FASTER Eligible Bridges, Status of 2010A Bond Bridges, Status of 30 Most Deficient Bridges, and Un-Programmed Priority Bridge Enterprise Bridges.
- Continued efforts on de-programming of resources on projects with completed phases and re-programming those resources in order to manage cash efficiently.

Program Highlights

There are 89¹ bridges that are partially or fully funded to be completed as part of the 2010A bond program. Nearly ninety-nine percent of the bond funded bridge projects can be classified as complete, in construction or are waiting to go to construction (88 in total); as compared to the number of bridges in the pre-construction, design or project startup phase (1 in total). Projects in the preconstruction phase are primarily focused on the completion of the Plans, Specifications and Estimates (PS&E's). In conjunction with this, CDOT specialty groups are diligently working on completing the requisite approvals and permits associated with environmental, railroad, and utility clearances or relocations; securing the necessary Right-of-Way (ROW); and finalizing intergovernmental agreements (as required), etc. Based on the current program schedule, construction work is projected to continue to decline during calendar year 2016 in preparation for the Central 70 project.

As of the end of September 2016, there were a total of one-hundred-ninety-four (194) bridges considered eligible to receive FASTER funding. The progress status associated with the 194 structures and 89 2010A Bond program structures are itemized in *Table 1 and Table 2* below; no new structures were added to the program in Q1 FY2017.

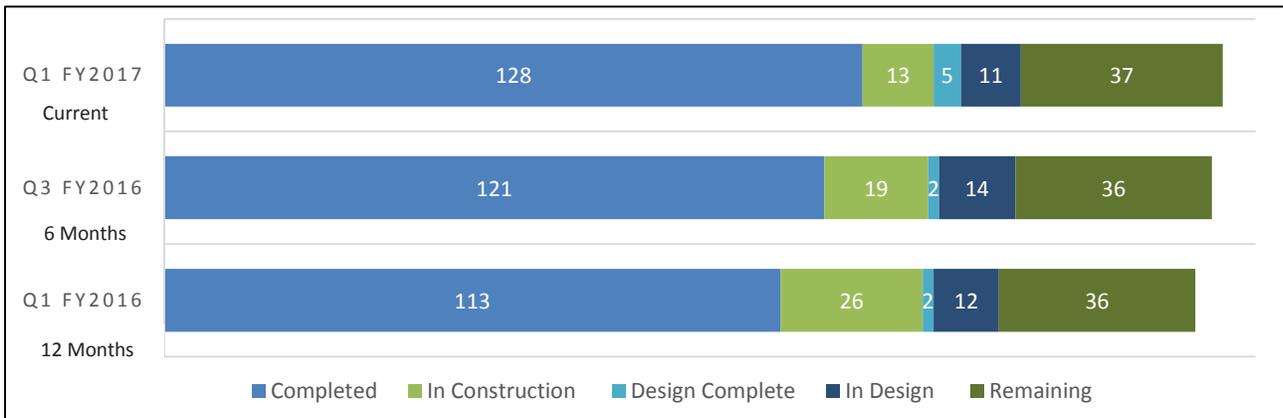
Table 1. Project Status of FASTER Eligible Bridges as of Q1 FY2017

Project Phase	# of Bridges
Remaining	37
In Design/Design Completed	16
In Construction	13
Projects Completed	128
Total	194

Table 2. Project Status of 2010A Bond Program Bridges as of Q1 FY2017

Project Phase	# of Bridges
Design Completed	2
In Design	1
In Construction	13
Projects Completed	73
Total	89

Figure A. Historic Status of FASTER Eligible Bridges



¹Four structures were removed from the bond count at the close of FY15; these structures had been initially programmed to use bond funds but were ultimately budgeted with other funds. The methodology for the Series 2010A Bond Program bridge count has been revised from programmed bridges to budgeted bridges in Q1 2015.

Other relevant bridge and financial statistics are as follows:

- Approximately 73% of FASTER eligible bridges are now in construction or completed.
- Approximately 8% of FASTER eligible bridges are currently in design or design is completed.
- Approximately 19% of FASTER eligible bridges remain to be programmed.
- Additionally, \$307.9M of bond program funds have been expended to date. (reference *Table 6*).

Completed Projects

Four structures and two designs were completed during this period as itemized in *Table 3* and *Table 4*.

Table 3. Completed Projects / Bridges

Region	Original Bridge Number	County	Facility Carried over Featured Intersection	Completion Date
1	F-17-GO	Arapahoe	US 40 EBND over Tollgate Creek	9/2016
1	F-17-GA	Arapahoe	US 40 WBND over Tollgate Creek	9/2016
2	L-28-C	Prowers	US 50 over BNSF RR	7/2016
2	L-27-S	Prowers	US 50 over Draw	7/2016

Table 4. Completed Design Projects

Region	Original Bridge Number	County	Facility Carried over Featured Intersection	Completion Date
3	D-13-A	Grand	US 34 over N FK Colorado River	7/2016
5	K-01-C	Montrose	SH 90 over Dolores River	7/2016

Image 1 below, Region 1 US 40 EBND/WBND over Tollgate Creek



F-17-GO/GA, a \$14M project, was complete and open to traffic in September.

Image 2 below, Region 2 US 50 over BNSF, RR & Draw



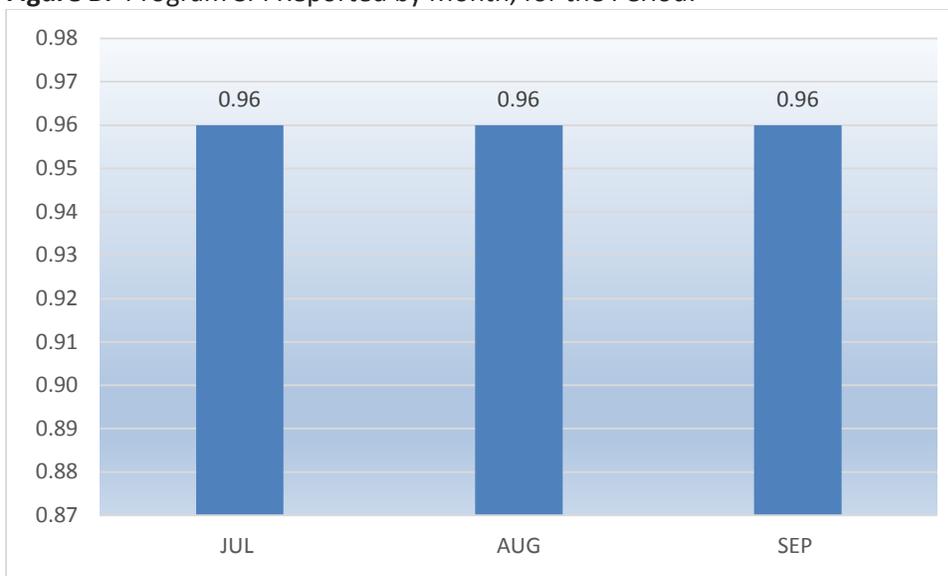
L-27-S and L-28-C, a \$8.5M project, was completed in July.

