



COLORADO

Department of Transportation

Office of the Chief Engineer

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

DATE: SEPTEMBER 15, 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

There are no action items this month.

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. There are no requested TC actions this month.

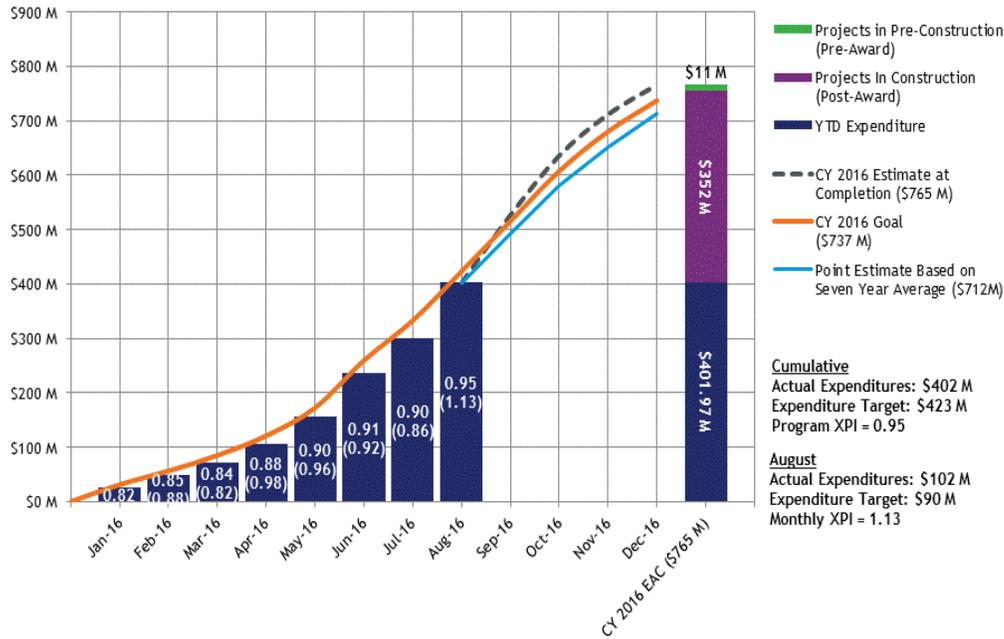
Details

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 0.95 which is 0.05 higher since July. August's actual expenditures were \$12M above the expenditure target (Monthly XPI = 1.13). We are currently tracking to fall slightly short of the Calendar Year 2016 target (\$712M versus the \$737M target) and a number of actions are in process in an attempt to close the gap.



Figure 1 - CY 2016 Capital Program Construction Expenditures



RAMP:

There are no Budget Supplement requests this month or Transportation Commission action items related to RAMP this month. Table 1 details RAMP Partnership and Operations projects (CDOT & Locally Administered) that have not yet been awarded.

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					
SH 74 South of El Rancho Safety Shoulders	\$57,947	\$57,947	\$0	\$0	In Bid/Award
US 385 Intersection at Yuma CR 33.6	\$736,000	\$485,000	\$254,000	\$0	In Bid/Award
New Traffic Signal Controllers in Denver Metro	\$1,060,000	\$1,060,000	\$0	\$0	Ad in September
Maintenance Decision Support System (MDSS)	\$250,000	\$250,000	\$0	\$0	Operations Procurement
HPTE Development Fund †	\$40,000,000	\$9,400,000	\$0	\$0	Under Staff Development



Project Name	Project Budget	RAMP Request	Local Contribution	Other CDOT Funds	Status
LOCALLY ADMINISTERED					
Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	\$250,000	\$200,000	\$50,000	\$0	Ad in Aug
SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	\$2,100,000	\$1,680,000	\$420,000	\$0	Ad in Nov
SH 392 & CR 74 Intersection Safety Improvements	\$2,249,875	\$1,000,000	\$1,249,875	\$0	Ad in Dec
SH 392 & CR 47 Intersection Safety Improvements	\$3,685,180	\$1,842,590	\$1,842,590	\$0	Ad in Jan '17
SH 119 Boulder Canyon Trail Extension	\$5,466,350	\$4,373,080	\$1,093,270	\$0	An in Jan '17
Federal Blvd: 6 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

‡ 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 July & August 2016 budget supplements provide more detail regarding the individual HPTE budget requests.

