

Transportation Commission
Sept. 14 & 15, 2016
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Gary M. Reiff, Chairman
Englewood, District 3

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

Wednesday, Sept. 14, 2016

- 11:30 a.m. Commission Lunch (Optional)[Commission Conference Room]
- 1:00 p.m. Commission meetings with RTDs
- 1:30 p.m. Transit Overview Workshop (Mark Imhoff) P. 4
- 2:15 p.m. Policy Directive 14 Workshop (Deb Perkins Smith)..... P. 16
- 2:45 p.m. Budget Workshop (Maria Sobota)..... P. 29
- 3:30 p.m. Resiliency Committee (Josh Laipply) P. 45
- 4:00 p.m. Technology Committee (Amy Ford)..... P. 52
- 4:30 p.m. DBE Committee(Small Business & Diversity Committee)(Greg Diehl)P.87

5:00 p.m. Adjourn

TRANSPORTATION COMMISSION MEETING

Thursday, Sept. 15, 2016

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

9:00 a.m. 1. Call to Order, Roll Call

9:05 a.m. 2. Audience Participation; Subject Limit:
10 minutes; Time Limit: 3 minutes

9:10 a.m. 3. Comments of Individual Commissioners

9:15 a.m. 4. Executive Director's Report (Shailen Bhatt)

9:20 a.m. 5. Chief Engineer's Report (Josh Laipply)

9:25 a.m. 6. HPTE Director's Report (David Spector)

9:30 a.m. 7. FHWA Division Administrator Report (John Cater)

9:35 a.m. 8. STAC Report (Vincent Rogalski)

9:40 a.m. 9. Act on Consent Agenda

- a) Resolution to Approve the Regular Meeting Minutes of Aug. 18, 2016
(Herman Stockinger) P. 106
- b) Region 4 Maintenance Request (Kyle Lester).... P. 116
- c) C-470 IAA Approval (David Spector) P. 119
- d) Disposal of Abandoned Woodland Park Maintenance Facility (Karen
Rowe) P. 143
- e) Property Disposal: SH 287 in Lafayette (Parcel 11A) . P. 145
- f) Disposal of Properties Associated with the Relocation of Region 4
Headquarters (Johnny Olson) P. 148
- g) Disposal of Properties Associated with the Relocation of Region 1 and
Statewide Headquarters (Josh Laipply) P. 151
- h) Property Disposal: 4th Street Bridge Field Office, Pueblo (Karen Rowe)
..... P. 153
- i) Repeal of Policy Directive 387.0 (Herman Stockinger) P. 155
- j) Repeal of Policy Directive 500.0 (Herman Stockinger) P. 158

9:45 a.m. 10. Review and Approve 1st Amendment to HPTE 2016/17 Scope of
Work/Fee for Service (David Spector) P. 161

9:50 a.m. 11. Discuss and Act on the 3rd Budget Supplement of FY 2016-17 (Maria
Sobota) P. 175

- 9:55 a.m. 12. Larimer County Parcel #15010-00-017, paralleling US Highway 34, condemnation (Josh Laipply)..... P. 184
- 10:00 a.m. 13. Approval of R2 HQ (David Fox, Maria Sobota) P. 203
- 10:20 a.m. 14. Safety Update (Darrel Lingk) P. 226
- 10:30 a.m. 15. Other Matters
- 10:30 a.m. 16. Recognition – Glenwood Canyon Rockfall Emergency Response
- 10:35 a.m. 17. Adjournment



The Bridge Enterprise Board of Directors meeting will begin immediately following the adjournment of the Transportation Commission Meeting. Estimated Start Time: 10:35 a.m.

BRIDGE ENTERPRISE BOARD OF DIRECTORS

- 10:35 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)
- 4. Q4 FY16 Quarterly Report (Scott McDaniel)
- 5. Adjournment



Immediately following the Adjournment of Bridge Enterprise Board of Directors or 10:40 a.m. – 12:00 p.m. Efficiency and Accountability Committee [Room 225]



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

DATE: September 14, 2016
TO: Transportation Commission
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Transit Program Overview (1 of 2)

Purpose

The purpose of this memo is to provide the Transportation Commission with an overview of the CDOT Transit Program. The overview will be presented at the September Commission meeting as the first of two workshops; a follow-on workshop is planned for the October Commission meeting.

Action

No action is required.

Background

Statutory and Regulatory Function of the CDOT Transit Program:

- State SB09-094: The planning, development, operation, and integration of transit and rail, including, where appropriate, advanced guideway systems, into the statewide transportation system; and in coordination with other transit and rail providers, plan, promote and implement investments in transit and rail services statewide.
- Federal FTA Circular 5010: CDOT serves as the state grant recipient of Federal Transit Administration (FTA) formula funds designated for large urban, small urban and rural areas throughout the state. CDOT administers operating, capital and planning grant agreements with sub-recipients (Grant Partners) around the state to assist the local entities in providing local transit service.

Transit Performance Measures: The CDOT mission is “to provide the best multi modal transportation system”; and a focus of the three peaks is on a healthy multi modal system. Like other areas of CDOT, the transit program has measures as well:

- PD 14 was adopted in February, 2015 to guide future allocation of resources and investment decisions. Under “System Performance”, the transit objectives include Transit Utilization and Transit Connectivity, and Transit Asset Management is also covered.
- The Statewide Transit Plan adopted by the Commission in March, 2015 was developed around the purpose statement to “establish a framework for creating an integrated statewide transit system that meets the mobility needs of Coloradans, while minimizing duplication of services and leveraging limited funds”. To accomplish the above CDOT receives approximately \$30M/year in federal and state funding (FY 2015/16 \$30.2M).

Different Size Areas Receive Federal Transit Funds in Different Ways:

- Large urban areas, greater than 200,000 in population, receive their FTA funding directly from FTA; Denver RTD, Colorado Springs Mountain Metro, and Fort Collins TransFort. From the federal standpoint, CDOT has little to do with federal funding to these agencies.
- Small urban areas, less than 200,000 but greater than 50,000 in population, receive some of their FTA funding direct from FTA, and some through CDOT. These areas include: Boulder, Grand Junction, Greeley, Lafayette-Louisville-Erie, Longmont, and Pueblo.



- Rural areas, less than 50,000 in population, receive all of their FTA funding through CDOT. There are approximately 100 rural transit agencies that are currently eligible to receive some type of federal pass through funds from CDOT; Durango Transit is an example.

Types of Federal Funding: You'll often hear of federal transit funds being referred to by a number. The number is the section of the US Code where the grant program is outlined. For the funds passed through CDOT, the department serves as FTA's agent to insure that federal funding pools are distributed and administered within federal guidelines. Definitions for the various FTA programs administered by CDOT are given below, along with the Colorado funding for federal fiscal year 2016 (\$15.2M total):

FTA FFY 2016 formula funds:

- 5310 Enhanced Mobility for Seniors & Persons with Disabilities; \$3.2 M in formula funds for administration, capital and operating.
- 5311 Rural Transit Program; \$9.4 M (85% of \$11.0 M) for administration, capital, and operating.
- 5311(f) Intercity Bus Program; \$1.6 M (15% of \$11.0 M) for capital and operating needs to connect rural areas to the intercity bus network.
- 5339 Bus & Bus Facilities; \$0.6 M for capital needs.
- 5304 Statewide & Non-metropolitan Planning; \$0.4 M for planning studies.
- 5307 Urbanized Area Formula funds; \$0 for CDOT to manage, but CDOT must concur with the FTA allocation of \$12.8 Million among Small Urbanized Areas (Boulder, Grand Junction, Greeley, Lafayette-Louisville-Erie, Longmont, and Pueblo).
- FTA Discretionary Programs; DTR submits applications on behalf of its Grant Partners for various FTA discretionary programs such as the Low or No Emission Vehicle Program and the Bus and Bus Facility Program. In 2016, DTR has submitted applications for 20 projects that totaled \$23 million.

Types of State Funding: State funds are less complicated, but do have intended uses:

- *FASTER Transit Funds:*
 - FASTER Statewide; \$10M/year dedicated for transit initiatives of statewide or regional significance.
 - FASTER Local; \$5M/year dedicated for local transit initiatives.
- SB 228; at least 10% for transit projects of statewide or regional significance. Currently, \$20M has been approved by the Commission for FY2016/17; and another \$15M is forecast for FY2017/18 is in development.
- Other funding opportunities as they arise.

Philosophy and Distribution Strategy

The statewide transit system is analogous to the statewide roadway system. Local entities are responsible for local roads, and local transit service. CDOT is responsible for the interstates, US highways and state highways that connect the local roadway networks. Similarly, CDOT is also responsible for the transit linkages and connections between local transit systems; i.e. interregional and regional service.

The discontinued FREX service that ran between Colorado Springs and Denver was an example of a local jurisdiction (Colorado Springs) attempting to provide interregional bus service without the financial backing of Denver. Castle Rock as a financial partner to FREX curtailed their funding support after a few years of operation. With Bustang there is a stable, sustainable funding source (FASTER Statewide) and CDOT can operate without the vulnerability of local funding contributions. Several local entities have proven successful in operating shorter range regional commuter service, tapping a larger employment base in the surrounding areas.

CDOT has utilized the goals and objectives of the Statewide Transit Plan in conjunction with the performance goals of PD 14, to structure the transit program toward developing, integrating and implementing a statewide system as funds become available:

- Local transit systems. Local transit systems are controlled and operated by local jurisdictions and/or non-profit organizations. FTA funds (various, see above) are utilized for operating assistance and capital needs; and FASTER



Local funds are utilized for additional capital needs. Both FTA and FASTER funds are granted to local entities (Grant Partners) and matched with local funds.

- Statewide, interregional and regional system. The statewide network is linked and integrated by connecting the local transit systems. Bustang is CDOT's first attempt to provide interregional connectivity by connecting the six largest transit agencies over nearly 300 miles in the I-25 and I-70 corridors; \$3M/year FASTER Statewide. Some local entities offer regional service through their local systems, and the Statewide FASTER Transit pool allocates up to \$1M/year in operating assistance for regional service provided by a local entity. In addition the 5311(f) program provides approximately \$1.6M/year in operating assistance for rural to urban routes that make a meaningful connection to the interstate bus (Greyhound and others) and passenger rail (Amtrak) network.
- Intercity bus network. The intercity bus companies are all private for-profit entities with major hubs in the Denver metro area, and primarily operating along the interstate system. Bustang and rural regional trips are scheduled to compliment, not compete, with the intercity bus schedules. □ Amtrak long distance routes. Amtrak long distance routes are federally funded with no state requirements. Traversing Colorado are two Amtrak long distance routes. The California Zephyr operates one trip/day between Chicago to Oakland, California, with Colorado stops in Fort Morgan, Denver Union Station, Fraser, Granby, Glenwood Springs, and Grand Junction. The Southwest Chief operates one trip/day between Chicago and Los Angeles, with Colorado stops in Lamar, La Junta and Trinidad.

Effort towards Efficiency, the Consolidated Call for Projects: In the past, calls for capital projects were made for each funding source on irregular timelines which caused confusion, duplication and inefficiencies for application, award, contracting and delivery. Two years ago DTR moved to an annual Consolidated Call for Capital Projects for both Local and Statewide projects. This has been a success, and allows a local entity or a CDOT Region to submit their applications one time, in the fall of each year. DTR then awards the projects by best matching the project eligibility with the appropriate fund source (FTA or FASTER).

FTA 5311 and 5310 operating assistance awards to rural providers function on a two year cycle based on calendar year. For example, we are currently in the 2016/2017 cycle. Full applications for the two years were made in the spring of 2015; awards were made in September, 2015 for calendar year 2016; Grant Partners were then allowed to update any pertinent information in the spring of 2016 and awards for calendar year 2017 were just made this past August.

Transit Asset Management Plan Requirement Shifts Priorities: Under MAP-21 CDOT was given a new responsibility to create a statewide transit asset management system in an effort to insure a well maintained fleet and facilities that provide safe and reliable service, and maximize the useful life. For this reason CDOT has given a higher priority to vehicle replacements at the end of their useful lives, above transit facility and construction projects.

Local Match Required: CDOT requires local match for all local operating and capital awards; 50% for operating awards, and 20% for bus purchase, mobility management and construction awards; exceptions may be given in economically depressed situations. As with local roads, the local commitment to the mobility needs of the local community through funding for the local transit options is critical. By holding to the local match guidelines, the pool of funds is better able to serve all entities around the state. It has been suggested that more state funds could be utilized at the local level, however that would diminish the ability for CDOT to fulfill its responsibility to provide connectivity throughout the statewide network. In an attempt to facilitate more options at the local level, SB13-048 was passed in 2013 allowing local jurisdictions to flex their HUTF funding to transit.

Rural Regional Service Plan: The FTA Section 5311 program has a sub-element 5311(f) which requires 15% of the 5311 pool to be utilized on service that connects rural populations to the intercity bus network; \$1.6M annually for Colorado. CDOT, utilizing the annual 5311(f) funds, currently allows public and private providers to apply by route for subsidies/funding to operate rural connection routes. The current practice has benefits, but it is not coordinated into a state network, includes amortized capital in the reimbursed operating costs, and is not branded as an integrated product. A reconfiguration is being planned to better serve the rural communities, increase productivity, and remain financially constrained. The reconfiguration will utilize SB 228 funds to provide the capital needs, i.e. buses and park & rides. Smaller buses, sized to rural demand levels, will be procured and utilized for the rural regional routes. The plan optimizes the usage of limited operating funds by leveraging other available sources of capital funding.

Rail Transit: The DTR enabling legislation (SB 94-094) contains a significant amount of language pertaining to passenger rail, advanced guideway, and high-speed rail. The legislation gives CDOT the power and responsibility to plan, develop,

operate and integrate passenger rail service; to coordinate and negotiate with the railroads; and to pursue federal funding. However, the state funding that is available at this time (FASTER Statewide; \$10M/year) is inadequate to advance beyond the planning stage. DTR monitors rail transit and passenger rail interests and activities, and is engaged in the update to the Statewide Freight & Passenger Rail Plan. If and when political will and funding opportunities are secured, the planning efforts are in place to move forward.

(Note: If the Commission is interested in learning more about CDOT's rail program, including past studies and current plans, staff is happy to schedule a workshop to cover these topics.)

Funds Distribution

FASTER Distribution Methodology: In June, 2014 (Resolution 3167) the Commission took action to modify the distribution methodology for FASTER Local and Statewide funds. A key element was the allotments granted to the large metropolitan area transit systems; Denver RTD, Colorado Springs Mountain Metro, and Fort Collins TransFort. The FASTER funds are generated through vehicle registration fees. If these three local systems were allotted percentage shares commensurate with their populations, they would consume 70-80% of the FASTER Local pool, and leave the rest to be divided amongst the rest of the transit entities. The size and magnitude of RTD posed a challenge for consideration in the Local pool. A compromise was reached where by definition RTD is designated a "regional" provider, and granted an annual allotment (\$3M) out of the Statewide pool, leaving the entire Local pool for the remainder of the local entities. Similarly, annual allotments are granted to Mountain Metro and Transfort out of the Local pool. The FASTER distribution pools are shown below:

- **FASTER Local (\$5M/year)**
 - \$700K/year fixed allotment to Mountain Metro
 - \$200K/year fixed allotment to TransFort
 - \$4.1M/year competitive process, through the Consolidated Call for Capital Projects, for the remainder of local projects.
- **FASTER Statewide (\$10M/year)**
 - \$3M/year fixed allotment to RTD
 - \$3M/year fixed allotment to Bustang
 - \$1M/year competitive for operating assistance to local entities that operate regional service. Any unused funds are added to the competitive capital pool below. Currently \$530K are utilized for operating assistance.
 - \$2M/year competitive for capital projects with statewide or regional significance, through the Consolidated Call for Capital Projects.
 - \$1M/year for the administration of DTR

FTA 5310 and 5311 Operating Assistance and Capital Distribution Methodology: The 5310 and 5311 capital and operating assistance distribution methodology has not been evaluated or updated in over 10 years. With total funds steady and slightly rising every year, the recent practice has been to use the previous year's distribution as a base, review new or special circumstances and apply some of the increase appropriately, and apply the remainder of the increase proportionally to all recipients. This practice has worked satisfactorily, however there are limitations:

- It does not specifically provide for new qualified entities to enter the system. The annual growth in the total pool used to be larger, so in the past a few new entrants could be accommodated without having negative impact on others. Recent years have had minimal increases, and accommodating new entrants would negatively affect others. This year two new applicants were denied for a 2017 award, citing mid-term of the two year cycle; they were encouraged to apply next year at the beginning of the 2018/19 cycle.
- It does not specifically provide for current system expansions.
- The transit entities with the longest tenure have had the most compounded increases.

The 2017 awards for the 2016/2017 cycle were made in August, and it is hoped that a new methodology can be developed and accepted by the transit community, with criteria approved by the Transportation Commission in time for the 2018/2019 cycle applications.

Focus groups, made up of a wide range of transit entities, are being utilized to assist in the development of proposed criteria, and ultimately a proposed methodology. CASTA, STAC and TRAC will be used as review and endorsement entities prior to coming to the Commission, first through the Transit & Intermodal Committee.

(Note: The Transit Overview Workshop this month will focus a bit more on the status of the 5311 redistribution effort.)

Current Initiatives: DTR has a number of initiatives on-going to support and advance the statewide transit program:

- Continued refinement of the Transit Grant Program, including further development of the COTRAMS management tool. Deliverable: Transit Grants Quarterly Report.
- Completion of the 5310 and 5311 distribution methodology analysis. Deliverable: TC approval by March, 2017.
- Delivery of the SB 228 program of projects. Deliverable: SB 228 Quarterly Report (first edition) by January, 2017.
- Reconfiguration of the 5311(f) rural regional bus system. Deliverable: planned first quarter, 2018.
- Continue delivery of the Bustang service, including the West Route new run September 11 (Vail to DUS). Deliverable: Bustang Quarterly Report.
- Completion of the update to the Statewide Freight & Passenger Rail Plan. Deliverable: December, 2017.

October Transit Overview Workshop (2 of 2): The memo above and the presentation that will be given at the September workshop are meant to be an overview of the entire transit program. It is anticipated, and requested, that topics for further discussion will come out of the September workshop. The October workshop will be a follow-on to the September workshop. The topics that will be presented and discussed in October will be a result of the questions and requests that are made during the September workshop.



COLORADO
Department of
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CDOT Transit Program Overview

September 14, 2016



CDOT TRANSIT PROGRAM RESPONSIBILITIES

- ***SB09-094: Create Division of Transit & Rail***
 - *Plan, develop, operate, integrate transit into the Statewide System*
 - *Coordinate with other transit providers to plan, promote and implement transit services statewide*
- ***FTA Circular 5010: Administer FTA programs/funds***
 - *Receive FTA formula funds for small urban & rural areas*
 - *Distribute operating and capital funds*
 - *Insure compliance with federal regulations*



CDOT TRANSIT PRINCIPLES

- ***CDOT Mission***
 - *Provide the best multi modal transportation system*
- ***System Peak***
 - *Healthy multi modal system*
- ***Policy Directive 14***
 - *Transit utilization*
 - *Transit Connectivity*
 - *Transit Asset Management*
- ***Additional Statewide Transit Plan Principles***
 - *System Development*
 - *Environmental Stewardship*
 - *Safety & Security*
 - *Economic Vitality*



FY 16-17 FUNDING SOURCES

Amount (Millions)	Program or Source	Description
Federal Transit Administration (FTA)		
\$0.4	5304	Statewide & Non Metropolitan Planning
\$3.2	5310	Enhanced Mobility Seniors & Persons w/ Disabilities
\$11.0	5311	Rural Transit Program: Planning, Capital, & Operating
\$0.6	5339	Bus & Bus Facilities
\$15.2	FTA Subtotal	
FASTER Transit (State)		
\$5.0	Local	Capital
\$10.0	Statewide	Capital & Interregional/Regional Operating
\$15.0	FASTER Subtotal	
\$30.2	DTR TOTAL	



CO L O R A D O

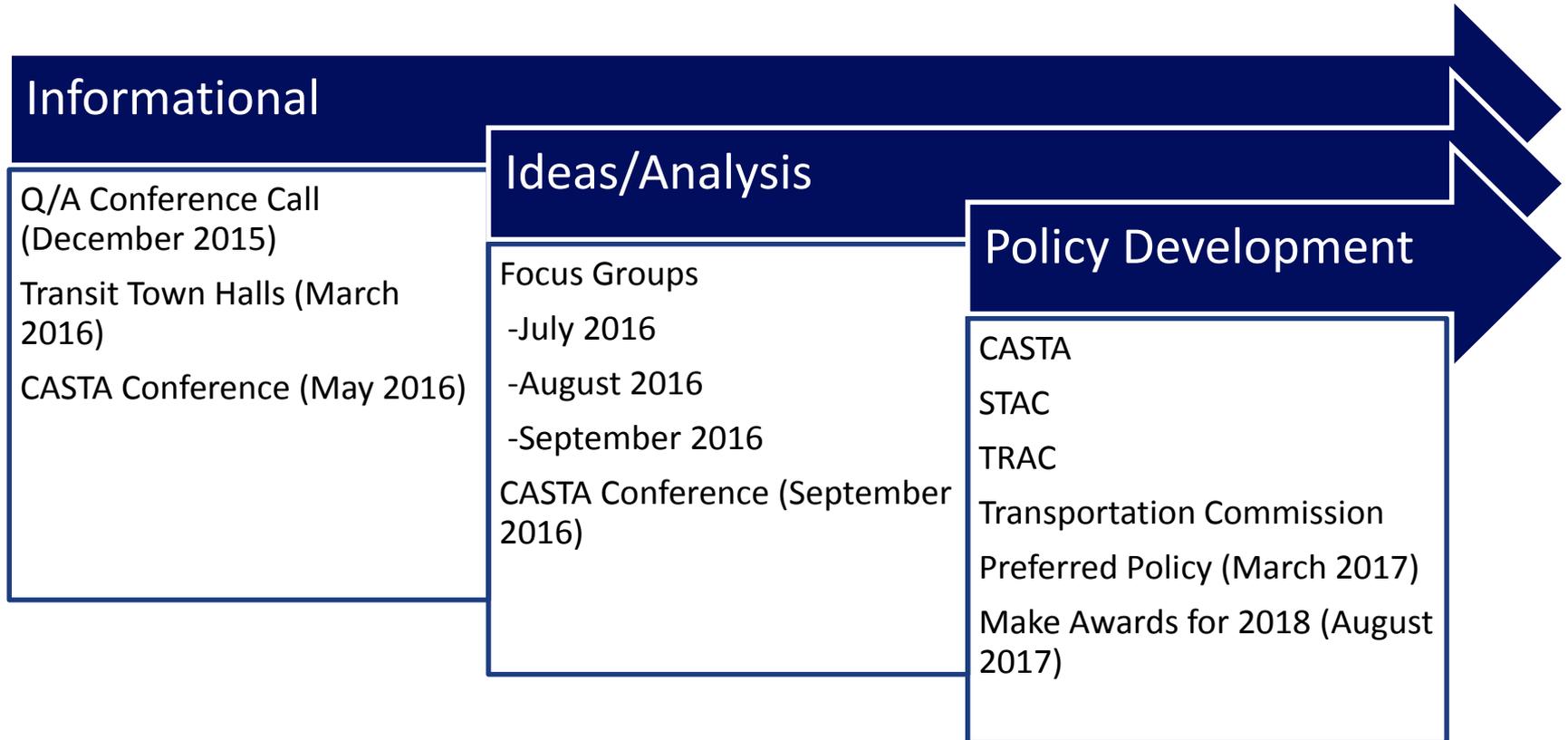
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- **FTA 5311 Program**
 - Rural Public Transportation
 - \$7.5 million in operating grants to 30 transit agencies
- **5311 Funding Re-allocation Should:**
 - Be equitable, with opportunity for new providers
 - Be transparent, with easy-to-use formula
 - Reflect diversity of services
 - Reward good performance
 - Provide stable funding



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Scenario A

(Based on national formula)

- Land
- Population
- Miles
- Low Income Population

Scenario B1 and B2

(Variations on national formula)

- Land
- Population
- Miles
- Low Income Population
- Performance

Scenario C

(Based on operating budget)

- Percentage of operating budget
- Capped at \$500,000

Scenario D

(Various factors)

- Population
- Miles
- Hours
- Passengers
- Low Income Population
- Performance



COLORADO

Department of Transportation

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

DATE: September 14, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Policy Directive 14 Performance and Suggested Changes

Purpose

To report on progress made towards meeting the objectives in Policy Directive (PD) 14 in the areas of Safety, Infrastructure Condition, System Performance, and Maintenance, and review suggested changes.

Action

Transportation Commission (TC) input on suggested changes to PD 14 for future TC action.

Background

PD 14 provides a framework for development of the Statewide Transportation Plan (SWP) and guides the distribution of resources in the SWP, the Statewide Transportation Improvement Program (STIP), and the annual budget. To better align budget setting with PD 14, the Commission is annually reviewing the performance of PD 14 objectives to determine if there is a need to modify objectives or realign resources in an effort to meet an objective(s).

Several workshops have been held in recent months on the performance of the asset management (or Infrastructure Condition and Maintenance) objectives. The September workshop will focus on the current performance of safety and system performance, and suggested changes for safety, system performance, and asset management.

Details

Explanations of Performance

Attachment A: PD 14 Scoreboard graphically summarizes performance of PD 14 objectives for the current and prior year. Since most performance measures generally lag by roughly a year, the current performance year is 2015. Attachment A also includes information on the dedicated funding sources and funding levels associated with each objective. The notes column provides additional background, technical details, and recommended next steps, where applicable.

Safety: While objectives for the rate of fatalities and serious injuries were met, total fatalities increased in 2015, missing the objective. The increase in fatalities is largely due to an increase in vehicle miles traveled (VMT) of approximately 3% between 2014 and 2015. Objectives for bike and pedestrian fatalities and serious injuries were also not met. This is likely the result of an increase in VMT and bike/ped activity, and possible growth in distracted driving.

System Performance: CDOT changed highway traffic speed vendors in 2015. Although fundamentally the same type of data, some modifications to methodology and reporting are required, which results in changes to the Planning Time Index (PTI) objectives. This transition has been completed for all three system performance measures: Planning Time Index (PTI) for Interstates, National Highway System (NHS) excluding Interstates, and Colorado Freight Corridors. Numbers for 2014 have been reported using the new dataset to provide a reasonable comparison. The data shows an improvement from 2014, however, additional data is needed to determine if this is a trend, or variation year to year. Despite the improvement from 2014, objectives for Interstates and NHS continue to not be met. The improvement from 2014, however, did result in achievement of the objective for Colorado Freight Corridors. Transit system performance data is based on data from the National Transit Database, which is currently lagging by about two years. As such, 2015 performance data is not yet available and will be included in next year's report.

Infrastructure Condition: In general, infrastructure condition performance for highway assets remained relatively consistent with 2014 performance, with the most significant changes seen in Drivability Life (DL), geohazards, traffic signals, and walls. Objectives for maintenance, tunnels, culverts, and transit were met, performance was mixed on bridge and highway, and objectives were not met on buildings, ITS, fleet, geohazards, traffic signals, and walls. On the surface, DL for the NHS seems to have improved from 2014 to 2015. The apparent improvement is due to a change in the equation used to calculate the International Roughness Index (IRI). This change affects non-interstate asphalt highways (a majority of CDOT-owned facilities), and the apparent improvement is not expected to continue in the long term. The change in geohazards is based on a program evolving from rockfalls to a more holistic geohazard management plan that includes rock falls, landslides, and other geologic events. With respect to transit, the condition of the rural transit fleet in fair, good, or excellent condition increased from 65% to 81%. The

increase is likely the result of improved data collection, as well as changes to grant selection processes that prioritize the replacement of older, higher mileage vehicles.

Proposed Changes

Staff has identified several proposed changes to PD 14. Changes reflect refinements and clarifications to existing objectives, technical modifications such as the changes to PTI, and changes to align with recent federal performance measure rulemaking. The proposed changes are highlighted in red in the first column of Attachment A. Proposed changes include:

System Performance

- Highways: Recommend changing the objectives (to align with new speed data) to: a PTI of 1.05 or less on 90% or greater on Interstate centerline miles; a PTI of 1.16 or less on 90% or greater of NHS centerline miles, excluding Interstates; and a PTI of 1.12 or less on 90% or greater of Colorado Freight Corridor centerline miles.
- Transit Connectivity: Clarify current objective by qualifying as "CDOT funded" passenger service.

Infrastructure Condition:

- Geohazards: Recommend changing "% of sites" to "% of segments" to correspond with new FHWA standards. This also requires a revision in the target from 60% to 80% in year 2015.
- Transit Asset Condition: Recommend changing to "CDOT completion of a group transit asset management plan, with the involvement and participation of CDOT transit grantees, by December 2017." This change is due to new federal regulations requiring a statewide transit asset management plan, not individual asset management plans by each transit grantee.
- Tunnels: Recommend changing to "Percentage of network tunnel length with all elements in equal or better condition than 2.5 Weighted Condition Index." The proposed objective is based on recommendations for safe and reliable tunnel operations from the recently published National Tunnel Inspection Standards.
- Walls: Recommend changing to "Percentage of CDOT-owned walls, by square foot, that are structurally deficient (have a rating of 4 or less)." This is recommended to better align with the performance metric of other structural assets, like culverts and bridge.

Options for the TC to consider in reviewing proposed changes include:

- Make no changes. Do not update PD 14.
- Make proposed changes, with modifications. Approve updated PD 14 in October.
- Accept proposed changes as identified by staff. Approve updated PD 14 in October.

Next Steps

- Action on updated PD 14 at October Transportation Commission meeting, depending on TC direction
- Consideration of PD 14 in development of FY 2018 CDOT Budget

Attachments

- Attachment A: 2015 PD 14 Scorecard
- Attachment B: PD 14 as adopted in February 2015

2015 Policy Directive 14 Scorecard

Safety										
All Highways										
PD 14.0 Objectives	2015				2014				Dedicated Funding Sources*	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025	\$97.4 million	464	546		\$128.1 million	476	488		FASTER Safety HSIP Highway Safety Education Hot Spots	The increase in fatalities can be largely explained by a 3% increase in VMT between 2014 and 2015. The FAST Act doesn't require state DOT establishment of safety targets until August 2017. The FAST Act also requires a rolling five-year average for the safety objectives, or targets, not annual objectives, also in August 2017. The reduction in dedicated funding between 2014 and 2015 is due to a shift in a portion of FASTER Safety funds to asset management programs that have a clear safety benefit (geohazards, signals, tunnels, culverts, and surface treatment). Beginning in FY 15, \$40 M of FASTER Safety funds was allocated to asset management. The likelihood is that overall funding to safety related projects or project components has not changed significantly year to year. Recommended next steps - continued improvement and application of safety analysis, and more strategic use of safety funding for safety projects. The SHSP identified eight strategic emphasis areas for CDOT, as well as other safety stakeholder agencies, to focus safety improvement efforts. In CDOT's dedicated safety programs, HQ and Regions are collaborating to use state of the art safety analysis techniques to find the most effective locations for crash reduction, and fund those projects in a strategic four-year plan. (SHSP)
Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025		0.99	0.937			1.01	1.00			
Reduce the serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025		3020	2644			3110	3217			
Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025		6.46	3.34			6.66	6.57			
Reduce the economic impact of crashes annually by 1% over the previous calendar year		\$4.52 B	\$4.81 B			\$4.57 B	\$4.71 B			
Bike & Pedestrian										
Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles, from 67 in 2013 to 47 in 2015	N/A	64	78		N/A	65	75		N/A	The increase in bike and pedestrian fatalities and serious injuries is likely the result of an increase in VMT and bike/ped activity, and possible growth in distracted driving. Recommended next steps - implement PD 1602.1 as a means to incorporate bicycle and pedestrian accommodation in all that we do. Work to identify High Priority Bicycle Corridors so that bicyclists have a better understanding of which facilities are best for riding. Evaluate the Share the Road Program and develop strategies to help all road users better understand the responsibilities as motorists, bicyclists or pedestrians. Map the locations of crashes involving bicyclists and motorists to determine if there are any patterns in the facility types where these crashes have occurred. Determine if certain facility types need replacement or modification for greater safety of all users.
Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025		443	482			456	478			
System Performance										
Highways										
PD 14.0 Objectives	2015				2014				Dedicated Funding Sources*	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Prevent the spread of congestion by maintaining a Planning Time Index (PTI) of 1.05 or less on 90% or greater of Interstate centerline miles	\$36.0 million	90%	85.4%		\$20.2 million	90%	82.1%		ITS Maintenance ITS Investments TSMO Performance Program Congestion Relief	CDOT changed highway traffic speed vendors in 2015, resulting in a change to PTI objectives. The original PTI numbers were 1.25 or less for Interstates and for Colorado Freight Corridors centerline miles and 1.08 or less for NHS centerline miles. The data shows an improvement from 2014, however, additional data is needed to determine if this is a trend of variation year to year. In FY17, \$12.1 million was allocated to the budget program, Road X, which will implement new technologies with the potential to reduce traffic congestion. Recommended next steps - continued deployment of operational solutions, new technology, targeted capacity improvements, and other strategies.
Prevent the spread of congestion by maintaining a PTI of 1.16 or less on 90% or greater of National Highway System (NHS) centerline miles, excluding Interstates		90%	88.5%			90%	87.5%			
Prevent the spread of congestion by maintaining a PTI of 1.12 or less on 90% or greater of Colorado Freight Corridor centerline miles		90%	91.6%			90%	85.5%			
Transit										
Increase ridership of small urban and rural transit grantees by at least an average of 1.5%, per year, statewide over a five-year period beginning in 2012	\$42.1 million	22,127,177	N/A	N/A	\$38.0 million	21,800,174	22,306,420		FTA Programs FASTER Transit	Ridership targets are generated from a compounding 1.5% increase from the base ridership in 2012 of 21,160,595. The target at the end of the five year period, in 2017, is a ridership of 22,795,970, a 7.7% increase from 2012 ridership. Ridership and revenue service mile results come from the National Transit Database. FY15 ridership data and revenue service miles data is anticipated in November 2016. Recommended next steps - Division of Transit and Rail (DTR) to work with the small urban and rural transit grantees with a new funding allocation methodology, which will accommodate new transit providers and maximize the ridership achieved with available funding. Retain an on-call consultant to assist with revenue service miles data collection, among other tasks.
Maintain or increase the total number of revenue service miles of CDOT-funded regional, inter-regional, and inter-city passenger service over that recorded for 2012		N/A	N/A	N/A		N/A	N/A	N/A		
Infrastructure Condition										
Transit										
PD 14.0 Objectives	2015				2014				Dedicated Funding Sources*	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Maintain the percentage of vehicles in the rural Colorado transit fleet at no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration Guidelines	\$42.1 million	65%	81%*		\$38.0 million	65%	65%		FTA Programs FASTER Transit	*The 2015 results for percentage fleet operating in fair, good, or excellent condition is the current condition as of August 2016. The increase from 2014 to 2015 is partially due to 1) 2015 being the first year grant partners were asked to provide vehicle condition data, and 2) a grant selection process that strategically prioritizes replacing older and higher-mileage vehicles. Recommended next steps - DTR to continue to encourage rural Colorado transit agencies to update inventory and condition of their fleet annually, according to the Federal Transit Administration (FTA) guidelines on age and mileage of vehicles. Complete group transit asset management plan by December 2017.
CDOT completion of a group transit asset management plan, with the involvement and participation of CDOT transit grantees, by December 2017		N/A	On Track	N/A		N/A	On Track	N/A		
Highways										
Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories	\$235.2 million	80%	91%		\$238.8 million	80%	89%		Surface Treatment Program RAMP Funding	In FY15 pavement is expected to achieve 91% high/moderate DL on Interstates, 84% high/moderate DL for NHS, and 79% high/moderate DL for all state highways. The primary reason for an uptick in condition is a change to the equation used to calculate our International Roughness Index (IRI), specifically for non-Interstate asphalt highways (which is a majority of our facilities). It should be noted that the forecast shows that these levels of DL are not maintainable over time. Recommended next steps - staff will work to improve/tighten the link between pavement maintenance and pavement model recommendations, and evaluate the effect of pavement preventive maintenance on DL to identify strategies.
Achieve 80% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories		80%	84%			80%	78%			
Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories		80%	79%			80%	73%			
Bridges										
Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%	\$168.2 million	90.0%	94.7%		\$160.1 million	90.0%	95.0%		Colorado Bridge Enterprise On-System Bridge RAMP Funding	A structurally deficient bridge is typically one where corrosion or deterioration has resulted in a portion of the bridge being in poor condition; for example, where water leaking through an expansion joint has caused the end of a steel girder to rust. Currently exceeding target and will continue to exceed target through 2025; however, the bridge program has 7 metrics geared towards mitigation of risk (below), and four of those are not achieving their target. (% of CDOT-owned bridges over waterways that are scour critical, % of CDOT-owned bridges posted for load, % of leaking expansion joint by length on CDOT-owned bridges, and % of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.) Recommended next steps - for the four risk mitigation metrics not achieving their target, staff are undertaking analysis to identify additional strategies. Current strategies include identifying bridges that can easily be repaired or remedied with the most cost-effective treatment. Scour critical bridges are at risk of failure during a storm event of sufficient size. A total estimated annual budget of \$3.9 million is needed each year to achieve target by 2025. A bridge with a vertical clearance less than 14'-6" -- statutory maximum vehicle height--has a high risk of being hit by a tall load or legal load. A total estimated annual budget of \$3.6 million is needed each year to achieve target by 2025. 16'-6" is the minimum clearance used when designing new bridges over a roadway. A bridge with a vertical clearance less than 16'-6" but greater than or equal to 14'-6" has a medium to high risk of being hit by a tall load. A total estimated annual budget of \$44.2 million is needed each year to achieve target by 2025. Vehicles meeting the legal load limits (as defined in C.R.S. 42-4-502 - 42-4-504) can travel on Colorado Interstates, US and State Highways without an approved permit. Our older bridges may need to be posted since some of these bridges were not designed for legal loads. Load posted structures impact mobility by restricting both legal and permitted loads. A total estimated annual budget of \$3.2 million is needed each year to achieve target by 2025. Permit loads (as defined in the Colorado Bridge Weight Limit Map/CDOT Bridge Rating Manual) are typically heavier and longer than the legal loads and require an approved permit in order to travel on Colorado highways. Our older bridges may need to be restricted for passage since some of these bridges were not designed for permit loads. Permitted loads have a certain combination of axle weight and spacing that distributes the load in an acceptable combination for crossing over structures. A total estimated annual budget of \$11.8 million is needed each year to achieve target by 2025. Leaking expansion joints allow water and deicing chemicals onto superstructure and substructure elements which can accelerate corrosion and lead to early onset of a structural deficiency. Keeping expansion joints sealed slows the rate of bridges dropping into structurally deficient. A total estimated annual budget of \$37.3 million is needed each year to achieve target by 2025. Unsealed bridge decks deteriorate faster than sealed bridge decks. A total estimated annual budget of \$14.7 million is needed each year to achieve target by 2025.
Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%		90.0%	94.4%			90.0%	94.0%			
Percentage of CDOT-owned bridges over waterways that are scour critical		5.0%	6.6%			5.0%	7.1%			
Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches		0.4%	0.4%			0.4%	0.4%			
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches		4.8%	4.8%			4.8%	4.8%			
Percentage of CDOT-owned bridges posted for load		0.0%	0.1%			0.0%	0.1%			
Percentage of CDOT-owned bridges with a load restriction		3.0%	2.5%			3.0%	2.6%			
Percentage of leaking expansion joint by length on CDOT-owned bridges		15.0% or less	18.9%			15.0% or less	18.8%			
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected		30.0% or less	35.1%			15.0% or less	31.0%			

Infrastructure Condition										
Buildings										
PD 14.0 Objectives	2015				2014				Dedicated Funding Sources*	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Statewide letter grade (Percent C or better)	\$20.8 million	90%	80%		\$11.3 million (revised)	90%	86%		Property Allocation Program RAMP Funding	Given the current planning budgets, buildings will not achieve its target between now and 2025, the last year of the analysis. In 2025 the expected performance is 72%. A total estimated annual budget of \$50 million is needed each year to achieve target by 2025. Recommended next steps – staff will improve awareness of preventive maintenance as a priority, and determine level of funding needed for building preventive maintenance.
ITS										
Average Percent Useful Life	\$27.6 million	90% or less	114%		\$16.2 million	90% or less	126%		ITS Maintenance RAMP Funding	Given the current device count, ITS is anticipated to reach its target in 2020 and then hover around it through 2025. However, by 2020 the number of devices will likely double and dramatically increase further by 2025 due to CDOT's participation in fast-paced technology applications to highway infrastructure. Such rapid asset increases will have an impact on overall performance. Recommended next steps – staff to refine inventory by breaking down devices into manageable maintenance pieces that can be tracked individually for cost savings advantages. Staff will also investigate the benefits of preventive maintenance for select devices, and further refine device useful life parameters by tracking asset service life to compare to manufacturer estimates.
Fleet										
Average Percent Useful Life	\$14.0 million	70% or less	90%		\$14.2 million	70% or less	97%		Road Equipment Program RAMP Funding	Given the current planning budgets, fleet is expected to reach its target by 2020, though it is expected to drop off in 2025 Recommended next steps – staff will communicate the importance of fleet planning and develop Regional fleet optimization recommendations, develop a fleet performance measure that reflects cost effectiveness rather than asset life, and monitor implementation of fleet preventive maintenance work orders.
Culverts										
Percent of culverts that have a Structurally Deficient rating of 4 or less	\$9.6 million	5%	4%		\$11.5 million	5% or less	3%		Structures On-System RAMP Funding	This metric is expected to reach 6.4% by 2025. A total estimated annual budget of \$10 million is needed each year to achieve target by 2025. Recommended next steps – staff are undertaking analysis to identify strategies.
Geohazards										
Percent of segments at or above risk grade C	\$9.1 million	80%	78%		\$5.2 million	60%	47%		Rockfall Mitigation RAMP Funding	Given the current planning budgets, geohazards is not expected to meet its target between now and 2025, with an expected performance of 72% in 2025. A total estimated annual budget of \$30 million is needed each year to achieve target by 2025. Recommended next steps – staff are undertaking analysis to identify strategies.
Tunnels										
Percentage of network tunnel length with all elements in equal or better condition than 2.5 Weighted Condition Index	\$12.4 million	80%	91%		\$7.4 million	N/A	N/A	N/A	Structures On-System RAMP Funding	Tunnels are expected to be at 78% by 2025. A total estimated annual budget of \$40 million is needed each year to achieve target by 2025. 2014 data is unavailable, since this is a new proposed objective for which data was not previously collected. Recommended next steps – staff are undertaking analysis to identify strategies.
Traffic Signals										
Percent intersections with at least one component beyond 100% Useful Life	\$1.5 million	15% or less	27%		\$1.5 million	15% or less	52%		Traffic Signals Program	Given the current planning budgets, signals will not reach its target of 15% between now and 2025, the last year of the analysis. A total estimated annual budget of \$35 million is needed each year to achieve target by 2025. Recommended next steps – staff are undertaking analysis to identify strategies.
Walls										
Percentage of CDOT-owned walls, by square foot, that are structurally deficient (have a rating of 4 or less)	\$0.0 million	1%	5%		\$0.0 million	1%	1%		Structures On-System RAMP Funding	Walls are expected to be at 3.2% by 2025. A total estimated annual budget of \$15 million is needed each year to achieve target by 2025. Recommended next steps – staff are undertaking analysis to identify strategies.
Maintenance										
PD 14.0 Objectives	2015				2014				Dedicated Funding Sources*	Notes
	Budget	Target	Results	Target Met?	Budget	Target	Results	Target Met?		
Maintain a LOS B grade for snow and ice removal	\$74.3 million	B	B		\$69.6 million	B	B		Snow and Ice Control Snow and Ice Reserve	The MLOS system is undergoing a review by a consultant and will be modified over the next couple of years.
Maintain an overall MLOS B minus grade for the state highway system	\$251.3 million	B-	B-		\$249.0 million	B-	B-		Maintenance	Recommended next steps – staff will evaluate maintenance design options based on life-cycle cost considerations and update standards, develop a preventive maintenance tool kit, and establish a funding program for preventive maintenance activities.