Program Activities and Accomplishments in Q1 FY2017

Program Schedule Update

The program schedule was updated three times during the period for work completed in July, August, and September of 2016. This includes publishing the monthly updated program bar-chart schedule, cost and schedule database, and list of projects with a Scheduled Performance Index less than 0.90. This information was consolidated and distributed to the Regional Transportation Directors (RTDs) and their respective Program Engineers. The SPIs reported for each month during the quarter are graphically depicted in *Figure B* below.

Figure B. Program SPI Reported by Month, for the Period:



Mid-range and Long-range Program Plans

CDOT has implemented an initiative where programs have rolling mid-range (four year) plans and long-range (ten year) plans. These plans are updated annually as program resources and goals evolve. Each plan utilizes anticipated CBE revenues to forecast and plan expenditures on various project commitments.

Mid-Range Plan

The mid-range planning period is currently set at four years. The FY2017-2020 Four-Year Plan represents the first mid-range plan by CBE. For planning purposes, revenues during this period are expected to remain relatively similar to the previous four years, at approximately \$100M a year. Consistent with CBE Board of Directors Resolution 15-8-2, commitments to projects in this period are identified as either Central 70, or Non-Central 70. All projects that are anticipated to be completed within this period are

shown on the CBE Prioritization Plan. During Q1 FY2017 CBE staff submitted the final draft of the four-year plan for review.

Long-Range Plan

The long-range planning period is currently set at ten years. The FY2017-2026 Ten-Year Plan represents the second long-range plan by CBE. For planning purposes, revenues during this period are expected to rise due to organic growth. Commitments to projects in this period are both consistent with CBE Board of Directors Resolutions regarding Central 70 and continue beyond the Central 70 construction period. Projects that are anticipated to be completed within this period are a combination of projects on the CBE Prioritization Plan and a forecast of bridges that will become poor. During Q1 FY2017 CBE staff continued to develop the final draft of the ten-year plan.

Budget and Encumbrance Balances

Bridge Enterprise Staff continues to coordinate with the Regions to de-budget projects that have been substantially complete for more than six months. *Table 5* below shows the encumbrance and budget balances as of September 30, 2016 by Region for projects that have been substantially complete for more than six months.

Table 5. Projects Substantially Complete over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrance (\$)	Budget Balance (\$)	Projects	Phases
1	1,153,404	2,611,2289	10	13
2	105,784	72,313	1	2
3	-	-	0	0
4	703,586	1,497,776	2	3
5	-	-	0	0
Total	\$1,962,774	\$4,181,316	13	18
% of Total Current Program	1.6%	7.0%	35.1%	25.7%
Previous Quarter (Q4 FY2016)	\$2,968,609	\$4,167,028		
Difference	(1,005,835)	14,288		

Since June 30, 2016 the budget and encumbrance balances decreased by \$991,547. During this time, one project was added and one was closed out, thus no net change to the project count.

Removed/Closed Out:

- SH 120/RR, Arkansas River – K-16-K

Additions:

- 120/Draw, UPRR – K-16-S

Program Financial Information

The following is a program overview of financial statistics as of September 30, 2016.

- The program has multiple funding sources including: proceeds from the Build America Bond program, FASTER bridge dollars which is commonly referred to as the statewide pay-go program (collected yearly revenues from vehicle registrations), Bank of America Loan, and Other Funds which are primarily Federal-aid BR funding.
- From program inception (life-to-date) through September 30, 2016, a total of \$888.2M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$701.6M and \$120.7M (all funding sources), respectively. Reference *Table 6* below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q4 FY2016) are also reported in the far right column.
- All \$307.9M of bond proceeds and interest earnings available have been expanded as of June 30, 2016.

Table 6. Program Financial Statistics as of September 30, 2016 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q1 FY2017	Total Q4 FY2016
Budget	\$307.9	\$499.7	\$40.7	\$39.9	\$888.2	\$888.7
Expenditures	\$307.9	\$321.4	\$40.7	\$31.6	\$701.6	\$660.0
Encumbrances	\$0.0	\$115.5	\$0.0	\$5.2	\$120.7	\$102.9

- The Statewide Bridge Enterprise program currently consists of one-hundred-nineteen (119) funding-eligible bridges, including eighty-nine (89) bridges budgeted with bond funds. The methodology for the Series 2010A Bond Program bridge count has changed from programmed bridges to budgeted bridges. The current programmed amount for these one-hundred-nineteen bridges is approximately \$924.1M. *Table 7* below provides an itemization of current funding sources for the Bridge Enterprise program.

Table 7. Current Allocation Plan (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$535.6	\$80.6	\$9.8	\$924.1

Attached is the Program Allocation Plan² that tracks Bridge Enterprise projects programmed since the beginning of the Bond Program by funding source, pre-construction activity and construction activity. In addition, the Program Allocation Plan includes projects that have yet to be budgeted and also includes budget adjustments that have not been posted to the accounting system as of September 30, 2016.