Attachments

1. None





COLORADO

Department of Transportation

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

DATE: September 15, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Colorado Nominations for FAST Act Alternative Fuel Corridor Designations

Purpose

This memo is intended to familiarize the Transportation Commission with CDOT's response and submission to the recent FHWA call for nominations for FAST Act Alternative Fuel Corridor designations.

Action

Informational Item

Background

On July 22nd, 2016 the FHWA released a call for nominations from state and local agencies for corridors to be included in FHWA's designation of national alternative fuel corridors as required by the FAST Act. Nominations were due by August 22nd, 2016 and the FHWA is required to announce their final designations by December 1st, 2016. From that point, the designations must be updated and renewed at least every five years. Currently there is no additional funding associated with these corridor designations.

Details

Given the short window between the nomination call and submission due date, CDOT adopted an accelerated process for identifying priority corridors, gathering the requisite data, and preparing individual corridor nomination documents for submission. CDOT staff presented to the STAC during their meeting in July and, at their request, formed a working group including representatives from the STAC as well as staff from CDOT, the Colorado Energy Office (CEO), and Regional Air Quality Council (RAQC). This group developed a list of 15 alternative fuel corridors for nomination, identified the appropriate infrastructure focus for each (including Hydrogen, Electric, and/or Compressed Natural Gas [CNG]), and grouped them by Tier 1 vs. Tier 2 priority. For details, see Attachment A.

Alternative fuel corridor nominations required a significant amount of data on each corridor, including corridor length, daily VMT, demographics (population, employment, median income), estimated tailpipe emissions by fuel type, network connectivity, current and planned fuel station locations, past successes and partnerships, total investment needs, and more. Existing publicly-accessible alternative fuel stations are those established by private owners as well as those developed with the support of the existing CDOT-CEO-RAQC Alt Fuels Colorado (AFC) Program partnership. Planned locations of future alternative fuel stations were estimated based on the ideal network distance of 30 miles for EV chargers and 50 miles for Hydrogen and CNG stations. Staff from CDOT, CEO, and RAQC worked together to quickly assemble the required nomination materials. The complete nomination materials are available at: <https://www.codot.gov/programs/planning/documents/resources/alt-fuel/alt-fuel-corridors2016>

The existence of the AFC Program partnership provided a valuable foundation in responding quickly to the call for nominations. This four year, \$30 million Congestion Mitigation and Air Quality (CMAQ) funded program is designed to support the establishment of a sustainable statewide alternative fuels market and thus far has funded the development of 14 new CNG stations and the purchase of 519 alternative fuel vehicles. At present there are \$15.5 million and two years remaining in the AFC Program. CDOT will continue to work with CEO, RAQC, regional planning partners, and the private sector to continue to support the development of alternative fuel infrastructure throughout Colorado. For current and funded CNG station locations, see Attachment B.

Next Steps

- December 2016 - FHWA announces final Alternative Fuel Corridor designations
- January 2017 - Ongoing DTD coordination with the STAC and other planning partners

Attachments

- Attachment A: Colorado FAST Act Alternative Fuel Corridor Nominations
- Attachment B: Alt Fuels Colorado CNG Station Network Map



DATE: SEPTEMBER 15, 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 August 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 August, 2016 was \$750,872,370. This includes Fund 400 (Capital Construction) with an amount of \$483,077,045; \$225,328,550 in Fund 538 (Bridge Enterprise); and \$42,466,776 in all other fund accounts (High Performance Transportation Enterprise (HPTE), Division of Aeronautics, and the State Infrastructure Bank (SIB)).