* Additional flexible funding sources with a wide range of eligibility could be used to address multiple objectives. Examples include RPP, STP-M, CMAQ, and TAP

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject			Number
Policy Guiding Statewide Plan Development			14.0
Effective	Supersedes	Originating Office	
2.27.15	14.0: 3.20.08 13.0: 12.14.06	Division of Transportation Development	

I. PURPOSE

This Policy Directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed and implemented. With limited funding available, the Colorado Department of Transportation (CDOT) has developed a vision for the Statewide Transportation Plan that guides investment for Colorado's multimodal transportation system and that balances:

- Preservation and maintenance, and incorporation of risk-based asset management,
- Efficient system operations and management practices,
- Capacity improvements, and
- Incorporation of safety in all areas

Policy Directive 14.0 performance objectives will guide the distribution of resources in the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. This Policy Directive will be revised, as needed, to update performance objectives or incorporate additional goal areas.

II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 112-141 ("Moving Ahead for Progress in the 21st Century" or "MAP-21"), and its implementing regulations.

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

§ 43-1-1103, C.R.S. Transportation planning

Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

III. APPLICABILITY

This Policy Directive applies to all CDOT Divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT's planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.

Policy Guiding Statewide Plan Development	Number 14.0
--	-----------------------

IV. DEFINITIONS

“Aspirational Objectives” are those objectives, or targets, toward which CDOT may strive if CDOT receives revenues beyond those projected.

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic volume based categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving condition is specific to each traffic volume based category and means drivers must reduce speeds to compensate for poor conditions, navigate around damaged pavement, or endure intolerably rough rides. The Risk-Based Asset Management Plan identifies three categories of Drivability Life: High (greater than 10 years of Drivability Life remaining); Moderate (4-10 years); and Low (3 or fewer years).

“Geohazards” are geologic hazards that affect the transportation system and include debris flow, embankment distress, landslides, rockfall, rockslides, and sink holes.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Maintenance Level of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall maintenance level of service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.

“Performance Measures” are the ways that direction toward a goal is measured.

“Performance Objectives” are the specific targets for a performance measure that an organization intends to meet to make progress toward a goal.

“Planning Time Index” (PTI) is a measure of travel time reliability. For this performance measure it is defined as the 95th percentile travel time divided by travel time at free-flow speed. In general terms, it identifies the extra time needed to arrive on-time for a trip 19 times out of 20. For example, for a PTI₉₅ of 1.5, a worker should plan 45 minutes for a trip that takes 30 minutes in free flow conditions (30 minutes x 1.5 = 45 minutes) to be on-time 19 out of 20 times (which would mean the worker would be late only one of the 20 work days in a month).

“Revenue Service Miles” are the miles of service operated by transit vehicles and available to the general public.

“Serious Injuries” are evident incapacitating injuries which prevent injured persons from walking, driving or normally continuing the activities they were capable of performing before being injured in traffic crashes.

Policy Guiding Statewide Plan Development	Number 14.0
--	-----------------------

“Vehicle Miles Traveled” (VMT) is a measurement of miles traveled by vehicles obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.

V. POLICY

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of financial resources to meet or make progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Financial resources should be directed toward achieving the objectives within the first 10 years of the planning horizon (2016-2025). Projects should be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while recognizing constraints on some funding sources. Aspirational objectives guide the use of funds received that are above baseline revenue projections.

2. Goals. PD 14.0 goals guide development of the multimodal Statewide Transportation Plan and of performance objectives. The goals are:

- SAFETY – Moving Colorado toward zero deaths by reducing traffic-related deaths and serious injuries by one-half by 2030.
- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational strategies and secondarily through the addition of capacity. Support opportunities for mode choice.
- MAINTENANCE – Annually maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation.

PD 14.0 and Statewide Plan Goals are in alignment with the MAP-21 National Goals. For the Statewide Plan, goals are expressed in more public-friendly terms and include: Safety, Mobility (System Performance in PD 14.0), Economic Vitality (not yet identified in PD 14.0), and Maintaining the System (Infrastructure Condition and Maintenance in PD 14.0).

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to direct investment decisions primarily focused on a 10-year planning horizon (2016-2025). Explanations of how the objectives will be measured and budget categories-

Policy Guiding Statewide Plan Development	Number 14.0
--	-----------------------

Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants- that fund the four goal areas are listed below with the appropriate goals.

a) HIGHWAY SAFETY:

The highway safety objectives (with the exception of the economic impact of crashes objectives) were set after studying trends from 2008 through 2013. Safety measures and objectives apply to *all* roads in the state. The other safety measures and objectives in this section are subsets of the highway measures and objectives. The budget categories that fund Safety are Maintain, Maximize, and Expand.

(1) All Highways

MEASURES:

- Number of fatalities
- Fatalities per vehicle miles traveled (VMT)
- Number of serious injuries
- Serious injuries per VMT
- Economic impact of crashes

OBJECTIVES:

- Reduce fatalities by 12 per year from 548 in 2008 to 344 in 2025.
- Reduce the fatality rate per 100 million VMT by 0.02 per year from 1.03 in 2013 to 0.79 in 2025.
- Reduce serious injuries by 90 per year from 3,200 in 2013 to 2,120 in 2025.
- Reduce the serious injury rate by 0.2 per 100 million VMT per year from 6.86 in 2013 to 4.46 in 2025.
- Reduce the economic impact of crashes annually by 1% over the previous calendar year.

ASPIRATIONAL OBJECTIVE:

- Reduce the fatality rate per 100 million VMT to 0.75 in 2025.

(2) Bike and Pedestrian

MEASURES:

- Number of bicyclist and pedestrian fatalities involving motorized vehicles
- Number of bicyclist and pedestrian serious injuries involving motorized vehicles

OBJECTIVES:

- Reduce the number of bicyclist and pedestrian fatalities involving motorized vehicles from 67 in 2013 to 47 in 2025.
- Reduce the number of bicyclist and pedestrian serious injuries involving motorized vehicles from 469 in 2013 to 311 in 2025.

Policy Guiding Statewide Plan Development	Number 14.0
--	-----------------------

b) INFRASTRUCTURE CONDITION:

The infrastructure condition objectives for highways and bridges are intended to be achieved or maintained over the first 10 years of the planning horizon (2016-2025). The budget category that funds Infrastructure Condition is Maintain, except for Transit which is funded with Pass-Through Funds/Multi-Modal Grants.

(1) Bridges

MEASURES:

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges
- Risk-Based Asset Management Plan measures for bridges (See Appendix A for additional bridge measures.)

OBJECTIVES:

- Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%.
- Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.
- Meet bridge objectives in the Risk-Based Asset Management Plan. (See Appendix A for additional bridge objectives.)

ASPIRATIONAL OBJECTIVES:

- Achieve the percent of NHS total bridge deck area that is not structurally deficient at or above 95%.

(2) Highways

MEASURES:

- Pavement condition of the Interstate System
- Pavement condition of the NHS, excluding Interstates
- Pavement condition of the state highway system

OBJECTIVES:

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

ASPIRATIONAL OBJECTIVES:

- Achieve 90% High/Moderate Drivability Life for Interstates based on

Policy Guiding Statewide Plan Development	Number 14.0
--	-----------------------

condition standards and treatments set for traffic volume categories.

- Achieve 90% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.

(3) Other Assets

MEASURE:

- Risk-Based Asset Management Plan measures for other assets (See Appendix A for measures for buildings, Intelligent Transportation Systems (ITS) equipment, roadway fleet, culverts, geohazards, tunnels, traffic signals, and walls)

OBJECTIVE:

- Meet objectives in the Risk-Based Asset Management Plan (See Appendix A for objectives for buildings, ITS equipment, roadway fleet, culverts, geohazards, tunnels, traffic signals, and walls)

(4) Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

- Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.

ASPIRATIONAL OBJECTIVE:

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than 70% operating in fair, good, or excellent condition, per Federal Transit Administration definitions.

c) SYSTEM PERFORMANCE:

The system performance objectives for Interstates, NHS and State Highway system are intended to be achieved within the first 10 years (2016-2025) of the planning horizon. The system performance objectives for transit begin in 2012 either for a five-year rolling average or as the baseline year. The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

(1) Interstates, NHS and State Highway system

Policy Guiding Statewide Plan Development	Number 14.0
--	-----------------------

MEASURES:

- Interstate Performance – Planning Time Index (PTI)
- NHS Performance excluding Interstates – PTI
- Colorado Freight Corridors Performance – PTI

OBJECTIVES:

- Prevent the spread of congestion by maintaining a PTI of 1.25 or less on 90% or greater of Interstate centerline miles.
- Prevent the spread of congestion by maintaining a PTI of 1.08 or less on 90% or greater of NHS centerline miles, excluding Interstates.
- Prevent the spread of congestion by maintaining a PTI of 1.25 or less on 90% or greater of Colorado Freight Corridor centerline miles.

(2) Transit**MEASURES:**

- Transit Utilization – Ridership statewide for small urban and rural “transit grantees”
- Transit Connectivity – Revenue service miles provided

OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.
- Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.

ASPIRATIONAL OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.7% statewide over a five-year period beginning with 2012.
- Increase the statewide total number of revenue service miles of regional, inter-regional, and inter-city passenger service by at least an average 1.7% over a five-year period beginning with 2012.

d) MAINTENANCE:

Maintenance objectives are established based on annual funding levels and measured annually. The budget category that funds Maintenance is Maintain.

MEASURES:

- Level of Service (LOS) for snow and ice removal
- Overall Maintenance Level of Service (MLOS) for the state highway system

OBJECTIVES:

- Maintain a LOS B grade for snow and ice removal.

Policy Guiding Statewide Plan Development	Number 14.0
--	-----------------------

- Maintain an overall MLOS B minus grade for the state highway system.

ASPIRATIONAL OBJECTIVES:

- Achieve a LOS B+ grade for snow and ice removal.
- Achieve an overall Maintenance LOS B grade for the state highway system.

VI. DOCUMENTS REFERENCED IN THIS POLICY DIRECTIVE

Appendix “A” “CDOT Risk-Based Asset Management Plan Performance Measures and Objectives”

VII. IMPLEMENTATION PLAN

Additional measures and objectives are planned or currently under development. As additional measures and objectives are finalized they will be brought forward for consideration of incorporation into PD 14.0. This includes measures and objectives in the following areas: Bike and Pedestrian, Truck Freight, Freight Rail, Economic Vitality, and Environmental Sustainability.

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, the Division of Transportation Systems Management & Operations, and the Division of Transit & Rail, and in collaboration with other CDOT Divisions and CDOT Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Division of Transportation Development will report annually on performance of the transportation system to track progress toward objectives. At a minimum, the Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations, Office of Financial Management and Budget, Division of Transportation Systems Management & Operations, Division of Transit & Rail, and other CDOT Divisions and CDOT Regions.

VIII. REVIEW DATE

This directive shall be reviewed on or before February 2018.

Herman J. Steuking III
 Secretary, Transportation Commission

2-27-15
 Date of Approval

Appendix A: CDOT Risk-Based Asset Management Plan Performance Measures and Objectives

Asset	Measure	Current Performance	Objective (Target)	Aspirational Objective (Target)
Bridges	Percentage of state highway total bridge deck area that is not structurally deficient	94%	90% ^a	95% ^a
	Percentage of NHS total bridge deck area that is not structurally deficient	95%	90% ^a	95% ^a
	Percentage of CDOT-owned bridges over waterways that are scour critical	7.1%	5%	1%
	Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches	0.4%	0.4%	0%
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches	4.8%	4.8%	2%
	Percentage of CDOT-owned bridges posted for load	0.1%	0%	0%
	Percentage of CDOT-owned bridges with a load restriction	2.6%	3%	1%
Pavement	Percentage of leaking expansion joint by length on CDOT-owned bridges	18.8%	15%	5%
	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	31%	30%	5%
	Percentage high-moderate drivability life for Interstates based on condition standards and treatments set for traffic volume categories	89%	80% ^a	90% ^a
	Percentage high-moderate drivability life for CDOT-owned NHS, excluding Interstates based on condition standards and treatments set for traffic volume categories	78%	80% ^a	90% ^a
Maintenance	Percentage high-moderate drivability life for the State highway system based on condition standards and treatments set for traffic volume categories	73%	80% ^a	90%
	Statewide Letter Grade	B-	B-a	B ^a
Buildings	Statewide Letter Grade	86% C or Better	90% C or Better	100% C or Better
ITS	Average Percent Useful Life	126%	90%	85%
Fleet	Average Percent Useful Life	103%	70%	50%
Culverts ^b	Percentage Critical Culverts	2.9%	5%	2%
Geohazards	Number of Sites with letter grade C or better	47%	60%	90% ^c
Tunnels	Key components of fire/life safety must not exceed 100% of useful life, based on manufacturer's specification, condition inspections and maintenance history.	TBD ^d	100%	100%
Traffic Signals ^e	Percent intersections with at least one component beyond 100% Useful Life	52%	15%	0%
Walls ^f	Percentage of CDOT-owned walls, by square foot, that are in condition state 3 or 4 (poor or severe).	1%	1%	0.5%

^a Highlighted measures and objectives are those that are identified specifically in the Infrastructure Condition section of PD 14.

^b These measures and objectives are from the Infrastructure Condition section of PD 14.

^c Culverts are minor structures between 4' and 20'.

^d Some sites will always remain in the D category due to traffic volume. And at some sites, to effectively eliminate or significantly reduce the likelihood is beyond the scope of the Geohazards Program.

^e Objective pending data collection.

^f Overall signal infrastructure includes signal assemblies, cabinets and controllers.

The walls inventory and condition are being collected under a 2 year project, so the information in this table is based on estimates.



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: SEPTEMBER 14, 2016
SUBJECT: FY 2015-16 REVENUE RECONCILIATION AND FY 2016-17 TRANSPORTATION COMMISSION CONTINGENCY RESERVE FUND (TCCRF) RECONCILIATION

Purpose

This memorandum summarizes the preliminary Fiscal Year (FY) 2015-16 revenue reconciliation and FY 2016-17 Transportation Commission Contingency Reserve Fund (TCCRF) surplus balance reconciliation.

Action

The Division of Accounting and Finance (DAF) is asking the Transportation Commission (TC) to review surplus fund balances from FY 2015-16. Funding considerations that are reviewed will be vetted through the normal monthly supplement process.

Background & Details

At the close of each fiscal year, DAF compares the forecasted revenues to the actual revenues and recommends a course of action to the TC for any surpluses or deficits. DAF will provide the TC with future updates of the reconciliation of FY 2015-16 revenue in October.

FY 2015-16 Preliminary Revenue Reconciliation

Currently, FY 2015-16 reconciliation reports for CDOT and the Enterprises reveal the following surplus/deficit amounts (see Attachment A):

- CDOT had estimated revenues for the FY 2015-16 budget of \$1.497 billion and received actual revenues, including additional federal obligation authority (FY 2015-16 redistribution), in the amount of \$1.582 billion, creating a surplus of \$85.8 million. The surplus is primarily due to higher than forecasted State Highway User Tax Fund (HUTF) revenues, as well as Miscellaneous Revenue and higher than expected federal redistribution.
 - HUTF revenues were \$26.1 million higher than originally forecasted in the FY 2015-16 Annual Budget, totaling \$438.5 million. Motor fuel tax collections and vehicle registrations were higher than originally anticipated.
 - CDOT Miscellaneous Revenues were \$8.0 million higher than originally anticipated in the FY 2015-16 Annual Budget, totaling \$27.2 million. Damage claims and service charges were higher than previous forecasts.
 - Division of Aeronautics funding was lower than anticipated, totaling \$15.2 million in FY 2015-16, a decrease of \$4.2 million from the FY 2015-16 Annual Budget.



- **Federal Transit Administration (FTA)** grants were \$3.0 million higher than anticipated in DAF's original FAST Act estimate due to an increase in rural grants.
 - **National Highway Traffic Safety Administration (NHTSA)** grants increased in FY 2015-16 by \$2.9 million to \$10.5 million due to an increase Transportation Safety Administration (TSA) grant funding.
- The Colorado High Performance Transportation Enterprise (HPTE) estimated revenues for FY 2015-16 of \$2.6 million, and received actual revenues in the amount of \$4.7 million, a surplus of \$2.1 million. The FY 2015-16 budget was prepared in December 2014 and at that time, HPTE expected only \$375,000 in Managed Lanes Revenue. However, Managed Lanes Revenue came in significantly higher than expected, totaling \$2.0 million.
 - The Colorado Statewide Bridge Enterprise estimated revenues for the FY 2015-16 of \$124.1 million, and received actual revenue in the amount of \$124.4 million, creating a surplus of \$0.3 million. This surplus is primarily due to FASTER Bridge Surcharge revenue.

FHWA Redistribution

The preliminary FY 2015-16 revenue reconciliation was drafted using supplemental documents provided by the Colorado Department of Revenue (DOR) and the Federal Highway Administration (FHWA). Given that the federal fiscal year ends September 30, 2016, there is a possibility that FY 2015-16 reconciling amounts may change. CDOT is eligible to receive an increase in the annual allocation known as Federal Redistribution. The amount available to states varies each year. For FY 2014-15, CDOT received \$27.8 million. CDOT has been notified of the FY 2015-16 amount, which is \$48.0 million.

Transportation Commission Contingency Reserve Fund (TCCRF) Surplus Fund Reconciliation

At the end of each fiscal year, the remaining cost center fund balances are calculated. Approved roll forward requests are deducted from this amount and actual flexible revenue is added to this amount. The final amount is rolled into the TCCRF. For FY 2015-16, this estimated roll forward to the TCCRF is \$80.1 million. Table 1 (below) illustrates this reconciliation and also shows the projected TCCRF balance at the end of FY 2016-17. The TC will be asked to examine FY 2016-17 TCCRF funding considerations, which are high estimates. Staff has discussed possible uses for surplus funds. Discussions have included the following:

RoadX

The RoadX program is requesting \$13.75 million of additional funds in FY 2016-17 to support upcoming initiatives and opportunities. Additional program and funding information is included in the TC Technology Committee Workshop. Specifically, RoadX has the following funding needs:

1. \$4.0 million for the development and deployment of a more robust cellular connected vehicle environment along the Smart 70 corridor with HERE of North America.
2. \$8.5 million for the development of a Big Data Platform blueprint.
3. \$0.75 million to establish a Statewide Broadband Office with the Office of Economic Development and International Trade (OEDIT).
4. \$0.50 million to investigate how pedestrians and bicyclists can better interface with connected vehicles.



Transportation Systems Management & Operations (TSM&O)

The Division of TSM&O is seeking an additional \$11.5 million in FY 2016-17 to continue the efforts in the strategic areas that began in FY 2014-15. These funds will specifically go towards the strategic efforts and projects below:

1. Corridor Operations and Bottleneck Reduction Assistance (COBRA) Program
2. Enhanced Contracted Motorist Safety Patrol for Region 1, and I-25 North to Fort Collins and I-25 South to Colorado Spring
3. Statewide Traffic Incident Management Program
4. Statewide Traffic Management Centers contracted operators and training
5. Programmatic Support for Traffic Engineering and Safety Programs
6. TSM&O Evaluation for all CDOT projects
7. TSM&O Planning Studies and Project Development

TSM&O also plans to submit a decision item through their Work Plan Budget to request the \$11.5 million be added to their FY 2017-18 funds and ask that the decision become part of TSM&O's base budget.

Transportation Asset Management (TAM)

Department staff have identified the need for an additional \$10.0 million in FY 2016-17 and beyond for specific asset programs (see Attachment B). The following asset programs are being recommended for additional funding based on region input and because they focus on high risk assets that, if allowed to fail, would cause damage to other assets, cost significantly more to repair, or cause significant disruption of service:

1. Geohazards - \$1.8 million
2. Tunnels - \$2.9 million
3. Culverts - \$0.9 million
4. Walls - \$4.4 million

Division of Highway Maintenance

The Division of Highway Maintenance (DHM) is requesting \$10.0 million of additional funds be set aside to fund MPS (MPA 150) projects (to be determined). The funding is to be focused on preservation treatments to extend the useful life of Colorado's roadways. Projects will be selected statewide from the pavement management model's recommendations for preventative treatments on fair and poor condition roadway surfaces. The Maintenance Resurfacing Program has a different role than Surface Treatment Program. The Surface Treatment Program is CDOT's primary tool to systematically plan and deliver long range pavement work to manage the statewide network condition using the full complement of project treatments afforded by our contracting industry. The Maintenance Resurfacing Program is crucial in CDOT's ability to provide lower square-yard cost pavement treatments. In addition, the Maintenance Resurfacing Program can rapidly address isolated changes in pavement condition that require speedy and targeted pavement treatment to ensure continued safety and functionality for highway travelers.

Based on conversation with the TC in September, the above requests may be brought for TC approval as part of the October 2016 budget supplement process (RoadX/TSM&O/TAM) or in the future (DHM).

Next Steps

In October 2016, DAF will:

- Provide updates to the FY 2015-16 revenue reconciliation and federal redistribution;
- Provide final recommendations for use of the surplus TC Contingency for inclusion in the October 2016 Budget Supplement.



Table 1: Cost Center & Revenue Reconciliation

FY 2015-16 Cost Center & Revenue Reconciliation	
FY 2015-16 Roll Forwards to TC Contingency:	
Estimated Remaining Cost Center Fund Balances	\$ 53,090,521
Automatic Roll Forwards (State Highway Fund)	\$ (44,997,114)
Total Approved Roll Forward Requests:	\$ (3,949,972)
· Roll Forward Requests Approved by TC - August	\$ (2,630,000)
· Roll Forward Requests Approved by Executive Management Team - August	\$ (1,319,972)
Remaining Balance after Roll Forwards	\$ 4,143,435
Estimated State Flexible Fund Revenue over the FY 2015-16 Budget	\$ 34,601,913
Federal Obligation Redistribution Estimate for FY 2015-16 Budget	\$ 48,047,076
Damage Recovery, Sale of Property and CDC Funds (Applied Directly to Cost Centers Facilitating Highway Repairs)	\$ (6,735,325)
Estimated FY 2015-16 Surplus to TC Contingency	\$ 80,057,099
FY 2016-17 Transportation Commission Contingency Reserve Fund (TCCRF) Reconciliation	
Estimated FY 2015-16 Surplus to TC Contingency	\$ 80,057,099
FY 2016-17 September Beginning TCCRF Balance	\$ 76,456,318
FY 2016-17 September Beginning TCCRF Balance (with FY 2015-16 Roll Forwards)	\$ 156,513,417
FY 2016-17 September Pending Budget Supplement Items:	\$ (2,278,012)
· State Match for ER Permanent Repair Projects	\$ (159,217)
· Reimbursement of OJT and DBE Advancement	\$ 269,072
· Savings from Region 1 SH6 Vasquez Blvd. Pump Station	\$ 178,983
· Road Usage Charge Pilot Match for Grant	\$ (200,000)
· HPTE Fee for Service	\$ (2,366,850)
FY 2016-17 Pending September TC Action Through Resolution:	\$ (5,600,000)
· Region 2 Building CSP	\$ (5,600,000)
FY 2016-17 September TCCRF Balance	\$ 148,635,405
October 2016 Monthly Budget Supplement Staff Recommendations (For TC Consideration):	
· RoadX	\$ (13,750,000)
· TSM&O	\$ (11,500,000)
· Asset Management	\$ (10,000,000)
FY 2016-17 TCCRF Funding Considerations:	
· FY 2016-17 State Match for Emergency Relief/Permanent Recovery	\$ (9,500,000)
· FY 2016-17 Right of Way Acquisitions	\$ (20,000,000)
· FY 2016-17 State Match for Spring 2015 Floods	\$ (2,500,000)
· Estimated Miscellaneous TCCRF Funding Requests (9 months)	\$ (18,000,000)
· Striping Initiative To Be Determined	\$ (1,000,000)
· Maintenance Resurfacing Program Initiative, To Be Determined	\$ (10,000,000)
Projected Contingency Balance - June, 2017	\$ 52,385,405

Attachments

Attachment A - FY 2015-16 Preliminary Revenue Reconciliation

Attachment B - FY 2016-17 Asset Management Funding Consideration



**Attachement A: Colorado Department of Transportation
FY 2015-16 Preliminary Revenue Reconciliation***

REVENUE SOURCE	FY 2015-16		Comparison	NOTES
	March 2016 Amended Budget (FAST Act)	Actuals	Actuals - Forecast	
1 STATE FUNDS				
2 HUTF Revenue to CDOT	412,477,300	438,529,305	26,052,005	
3 CDOT Miscellaneous Revenue	19,200,000	27,249,908	8,049,908	\$6,235,325 already distributed to cost centers. \$1,814,582 left to allocate.
4 General Fund Revenue to CDOT	199,200,000	199,700,000	500,000	Includes Capital Construction funds (\$500,000), which have already been budgeted to a project.
5 State Infrastructure Bank	500,000	396,767	(103,233)	
6 State Safety Education Funds	3,000,000	3,303,474	303,474	
7 Aeronautics Funds	19,444,747	15,205,891	(4,238,856)	Result of two large refundings from previous years
8 TOTAL STATE FUNDS	653,822,047	684,385,344	30,563,297	
9 FASTER FUNDS				
10 FASTER Safety - State Share to CDOT	106,300,000	107,318,330	1,018,330	
11 FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
12 TOTAL FASTER FUNDS	111,300,000	112,318,330	1,018,330	
13 FEDERAL FUNDS				
14 Federal Highway Administration - Flexible	380,910,776	380,910,776	0	
15 Federal Highway Administration - Inflexible	117,108,534	117,108,534	0	
16 Federal Transit Administration	20,108,125	23,113,215	3,005,090	
17 National Highway Traffic Safety Administration	7,640,000	10,523,109	2,883,109	
18 Federal Aviation Administration	0	295,372	295,372	
19 TOTAL NON- EMERGENCY FEDERAL FUNDS	525,767,435	531,951,006	6,183,571	
20 LOCAL MATCHING FUNDS				
21 Local Match for FHWA Funding	21,153,486	21,153,486	0	
22 Local Match for FTA Funding	10,213,973	10,160,038	(53,935)	
23 TOTAL LOCAL MATCHING FUNDS	31,367,459	31,313,524	(53,935)	
24 Total Colorado Department of Transportation Revenue	1,322,256,941	1,359,968,204	37,711,263	
ADDITIONAL FEDERAL OBLIGATION AUTHORITY - PERMANENT RECOVERY & REDISTRIBUTION				
25 Federal Highway Administration - Permanent Recovery	174,500,000	174,500,000	0	
26 Federal Highway Administration - Redistribution	0	48,047,076	48,047,076	
27 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY	174,500,000	222,547,076	48,047,076	
28 Total Colorado Department of Transportation Revenue & Obligation Authority	1,496,756,941	1,582,515,280	85,758,339	
Notes:				
Total CDOT Flexible Revenue & Federal Obligation	1,011,788,076	1,094,437,065	82,648,989	
Total CDOT Inflexible Revenue & Federal Obligation	484,968,865	488,078,216	3,109,350	

**Colorado Statewide Bridge Enterprise
FY 2015-16 Preliminary Revenue Reconciliation***

REVENUE SOURCE	FY 2015-16		Comparison	NOTES
	March 2016 (FAST Act)	Actuals	Actuals - Forecast	
29 STATE FUNDS				
30 Other Enterprise Charges				
31 Interest Income - Exempt	3,000,000	2,439,828	(560,172)	
32 Miscellaneous Revenue	0	85,755	85,755	
33 TOTAL STATE FUNDS	3,000,000	2,525,583	(474,417)	
34 FASTER FUNDS				
35 FASTER - Bridge Surcharge	100,100,000	100,891,411	791,411	
36 TOTAL FASTER FUNDS	100,100,000	100,891,411	791,411	
37 FEDERAL FUNDS				
38 Buy America Bonds Credit	6,000,000	5,947,931	(52,069)	
39 Re-distributed FHWA for BE Projects	15,000,000	15,000,000	0	
40 TOTAL FEDERAL FUNDS	6,000,000	5,947,931	(52,069)	
41 Statewide Bridge Enterprise Revenue	124,100,000	124,364,925	264,925	

**Colorado High Performance Transportation Enterprise
FY 2015-16 Preliminary Revenue Reconciliation***

REVENUE SOURCE	FY 2015-16		Comparison	NOTES
	March 2016 (FAST Act)	Actuals	Actuals - Forecast	
42 STATE FUNDS				
43 Tolling Fee Revenue (Enterprise)	0	358,372	358,372	
44 Tolling Violations	0	780	780	
45 Interest Income - Exempt	200,000	337,182	137,182	
46 Fee for Service	2,000,000	2,000,000	0	
47 TOTAL STATE FUNDS	2,200,000	2,696,334	496,334	
48 LOCAL CONTRIBUTIONS				
49 Managed Lanes Revenue	375,000	1,999,755	1,624,755	Transponder sales & Concessionaire payment
50 TOTAL LOCAL CONTRIBUTIONS	375,000	1,999,755	1,624,755	
51 High Performance Transportation Enterprise Revenue	2,575,000	4,696,089	2,121,089	
52 Total Transportation Revenue & Federal Obligation	1,623,431,941	1,711,576,294	88,144,353	

Notes:

*Revenue is subject to change pending final audit.

Attachment B: Asset Management Funding Consideration



COLORADO Department of Transportation

Office of the Chief Engineer
4201 East Arkansas Ave, Suite 262
Denver, CO 80222

DATE: September 14, 2016
TO: Transportation Commission
FROM: Joshua Laipply, Chief Engineer
Debra Perkins-Smith, Division of Transportation Development Director
William Johnson, Performance and Asset Management Branch Manager
SUBJECT: TAM Request for Additional Funding FY 2016-17 and Ongoing, and Temporary Suspension of Federal Funds Transfer to BE

Purpose

This memorandum summarizes a request to increase funding to select asset management programs for FY 2016-17 and on-going, and to temporarily suspend the \$15.0 million federal funds transfer to the Bridge Enterprise from FY 2017-18 through FY 2019-20.

Action

Staff is seeking Transportation Commission (TC) approval for an increase to FY 2016-17 funding for select assets. Upon approval, CDOT staff will implement the changes in the FY 2016-17 Budget and future budgets.

Background

In November 2014 the Transportation Commission (TC) Asset Management Committee approved the planning budget for the FY 2016-17 asset program. The budget for FY 2016-17 will be adopted by the TC in November 2016. The total budget for asset programs in FY 2016-17 is \$755.0 million, based on \$588.0 million of baseline and \$167.0 million of retired TransBond debt service.

In January 2015, the TC approved the performance metrics and targets for all 11 asset classes in Policy Directive 14. Staff use the performance metrics and targets to allocate the \$755.0 million budget between the different asset classes. Staff forecast performance, based on the planning budget, through 2025. In February 2016, the Commission heard a general overview of the asset management program. In March 2016 and April 2016 the asset managers from the eleven asset classes provided an in-depth review, including information on inventory, condition, performance metrics, and targets. Included with the March and April workshops was information about funding each asset program needed to achieve their performance targets by 2025.

Details

Analysis from the Asset Investment Management System (AIMS), and other sources, shows that there is about a \$230.0 million shortfall in funding that would prevent some asset classes from achieving their target by the year 2025. Forecasted performance is presented in Table 1 below:



Table 1. Asset Management Forecasted Performance

Asset Class	Metric	Target	Current Performance	Forecasted Performance in 2025 - (based on planning budget) Without Additional Investment	Forecasted Performance in 2025 with Additional Funding
Surface Treatment	Percentage high-moderate drivability life for the State highway system based on condition standards and treatments set for traffic volume categories	80%	79%	73%	no change
Bridge	Percentage of deck area on structurally deficient CDOT-owned bridges	<=10%	5.40%	6.30%	no change
	Maintain the percent of NHS total bridge deck area that is not structurally deficient at or above 90%	90%	94.7%	TBD	no change
	Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%	90%	94.4%	TBD	no change
	Percentage of CDOT-owned bridges over waterways that are scour critical	5%	7.6%	TBD	some improvement
	Percentage of bridge crossings over Interstates, U.S. routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches	0.4%	0.4%	TBD	no change
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches	4.8%	4.8%	TBD	no change
	Percentage of CDOT-owned bridges posted for load	0.0%	0.1%	TBD	no change
	Percentage of CDOT-owned bridges with a load restriction	3.0%	2.5%	TBD	no change
	Percentage of leaking expansion joint by length on CDOT-owned bridges	15% or less	18.9%	TBD	some improvement
	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	30% or less	35.1%	TBD	some improvement
MLOS	Statewide Letter Grade	B-	B-	C-	no change
Road Equipment	Average Percent Useful Life	70%	90%	66%	no change
ITS*	Average Percent Useful Life	90%	114%	50%	no change
Geohazards	Percent of segments at or above risk grade C	80%	78%	72%	some improvement
Buildings	Statewide Letter Grade	90% C or Better	80% C or Better	71.81% C or Better	no change
Tunnels	Percent of network tunnel length with all elements in equal or better condition than 2.5 Weighted Condition Index	80%	91%	78%	80%
Culverts	Percent Culverts which are structurally deficient (have a culvert rating of 4 or less)	5%	4.40%	6.40%	5%
Walls	Percentage of CDOT-owned walls, by square foot, that are structurally deficient (have a rating of 4 or less).	1%	4.80%	3.20%	1%
Traffic Signals	Percent intersections with at least one signal assembly beyond 100% Useful Life	15%	27%	35%	no change

Target Achieved
Target Not Achieved

Summary of Recommendations

Department staff recognizes that there is not enough funding available to close the shortfall of nearly \$230.0 million per year. However, analysis shows that small increases in funding to some programs could have a significant impact towards achieving performance targets. CDOT staff are recommending two actions for decision by the TC:

1. Temporarily suspend the annual TC approved \$15.0 million federal funds transfer from Capital Construction fund to Bridge Enterprise for the period FY 2017-18 through FY 2019-20. The temporary suspension of the funds transfer will not have a negative effect on the BE program, nor will it change the overall funding allocated to bridges. The funds will be used for bridge preventive maintenance projects like deck overlays and membranes, joints, and scour mitigation.

Department staff has identified where additional funding should be allocated based on expected performance. Additionally, the asset programs being recommended for additional funding have been prioritized based on region input and because they focus on high risk assets that, if allowed to fail, would cause damage to other assets and cost significantly more to repair, or cause significant disruption of service to our customers.



2. The request for an additional \$10.0 million in FY 2016-17 funding and ongoing would be put towards the following programs:
 - a. Geohazards - \$1.8 million
 - b. Tunnels - \$2.9 million
 - c. Culverts - \$0.9 million
 - d. Walls - \$4.4 million

Options and Recommendations

1. **STAFF RECOMMENDATION:** Approve both the Asset Management Funding Consideration for \$10.0 million for FY 2016-17 and the temporary suspension of the \$15.0 million Bridge Enterprise transfer from FY 2017-18 through FY 2019-20 (see next steps).
2. Request more information from the Division of Transportation Development for either request.
3. Deny both requests and/or request alternative funding arrangements for Asset Management in FY 2016-17 and ongoing.

Next Steps

Upon guidance from the TC, Department staff will seek approval for the FY 2016-17 funds through the monthly budget supplement process and will include the FY 2017-18 funding request through the annual budget process.





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: SEPTEMBER 14, 2016
SUBJECT: FY 2017-18 BUDGET WORKSHOP

Purpose

This memorandum summarizes the FY 2017-18 revenue projections in preparation for the Transportation Commission's (TC) review of the FY 2017-18 Draft Annual Budget in October.

Action

The Division of Accounting and Finance (DAF) is asking the TC to review and comment on the FY 2017-18 revenue estimates.

Background & Details

At the beginning of each fiscal year, DAF creates the initial development of CDOT's revenue allocation for the upcoming fiscal year, followed by developing and balancing the upcoming fiscal year annual budget.

FY 2017-18 Revenue Estimates

A comparison of the preliminary FY 2017-18 revenue estimates versus FY 2016-17 for all Transportation Revenue is summarized as follows (see Attachment A - FY 2017-18 Revenue Forecast Comparison):

- CDOT's FY 2017-18 estimated revenues for next fiscal year's Draft Annual Budget are \$1.443 billion, which is an increase of \$9.8 million from FY 2016-17; the majority of the increase is driven by flexible state and federal revenue, offsetting a reduction in State General Fund revenue from the expected Senate Bill (SB) 09-228 transfer.
 - **Highway User Tax Fund** estimated revenue in FY 2017-18 is expected to increase by \$32.8 million to \$459.4 million.
 - As of September 2016, **SB 09-228 projections** remain at the legislatively approved \$158.0 million in FY 2016-17. However, the current projection in FY 2017-18 assumes \$111.6 million to CDOT.
 - State Share of **FASTER Safety funds** to CDOT in FY 2017-18 is expected to increase by \$4.7 million to \$112.5 million due to an increase in Colorado's population.
 - **Federal flexible revenue** in FY 2017-18 is expected to increase by \$7.8 million to \$389.3 million due to the FAST Act.
 - **Federal inflexible revenue** in FY 2017-18 is expected to increase by \$4.9 million to \$122.2 million due to the FAST Act.



- **National Highway Traffic Safety Administration (NHTSA)** grants are expected to increase in FY 2017-18 by \$3.1 million to \$11.5 million due to an increase Transportation Safety Administration (TSA) grant funding.
 - CDOT has submitted a request for a \$2.1 million increase in FY 2017-18 **Permanent Recovery funding** to \$129.5 million. This forecasted increase is subject to change based on FHWA approval.
- Colorado’s High Performance Transportation Enterprise (HPTE) FY 2017-18 estimated revenues for next fiscal year’s Draft Annual Budget are \$2.7 million, which is a reduction from FY 2016 -17. This is because there is no predicted tolling revenue estimate as of yet for FY 2017-18. HPTE expects to have an updated FY 2017-18 revenue estimate for TC review in October.
 - Colorado’s Statewide Bridge Enterprise (CBE) FY 2017-18 estimated revenues for next fiscal year’s Draft Budget are \$127.3 million, which is an increase of \$0.7 million from FY 2016-17; the majority of the increase is driven by the forecasted increase in FASTER Safety Bridge Surcharge revenues, the primary funding source for CBE.

The attached FY 2017-18 Revenue Forecast Comparison also identifies revenues estimated for flexible (TC-directed) and inflexible programs. FY 2017-18 revenues specific to a program are considered inflexible (i.e., Fast Act and State mandated programs such as safety education and Aeronautics) and have been automatically adjusted based on the total FY 2017-18 revenue assumptions. All other program revenues are considered flexible and are estimated based on the FY 2016-17 budget amounts as adopted by the TC in March 2016.

10-Year Revenue Forecast

DAF maintains a robust revenue model utilizing numerous data points that creates revenue projections for CDOT at least 10 years into the future. Due to potential Senate Bill (SB) 09-228 transfers and higher gas tax revenues due to an increasing population, CDOT will continue to see a minor increase in nominal revenues over the next 10 years (see Attachment B). However, adjusting for inflation, the real value of CDOT revenues over the next 10 years will decrease.

Options and Recommendations

N/A

Next Steps

In October 2016, DAF will:

- Provide updated FY 2017-18 revenue projections to the TC.
- Provide the FY 2017-18 Draft Annual Budget to the TC. Decision items will be collected and presented to the TC in early 2017 for implementation in the FY 2017-18 Final Annual Budget.
- Provide the initial FY 2017-18 Narrative Budget for TC review.

Attachments

- Attachment A - FY 2017-18 Revenue Forecast Comparison
- Attachment B - Actual vs. Forecasted Revenue (1991-2026)



**Attachment A: Colorado Department of Transportation
FY 2017-18 Revenue Forecast Comparison**

REVENUE SOURCE	FY 2016-17 Revenue Projections	FY 2017-18	Comparison	NOTES
	Updated Adopted Budget (June 2016)	September 2016 Forecast	FY 2017-18 Forecast - FY 2016-17 Budget	
1 STATE FUNDS				
2 HUTF Revenue to CDOT	426,590,727	459,397,270	32,806,543	Result of increased registration fee revenues resulting from growing Colorado population
3 CDOT Miscellaneous Revenue	27,026,368	26,503,188	(523,181)	
4 General Fund Revenue to CDOT	158,500,000	112,100,000	(46,400,000)	Subject to change after September OSPB/LCS forecasts
5 State Infrastructure Bank	420,804	400,000	(20,804)	
6 State Safety Education Funds	4,274,859	3,455,576	(819,283)	
7 Aeronautics Funds	17,437,440	19,010,000	1,572,560	
8 TOTAL STATE FUNDS	634,250,198	620,866,034	(13,384,164)	
9 FASTER FUNDS				
10 FASTER Safety - State Share to CDOT	107,853,157	112,517,819	4,664,662	Increased as a result of growing Colorado population
11 FASTER Safety - Local Share for Rail and Transit	5,000,000	5,000,000	0	
12 TOTAL FASTER FUNDS	112,853,157	117,517,819	4,664,662	
13 FEDERAL FUNDS				
14 Federal Highway Administration - Flexible	381,485,317	389,300,083	7,814,766	Federal apportionments expected to grow from year to year over length of FAST Act
15 Federal Highway Administration - Inflexible	117,298,611	122,220,605	4,921,994	Federal apportionments expected to grow from year to year over length of FAST Act
16 Federal Transit Administration	19,401,078	19,798,092	397,014	
17 National Highway Traffic Safety Administration	8,339,629	11,506,821	3,167,193	
18 Federal Aviation Administration	335,657	100,000	(235,657)	
19 TOTAL NON- EMERGENCY FEDERAL FUNDS	526,860,292	542,925,601	16,065,310	
20 LOCAL MATCHING FUNDS				
21 Local Match for FHWA Funding	21,116,465	21,560,914	444,449	
22 Local Match for FTA Funding	10,433,356	10,376,921	(56,435)	
23 TOTAL LOCAL MATCHING FUNDS	31,549,821	31,937,835	388,014	
24 Total Colorado Department of Transportation Revenue	1,305,513,468	1,313,247,289	7,733,821	
ADDITIONAL FEDERAL OBLIGATION AUTHORITY - PERMANENT RECOVERY & REDISTRIBUTION				
25 Federal Highway Administration - Permanent Recovery	127,400,000	129,500,000	2,100,000	Request to FHWA for Permanent Recovery funds has been submitted. CDOT awaiting response from FHWA. This forecast is subject to change.
26 Federal Highway Administration - Redistribution				
27 TOTAL ADDITIONAL FEDERAL OBLIGATION AUTHORITY	127,400,000	129,500,000	2,100,000	
28 Total Colorado Department of Transportation Revenue & Obligation Authority	1,432,913,468	1,442,747,289	9,833,821	
Notes:				
Total CDOT Flexible Revenue & Federal Obligation	993,602,412	987,300,541	(6,301,872)	
Total CDOT Inflexible Revenue & Federal Obligation	439,311,056	455,446,749	16,135,693	

Colorado Statewide Bridge Enterprise FY 2017-18 Revenue Forecast Comparison				
REVENUE SOURCE	FY 2016-17 Revenue Projections	FY 2017-18	Comparison	NOTES
	Adopted Budget (March 2016)	September 2016 Forecast	FY 2017-18 Forecast - FY 2016-17 Budget	
29 STATE FUNDS				
30 Other Enterprise Charges	0	0	0	
31 Interest Income - Exempt	3,500,000	1,711,000	(1,789,000)	Decreased interest income based on decreased forecasted cash balance.
32 Cost Recovery	0	0	0	
33 TOTAL STATE FUNDS	3,500,000	1,711,000	(1,789,000)	
34 FASTER FUNDS				
35 FASTER - Bridge Surcharge	102,100,000	104,630,664	2,530,664	
36 TOTAL FASTER FUNDS	102,100,000	104,630,664	2,530,664	
37 FEDERAL FUNDS				
38 Buy America Bonds Credit	6,000,000	6,000,000	0	
39 Re-distributed FHWA for BE Projects	15,000,000	15,000,000	0	
40 TOTAL FEDERAL FUNDS	6,000,000	6,000,000		
41 Statewide Bridge Enterprise Revenue	126,600,000	127,341,665	741,665	

Colorado High Performance Transportation Enterprise FY 2017-18 Revenue Forecast Comparison				
REVENUE SOURCE	FY 2016-17 Revenue Projections	FY 2017-18	Comparison	Comparison
	Adopted Budget (March 2016)	September 2016 Forecast	FY 2017-18 Forecast - FY 2016-17 Budget	March - September
42 STATE FUNDS				
43 Tolling Fee Revenue (Enterprise)	2,719,192	375,000	(2,344,192)	Awaiting Tolling Revenue forecast from HPTE
44 Tolling Violations	0	0	0	
45 Interest Income - Exempt	208,800	200,000	(8,800)	
46 Fee for Service	2,080,000	2,080,000	0	Subject to change per HPTE pending Work Plan Budget request.
47 TOTAL STATE FUNDS	5,007,992	2,655,000	(2,352,992)	
48 LOCAL CONTRIBUTIONS				
49 Managed Lanes Revenue	695,000	0	(695,000)	Awaiting Managed Lanes revenue forecast from HPTE
50 TOTAL LOCAL CONTRIBUTIONS	695,000	0	(695,000)	
51 High Performance Transportation Enterprise Revenue	5,702,992	2,655,000	(3,047,992)	
52 Total Transportation Revenue & Federal Obligation	1,563,136,460	1,570,663,954	7,527,494	

Notes:

Total FY 2017-18 Revenue is \$2.08M less than sum of CDOT, HPTE, & CBE revenue due to Fee for Service from CDOT to HPTE

Attachment B: Actual vs Forecasted Revenue 1991-2026



- Notes:
1. Revenues include CDOT, HPTE, and CBE total Revenues
 2. Assumes a 3% CCI inflation rate
 3. No Permanent Recovery funds included in revenue forecasts after FY 2017-18
 4. No Senate Bill 09-228 General Fund transfers forecasted after FY 2017-18
 5. Federal Funding levels are forecasted to decrease after FAST Act ends in FY 2019-20



COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: DAVID SPECTOR, DIRECTOR OF HIGH PERFORMANCE TRANSPORTATION ENTERPRISE
CC: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 14, 2016
SUBJECT: APPROVAL OF THE FIRST AMENDMENT TO THE FISCAL YEAR 2016-17 INTRA-AGENCY AGREEMENT BETWEEN CDOT AND HPTE

Purpose:

To present information about the first amendment to the Fiscal Year (FY) 2016-17 Fee for Service Intra-Agency Agreement (IAA), including an expanded scope of work (SOW), between the Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE).