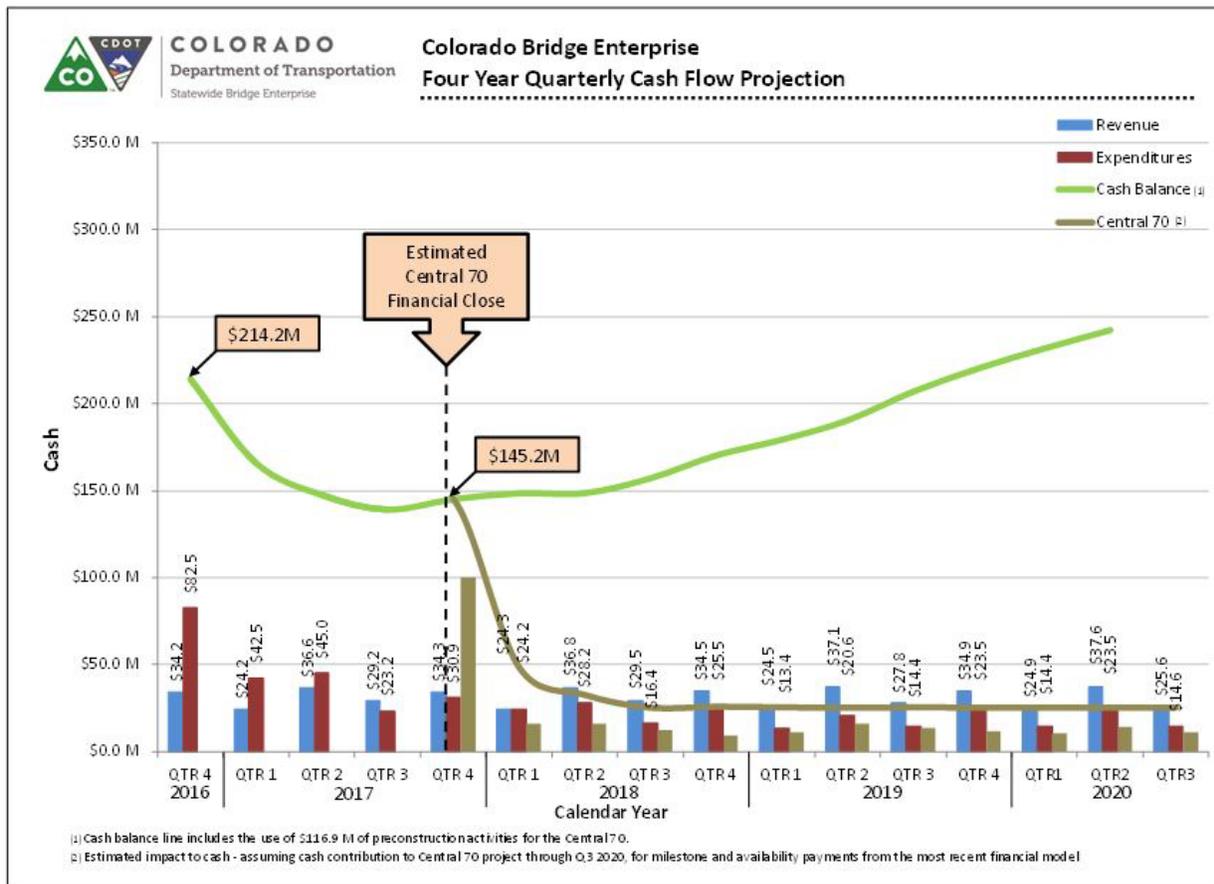
² Reference Appendix A for the Current Allocation Plan

Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the CBE program are \$924.1M, a decrease of \$2.1M from the \$926.2M total liability reported on June 30, 2016.

Below is the Four Year Quarterly Cash Flow Projection (Figure C), which depicts all current available CBE cash balances, forecasted revenues, and forecasted expenditures for currently programmed projects. Bridge Enterprise has forecasted the cash balance to decrease by \$120.3M due to the Central 70 project during the period of October 2017 through June 2020. 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 CBE 15-8-2 passed in August of 2015 which sets parameters for the use of CBE 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 and optimal funding scenario.

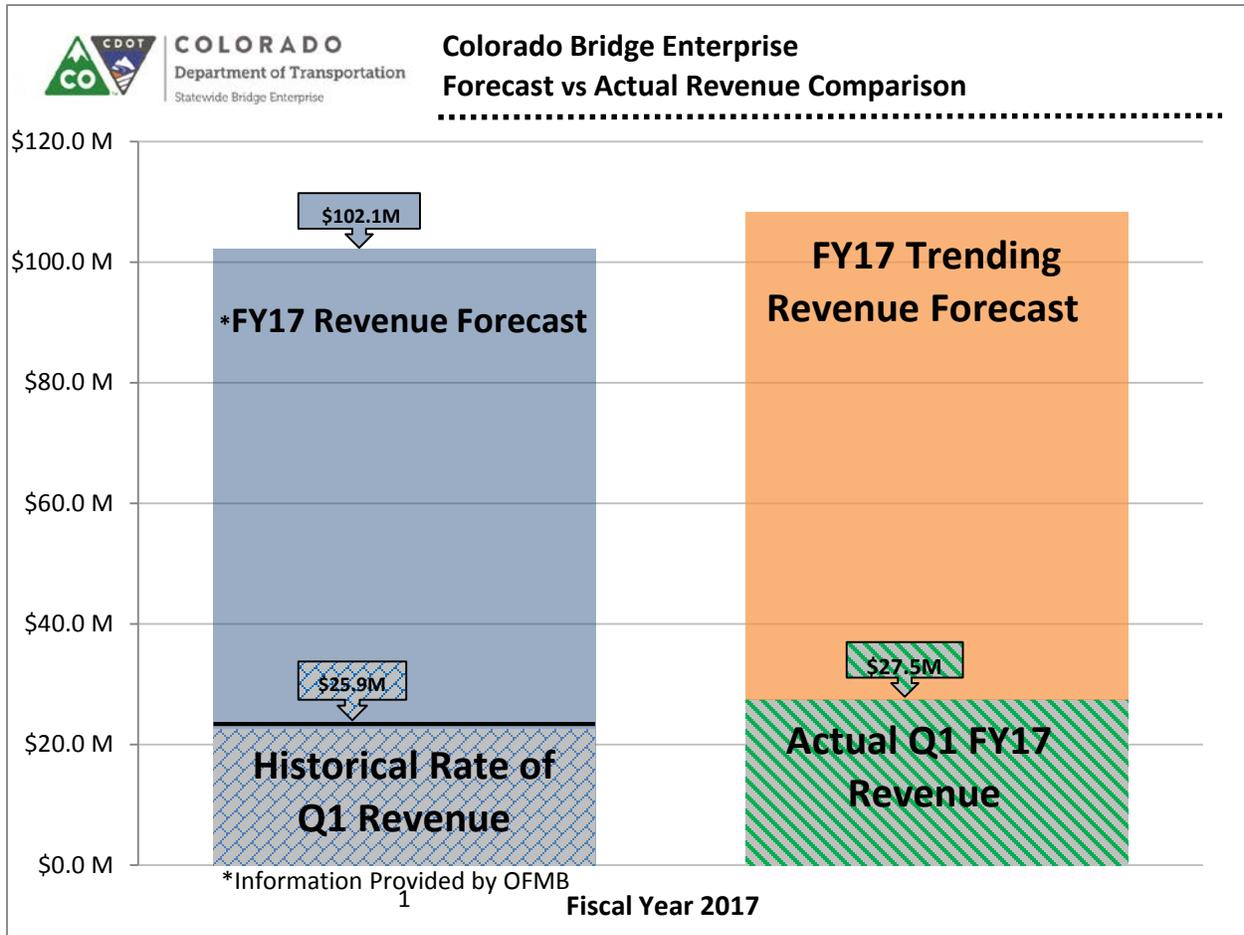
During the four-year time period of the cash flow, the program cash balance is forecast to decrease from \$214.2M on September 30, 2016 to \$25.2M by September 30, 2020 if the Central 70 project proceeds as currently scheduled and modeled. During construction of the Central 70 project (from FY2018 through FY2022) the amount available for other CBE projects as currently modeled will be minimal in order to maintain the program cash minimum balance of \$25M.