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

Table 1 - Fund 400 Cash Balance Forecast

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

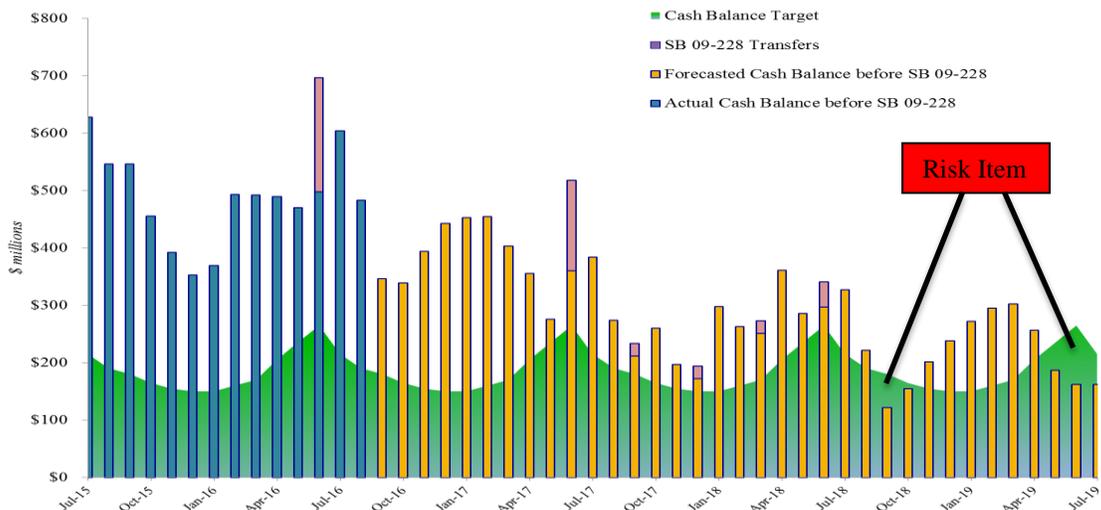


Table 2 - SB 09-228 Revenue Forecasts

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

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.



CDOT NOMINATIONS FOR FAST ACT DESIGNATION OF ALTERNATIVE FUEL CORRIDORS IN COLORADO



Nominations Jointly Submitted by:

Colorado Department of Transportation (CDOT), Statewide Transportation Advisory Committee (STAC), Colorado Energy Office (CEO), Regional Air Quality Council (RAQC). For propane corridor nominations, please see the attached Letters of Support.

Statewide Network Plan:

Colorado is focused on developing a convenient and sustainable alternative fuels market (for electric, compressed natural gas (CNG), hydrogen, and propane fuels) that provides flexible statewide travel as well as meaningful connections to neighboring states and the broader national transportation network.

Stakeholders & Partnerships:

Colorado has been working for several years to develop strong alternative fuel partnerships between state agencies, local communities, and private investors that have allowed the Charge Ahead Colorado and Alt Fuels Colorado programs to successfully establish many new alternative fueling locations throughout the state. CDOT will continue to provide outreach, education, and technical assistance while building new partnerships to expand the network and the market going forward.

Statewide Goals:

Short-Term – Electric vehicle (EV) as 3% of new passenger vehicle sales and CNG as 5% of new medium/heavy duty vehicle sales by 2020.

Long-Term - Establish a sustainable statewide alternative fuels network and market for Colorado by 2040.

Benefits for Disadvantaged Communities:

Disadvantaged groups and communities within Colorado will benefit from the designation and development of alternative fuel corridors in several ways:

Air Quality - Alternative fuel vehicles produce fewer harmful emissions while traveling along highways that are disproportionately located in environmental justice zones.

Redevelopment – Alternative fueling stations built in disadvantaged communities could potentially redevelop existing blighted locations, which would be an overall benefit to disadvantaged communities.

Transit Support – In smaller communities, fueling stations could also serve as lower-cost fuel providers for transit vehicles, thereby allowing for increased investment in service improvements for disadvantage communities.

Local Government and Developer Incentives - Housing developers of low-income multi-unit dwellings in disadvantaged communities could potentially receive a rebate or tax credit for installing alt fuel stations in low-income housing developments.

Employment - The construction and operation of new alternative fuel stations will increase both temporary and long-term improvement in the immediate vicinity of the new locations.

Visibility, Convenience, and Accessibility to Corridor Users:

CDOT is working with new CNG station owners to place highway signage indicating the location of their stations, and will provide similar support for EV, hydrogen, and propane facilities as appropriate.

Tailpipe Emissions Reduction:

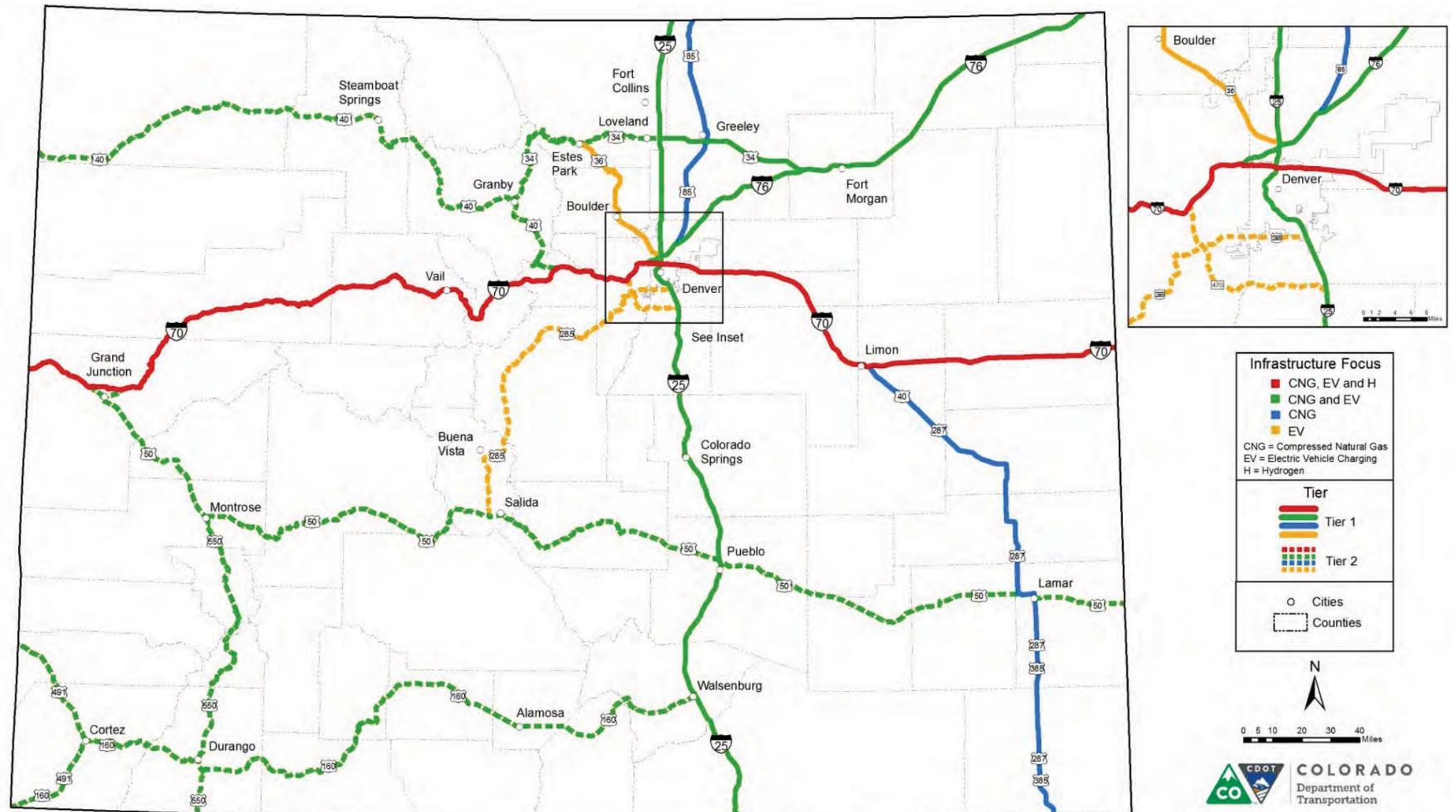
Emissions reductions are on a per vehicle basis. Tailpipe emissions reductions for each fuel type are outlined below.