Action:

Department Staff is seeking Transportation Commission (TC) approval of the resolution (shown in Attachment A) authorizing the proposed amendment to the IAA between CDOT and HPTE for FY 2016-17.

Background on the Fee for Service Intra-Agency Agreement for FY 2016-17:

In exchange for the specialized nature of the expertise and services HPTE provides to CDOT, CDOT pays HPTE for those services through an annual 'fee-for-service' IAA. This IAA includes the HPTE scope of work and the process by which HPTE is able to earn the value of the services it provides to CDOT in an exchange transaction. As part of the IAA, the services that are to be provided by HPTE to CDOT and the value being compensated for each are detailed in a scope of work for that upcoming fiscal year. For FY 2016-17 HPTE staff presented the TC with information on the following schedule:

- In May 2016 HPTE staff presented the TC with an informational memo for comment regarding key areas of work HPTE would be leading on behalf of CDOT for the upcoming fiscal year.
- In June 2016 the TC was presented with a finalized SOW and approved an updated Fee for Service Intra-Agency Agreement (IAA) between CDOT and HPTE for FY 2016-17.

Background on the Proposed Amendment to the Current IAA:

In connection with Senate Bill (SB) 16-123 being postponed indefinitely, CDOT and HPTE agreed to implement changes to allow High Occupancy Vehicles (HOV) only Express Lane users and motorcycles to travel for free in HOV Express Lanes ("HOV Changes"). CDOT has requested HPTE to lead this implementation effort on its behalf. However, the tasks related to this implementation were not included in the fee for service agreement and original SOW for FY 2016-17 that was approved in June 2016. These activities were not included at that time because CDOT authorized a \$2,080,000 budget for HPTE for (FY) 2016-17 and the SOW must reflect services that can be delivered for the authorized budget.

HPTE and CDOT have acknowledged that implementing these procedural changes for HOV only drivers will result in additional work for HPTE, and that budget requests and fee for service scope revisions will be accommodated as this work is performed. As such, the proposed first amendment to the FY 2016-17 IAA includes an expanded scope of work and required budget to complete specific tasks that are outlined in Attachment B.



Additional areas of work that CDOT has tasked HPTE with for FY 2016-17 and the requested budget associated with each are outlined below in Table 1:

Table 1: Summary of IAA Amendment

Additional Scope of Work Activities	Requested Budget
Manage all public outreach and education regarding the new HOV Changes, including direct and indirect costs of paid and earned media	\$ 51,364
Pay for direct and indirect costs of tolling partner E-470 to implement the necessary system changes to allow HOV Changes in daily business transactions, including coordination and management of process.	\$1,819,736
Implement the preferred interim solution of purchasing and sending current HOV only users a rebate (in the form of a gift card) for previously purchased transponders.	\$131,000
Hire a tolling services manager who will oversee daily tolling operations and the collection of toll revenue. Requested budget is the value of the position.	\$114,750
HPTE Staff time and indirect costs related to fulfilling statutory duties and above activities.	\$ 250,000
Total Budget Needed	\$2,366,850

Additional details regarding these activities, as well as HPTE’s full scope of work for FY 2016-17, can be found under the Amendment to HPTE 2016/17 Scope of Work/Fee for Service in the Discuss and Act section of the September TC packet. The total budget required to complete these additional tasks is integrated into the third CDOT budget supplement to the FY 2016-17 budget and will be presented to the TC for consideration and approval.

Key Policy Considerations

- The HOV Changes were mutually agreed to by Executive Director Bhatt and Director Spector, and presented as a unified plan to the General Assembly.
- As the manager and day-to-day operator of the Express Lanes, HPTE is best positioned to implement the HOV Changes most effectively and efficiently.
- CDOT budget and Communications staff are aware and supportive of these SOW changes.
- Approval of the amended IAA will fairly compensate HPTE for the additional work and services it is providing to CDOT.

Commission Options/Decision Matrix

- 1) **Staff Recommendation:** Review and approve the first amendment to the IAA, that describes additional SOW tasks related to HOV Changes, for FY 2016-17.
- 2) Review the revised scope of work and IAA, but with instructions to add scope of work for particular projects or programs. Staff would revise the scope of work and return with a revised document and increased budget supplement in October.
- 3) Review the revised scope of work and IAA, but with instructions to the eliminate scope of work for particular projects or programs. Staff would revise the scope and return with a revised document and decreased budget supplement in October.

Next Steps

- If needed, additional tasks related to the implementation of HOV Changes or any other activities that are currently outside the revised scope of work will be captured in a future IAA and budget amendment and brought before the TC for approval.
- The timing for approval, budget amount, and scope of the IAA is currently dictated by the original two-year SOW agreement between CDOT and HPTE, which was agreed to prior to FY 2015-16. Starting in FY 2017-18, HPTE’s development of a proposed budget and proposed scope of work will proceed along the same timeline, ensuring that the two are aligned.

Attachments:

- Attachment A: Resolution Approving a First Amendment to the Fee for Service Intra-Agency Agreement between CDOT and HPTE for FY 2016-17
- Attachment B: First Amendment (FY 2016-17) to Fee for Service Intra-Agency Agreement



DATE: September 14, 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 the upcoming 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 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 and project selection processes.

Action

CDOT is requesting Subcommittee review and comment on the scope, schedule, process and proposed Subcommittee engagement plan.

Background

This fall, CDOT will begin work on a pilot project to assess risk and resiliency of its transportation assets on Interstate 70 from the Kansas to Utah borders with funding approved by the Commission in July. 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, financially and economically expensive to the agency. In addition to reconstruction cost, these events have significant social, economic and environmental impact. The I-70 Pilot will demonstrate an established, probabilistic approach for evaluating risk and improving resiliency of the State's transportation assets. The method utilized for the Pilot has been developed as part of the Flood Recovery Program and most recently utilized on the Glenwood Springs rockfall event to analyze potential mitigation measures to harden the corridor from future rockfall events. The Pilot is a demonstration project to more fully understand and better manage the threats posed by physical events.

Details

Applied Engineering Management (AEM) Corporation has worked with CDOT to develop the analysis approach and is under contract to assist in this 12-month effort. The Pilot does not propose new funding for improvements recommended by the analysis, but will provide quantified risk and resilience information for assets on I-70 to assist in prioritizing projects at key locations where risk is high and resilience is low. If successful, the Pilot process can be applied to future asset management, project prioritization and maintenance practices in critical corridors throughout the state.

- 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*). CDOT and consultants AEM Corporation successfully utilized this approach to support, where appropriate, funding betterments to our facilities as part of recent emergency reconstruction projects.

- The project team will inventory assets, calculate the probability of events occurring that could compromise those assets, estimate the resulting damage, identify which assets are most critical to system operations, and suggest alternative approaches for maintenance or improvement of those assets to improve resiliency and redundancy of our system in a way that is more cost-effective over the long term.
- Key CDOT staff from around the state with special subject matter expertise have been identified to serve on the Project Working Group. A series of four all-day workshops will be the primary vehicle for developing and implementing the project. Formal regular communications with the I-70 Pilot Executive Oversight Committee and the newly formed Commission Resiliency Subcommittee will further serve to ensure CDOT's goals and objectives are integral to the project. (see attached project organization chart)
- 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. While no new data is required for the Pilot, the team will engage key data and subject matter experts on staff (the Data Advisory Team) to ensure that a full-scaled statewide R&R analysis will be feasible if the Commission chooses to pursue this approach in the future.
- Up to five criteria will be applied to determine the most critical assets/segments of the I-70 corridor. Criticality measures will include socioeconomic factors, use and operational characteristics, and health in the community. The selection of criteria and weight of each will be established by the CDOT I-70 Pilot R&R Project Working Group through the workshops.
- After a corridor wide screening and prioritization of assets based on annualized risk, four sites will be assessed in detail, determining potential risk reduction/resilience increase provided by potential maintenance and design improvements.
- A final report will provide CDOT the results of the R&R analysis, and propose steps for implementing and institutionalizing the process across the state.
- The results of the I-70 Pilot R&R analysis will be presented to the CDOT I-70 Pilot R&R Working Group, the Executive Oversight Committee, and the Commission Resiliency Subcommittee

Key Benefits

The I-70 R&R Pilot is a collaborative effort to develop and evaluate the annualized risk to assets on I-70 from physical threats. The results 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. If successful, the results will inform and improve CDOT's current asset management, project prioritization and maintenance practices.

Next Steps

The first of four all-day workshops with the Project Working Group is scheduled for September 27, 2016. The team proposes to return to the Resiliency Subcommittee quarterly over the next twelve months to report on progress and request guidance and feedback. The Subcommittee will report to the full Commission with thoughts about whether this process should be pursued on other key corridors statewide.

Attachments

Project Scope Overview
Project Organization Chart
Project Schedule and Milestones



I-70 Pilot Risk and Resilience (R&R) Assessment Overview

Introduction

Two recent natural disasters have highlighted the physical threats facing Colorado's highway transportation system, underscoring CDOT's strategic imperative to move to a holistic approach to data-driven decisions. The first of these was the magnitude of the physical, social, and economic damage sustained following the September 2013 floods along the Front Range. The second event was the February 2016 Glenwood Canyon rock fall on I-70, resulting in approximately \$16 million in road-user costs, and additional millions more in economic losses from disruptions to businesses and government operations. These two events reinforce the necessity for implementing a rigorous and systematic methodology for identifying the physical hazards threatening Colorado's highway network.

Discussion

Background

- 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.
- The FHWA Gulf Coast (GC) studies and Climate Change (Climate) Pilots represent the leading edge of national efforts exploring development of an asset criticality and threat assessment frameworks for transportation.
 - However, the results of these studies have yet to result in standard and widely adopted asset criticality criteria and a threat evaluation framework for transportation.
- The R&R management framework for analyzing physical threats to CDOT's highway transportation systems and assets adopted by CDOT following the 2013 floods is the American Society of Mechanical Engineer's (ASME) Risk and Resilience Analysis and Management for Critical Asset Protection (RAMCAP Plus™).
 - RAMCAP Plus was developed in response to the terrorist attacks of September 11, 2001.
 - Initially focused on terrorist or directed threats, it has evolved to include all physical threats, including those related to natural threats such as weather-related hazards and seismologic events.
 - Since 2002 many hundreds of nationally recognized experts, scientists, engineers, industry leaders, academics, and federal, state and local government officials have been involved in developing the RAMCAP Plus R&R framework (7).
 - RAMCAP Plus has more than a decade's worth of application across seven sectors of the U.S. economy, including Transportation, (6) (7) and is well known among federal agencies.

Objective of the Pilot

- The objective of the Pilot is for CDOT to develop, apply, and evaluate an R&R tool that can be used to improve its stewardship of 23,000 lane miles of roadways and some 3,445

bridges supporting travel and mobility related services throughout the state. The Pilot is a demonstration project to more fully understand and better manage the threats posed by physical threats.

- Benefits of the Pilot include:
 - Identification of those I-70 segments most at risk from physical threats
 - The anticipated damage to I-70 from these potential threats
 - An understanding of the system's ability to recover from physical threats (i.e., a measure of resilience for those segments most at risk and for alternative routes).
 - Further analysis of critical segments of I-70, capturing the benefits of mitigation measures ranging from maintenance, operating contingencies to improved assets.

Pilot Scope

- AEM Corporation (AEM) will be contracted to lead CDOT in developing and implementing the R&R process for the Pilot.
 - Period of performance is 12 months
- AEM will maintain formal, regular communications with the Colorado Transportation Commission R&R subcommittee, and the I-70 Pilot Executive Oversight Committee (EOC) to ensure CDOT's goals and objectives are integral to the project.
- AEM will work with key CDOT staff (i.e., the Working Group) to apply the RAMCAP Plus R&R framework to the I-70 corridor from border to border within Colorado.
- The Working Group will provide input to the R&R.
 - AEM will facilitate a series of four workshops have been developed as the primary vehicle for this collaboration.
 - AEM will lead the Working Group in developing five criticality measures, used to determine the most critical assets/portions of the I-70 corridor.
 - Criticality measures will likely include highway use and operational characteristics, socioeconomic factors, and community resilience.
 - The Working Group will finalize a limited number of asset classes to be studied. Potential assets include:
 - Pavements
 - Bridges
 - Culverts
 - Walls
 - Geotechnical
 - The Working Group will finalize a limited number of limited set of physical threats to be studied. Potential threats include:
 - Flooding
 - Rockfall and rockslide
 - Avalanche
 - Earthquake
 - Wildfire
 - Tornado

- Limited assets and threats will be evaluated to ensure completion of the Pilot within the allotted budget and 12-month time frame.
- Following the R&R screening and prioritization of assets based on annualized risk, four sites will be assessed in detail, determining potential risk reduction/resilience increases provided by maintenance activities and design.

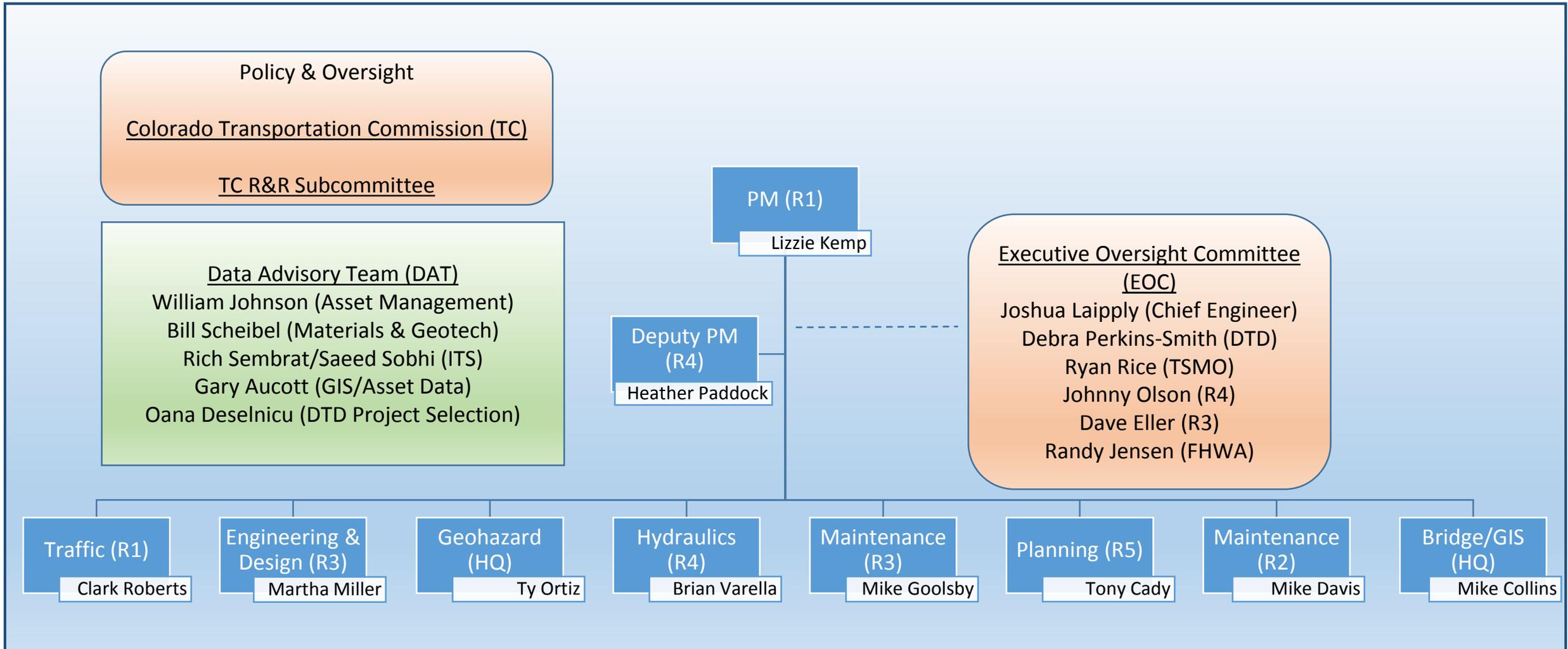
Pilot Outcomes

- CDOT has initiated a probability-based framework to quantify the risk posed by physical threats to highway assets.
 - Benefit-cost analysis of specific mitigation strategies to increase system resilience to these threats is a key product of this analytical framework, supporting both immediate and long-range infrastructure planning.
 - Outcomes of the pilot will assist CDOT in further developing an objective methodology by which to prioritize critical assets and corridors in light of the organization's mission.
- While no new data is required for the Pilot, the project will identify key data and subject matter experts required to fully realize the potential of an R&R analysis scaled state-wide.
- Workshop materials, data related to the Pilot, R&R analysis results and other related information will be provided to CDOT prior to closing the project.
- A final report will provide CDOT the results of the R&R analysis, and propose steps for implementing and institutionalizing the process across the state.

Conclusion

The I-70 R&R Pilot is CDOT's collaborative effort to develop and evaluate the annualized risk to assets on I-70 from physical threats. The results will permit CDOT to evaluate the utility of such R&R analysis for internal use in pro-actively managing Colorado's road transportation network in light of current and anticipated physical threats. The Pilot also furthers implementation of CDOT's strategic business process initiatives.

I-70 Corridor R&R Pilot Project Team



a/o 31 Aug 2016

I-70 Corridor 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												
TC													17
TC R&R		14		16		18			19			19	
EOC	16			16		18			19			19	
DAT		28					15					18	
WG	16	27			6			23			6		

NTP: Notice to Proceed (instant contract in place)

TC: Transportation Commission

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

EOC: Executive Oversight Committee (Josh Laipply, chairman)

DAT: Data Advisory Team

WG: R&R workshop (working group)

Schedule subject to change based on availability of CTC/CDOT personnel



DATE: September 15, 2016

TO: Transportation Commission & Transportation Sub-Committee on Technology

FROM: Peter Kozinski, RoadX Program Director, Amy Ford, Director of Communications, Ryan Rice, Director, Transportation Systems Management and Operations

SUBJECT: RoadX Update

Purpose

To inform the Transportation Commission and Transportation Sub-Committee on Technology about progress the RoadX Program has made to date and a vision for how we become a leader in integrating innovative technologies into our transportation system.

Action

Information only

Background / Overview

In the fall of 2015, CDOT launched the RoadX Program, Colorado's bold commitment to team with public and industry partners to be a national leader in using innovative technologies to improve the safety, mobility and efficiency of the transportation system - fostering Colorado's continued economic vitality.

To achieve our mission, RoadX knew it would need to develop a business model not to dissimilar to that of a startup business. During our first year we focused on four (4) key areas - program awareness, partnerships, innovative approaches to current problems and program delivery.

Details

To move the RoadX Program forward and achieve our mission we assembled a team to support CDOT's Vision and Mission while understanding the RoadX Program needs to be agile and progressive addressing our Commuting, Sustainability, Transport, Safety and Connection priorities. In September, 2015 Peter Kozinski was selected to serve as the RoadX Program Director and quickly assembled a team of CDOT champions representing all Regions within CDOT. To augment the CDOT Team an innovative RFP process was initiated and garnered interest from a wide spectrum of industry partners. In the end AECOM, Atkins and CH2M were selected as they provided the most creative idea(s), 40% of the RFP score, to a known problem.

Program Awareness

RoadX Program quickly recognized that if it wanted to attract the "partners" that would make us successful we would need to build program recognition outside to Colorado. With the support of the Executive Director, Shailen Batt, the RoadX Program developed and engaging the thought provoking series of presentations that were ultimately delivered at over 30 national speaking engagements. The message



“Colorado is open for Business” was well received by industries and word even spread to other countries (Australia, Japan, United Kingdom).

Partnerships

The space around “technology in transportation” is fairly small at this point and there is a synergy that is formed when a DOT announces it is looking for partnerships to improve the safety, mobility and efficiency of the transportation system. One need not look much further than the FHWA “Smart City Challenge” to appreciated industries of all kinds are interested in meaningful partnerships. RoadX has be very successful in developing new partnerships / relationship. The following list of organizations is not intended to be all inclusive but provides a glimpse of the partnerships / relationships RoadX is fostering:

NREL	OTTO	HERE	Panasonic	Hyperloop One	Galvanize
CO Energy Office-Electrification			Denver Smart City Challenge		OEDIT-Broadband

Innovative approach to current problems

Innovation and RoadX go hand in hand - form the issuance of the innovative RFP to our views on partnership, RoadX is eager to try new way to address our current problems.

Program Delivery

RoadX with the support of the Regions plans to launch multiple projects in FY17. They include but are not limited to:

- Smart 25: Advanced traffic sensors will feed a state of the art algorithm that will improve traffic flow and safety.
- Smart Truck Parking: Use detection and cloud-based software to improve truck mobility and reduce wear on our system.
- Smart 70 from Golden to Vail: Deploy a connected vehicle environment to allow drivers to make better decisions.

Budget & Programing of Funds

RoadX was allocated \$10 million from the TC contingency fund in FY16 and \$12.1 Million as part of the FY17 budgeting cycle. As of today, RoadX estimates encumbering \$20.55 million of the \$22.1 million provided.

Next Steps

The Program envisions next logical steps as being in-depth conversations with the Technology Committee in the areas above and RoadX governance structure, policy implications, sustainable funding models and five year work plan / vision.

Attachments

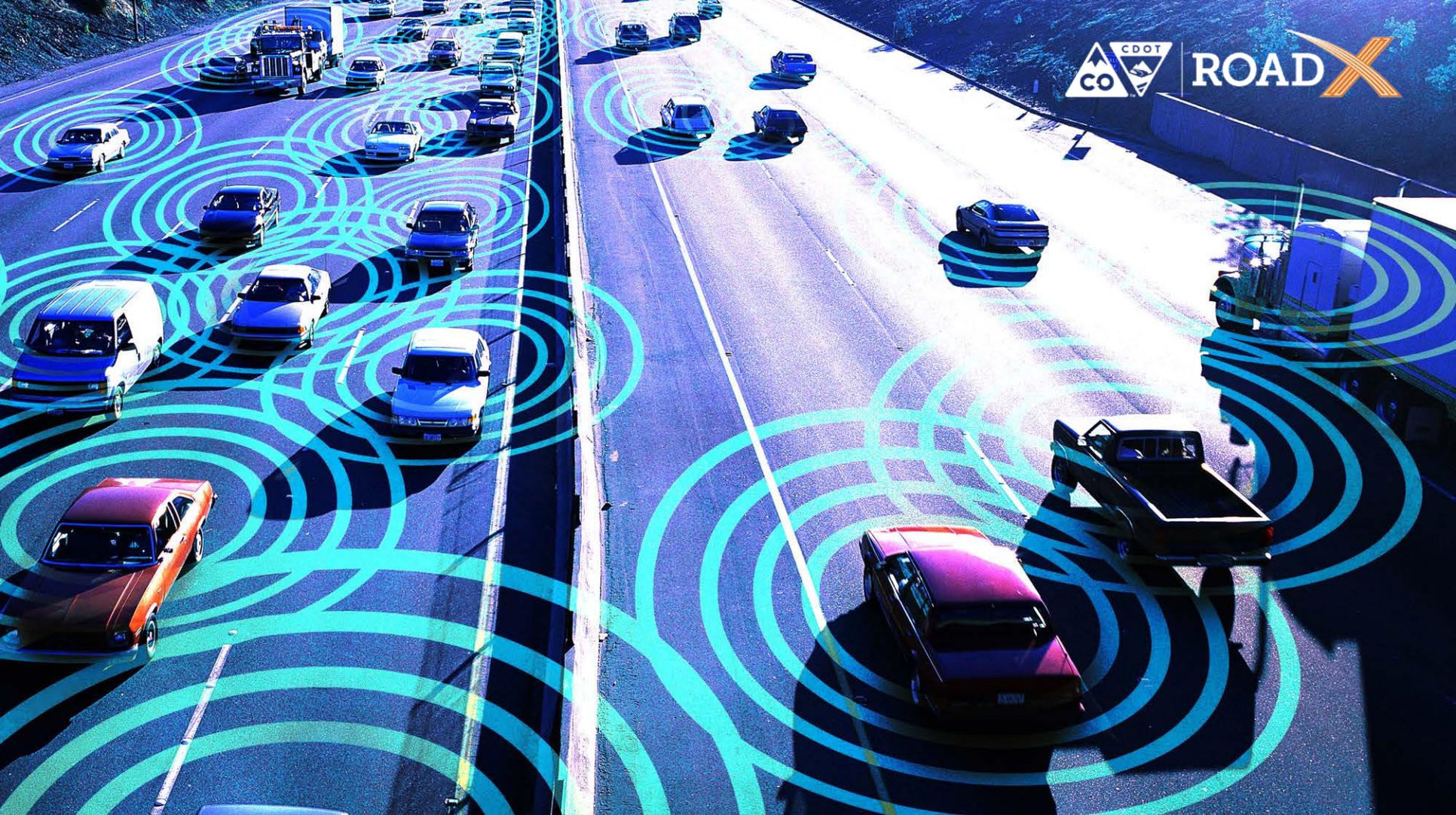
RoadX Presentation, Autonomous Mobility White Paper, Connected Vehicle & Data White Paper





Colorado's ROAD Accelerating Technology





Why RoadX?

CDOT RESPONSIBILITIES

ADMINISTERS
\$208
 MILLION
 EACH YEAR IN FEDERAL
GRANTS



3,454

BRIDGES

CDOT
 MAINTAINS & OPERATES
23,000
 **TOTAL**
 LANE MILES
 OF HIGHWAY

 **DIVISION OF
 TRANSIT
 AND RAIL**
 ADMINISTERS FED/STATE
 GRANTS AND OPERATES
 BUSTANG

6.1 MILLION
 MILES
 PLOWED
 OF SNOW PER YEAR



35 **MOUNTAIN
 PASSES**
 OPEN YEAR-ROUND



**AIRPORT
 PLANNING**
 INTERFACE WITH FAA



Source: Colorado Department of Transportation, 2014

\$1.43 BILLION BUDGET

Purpose

Provide Freedom, Connection, and Experience through Travel



2015

Summit

Best Department of Transportation in the Nation

Peaks

Technology

People

System

Help Our People with Technology

Improve Travel Experience with Technology

Internal Customer Focus

Improve the Customer Experience

Develop Leaders

Asset Condition

Base Camps

Big Data

From
2013
to
2040



Population



**7.8 MILLION
COLORADANS**



Vehicle Travel



**41.8 BILLION
MILES TRAVELED**



**Avg. Traffic Delay
on congested corridors**



**DURING
PEAK HOURS**
(if we do nothing)

Transportation Impacts Us All



Vision
for the
Future



Safety &
Reliability



Economic
Vitality



Rapid
Technological
Advancement



Funding

WHY XCELERATE TECHNOLOGY?



Safety

80% of accidents could be reduced or eliminated



Innovative Road Solutions

Could nearly quadruple highway capacity



Saved Time

Could save about 50 minutes per day



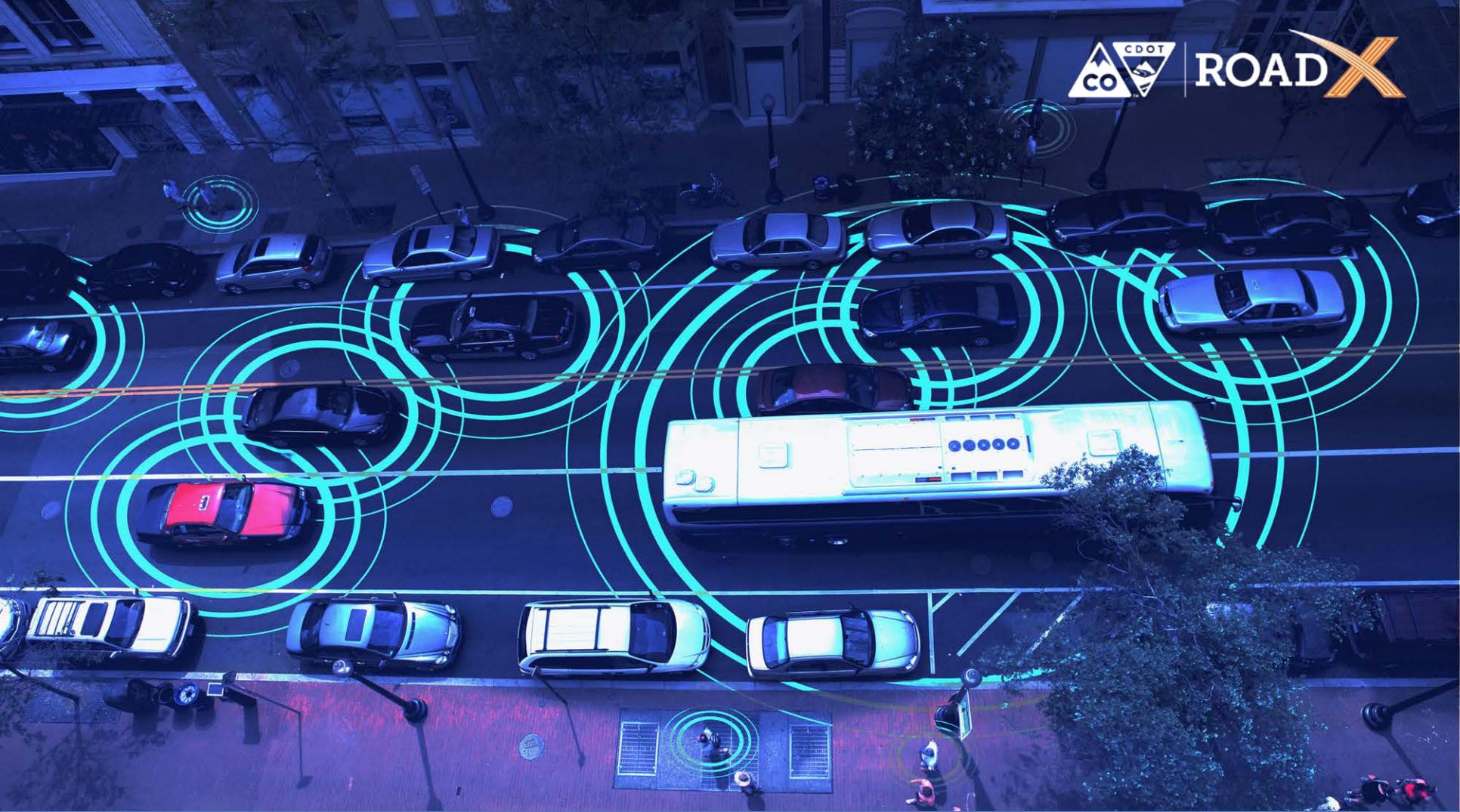
Expanded Mobility

Mobilizes elderly and handicapped populations



Environmental Benefits

Reduces congestion and vehicle emissions



What's happening in transportation technology?

Connected Vehicle
Communicates

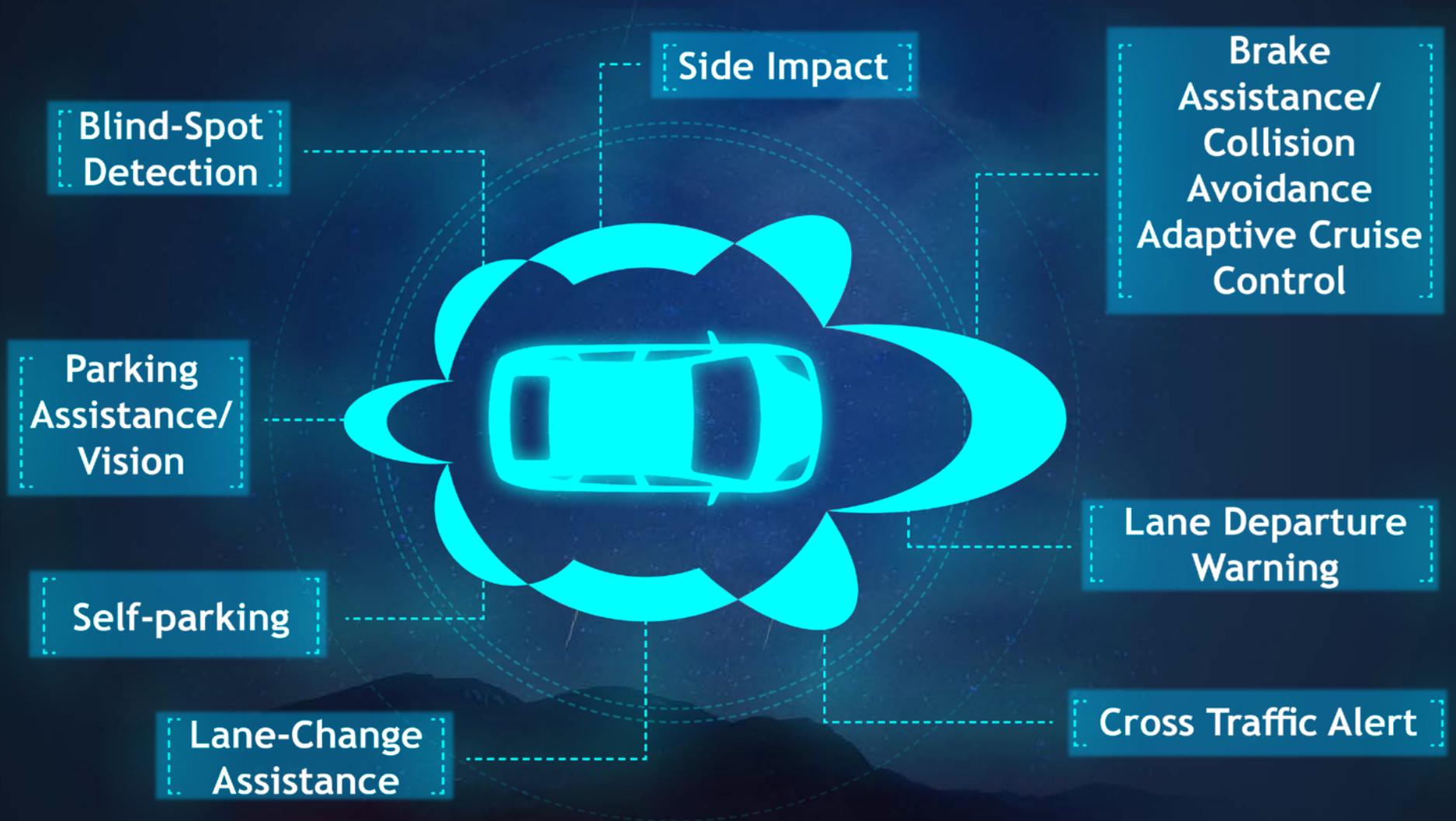


Automated Vehicle
Isolated Operations



Autonomous Vehicle
Self-Driving





Disruptive Technology - displaces an established technology and shakes up the industry or a ground-breaking product that creates a completely new industry.

Is a Modern Vehicle a Disruptive Technology?



TRENDS



ELECTRIFICATION



DIVERSE MOBILITY



CONNECTIVITY



AUTONOMOUS DRIVING

When Will This Happen?

2009 -- Google self-driving cars start testing

2015 -- Tesla introduces Autopilot

2016 -- Uber begins self-driving mobility service

2016 - nuTonomy in Singapore introduces self-driving taxis

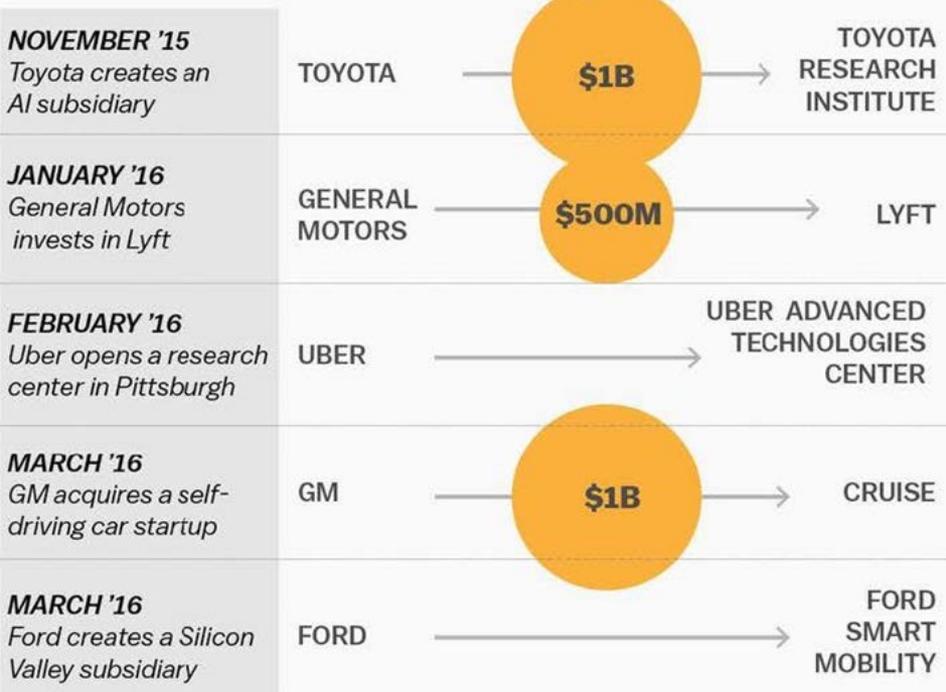
2017 - NHTSA Connected Vehicle mandate

2021 - Date committed to by Ford, Baidu and Volvo to begin selling self-driving cars



Car and tech deals

Automakers and tech companies have been joining forces in the past six months



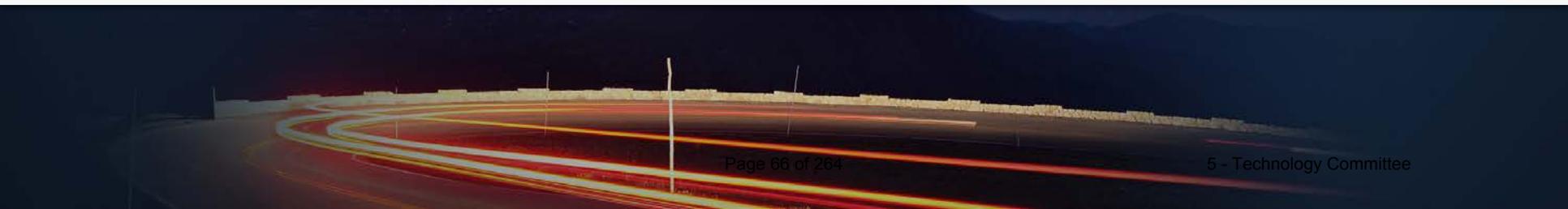
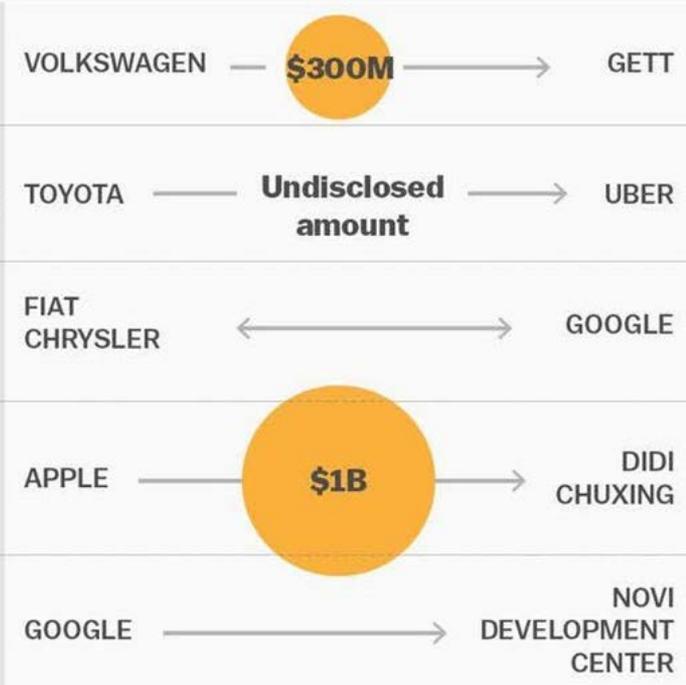
MAY '16
VW invests in a European taxi service

MAY '16
Toyota invests in Uber "strategic partnership"

MAY '16
Working together on a self-driving car

MAY '16
Apple invests in a Chinese ride-hailing service

MAY '16
Google creates a development center in Detroit



Levels of Automation

Currently, some vehicles (Tesla, BMW, Mercedes) are on the road with Level 2 automation and Google, Uber and Volvo are testing Level 4 vehicles in the US and in other countries.

Full Self-Driving Automation

Vehicle performs all safety-critical driving functions and monitors roadway conditions. Driver is not expected to be in control.

Limited Self-Driving Automation

Driver can cede control of safety functions under certain conditions but driver still has control.