Figure C. Four Year Quarterly Cash Flow Projection



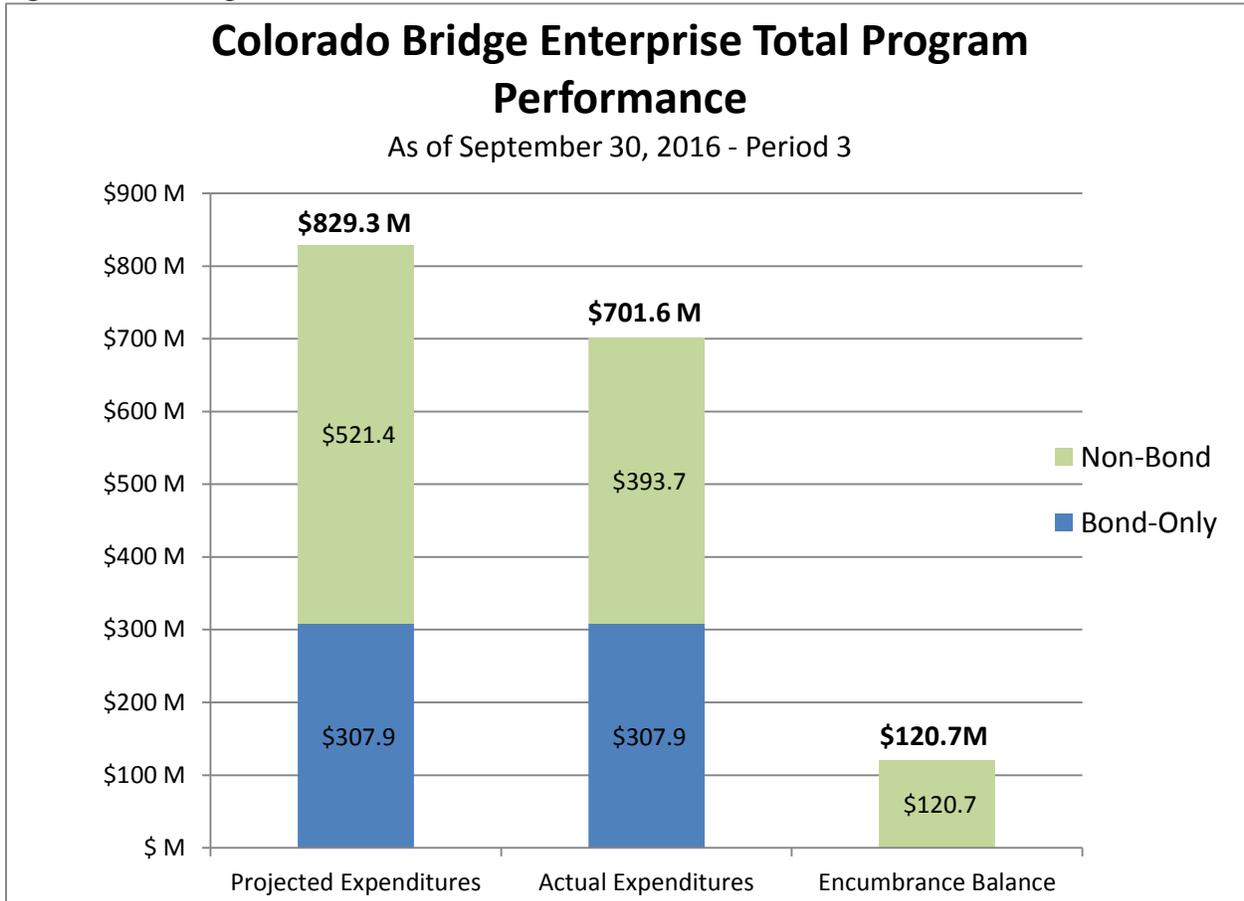
Actual Q1 FY2017 FASTER revenues were \$27.5M, which is \$1.6M above the historical rate of collection, which would tend to indicate an increase for the year. This closely follows the actuals for Q1 FY2016, however, as FY2016 progressed the rate of increase slowed with actuals converging with the FY16 Revenue Forecast by June 30, 2016. At this point we are not forecasting an increase to FY2017 revenues. This information is shown below in *Figure D*.

Figure D. Forecast vs Actual FASTER Revenue Comparison



The Total Program Financial Performance graph (*Figure E*) depicts actual expenditures and encumbrances against projected expenditures by Bond and Non-Bond funds. Projected expenditures are forecasted at \$829.3M on June 30, 2016, an increase of 1.4% since June 30, 2016. Actual LTD expenditures as of September 30, 2016 are \$701.6M as compared to \$660.0M on June 30, 2016, an increase of \$41.6M or 6.3%. The current encumbrance balance is \$120.7M compared to \$102.9M on June 30, 2016, an increase of \$17.8M or 17.3%.

Figure E. Total Program Financial Performance



Series 2010A Bond Spending

Including net bond proceeds and interest earnings on the bond proceeds, the actual spend down reached 100% on June 30, 2016.