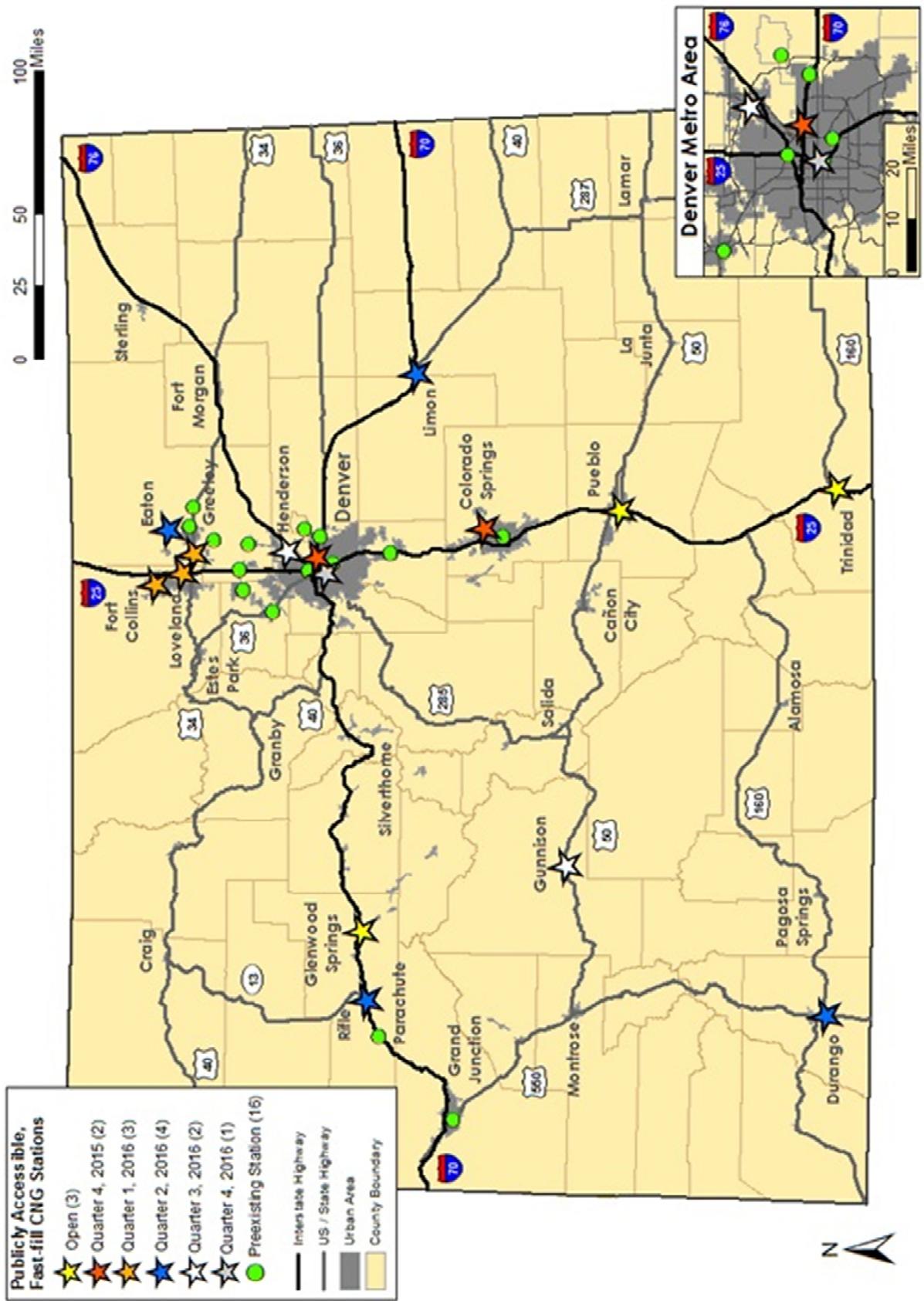
EV	CNG	Hydrogen
NOx: 100%	NOx: 50%	NOx: 100%
VOC: 100%	VOC: 3%	VOC: 100%
CO ₂ : 100%	CO ₂ : 8%	CO ₂ : 100%

Distance between Existing and Planned Facilities

In general, future EV stations would be installed approximately every 30 miles. Future CNG and hydrogen stations (where applicable) would be installed approximately every 50 miles in most cases. Additional stations were also identified between these distances to address anticipated demand where warranted.

The following pages depict our approach in a more detailed, per-corridor basis.







DATE: September 15, 2016
TO: Transportation Commission
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Annual SB 37 / CDOT Report to TLRC on Rail Abandonments and Possible Right of Way Acquisitions

Purpose

Required by Senate Bill 37 (SB 37), the Executive Director makes a report to the TLRC by October each year. This memo summarizes the report findings and recommendations.

Action

None. For Information Only

Background

Each year the SB 37 Report provides an update on possible rail line abandonments, opportunities for rail line acquisitions and a summary of rail-related activities. There are 4 rail lines on the watch list. The report also highlights other rail-related activities of CDOT with longer-term potentials for rail right-of-way preservation or acquisition. The full report is available at (<https://www.codot.gov/about/transportation-commission/documents/2016-archive-of-supporting-documents/september-2016/>).

Details

This past year, there were no requests for abandonment of any rail lines in Colorado. One rail line (the BNSF line used by the Southwest Chief) has been removed from the list of potential abandonments. The Towner Line is in arbitration over a potential sale. There are two rail lines that CDOT will continue to monitor for possible abandonment. The report also gives an update on other New Initiatives and Activities. A more detailed summary of the four rail lines on the watch list is provided below:

Towner Line: On December 1, 2011, CDOT received formal notice of intent from Victoria & Southern (V&S) to abandon 79.5 miles of the Towner Line, from North Avondale (NA) Junction to Eads, Colorado. As required by 43-1 Part 13, CDOT notified the legislature of the availability of the line. The legislature chose not to exercise the State's right of first refusal. On May 14, 2014 V&S filed a notice of Exemption Abandonment with the federal Surface Transportation Board (STB) to abandon the remaining 39.5 miles from Eads to Towner, Colorado. The STB is responsible for railroad rate and service issues and rail restructuring transactions (mergers, line sales, line construction, and line abandonments). The STB rejected the petition on June 17, 2014 "because this transaction requires further scrutiny," based on filings made by interested parties claiming V&S has failed to meet all required legal requirements. In this case, CDOT's role is to ensure that rail crossings with public roadways are handled in such a manner to protect the safety of the highway-traveling public, whether the line is abandoned (crossings removed) or not (crossings maintained).