Combined-Function Automation

Automation of at least two control functions working together (cruise control with lane centering)

Function-Specific Automation

Automation of one or more specific control functions

No Automation

Driver has complete control



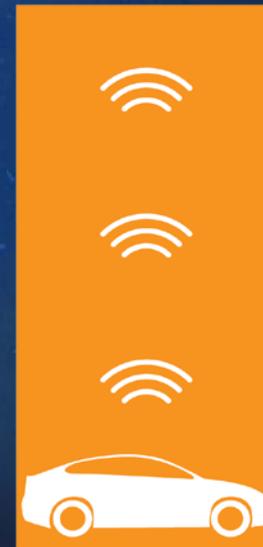
Level 0



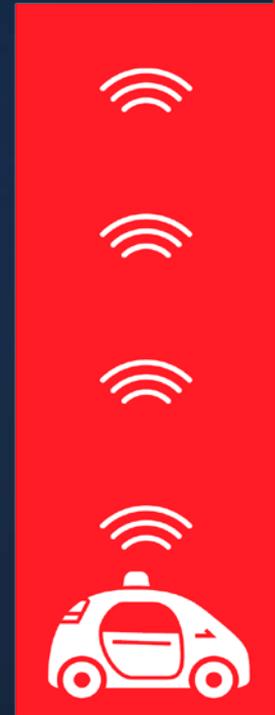
Level 1



Level 2

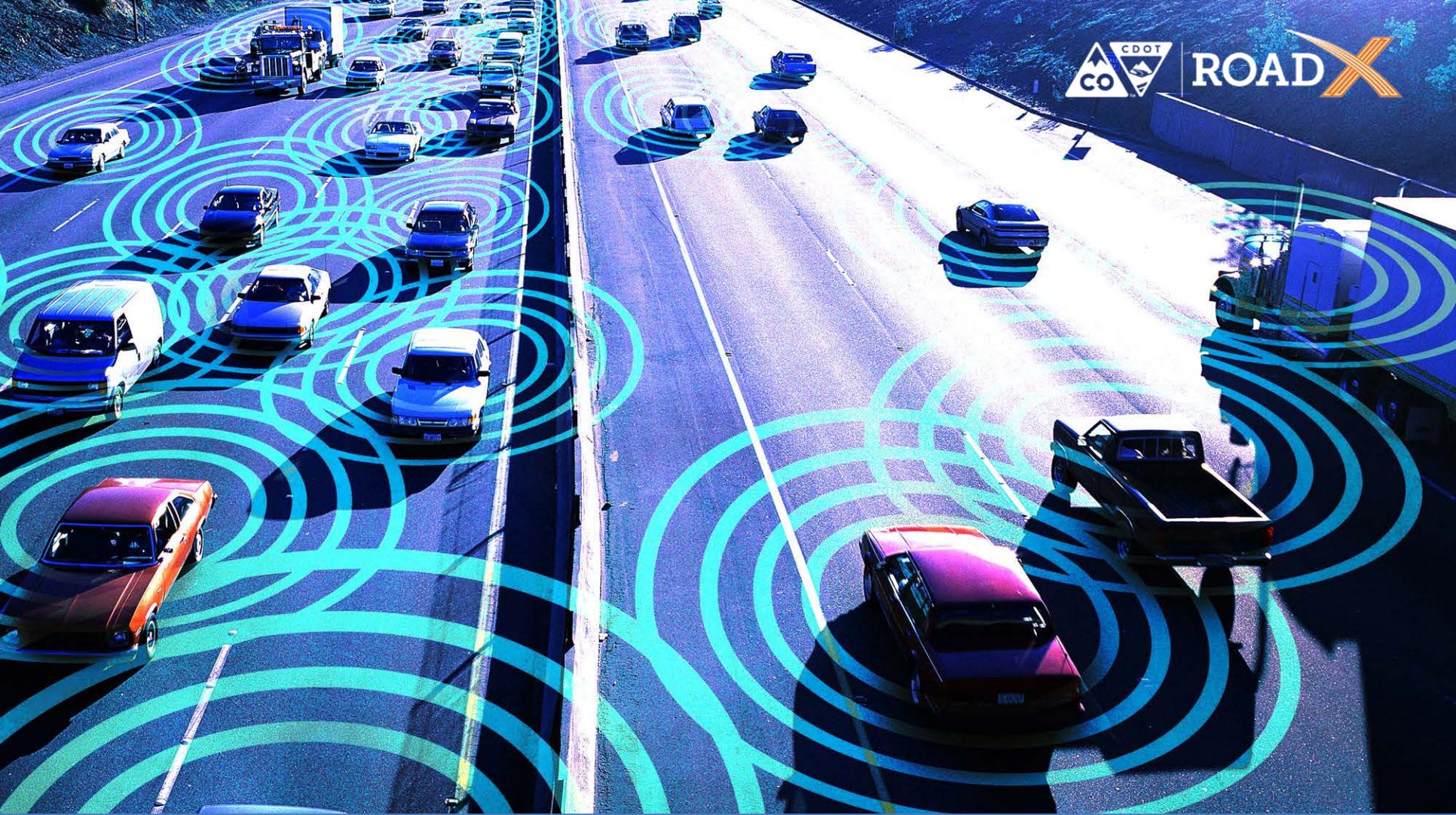


Level 3



Level 4

Increasing Levels of Automation



RoadX Moving Forward

ROAD

RoadX **VISION:** Crash-free, Injury-free, Delay-free and Technologically-transformed travel in Colorado.

RoadX **MISSION:** Team with public and industry partners to make Colorado one of the most technologically advanced transportation systems in the nation, and a leader in safety and reliability.

Colorado Is Open For Business – Colorado invites partners to join us in accelerating the adoption and deployment of technological solutions.



WHAT COLORADANS THINK

Drivers are not yet comfortable with driverless cars (cost and potential for equipment failure).

Acceptance increases with familiarity.

Road and traffic communication technologies are less familiar than car features, but easier to accept.

Privacy is significant concern, but most trust CDOT to manage their data.

Coloradans can visualize benefits of the new technologies.

Support for CDOT taking the lead in education and testing.

National Research Center, 841 respondents, May 2016

COMMUTING



SUSTAINABILITY



TRANSPORT



SAFETY



CONNECTION



COMMUTING

TRANSFORM COLORADO INTO THE MOST RELIABLE TRANSPORTATION SYSTEM FOR COMMUTING IN THE NATION BY DEPLOYING TECHNOLOGY AND INFRASTRUCTURE SYSTEMS TO IMPROVE RELIABILITY OF TRAVEL TIMES AND OPTIMIZE ROUTING AND MOVEMENT OF COMMUTERS.





COMMUTING



TIMING : FALL 2017

SMART 25 - RIDGEGATE TO UNIVERSITY

Colorado will be doing a significant software and traffic sensor upgrade to the aging traffic management and ramp metering systems on the highway. This hyper-smart system will help to better manage the flow with vehicles, which could have the result of effectively adding a new lane on I-25 at a fraction of the cost.

The result?

- More reliable trips and travel times
- Fewer crashes
- Reduction in stop-and-go traffic
- More efficient flow of traffic without expanding the roadway



SUSTAINABILITY

BECOME THE NATION'S LEADER IN ENERGY
CONSERVATION AND EMISSIONS REDUCTION.



TRANSPORT

DEPLOY EMERGING IN-VEHICLE TECHNOLOGY AND SUPPORTING INFRASTRUCTURE
TO IMPROVE THE SAFETY AND EFFICIENCY OF TRANSPORTING FREIGHT.





TRANSPORT



TIMING : WINTER 2016

PHASE 1 - SMART TRUCK PARKING (PRE-PASS, CELLULAR AND DSRC)

Using detection and cloud-based software that understands and can report available parking spots to truckers, improving:

- Truckers wasted time and fuel
- Excess wear and tear on Colorado's roadways
- Excess pollution

The first phase of this project will integrate six existing parking facilities into the Smart Truck Parking System.



SAFETY

MAKE A DRAMATIC LEAP TOWARDS ZERO
DEATHS ON COLORADO ROADWAYS.





SAFETY



TIMING : TBD

SMART PAVEMENT - STRIPING IMPROVEMENTS

CDOT will make improvements in the reflectivity and durability of roadway pavement markings throughout major corridors in the state, allowing vehicles to better use these markings for guidance and lane designations.



CONNECTION

DEVELOP SOLUTIONS TO TRANSFORM DATA INTO ACTIONABLE INTELLIGENCE AND DELIVER TO DRIVERS, CELLULAR/MOBILE APPLICATIONS AND CONNECTED AND AUTONOMOUS VEHICLES.





CONNECTION



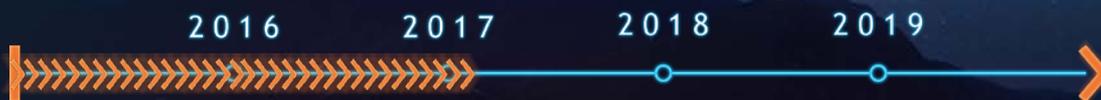
TIMING : WINTER 2016

SMART 70 - GOLDEN TO VAIL

CDOT has partnered with an international mapping firm, HERE to provide drivers with the most real-time data possible to allow drivers to make better decisions when traveling through the mountains. Imagine Waze on steroids. Drivers will be equipped with the knowledge of when they can expect critical safety warnings such as:

- Low visibility
- Multi-vehicle pileups
- Sun glare

Smart 70 will accelerate the advancement of autonomous vehicles by giving autonomous systems instantaneous data and warnings from connected vehicles.





CONNECTION



ONGOING

SMART ROADS

Advanced traffic management technology solutions require critical real-time data and analysis that can be delivered to vehicles and software systems to improve traffic flow, trip reliability and safety.

CDOT is deploying a web-based, open source safety, traffic and transportation system data platform capable of communicating with a diverse collection of drivers, cellular/mobile applications, and connected and autonomous vehicles.



NEXT STEPS



People

Educate public



ROI

Invest now in
technology platforms



Privacy

Address security
issues



Technology & Planning

Plan and model
for rapid change



Regulation

Establish consistent policy
direction that supports
autonomous future

RoadX BUDGET:



FOCUS AREA	PROJECTS	TOTAL*	FY16	FY17	FY18	FY19
Commute	Smart 25	\$7.60	\$0.90	\$5.00	\$1.70	
Connection	Smart 70 from Golden to Vail	\$11.20	\$1.00	\$5.75	\$3.25	\$1.20
Transport	Smart Truck Parking	\$0.40		\$0.40		
Connection	Place Global	\$0.02		\$0.02		
Connection	Blynsy	\$0.03		\$0.03		
Program Support						
	Consultant Support	\$1.05	\$0.30	\$0.75	\$0.75	
	PR & Marketing	\$0.20	\$0.05	\$0.15		
	Grant Writing	\$0.05		\$0.05		
	Total Committed	\$20.55				

*Totals in millions

RoadX PROPOSED PROJECTS/FUNDING:

FOCUS AREA	PROJECTS	TOTAL *
Connection	Expand Smart 70 Cellular CV	\$4.00
Connection	Smart Roads CV/AV Data Program Blueprint	\$8.5
Connection	Fiber Broadband Office with OEDIT	\$0.75
Sustainability	Ped / Bike Connectivity Challenge	\$0.50
		\$13.75
Safety	Smart Pavement US 285	\$2.75
Transport	Smart City Denver I-70 Peleton	\$2.00
Safety	Rural Safety Challenge	\$2.00
Sustainability	Planning (Working with DRCOG and Mobility Choice	\$1.00
	Total	\$21.50

*Totals in millions

SUPPORTING ROADX

TECHNOLOGY COMMITTEE



POLICY

**FUNDING/RISK
STRATEGY FRAMEWORK**



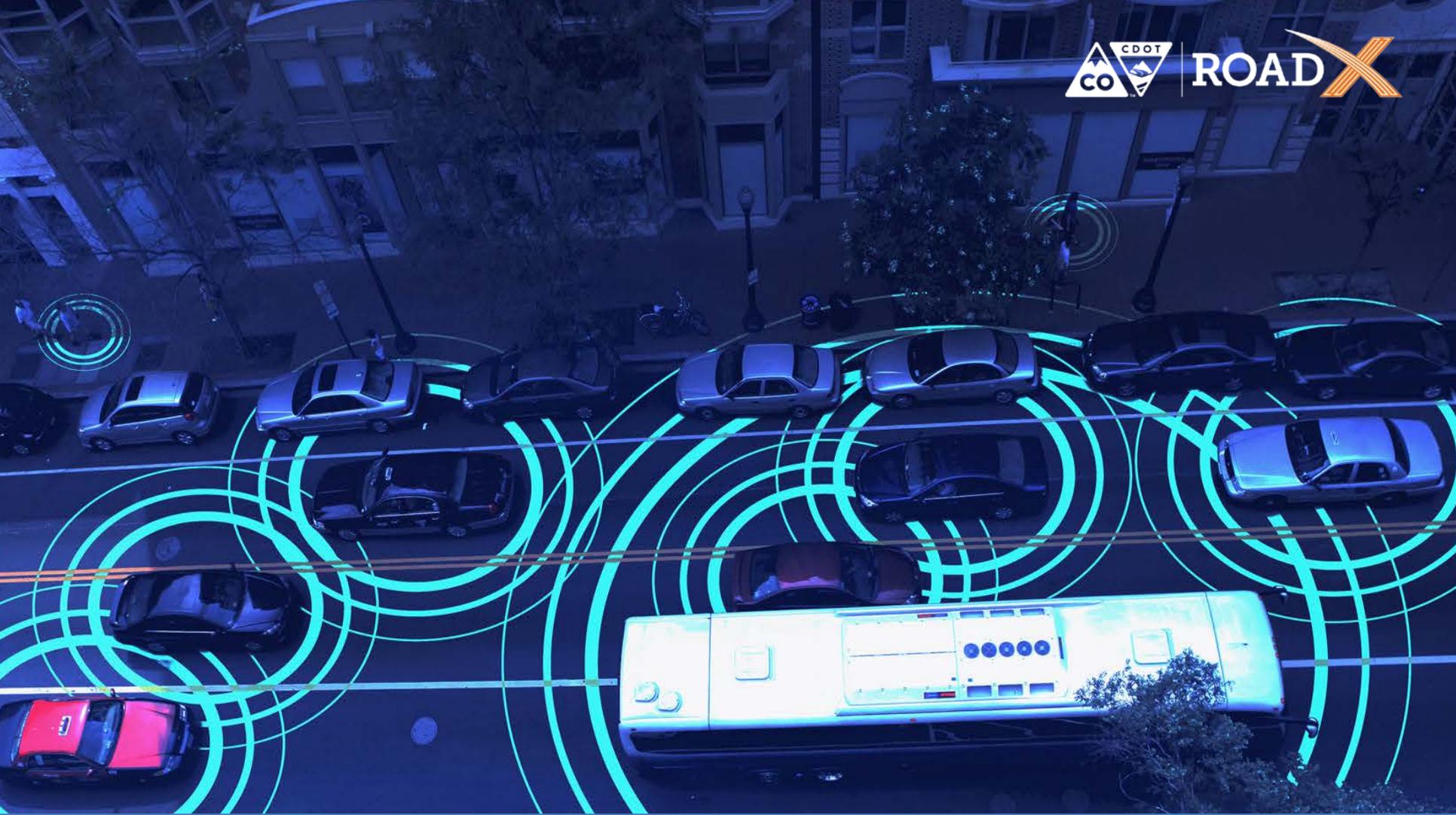
PEOPLE

**WORKFORCE OF
THE FUTURE**



PLANNING

**PROJECT LEVEL DEEP DIVES
FIVE YEAR STRATEGY**



Questions?

**Transportation Commission of Colorado
Disadvantaged Business Enterprises (DBE) Committee Agenda
Wednesday, September 14, 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. Central 70 Workforce Development Update**
- 6. ADA Title II Program Update**
- 7. Public Input/Comments**
- 8. Adjourn**



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

DATE: September 7, 2016
TO: Transportation Commission
FROM: Greg Diehl, Director, *Civil Rights & Business Resource Center (CRBRC)*
SUBJECT: September 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 June of Federal Fiscal Year 2016 (10/1/2015 - 06/30/2016) CDOT exceeded its DBE overall annual goal of 12.15% with 12.5% in awards to DBEs.

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 will soon be soliciting for a provider of bonding assistance as part of the OCIP Request for Proposals.

Central 70 Workforce Development Update

The Central 70 team is hosting a workforce roundtable on September 8, 2016. The Community College of Denver will be presenting the local hiring needs assessment findings (hard copies of full study available upon request) and will be discussing 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 ADA Transition Plan. Currently the ADA task force is finalizing a prioritization list of curb ramps from the inventory as well as documenting internal processes related to the new 5-year ADA Curb Ramp Program. FHWA has approved a December timeline for CDOT’s ADA Transition Plan submission.

Attachments

- June 2016 DBE Committee Meeting Minutes
- June 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 - 6/30/2016)

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	\$373,055,474	84	\$1,054,023	2	\$0	0	\$1,054,023	2	0.3%
2. Subcontracts awarded/committed this period	\$135,382,887	1163	\$45,746,913	363	\$33,927,801	222	\$11,819,112	141	33.8%
3. TOTAL			\$46,800,936	365	\$33,927,801	222	\$12,873,135	143	12.5%

	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)	23	149	15	1	169	7	364
5. Total Dollar Value	\$1,757,750	\$24,210,223	\$3,135,629	\$56,623	\$16,892,336	\$640,746	\$46,693,309

	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	56	\$250,099,142	\$23,737,275	\$33,526,100	13.4%
7. Race Neutral	11	\$15,701,377		\$970,724	6.2%
8. Totals	67	\$265,800,519		\$34,496,823	13.0%

* The 365 prime and subcontracts shown in this column went to 111 individual DBE firms.



FFY SOW 2016 Quarterly Report 3

Performance Period: April 1, 2016-June 30, 2016

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

Table of Contents

PART 1 – ACCOMPLISHMENTS AND PERFORMANCE.....	2
<i>i. Connect2DOT Activities</i>	<i>2</i>
<i>i. LEADING EDGE™ for Transportation</i>	<i>8</i>
<i>ii. Outreach.....</i>	<i>8</i>
<i>iv. Bid Express</i>	<i>9</i>
<i>v. Statewide DBE & Small Business Conference.....</i>	<i>9</i>
<i>vi. Program Management and Expansion</i>	<i>9</i>
PART 2 - BUDGET SUMMARY	12

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 third 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 37 interested small businesses and provided follow up assistance for application submittals.
- ii. **CDOT Contract Management and Compliance Workshop.** This was a full day workshop held for prime and subcontractors working on CDOT highway construction contracts. It covered topics related to compliance with the regulations outlined in FHWA Form 1273. CDOT Civil Rights staff presented as subject matter experts and Connect2DOT assisted with registration, logistics, and catering. This quarter, a workshop was held in Durango on April 20, 2016 for 23 attendees.
- iii. **Professional Services Training Track: Marketing & Business Development for Engineers.** This was the first in a series of three interactive workshops designed specifically for Professional Services firms. The workshop was held on April 28, 2016 at the Boulder SBDC and led by a Vice President of AECOM. The workshop was sold out, with 25 attendees. It provided information about how to target business development activities, market to prime consultants, communicate a value proposition, create a meaningful Statement of Qualifications, and build successful business relationships.
- iv. **Professional Services Training Track: Maximizing Indirect Cost Recovery.** This was the second in a series of workshops designed specifically for Professional Services firms. The workshop was held on May 26, 2016 at the Boulder SBDC and led by Markham & Associates, P.C. The workshop was sold out, with 25 attendees. It provided details of Indirect Cost Rates (IDCs) and policies including types of IDC bases and rates, components and calculation of an IDC rate, determining the appropriate rate that should be used on a project, allowable and unallowable costs, and common questions and potential pitfalls related to IDC once a project is awarded.
- v. **Professional Services Training Track: CDOT Consultant Prequalification and Master Price Agreement (MPA).** This was the third in a series of workshops designed specifically for

Professional Services firms. The workshop was held on June 23, 2016 at the Boulder SBDC and led by CDOT staff from Engineering Contracts and Audit. The workshop was sold out, with 25 attendees. The Prequalification team gave a demo of how to use the Supplier Self-Service (SuSS) portal to complete the technical prequalification application. They provided information on how to navigate and complete the forms. The Audit team walked through the requirements for financial prequalification and obtaining a mandatory MPA to contract with CDOT as a consultant. The CDOT Department Manager also answered questions and provided information on the process.

- vi. **Doing Business with the Government.** This workshop was hosted by the East Colorado SBDC in Greeley on May 31, 2016. It was led by Connect2DOT and the Procurement Technical Assistance Center (PTAC). It covered the basics of getting started in government contracting and an overview of contracting with CDOT. It also covered small business certification programs at the federal and state level. A total of 11 people attended. Four of the attendees pursued one-on-one consulting services from Connect2DOT.
- vii. **CDOT Small Business Certifications.** This workshop was held on June 1, 2016 at the Boulder SBDC. It was intended to be complimentary to the Professional Services Training Track held during the same period. It included an overview of the DBE and ESB programs, as well as how those certifications relate to other Federal and local agency programs. There were 8 attendees. Three of the attendees pursued one-on-one consulting services with Connect2DOT to assist them with the certification application process.
- viii. **Moving from Vertical to Horizontal Construction.** This workshop was provided by 5280 Connectors at the AGC in Denver on June 29, 2016. Connect2DOT attended as a subject matter expert regarding subcontracting on CDOT projects. Project Managers from Flatiron (horizontal) and Turner Construction (vertical) discussed the similarities and differences in estimating, scheduling, means & methods, safety, quality and risk management. This workshop was conducted in anticipation of the CDOT Central 70 project for approximately 27 small business attendees.

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 hosts 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 held a quarterly Professional Services Forum on April 14, 2016. There were 24 people registered for the event and 26 attended. The meeting included an introduction of the industry-selected Chair and Vice-Chair members and a review of the survey results of potential forum meeting topics. The forum began with a conversation about progress that CDOT had made in response to suggestions made at the last forum meeting. The primary topic for the forum was a discussion with CDOT Engineering Contracts staff about creating a solicitation calendar with anticipated project needs and pre-proposal meetings for professional services RFPs.

To accommodate interested participants who were not able to attend the session in person because of distance and other factors, CDOT simulcast the session as a webinar. There were 4 people who joined the session online.

- ii. **Construction Collaborative Forum.** CDOT held a quarterly Construction Forum on June 27, 2016. There were 29 people registered for the event and 23 attended. The meeting included an introduction of the industry-selected Chair and Vice-Chair members and reviewed survey results of potential forum meeting topics. The forum began with a conversation about progress that CDOT

had made in response to suggestions made at the last forum meeting. The primary topic for the forum was a discussion with CDOT Engineers and Civil Rights regional staff about pay estimates, prompt payment regulations, and retainage.

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 Region 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 US 24 Buena Vista Enhancement Project.** Connect2DOT and the CDOT project team held a pre-bid meeting and small business networking event on May 24, 2016 for construction of enhancements to US 24 in Chaffee County. Interested prime and DBE/ESB contractors were encouraged to attend. CDOT provided information about the project, scope of construction, planned schedule, and opportunities for small business participation. Connect2DOT and CDOT Region 5 Civil Rights staff provided a presentation about the DBE program and successful contracting, and facilitated a networking session between interested primes and DBE firms. There were 13 attendees, including two DBE firms.

c. Industry Events

- i. **13th Annual Spring Transportation Symposium.** This event, held on April 1, 2016, was jointly hosted the Colorado Section of the American Society of Civil Engineers, Colorado & Wyoming Section of the Institute of Transportation Engineers, WTS Colorado, the Rocky Mountain Chapter of the Intelligent Transportation Society, the American Council of Engineering Companies of Colorado, and the Colorado Chapter of the American Planning Association. Over 500 of the region's transportation planners, engineers, and decision makers attended to share information and lessons learned from innovative and successful transportation projects.
- ii. **Meet & Greet the Transportation Commission.** Upon request of the Transportation Commission, CDOT organized a roundtable discussion with the small business community on April 20, 2016. The session was attended by 9 Transportation Commissioners and the CDOT Deputy Director, each having their own discussion table. Attendees were able to talk openly with the Commissioners about challenges and successes.
- iii. **SAME/SMPS Industry Briefing.** Connect2DOT presented an overview of contracting with CDOT at an industry breakfast held on April 21, 2016 by the Society of American Military Engineers (SAME) and Society of Marketing Professional Services (SMPS). This half-day event included presentations by various federal, state, and local agency representatives and was attended by more than 100 small and large businesses.
- iv. **Southern Colorado Contracting & Construction Forum.** This event was hosted by the Southern Colorado SBDC in Pueblo on April 27, 2016. It was focused on small businesses in the construction industry, and provided information about doing business with CDOT and local government agencies. More than 75 people attended throughout the day. Representatives from CDOT, including staff from Civil Rights, Procurement, Region 2, and Region 5, provided briefings on what CDOT buys, how to apply for small business certifications, and upcoming opportunities. Representatives from El Paso County, City of Pueblo, Department of Defense, and several local prime contractors also discussed upcoming opportunities and how to obtain contracts.
- v. **Winter Park Annual Speed Networking Event.** Connect2DOT participated as an agency representative at a "speed networking" event for small businesses in Grand County on May 18,

2016. There were approximately 35 businesses in attendance, 4 of which followed up for one-on-one consulting.

- vi. **2016 Denver Business Opportunity Fair.** Connect2DOT participated as a resource partner at this half-day event hosted by the City and County of Denver (CCD) on May 19, 2016. It included information sessions about procurement and contracting with CCD and local agency partnership projects with CDOT. Approximately 100 small businesses attended the networking session.
- vii. **HCC Annual Golf Tournament** – Connect2DOT attended as a sponsor for the networking golf outing with members of HCC and other industry partners on June 2, 2016. Approximately 75 people attended the event.
- viii. **Colorado Waste Tire Conference** – Connect2DOT participated in this annual two-day conference on June 22-23, 2016 which is hosted by the Colorado Department of Public Health and Environment. Connect2DOT had a resource table and CDOT staff provided a presentation about doing business with CDOT and understanding small business certifications. The event was attended by more than 150 people, including various other state agency representatives. The focus was on the use of waste tire (crumb rubber) products in highway construction projects including erosion control, landscaping, traffic control barriers, and noise walls.

d. Partnerships with other Programs

- i. **RTD** – CDOT CRBRC and Connect2DOT participated in the RTD DBE Advisory Committee (DBEAC) which convenes quarterly. Connect2DOT expects to participate in the next meeting scheduled for August 24, 2016 and provide updates about upcoming small business outreach events and forums.
- ii. **PTAC** – Connect2DOT collaborates with PTAC for the B2G outreach sessions and co-presents at workshops and conferences. Dennis Casey was recently announced as the new Director located in Colorado Springs, next to the Pikes Peak SBDC. Connect2DOT has a long-standing relationship with Dennis, and the partnership is expected to continue to grow over the next years. The Colorado SBDC Network has formal partnership with the Colorado PTAC and several offices are co-located across the state.
- iii. **SBTRC** – Connect2DOT assists the Small Business Transportation Resource Center with promoting the Bonding Education Program and Prime Connections event. Connect2DOT is continuing conversations with US DOT about a collaborative training program for the Central 70 project.
- iv. **Contractor Academy** – Connect2DOT 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. Connect2DOT will provide support and an auction item for the Annual Auction & BBQ on August 17, 2016.
- v. **HCC** – CDOT CRBRC and Connect2DOT participate with industry partners in the Hispanic Contractor of Colorado Transportation Committee. The committee meets monthly to discuss topics related to small businesses in the transportation and transit sector.
- vi. **COMTO Colorado** – Connect2DOT participates as an Executive Board Member and attends regular monthly meetings. This quarter, Maxine Pryor was elected as the new president. Connect2DOT has a long-standing relationship with Maxine, so the partnership is expected to grow.
- vii. **CCA** – CDOT CRBRC and Connect2DOT work with the Colorado Contractors Association to gather feedback from industry and promote workshops and networking sessions for large and small

businesses. This quarter, collaboration included the US 24 Buena Vista project, discussions about proposed changes to the OJT program, and scheduling upcoming roundtables across the state.

- viii. **Western CCA** – Connect2DOT reached out to the new Western CCA Director to strengthen the relationship on the western slope. This quarter, we cross-promoted workshops and are exploring additional partnership opportunities.
- ix. **Colorado OEDIT Minority Business Office** – Connect2DOT meets once per quarter with the OEDIT Deputy Director and the MBO Director to discuss cross-promotional opportunities, training, and events. This quarter, the focus of the discussion was on various workshops and the upcoming Day at the DOT event. A meeting is scheduled for next quarter to discuss how to partner more effectively and not duplicate efforts.
- x. **Colorado State Purchasing Office** – CDOT collaborates frequently with the State Purchasing Office to assist small businesses that provide vendor products/services. This quarter, a new Supplier Diversity Liaison was announced and Connect2DOT met with staff to discuss the program and potential partnership opportunities.
- xi. **ACEC of Colorado** – Connect2DOT coordinates with ACEC to cross-promote workshops and events. CDOT also collaborates through quarterly liaison meetings. This quarter, Connect2DOT requested assistance with promoting the Engineering Services Training Track hosted by the Boulder SBDC. CDOT also hosted a liaison meeting on April 26, 2016.
- xii. **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.
- xiii. **Hispanic Chamber of Commerce** – Connect2DOT is working with the Chamber to identify members and scholarships for the LEADING EDGE for Transportation program.
- xiv. **Western Colorado Latino Chamber of Commerce** – This is a new partnership that was developed to increase Connect2DOT's presence in CDOT Region 3 among Hispanic-owned small businesses. A certification workshop is 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 SBDC Director's Meeting and provided a presentation and program update. The SBDC Directors also participated in a survey regarding regional clients, environment, and attitudes related to the CDOT FTA DBE goal setting process. Connect2DOT also provides updates during the quarterly consultant conference call.
- ii. **Denver SBDC** – The Denver SBDC graduated 7 small business participants in Leading Edge program last quarter. They are currently providing business plan follow up and one-on-one consulting to graduates and other clients. This center provides the majority of consulting in the Connect2DOT program. They are currently scheduling a Professional Services training track similar to the one held by the Boulder SBDC this quarter, as well as other specialized workshops on OSHA/Safety, Construction Accounting, and Certified Payrolls.
- iii. **Pikes Peak SBDC** – The Pikes Peak SBDC continued to follow-up with Leading Edge graduates by providing a quarterly review of submitted business development plans. They partnered with PTAC to provide B2G outreach sessions and client referrals. This quarter, a bilingual consultant conducted outreach and certification workshops in Spanish. Another Connect2DOT consultant conducted outreach to relevant local area businesses to recruit them into the program.

- iv. **Northwest SBDC** – The Northwest SBDC is currently coordinating and promoting a two-day Contract & Construction Business Resource Expo & Economic Luncheon on November 10 in Winter Park and November 11 in Breckenridge. These events will have vendor booths, a panel discussion with local contractors and various breakout sessions on marketing, certifications, contracting with CDOT, and small business financing. One-on-one consulting is being conducted by two consultants who travel in that area monthly.
- v. **Southern SBDC** – The Southern SBDC hosted a Contracting and Construction Conference this quarter and continues to conduct outreach and one-on-one consulting. They plan to offer Government Certifications and Doing Business with CDOT workshops in the fall/winter.
- vi. **Aurora SBDC** – Aurora has an on-site consultant that provides a majority of Connect2DOT consulting for the Center. They are currently focusing on outreach and client recruitment, especially in the areas of marketing and certification.
- vii. **Boulder SBDC** – Boulder SBDC hosted the Professional Services training track this quarter which consisted of 3 sold-out sessions. Connect2DOT assisted with securing speakers and promoting the sessions. Boulder also has a consultant who is conducting outreach via phone and recruiting clients for one-on-one consulting. The Center is planning a Government Contracting Conference in the spring of 2017.
- viii. **Southwest SBDC** – Connect2DOT will be participating in the Women’s Conference on July 22 in Ignacio in cooperation with OEDIT and the Minority Business Office. One-on-one consulting has been scheduled with 4 small businesses and representatives from the Southern and Mountain Ute Tribes. The new Director continues to ramp up additional consulting services for Connect2DOT.
- ix. **Northeast SBDC** – The Northeast SBDC hosted a Doing Business with the Government in cooperation with PTAC this quarter. They plan to hold another workshop in Weld County and have asked for Connect2DOT to host an information sessions and consulting in east Colorado (Fort Morgan and Sterling). SBDC consultants are currently determining interest and scheduling dates.
- x. **San Luis Valley SBDC** – The San Luis Valley SBDC in Alamosa conducted a direct calling outreach campaign to recruit CDOT-related small businesses for the Connect2DOT program. A list of 200 regional businesses with revenues of \$5 million or less were derived from various databases and calls were placed to contacts. To date, 8 contacted businesses requested more information and consultant follow up. A full report will be provided next quarter.
- 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 assisted two firms in the area with CDOT Consultant Prequalification. Another “road trip” is being planned for the fall which will cover Grand Junction and Montrose in cooperation with the Western CCA and Western Latino Chamber.
- xii. **West Central SBDC** – The West Central SBDC is focused on one-on-one consulting sessions with Connect2DOT clients between Gunnison and Montrose. A new Director was retained this quarter and is getting up to speed on SBDC processes and programs.
- xiii. **Southeast SBDC** – The Southeast SBDC conducted outreach and held one-on-one consulting with two of the virtual consultants. The turnout was again fairly low with just four businesses attending. However, there is a significant CDOT local agency project starting later this year in La Junta and Granada which may generate program interest. Center staff are currently identifying ways to cooperate with local government and CDOT to assist subcontractors.

f. Consulting

There are currently more than 225 business consultants in the SBDC network, 14 of which have specific technical expertise for Connect2DOT clients. This quarter, program consultants conducted 389 one-on-one consulting sessions with 173 unique customers. There were a total of 780 hours in direct contact and preparation (file review, notes, research) spent with clients. See Appendix for client demographics and the business information of clients served.

g. LEADING EDGE™ for Transportation

The LEADING EDGE for Transportation course is a ten-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 projects with CDOT and other USDOT-funded contracts. This is part of the CDOT BDP requirement and participants graduate by completing an actionable, approved business development plan.

a. LEADING EDGE for Transportation Programs.

- i. **Denver Metro SBDC** – The second offering of the Leading Edge Program graduated 7 small businesses in May 2016. All participants submitted a Business Development Plan that will be included in the annual SBDC Business Plan competition. The Lead Facilitator and other Connect2DOT consultants are currently following up with graduates to ensure continued support.
- ii. **Central 70 Project** – CDOT is working to move forward discussions with US DOT regarding a cooperative approach to developing a small business development program with three core components:
 - 1. LEADING EDGE for Transportation (abbreviated to 5 sessions)
 - 2. Bonding Education Program (BEP) (abbreviated to 6 sessions)
 - 3. Central 70 Project Specific (4-5 sessions)

The objective is to provide subcontractors with business development, marketing, strategic planning, financial, bonding, and project-specific education to help them prepare and perform on the Central 70 project. CDOT will continue to pursue a collaboration with the SBTRC with the intent of maintaining the integrity of the Leading Edge Program and BEP in a format that is beneficial to small businesses.

- b. **Recruitment Efforts.** Each SBDC hosting the program manages logistics, registration, and regional outreach. Denver SBDC plans to hold the next LEADING EDGE for Transportation program, but is waiting on information about the Central 70 program. If that moves forward, recruitment will focus on contractors that provide services applicable to that project.
- c. **Recommended Program Changes (If any)** – The program has been condensed to 8 weeks to accommodate limited availability and construction season. Additional participation from CDOT staff (e.g., Engineers, Project Managers, CRBRC) would help increase credibility and potentially help attendance.

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, and press releases for the LEADING EDGE for Transportation program in Denver, as well as personal invitations to guest speakers and panelists;
 - ii. Flyers, press releases, and email invitations were sent for the US 24 Buena Vista pre-bid and networking event;
 - iii. Flyers, press releases, and email invitations were sent to promote the Southern Colorado Construction and Contracting Conference;
 - iv. Postcards, flyers and email invitations were sent to promote for the Contractor Compliance Workshop scheduled for July 8 in Greeley;
 - v. Email invitations were sent to promote the CDOT Small Business Collaborative Forums and the Transportation Meet & Greet session;
 - vi. Flyers and email invitations were sent to promote the Engineering Training Track in Boulder;
 - vii. A direct calling and email campaign was initiated to improve outreach to small businesses in the San Luis Valley and Boulder SBDC service areas; and
 - viii. 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

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 reduce the number of sponsored accounts from 51 to 45 for a term of 6 months starting on March 1, 2016. All 45 of the accounts are currently allocated to DBE/ESB certified firms who are actively pursuing CDOT work. A review of usage was conducted this quarter and three accounts were revoked and re-assigned to new applicants. There continues to be an expressed demand for these accounts in order to access online project plans and submit unsolicited subquotes. Contract renewal is required by August 30, 2016 to maintain current accounts.

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. A follow up meeting is scheduled in September to discuss concept and approach.

k. Program Management and Expansion

- a. **Impact** – the following impacts were obtained by clients this quarter through the assistance of the Connect2DOT program. Please note that the jobs, loans and sales figures are representative of only 7 clients that reported impact during the quarter.

Impact	# Clients
DBE Certification	7
ESB Certification	5
CDOT Prequalification	2
Jobs Created	11.5
Jobs Retained	5.5
Loans Obtained	\$386,000
Sales Volume	\$302,700

b. Success stories –

- i. Smittick Electric, LLC is a DBE/ESB full service electrical contractor firm and graduated from the LEADING EDGE for Transportation program in 2015. Since graduating from the program, the firm continues to grow significantly, securing six publicly funded contracts in 2016 totaling \$2 million. This also includes a 15% increase in hiring.
- ii. Chacon's Construction and Transport, Inc. is a DBE Colorado-based trucking firm that specializes in providing hauling services to contractors in the commercial and roadway/highway construction industries. Since graduating from the LEADING EDGE for Transportation program in 2015, the firm secured one state contract, hired two full time employees, obtained a \$24,000 line of credit to buy equipment, and saw a 30% increase in sales.
- iii. High Country Fence is a DBE/ESB fencing contractor that attended Connect2DOT DBE certification and ESB Orientation workshops and received assistance with completing both applications. They were certified in 2015 and immediately became a substitute DBE firm on a project in CDOT Region 2 that was having performance problems. They stepped in to successfully complete the project on-time and under budget. They continue to grow their business and were recently awarded a \$600,000 subcontract on a major CDOT Express Lanes expansion project in Region 1.

c. Challenges & Solutions –

i. Remote Content Delivery.

Challenge: A majority of the CDOT/Connect2DOT workshops, roundtables, and forums are delivered in person. A high concentration of these sessions are in Denver. Training outside of the Front Range happens each quarter on a rotating basis but there are not sufficient resources to offer more frequent workshops in person. Although we have attempted to simulcast in-person sessions via webinar, this has posed technology issues with large group formats.

Solution: CDOT has developed online YouTube videos for various contractor content such as completing project compliance forms and using B2G for DBE/ESB compliance and tracking. This same format can be used for additional content such as using B2G for DBE/ESB applications and finding bidding opportunities. Additionally, the size of in-person sessions can be managed to a smaller number to accommodate adequate audio delivery of speaker presentations. Connect2DOT will work with CDOT to identify content and sessions that are best suited for online delivery so remote customers can be afforded the same training opportunities.

ii. Spanish-Speaking Expertise.

Challenge: Connect2DOT has 3 bilingual consultants that assist clients on a regular basis. One consultant has translated the DBE/ESB certifications presentation into

Spanish. However, additional training is required to ensure these consultants have complete knowledge of the DBE/ESB application process and requirements. Additionally, these consultants are often booked for several weeks which causes delays in getting assistance to Spanish-speaking clients.

Solution: Bilingual CDOT staff may be used in the future and a more comprehensive internal training class on certifications is currently being discussed with the MBO. Certification leads from CDOT and RTD will be used to assist the certification workshops. The MBO may also be a good resource for ESL clients that are not yet ready for government contracting or do not have an English-speaking counterpart for project and onsite communication.

iii. **Partnership with MBO.**

Challenge: The Minority Business Office is directed by Kelly Manning who also directs the activities of the SBDC Network. MBO and Connect2DOT fall under OEDIT operations. There has been some duplication of training and consulting in these programs which affects impact and creates a competitive rather than cooperative environment.

Solution: Several informal discussions have been conducted with the MBO and SBDC Lead Center. A brainstorming meeting has been scheduled with Kelly Manning and staff, MBO and Connect2DOT on August 15 to identify areas of duplication and determine the best approach for cooperation of resources. One strategy is to combine consultant resources for assisting with DBE/ESB and other small business certifications. Connect2DOT has suggested holding an internal "consultant" training class to ensure requirements are universally understood. We have also suggested a shared calendar of events and communication related to regional travel similar to how we coordinate with PTAC.

d. **Recommendations for Improvement –**

- i. **Improving Data Tracking.** Impact collection continues to be a challenge but the new CenterIC reporting system has enabled easier data analysis. Connect2DOT will work with the Lead Center to implement regular impact collection, either directly from clients or from Centers regarding the impact measures outlined in the SOW.
- ii. **Online ESB Orientation & Training Content.** In addition to offering webinar or simulcast content for in-person workshops and forums, it would be helpful to have the mandatory ESB Orientation webinar accessible as an online education module. This would require more than a basic video/audio capture because attentiveness and comprehension need to be verified. CDOT is exploring how to implement an online orientation platform.

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 June 30, 2016, Connect2DOT has spent \$177,870 of FHWA and state funds. See the attached spreadsheet for additional details.

Appendix

Grand Total

Distinct Customers 173

Total Records 173

Race		Hispanic		Gender		Disability		Veteran		Military Status	
Asian	4 2.3%	Not Set	0 0.0%	Not Set	0 0.0%	Not Set	0 0.0%	Not Set	0 0.0%	Not Military/Not Active	169 97.7%
Black	41 23.7%	No	121 69.9%	Male	99 57.2%	No	157 90.8%	Non-Veteran	136 78.6%	Reserve/National Guard	3 1.7%
White	112 64.7%	Yes	49 28.3%	Female	73 42.2%	Yes	9 5.2%	Veteran	17 9.8%	On Active Duty	1 0.6%
Native American	7 4.0%	No Reply	3 1.7%	No Reply	1 0.6%	No Reply	7 4.0%	Srvc-Cnncd Dsblld Vet.	7 4.0%		
Pacific	1 0.6%							No Reply	13 7.5%		
No Reply	13 7.5%										

Customer Type	
Lead Representative	173 100.0%
Member	0 0.0%

Business Status	
Not Yet in Business	17 9.8%
In Business	156 90.2%
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	13 7.5%
11 Agriculture, Forestry, Fishing and Hunting	2 1.2%
21 Mining	0 0.0%
22 Utilities	1 0.6%
23 Construction	61 35.3%
31 Manufacturing	5 2.9%
42 Wholesale Trade	1 0.6%
44 Retail Trade	6 3.5%
48 Transportation and Warehousing	15 8.7%
51 Information	3 1.7%
52 Finance and Insurance	1 0.6%
53 Real Estate and Rental and Leasing	0 0.0%
54 Professional, Scientific, Technical Services	31 17.9%
55 Management of Companies and Enterprises	0 0.0%
56 Administrative and Support	2 1.2%
61 Educational Services	1 0.6%
62 Health Care and Social Assistance	4 2.3%
71 Arts, Entertainment, and Recreation	1 0.6%
72 Accommodation and Food Services	1 0.6%
81 Other Services (except Public Administration)	25 14.5%
92 Public Administration	0 0.0%

Business Organization	
Not Set	14 8.1%
Sole Proprietorship	12 6.9%
Partnership	3 1.7%
Corporation	24 13.9%
Undecided	0 0.0%
S Corporation	27 15.6%
LLC	92 53.2%
Non-Profit 501c3	1 0.6%

Female Ownership	
Not Set	15 8.7%
0%	78 45.1%
0 < and < 50%	7 4.0%
50%	12 6.9%
50 < and < 100%	20 11.6%
100%	41 23.7%

Status	
Business Online	25 14.5%
Home Based	61 35.3%
8a Certified	6 3.5%
DBE Certified	42 24.3%
ESB Certified	10 5.8%
MBE Certified	6 3.5%
HubZone Certified	0 0.0%
TBD1	0 0.0%
Energy	1 0.6%
Creative Industry	3 1.7%
Bioscience	0 0.0%
Information Technology	4 2.3%
Aerospace	0 0.0%
Emerging Industry	5 2.9%
Biz Hub	6 3.5%
	16 9.2%
Employees Full	706
Employees Part	196
Annual Sales \$	\$53,260,936
Annual P/L \$	\$2,726,932
Exporting	0 0.0%
Export Employees	0
Export Sales	\$0

Sessions -- User: All, Date: Between 4/1/2016 > 6/30/2016, Program: Is Connect2Dot,

	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
CO Adams	11	29	28.50	15.00	43.50	0.00	0.00
CO Arapahoe	28	84	120.75	29.18	149.93	0.00	0.00
CO Boulder	7	16	32.75	1.75	34.50	0.00	0.00
CO Chaffee	1	1	7.00	0.00	7.00	0.00	75.00
CO Clear Creek	1	1	1.50	0.25	1.75	0.00	0.00
CO Delta	1	5	13.50	0.50	14.00	0.00	582.00
CO Denver	24	68	87.35	46.25	133.60	0.00	0.00
CO Douglas	7	10	20.00	3.00	23.00	0.00	0.00
CO El Paso	19	36	107.00	21.25	128.25	0.00	0.00
CO Fremont	7	8	5.75	2.75	8.50	0.00	0.00
CO Jefferson	18	27	56.00	8.75	64.75	0.00	0.00
CO La Plata	2	2	2.50	0.50	3.00	0.00	0.00
CO Las Animas	1	1	0.50	0.25	0.75	0.00	0.00
CO Mesa	2	4	3.75	2.50	6.25	0.00	0.00

CO Montrose	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
	7	17	29.00	1.50	30.50	0.00	30.00
CO Morgan	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
	1	7	13.50	0.00	13.50	0.00	0.00
CO Ouray	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
	1	2	1.75	0.00	1.75	0.00	10.00
CO Park	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
	1	3	4.25	1.00	5.25	0.00	0.00
CO Pueblo	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
	23	35	34.25	13.00	47.25	0.00	0.00
CO Summit	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
	1	4	6.75	4.00	10.75	0.50	166.00
CO Weld	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
	8	26	33.50	6.50	40.00	0.00	0.00
DE New Castle	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
	1	2	11.00	0.50	11.50	0.00	0.00
NM Bernalillo	Distinct Customers	Sessions	Contact	Prep	Total	Travel	Miles
	1	1	0.50	0.25	0.75	0.00	0.00
Grand Total							
	Distinct Customers	Sessions	Contact	Prep	Total (C+P)	Travel	Miles
	173	389	621.35	158.68	780.03	0.50	863.00

Transportation Commission of Colorado
Regular Meeting Minutes
Aug. 21, 2016

Chairman Gary Reiff convened the meeting at 9:32 a.m.