Location	Project Accounting Number	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
				Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds
US 36 ML over COMANCHE CREEK	18276	F-19-B	1	480,916	87,922	-	-	568,838	-	-	1,293,744	-	1,293,744	1,862,582	11/01/10	01/05/12	04/23/12	06/15/12
US 85 Cook Ranch Road to Louviers over draws	18899	G-16-B & G-16-C	1	-	-	-	-	-	-	40,845	2,952,598	-	2,993,443	2,993,443		06/28/12	10/19/12	11/15/13
US 85 over Sand Creek	19201	G-17-A	1	1	96,129	280,564	-	376,694	-	-	-	-	376,694	06/21/12				
I-25 SANTA FE BRIDGES	18107	F-16-DT	1	103,040	624,989	-	-	728,029	11,225,034	3,043,830	-	-	14,268,864	14,996,893	11/04/10	03/16/11	07/11/11	07/07/14
I-25 SANTA FE BRIDGES	18107	F-16-DW	1	-	-	-	-	-	-	-	-	-	-	-	11/04/10	03/16/11	07/11/11	07/07/14
I 70 ML WBND over SAND CREEK	17537	E-17-GE	1	1,332,918	-	-	-	1,332,918	-	72,565	9,190,738	-	9,263,303	10,596,221	03/31/10	03/31/11	07/29/11	07/06/12
I 70 ML EBND over SAND CREEK	17537	E-17-BY	1	-	-	-	-	-	-	-	-	-	-	-	03/31/10	03/31/11	07/29/11	07/06/12
I 76 ML EBND over SOUTH PLATTE RIVER	18070	E-17-GM	1	-	962,189	-	-	962,189	-	23,276	12,080,497	-	12,103,773	13,065,962	03/29/10	05/19/11	09/12/11	07/23/12
I 76 ML WBND over SOUTH PLATTE RIVER	18070	E-17-GL	1	-	-	-	-	-	-	-	-	-	-	-	03/29/10	05/19/11	09/12/11	07/23/12
US 287+SH 88 over US 40 ML	18083	F-16-FW	1	-	603,407	516,500	-	1,119,907	310,294	14,414	6,110,347	-	6,435,055	7,554,962	03/31/10	06/30/11	09/26/11	01/16/13
SH121 ML-WADSWORTH over BEAR CREEK	18220	F-16-CS	1	-	1,076,626	-	-	1,076,626	348,289	120,892	8,432,470	-	8,901,651	9,978,277	04/01/10	10/20/11	03/26/12	08/30/13
SH 95 ML over UP RR, RR SPUR	18082	E-16-GQ	1	396,400	-	-	-	396,400	-	60,333	6,293,279	-	6,353,612	6,750,012	04/29/08	02/02/12	04/24/12	11/01/13
US 6 ML over SH 95 ML/SHERIDAN AVE.	18154	F-16-FL	1	318,483	585,721	-	-	904,204	-	312	12,626,612	-	12,626,924	13,531,128	04/01/09	10/21/11	01/03/12	07/12/13
SH 121 WADSWORTH PARKWAY ML SBND over US 36 ML	18194	E-16-FK	1	-	-	1,571,097	-	1,571,097	1	4,275,317	19,370,801	-	23,646,119	25,217,216	05/27/11	09/30/11	05/10/12	10/30/13
CNTY RD / OLD WADS over US 36 ML	18195	E-16-FL	1	-	583,182	1,500,620	-	2,083,802	1	1,918,595	8,537,572	-	10,456,168	12,539,970	05/27/11	09/30/11	05/10/12	10/30/13
US 40 ML EBND over SAND CREEK	18180	F-17-F	1	2	-	1,819,331	-	1,819,333	-	1,253,834	6,000,689	-	7,254,523	9,073,856	08/01/11	05/02/13	07/23/13	03/16/15
US 40 ML WBND over SAND CREEK	18180	F-17-BS	1	-	-	-	-	-	-	-	-	-	-	-	08/01/11	05/02/13	07/23/13	03/16/15
PECOS STREET over I 70 ML	18149	E-16-FW	1	-	6,097,615	512,347	-	6,609,962	4,380,000	249,582	14,097,698	-	18,727,280	25,337,242	04/01/11	08/07/12	11/05/12	10/01/13
PEORIA STREET over I 76 ML	18152	E-17-EX	1	-	10,998	1,466,306	-	1,477,304	-	14,108	3,299,496	-	3,313,604	4,790,908	04/01/11	05/02/13	07/24/13	12/05/13
US 85 ML NBND over DAD CLARK GULCH	18191	F-16-F	1	-	-	686,671	-	686,671	-	-	2,316,449	-	2,316,449	3,003,120	10/14/11	08/16/12	11/27/12	09/05/13
SH 88 ML/ARAP RD over CHERRY CREEK	18147	F-17-DM	1	-	7,611,291	850,700	-	8,461,991	-	9,835,495	9,060,728	2,000,000.00	20,896,223	29,358,214	02/01/11	08/15/13	10/21/13	08/03/15
Wetland Monitoring	21474	F-17-DM	1	-	194,600	-	-	194,600	-	-	-	-	-	194,600				
I 76 ML EBND over UP RR	18151	E-17-DC	1	-	2,732,579	-	-	2,732,579	-	11,628,627	371,722	1,000,000.00	13,000,349	15,732,928	04/15/11	02/14/14	08/04/14	11/06/15
I 76 ML WBND over UP RR	18151	E-17-DU	1	-	-	-	-	-	-	-	-	-	-	-	04/15/11	02/14/14	08/04/14	11/06/15
SH 44 ML over BULL SEEP	18206	E-17-ER	1	8,501	-	3,727,424	-	3,735,925	1,620,975	5,256,893	2,557,057	-	9,434,925	13,170,850	07/01/11	09/26/13	01/06/14	08/14/15
SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	18206	E-17-CA	1	-	-	-	-	-	-	-	-	-	-	-	07/01/11	09/26/13	01/06/14	08/14/15
US 6 ML over SOUTH PLATTE RIVER	19190	F-16-EF	1	-	-	-	-	-	1	9,866,607	6,342,205	600,000.00	16,808,813	16,808,813	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BRYANT STREET	18192	F-16-EN	1	-	3,530,749	5,445,850	-	8,976,599	951,229	11,159,175	12,837,177	2,279,210.00	27,226,791	36,203,390	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BNSF RR	18202	F-16-EJ	1	-	1,195,223	-	-	1,195,223	1	4,498,247	5,995,919	1,600,000.00	12,094,167	13,289,390	09/01/11	10/15/12	06/30/13	12/21/15
US 40 ML EBND over TOLLGATE CREEK	18204	F-17-GO	1	55,731	-	2,269,690	-	2,325,421	211,318	11,011,016	-	500,000.00	11,722,334	14,047,755	02/01/11	01/16/14	06/09/14	09/22/16
US 40 ML WBND over TOLLGATE CREEK	18204	F-17-GA	1	-	-	-	-	-	-	-	-	-	-	-	02/01/11	01/16/14	06/09/14	09/22/16
SH 58 over FORD	18770	E-16-HA	1	-	-	692,994	-	692,994	-	57,877	5,271,384	-	5,329,261	6,022,255	11/14/11	03/21/13	06/03/13	06/27/14
US 287 Federal over BNSF at 69th Ave.	18908	E-16-AA	1	1	1,246,385	2,260,507	-	3,506,893	703,600	16,188,690	-	-	16,892,290	20,399,183	11/01/12	11/20/14	01/29/15	11/18/16
US 287 Federal over BNSF at 69th Ave.	20513	E-16-AA	1	-	648,232	-	-	648,232	-	-	-	-	-	648,232				
I-70 ML over Havana St.	19339	E-17-JP	1	-	208,011	1,675,000	-	1,883,011	-	24,893,290	-	500,000.00	25,393,290	27,276,301	11/26/12	11/20/14	04/13/15	11/29/16
US 6 over Garrison	19478	F-16-ER	1	-	605,839	200,000	-	805,839	1	13,733,950	500,000	-	14,233,951	15,039,790	03/29/13	07/03/14	01/15/15	04/30/16
I-70 ML Viaduct R/W	19631	E-17-FX	1	-	93,906,491	-	-	93,906,491	-	-	-	-	-	93,906,491	07/22/13			
Design	19631	E-17-FX	1	-	7,203,162	-	-	7,203,162	-	-	-	-	-	7,203,162	07/22/13			
Environmental	19631	E-17-FX	1	-	2,653,275	-	-	2,653,275	-	-	-	-	-	2,653,275	07/22/13			
Miscellaneous	19631	E-17-FX	1	-	13,100,000	-	-	13,100,000	-	-	-	-	-	13,100,000	07/22/13			
I 70(BUSINESS RT) over I 70 ML	19984	F-14-Y	1	-	-	-	546,911	546,911	-	10,999,522	-	-	10,999,522	11,546,433	01/27/14	03/06/15	04/02/15	06/27/16
I 70 over CLEAR CREEK		F-15-BL	1	-	3,000,000	-	-	3,000,000	-	27,000,000	-	-	27,000,000	30,000,000				
SH 9 ML over CURRANT CREEK	18059	J-15-B	2	180,766	-	-	-	180,766	1,675,834	1	-	-	1,675,835	1,856,601	09/01/10	12/09/10	05/04/11	10/31/11
SH 89 ML over ARKANSAS RIVER	18131	L-28-F	2	177,535	63,267	-	-	240,802	-	-	6,129,155	-	6,129,155	6,369,957	06/01/10	12/30/10	02/16/11	04/30/12
SH9 ML over Buckskin Gulch	17681	G-12-L	2	133,913	-	-	-	133,913	111,688	-	76,865	-	188,553	322,466	01/04/10	06/09/11	09/05/11	12/29/11
I 25 ML NBND over DRAW	18414	J-18-S	2	-	-	-	-	-	-	-	1,043,384	-	1,043,384	1,043,384	09/01/10	10/13/11	02/20/12	09/17/12
I 25 ML NBND over DRAW	18414	J-18-T	2	-	-	-	-	-	-	-	-	-	-	-	09/01/10	10/13/11	02/20/12	09/17/12
SH 120 ML over RR, ARKANSAS RIVER	18013	K-16-K	2	1	468,198	-	-	468,199	-	653,545	4,833,271	-	5,486,816	5,955,015	07/09/10	05/25/12	10/08/12	06/27/14
US 350 ML over DRAW	18177	M-21-D	2	-	449,681	-	-	449,681	-	-	1,509,477	-	1,509,477	1,959,158	02/01/11	08/25/11	10/19/11	05/18/12
US 24 ML over BLACK SQUIRREL CREEK	18203	H-18-A	2	-	288,894	-	-	288,894	-	-	2,993,733	-	2,993,733	3,282,627	06/01/10	09/09/11	11/15/11	08/17/12
CUCHARAS	18250	O-16-A	2	-	176,063	-	-	176,063	-	-	-	-	-	176,063	12/01/10			
SH 12 PURGATOIRE RIVER	18251	P-17-H	2	-	150,662	-	-	150,662	-	-	-	-	-	150,662	12/01/10			
CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	18640	O-16-A & P-17-H	2	-	-	-	-	-	-	-	2,132,692	-	2,132,692	2,132,692		10/20/11	02/24/12	11/15/12