In mid-August 2014, V&S began removal of track between NA Junction and Haswell. V&S asserted the 2012 discontinuance of service entitled V&S the legal right to remove track. KCVN, LLC (hereafter KCVN) challenged that assertion. As of the date of this report, the case between the two companies are proceeding before an Administrative Law Judge with the STB. On June 2, 2016, CDOT submitted a letter of support to the STB in support



of KCVN's proposed acquisition of the line. CDOT's support is reflective only of the merits of maintaining the line for transportation options and not on specific issues being debated before the STB.

Raton Pass Line: In late 2007, BNSF Railways ceased most freight operations on the Raton Pass line through southeastern Colorado and northeastern New Mexico, rerouting freight trains on the parallel Transcontinental Line. Diminished freight traffic on the BNSF Railway, Amtrak's host railroad for this segment, made maintenance and especially repair and replacement of aging track, signals and bridges too costly for the railroad to justify without additional financial resources. The Colorado legislature created the Southwest Chief Commission to engage in discussions exploring the preservation and/or re-routing of the Amtrak service within Colorado via Pueblo and Walsenburg. In 2014, Garden City, KS was awarded a TIGER VI grant to complete repair and replacement to the worst 50 miles of track in western Kansas and eastern Colorado. In total, 38.7 miles of new continuous welded rail replaced existing bolted rail resulting in 51.9 miles of newly-rehabilitated Class IV track.

With a three-state coalition, a second TIGER grant (TIGER VII) was awarded to this corridor. The notice-to-proceed for the project was given in July 2016, to make use of the track-gang of workers and equipment already in place after TIGER VI completion. The project is expected to be completed in late October or early November 2016. A third attempt was made with a TIGER VIII funding request. That application was submitted in spring 2016, and announcements were made in the summer 2016, though the Southwest Chief project was unsuccessful for a third sequential grant. Colorado was grateful, however, that a TIGER VIII grant was awarded for North I-25 instead. Coalition partner interests suggest that if there is a TIGER IX process, the three states will again pursue funding.

Fort Collins Branch Line (UP): The Fort Collins Branch line is a line that runs southeast from Fort Collins to Milliken and Dent, then east to La Salle. It is identified as a Rail Corridor of State Significance since it connects Greeley and Fort Collins to the North I-25 corridor. This line does not appear to be at risk of abandonment at this time. The Division will continue to monitor activities on this rail line but it will not be considered a potential line for acquisition until such time conditions warrant.

Tennessee Pass Line (UP): The Tennessee Pass line runs 178 miles from near Gypsum, through Eagle, Edwards, Avon, and Minturn, over Tennessee Pass and along the Arkansas River via Leadville, Buena Vista, Salida, and Cañon City to Pueblo. The Tennessee Pass line has been identified as significant to CDOT because of its potential to carry both passengers and freight, and because it is the only existing trans-mountain alternative in Colorado to the Moffat Tunnel line, which often runs near capacity. Tourist passenger rail operates on twelve miles of the line west of Cañon City. No freight has been shipped across the full Tennessee Pass Line since 1996. In relatively recent (2011 & 2014) conversations with the UP, there was no indication that UP would abandon this line in the near future. There have been no changes since.

The report makes two recommendations to the TLRC. The first priority is for the Southwest Chief Commission to pursue federal funding necessary to make repairs to the remaining 48 miles of track estimated at \$41 million; this line has been removed from the watch list. The second priority is to monitor the status of the UP Tennessee Pass and Fort Collins Branch Lines.

Next Steps

CDOT staff will continue to monitor and report on abandonment activity, notifying the Executive Director and Transportation Commission, as appropriate, should any activities occur prior to the next annual report.

Attachments

Full report to the TLRC can be found at (<https://www.codot.gov/about/transportation-commission/documents/2016-archive-of-supporting-documents/september-2016/>).