PRESENT WERE: Gary Reiff, Chairman, District 3
Shannon Gifford, District 1
Ed Peterson, District 2
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: Heather Barry, District 4

VACANT: District 9

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

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

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

Audience Participation

Mike Delcup brought his concerns to the Commission that the proposed Sun Valley HQ location would be unsafe for employees. He brought statistics from Denver police indicating that there was crime in the new location.

Jim Andrew from Summit County, Colorado thanked Mark Imhoff and the Transit and Rail department for listing the Frisco Transit Center in the SB228 project list. He stated that the Transit Center is strategically located, but is currently too small. The SB 228 funds will help this center grow with the need demonstrated.

Individual Commissioner Comments

Commissioner Gifford had nothing to report for June.

Commissioner Hall had a busy August. She took part in the Telephone Town hall, and thought it was a very successful meeting. She also attended the Grand Valley RTA meeting. In September she has a number of meetings with Cities planned.

Commissioner Hofmeister stated that the road projects in the Northeast Corner of the state are winding down and have made a significant impact in the area.

Commissioner Theibaut is glad to be back from his summer away from Colorado. He expressed his thoughts and sadness for the family in Trinidad that was involved in the Amtrack Crash there. He stated that he is very pleased with the work in his region, it has made a great difference.

Commissioner Peterson also was pleased to take part in the telephone town hall in August. He also had the opportunity to attend the well-attended groundbreaking for the C-470 project.

Commissioner Connell stated there is a lot of construction going on throughout her part of the state. She attended the Northwest TPR and has been attending County meetings throughout her district.

Commissioner Gilliland is excited that the North I-25 project had received the TIGER grant. She complimented staff for their hard work on the project and the communities along the corridor for taking part in matching funds. Additionally, she recently had the opportunity to see the I-25 express lanes in use.

Commissioner Zink attended the San Louis Valley TPR meeting in August. Additionally, she and Mike McVaugh had the chance to discuss transportation with State Senator J. Paul Brown. They discussed how to best communicate with the legislature, and how to help the funding situation in the state.

Commissioner Reiff had the opportunity to attend the C-470 groundbreaking, and was pleased to see the project kick-off. He also had meetings with the Douglas County Commissioners in August. Finally he stated that the commission had a good dinner with the Regional Transportation District.

Executive Director's Report

Executive Director Bhatt discussed the C-470 groundbreaking, and stated that the road is in need of an update to better fit the area it serves. He is pleased to see the progress throughout the state, but it is barely enough to maintain the level of investment in the state.

He also took the opportunity to thank Northern Colorado for their work in the TIGER Grant. The project was sorely needed, and he was happy to see it will occur in a reasonable time frame.

Chief Engineer's Report

Chief Engineer Josh Laipply was proud to announce that CDOT was recognized from ENR for their work on the Veterans Memorial Tunnels and the US-6 Project. Additionally, he stated the joined the Lt. Governor to the I-25 ILEX project, she was impressed to see the progress. Finally, he noted that he was proud to see a significant amount of women working in construction on the ILEX project.

HPTE Director's Report

HPTE Director David Spector discussed the compliance of the roads, and how to monitor US-36 with the Private Partner Plenary Roads. He is excited that the C-470 project is started. HPTE has begun to study Segments 7 &8 of North I-25 to see how to set the toll rates in that area of the highway. Finally, he stated that HPTE is following the previously approved Scope of Work, as well as beyond duties, including I-25 north and the upcoming HOV transition. Finally, the Commission will see the IAA with HPTE for the C-470 project.

FHWA Report

John Cater stated FHWA has been working on a project called "Connection People to Opportunity" which will help individuals improve their lives through Transportation. Finally, he signed the FONSI for the US50 West project in Pueblo, so the project can now move forward.

STAC

Vince Rogalski let the Transportation Commission know that they had a robust discussion the last month on the Bicycle and Pedestrian programs in the state. One of the hot topics were where Electronic Bikes come into the program. STAC also had discussions on the locations of Alternate Fuel Corridors and some suggestions for CDOT's Freight Program. Finally STAC invited the Transportation Commissioners to join the September 23 STAC meeting.

Act on Consent Agenda

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

Resolution #TC-16-8-1

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for July 21, 2016, are approved.

Resolution #TC-16-8-2

Resolution #TC-16-8-2

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

Approved by the Transportation Commission on Aug. 18, 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 Commissions:

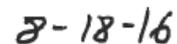
- High Performance Transportation Enterprise Board of Directors: Shannon Gifford, Gary Reiff, Kathy Gilliland
- Audit Review Committee: Ed Peterson, Kathy Connell, Sidney Zink, Bill Thiebaut
- DBE Committee (Small Business and Diversity Committee): Heather Barry, Kathy Gilliland, Bill Thiebaut, Steven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



Date of Approval

Resolution #TC-16-8-3

Resolution #TC-16-8-3

Authorization of annual roll forward requests.

Approved by the Transportation Commission on Aug. 18, 2016.

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

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

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

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

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

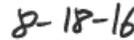
WHEREAS, Department Executive Management must approve roll forward requests greater than \$1.0 million before they are presented to the Transportation Commission; and

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

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



Herman Stockinger, Secretary
Approval Transportation Commission of Colorado



Date of

Discuss and Act on the 2nd Budget Supplement of FY 2017

Chief Financial Officer Maria Sobota brought forward the 2nd Budget Supplement of 2017 and opened the floor for questions. There were none.

Chairman Reiff entertained a motion to approve the 2nd Budget Supplement of FY 2017 for Service. Commissioner Connell moved for approval of the resolution, and Commissioner Hall seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Approval of SB 228 Projects List

Mark Imhoff presented to the Commission the first round of Senate Bill 228 Projects. This list has been discussed and approved by the T&I Committee and STAC. Included in the list are the proposed second and third phases.

Commissioner Thiebaut asked where the figures in the proposed Phase 2 and 3 came

from. Mark Imhoff stated they were estimates.

Commissioner Gilliland stated that she appreciated the efforts that have gone into this. She is excited about the expansion and how Bustang has been performing.

Commissioner Hofmeister stated he is voting no on this, and urged his fellow commissioners to as well. He believes it is premature to support some of the projects, and would like more community buy in before they are approved. Additionally he believes the rural bus service is not needed, despite what the numbers indicate.

Commissioner Zink asked if the list was adopted, what are the opportunities for modification. Mark Imhoff said that the first Phase will be locked in, but Phase 2 and 3 could be changed at a later date.

Commissioner Thiebaut stated that he was not ready to vote on Phase 2 and 3 figures. Mark Imhoff stated he will have a chance to discuss at a later date.

Commissioner Hofmeister motioned to table the motion until the September meeting. The motion failed 10-1.

Chairman Reiff entertained a motion to approve the SB228 Projects. Commissioner Peterson moved for approval of the resolution, and Commissioner Connell seconded the motion. Upon vote of the Commission, the resolution passed 10-1.

Resolution #TC-16-8-5

Resolution # TC-16-8-5

Approval of the allocation of SB 228 Transit Projects

Approved by the Transportation Commission on Aug. 18, 2016.

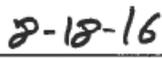
Whereas, SB228 funds have been allocated to CDOT for FY 2016/17 (\$199.2M), and at least 10% (\$19.92M) are to be used for transit projects; and

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

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

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


Herman Stockinger, Secretary
Transportation Commission of Colorado


Date of Approval

SIB Report

CFO Maria Sobota brought the memo to the Commissions Attention and opened the floor for questions. There were none. Commissioner Reiff stated that Commisisoner Hofmeister is the SIB Member of the committee.

HQ/R1 Relocation

Executive Director Bhatt began by presenting the history of how the discussion on HQ relocation came to be. He stated this has been a several year process to make the business case for the new HQ rather than upgrading the old HQ.

David Fox discussed the need to upgrade the Headquarters and Region 1 facilities. He also went over the critierias looked at for a new headquarters location and facility. Jamie Rupp of Jones Lang Lesalle went over the site chosen for the new HQ and discussed the reasons for the site that was chosen. Additionally he discussed the real estate procurement process involved. David Fox walked the Commission through the

Budget of the project and how it was set. Maria Sobota then walked the Commission through their recommendation to use COP's to fund the project as well as the alternate funding sources and why they are not recommended.

Commissioner Thiebaut asked Maria Sobota if CDOT could afford the Debt Service on COP's, she stated that CDOT can. Commissioner Thiebaut asked if the Department would be able to pay the Debt Service as well as the operational cost. Maria pointed out that the department will be able to.

Commissioner Peterson discussed how excited he will be for the new facilities to allow for the best use of personell and to attract new employees. Additionally, he stated he has confidence that the process to select a new Headquarters was done appropriately.

Chairman Reiff entertained a motion to approve the 2nd Budget Supplement of FY 2017 for Service. Commissioner Connell moved for approval of the resolution, and Commissioner Hall seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Commissioner Gilliland stated her support for the project due to the fact that the status quo would cost the same as building a new building.

Commissioner Zink came into the idea of a new building as a skeptic. However, due to the professional and excellent work of the team, she is now in support of the project, and is convinced it is the appropriate thing for the department to do.

Commissioner Gifford state that it isn't even a difficult decisions financially, as the end result will be the same but the department will have a new building.

Commissioner Reiff asked what the comfort level with the design build contract. He was told the contingency was sufficient to deal with unknown conditions. Commissioner Reiff stated that he started skeptical about building a new headquarters. However, the tremendous work staff did has changed his mind.

Chairman Reiff entertained a motion to approve the Relocation of Headquarters and Region 1 for Service. Commissioner Connell moved for approval of the resolution, and Commissioner Gifford seconded the motion. Upon vote of the Commission, the resolution passed unanimously.

Commissioner Thiebaut stated he is supporting the new headquarters as it is cost effective, and the right thing to do for the department.

Resolution #TC-16-8-6

Resolution Number TC-16-8-6

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 Aug. 18, 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 (the “Project”), including but not limited to facilities in Denver, Colorado; and

WHEREAS, June 18, 2015, the Transportation Commission approved resolution #15-6-8 to authorize staff to expend \$2,000,000 (in aggregate, including the initial design amount) to fund design through the Design Development phase, provide earnest money in an effort to secure potential site location(s) for the Project and establish the Project GMP; and

WHEREAS, CDOT has successfully negotiated a Purchase and Sale Contract for approximately three acres of Project Property located at the northeast corner of Federal Blvd and Howard Place; and

WHEREAS, the contracted purchase price for the Project Property is \$5,999,999; and

WHEREAS, CDOT currently intends and reasonably expects to participate in a lease purchase financing to finance the Project, including an amount of approximately \$83,400,000 (the “Reimbursement Amount”) for reimbursing CDOT for capital expenditures made by CDOT for the Project prior to the date when funds for the Project are available from such financing; and

WHEREAS, the initial expenditure of funds of CDOT for the 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; 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:

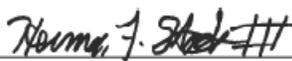
Section 1. Dates of Capital Expenditures. All of the capital expenditures covered by this Resolution were or will be made not earlier than 60 days prior to the date of this Resolution. For the avoidance of doubt, the expenditures referenced in the preceding sentence do not include the Preliminary Expenditures,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

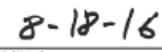
Section 2. Declaration of Official Intent. CDOT presently intends and reasonably expects to participate in a lease purchase financing within 18 months of either the date of the first expenditure of funds by CDOT for the Project (other than Preliminary Expenditures) or the date that the Project is placed 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 Reimbursement Amount of the proceeds thereof to reimburse CDOT for its expenditures in connection with the 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 \$83,400,000, 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 of Approval

Adjournment

Chairman Reiff closed the July Transportation Commission meeting at 11:34 a.m.



COLORADO

Department of Transportation

Division of Highway Maintenance

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

TRANSPORTATION COMMISSION REQUEST

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

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

Purpose

The Maintenance Sections have identified projects valued at between \$50,000 and \$150,000 for construction in FY 17. The resolution details the project locations, type, and dollar value.

Action Requested

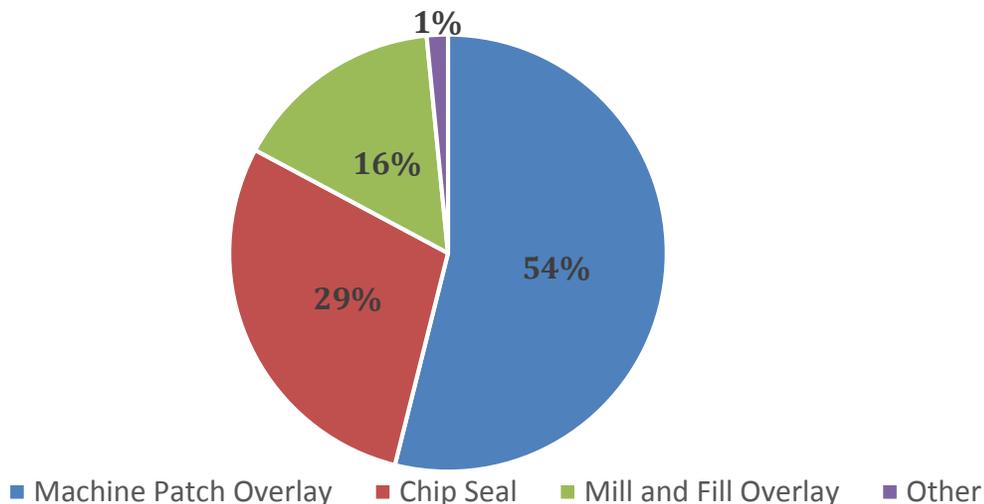
Maintenance and Operations is seeking the Transportation Commission's approval of the projects, in accordance with CRS 24-92-109, and PD 1000.0.

Background

CRS 24-92-109, and PD 1000.0 require CDOT to prepare estimates of proposed work exceeding \$50,000 for Transportation Commission approval prior to undertaking the work. The same statute limits the value of these projects to \$150,000 each. The program allows the Maintenance Sections the flexibility to react to current needs by treating individual segments of highway showing distress. Other remaining projects are performed in support of the pavement management model focused on preventive maintenance and thin lift overlays to keep the highways usable for the traveling public and commerce. The FY17 target is 80% of the Transportation Commission approved projects matching the pavement management model recommendations for preventive maintenance. Maintenance Sections 1 has 3 additional projects. Bringing the total projects to 128 with 105 matching the pavement management model equalling an 84% match. Guidelines on spacing of projects has been at least 1 mile in between the projects, however on divided highway segments there are situations that warrant repairs in the same area of highway but on differing directions of travel.

Sufficient funds exist within the appropriate MPA's to pursue these additional projects. The projects are in accordance with the directive and all other requirements. Maintenance and Operations recommends approval of the FY 17 over \$50,000 project list.

Project Type and Percentage of Each category of projects



Key Benefits

Approval of these projects will allow the Maintenance forces to proceed with these projects ensuring the safety and mobility of the traveling public and enabling the continuation of commerce along the state highway system.

Next Steps

Upon approval, the Maintenance forces will proceed with construction of these projects after September 12, as weather permits.

Attachments

TC Resolution titled - Fiscal Year 2017 additions over \$50,000 project list approval.

Resolution #TC-

Fiscal Year 2017 additions over \$50,000 project list approval

Approved by the Transportation Commission on: September 2016

WHEREAS, under Senate Bill 98-148, public projects supervised by the Colorado Department of Transportation (CDOT) are exempt from the requirements of the “Construction Bidding for Public Projects Act;” and

WHEREAS, Section 24-92-109, Colorado Revised Statutes, as amended, requires CDOT to prepare cost estimates for projects to be undertaken by CDOT maintenance crews that exceed \$50 thousand, but are less than or equal to \$150 thousand for submission to the Transportation Commission for review and approval; and

WHEREAS, CDOT staff have prepared a cost estimate for these projects to be done in Fiscal Year 2017 as detailed in the memorandum entitled; FY 17 Maintenance \$50,000 to \$150,000 project list.

WHEREAS, the funding for this project is contained in the Fiscal Year 2017 Budget.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission has reviewed the cost estimate, as contained in the official agenda, and approves CDOT Maintenance Forces undertaking the project therein.



Region 4 Section 1				
Hwy	Start	End	Surface Treatment	Estimated Cost
I-76 EB	48.82	48.83	Mill/Fill Bridge	\$61,907.00
I-76 WB	48.83	48.82	Mill/Fill Bridge	\$65,139.00
Hwy 34A	111.23	By Pass	Slope Paving	\$54,200.00
Total				\$181,246.00

Sufficient funds exist within the appropriate MPA’s to pursue this project. The project is in accordance with the directive and all other requirements.

Herman Stockinger, Secretary
Transportation Commission of Colorado



Date: September 15, 2016

To: Colorado Transportation Commission / High Performance Transportation Enterprise Board

From: Nicholas Farber, HPTE Operations Manager; Brent Butzin, HPTE General Counsel

Subject: Intra-Agency Agreement between CDOT and HPTE regarding the C-470 Express Lanes Project

Purpose

The purpose of this memo is to summarize the Intra-Agency Agreement (IAA) between CDOT and HPTE regarding the financing of the C-470 Express Lanes Project (Project) and to recommend its approval.

Action

The Board and TC are asked to adopt a resolution that supports the staff recommendation to approve the IAA.

Project Background

The C-470 Express Lanes Project (the Project) is located along 12.5 miles of C-470, between Interstate 25 (I-25) and Wadsworth Boulevard. The Project includes reconstructing existing pavement, adding auxiliary lanes, improving on and off ramps as well as the construction of new express lanes both westbound and eastbound. The total cost of the Project is \$276 million with funding coming from CDOT, local stakeholders and HPTE who will borrow the remainder of the Project cost through a TIFIA loan and toll revenue backed bonds.

C-470 Intra-Agency Agreement Details

IAAs between CDOT and HPTE document the substantive terms of how CDOT and HPTE work together and allocate rights and responsibilities on shared projects. This IAA for C-470 will address traditional provisions normally contained in all CDOT/HPTE IAAs on other corridors, e.g. operations and maintenance responsibilities, and the CDOT Backup loan, (see MEXL and I-25N Segment 2 IAAs). However, because of the financing required to complete construction the C-470 Express Lanes Project IAA must have provisions regarding the HPTE TIFIA loan and the toll backed revenue bonds.

Provisions Unique to this IAA

Below is a summary of the key substantive provisions that are unique to this IAA. The IAA is attached as (Attachment A) and resolution is attached as (Attachment B):

- *HPTE Contribution & Project Cost Overruns*: Describes that HPTE will contribute the TIFIA loan proceeds and toll revenue backed bond proceeds to the Project, and that CDOT will remain responsible for any Project contingency and cost overruns (IAA §§ I(1), II(7), III(1)).
 - Exact numbers will not be in this version of the IAA because those amounts will not be finalized until prior to Financial Close.
 - Staff will come back to the Commission and the HPTE Board prior to Financial Close to amend the IAA by inserting final amounts.
- *Flow of Funds*: Describes how HPTE's contribution flows to CDOT for construction related expenses (IAA § III(1)).
- *Scope of CDOT Backup Loan*: In addition to being able to request a backup loan for O&M costs, HPTE may request a backup loan for toll processing costs (IAA §§ II(7), III(2), III(3)).
 - Required due to the gross revenue pledge for the Project financing.
 - Includes ability to request that potential loan amounts be set aside if a shortfall will occur.
- *Flow of certain funds to the bond trustee*: Describes how Project completion security funds (payment and performance bonds, parent company guarantee, Delay in Start Up insurance coverage, and liquidated damages all sized to cover HPTE debt service in the event of construction delays) flow to the trustee (IAA § I(1)(a)).
- *CDOT covenants*: Because CDOT is not a counterparty to the TIFIA loan, CDOT's covenants with respect to Project completion, O&M responsibilities, and environmental approvals are contained in this IAA instead.

Key Benefits

- IAA Provides TIFIA and bond holders with certainty regarding HPTE and CDOT's roles and responsibilities.
- Documents the necessary contractual obligations between CDOT and HPTE.
- Approval of the IAA will reinforce the mutually beneficial partnership between CDOT and HPTE on corridors where there are managed and general purpose lanes.

Commission Options/Decision Matrix

- 1) **Staff Recommendation:** Approve the IAA. CDOT and HPTE will execute the IAA, and construction will begin around October 1st.
- 2) Review but do not approve the IAA. Provide instructions on changes or revisions. Project financing would be delayed by at least one month.

Next Steps

If approved, the IAA will be executed by CDOT and HPTE. Financial close will be in late November early December. HPTE will come back around that time to seek an amendment with final numbers to the IAA and any changes required by lenders.

Recommendations

The staff recommends that the Board approve a resolution authorizing the execution of this agreement.

Attachments

Attachment A: Resolution Approving the Intra-Agency Agreement between the Colorado Department of Transportation and the High Performance Transportation Enterprise for the C-470 Express Lanes Project
Attachment B: C-470 Express Lanes Project Intra-Agency Agreement

Attachment A: Resolution Approving the Intra-Agency Agreement between the Colorado Department of Transportation and the High Performance Transportation Enterprise for the C-470 Express Lanes Project

Resolution #TC-16-1-

Approving an Intra-Agency Agreement between the Colorado Department of Transportation and the Colorado High Performance Transportation Enterprise for the C-470 Express Lanes Project.

Approved by the Transportation Commission on _____.

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

WHEREAS, the Transportation Commission promulgates and adopts all budgets for the Colorado Department of Transportation (“CDOT”) and state transportation programs; and

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

WHEREAS, HPTE is authorized, pursuant to Section 43-4-806(2)(c)(I), C.R.S., to impose user fees on the travelling public for the privilege of using surface transportation infrastructure, and is further authorized pursuant to Section 43-4-806(2)(c)(III), C.R.S. to contract with any governmental or non-governmental source of funding for loans to be used in support of HPTE’s functions; and

WHEREAS, CDOT, in partnership with HPTE, is undertaking the first phase of the C-470 Express Lanes Project which generally consists of the completion of one to two new tolled express lanes in each direction on State Highway 470 (“C-470”) from approximately Wadsworth Boulevard to the C-470/Interstate 25 interchange (the “Project”); and

WHEREAS, CDOT has requested HPTE’s involvement in the Project for a variety of benefits that CDOT will receive from implementing tolling on the Project, including, but not limited to, allowing CDOT to better manage congestion over the long term on C-470 and providing the traveling public with the choice of a new travel lane with more reliable and efficient travel times; and

WHEREAS, the Transportation Commission supports the Project and recognizes the benefits that CDOT and the State will receive from implementing tolling on the Project; and

WHEREAS, in an effort to assist CDOT with financing the Project, HPTE intends to enter into certain financing agreements, pursuant to which HPTE will pledge all amounts received by HPTE from tolls, rates and other user fees imposed by HPTE pursuant to Section 43-4-806(2)(C)(I), C.R.S. for the privilege of traveling on the Project; and

WHEREAS, HPTE currently anticipates that the financing for HPTE's share of the Project costs will include the issuance of senior toll revenue bonds under a master trust indenture (the "Senior Bonds"), as well as a loan of additional funds under a loan agreement with the U.S. Department of Transportation, by and through its Transportation Infrastructure Finance and Innovation Act ("TIFIA") Joint Program Office (the "TIFIA Loan", which together with the Senior Bonds constitutes the "Financing"), which Financing, to consist of one or more closings, will fund the payment of certain costs and expenses of the planning, design, engineering, acquisition, installation or construction of the Project, and other lawful expenses and costs related thereto; and

WHEREAS, CDOT has entered into a contract for the Project with a design-build contractor for the design, engineering and construction of the Project which establishes, *inter alia*, certain minimum insurances to be provided by the design-build contractor, and sets forth liquidated damages to be assessed by CDOT in the event the Project is not completed within the timeframe set forth in the design-build contract; and

WHEREAS, HPTE has entered into a Managed Lanes Tolling Services Agreement, dated May 7, 2015 (the "TSA") with the E-470 Public Highway Authority ("E-470") pursuant to which E-470 provides Tolling Services for HPTE Tolling Facilities, including, but not limited to, Toll Collection and Adjudication Services, conditioned upon payment by HPTE to E-470 of E-470's Expenses, including Transaction Costs, Reimbursable Costs, and/or costs per dollar of Gross Toll Revenue, all in accordance with the TSA; and

WHEREAS, pursuant to Section 43-4-806(4), C.R.S., the Transportation Commission may authorize the transfer of money from the state highway fund to HPTE to defray expenses of HPTE; and

WHEREAS, any loan that CDOT provides HPTE under the Segment 3 Intra-Agency Agreement shall, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, constitute a loan from the Transportation Commission to HPTE and shall not be considered a grant for purposes of Section 20(2)(d) of Article X of the State Constitution; and

WHEREAS, in consideration of the various terms, covenants, and conditions set forth herein, including the benefits that CDOT will receive as a result of the Financing and the Project, CDOT and HPTE have agreed to enter into the C-470 Express Lanes (Phase 1) Project Intra-Agency Agreement (the “C-470 Intra-Agency Agreement”), pursuant to which HPTE can request financial support from the Transportation Commission in the form of a CDOT Backup Loan to assist HPTE in fulfilling any operations and maintenance obligations, including amounts payable to E-470, in the event revenues, together with any available reserves, are insufficient, or projected to be insufficient, to satisfy such obligations; and

WHEREAS, the Transportation Commission recognizes and respects the legal principle that it cannot bind future Transportation Commissions with respect to budgetary and policy decisions, recognizes it cannot agree, in advance, to allocate and transfer state highway funds for a loan to HPTE, and agrees that any decision as to whether or not to allocate and transfer such funds for such purposes shall be made by the Transportation Commission, in its sole discretion, in the year in which the HPTE request occurs; and

WHEREAS, CDOT and HPTE further desire to enter into this C-470 Intra-Agency Agreement to define their respective roles and responsibilities with respect to funding the construction of the Project and cooperation on the operation and maintenance of the Project and adjacent general purpose lanes, and to allocate the costs related thereto; and

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves and authorizes CDOT to enter into the C-470 Intra-Agency Agreement with HPTE in substantially the form presented to the Transportation Commission and authorizes the CDOT Executive Director or his delegee to execute the C-470 Intra-Agency Agreement with such changes therein and additions thereto, not inconsistent with this Resolution, as are approved by the CDOT Executive Director or his delegee (whose signature thereon shall constitute conclusive evidence of such approval).

BE IT FURTHER RESOLVED, the Transportation Commission hereby acknowledges that the Financing agreements are not yet available and that a subsequent amendment to the C-470 Intra-Agency Agreement will be required on or before closing on the earlier to occur of the TIFIA Loan or the Senior Bonds, which amendment shall, among other things, set forth HPTE’s final contribution amount toward the construction of the Project.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

C-470 EXPRESS LANES (PHASE 1) PROJECT

INTRA-AGENCY AGREEMENT

THIS INTRA-AGENCY AGREEMENT (this “Agreement”) is made this ___ day of _____, 2016 by and between the STATE OF COLORADO for the use and benefit of the COLORADO DEPARTMENT OF TRANSPORTATION (“CDOT”) and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE, a government-owned business and a division of CDOT (“HPTE”). CDOT and HPTE are hereinafter referred to individually as a “Party” and collectively as the “Parties.”

RECITALS

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

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

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

D. On November 20, 2015, the Federal Highway Administration issued and approved the *C-470 Corridor Finding of No Significant Impact (FONSI), Kipling Parkway to I-25, November 25* (the “FONSI”), in accordance with 42 U.S.C. § 4321, *et seq.*

E. CDOT and HPTE are currently working in cooperation on the planning, financing, construction, implementation and operation of the first phase of the approved project, generally consisting of the completion of one to two new tolled express lanes in each direction on State Highway 470 (“C-470”) from approximately Wadsworth Boulevard to the C-470/Interstate 25 interchange (the “Project”).

F. CDOT has requested HPTE’s involvement in the Project for the variety of benefits CDOT will receive from implementing tolling on the Project, including, but not limited to, allowing CDOT to better manage congestion over the long term on C-470 and providing the traveling public with the choice of a new travel lane with more reliable and efficient travel times.

G. HPTE is authorized pursuant to Section 43-4-806(2)(c)(I), C.R.S. to impose user fees on the traveling public for the privilege of using surface transportation infrastructure, and is further authorized pursuant to Section 43-4-806(2)(c)(III), C.R.S. to contract with any governmental or non-governmental source of funding for loans to be used in support of HPTE's functions.

H. Consistent with HPTE's statutory purpose as a government-owned business and enterprise for purposes of Article X, Section 20 of the State Constitution, and in order to support CDOT's efforts to finance the Project, HPTE intends to enter into certain financing agreements pursuant to which HPTE will pledge all amounts received by HPTE from tolls, rates and other user fees imposed by HPTE pursuant to Section 43-4-806(2)(C)(I), C.R.S., for the privilege of traveling on the Project (the "Gross Revenues").

I. HPTE currently anticipates that the financing for HPTE's share of the Project costs will include the issuance of senior lien toll revenue bonds under a master trust indenture (the "Senior Bonds"), as well as a loan of additional funds under a loan agreement with the U.S. Department of Transportation, by and through its Transportation Infrastructure Finance and Innovation Act ("TIFIA") Joint Program Office (the "TIFIA Loan," which together with the Senior Bonds constitutes the "Financing"), which Financing, to consist of one or more closings, will fund the payment of certain costs and expenses of the planning, design, engineering, acquisition, installation or construction of the Project, and other lawful expenses and costs related thereto.

J. CDOT has entered into that certain contract for the C-470 Tolled Express Lanes Segment 1 Design-Build Project dated June 16, 2016 with Flatiron/AECOM LLC (the "Design-Builder") for the design, engineering and construction of the Project (the "D-B Contract") which establishes, *inter alia*, minimum insurances to be provided by the Design Builder during the construction period, certain required parent guarantees and payment and performance bonds, and sets forth liquidated damages to be assessed by CDOT in the event the Project is not completed within the timeframe set forth in the D-B Contract.

K. HPTE has entered into that certain Managed Lanes Tolling Services Agreement, dated May 7, 2015 (the "TSA") with the E-470 Public Highway Authority ("E-470") pursuant to which E-470 provides Tolling Services for HPTE Tolling Facilities, including, but not limited to, Toll Collection and Adjudication Services, conditioned upon payment by HPTE to E-470 of E-470's Expenses, including Transaction Costs, Reimbursable Costs, and/or costs per dollar of Gross Toll Revenue, all in accordance with the TSA.

L. Pursuant to Section 43-4-806(4), C.R.S., the Transportation Commission may authorize the transfer of money from the state highway fund to HPTE to defray expenses of HPTE and, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer shall constitute a loan from the Transportation Commission to HPTE and shall not be considered a grant for purposes of Section 20(2)(d) of Article X of the State Constitution.

M. In consideration of the various terms, covenants, and conditions set forth herein, including the benefits that CDOT will receive as a result of the Financing and the Project, CDOT and HPTE have agreed to enter into this Agreement pursuant to which HPTE can request financial support from the Transportation Commission to assist HPTE in fulfilling its obligations with respect to HPTE O&M Obligations (as such term is hereinafter defined) in the event revenues, together with any available reserves, are insufficient, or projected to be insufficient, to satisfy HPTE's obligations.

N. HPTE recognizes and acknowledges that any such financial support shall be in the form of a CDOT Backup Loan (as defined and further described in Section III below) from the Transportation Commission to HPTE pursuant to Section 43-4-806(4), C.R.S. The Transportation Commission may, in its sole and absolute discretion, but is not obligated to, make a CDOT Backup Loan. If the Transportation Commission elects not to make a CDOT Backup Loan, such an election shall not, by itself, result in a default of HPTE under any of HPTE's Financing documents.

O. CDOT and HPTE further desire to enter into this Agreement to define their respective roles and responsibilities with respect to funding the construction of the Project and cooperation on the operation and maintenance of the Project and adjacent general purpose lanes, and to allocate the costs related thereto.

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

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING RECITALS, AND THE VARIOUS TERMS, COVENANTS, AND CONDITIONS SET FORTH HEREIN, AND OTHER GOOD AND VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED, THE PARTIES TO THIS AGREEMENT HEREBY AGREE AS FOLLOWS:

TERMS AND CONDITIONS

I. CONSTRUCTION OF THE PROJECT

1. Project Budget. CDOT is primarily responsible for the capital costs of the Project. Notwithstanding the foregoing, in consideration of the various benefits HPTE receives by implementing a user fee system on the Project, HPTE has agreed to contribute a portion of the proceeds of the Financing toward the design, acquisition and construction of the Project. The specific amounts of HPTE's contribution toward the design, acquisition and construction of the Project shall be set forth in an amendment to this Agreement that the Parties agree shall be approved on or before closing on the earlier to occur of the TIFIA Loan or the Senior Bonds.

The manner in which both CDOT's and HPTE's respective contributions will be requisitioned for the payment of costs of the Project shall be set forth in the Financing agreements. HPTE's contribution amount, once finally established, shall be in full satisfaction of any obligations HPTE might have with respect to financing the design, acquisition and the construction of the Project. CDOT represents that such contribution is expected to be sufficient to complete the Project; provided, however, that if costs to complete the Project exceed the funding available, CDOT, and not HPTE, shall be solely responsible for identifying additional funding sources to cover any shortfalls.

2. Delays in Project Completion. CDOT acknowledges that time is of the essence in the completion of the Project; that HPTE intends to pledge future user fee revenues toward the repayment of the TIFIA Loan and Senior Bonds; and that HPTE may incur costs in the event tolling does not commence within the timeframes contemplated in the D-B Contract. CDOT shall be liable to HPTE for any costs incurred by HPTE under the Financing agreements that arise as a result of construction delays, except to the extent any delay in tolling commencement is caused by HPTE or E-470 and is not attributable to the actions of CDOT or the Design Builder. CDOT agrees and covenants that it shall: (i) undertake all actions necessary to enforce the provisions of the D-B Contract; (ii) cause the Design Builder to seek recovery under any available delay in start up or builders risk insurance policies; (iii) take all reasonable actions to recover amounts payable under the provisions of any surety or parent company guarantees provided to CDOT by the Design Builder; and (iv) in the event of delayed construction completion, enforce all liquidated damages provisions against the Design Builder and remit any liquidated damages amounts received first to HPTE to cover any liabilities it incurs under the Financing agreements.

3. CDOT Responsibilities. Except as otherwise specifically identified as a responsibility of HPTE in Paragraph 3 of this Section, CDOT shall be responsible for the design, acquisition and construction of the Project, including, but not limited to, the following:

a. CDOT will provide reasonable cooperation to HPTE with regard to the Financing and any continuing disclosure or other ongoing obligations related thereto.

b. CDOT will provide design and construction management for the Project and will oversee the Design Builder who shall perform the construction in accordance with the approved design plans and/or administer the construction, all in accordance with the D-B Contract. Such administration shall include, but not be limited to, inspection and testing; approving sources of materials; performing required plant and shop inspections; documentation of contract payments; preparing and approving pay estimates; preparing, approving and securing the funding for contract modification orders and minor contract revisions; processing contractor claims; construction supervision; and meeting requirements of applicable federal and state laws and regulations.

c. CDOT will be responsible for acquiring all rights of way, if any, necessary for the Project and for compliance with the Uniform Federal Relocation Assistance and Real Property Acquisition Policies Act (42 U.S.C. § 4601, *et seq.*) requirements.

d. If necessary, CDOT will be responsible for obtaining the proper clearance or approval from any public or private utility company that may become involved in the Project.

e. CDOT shall ensure that any and all work in connection with the Project is undertaken in accordance with the requirements of the current federal and state environmental regulations including the National Environmental Policy Act of 1969 (42 U.S.C. § 4321, *et seq.*), as applicable, and the FONSI.

f. CDOT will be responsible for ensuring compliance with Federal Disadvantaged Business Enterprise requirements for the Project.

g. In the event the Project involves modifications of a railroad company's facilities whereby the related work is to be accomplished by railroad company forces, CDOT shall make timely application to the Public Utilities Commission requesting its order providing for the installation of the proposed improvements and not proceed with that work without compliance. CDOT shall also establish contact with the railroad company involved for the purposes of complying with applicable provisions of 23 CFR 646, subpart B, concerning federal aid projects involving railroad facilities.

h. CDOT will maintain all documents related to the construction of the Project and make them available for inspection and review by HPTE and all federal agencies with an interest in the Project for a period of not less than three years after the completion of the work.

i. CDOT may be responsible for all other items in the Memorandum of Understanding by and between CDOT and HPTE, dated September 30, 2013, as may be amended from time to time (the "MOU") identified as the responsibility of CDOT's Office of Major Project Development.

4. HPTE Responsibilities. HPTE shall be specifically responsible for the following with respect to the construction of the Project:

a. HPTE will be responsible for the contracting necessary to implement a user fee system, including paying for the costs of all tolling equipment, software and related installation, including, but not limited to, any obligations to E-470 under the TSA.

b. HPTE may be responsible for other items identified in the MOU as a responsibility of HPTE.

II. OPERATIONS AND MAINTENANCE OF THE PROJECT

1. Overview and Costs. The Project is being constructed adjacent to the C-470 general purpose lanes (within the Project area, referred to herein as the “General Purpose Lanes”), and the Parties recognize the need to cooperate in carrying out the related operations and maintenance for the Project and adjacent General Purpose Lanes. To that end, the Parties agree to cooperate in ensuring that the operations and maintenance are performed and agree to the division of costs as set forth in this Agreement. As a general matter, HPTE shall be responsible for operating and maintaining the Project (including contracting for tolling services and tolling enforcement), and CDOT shall be responsible for operating and maintaining the General Purpose Lanes. It is the intent of the Parties that, except as specifically provided otherwise herein, CDOT shall perform such operations and maintenance of both the Project and the General Purpose Lanes, subject to reimbursement from HPTE for HPTE’s proportionate share of the overall operations and maintenance expenses of the Project, as further described herein.

2. HPTE License. In consideration of the various benefits CDOT will receive as a result of the Project, CDOT hereby provides to HPTE a perpetual, non-exclusive, non-terminable license over, under, upon and in the site of the Project (the “License”) for HPTE to operate and maintain the Project. CDOT acknowledges and agrees that HPTE may sublicense the License as needed to fulfill its obligations hereunder. Subject to the License, CDOT reserves the right of use, occupancy and ownership over, under, upon and in the lands comprised of the Project, which right shall be exercised consistent with a mutually agreed upon and approved Concept of Operations for the Project and in a manner that does not unreasonably interfere with the collection of tolls by HPTE on the Project.

3. Cost Allocation. Except as otherwise provided herein, the Parties agree to allocate costs based on a proportion of the total number of vehicles using all lanes on the portion of C-470 that includes the Project, with HPTE’s portion being calculated to include all vehicles obligated to pay a user fee within the Project, whether or not such user fee is actually collected, and CDOT’s portion being calculated to include all other vehicles (the “Pro-Rata O&M Cost Calculation”). For illustrative purposes only, if the total cost of operating and maintaining the portion of C-470 that includes the Project is \$100,000 per month, and 20% of the total vehicle count consisted of vehicles obligated to pay a user fee, HPTE would be responsible for \$20,000 of such operations and maintenance costs. The Pro-Rata O&M Cost Calculation shall apply to CDOT’s costs incurred with respect to: (i) snow and ice removal services; (ii) courtesy patrol; (iii) pavement resurfacing, life-cycle and capital maintenance, to the extent such activities reasonably include both the Project and the General Purpose Lanes; (iv) lane striping and lane sweeping/cleaning; and (v) any other operations and maintenance expense CDOT and HPTE agree in good faith is most fairly allocated utilizing the Pro-Rata O&M Cost Calculation method.

4. CDOT O&M Obligations. The Pro-Rata O&M Cost Calculation shall not apply to those operations and maintenance costs existing and regularly funded by CDOT prior to the implementation of the Project, and for which the addition of the Project results in a *de minimus*

impact on overall operations and maintenance expenses on C-470. Such costs include, but are not limited to, CDOT's costs incurred with respect to: (i) repair and replacement of guardrail; (ii) repair and replacement of lighting fixtures; (iii) contracts with the State Patrol for safety enforcement within the corridor (but exclusive of additional enforcement contracted by HPTE for toll evasion enforcement); and (iv) pavement maintenance on the General Purpose Lanes.

5. HPTE O&M Obligations. HPTE shall be solely responsible for costs incurred with respect to: (i) toll processing and collection, including, for certainty, all costs payable to E-470 under the TSA; (ii) Level I and Level II maintenance of toll equipment, as defined in the TSA; (iii) contracts for toll evasion enforcement with the State Patrol or other law enforcement entity; (iv) pavement maintenance on the Project; and (v) HPTE overhead and administrative costs related to the operations and maintenance of the Project. Such costs, together with those costs attributable to HPTE under the Pro-Rata O&M Cost Calculation, shall constitute the "HPTE O&M Obligations."

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

7. Reconciliation; O&M Shortfall; Performance. CDOT shall submit to HPTE on or before January 15 and July 15 of each year an invoice describing the HPTE O&M Obligations due to CDOT with respect to the Project for the prior six month period. HPTE will then cause such amounts to be remitted within 45 days of receipt of CDOT's invoice. To the extent the Gross Revenues, less amounts first required to be paid in accordance with the security and priority of payments set forth in the Financing agreements, including, but not limited to, the payment of: (i) pay debt service on the Senior Bonds; (ii) pay debt service on the TIFIA Loan; (iii) pay debt service on any future junior lien toll revenue bonds; (iv) make required deposits to the debt service reserve funds relating to the Senior Bonds and TIFIA Loan; and (v) pay fees and expenses relating to the Financing (so reduced, the "Net Revenues"), are inadequate in any fiscal year to cover the HPTE O&M Obligations, including, for certainty, amounts payable to either CDOT or E-470, HPTE may request a CDOT Backup Loan to fund such shortfall. Notwithstanding such shortfall in the availability of Net Revenues to cover the HPTE O&M Obligations or the a failure by HPTE to make any principal or interest payment due under any CDOT Backup Loan agreement, CDOT agrees that it shall continue to perform operations and maintenance of both the Project and the General Purpose Lanes.

III. CDOT BACKUP LOAN OBLIGATIONS

1. HPTE Financing Obligations. The Financing agreements under which HPTE anticipates issuing the Senior Bonds and receiving the TIFIA Loan are expected to require that HPTE first apply the Net Revenues toward the payment of the HPTE O&M Obligations in priority ahead of repayment obligations on any CDOT Backup Loan (as hereinafter defined).

Prior to entering into the Financing agreements and executing the contemplated amendment that will finally set forth HPTE's contribution toward the construction of the Project, CDOT and the Transportation Commission will be given an opportunity to review the Financing agreements, and CDOT will acknowledge its awareness of HPTE's obligations under the Financing agreements.

2. CDOT Backup Loan Set Aside. On or before September 15 of the immediately preceding fiscal year, HPTE shall estimate whether and in what maximum amount it may be necessary for HPTE to request that CDOT provide financial support to fulfill an HPTE O&M Obligation in any fiscal year due to an insufficiency of Net Revenues to pay all or any portion of the HPTE O&M Obligation, it being understood that any such financial support shall be in the form of a loan from CDOT to HPTE pursuant to Section 43-4-806(4), C.R.S. (a "CDOT Backup Loan"). HPTE shall notify the Executive Director in writing as to the estimated maximum amount, if any, that is expected to be payable in the succeeding fiscal year to satisfy the HPTE O&M Obligations in excess of the amount of Net Revenues anticipated to be generated by the Project and available for the payment of HPTE O&M Obligations in such fiscal year, and such maximum amount (the "CDOT Backup Loan Set Aside") shall be included in the budget request to the Transportation Commission for an allocation of moneys in the state highway fund for such purpose.