Location	Project Accounting Number	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
				Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds
US 160 ML over CAT CREEK	18321	O-26-L	2	-	340,422	868	-	341,290	-	-	-	-	-	341,290	02/01/11			
US 160 ML over DRAW	18321	O-25-I	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11			
US 160 ML over N FK Sand Arroyo	18321	O-25-H	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11			
Combined		O-26-L, O-25-I/H	2	-	-	-	-	-	12,034	3,543,166	-	-	3,555,200	3,555,200		12/15/11	03/29/12	12/13/12
SH 101 ML over DRAW	18178	M-24-B	2	-	268,899	-	-	268,899	-	-	-	-	-	268,899	02/01/11			
SH 101 ML over Purgatoire River - R2	18435	L-24-F	2	-	-	132,413	-	132,413	-	-	-	-	-	132,413	02/01/11			
COMBINED CONST. SH 101 ML over DRAW and over PURGATOIRE RIVER	18722	M-24-B & L-24-F	2	-	-	-	-	-	-	3,731,491	-	-	3,731,491	3,731,491		11/23/11	03/29/12	10/31/12
SH 266 ML over HOLBROOK CANAL	18179	L-22-O	2	-	722,726	-	-	722,726	-	-	-	-	-	722,726	12/01/10			
FT. LYON STORAGE CANAL	18179	L-22-E	2	-	-	-	-	-	-	-	-	-	-	-	12/01/10			
SH 71 ML over FT. LYON CANAL	18440	L-22-K	2	-	200	743,798	-	743,998	-	-	-	-	-	743,998	07/15/11			
COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	18627	L-22-O, E & K	2	-	-	799,497	-	799,497	-	32,953	5,486,885	-	5,519,838	6,319,335		09/22/11	08/20/12	03/07/13
US 50 ML over BNSF RR	18155	L-28-C	2	2	1,716,303	106,079	-	1,822,384	-	6,711,941	1	-	6,711,942	8,534,326	02/01/11	07/17/14	02/23/15	07/01/16
US 50 ML over DRAW	18155	L-27-S	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11	07/17/14	02/23/15	07/01/16
US 350 ML over DRAW	18461	O-19-J	2	-	-	299,217	-	299,217	-	-	2,105,844	-	2,105,844	2,405,061	10/15/10	09/20/12	12/03/12	06/18/13
SH 239 ML OVER IRRIGATION CANAL	18461	P-19-AD	2	-	-	-	-	-	-	-	-	-	-	-	10/15/10	09/20/12	12/03/12	06/18/13
US 350 ML over PURGATOIRE RIVER	18208	O-19-H	2	-	493,712	-	-	493,712	-	34,143	3,153,661	-	3,187,804	3,681,516	10/15/10	02/21/13	04/29/13	04/11/14
SH 120 ML over DRAW, UP RR	18370	K-16-S	2	-	505,078	755,829	-	1,260,907	1	4,115,626	312,427	-	4,428,054	5,688,961	03/15/11	06/19/14	10/28/14	01/08/16
I-25 ML over Indiana Ave.	19206	L-18-M & L-18-W	2	-	123,988	108,191	-	232,179	-	-	-	-	-	232,179	10/15/12			
Northern Ave. over I-25 ML	19207	L-18-AQ	2	-	132,619	2,000	-	134,619	-	-	-	-	-	134,619	10/15/12			
I-25 over Ilex, RR, Bennet	17666	K-18-CL	2	7,564,290	2,475,045	1,908,484	-	11,947,819	-	-	-	-	-	11,947,819	06/01/11			
I-25 over Ilex, RR, Bennet	17666	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	06/01/11			
I-25 ML over Indiana Ave.	19205	L-18-M	2	-	-	-	-	-	-	3,271,797	10,000	-	3,281,797	3,281,797		03/06/14	04/01/15	10/29/16
I-25 ML over Indiana Ave.	19205	L-18-W	2	-	-	-	-	-	-	771,562	10,000	-	781,562	781,562		03/06/14	04/01/15	10/29/16
Northern Ave. over I-25 ML	19205	L-18-AQ	2	-	-	-	-	-	-	3,918,686	10,000	-	3,928,686	3,928,686		03/06/14	04/01/15	10/29/16
Mesa Ave over I-25 ML	19205	L-18-AU	2	-	-	-	-	-	-	3,527,195	10,000	-	3,537,195	3,537,195		03/06/14	02/10/15	10/18/16
I-25 ML NBND over US 50 ML	19205	K-18-AX	2	-	-	-	-	-	-	3,469,192	10,000	-	3,479,192	3,479,192		03/06/14	02/10/15	10/19/16
US 50 BUS EBND over Arkansas River	19205	K-18-R	2	-	-	-	-	-	-	5,000,941	11,983	-	5,012,924	5,012,924		03/06/14	02/10/15	10/19/16
I-25 over Ilex, RR, Bennet	19205	K-18-CL	2	-	-	-	-	-	607,436	38,481,171	100,000	-	39,188,607	39,188,607		03/06/14	02/10/15	08/31/17
I-25 over Ilex, RR, Bennet	19205	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-		03/06/14	02/10/15	08/31/17
Sub-Total Ilex				-	-	-	-	-	607,436	58,440,544	161,983	-	59,209,963	59,209,963				
I-25 Frontage Road over Pine Creek	19123	I-17-O	2	-	-	168,125	-	168,125	-	-	-	-	-	168,125	10/15/12			
US50 ML over Draw Cotopaxi-Texas Creek	19304	K-14-J	2	-	-	342,596	-	342,596	1	1,452,992	-	-	1,452,993	1,795,589	10/30/12	06/12/14	03/01/15	08/15/15
SH69 ML over Milligan Arroyo	19055	M-16-P	2	-	3,460	385,840	-	389,300	-	-	-	-	-	389,300	12/19/12			
I-25 Bus Route over Sull Creek	19054	N-17-C	2	-	3,876	558,109	-	561,985	-	-	1,910,242	-	1,910,242	2,472,227	12/19/12	10/24/13	02/17/14	09/03/14
SH160 ML over Smith Canyon	19053	P-23-A	2	-	-	373,691	-	373,691	-	1,775,780	-	-	1,775,780	2,149,471	12/19/12	02/05/15	05/26/15	10/30/15
SH71 over ARKANSAS RIVER	21012	L-22-L	2	-	511,600	-	-	511,600	-	-	-	-	-	511,600	05/13/15			
SH 96 over Rush Creek	21011	K-17-F	2	-	425,000	-	-	425,000	-	-	-	-	-	425,000	07/29/15			
US 6 ML over EAGLE RIVER	18160	F-09-H	3	155,656	150,986	-	-	306,642	-	-	4,201,213	-	4,201,213	4,507,855	09/28/10	05/19/11	07/20/11	05/18/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	J-09-C	3	143,514	-	203,584	-	347,098	-	-	2,369,188	-	2,369,188	2,716,286	06/01/10	06/23/11	08/29/11	08/31/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	J-09-D	3	-	-	-	-	-	-	-	-	-	-	-	06/01/10	06/23/11	08/29/11	08/31/12
I 70 SERVICE RD over COLORADO RIVER SR	18162	F-08-F	3	146,819	-	1,805,747	-	1,952,566	-	-	7,966,405	-	7,966,405	9,918,971	04/06/11	09/02/12	09/04/12	09/30/13
Historic Eagle County Bridges Book	19325	F-08-F	3	-	22,062	-	-	22,062	-	-	-	-	-	22,062				
US 40 ML over E FORK ELK RIVER	18138	C-09-C	3	2	-	1,517,178	0	1,517,180	-	-	4,117,918	-	4,117,918	5,635,098	04/01/11	12/13/12	02/28/13	11/19/13