3. HPTE may also, at any time during any fiscal year, notify the Executive Director in writing that HPTE desires that CDOT make a CDOT Backup Loan for projected HPTE O&M Obligations in an amount that exceeds any CDOT Backup Loan Set Aside, if any, that the Transportation Commission has previously allocated for such fiscal year. In such event, the Executive Director shall submit a supplemental budget request to the Transportation Commission at its next regularly scheduled meeting for an allocation or supplemental allocation of moneys in the state highway fund for the purpose of making such CDOT Backup Loans to HPTE in such fiscal year in an amount equal to the amount set forth in the notice delivered by HPTE to the Executive Director pursuant to this Section.

4. Moneys allocated by the Transportation Commission to make CDOT Backup Loans shall be transferred to HPTE and shall be used by HPTE to satisfy the HPTE O&M Obligations, as they become due.

5. Notwithstanding any other provision hereof:

a. CDOT and HPTE agree and acknowledge that the Transportation Commission has no obligation to allocate funds to make CDOT Backup Loans in any fiscal year and the decision whether or not to allocate funds, and the amount, if any, of funds allocated, to make CDOT Backup Loans in any fiscal year shall be made at the sole and absolute discretion of the Transportation Commission;

b. CDOT and HPTE further agree and acknowledge that notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be

interpreted to require a contrary conclusion, any CDOT Backup Loan made hereunder shall, in accordance with Section 43-4-806(4), C.R.S., constitute a loan and shall not be considered a grant for purposes of Section 20(2)(d) of Article X of the State Constitution or as defined in Section 24-77-102, C.R.S.;

c. Prior to allocating any funds to make CDOT Backup Loans in any fiscal year, CDOT shall determine that such authority exists in the law and that a sufficient unencumbered balance remains available in Fund 400 for CDOT Backup Loans in an amount equal to the amount of funds so allocated; and

d. If an allocation by the Transportation Commission shall have been made, CDOT Backup Loans shall be made up to the amounts requested by HPTE as set forth above.

e. Repayment of any CDOT Backup Loans shall be payable from Net Revenues after payment of HPTE O&M Obligations in accordance with the terms and conditions of the Financing agreements.

6. Any CDOT Backup Loans made to HPTE in support of HPTE O&M Obligations shall be authorized by and subject to a separate Transportation Commission Resolution and shall be evidenced by one or more loan agreements in substantially the form attached hereto as **Exhibit A** (a “CDOT Backup Loan Agreement”), with terms consistent with the terms contained herein. The Parties agree to cooperate in good faith to determine a reasonable repayment schedule for each CDOT Backup Loan; provided, however, that such repayment terms shall be made consistent with the terms and conditions of the Financing agreements.

IV. DEFAULTS, TERMINATION AND REMEDIES

1. Default; Cure. The failure of either Party to fulfill its obligations to perform in accordance with the terms of this Agreement shall constitute a breach of this Agreement. Subject to the requirements of Section V.1., the non-breaching Party shall thereupon have the right to terminate this Agreement for cause by giving written notice to the other Party of its intent to terminate, and at least thirty (30) days’ opportunity to cure the default or show cause why termination is not otherwise appropriate; provided, however that such breaching Party shall not be in default under this Agreement if it has promptly commenced a cure of such nonperformance and is diligently pursuing the same. Any finding of nonperformance and failure to cure under this Paragraph shall be referred for dispute resolution as provided for in Paragraph 3 of this Section IV prior to any termination becoming effective.

2. Default for Non-Payment. If HPTE fails to repay any CDOT Backup Loan in accordance with the applicable CDOT Backup Loan Agreement, and upon notice to HPTE and failure by HPTE to cure within thirty (30) days thereof, CDOT may, at its option: (i) terminate its commitment to consider making future CDOT Backup Loans hereunder; (ii) require HPTE to engage a traffic consultant to review and analyze the operations of the Project and recommend

actions regarding revising toll rates, changing the methods of operations, or any other actions to increase Gross Revenues, and in CDOT's discretion, require HPTE to either implement such recommended actions or undertake such alternative course of action that will ensure HPTE's ability to meet its payment obligations under the applicable CDOT Backup Loan Agreement; or (iii) take any other appropriate action available at law or in equity; provided, however, that no CDOT Backup Loan, or interest thereon, shall be repaid except to the extent Net Revenues are available for such purpose under the terms and conditions of the Financing agreements. Notwithstanding the exercise of any of the remedies above, HPTE shall not be relieved of liability to CDOT for any damages sustained by CDOT by virtue of any breach of this Agreement by HPTE, nor shall CDOT be permitted to cease performance of operations and maintenance of the Project.

3. Dispute Resolution. Any dispute concerning the performance of this Agreement shall be resolved at the lowest staff level possible, and shall first be referred to the Director of the CDOT Office of Major Project Development and the HPTE Operations Manager. Failing resolution by such officers, the escalation process shall be: (i) CDOT Chief Engineer and HPTE Director; (ii) CDOT Executive Director and HPTE Director; and (iii) Transportation Commission and HPTE Board of Directors.

V. GENERAL PROVISIONS

1. Effective Date; Term. This Agreement shall be effective as of the date of the date first written above and shall continue until the earlier of (i) the useful life of the Project; (ii) the date HPTE no longer operates the Project; and (iii) the Parties mutually agree to terminate the Agreement. Notwithstanding any other provision of this Agreement to the contrary, the Parties shall not terminate this Agreement while any amounts remain outstanding on the Senior Bonds or the TIFIA Loan.

2. Modification. This Agreement is subject to such modifications as may be required by changes in federal or State law, or their implementing regulations. Any such required modification shall automatically be incorporated into and be part of this Agreement on the effective date of such change as if fully set forth herein. Except as specifically provided otherwise herein, no modification of this Agreement shall be effective unless agreed to in writing by both parties in an amendment to this Agreement that is properly executed and approved in accordance with applicable law.

3. Severability. The terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof. The waiver of any breach of a term hereof shall not be construed as a waiver of any other term, or the same term upon subsequent breach.

4. Notices. All communications relating to the day-to-day activities for the work shall be exchanged between representatives of CDOT and HPTE. All communication, notices,

and correspondence with respect to the performance of this Agreement shall be addressed to the individuals identified below. Either Party from time to time, designate in writing new or substitute representatives.

If to CDOT:

Brett J. Johnson, Director
CDOT, OMPD
4201 E. Arkansas Ave. Room 158
Denver, CO 80222
Email: brett.j.johnson@state.co.us

If to HPTE:

David I. Spector, Director
HPTE
4201 E. Arkansas Ave. Room 230
Denver, CO 80222
Email: david.spector@state.co.us

5. Maintenance of Records. Each Party shall maintain all books, documents, papers, accounting records and other evidence pertaining to the Project including, but not limited to, any costs incurred during the construction, operation and maintenance of the Project, and make such materials available to the other Party upon reasonable request.

6. Successors and Assigns. Except as otherwise provided herein, this Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns.

7. No Third Party Beneficiaries. No third party beneficiary rights or benefits of any kind are expressly or impliedly provided herein. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement and all rights of action relating to such enforcement, shall be strictly reserved to the Parties hereto, and nothing contained in this Agreement shall give or allow any such claim or right of action by any other third person.

8. Governmental Immunity. Notwithstanding any other provision of this Agreement to the contrary, no term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions of the Colorado Governmental Immunity Act, Sections 24-10-101, *et seq.*, C.R.S., or the Federal Tort Claims Act, 28 U.S.C. 2671, *et seq.*, as applicable, as now or hereafter amended.

9. Adherence to Laws. At all times during the performance of this Agreement, the Parties shall strictly adhere to all applicable federal and state laws, rules, and regulations that have been or may hereafter be established, including, but not limited to state and federal laws respecting discrimination and unfair employment practices.

10. Availability of Funds. All payments pursuant to this agreement are subject to and contingent upon the continuing availability of funds appropriated for the purposes hereof. If any of said funds become unavailable, as determined by CDOT, either Party may

immediately terminate or seek to amend this agreement, subject to the provisions set forth in Section V.1. hereof.

11. Choice of Law. The laws of the State of Colorado and rules and regulations issued pursuant thereto shall be applied in the interpretation, execution, and enforcement of this Agreement. Any provision of this Agreement, whether or not incorporated herein by reference, which provides for arbitration by any extra-judicial body or person or which is otherwise in conflict with said laws, rules, and regulations shall be considered null and void. Nothing contained in any provision incorporated herein by reference which purports to negate this or any other special provision in whole or in part shall be valid or enforceable or available in any action at law whether by way of complaint, defense, or otherwise. Any provision rendered null and void by the operation of this provision will not invalidate the remainder of this Agreement to the extent that the Agreement is capable of execution.

Remainder of page left intentionally blank. Signature page follows.

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

STATE OF COLORADO
JOHN W. HICKENLOOPER, Governor

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

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

By: _____
DAVID I. SPECTOR
HPTE Director

APPROVED:

CYNTHIA H. COFFMAN
Attorney General

By: _____
ASSISTANT ATTORNEY GENERAL

Signature page to the C-470 Express Lanes (Phase 1) Project Intra-agency Agreement.

EXHIBIT A

Form of CDOT Backup Loan Agreement

THIS LOAN AGREEMENT, made this __ day of _____, 20__ by and between the State of Colorado for the use and benefit of THE COLORADO DEPARTMENT OF TRANSPORTATION (referred to herein as “CDOT” or the “Lender”) and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (referred to herein as “HPTE” or the “Borrower”) entered into pursuant to the C-470 Express Lanes (Phase 1) Project Intra-Agency Agreement, dated as of January __, 2016, between Lender and Borrower (the “Intra-Agency Agreement”).

RECITALS

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

B. The Borrower was authorized and created pursuant to Sections 43-4-806(1) and (2), C.R.S. as a government-owned business, a TABOR-exempt enterprise, and a division of CDOT, and is charged with aggressively pursuing innovative means of financing surface transportation projects.

C. The Transportation Commission of Colorado is the budgetary and policy-making body of the Lender and may, pursuant to Section 43-4-806(4), C.R.S. authorize the transfer of money from the state highway fund to the Borrower to defray expenses of the Borrower and, notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer by the Lender to the Borrower shall, in accordance with Section 43-4-806(4), C.R.S. constitute a loan and shall not be considered a grant for purposes of Section 20(2)(d) of Article X of the State Constitution.

D. In furtherance of HPTE’s efforts to finance the Project and for the benefit of CDOT, HPTE has entered into [Insert descriptions of the Financing Agreements] with [Insert descriptions of lenders] dated as [Insert dates] (the “Financing Agreements”) to finance a portion of the C-470 Express Lanes (Phase 1) Project (the “Project”).

E. The Borrower has requested a loan from the Lender in the amount of \$[Requested Amount] for to satisfy the HPTE O&M Obligations (as defined in the Intra-Agency Agreement)] because [description].

F. The Transportation Commission has approved this loan request and authorized the Lender to make a loan to the Borrower in the amount of \$[Principal Amount], and has allocated funds, in its sole discretion, for such purpose.

G. Authority exists in the law and a sufficient unencumbered balance thereof remains available in [Fund 400] to lend to the Borrower.

H. This Agreement is executed under the authority of Section 43-4-806(4), C.R.S. and by resolution of the HPTE Board of Directors.

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

ARTICLE I LOAN AND CLOSING

Section 1.01. Loan and Promissory Note. Pursuant to the terms of the Intra-Agency Agreement and this Agreement, the Lender hereby agrees to loan \$[Principal Amount] (the “Principal Amount”) to the Borrower and the Borrower agrees to pay the Lender the Principal Amount of the loan, plus interest on the terms described herein (collectively, the “Loan”). The Borrower’s obligation to pay the Lender the principal of and interest on the Loan is evidenced by a promissory note (the “Note”) in the form attached hereto as Attachment 1.

Section 1.02. Closing. The Lender shall deliver the principal amount of the Loan to the Borrower, by means of a transfer immediately available funds to Borrower on a date mutually agreed to by the Borrower and the Lender (such date is referred to as the “Closing Date”).

ARTICLE II LOAN OBLIGATIONS

Section 2.01. Principal and Interest Payments. The Borrower shall pay to the Lender the principal amount of the Loan plus accrued interest in accordance with Section 2.07 hereof, or the Borrower may make prepayments in accordance with Section 2.05 hereof (a “Prepayment Date”) only to the extent permitted under the Financing Agreements.

Section 2.02. Lender Invoice and Reports. The Lender shall forward an invoice that includes the amount of principal and interest that shall be due to the Borrower at least thirty days before the next scheduled payment is due.

Section 2.03. Interest. Interest shall accrue on the principal amount of the Loan from the Closing Date through the day preceding the Maturity Date or Prepayment Date at the Interest Rate (defined in Section 2.04 hereof), computed on the basis of a 360-day year of twelve 30-day months.

Section 2.04. Interest Rate. “Interest Rate” means a rate of interest equal to the rate of interest established and adopted by resolution by the Colorado Transportation Commission for loans made by the Colorado state infrastructure bank pursuant to 2 CCR 605-1, Rule V (2), and in effect as of the date hereof.

Section 2.05. Optional Prepayment. The Borrower, at its option, may prepay the Loan in whole by paying the Lender the outstanding principal amount or a portion of the Loan, plus accrued interest to the Prepayment Date as selected by the Borrower.

Section 2.06. Resource Pledge for Repayment. The Borrower’s obligation to pay the principal and interest on the Loan and any other amounts payable by the Borrower hereunder (the “Loan Obligations”) are extraordinary limited obligations of the Borrower payable solely from net revenues generated by the Project in accordance with the terms of the Financing Agreements.

Section 2.07. Repayment Schedule. The Borrower shall make equal installments of \$[Payment Amount] to the Lender each [Payment Period] beginning on [First Payment Due Date]; and continuing each [Payment Period] thereafter for [Number of Payments] consecutive [Payment Periods].

Section 2.08. Remittance. All loan payments shall be made payable to the Colorado Department of Transportation, and sent to the Lender’s accounting branch at 4201 East Arkansas Avenue, Room 212, Denver, CO 80222, or to such other place or person as may be designated by the Lender in writing.

ARTICLE III DEFAULT AND TERMINATION

Section 3.01. Event of Default. Borrower default (“Event of Default”) is governed by Section IV of the Intra-Agency Agreement.

Section 3.02. Remedies. Lender’s remedies against a Borrower Event of Default are governed by Section IV of the Intra-Agency Agreement.

Section 3.03. Remedies Neither Exclusive Nor Waived. No remedy under Section 3.02 hereof is intended to be exclusive, and each such remedy shall be cumulative and in addition to the other remedies. No delay or failure to exercise any remedy shall be construed to be a waiver of an Event of Default.

Section 3.04. Waivers. The Lender may waive any Event of Default and its consequences. No waiver of any Event of Default shall extend to or affect any subsequent or any other then existing Event of Default.

ARTICLE IV TERMINATION

Section 4.01. Subject to the terms of the Intra-Agency Agreement, this Agreement may be terminated as follows:

(a) Termination for Cause. If, through any cause, the Borrower shall fail to fulfill, in a timely and proper manner, its obligations under this Agreement, or if the Borrower shall violate any of the covenants, agreements, or stipulations of this Agreement, the Lender shall thereupon have the right to terminate this Agreement for cause by giving written notice to the Borrower of its intent to terminate and at least thirty (30) days' opportunity to cure the default or show cause why termination is otherwise not appropriate. Notwithstanding above, the Borrower shall not be relieved of liability to the Lender for any damages sustained by the Lender by virtue of any breach of this Agreement by the Borrower.

(b) Termination Due to Loss of Funding. The parties hereto expressly recognize that the Loan is made to the Borrower with State funds which are available to the Lender for the purposes of making a loan for the purposes described herein, and therefore, the Borrower expressly understands and agrees that all its rights, demands and claims to a loan arising under this Agreement are contingent upon availability of such funds to the Lender. In the event that such funds or any part thereof are not available to the Lender, the Lender may immediately terminate or amend this Agreement.

[Signature page follows.]

STATE OF COLORADO
JOHN W. HICKENLOOPER, Governor

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

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

By: _____
DAVID I. SPECTOR
HPTE Director

APPROVED:

CYNTHIA H. COFFMAN
Attorney General

By: _____
ASSISTANT ATTORNEY GENERAL

ALL AGREEMENTS REQUIRE APPROVAL BY THE STATE CONTROLLER

Section 24-30-202, C.R.S. requires that the State Controller to approve all agreements. This Agreement is not valid until the State Controller, or such assistant as he may delegate, has signed it.

<p>STATE CONTROLLER Robert Jaros, CPA, MBA, JD</p> <p>By: _____</p> <p>Date: _____</p>
--

[Signature page to CDOT Backup Loan Agreement].

**Attachment 1
NOTE**

\$ _____

For VALUE RECEIVED, THE COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (the “Maker”) subject to and in accordance with a Loan Agreement dated the [Date], promises to pay to the Colorado Department of Transportation (the “Holder”) the principal sum of \$[Principal Amount], with interest from date at the rate [Interest Rate]% per annum on the balance from time to time remaining unpaid. The said principal and interest shall be payable in lawful money of the United States of America at 4201 East Arkansas Avenue, Rm. 212, Denver, CO 80222 or at such place as may hereafter be designated by written notice from the Holder to the Maker hereof, on the date and in the manner following:

The Maker shall make equal installments of \$[Payment Amount] to the Lender each [Payment Period] beginning on [First Payment Due Date]; and continuing each [Payment Period] thereafter for [Number of Payments] consecutive [Payment Periods]. [*Or replace by reference to the agreed repayment schedule*].

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

By: _____

Its: _____

Attest: _____



DATE: August 31, 2016

TO: Transportation Commission

FROM: Joshua Laipply, P.E. Chief Engineer

SUBJECT: 930 West Bowman Avenue, Woodland Park Former Maintenance Site - Disposal

Purpose

CDOT is proposing to dispose of 2.24 acres of CDOT general ledger property that is no longer needed for transportation or maintenance purposes. The property will be sold at fair market value.

Action

CDOT R2 is requesting a resolution approving the disposal of 2.24 acres of general ledger property that is no longer needed for transportation or maintenance purposes.

Background

The subject property, located at 930 West Bowman Avenue in the City of Woodland Park, was originally acquired in 1968 for the development of a maintenance facility to serve highway maintenance needs in portions of Teller County. The subject property contains a land area of 2.24 acres with improvements and easements for water and sewer lines. Improvements include two (2) garage/shop buildings and a salt storage shed used to maintain the highway system. CDOT ceased using the property as a maintenance site in 2015. The establishment of a maintenance site at 10681 West US 24, Divide, Colorado rendered the subject property unnecessary for CDOT purposes.

Details

The subject property has been determined to have stand alone value. CDOT Region 2 has determined that this property is not needed for maintenance or transportation purposes. The disposal of the subject property will have no effect upon the operation, use, maintenance or safety of the highway facility. The disposal of the subject property will be at fair market value.

Key Benefits

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

Next Steps

Upon approval of the Transportation Commission, CDOT will proceed with the sale of the subject property for fair market value in accordance with C.R.S. 43-1-210(5).

Attachments

Proposed Resolution

Exhibit Depicting the Disposal Property Available Upon Request

Project #: N/A Former Maintenance Site
Location: 930 West Bowman Avenue, Woodland Park, Colorado
Parcel #: N/A
County: Teller

PROPOSED RESOLUTION

WHEREAS, CDOT acquired property located at 930 West Bowman Avenue in the City of Woodland Park in 1968 and used the property as a maintenance site serving portions of Teller County;

WHEREAS, CDOT ceased using the property as a maintenance site in 2015;

WHEREAS, the establishment of an additional maintenance site has rendered this property unnecessary for CDOT purposes;

WHEREAS, the subject property consists of 2.24 acres of land, easements for water and sewer lines and two (2) garage/shop buildings and a salt storage shed;

WHEREAS, the Department of Transportation would like to sell the property located at 930 West Bowman Avenue in the City of Woodland Park at fair market value;

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

WHEREAS, the Department of Transportation, Region 2 has declared through Joshua Laipply as Chief Engineer, that the property is no longer needed for maintenance or transportation purposes;

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

WHEREAS, the Department has determined that the subject property consisting of 2.24 acres has stand-alone value;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-1-210(5) the Department of Transportation be given authority to declare the subject property at 930 West Bowman Avenue in Woodland Park as excess property and sell the subject property consisting of 2.24 acres, which is no longer needed for maintenance or transportation purposes for fair market value.

FURTHER, funds from the sale of the property shall be disbursed in accordance with Section 7.2.15 of the CDOT Right-of-Way Manual.



DATE: August 30, 2016
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: SH 287 Parcel 11A - Disposal to the City of Lafayette

Purpose

CDOT is proposing to dispose of 6.0714 acres of land in SH 287 right of way that is no longer needed for transportation purposes. The property will be quitclaimed to the City of Lafayette without monetary consideration.

Action

CDOT R4 is requesting a resolution approving the disposal of 6.0714 acres of land of SH 287 ROW that is no longer needed for State transportation purposes.

Background

Parcel 11A was acquired as part of CDOT Project FCU-NH(CX) 287-3(52) Unit 1 in 1994 for the new alignment of SH 287, which left the parcel without access. Parcel 11A is partially within the Coal Creek channel and flood plain. CDOT purchased a permanent easement across the site for the benefit of the adjacent owner for their irrigation lateral. The parcel has not been needed for transportation or maintenance purposes subsequent to the new alignment of SH 287.

Details

The City of Lafayette is proposing to utilize the subject parcel for the preservation of flood plain as Open Space for the City. Pursuant to 23 CFR 710.403(d)(1), the parcel will revert to CDOT in the event the City of Lafayette ceases to use the parcel for parks, recreation, scenic, greenbelt and open space purposes. Additionally, the subject parcel will revert to CDOT 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 1970. The quitclaiming of the parcel will have no effect upon the operation, use, maintenance or safety of the highway facility. The quitclaiming of parcel 11A will be conveyed to the City of Lafayette subject to the existing permanent irrigation easement. The quitclaiming of Parcel 11A will be without monetary consideration in accordance with 23 CFR 710.403.

Key Benefits

CDOT will be relieved of maintenance responsibility and liability associated with this property. Additionally, the State of Colorado will benefit from the Open Space to be preserved and managed by the City of Lafayette.

Next Steps

Upon approval of the Transportation Commission, CDOT will execute a quitclaim deed to convey Parcel 11A to the City of Lafayette. The deed will be recorded in office of the Boulder County Clerk and Recorder

Attachments

Proposed Resolution
Exhibit Depicting the Parcels Available Upon Request

Project #: FCU-NH (CX) 287-3(52) Unit 1
Location: SH 287: SH 42 to Jasper Rd.
Parcel #: 11A
County: Boulder

PROPOSED RESOLUTION

WHEREAS, CDOT acquired Parcel 11A in 1994 in Boulder County as a part of CDOT Project No. FCU-NH (CX) 287-3(52) Unit 1 to facilitate the re-alignment of SH 287;

WHEREAS, the subject parcel was acquired as a result of the re-alignment of SH 287 leaving the parcel without access;

WHEREAS, the subject parcel is partially located in the Coal Creek channel and flood plain;

WHEREAS, CDOT purchased a permanent easement across the site for the benefit of the adjacent owner for their irrigation lateral;

WHEREAS, the subject parcel has not been needed for transportation or maintenance purposes subsequent to the re-alignment of SH 287;

WHEREAS, Parcel 11A consists 6.071 acres;

WHEREAS, City of Lafayette is interested in acquiring the subject parcel for the preservation of flood plain for Open Space;

WHEREAS, the Department of Transportation would like to quitclaim Parcel 11A to the City of Lafayette;

WHEREAS, the conveyance of Parcel 11A to the City of Lafayette is subject to CDOT's permanent easement;

WHEREAS, if the 6.071 acres, comprising Parcel 11A, to be conveyed to the City of Lafayette ever ceases to be used for social, environmental and nonproprietary governmental purposes pursuant to 23 CFR 710.403(d)(1) then the subject parcel shall revert to CDOT;

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 Parcel 11A will not affect the operation, maintenance, safety or use of any CDOT facility;

WHEREAS, the Department of Transportation, Region 4 has declared through Joshua Laipply as Chief Engineer, that the 6.071 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 Lafayette desires to exercise its right of refusal to purchase the 6.071 acres of land in US 287 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 the Department of Transportation be given authority to declare Parcel 11A as excess property and dispose of the SH 287 right of way which is no longer needed for State transportation purposes without monetary compensation.



DATE: September 2, 2016
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: Disposal of Region 4 old Headquarters Properties

Purpose

CDOT Region 4 is proposing to dispose of two properties that were vacated as a result of the construction of the new headquarters that was built and put into service in November, 2015.

Action

CDOT R2 is requesting a resolution approving the disposal of two properties:

- 1420 2nd Street, Greeley, CO
- 3939 Riverside Parkway, Evans, CO

Background

In July, 2014, the Transportation Commission approved TC-3178 to authorize the construction of a new Region 4 Headquarters. The project included the consolidation of several offices in Region 4. The main office in Greeley has been being leased to the City of Greeley from the time CDOT vacated it. The City needed a temporary office for some staff while they were completing a remodel of their own. The Evans facility was severely damaged during the floods in 2013. The Evans building has since been condemned and demolished.

Details

The City of Greeley's lease on the property in Greeley expires at the end of February, 2017. CDOT intends to sell the property in accordance with C.R.S. 43-1-210(5). Part of the statutory requirements for selling the parcel require CDOT to offer the first right of refusal to purchase the property to any entity with taxing authority over the parcel. If no entity exercises their first right of refusal CDOT will market the property and sell it to the highest bidder for no less than fair market value.

The City of Evans would like to acquire the property in Evans. CDOT R4 has constructed a new park and ride in the City of Evans. The City of Evans has made it a requirement for CDOT to landscape and maintain the new park and ride to City standards. The landscaping requirement is expensive. The property CDOT owns in Evans that used to house the Evans engineering residency prior to the 2013 flood, does not have much value because it is in a flood plain and the building has been demolished. The City of Evans has agreed to release CDOT from the obligation to landscape CDOT's new park and ride in exchange for ownership of the old Evans engineering residency parcel.

Key Benefits

CDOT will obtain revenue for the sale of the Greeley property. CDOT will be released from costly landscaping and maintenance requirements in exchange for the Evans residency parcel. The revenue from the sale of the Greeley property will be used to pay down the Certificate of Participation balance used to finance the new R4 headquarters.

Next Steps

Upon approval of the Transportation Commission, CDOT will proceed with the sale and exchange of the subject properties in accordance with C.R.S. 43-1-210(5).

Attachments

Proposed Resolution
Exhibit Depicting the Disposal Property Available Upon Request

Project #: N/A Former R4 Headquarters Site
Location: 1420 2nd Street, Greeley, CO and 393 Riverside Parkway, Evans, CO
Parcel #: N/A
County: Weld

PROPOSED RESOLUTION

WHEREAS, CDOT Region 4 is proposing to dispose of two properties that were vacated as a result of the construction of the new headquarters that was built and put into service in November, 2015;

WHEREAS, in July, 2014, the Transportation Commission approved TC-3178 to authorize the construction of a new Region 4 Headquarters;

WHEREAS, the new Region 4 headquarters project included the consolidation of several offices in Region 4 including 1420 2nd Street in Greeley and 3939 Riverside Parkway in Evans;

WHEREAS, the main office in Greeley has been being leased to the City of Greeley from the time CDOT vacated it;

WHEREAS, the City of Greeley's lease on the property in Greeley expires at the end of February, 2017;

WHEREAS, CDOT desires to sell the Greeley property for fair market value in accordance with C.R.S. 43-1-210(5);

WHEREAS, the Evans facility was severely damaged from the floods in 2013 and the building has since been condemned and demolished;

WHEREAS, the City of Evans would like to acquire the property in Evans in exchange for relinquishing the requirement for CDOT to landscape and maintain a park and ride CDOT operates in the City of Evans;

WHEREAS, the City of Evans and CDOT Region 4 have executed an MOA that is subject to the passage of this resolution, agreeing to the exchange;

WHEREAS, the properties in Greeley and Evans are no longer needed by CDOT as a result of the construction of the new building.

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

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

WHEREAS, the Department has determined that the subject properties described above are longer needed for transportation purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-1-210(5) the Department of Transportation be given authority to declare the subject properties located at 1420 2nd Street in Greeley and

3939 Riverside Parkway in Evans as excess property and sell/exchange the subject properties, which are no longer needed for maintenance or transportation purposes.

FURTHER, funds from the sale of the property shall be used to pay down the balance of Certificates of Participation used to finance the new Region 4 headquarters project.



DATE: September 2, 2016
TO: Transportation Commission
FROM: Joshua Laipply, P.E. Chief Engineer
SUBJECT: Disposal of old Headquarters Properties

Purpose

CDOT is proposing to dispose of four properties that will be vacated as a result of the construction of the new headquarters project that will consolidate several buildings into one Statewide and Region 1 headquarters building.

Action

CDOT is requesting a resolution approving the disposal of four properties:
CDOT HQ: 4201 E Arkansas Ave, Denver, CO
Region 1 HQ: 2000, South Holly St, Denver, CO
Region 1 Engineering Residency: 8333 South Wadsworth Ct, Lakewood, CO
Region 1 Engineering Residency: 7328 South Revere Pkwy, Centennial, CO

Background

In August, 2016, the Transportation Commission approved TC-16-8-6 to authorize the construction of a new Statewide and Region 1 headquarters. The new Statewide and Region 1 headquarters project will include the consolidation of several offices in the Denver Metro area including 4201 E Arkansas Avenue in Denver 2000 South Holly Street in Denver, 8333 South Wadsworth Court in Lakewood and 7328 South Revere Parkway in Centennial.

Details

CDOT desires to sell the properties for fair market value in accordance with C.R.S. 43-1-210(5). CDOT intends to begin the process of selling these properties as soon as possible to maximize their value. The sale of all of these properties will be contingent upon the completion of the new Statewide and Region 1 headquarters building.

Key Benefits

CDOT will obtain revenue for the sale of the properties. The revenue from the sale of the properties will be used to pay down the Certificate of Participation balance used to finance the Statewide and Region 1 headquarters building.

Next Steps

Upon approval of the Transportation Commission, CDOT will proceed with the sale of the subject properties in accordance with C.R.S. 43-1-210(5).

Attachments

Proposed Resolution
Exhibit Depicting the Disposal Property Available Upon Request

Project #: N/A Former Statewide HQ and Region 1 Headquarters Facilities
Location: Multiple Locations
Parcel #: N/A
County: Multiple Counties

PROPOSED RESOLUTION

WHEREAS, CDOT is proposing to dispose of four properties that will be vacated as a result of the construction of the new headquarters project that will consolidate several buildings into one Statewide and Region 1 headquarters office;

WHEREAS, in August, 2016, the Transportation Commission approved TC-16-8-6 to authorize the construction of a new Statewide and Region 1 headquarters;

WHEREAS, the new Statewide and Region 1 headquarters project will include the consolidation of several offices in the Denver Metro area including 4201 E Arkansas Avenue in Denver 2000 South Holly Street in Denver, 8333 South Wadsworth Court in Lakewood and 7328 South Revere Parkway in Centennial;

WHEREAS, CDOT desires to sell the properties for fair market value in accordance with C.R.S. 43-1-210(5);

WHEREAS, CDOT intends to begin the process of selling these properties as soon as possible to maximize their value;

WHEREAS, the sale of all of these properties will be contingent upon the completion of the new Statewide and Region 1 headquarters building;

WHEREAS, the Department of Transportation, has declared through Joshua Laipply as Chief Engineer, that upon the completion of the new Statewide and Region 1 headquarters building the properties will no longer be needed for maintenance or transportation purposes;

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

WHEREAS, the Department has determined that the subject properties described above; will no longer be needed for maintenance or transportation purposes upon the completion of the new Statewide and Region 1 headquarters building;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-1-210(5) the Department of Transportation be given authority to declare the subject properties located at 4201 E Arkansas Avenue in Denver 2000 South Holly Street in Denver, 8333 South Wadsworth Court in Lakewood and 7328 South Revere Parkway in Centennial as excess property and sell the properties subject to the completion of the new Statewide and Region 1 headquarters building.

FURTHER, funds from the sale of the property shall be used to pay down the balance of Certificates of Participation used to finance the new Statewide and Region 1 headquarters building.



DATE: August 30, 2016

TO: Transportation Commission

FROM: Joshua Laipply, P.E. Chief Engineer

SUBJECT: 4th Street Bridge CDOT Field Office, Pueblo Parcel 13X - Disposal to the Fraternal Order of Eagles

Purpose

CDOT is proposing to dispose 21,690 sq. ft. of land that is no longer needed for transportation or maintenance purposes. The property will be sold to the adjacent property owner at fair market value.

Action

CDOT R2 is requesting a resolution approving the disposal of 21,690 sq. ft. of land that is no longer needed for transportation or maintenance purposes.

Background

Parcel 13x was acquired as part of CDOT Project BR 00961-008 in 2007 for the new 4th Street bridge and realignment of SH 96. The property was a total acquisition including a residential house, which was demolished as a part of the project. The vacant property was then used to house construction trailers while the new 4th Street bridge and realignment of SH 96 were completed. Parcel 13x contains a land area of 21,690 square feet. The subject parcel is only a portion of the original 59,255 square foot parcel purchased by CDOT in 2007. Region 2 Right of Way staff and Region 2 Maintenance defined the limits of parcel 13x to ensure there is enough property to complete required maintenance operations on the slope retained by CDOT and to have access under the bridge. Parcel 13x contains approximately 21,690 square feet and is outside of the right of way necessary for SH 96.

Details

The subject property has been determined to have value only to the adjacent owner, the Fraternal Order of Eagles. Pursuant to C.R.S. 43-1-210(5)(a)(IV), the adjacent owner has elected to exercise its first right of refusal to purchase the subject property at fair market value. CDOT Region 2 has determined that this property is not needed for maintenance or transportation purposes. The disposal of the subject property will have no effect upon the operation, use, maintenance or safety of the highway facility. The disposal of the subject property will be at fair market value.

Key Benefits

CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the parcel that will be for future transportation projects.

Next Steps

Upon approval of the Transportation Commission, CDOT will sell the property at fair market value in accordance with C.R.S. 43-1-210(5). CDOT will execute a quitclaim deed to convey the subject property to the Fraternal Order of Eagles. The deed will be recorded in office of the Pueblo County Clerk and Recorder.

Attachments

Proposed Resolution

Exhibit Depicting the Disposal Property Available Upon Request

Project #: BR 00961-008
Location: 4th Street Bridge, Pueblo
Parcel #: 13x
County: Pueblo

PROPOSED RESOLUTION

WHEREAS, CDOT acquired Parcel 13x in 2007 in Boulder County as a part of CDOT Project # BR 00961-008 for the new 4th Street bridge and realignment of SH 96;

WHEREAS, CDOT acquired 59,255 square feet of land as a total acquisition to include a residential house;

WHEREAS, the residential house was demolished as part of the project;

WHEREAS, CDOT utilized the vacant property to house construction trailers while the new 4th Street bridge and realignment of SH 96 were completed;

WHEREAS, Parcel 13x is only a portion of the original 59,255 square foot parcel purchased by CDOT in 2007;

WHEREAS, CDOT Region 2 Right of Way and Region 2 Maintenance defined the limits of parcel 13x to ensure there is enough property to complete all required maintenance operations in the area on a slope and under the bridge;

WHEREAS, Parcel 13x consists of 21,690 square feet;

WHEREAS, the Fraternal Order of Eagles would like to purchase Parcel 13x;

WHEREAS, the Department of Transportation would like to sell Parcel 13x to the adjacent property owner, the Fraternal Order of Eagles;

WHEREAS, the disposal of Parcel 13x will not affect the operation, maintenance, use or safety of CDOT's facility;

WHEREAS, the Department of Transportation, Region 2, has declared through Joshua Laipply as Chief Engineer that Parcel 13x is not needed for transportation purposes;

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

WHEREAS, the Department has determined that Parcel 13x consisting of 21,690 sf of land is of use only to the adjacent property owner;

WHEREAS, pursuant to Colorado Revised Statutes (C.R.S) 43-1-210(5)(a)(III) when a parcel that is no longer needed for transportation purposes has value to only one adjacent owner, that owner shall have first right of refusal to purchase said property for fair market value;

WHEREAS, the Fraternal Order of Eagles desires to exercise its right of refusal to purchase the 21,690 sf of SH 96 right of way which is no longer needed for transportation purposes;

NOW THEREFORE BE IT RESOLVED, pursuant to the provisions of the C.R.S, 43-1-210(5) and 23 CFR 710.403 the Department of Transportation be given authority to declare Parcel 13x as excess property and dispose of the 21,690 sf of SH 96 right of way, which is no longer needed for transportation purposes for fair market value.

FURTHER, funds from the sale of the property shall be disbursed in accordance with Section 7.2.15 of the CDOT Right-of-Way Manual.



COLORADO
Transportation Commission

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

DATE: September 15, 2016
TO: Transportation Commission
FROM: Scott McDaniel; Josh Laipply; Herman Stockinger
SUBJECT: Repeal of Policy Directive 387.0 “Administration of Federal-Aid Highway Projects by Public Agencies”

Purpose and Action

To request that the Commission repeal Policy Directive 387.0 “Administration of Federal-Aid Highway Projects by Public Agencies” because it is addressed by federal law and regulations and the Department’s contractual documents with public agencies.

Background

The Department continues to review older Directives to determine whether they continue to add value. Policy Directive 387.0 (effective August 10, 2010) directed the Department to rely on the CDOT Local Agency Manual and the CDOT/FHWA Stewardship Agreement for the administration of Federal-aid highway projects performed by public agencies. This Policy Directive is no longer necessary because it is addressed by federal law and regulations (23 USC 106, 23 USC 302, 23 CFR Part 1), and CDOT’s governing contractual documents with public agencies, including Intergovernmental Agreements, which already require adherence to the FHWA Stewardship Agreement and the Local Agency Manual.

Key Benefits

Reduction in the number of directives applicable to CDOT employees.

Options and Recommendations

- 1) Approve the repeal of Policy Directive 387.0 (staff recommendation);
- 2) Request a workshop to determine whether the Policy Directive needs to be repealed; or
- 3) Conclude that Policy Directive 387.0 should remain in effect, and provide guidance on any amendments to staff.

Attachments

Resolution
Policy Directive 387.0

Resolution # TC-

Repeal of Policy Directive 387.0 “Administration of Federal-Aid Highway Projects by Public Agencies”

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

WHEREAS, the Transportation Commission supports CDOT’s efforts to repeal when possible directives that are no longer necessary; and

WHEREAS, Policy Directive 387.0 “Administration of Federal-Aid Highway Projects by Public Agencies” directed the Department to rely on the CDOT Local Agency Manual and the CDOT/FHWA Stewardship Agreement for the administration of Federal-aid highway projects performed by public agencies; and

WHEREAS, CDOT’s governing contractual documents with public agencies, including Intergovernmental Agreements, require adherence to the FHWA Stewardship Agreement and the Local Agency Manual; and

WHEREAS, CDOT employees are continuing to comply with CDOT’s governing contractual documents with public agencies and the governing federal law and regulations, therefore Policy Directive 387.0 is no longer necessary.

NOW THEREFORE BE IT RESOLVED, the Commission herein repeals Policy Directive 387.0 “Administration of Federal-Aid Highway Projects by Public Agencies” as being no longer necessary.

Herman Stockinger
Transportation Secretary

Date of Approval

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject Administration of Federal-aid Highway Projects By Public Agencies			Number 387.0
Effective 08/19/10	Supersedes 5/16/03	Originating office Project Development Branch	

PURPOSE

To establish uniform policy governing the administration of Federal-aid highway projects performed by public agencies.

AUTHORITY

Transportation Commission
23 USC 106, 23 USC 302, 23 CFR Part 1

POLICY

It is the policy of the Colorado Department of Transportation to assume the responsibility for the administration of all Federal-aid projects under the provisions of 23 USC 106. The Department will not be relieved of this responsibility by authorizing performance of the work by or under the supervision of a county, city, or other local agency.

It is the policy of the Department to encourage public agencies to administer their own projects off the state highway system, to the extent of their capability, with their own forces. This policy does not extend to the physical performance of construction work by force account method using public entity forces unless justified by a Finding-In-the Public-Interest.

The review and oversight of the Federal-aid highway projects administered by public agencies will follow the procedures outlined in the CDOT Local Agency Manual and the guidelines in the CDOT/FHWA Stewardship Agreement.

REVIEW DATE

This policy shall be reviewed by May 2017.


Transportation Commission Secretary



COLORADO
Transportation Commission

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

DATE: September 15, 2016
TO: Transportation Commission
FROM: Scott McDaniel; Josh Laipply; Herman Stockinger
SUBJECT: Repeal of Policy Directive 500.0 “Development of Federal Aid Projects Under the CDOT Federal-Aid Highway Program Stewardship Agreement”

Purpose and Action

To request that the Commission repeal Policy Directive 500.0 “Development of Federal Aid Projects Under the CDOT Federal-Aid Highway Program Stewardship Agreement” because the Department continues to comply with the FHWA Stewardship Agreement.

Background

The Department continues to review older Directives to determine whether they continue to add value. Policy Directive 500.0 (effective August 19, 2010) directed the Department to follow the most current version of the CDOT Federal-Aid Highway Program Stewardship Agreement when developing CDOT Federal-Aid construction projects. The Department has determined that this Policy Directive is no longer necessary, given that CDOT employees already follow the requirements in federal law and the FHWA Stewardship Agreement.

Key Benefits

Reduction in the number of directives applicable to CDOT employees.

Options and Recommendations

- 1) Approve the repeal of Policy Directive 500.0 (staff recommendation);
- 2) Request a workshop to determine whether the Policy Directive needs to be repealed; or
- 3) Conclude that Policy Directive 500.0 should remain in effect, and provide guidance on any amendments to staff.

Attachments

Resolution
Policy Directive 500.0

Resolution # TC-

Repeal of Policy Directive 500.0 “Development of Federal Aid Projects Under the CDOT Federal-Aid Highway Program Stewardship Agreement”

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

WHEREAS, the Transportation Commission supports CDOT’s efforts to repeal when possible directives that are no longer necessary; and

WHEREAS, Policy Directive 500.0 directed the Department to follow the most current version of the CDOT Federal-Aid Highway Program Stewardship Agreement when developing CDOT Federal-Aid construction projects; and

WHEREAS, CDOT employees are required to comply with the CDOT Federal-Aid Highway Program Stewardship Agreement by virtue of the Agreement itself, therefore Policy Directive 500.0 is no longer necessary.

NOW THEREFORE BE IT RESOLVED, the Commission herein repeals Policy Directive 500.0 “Development of Federal Aid Projects Under the CDOT Federal-Aid Highway Program Stewardship Agreement” as being no longer necessary.

Herman Stockinger
Transportation Secretary

Date of Approval

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject DEVELOPMENT OF FEDERAL AID PROJECTS UNDER THE CDOT FEDERAL-AID HIGHWAY PROGRAM STEWARDSHIP AGREEMENT		Number 500.0
Effective 08/19/10	Supersedes N/A	Originating Office Project Development Branch

PURPOSE

To establish a uniform policy for development of Federal Aid Projects under the CDOT Federal–Aid Highway Program Stewardship Agreement.

AUTHORITY

Transportation Commission (Commission)
CDOT Federal–Aid Highway Program Stewardship Agreement

APPLICABILITY

This policy directive applies to all Regions and Staff Branches of the Colorado Department of Transportation (CDOT).

POLICY

Development of CDOT Federal Aid construction projects shall conform to the current version of the CDOT Federal–Aid Highway Program Stewardship Agreement.

IMPLEMENTATION

This policy directive shall be effective upon approval by the Commission.

REVIEW DATE

This policy directive shall be reviewed August of 2017.


Transportation Commission Secretary



COLORADO

Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION
FROM: DAVID SPECTOR, DIRECTOR OF HIGH PERFORMANCE TRANSPORTATION ENTERPRISE
CC: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
DATE: SEPTEMBER 15, 2016
SUBJECT: APPROVAL OF THE FIRST AMENDMENT TO THE FISCAL YEAR 2016-17 INTRA-AGENCY AGREEMENT BETWEEN CDOT AND HPTE

Purpose:

To present information about the first amendment to the Fiscal Year (FY) 2016-17 Fee for Service Intra-Agency Agreement (IAA), including an expanded scope of work (SOW), between the Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE).

Action:

Department Staff is seeking Transportation Commission (TC) approval of the resolution (shown in Attachment A) authorizing the proposed amendment to the IAA between CDOT and HPTE for FY 2016-17.

Background on the Fee for Service Intra-Agency Agreement for FY 2016-17:

In exchange for the specialized nature of the expertise and services HPTE provides to CDOT, CDOT pays HPTE for those services through an annual 'fee-for-service' IAA. This IAA includes the HPTE scope of work and the process by which HPTE is able to earn the value of the services it provides to CDOT in an exchange transaction. As part of the IAA, the services that are to be provided by HPTE to CDOT and the value being compensated for each are detailed in a scope of work for that upcoming fiscal year. For FY 2016-17 HPTE staff presented the TC with information on the following schedule:

- In May 2016 HPTE staff presented the TC with an informational memo for comment regarding key areas of work HPTE would be leading on behalf of CDOT for the upcoming fiscal year.
- In June 2016 the TC was presented with a finalized SOW and approved an updated Fee for Service Intra-Agency Agreement (IAA) between CDOT and HPTE for FY 2016-17.

Background on the Proposed Amendment to the Current IAA:

In connection with Senate Bill (SB) 16-123 being postponed indefinitely, CDOT and HPTE agreed to implement changes to allow High Occupancy Vehicles (HOV) only Express Lane users and motorcycles to travel for free in HOV Express Lanes ("HOV Changes"). CDOT has requested HPTE to lead this implementation effort on its behalf. However, the tasks related to this implementation were not included in the fee for service agreement and original SOW for FY 2016-17 that was approved in June 2016. These activities were not included at that time because CDOT authorized a \$2,080,000 budget for HPTE for (FY) 2016-17 and the SOW must reflect services that can be delivered for the authorized budget.

HPTE and CDOT have acknowledged that implementing these procedural changes for HOV only drivers will result in additional work for HPTE, and that budget requests and fee for service scope revisions will be accommodated as this work is performed. As such, the proposed first amendment to the FY 2016-17 IAA includes an expanded scope of work and required budget to complete specific tasks that are outlined in Attachment B.



Additional areas of work that CDOT has tasked HPTE with for FY 2016-17 and the requested budget associated with each are outlined below in Table 1:

Table 1: Summary of IAA Amendment

Additional Scope of Work Activities	Requested Budget
Manage all public outreach and education regarding the new HOV Changes, including direct and indirect costs of paid and earned media	\$ 51,364
Pay for direct and indirect costs of tolling partner E-470 to implement the necessary system changes to allow HOV Changes in daily business transactions, including coordination and management of process.	\$1,819,736
Implement the preferred interim solution of purchasing and sending current HOV only users a rebate (in the form of a gift card) for previously purchased transponders.	\$131,000
Hire a tolling services manager who will oversee daily tolling operations and the collection of toll revenue. Requested budget is the value of the position.	\$114,750
HPTE Staff time and indirect costs related to fulfilling statutory duties and above activities.	\$ 250,000
Total Budget Needed	\$2,366,850

The total budget required to complete these additional tasks is integrated into the third CDOT budget supplement to the FY 2016-17 budget and will be presented to the TC for consideration and approval.

Key Policy Considerations

- The HOV Changes were mutually agreed to by Executive Director Bhatt and Director Spector, and presented as a unified plan to the General Assembly.
- As the manager and day-to-day operator of the Express Lanes, HPTE is best positioned to implement the HOV Changes most effectively and efficiently.
- CDOT budget and Communications staff are aware and supportive of these SOW changes.
- Approval of the amended IAA will fairly compensate HPTE for the additional work and services it is providing to CDOT.

Commission Options/Decision Matrix

- 1) **Staff Recommendation:** Review and approve the first amendment to the IAA, that describes additional SOW tasks related to HOV Changes, for FY 2016-17.
- 2) Review the revised scope of work and IAA, but with instructions to add scope of work for particular projects or programs. Staff would revise the scope of work and return with a revised document and increased budget supplement in October.
- 3) Review the revised scope of work and IAA, but with instructions to the eliminate scope of work for particular projects or programs. Staff would revise the scope and return with a revised document and decreased budget supplement in October.

Next Steps

- If needed, additional tasks related to the implementation of HOV Changes or any other activities that are currently outside the revised scope of work will be captured in a future IAA and budget amendment and brought before the TC for approval.
- The timing for approval, budget amount, and scope of the IAA is currently dictated by the original two-year SOW agreement between CDOT and HPTE, which was agreed to prior to FY 2015-16. Starting in FY 2017-18, HPTE’s development of a proposed budget and proposed scope of work will proceed along the same timeline, ensuring that the two are aligned.

Attachments:

Attachment A: Resolution Approving a First Amendment to the Fee for Service Intra-Agency Agreement between CDOT and HPTE for FY 2016-17

Attachment B: First Amendment (FY 2016-17) to Fee for Service Intra-Agency Agreement



Attachment A: Resolution Approving a First Amendment to the Fee for Service Intra-Agency Agreement between CDOT and HPTE for FY 2016-17

Resolution #TC-16-9-

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

WHEREAS, the Transportation Commission promulgates and adopts all budgets for CDOT and state transportation programs; and

WHEREAS, HPTE and CDOT previously entered into that certain *Fee for Service Intra-Agency Agreement*, dated September 9, 2015 (the “FY 2015-16 Agreement”), in which CDOT acknowledged that HPTE possesses expertise and legal powers unavailable to CDOT, and agreed to compensate HPTE for the fair market value of certain services to be provided to CDOT; and

WHEREAS, on June 16, 2016, the Transportation Commission approved that certain *Fiscal Year 2016-17 Fee for Service Agreement*, which incorporated the terms of conditions of the FY 2015-16 Agreement and set forth a new scope of services to be provided by HPTE to CDOT during the 2016-17 fiscal year; and

WHEREAS, CDOT has subsequently requested additional services from HPTE for the 2016-17 fiscal year, which HPTE has agreed to provide for a fee, and which are described in the *First Amendment to the Fiscal Year 2016-17 Fee for Service Agreement* (the “Amendment”); and

WHEREAS, the Transportation Commission has reviewed the Amendment and finds the compensation amounts set forth to constitute fair and reasonable compensation for the additional services to be provided by HPTE to CDOT during the 2016-17 fiscal year.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves the Amendment in substantially the form presented and authorizes the CDOT Executive Director to execute the Amendment with such changes therein and additions thereto, including further revisions or modifications to the fiscal year 2016-17 scope of work as the Executive Director may determine to be necessary or appropriate.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

**FIRST AMENDMENT TO
FISCAL YEAR 2016-17
FEE FOR SERVICE
INTRA-AGENCY AGREEMENT**

THIS FIRST AMENDMENT (the “Amendment”) is made this ____ day of _____, 2016 by and between the STATE OF COLORADO for the use and benefit of the COLORADO DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the “Department” or “CDOT,” and the COLORADO HIGH PERFORMANCE TRANSPORTATION ENTERPRISE, a government-owned business and a division of CDOT, hereinafter referred to as the “Enterprise” or “HPTE.” CDOT and HPTE are referred to herein individually each as a “Party” and collectively as the “Parties.”

RECITALS

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

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

C. HPTE is empowered, pursuant to Section 43-4-806(6)(h), C.R.S., to make and enter into all contracts and agreements that are necessary or incidental to the exercise of its powers and performance of its duties.

D. The business purpose of HPTE, as provided for in Section 43-4-806(2)(c), C.R.S. is to pursue public-private partnerships and other innovative and efficient means of completing surface transportation infrastructure projects, which HPTE may agree to complete for CDOT under agreements entered into with the Department in accordance with Section 43-4-806(6)(f), C.R.S.

E. CDOT and HPTE previously entered into that certain *Fee for Service Intra-Agency Agreement*, dated September 9, 2015 (the “FY 2015-16 Agreement”), in which CDOT acknowledged that HPTE possesses expertise and legal powers unavailable to CDOT, and in which CDOT agreed to compensate HPTE for the fair market value of certain services to be provided to CDOT during the 2015-16 fiscal year.

F. CDOT and HPTE later entered into that certain *Fiscal Year 2016-17 Fee for Service Intra-Agency Agreement* (the “Agreement”), incorporating many of the terms and conditions of the FY 2015-16 Agreement, and setting forth a new scope of work describing the

services HPTE agrees to provide CDOT during the fiscal year 2016-17 (the “FY 2016-17 Scope of Work”).

G. Subsequent to the execution of the Agreement, CDOT has requested, and HPTE has agreed to provide, certain additional services not included as a part of the previously approved FY 2016-17 Services.

H. The Parties now desire to amend the FY 2016-17 Scope of Work and agreed upon compensation as set forth in this Amendment.

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

1. Amendment to Scope of Work and Responsibilities. The FY 2016-17 Scope of Work referenced in Section 2.b. of the Agreement and attached thereto as Exhibit A shall be replaced by the amended scope of work, incorporating additions to the FY 2016-17 Services attached to this Amendment as **Exhibit A-1** (the “Amended FY 2016-17 Scope of Work”).

2. Amendment to Payment Amount and Procedures. The Payment Amount referenced in Section 3.a. of the Agreement shall be increased by Two Million Three Hundred Sixty-Six Thousand Eight Hundred Fifty Dollars (\$2,366,850) to an amended total Payment Amount of Four Million Four Hundred Forty-Six Thousand Eight Hundred Fifty Dollars (\$4,446,850). The Parties agree that on the effective date of this Amendment, CDOT shall pay HPTE \$2,366,850 for the provision of the additional services described in the Amended FY 2016-17 Scope of Work.

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

4. Controller’s Approval. This Amendment shall not be deemed valid until it has been approved by the State Controller or such assistant as he or she may designate.

[Signature Page Follows.]

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

STATE OF COLORADO
JOHN W. HICKENLOOPER, Governor

COLORADO HIGH PERFORMANCE
TRANSPORTATION ENTERPRISE

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

By: _____
DAVID I. SPECTOR
HPTE Director

APPROVED:

CYNTHIA H. COFFMAN
Attorney General

By: _____
ASSISTANT ATTORNEY GENERAL

ALL AGREEMENTS REQUIRE APPROVAL BY THE STATE CONTROLLER

Section 24-30-202, C.R.S. requires that the State Controller to approve all agreements. This Amendment is not effective until the State Controller, or such assistant as he may delegate, has signed it.

<p>STATE CONTROLLER Robert Jaros, CPA, MBA, JD</p> <p>By: _____</p> <p>Date: _____</p>
--

EXHIBIT A
Amended
FY 2016-17 Scope of Work

(Attached)

Colorado High Performance Transportation Enterprise Amended Scope of Work

Fiscal Year 2016-17

Overview

In order to accelerate the development and delivery of critical transportation infrastructure projects through the use of innovative financing, the Colorado Department of Transportation (CDOT) utilizes the expertise and legal power of the High Performance Transportation Enterprise (HPTE). In 2009, the HPTE was created under 43-4-806 C.R.S., known as FASTER, in order to accelerate critical surface transportation infrastructure projects throughout the state. To achieve this objective the HPTE was given the power to enter into public-private partnerships, impose user fees on surface transportation projects, issue revenue bonds and enter into private commercial loan agreements.

Due to Taxpayer Bill of Rights (TABOR) restrictions, CDOT cannot exercise these powers. However as a division of CDOT, HPTE is considered a government owned business, which exempts it from the TABOR restrictions. The powers given to the HPTE through statute provide a direct benefit to CDOT and the traveling public by accelerating infrastructure projects that ordinarily would not be undertaken due to a constrained fiscal environment.

This scope of work documents the duties and tasks that CDOT directs the HPTE to manage and oversee for fiscal year (FY) 2016-17. In exchange, CDOT will compensate the HPTE with an upfront payment for its services. Associated costs for the completion of main project duties are broken down into specific categories of work performed.

Scope of Work Duration

This scope of work outlines services that will be provided by HPTE over a one year period that will commence on July 1, 2016 and end on June 30, 2017.

Billing and Reporting

On an annual basis, CDOT will pre-pay for services being provided by HPTE starting in FY 2015-16. In order to receive payment, HPTE will submit a bill to CDOT at the beginning of each fiscal year on July 1st.

On the 15th of January and July of each fiscal year, HPTE will submit a progress report that includes a summary of its activities for the previous six months as well as a status report on the progress being made to accomplish the tasks outlined in this scope of work. The submission of the semi-annual reports will be used by HPTE and CDOT to recognize revenue and expenses, respectively.

HPTE Corridor Development and Services Provided

HPTE manages and leads the development of many critical surface transportation projects on behalf of CDOT. These projects are in key corridors around the state that when completed, will increase choice, promote carpooling, expand capacity, and assist with traffic demand management. By using the rights given to HPTE through statute, CDOT is able to improve congestion on these corridors and accelerate these infrastructure projects that ordinarily would not be undertaken. To deliver these projects, HPTE is providing services that fall into five general categories: Overall Program, Program Planning, Project Development, Project Procurement and Construction. Each category is defined as follows:

Overall Program: shall mean services that support HPTE's overall mission of accelerating the delivery of critical surface transportation projects throughout the state. This can include work related to the development of HPTE's overall program strategy, looking at how HPTE's system of projects can integrate effectively into the existing transportation system, conducting feasibility studies on potential future projects as well as improving access and use of P3 resources.

Program Planning: shall mean services that support the development of a specific corridor as a whole but are not related to project construction. This can include public education and outreach as well as coordination with local governments and project stakeholders. Program planning activities are necessary to ensure the success and use of HPTE corridors.

Project Development: shall mean services that include, but are not limited to, the planning and design of public-private partnerships, express lane facilities, other revenue generating projects as well as providing oversight duties and contract management on executed concession agreements.

Project Procurement: shall mean all services that deal with procuring and securing funding for public-private partnerships, express lane facilities or other revenue generating projects.

Construction: shall include all services that deal with the oversight of construction and operation and maintenance activities. Also includes approving and overseeing the change order process set forth in the construction contract.

CDOT uses these categories to define the specific tasks that will be managed by HPTE over the duration of this scope of work. Organizing these tasks by specific project and/or corridor will allow HPTE to demonstrate the progress being made on these tasks and validate the exchange of services between CDOT and HPTE.

US 36 Managed Lanes / Bus Rapid Transit Project

Summary of Work: Plenary Roads Denver (PRD) operations and maintenance requirements under the Concession Agreement are performance driven, that is, if certain performance measures are not met, HPTE has the power to assess non-compliance points to PRD. If PRD does not adequately remedy the reason why they received non-compliance points they will be required to compensate HPTE. Both HPTE and CDOT have responsibilities for monitoring the Concession Agreement.

In order to provide oversight and management of the concession agreement, HPTE is tasked with providing the following services:

Project Development

CDOT tasks HPTE to ensure that all operations and maintenance (O&M) requirements set out under the Concession Agreement with PRD are being met. All requirements are performance driven, and if certain performance measures are not met, such as maintain tolling equipment, adequate incident management, routine maintenance, and snow and ice removal, HPTE has the power to assess non-compliance points to PRD. If PRD does not adequately fix the reason why they received non-compliance points they will be required to monetarily compensate HPTE on behalf of CDOT.

In addition to monitoring all O&M requirements, CDOT tasks HPTE with ensuring proper oversight on the financial and engineering aspects of the project. To ensure short-term financial oversight on the US36 project HPTE has hired and will oversee the work of the financial advisory firm RSM. CDOT also tasks HPTE to work with its Office of Major Project Development (OMPD) to implement a long-term financial oversight plan once the project is completed and in-service. HPTE will also provide support and oversight on a contract managed by OMPD that provides engineering oversight on the project.

CDOT also tasks HPTE to spearhead the following efforts:

- Coordinate with CDOT Region 1 staff, OMPD and the CDOT's Communications Office on all stakeholder outreach efforts. **Timeline:** This work will be on-going.

- Work with Region 1, OMPD staff and the CDOT annual budget team to develop a budget for routine maintenance and snow and ice removal costs. In addition, CDOT will have cost savings in routine maintenance and snow removal due to the concession agreement. These cost savings will also be passed through from HPTE to CDOT. **Timeline:** This will be completed by September 15, 2016.
- HPTE will hire CDOT Engineers to manage the construction punch list items on HPTE’s behalf.

Summary of Duties and Value of Services for US36 Managed Lanes/Bus Rapid Transit Project:

CATEGORY	VALUE
Project Development	\$100,000
Total Project Value	\$100,000

Central 70 Design Build Finance Operate Maintain Project (DBFOM)

Summary of Work: On February 23, 2016 CDOT/CBE/HPTE released the second draft of the Instructions to Proposers and Project Agreement to the four shortlisted proposers. In FY 2016-17 CDOT tasks HPTE to attend the one-on-one meetings with proposers, assist with developing the ITP and Project Agreement for final release, evaluating proposals (administrative, technical and financial) and reaching both commercial and financial close.

In order to support the development of the Central 70 Project, CDOT tasks HPTE with providing the following services:

Project Development

Support OMPD’s other primary responsibilities as they related to the I-70 East Project (see Attachment A to the September 30, 2013 MOU for specifics). This will be complete by June 30, 2017.

Project Procurement

CDOT tasks HPTE to lead the procurement process and complete the following duties:

- Review and comment on all documents prepared by legal counsel
- Work with the CBE and OMPD to prepare the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and Private Activity Bonds (PABs) applications
- Review and comment on other consultants work product, for example, technical requirements, tolling requirements, project staffing levels
- Participate in meetings with CDOT/HPTE consultants to keep the procurement process on schedule
- Participate in one-on-one meetings with the shortlisted proposers
- Lead or assist (depending on the funding source) the procurement process of additional personal services for the project
- Lead the TIFIA and PABs application and negotiation process
- Assist CDOT OMPD with the project’s tolling strategy
- Lead negotiations with stakeholders to procure additional project funding
- Coordinate with E470 and OMPD on the integration of E-470 into the project documents.

Timeline: These duties will be complete by June 30, 2017.

Summary of Duties and Value of Services for I-70 East Corridor Project:

CATEGORY	VALUE
Project Development	\$200,000
Project Procurement	\$300,000
Total Project Value	\$500,000

C-470 Express Lanes Project

Summary of Work: This project is being procured using the Design Build method, and will not be a Public-Private Partnership like US 36 or I-70 East. This project will be under construction by the summer of 2016. HPTE will help secure both a TIFIA Loan and PABs for the project.

In order to support the development of the C-470 project, CDOT tasks HPTE with providing the following services:

Program Planning

- Coordinate with CDOT Region 1, OMPD, and the CDOT Communications Office regarding stakeholder outreach
- Support OMPD’s other primary responsibilities as they related to the C470 Project (see Attachment A to the September 30, 2013 MOU for specifics)
- Complete by June 30, 2017.

Project Development

- Prepare the TIFIA and PABs applications
- Hire a second rating agency to provide an investment grade rating for the TIFIA Loan and PABs.
- Prepare finance plan and other related documents relating to the TIFIA loan
- Work with legal counsel and other consultants regarding the TIFIA loan, PABs and other potential financing for the project
- Work with OMPD to develop a tolling strategy for the corridor
- Coordinate with E470 and OMPD on the toll installation and testing of the hardware and software on the express lanes
- Lead a delineator study on the Express Lanes (\$100,000)
- Pay for the Surveillance of the C470 TIFIA Loan and the PABs (\$95,000)

Timeline: The TIFIA loan and PABs are anticipated to close in the third or fourth quarter of calendar year 2016.

Summary of Duties and Value of Services for C-470 Express Lanes Project:

CATEGORY	VALUE
Project Planning	\$100,000
Project Procurement	\$600,000
Project Development	\$100,000
Project Construction	\$50,000
Total Project Value	\$850,000

I-25 North Project Segments 2, 3, 7 and 8

Summary of Work: HPTE was recently tasked by the Transportation Commission and the Board to study the financial viability of the Project's tolled express lane and to pursue negotiations with lenders to obtain up to a \$50 million commercial loan or other financing backed by a pledge of future user fee revenues. The Board further tasked HPTE staff to conduct additional studies necessary to support such investigations, including, but not limited to, a Level 3 investment grade traffic and revenue study or other appropriate study.

In order to complete the feasibility of borrowing on this project, HPTE is tasked with providing the following services:

Program Planning

- Coordinate with CDOT Region 1, OMPD, and the CDOT Communications Office regarding stakeholder outreach.

Project Development

- Conduct tolling operations on Segment 2. Tasks include, but are not limited to, monitoring Express Lane traffic, working in E470's Toll Access Portal (TAP) to waive and/or void tolls, work with Region 1 on Level 1 Maintenance and other operations and maintenance issues, coordinate with PRD on integration issues, and work with E470 on various issues as they arise.
- Coordinate with CDOT OMPD, Region 1 and 4 staff regarding the tolling strategies for Segment 3
- Update the Level 2 Traffic and Revenue Study on Segments 7 and 8.
- Pursue negotiations with lenders to obtain up to a \$50 million commercial loan on Segments 7 and 8.
- If feasible, procure a commercial loan for up to \$50 million on Segments 7 and 8.

Construction

CDOT tasks HPTE with operating and maintaining the managed lanes on this project. **Timeline:** Construction will be done in October 2017.

Summary of Duties and Value of Services for I-25 North Project:

CATEGORY	VALUE
Project Planning	\$50,000
Project Development	\$250,000
Total Project Value	\$300,000

I-70 Mountain Express Lane Project (East Bound)

Summary of Work: On December 19, 2014 HPTE entered into a Loan Agreement with Banc of America for \$25 million to close the funding gap on the project and help the construction of the west bound Mountain Express Lane (MEXL) from Empire Junction to the Twin Tunnels on I-70. The MEXL will be opened for tolling on December 19, 2015.

To assist the operations of the MEXL, CDOT tasks HPTE with providing the following services:

Program Planning

- Coordinate with CDOT Region 1, OMPD, and the CDOT Communications Office regarding stakeholder outreach

Project Development

- Conduct tolling operations on MEXL. Tasks include, but are not limited to, monitoring Express Lane traffic, working in E470’s TAP to waive and/or void tolls, adjust toll rates in TAP according to traffic levels, work with Region 1 on Level 1 Maintenance and other operations and maintenance issues, and work with E470 on various issues as they arise.
- Coordinate with CDOT Region 1 to ensure HPTE is complying with the December 19, 2014 Intra Agency Agreement (IAA) between CDOT and HPTE.
- Coordinate with legal counsel, the Attorney General’s Office, CDOT Region 1 and OMPD staff to ensure HPTE is complying with the covenants in the loan agreement
- Coordinate with CDOT, OMPD and Region 1 staff regarding the MEXL tolling strategies
- CDOT tasks HPTE with operating and maintaining the managed lanes on this project per the Memorandum of Understanding (MOU) with the Federal Highway Administration (FHWA) and Clear Creek County.

Summary of Duties and Value of Services for I-70 West PPSL Project (East Bound) Project:

CATEGORY	VALUE
Project Planning	\$10,000
Total	\$10,000

Overall Program Services

Increase Transparency and Education on Public-Private Partnerships

To ensure effective and comprehensive public outreach and education around Public-Private Partnerships (P3) projects. CDOT tasks HPTE with the following tasks:

- Conduct telephone town halls as required by the Transparency Policy
- Conduct online surveys to gauge public sentiment
- Conduct public meetings and stakeholder outreach as required by the Transparency Policy
- Maintain current and updated information on project websites regarding project status and public participation activities and events.
- Produce Annual Report to Colorado General Assembly as required by 43-4-806 C.R.S.
- Coordinate with the CDOT Public Information Office on updating transponder and HOV policy, motorcycle transponder policy, and HOV carpooling technology.
- Conduct ongoing outreach for Express Lanes

Timeline: These duties will complete by June 30, 2017. **Value: \$439,500**

Manage High Occupancy Vehicle (HOV) Changes

In connection with Senate Bill (SB) 16-123 being postponed indefinitely, CDOT and HPTE agreed to implement changes to allow HOV only Express Lane users and motorcycles to travel for free in HOV Express Lanes (“HOV Changes”). CDOT has tasked HPTE to lead this implementation effort on its behalf. CDOT tasks HPTE with the following tasks:

- Manage all public outreach, communications and education regarding the new HOV Changes, including direct and indirect costs of paid and earned media.
- Coordinate with tolling partner E470 to manage the process of implementing the necessary system changes to allow HOV Changes in daily business transactions
- Implement the preferred interim solution of purchasing and sending current HOV only users a rebate (in the form of a gift card) for previously purchased transponders.

Timeline: These duties will be complete by June 30, 2017. **Value: \$2,252,100**

Hire a Tolling Operations Manager

Hire a Tolling Operations Manager to manage all aspects of tolling operations on over 70 lane miles of managed lanes, including MEXL and I-25N. This position will also help provide consistent, on-going support as HPTE brings an additional 100 miles of tolled lanes online in 2018-2019. Tasks include, but are not limited to, monitoring Express Lane traffic, working in E470's TAP to waive and/or void tolls, adjust toll rates in TAP according to traffic levels, work with Region 1 on Level 1 Maintenance and other operations and maintenance issues, and work with E470 on various issues as they arise. This position will directly contribute to the 3 Peaks Initiative at CDOT, specifically the System Peak and the base camp of improving customer experience.

Timeline: These duties will be complete by June 30, 2017 **Value: \$114,750**



COLORADO
Department of Transportation
Division of Accounting and Finance

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

MEMORANDUM

DATE: September 15, 2016
TO: Transportation Commission
FROM: Maria J. Sobota, Chief Financial Officer
SUBJECT: Third 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.

Region 2

\$3,200,163– *US 287 IN LAMAR - PARK to COLONIA*–**Regional Priorities**- Additional funds required to award project. Due to high heavy truck traffic volume on SH287, the existing asphalt surface is deteriorating rapidly. The Region believes that concrete paving is the best way to engineer the road for best value. Utilities such as storm sewer, fiber optical line and street lights are impacted. Additionally, the safety of pedestrian on US287 has been an issue and the project will install three pedestrian traffic control devices and replace a traffic signal. (19668/1000...)

US 287 IN LAMAR - PARK to COLONIA
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Supplement Action				Revised Budget	Expended To-Date	
			Year of Budget			Total Request			Percent Increase
			FY 2017	FY 2018	FY 2019				
Design	<i>Surface Treatment</i>	\$35,000	\$0	\$0	\$0	\$0	\$35,000	\$21,026	
	Total Design	\$35,000	\$0	\$0	\$0	\$0	\$35,000	\$21,026	
Construction	<i>Surface Treatment</i>	\$7,200,000	\$0	\$0	\$0	\$0	\$7,200,000	\$0	
	<i>City of Lamar</i>	\$1,420,000	\$0	\$0	\$0	\$0	\$1,420,000	\$0	
	<i>Regional Priorities</i>	\$2,300,000	\$0	\$3,200,163	\$0	\$3,200,163	\$5,500,163	\$0	
	<i>FASTER Safety</i>	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$0	
	<i>Hot Spots</i>	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	
	<i>Signals</i>	\$620,000	\$0	\$0	\$0	\$0	\$620,000	\$0	
	Total Construction	\$12,440,000	\$0	\$3,200,163	\$0	\$3,200,163	\$15,640,163	\$0	
Total Project Budget	\$12,475,000	\$0	\$3,200,163	\$0	\$3,200,163	26%	\$15,675,163	\$21,026	
			Year of Expenditure			Total Request			
			FY 2017	FY 2018	FY 2019				
			\$0	\$3,200,163	\$0	\$3,200,163			

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

Transportation Commission Contingency Reserve Fund

Planning and Research

\$200,000– *Western Road Usage Charge Consortium Grant*– **TCCRF**- Matching funds for FAST Act Surface Transportation System Funding Alternatives (STSFA) grant program. CDOT will participate in collaborative research with several states into the systems and policy development for collecting a Road Usage Charge.

The grant application was previously presented as Informational in the May Commission Workshop.

Other

\$2,366,850– *HOV Fee for Service*– **TCCRF**-In connection with Senate Bill (SB) 16-123 being postponed indefinitely, CDOT and HPTE have agreed to implement allowing “High Occupancy Vehicles (HOV) only” Express Lane users and motorcycles to travel for free in HOV Express Lanes. CDOT has requested HPTE to lead this implementation effort on its behalf.

HPTE and CDOT have acknowledged that implementing these procedural changes for “HOV only” drivers will result in additional cost for HPTE, and that budget requests and fee for service scope revisions will be accommodated as this work is performed. As such, the proposed first amendment to the FY 2016-17 scope of work is being presented to the TC this month for review and approval.

For more information refer to memo entitled "Approval of the First amendment to the Fiscal Year 2016-17 Intra-Agency Agreement Between CDOT and HPTE" that is included under the Budget Workshop agenda item.

Confirmation Item

Region 1

\$2,002,526–SH74:EL RANCHO TO EVERGREEN OVERLAY – Surface Treatment-
 Additional funds required to award project. A combination of increased pricing and unusual low estimate package for surfacing materials, mobilization, and excavation are reasons for the request. The funds are available in the Surface Treatment program and recommendation to proceed with award as the cost of maintaining the highway through the winter would compromise any savings from re-advertising later. (20063/1000229478)

SH74:EL RANCHO TO EVERGREEN OVERLAY
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Supplement Action					Revised Budget	Expended To-Date
			Year of Budget			Total Request	Percent Increase		
			FY 2017	FY 2018	FY 2019				
Design	Surface Treatment	\$91,000	\$0	\$0	\$0	\$0		\$91,000	\$80,707
	Bridge Construction	\$20,000	\$0	\$0	\$0	\$0		\$20,000	\$0
	Total Design	\$111,000	\$0	\$0	\$0	\$0	0%	\$111,000	\$80,707
Construction	Surface Treatment	\$5,200,000	\$2,002,526	\$0	\$0	\$2,002,526		\$7,202,526	\$0
	Bridge Construction	\$130,346	\$0	\$0	\$0	\$0		\$130,346	\$0
	RAMP Operations	\$57,947	\$0	\$0	\$0	\$0		\$57,947	\$0
	Total Construction	\$5,388,293	\$2,002,526	\$0	\$0	\$2,002,526		\$7,390,819	\$0
Total Project Budget		\$5,499,293	\$2,002,526	\$0	\$0	\$2,002,526	36%	\$7,501,819	\$80,707
			Year of Expenditure			Total Request			
			FY 2017	FY 2018	FY 2019	Total Request			
			\$2,002,526	\$0	\$0	\$2,002,526			

This item is a Confirmation Item due to window for project award being before the Commission meeting. The Commission Chairman has approved. Per PD703.0 the item required approval as the increase is above the 15% and \$500,000 thresholds.

Informational

Building

\$5,600,000– Region 2 Colorado State Patrol Building– TCCRF-A request for funding is being made under separate resolution.

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Third
Supplement**

Fiscal Year 2016-2017

**Dated:
September 15, 2016**

COLORADO DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

RESOLUTION NO. TC –

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

**Transportation Commission Contingency Reserve Fund Reconciliation
Third 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	
	<i>state match for ER permanent repair projects</i>	\$ (159,217)		1000229074-1000229230
	<i>Reimbursement of OJT and DBE Advancement</i>	\$ 269,072		1000228616
	<i>Savings from Region 1 SH6 Vasquez Blvd Pump Station</i>	\$ 178,983		1000228468
	<i>Road Usage Charge Pilot Match for Grant</i>	\$ (200,000)		Pending
	<i>Fee for Service to High Performance Transportation Enterprise for HOV Implementation</i>	\$ (2,366,850)		Pending
	<i>August 2016 FHWA Redistribution</i>	\$ 48,047,076		Pending
	<i>FY15 Cost Center Residual Balance</i>	\$ 4,143,435		Pending
	<i>Additional FY16 Flexible State Revenue Available for TC Allocation</i>	\$ 27,866,588		Pending
September-16	<i>Pending Balance 3S17</i>		\$154,235,405	

**Transportation Commission Contingency Snow & Ice Fund Reconciliation
Third 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>Pending Balance 3S17</i>		\$10,000,000	

**Transportation Commission Contingency RAMP Reserve
Third 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>Pending Balance 3S17</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	projCode
4	060B	11.580	- 11.770	PR SH60 & SH257 Structures	Weld	\$ (12,908)	20187
4	072B	32.369	- 54.063	PR SH 72B Resurfacing	Boulder	\$ (141,381)	20261
4	066B	46.470	- 47.150	PR SH66B Permanent Flood Repairs	Weld	\$ (25,055)	20246
Total						<u>\$ (179,344)</u>	

Spring 2015 Flood Related Monthly Activity

Reg	State Highway	Mileposts		Project Description	County	Total Budget TCCRF	projCode
3	013A	28.000	- 30.000	ER SH 13 Slide Repair Milepost 29	Rio Blanco	\$ 20,127	20903
Total						<u>\$ 20,127</u>	

Grand Total TCCRF Activity for Emergency Relief Since Last Reporting **\$ (159,217)**



Refer to the Budget Workshop for this month's TCCRF Reconciliation.



COLORADO

Department of Transportation

Region 4

4201 East Arkansas Ave, Suite 262
Denver, CO 80222

MEMORANDUM

TO: TRANSPORTATION COMMISSION

FROM: JOSH LAIPPLY, CHIEF ENGINEER 

DATE: September 6, 2016

SUBJECT: REPORT PURSUANT TO COLORADO REVISED STATUTES, §43-1-208 REGARDING PROJECT NUMBER ER 0341-084 UNIT 1, PR US34 BIG THOMPSON CANYON

Background

This written report to the Transportation Commission is pursuant to Colorado Revised Statutes ("C.R.S."), Section 43-1-208 (statute attached with this memorandum). Generally, Section 43-1-208 (1), (2) and the first two sentences of (3) prescribe an eminent domain procedure for the Department. Pursuant to the final sentence of Section 43-1-208(3), it is CDOT's position that the Chief Engineer and the Transportation Commission do not need to comply with the highly prescriptive procedures set forth in Section 43-1-208(1), (2), and the first two sentences of (3). Additionally, CDOT asserts that that Transportation Commission Resolution 271, passed in 1994, properly delegated authority to the Executive Director or his delegatee to approve and acquire property through eminent domain procedures. By submitting this written report, CDOT does not admit that it is required to follow the procedures set forth in Section 43-1-208(1), (2) and the first two sentences of (3) in order to condemn private property for state highway purposes. This written report is made in order to cure any alleged defects in CDOT's condemnation authority.

However, there is pending before the Colorado Supreme Court a challenge to the Transportation Commission's and CDOT's authority to condemn private property pursuant to the final sentence of Section 43-1-208(3). The Colorado Supreme Court case is titled *Department of Transportation v. Amerco Real Estate Company and U-Haul of Colorado*, 2016SA75. The pending Colorado Supreme Court case is complicating efforts to acquire possession of a portion of the private property owned by C. Kevin Stees identified on CDOT's Right-of-Way Plans as AP-5rev, AP-5A, RW-5 and TE-5 (the "Property") in connection with the PR US34 Big Thompson Canyon, Project Number ER 0341-084 UNIT 1 (the "Project"). No condemnation matter has been filed due to the pending CDOT Supreme Court case.

The property is located adjacent to the north side of US Highway 34 at 1337 W. Highway 34, in Loveland, Colorado and is the only property remaining to be acquired by CDOT for Unit 1 of the PR US34 Big Thompson Canyon Project. CDOT has reached an impasse with C. Kevin Stees because Mr. Stees has declined to discuss monetary compensation for the proposed acquisitions and challenged CDOT's need for parcel RW-5 which is the land where a

drainage feature was installed during emergency circumstances after the 2013 floods. Additionally, the alleged defect at issue in the pending Colorado Supreme Court case is an impediment to CDOT's authority to condemn and consequently CDOT's ability to acquire immediate possession of the Property. Pursuant to the construction contract CDOT has executed with Kiewit Corporation, CDOT is to deliver the Property not later than September 1, 2016. Timely delivery of the Property to the construction contractor is necessary to allow Project completion by year-end 2017.

CDOT anticipated immediate possession of the Property in August of 2016 and it is necessary that CDOT have access to the Property to continue critical construction on this Project. While CDOT could await the outcome of the pending Colorado Supreme Court case, such a course of action could deprive CDOT of possession of the Property for many months. Such a delay would be detrimental to completing the Project on schedule and would expose CDOT to significant contractor delay claims. Therefore, in an abundance of caution, I submit this written report pursuant to Section 43-1-208(1). Unit 1 of the PR US34 Big Thompson Canyon Project is necessary for construction of an overpass at the curve just east of the Stees parcels to alleviate annual destruction of the existing alignment by floodwaters. This will maintain and improve connectivity for the community and is therefore, desirable. I hereby request that the Transportation Commission determine that the proposed changes of the Project serve the public interest and/or convenience of the travelling public.

If the Transportation Commission determines that the proposed changes will serve the public and/or convenience of the travelling public, I respectfully request that the Transportation Commission enter a resolution upon its minutes, approve the same, and authorize me to tender C. Kevin Stees an amount to include damages, as estimated by me and approved by the Transportation Commission as are set forth in the accompanying Land Acquisition Approval.

Description of Portion of Highway to be Changed and Proposed Changes

The Project will construct an overpass in Loveland, Colorado that will replace a curve that washes out each year on US Highway 34 to maintain connectivity between Loveland and Estes Park. The Project is a Flood Project, which was initially approved by the Transportation Commission on September 19, 2016, and a budget supplement approved on April 7, 2016. I have determined that it is necessary to alter this portion of US Highway 34 to protect the roadway alignment, maintain connectivity and provide increased safety for the travelling public.

Description of C. Kevin Stees Property Needed for Project

The Property is located adjacent to the north side of US Highway 34 in Loveland, Colorado adjacent to where the western side of the proposed overpass will be constructed, and is necessary for bridge construction and for traffic detour during the project. The legal descriptions of the C. Kevin Stees parcels are attached with this memorandum.

Estimate of Damages and Benefits Accruing to C. Kevin Stees

On June 15, 2016, Neil Lacey approved an estimate of land acquisition costs and damages for property in this Project area. He estimated that the Property is valued at \$5,700. CDOT also obtained an independent appraisal authored by W. West Foster, MAI, CRE, SR/WA, who valued the Property at \$5,700. Mr. Lacey's Land Acquisition Approval and CDOT's independent appraisal represents a reasonable budget of the costs and damages related to the Property.

Attachments

§43-1-208, C.R.S.

Legal Descriptions and Exhibit of C. Kevin Stees Parcels (AP-5rev, AP=5A, RW-5 and TE-5)

Right-of-Way Plans Revised

Land Acquisition Approval and Chief Engineer's Cost Estimate dated June 15, 2016

Proposed Resolution

Resolution # TC-16-5-[]

Authorizing the Chief Engineer to negotiate with and tender damages to C. Kevin Stees

Approved by the Transportation Commission on _____, 2016.

WHEREAS, the Transportation Commission is authorized pursuant to Section 43-1-106(8), C.R.S. to formulate the general policy with respect to management, construction and maintenance of public highways and other transportation systems in the state and to promulgate and adopt all budgets of CDOT; and

WHEREAS, pursuant to Colorado law at Section 43-1-208, C.R.S., the Colorado General Assembly has conferred the power of eminent domain upon CDOT to acquire property necessary for state highways purposes; and

WHEREAS, pursuant to the final sentence of Section 43-1-208(3), C.R.S., since 1994 the Transportation Commission has authorized CDOT to condemn private property without following the more prescriptive practice for condemnation set forth in Section 43-1-208(1), (2) and the first two sentences of (3); and

WHEREAS, there is pending before the Colorado Supreme Court a challenge to the Transportation Commission's and CDOT's authority to condemn private property pursuant to the final sentence of Section 43-1-208(3) which case is titled *Department of Transportation v. Amerco Real Estate Company; U-Haul Company of Colorado; et al.*, 2016SA75; and

WHEREAS, the pendency of the Colorado Supreme Court case is having a negative impact on CDOT's ability to timely acquire possession of property sought for state highway purposes under the authority granted pursuant to the final sentence of Section 43-1-208(3); and

WHEREAS, in order to allow CDOT construction projects to proceed in a more timely fashion, the Transportation Commission, without admitting the validity of the challenge to its condemnation authority presented in the pending Colorado Supreme Court case, is electing to follow the prescriptive practice set forth in Section 43-1-208(1), (2) and the first two sentences of (3); and

WHEREAS, the Transportation Commission is authorized pursuant to Section 43-1-208(2), C.R.S. to determine whether a proposed change to a state highway will serve the interest and convenience of the public; and

WHEREAS, the Transportation Commission may enter a resolution upon its minutes approving the proposed highway changes and authorizing the CDOT Chief Engineer to tender landowners the amount of damages, as estimates by the Chief Engineer; and

WHEREAS, CDOT has an immediate need for the Property and the inability to work on the Property will likely cause delay to Unit 1 of the PR US34 Big Thompson Canyon Project which is a Flood Project, resulting in significant monetary harm to CDOT; and

WHEREAS, CDOT and Mr. C. Kevin Stees have not been able to agree on the fair market value of the Property; and

WHEREAS, without admitting that CDOT is required to comply with the provisions of Section 43-1-208(1), (2) and the first two sentences of (3), C.R.S., the Transportation Commission acknowledges that it has reviewed the written report of the Chief Engineer in relation to Unit 1 of the PR US34 Big Thompson Canyon Project and the C. Kevin Stees Property; and

WHEREAS, after reviewing the Chief Engineer's written report regarding Unit 1 of the PR US34 Big Thompson Canyon Project and the Property, the Transportation Commission has determined that the proposed changes to the alignment of US Highway 34 will serve the public interest and convenience of the travelling public; and

WHEREAS, the Transportation Commission also approves the Chief Engineer's estimate of damages set forth in his written report.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby declares that the public interest and convenience will be served by the proposed changes US Highway 34 by virtue of Unit 1 of the PR US34 Big Thompson Canyon Project, and authorizes the Chief Engineer to negotiate with the Owner regarding the amount of damages, and tender at least the damages estimated by him, and authorizes CDOT to proceed with condemnation of the Property in the event negotiations are unsuccessful.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date

43-1-208. State highway - damages - eminent domain.

(1) The chief engineer, when he deems it desirable to establish, open, relocate, widen, add mass transit to, or otherwise alter a portion of a state highway or when so required by the commission, shall make a written report to the commission describing the portion of the highway to be established, opened, added to, or changed and the portions of land of each landowner to be taken for the purpose and shall accompany his report with a map showing the present and proposed boundaries of the portion of the highway to be established, opened, added to, or changed, together with an estimate of the damages and benefits accruing to each landowner whose land may be affected thereby.

(2) If, upon receipt of such report, the commission decides that public interest or convenience will be served by the proposed change, it shall enter a resolution upon its minutes approving the same and authorizing the chief engineer to tender each landowner the amount of damages, as estimated by him and approved by the commission. In estimating the amount of damages to be tendered a landowner, due account shall be taken of any benefits which will accrue to such landowner by the proposed action. The amount of benefit shall not in any case exceed the amount of damages awarded.

(3) Any person owning land or having an interest in any land over which any proposed state highway extends who is of the opinion that the tender made to him by the transportation commission is inadequate, personally or by agent or attorney on or before ten days from the date of such tender, may file a written request addressed to the transportation commission for a jury to ascertain the compensation which he may be entitled to by reason of damages sustained by altering, widening, changing, or laying out such state highway. Thereupon the transportation commission shall proceed in the acquisition of such premises, under articles 1 to 7 of title 38, C.R.S. The transportation commission also has the power and is authorized to proceed in the acquisition of the lands of private persons for state highway purposes, according to said articles 1 to 7 of title 38, Colorado Revised Statutes 2013 29 Title 43 C.R.S., without tender or other proceedings under this part 2.