Colorado Bridge Enterprise
Program Allocation Plan - Quarterly Update
As of September 30, 2016 (Period 3)

Location	Project Accounting Number	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
				Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds
I 70 ML EBND over US 6, RR, EAGLE RIVER	18159	F-11-AC	3	1	19	1,779,324	-	1,779,344	1	12,144,512	500,000	-	12,644,513	14,423,857	04/01/11	03/06/14	07/19/14	05/05/17
I 70 ML WBND over US 6, RR, EAGLE RIVER	18159	F-11-AB	3	-	-	-	-	-	-	-	-	-	-	-	04/01/11	03/06/14	07/19/14	05/05/17
SH 82 ML over I70 ML,COLORADO RVR,RR	18158	F-07-A	3	2	31,010,894	10,537,357	-	41,548,253	1,802,883	54,923,984	-	-	56,726,867	98,275,120	05/11/11	07/01/15	01/01/16	06/30/18
PEDESTRIAN BRIDGE over COLORADO RVR	21122		3	-	-	-	-	-	6,492,960	7,975,809	-	-	14,468,769	14,468,769	05/11/11	07/01/15	01/01/16	12/31/17
US 34 over NORTH FORK COLORADO RIVER	21010	D-13-A	3	-	519,700	-	-	519,700	-	-	-	-	-	519,700	08/05/15			
I-70 WBND over Colorado River	21007	F-05-L	3	465,920	116,480	-	-	582,400	-	-	-	-	-	582,400	08/12/15			
I-70 EBND over US6,RR, Eagle River	21008	F-10-L	3	404,800	101,200	-	-	506,000	-	-	-	-	-	506,000	08/12/15			
I-70 WBND over Colorado River Overflow	21009	G-03-Q	3	690,400	172,600	-	-	863,000	-	-	-	-	-	863,000	08/12/15			
US 24 ML over DRAW	18003	G-22-J	4	-	-	-	-	-	799,863	-	244,857	-	1,044,720	1,044,720	04/01/08	12/16/10	05/02/11	08/24/11
US 287 ML over DRAW	17804	B-16-AE	4	1,401,692	85,153	139,160	-	1,626,005	-	-	2,338,640	-	2,338,640	3,964,645	04/15/10	05/12/11	07/25/11	05/01/12
SH 14 ML over COALBANK CREEK	18451	B-17-L	4	1	2,084,645	249,641	-	2,334,287	1	6,360	3,358,015	-	3,364,376	5,698,663	12/16/10	11/01/12	04/01/14	09/30/15
I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	18053	C-17-BN	4	941,887	-	-	-	941,887	-	-	1,782,003	-	1,782,003	2,723,890	02/01/11	04/05/12	09/04/12	04/12/13
US 34 ML over N FRK REPUBLICAN RIVER	18432	D-28-B	4	-	781,069	-	-	781,069	-	-	2,693,477	-	2,693,477	3,474,546	11/23/10	04/26/12	06/25/12	12/14/12
SH 66 ML over ST VRAIN River	18224	D-17-AK	4	-	-	1,311,071	-	1,311,071	-	-	4,228,779	-	4,228,779	5,539,850	02/01/11	09/06/12	11/05/12	06/18/14
I-70 FRONTAGE ROAD over DRAW	18610	G-21-B	4	-	-	348,714	-	348,714	-	-	1,012,700	-	1,012,700	1,361,414	09/05/11	11/16/12	01/28/13	05/23/13
SH 14 ML over CACHE LA POUFRE RIVER	18085	B-16-D	4	1,395,490	351,788	753,947	-	2,501,225	750,000	11,182,963	-	800,000.00	12,732,963	15,234,188	07/14/09	06/19/14	09/22/14	11/20/15
US 85 ML over UPRR Nunn Bridge	18669	B-17-C	4	-	-	1,254,778	-	1,254,778	-	3,053	6,009,722	-	6,012,775	7,267,553	06/24/11	01/10/13	03/17/13	06/13/14
SH60 over SOUTH PLATTE RIVER	21146	C-17-B	4	-	1,170,375	-	-	1,170,375	-	-	-	-	-	1,170,375	06/17/15			
I-25 ML over County Road 48	20999	B-16-EU	4	-	737,900	-	-	737,900	-	-	-	-	-	737,900				
SH 145 ML over LEOPARD CREEK	18231	L-04-B	5	-	-	506,177	-	506,177	47,559	-	3,301,616	-	3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13
SH 62 ML over UNCOMPAHGRE RIVER	18323	L-05-B	5	-	1,012,619	268,923	-	1,281,542	3,380	-	6,519,674	-	6,523,054	7,804,596	02/01/11	02/09/12	04/24/12	05/30/13
SH90 over DOLORES RIVER	20817	K-01-C	5	-	963,954	-	-	963,954	-	5,574,297	-	-	5,574,297	6,538,251	01/30/15			
PRE-BOND PROJECTS			All	2,338,990	85,383	-	-	2,424,373	29,706,726	6,071,211	-	-	35,777,937	38,202,310				
				\$ 18,837,674	\$ 197,251,136	\$ 52,835,939	\$ 546,911	\$ 269,471,660	\$ 61,749,077	\$ 338,329,040	\$ 245,307,666	\$ 9,279,210	\$ 654,664,993	\$ 924,136,653	Total Impact all Projects all funds			
														\$ 298,143,605	2010 Bond Proceeds			
														\$ 9,826,121	Bond Interest Earnings LTD			
														\$ 307,969,726	2010 Bonds with Interest:			

Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ 5,800,781	\$ -	\$ -	\$ -	\$ 5,800,781	\$ 20,532,321	\$ -	\$ -	\$ -	\$ 20,532,321	\$ 26,333,102
State	942,007	-	-	-	942,007	143,828	-	-	-	143,828	\$ 1,085,835
Local	64,236	-	-	-	64,236	12,404,605	-	-	-	12,404,605	\$ 12,468,841
FASTER	-	197,251,136	-	-	197,251,136	(1)	338,329,040	-	-	338,329,039	\$ 535,580,175
Bank of America Loan	12,030,650	-	-	-	12,030,650	28,668,324	-	-	-	28,668,324	\$ 40,698,974
2010 Bonds	-	-	52,835,939	-	52,835,939	-	-	245,307,666	-	245,307,666	\$ 298,143,605
Bond Interest	-	-	-	546,911	546,911	-	-	-	9,279,210	9,279,210	\$ 9,826,121
Future Funds	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 18,837,674	\$ 197,251,136	\$ 52,835,939	\$ 546,911	\$ 269,471,660	\$ 61,749,077	\$ 338,329,040	\$ 245,307,666	\$ 9,279,210	\$ 654,664,993	\$ 924,136,653