(4) Notwithstanding any other provision of this section, the commission may not acquire through condemnation any interest in oil, natural gas, or other mineral resources beneath land acquired as authorized by this section except to the extent required for subsurface support

EXHIBIT "A"

PROJECT CODE: 20279
PROJECT NUMBER: ER 0341-084 UNIT 1
PARCEL NUMBER: AP-5rev
DATE: June 28, 2016

LEGAL DESCRIPTION

Parcel No. AP-5rev of the Department of Transportation, State of Colorado, Project No. ER 0341-084 UNIT 1, containing 4,934 square feet (0.113 acres), lying in the SE 1/4 of Section 1, Township 5 North, Range 71 West of the 6th P.M., being a portion of that certain parcel of land described in deed recorded at Reception No. 1996041517, on June 11, 1996, in the Larimer County Clerk and Recorder's office, being more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 1 (a found 2" steel pipe with a 3.25" BLM Brass Cap Stamped "T5N R71W C1/4 S1 1976"), whence the East Quarter Corner of said Section 1 (a found 2.5" steel pipe with a 3.25" BLM Brass Cap Stamped "1/4 S1/S6 1976 T5N R71W") bears N88°02'59"E, a distance of 2,641.70 feet (basis of bearing - assumed); Thence S61°47'54"E, non-tangent with the following described curve, a distance of 639.10 feet to the northerly Right of Way line Department of Transportation, State of Colorado, Project No. 9-R-5, and the POINT OF BEGINNING;

1. Thence along the arc of a curve to the right, coincident with said Right of Way line, a radius of 437.48 feet, a central angle of 23°40'49", a chord bearing N87°17'32"W, a distance of 179.53 feet, and an arc distance of 180.81 feet;
2. Thence N75°27'07"W, tangent with the previous described curve, a distance of 87.26 feet to the westerly line of said parcel;
3. Thence N00°09'37"E, coincident with said westerly line, a distance of 16.75 feet;
4. Thence S79°51'50"E, a distance of 267.92 feet, more or less, to the POINT OF BEGINNING.

The above described parcel contains 4,934 square feet (0.113 acres), more or less.

Robert A. Boehm, PLS 34992
Colorado Licensed Professional Land Surveyor
For and on Behalf of Jacobs Engineering Group Inc.
707 17th Street, Suite 2400
Denver, CO 80202



EXHIBIT "A"

PROJECT CODE: 20279
PROJECT NUMBER: ER 0341-084 UNIT 1
PARCEL NUMBER: AP-5A
DATE: April 19, 2016

LEGAL DESCRIPTION

Parcel No. AP-5A of the Department of Transportation, State of Colorado, Project No. ER 0341-084 UNIT 1, containing 893 square feet (0.020 acres), lying in the SE 1/4 of Section 1, Township 5 North, Range 71 West of the 6th P.M., being a portion of that certain parcel of land described in deed recorded at Reception No. 1996041517, on June 11, 1996, in the Larimer County Clerk and Recorder's office, being more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 1 (a found 2" steel pipe with a 3.25" BLM Brass Cap Stamped "T5N R71W C1/4 S1 1976"), whence the East Quarter Corner of said Section 1 (a found 2.5" steel pipe with a 3.25" BLM Brass Cap Stamped "1/4 S1/S6 1976 T5N R71W") bears N88°02'59"E, a distance of 2,641.70 feet (basis of bearing - assumed); Thence S80°32'07"E, non-tangent with the following described curve, a distance of 849.86 feet to the westerly Right of Way line of Department of transportation, State of Colorado, Project No. 9-R-5 and the POINT OF BEGINNING;

1. Thence along the arc of a curve to the right, contiguous with said westerly line, having a central angle of 15°38'25", a radius of 437.48 feet, a chord bearing of S45°52'25"W a distance of 119.05 feet, and an arc distance of 119.42 feet;
2. Thence along the arc of a curve to the left, non-tangent with previous described curve, having a central angle of 38°31'09", a radius of 115.62 feet, a chord bearing of N34°26'03"E a distance of 76.27 feet, and an arc distance of 77.73 feet;
3. Thence N64°43'44"E, non-tangent with previous described curve, a distance of 46.81 feet, more or less, to the POINT OF BEGINNING.

The above described parcel contains 893 square feet (0.020 acres), more or less.

Robert A. Boehm, PLS 34992
Colorado Licensed Professional Land Surveyor
For and on Behalf of Jacobs Engineering Group Inc.
707 17th Street, Suite 2400
Denver, CO 80202



EXHIBIT "A"

PROJECT CODE: 20279
PROJECT NUMBER: ER 0341-084 UNIT 1
PARCEL NUMBER: RW-5
DATE: June 29, 2016

LEGAL DESCRIPTION

Parcel No. RW-5 of the Department of Transportation, State of Colorado, Project No. ER 0341-084 UNIT 1, containing 225 square feet (0.005 acres), lying in the SE 1/4 of Section 1, Township 5 North, Range 71 West of the 6th P.M., being a portion of that certain parcel of land described in deed recorded at Reception No. 1996041517, on June 11, 1996, in the Larimer County Clerk and Recorder's office, being more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 1 (a found 2" steel pipe with a 3.25" BLM Brass Cap Stamped "T5N R71W C1/4 S1 1976"), whence the East Quarter Corner of said Section 1 (a found 2.5" steel pipe with a 3.25" BLM Brass Cap Stamped "1/4 S1/S6 1976 T5N R71W") bears N88°02'59"E, a distance of 2,641.70 feet (basis of bearing - assumed); Thence S86°54'10"E, a distance of 897.67 feet to the westerly Right of Way line of the Department of Transportation, State of Colorado, Project No. 9-R-5 and the POINT OF BEGINNING;

1. Thence S30°24'53"W coincident with said Right of Way line, a distance of 15.00 feet;
2. Thence N59°35'07"W, a distance of 15.00 feet;
3. Thence N30°24'53"E, a distance of 15.00 feet;
4. Thence S59°35'07"E, a distance of 15.00 feet, more or less, to the POINT OF BEGINNING.

The above described parcel contains 225 sq. ft. (0.005 acres), more or less.

Robert A. Boehm, PLS 34992
Colorado Licensed Professional Land Surveyor
For and on Behalf of Jacobs Engineering Group Inc.
707 17th Street, Suite 2400
Denver, CO 80202



EXHIBIT "A"

PROJECT CODE: 20279
PROJECT NUMBER: ER 0341-084 Unit 1
TEMPORARY EASEMENT NUMBER: TE-5rev
DATE: SEPTEMBER 1, 2016

LEGAL DESCRIPTION

Temporary Easement No. TE-5rev of the Department of Transportation, State of Colorado, Project Number ER 0341-084 Unit 1, containing 10,287 square feet (0.236 Acres), lying in the SE 1/4 of Section 1, Township 5 North, Range 71 West of the 6th P.M., being a portion of that certain parcel of land described in deed recorded at Reception No. 1996041517, on June 11, 1996, in the Larimer County Clerk and Recorder's office, being more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 1 (a found 2" steel pipe with a 3.25" BLM Brass Cap Stamped "T5N R71W C1/4 S1 1976"), whence the East Quarter Corner of said Section 1 (a found 2.5" steel pipe with a 3.25" BLM Brass Cap Stamped "1/4 S1/S6 1976 T5N R71W") bears N88°02'59"E, a distance of 2,641.70 feet (basis of bearing - assumed); Thence S51°20'19"E, a distance of 383.60 feet to the westerly line of said parcel and the POINT OF BEGINNING;

1. Thence S79°51'50"E, non-tangent with the following described curve, a distance of 267.99 feet;
2. Thence along the arc of a curve to the left, tangent with the following described curve, a radius of 422.48 feet, a central angle of 26°49'54", a chord bearing N67°06'34"E a distance of 196.05 feet, and an arc distance of 197.85 feet;
3. Thence along the arc of a curve to the left, a radius of 100.62 feet, a central angle of 42°21'20", a chord bearing N32°30'58"E a distance of 72.70 feet, and an arc distance of 74.38 feet,
4. Thence N64°43'44"E, non-tangent with the previous and following described curves, a distance of 50.44 feet;
5. Thence along the arc of a curve to the left, a radius of 422.48 feet, a central angle of 7°09'37", a chord bearing N33°59'42"E a distance of 52.76 feet, and an arc distance of 52.80 feet;
6. Thence N30°24'53"E, tangent with the previous described curve, a distance of 34.94 feet;
7. Thence S59°35'07"E, a distance of 15.00 to the northwesterly Right of Way line of the Department of Transportation, State of Colorado, Project No. 9-R-5;
8. Thence S30°24'53"W, coincident with said northwesterly Right of Way line and tangent with the following described curve, a distance of 34.94 feet;
9. Thence along the arc of a curve to the right, continuing along said northwesterly Right of Way line, a radius of 437.48 feet, a central angle of 7°38'19", a chord bearing S34°14'03"W a distance of 58.28 feet, and an arc distance of 58.32 feet;
10. Thence S64°43'44"W, non-tangent with the previous and following described curves, a distance of 46.81 feet;

11. Thence along the arc of a curve to the right, tangent with the following described curve, a radius of 115.62 feet, a central angle of $38^{\circ}31'09''$, a chord bearing $S34^{\circ}26'03''W$ a distance of 76.27 feet, and an arc distance of 77.73 feet to said northwesterly Right of Way line;
12. Thence along the arc of a curve to the right, coincident with said northwesterly Right of Way line, a radius of 437.48 feet, a central angle of $27^{\circ}10'26''$, a chord bearing $S67^{\circ}16'51''W$ a distance of 205.55 feet, and an arc distance of 207.49 feet;
13. Thence $N79^{\circ}51'50''W$, non-tangent with the previous described curve, a distance of 267.92 feet to the westerly line of said parcel;
14. Thence $N00^{\circ}09'37''E$, coincident with said westerly line, a distance of 15.23 feet to the POINT OF BEGINNING.

The above described parcel contains 10,287 square feet (0.236 Acres), more or less, for construction of highway and drainage facilities.

Robert A. Boehm, PLS 34992
Colorado Licensed Professional Land Surveyor
For and on the behalf of
Jacobs Engineering Group, Inc
707 17th Street, Suite 2400
Denver, CO 80202





10601 West 10th Street
 Greeley, CO 80634
 Phone: 970-350-2161

Region 4 Right of Way

PTS

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
06/30/16	rev 2.01, 4.02, 4.03, 5.01, 7.017, 02, 8.01	Jam		XXXXXXXX	XXX		XXXXXXXX	XXX



707 17th Street, Suite 2400
 Denver, Colorado 80202
 Phone: 303-820-5240
 Fax: 303-820-5298

Right of Way Plans			
Title Sheet			
Project Number:	ER 0341-084 Unit 1		
Project Location:	PR US34 Big Thompson Canyon		
Project Code:	Last Mod. Date:	Sheet No.:	Sheet No.:
20279	06-30-16	1 of 101	1 of 101

DEPARTMENT OF TRANSPORTATION STATE OF COLORADO

RIGHT OF WAY PLANS OF PROPOSED FEDERAL AID PROJECT NO. ER 0341-084 Unit 1 STATE HIGHWAY NO. 34 LARIMER COUNTY

R.O.W. Length of Project - 0.62 Miles
 Const. Length of Project - 23.08 Miles

SHEET NO.	INDEX OF SHEETS
1.01	(1) Title Sheet
2.01-2.03	(3) Tabulation of Properties
3.01-3.06	(6) Project Control Diagram
4.01-4.03	(3) Land Survey Control Diagram
5.01	(1) Monumentation Sheets
6.01-6.0X	(NA) Tabulation of Road Approach Sheets
7.01-7.03	(3) Plan Sheets
8.01	(1) Ownership Map
	(18) Total Sheets

Scales of Original 11"x17" Drawings
 Plan Sheets 1"=100'
 Ownership Map 1"=500'

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N63-03-27E from "COLLINSON 1939" Azimuth Mark PID LL1338 to "PURDY 1995" PID AE8120. COLLINSON is a CGS disk set in a rock outcrop, and PURDY is an NGS control disk set in a boulder, both marked as described above.
 The survey data was obtained from NGS data sheets - NAD 83 (2011 Colorado State Plane North (0501) Zone), and are used as horizontal control for this survey.

- This Right-of-Way Plan is not a boundary survey of the adjoining property and is prepared for the Colorado Department of Transportation purposes only.
- For title information, The Colorado Department of Transportation relied on (Title Policy), (Title Commitments), (Memorandums of Ownership) prepared by (Title Co. or individual) for (Title Insurance Co. or consultant)
- This plan set is subject to change and may not be the most current set. It is the user's responsibility to verify with CDOT that this set is the most current. The information contained on the attached drawing is not valid unless this copy bears an original signature of the Professional Land Surveyor hereon named.

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

COLORADO DEPARTMENT OF TRANSPORTATION
 FEDERAL-AID HIGHWAY PROJECT

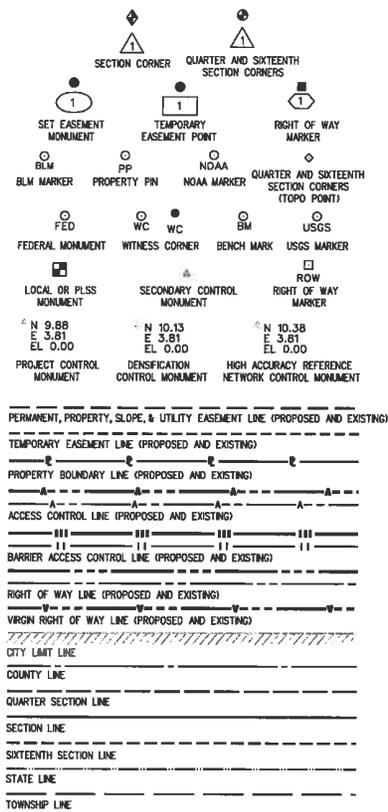
ROW PLANS AUTHORIZED: 7-6-16
 DATE

Bob Gumbel - For Revisions only
 CDOT ROW PROGRAM MANAGER

SURVEYOR STATEMENT (ROW PLAN)

I, Robert A. Boehm, a professional land surveyor licensed in the State of Colorado, do hereby state to the Colorado Department of Transportation that based upon my knowledge, information and belief, research, calculations and evaluation of the survey evidence were performed and this Right-of-Way Plan was prepared under my responsible charge in accordance with applicable standards of practice defined by Colorado Department of Transportation publications. This statement is not a guaranty or warranty, either expressed or implied.

PLS No. 34992

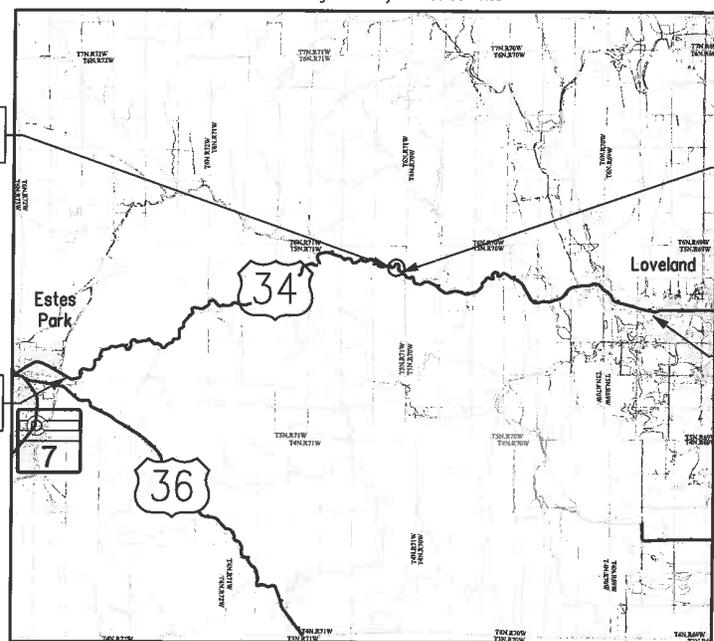


Begin ROW Project Station: 4057+20.15
 M.P.: 78.07

Begin Const Project Station: 120+00
 M.P.: 65.00

End ROW Project Station: 4085+27.1
 M.P.: 78.69

End Const Project Station: 1339+00
 M.P.: 88.08



Note: For a complete listing of symbology used within this set of plans, please refer to the M-100-1 Standard Symbols of the Colorado Department of Transportation M&S Standards Publication. Existing topo features are shown as screened weight (gray scale). Proposed or new features are shown as full weight without screening, except as noted with the word (proposed).

FILING CERTIFICATION: DAY OF ... AT ... OF THE COUNTY LAND SURVEYS/RIGHT OF WAY IN BOOK ... SURVEYS AT PAGE ... RECEPTION NUMBER ...
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Colorado Department of Transportation



10601 West 10th Street
Greeley, CO 80634
Phone: 970-350-2161

Region 4 Right of Way PTS

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
08/30/16	rev AP-5, TE-5, RW-2, TE-2 add RW-5			XXXXXXXX			XXXXXXXX	

JACOBS™
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Denver, Colorado 80202
Phone: 303-820-5240
Fax: 303-820-5298

Right of Way Plans			
Tabulation of Properties			
Project Number: ER 0341-084 Unit 1			
Project Location: PR US34 Big Thompson Canyon			
Project Code	Last Mod. Date	Subset	Sheet No.
20279	06-30-16	2.01 of 2.03	2.01

R.O.W. TABULATION OF PROPERTIES IN LARIMER COUNTY U.S. NO. 34

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	Title Commitment No.	Remarks
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right			
			Township 5 North, Range 71 West								
RW-2rev	COUNTY OF LARIMER 200 W OAK ST FORT COLLINS, CO 80521	NA PID: 150100901	A part of the SE 1/4, Sec.1	9,914 (0.228)		9,914 (0.228)	91,431 (2.099)			06427B2015	
TE-2rev	Same as above	Same as above	Same as above	1,482 (0.034)		1,482 (0.034)				Same as above	For Construction of highway & drainage facilities
RW-3A	City of Loveland 410 E 5TH ST LOVELAND, CO 80537	NA PID: 150100913	A part of the SE 1/4, Sec.1	127,651 (2.930)		127,651 (2.930)	71,936 (1.651)	1,486,288 (34.166)		06428B2015	
TE-3	Same as above	Same as above	Same as above	165,724 (3.805)		165,724 (3.805)				Same as above	For Construction of highway & drainage facilities
TE-3A	Same as above	Same as above	Same as above	71,936 (1.651)		71,936 (1.651)				Same as above	For Construction of highway & drainage facilities
AP-4rev	COUNTY OF LARIMER 200 W OAK ST FORT COLLINS, CO 80521	NA PID: 150100901	A part of the SE 1/4, Sec.1	32,203 (0.739)		32,203 (0.739)				06427B2015	
AP-5rev	C. Kevin Stees 1337 W. HIGHWAY 34 Loveland, CO 80537	1337 W. HIGHWAY 34 Loveland, CO 80537 PID: 150100017	Same as above	4,934 (0.113)		4,934 (0.113)	188,736 (4.333)			06429B2015	
AP-5A	Same as above	Same as above	Same as above	893 (0.020)		893 (0.020)	188,736 (4.333)			Same as above	
RW-5	Same as above	Same as above	Same as above	225 (0.005)		225 (0.005)	188,736 (4.333)			Same as above	
TE-5rev	Same as above	Same as above	Same as above	10,287 (0.236)		10,287 (0.236)				Same as above	For Construction of highway & drainage facilities

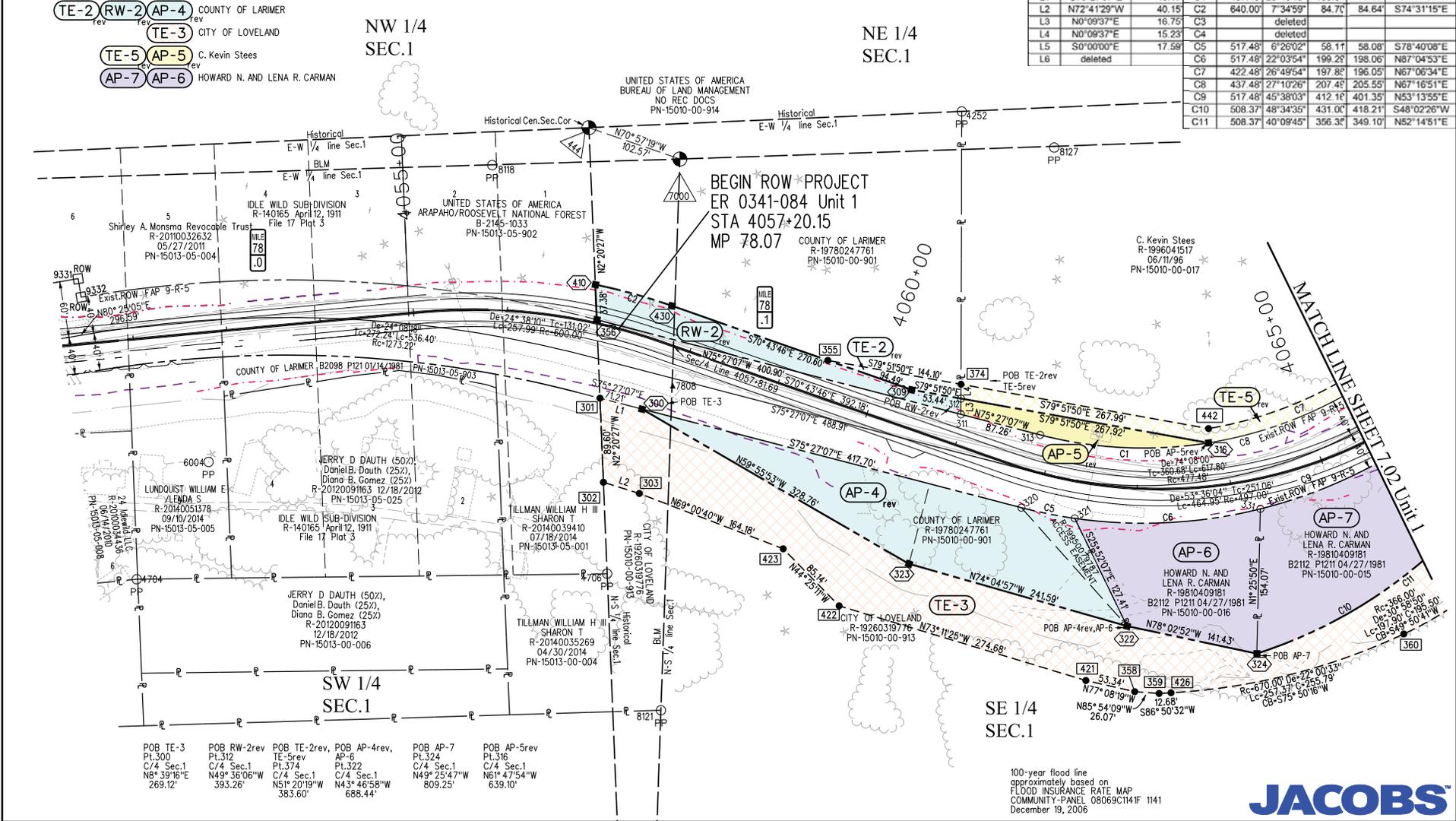
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Sheet revisions			Sheet revisions			Sheet revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
06/30/16	rev. AP-5, TE-5, RW-2, TE-2	XXX		XXXXXXXX	XXX		XXXXXXXX	XXX

Right of Way Plans			
Plan Sheet			
Project Number: ER 0341-084 Unit 1			
Project Location: PR US34 Big Thompson Canyon			
Project Code	Last Mod. Date	Subset	Sheet No.
20279	06-30-16	7.01 of 7.03	7.01

T.5N.,R.71W.,6th P.M.

NAME	BEARING	DISTANCE	NAME	RADIUS	DELTA	ARC	CHORD	BEARING
L1	S75°27'07"E	46.17	C1	437.40'	23°40'49"	180.07'	179.53'	N87°17'32"W
L2	N72°41'29"W	40.15	C2	640.00'	7°34'59"	84.70'	84.64'	S74°31'15"E
L3	N0°09'37"E	16.75	C3	deleted				
L4	N0°09'37"E	15.23	C4	deleted				
L5	S0°00'00"E	17.59	C5	517.48'	6°26'02"	58.17'	58.08'	S78°40'08"E
L6	deleted		C6	517.48'	22°03'54"	199.28'	198.06'	N87°04'53"E
			C7	422.48'	26°49'54"	197.82'	196.05'	N67°06'34"E
			C8	437.48'	27°10'26"	207.48'	205.55'	N67°16'51"E
			C9	517.48'	45°38'03"	412.16'	401.35'	N53°13'55"E
			C10	508.37'	48°34'35"	431.00'	418.21'	S48°02'26"W
			C11	508.37'	40°09'45"	356.30'	349.10'	N52°14'51"E



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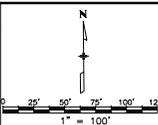
Colorado Department of Transportation



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Greeley, CO 80634
Phone: 970-350-2161

Region 4 Right of Way PTS

Sheet revisions			Sheet revisions			Sheet revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
08/30/16	rev TE-5, add RW-5	XXX		XXXXXXXX	XXX		XXXXXXXX	XXX

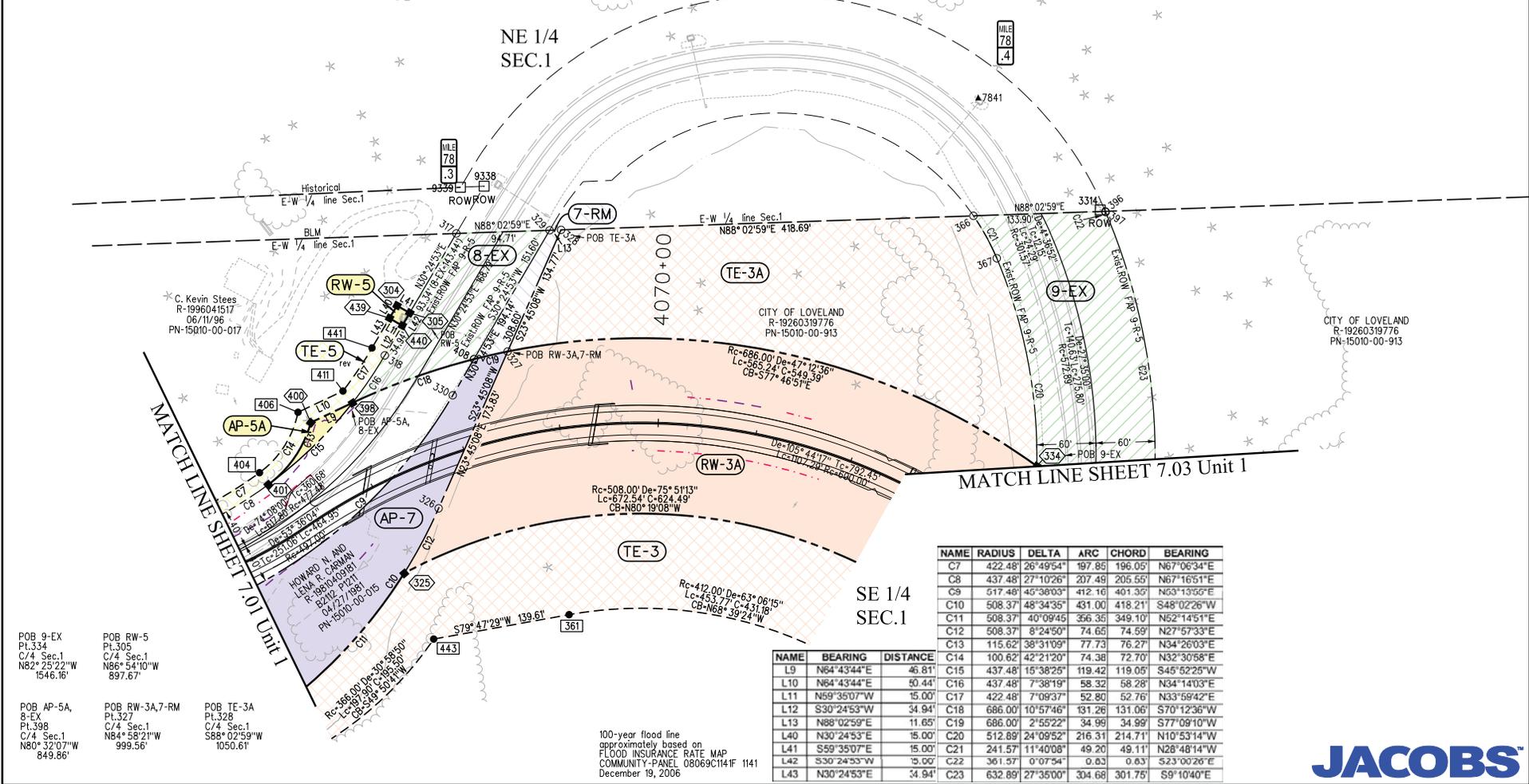


Right of Way Plans			
Plan Sheet			
Project Number: ER 0341-084 Unit 1			
Project Location: PR US34 Big Thompson Canyon			
Project Code	Last Mod. Date	Subset	Sheet No.
20279	06-30-16	7.02 of 7.03	7.02

- TE-3A TE-3 RW-3A CITY OF LOVELAND
- RW-5 TE-5 AP-5A C. Kevin Stees
- 7-RM AP-7 HOWARD N. AND LENA R. CARMAN
- 9-EX 8-EX COLORADO DEPARTMENT OF TRANSPORTATION

T.5N.,R.71W.,6th P.M.

UNITED STATES OF AMERICA
BUREAU OF LAND MANAGEMENT
NO REC DOCS
PN-15010-00-914



NAME	RADIUS	DELTA	ARC	CHORD	BEARING			
C7	422.48'	26°49'54"	197.86'	196.05'	N67°06'34"E			
C8	437.48'	27°10'26"	207.49'	205.55'	N67°16'51"E			
C9	517.48'	46°38'03"	412.16'	401.35'	N63°13'56"E			
C10	508.37'	48°34'35"	431.00'	418.21'	S48°02'26"W			
C11	508.37'	40°09'45"	366.36'	349.10'	N52°14'51"E			
C12	508.37'	8°24'50"	74.65'	74.59'	N27°57'33"E			
C13	115.62'	38°31'09"	77.73'	76.27'	N34°26'03"E			
C14	100.62'	42°21'20"	74.38'	72.70'	N32°30'58"E			
C15	437.48'	15°38'25"	119.42'	119.05'	S45°52'25"W			
C16	437.48'	7°38'19"	58.32'	58.28'	N34°14'03"E			
L11	N59°35'07"W	15.00'	C17	422.48'	7°09'37"	52.80'	52.76'	N33°56'42"E
L12	S30°24'53"W	34.94'	C18	686.00'	10°57'46"	131.26'	131.06'	S70°12'36"W
L13	N88°02'59"E	11.65'	C19	686.00'	2°55'22"	34.99'	34.99'	S77°09'10"W
L40	N30°24'53"E	15.00'	C20	512.89'	24°09'52"	216.31'	214.71'	N10°53'14"W
L41	S59°35'07"E	15.00'	C21	241.57'	11°40'08"	49.20'	49.11'	N28°48'14"W
L42	S30°24'53"W	15.00'	C22	361.57'	0°07'54"	0.63'	0.63'	S23°00'28"E
L43	N30°24'53"E	34.94'	C23	632.89'	27°35'00"	304.68'	301.75'	S9°10'40"E

NAME	BEARING	DISTANCE
L9	N64°43'44"E	46.81'
L10	N64°43'44"E	40.44'
L11	N59°35'07"W	15.00'
L12	S30°24'53"W	34.94'
L13	N88°02'59"E	11.65'
L40	N30°24'53"E	15.00'
L41	S59°35'07"E	15.00'
L42	S30°24'53"W	15.00'
L43	N30°24'53"E	34.94'

100-year flood line
approximately based on
FLOOD INSURANCE RATE MAP
COMMUNITY-PANEL 08069C114F 1141
December 19, 2008

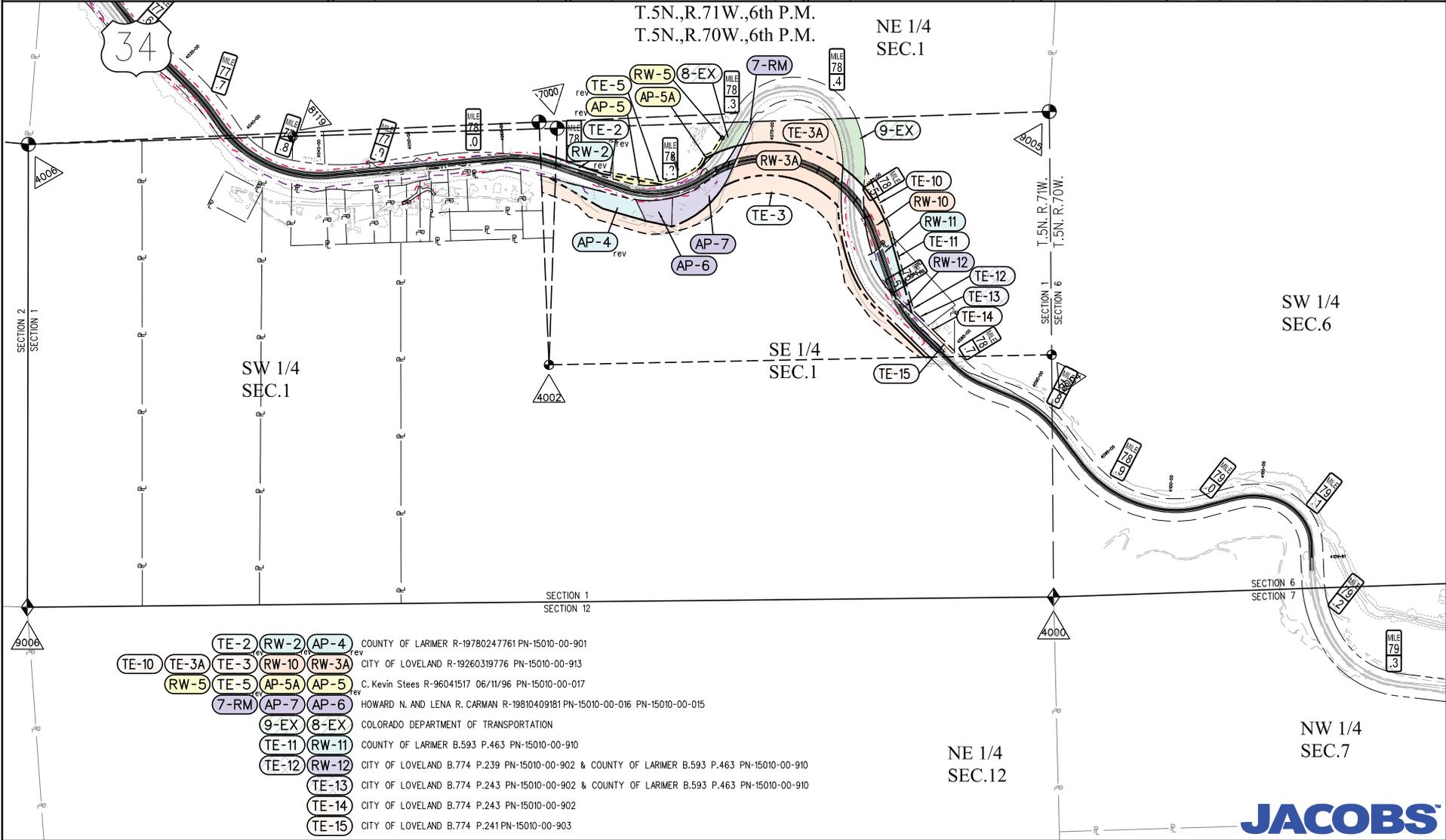
- POB 9-EX
Pt. 334
C/4 Sec.1
N82°25'22"W
1546.16'
- POB RW-5
Pt. 305
C/4 Sec.1
N86°54'10"W
897.67'
- POB AP-5A,
8-EX
Pt. 398
C/4 Sec.1
N80°32'07"W
849.86'
- POB RW-3A,7-RM
Pt. 327
C/4 Sec.1
N84°58'21"W
999.56'
- POB TE-3A
Pt. 328
C/4 Sec.1
S88°02'59"W
1050.61'



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Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
06/30/16	rev AP-5, TE-5, RW-2, TE-2, add RW-5	Jam		XXXXXXXX	XXX		XXXXXXXX	XXX

Right of Way Plans			
Ownership Sheet			
Project Number: ER 0341-084 Unit 1			
Project Location: PR US34 Big Thompson Canyon			
Project Code	Last Mod. Date	Subset	Sheet No.
20279	06-30-16	8.01 of 8.01	8.01



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PROJECT CODE: 20279
PROJECT NO: ER 0341-084 Unit 1
DESIGNATION: US 34 - MP 78.07 -MP 78.69
REGION: 4
COST ESTIMATE: \$237,840
OWNERSHIPS: 2,3,4,5,6,7,10,11,12,13,14,15

LAND ACQUISITION APPROVAL

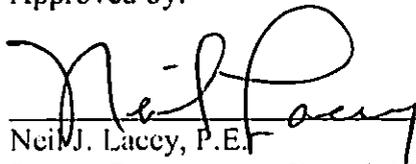
WHEREAS, the Colorado Transportation Commission by Resolution No. TC-271, directs the Executive Director or his delegatee, to handle the approval for land acquisition actions and the tendering of payment to landowners for damages in connection with previously approved highway projects; and

WHEREAS, the Executive Director of the Department of Transportation has delegated, to the Chief Engineer, the above stated approval; and

WHEREAS, Project No. ER 0341-084 Unit 1, has been previously approved by the Transportation Commission; and

THEREFORE, on behalf of the Transportation Commission, the undersigned approves the land acquisition costs and damages as shown in the attached estimate for the above mentioned project.

Approved by:



Neil J. Lacey, P.E.
Project Development Branch Manager

6/15/16
Date

COLORADO DEPARTMENT OF TRANSPORTATION							Project Code: 20279		State Highway # 34		
CHIEF ENGINEER'S RIGHT-OF-WAY COST ESTIMATE							Project No: ER 0341-084 Unit 1				
							Location: PR US34 Big Thompson Canyon				
The following is the estimated cost of right of way required for the construction of the above captioned project as required by CRS 43-1-208. As shown, the totals include the estimated value of the land to be acquired, the value of any improvements thereon and the damage and benefits, if any, to the remaining land. This estimate is prepared and used for budgetary purposes only, and should not be considered an indication of actual market value.							Region Right-of-Way Manager				
							Date:				
Parcel	Owner	Area	Unit	Unit Value		Land Value	Improvements	Damages / (Benefits)	Land Rental (mos)	Total	
				\$/Unit	%				Land Rental Cost		
RW-2Rev	County of Larimer	9,914	SF	\$0.75	@ 100%	\$ 7,436				\$ 7,450	
TE-2Rev	Same as Above	1,482	SF	\$0.75	@ 10%				36	\$ 340	
					@ 100%				\$ 333		
RW-3A	City of Loveland	127,651	SF	\$0.75	@ 100%	\$ 95,738				\$ 95,750	
TE-3	Same as Above	165,724	SF	\$0.75	@ 10%				12	\$ 12,450	
TE-3A	Same as Above	71,936	SF	\$0.75	@ 10%				12	\$ 5,400	
					@				\$ 5,395		
AP-4Rev	County of Larimer	32,203	SF	\$0.75	@ 100%	\$ 24,152				\$ 24,200	
					@						
AP-5Rev	C. Kevin Stees	4,934	SF	\$0.75	@ 100%	\$ 3,701				\$ 3,750	
AP-5A	Same as Above	893	SF	\$0.75	@ 100%	\$ 670				\$ 670	
RW-5	Same as Above	225	SF	\$0.75	@ 100%	\$ 169				\$ 500	
TE-5Rev	Same as Above	10,287	SF	\$0.75	@ 10%				12	\$ 780	
					@				\$ 772		
AP-6	Howard & Lena Carman	21,065	SF	\$1.09	@ 100%	\$ 22,961				\$ 23,000	
					@						
AP-7	Same as Above	47,904	SF	\$0.75	@ 100%	\$ 35,928				\$ 35,950	
7-RM	Same as Above	2,634	SF	\$0.75	@ 100%	\$ 1,976				\$ 2,000	
					@						
					@						
Sheet Totals						\$ 192,729	\$ -	\$ -	\$ 18,929	\$ 212,240	



COLORADO

Department of Transportation

Division of Accounting and Finance

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

DATE: September 15, 2016
TO: Transportation Commission
FROM: Maria Sobota, Chief Financial Officer, and
David Fox, Deputy Property Management Program Manager
SUBJECT: Project Background and Financial Review for Approval of COPs for Region 2 Project

Purpose

This memorandum summarizes the methodology and mechanics of the proposed Colorado Department of Transportation (CDOT) issuance of Certificates of Participation (COPs) related to the funding of the relocation of the Region 2 HQ.

Action

Department staff is asking the TC to approve the use of COPs to finance Region 2 headquarters. In addition, the TC will be asked to provide a \$5.6 million loan to the Region 2 project for the Colorado State Patrol (CSP) portion of the building. CSP will repay the loan in one payment upon completion of the project in early 2018. In August, the Transportation Commission (TC) approved the use of COPs to finance HQ/Region 1, additionally the TC approved the use of COPs for Region 4 in July 2014.

Background

Information related to the background of CDOT's evaluation of new buildings for HQ/Region 1, Region 2 and Region 4 was provided to the TC in August 2016.

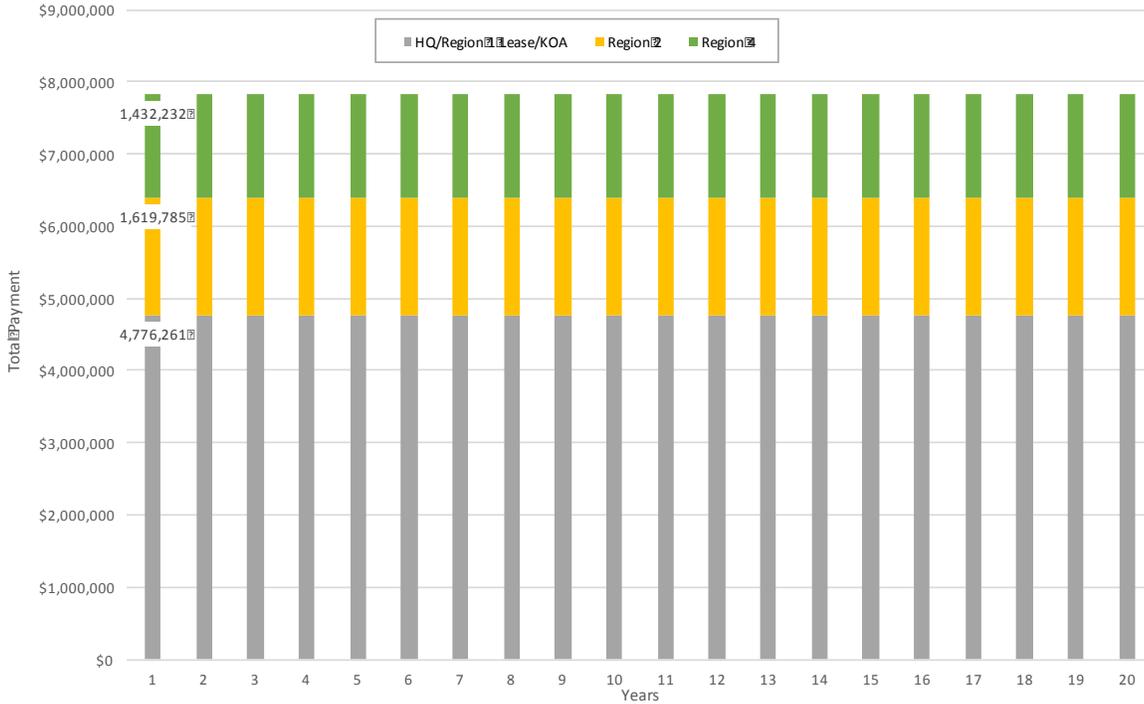
Plan of Action

CDOT's Plan of Action is to issue COPs to fund the aggregate project list up to a total \$128.5 million and to begin development and construction immediately upon securing project funding (estimated for November 2016). Once the new facilities are completed, CDOT has the intent to dispose of the existing facilities and has the ability to use those proceeds to redeem a portion of the COPs. CDOT's payment obligations on the new COPs would amortize over a 20-year term, but would not start until FY17/18. Payment could also be shifted into further fiscal years with the use of capitalized interest payments.

The existing CDOT capital building budget is \$22 million per year to maintain 1600 facilities around the state. The annual COP expenditure for the full capital building headquarters program will add approximately \$7.8 million a year to that budget for twenty years (\$156.5 million overall). This additional investment represents .5% of CDOT's budget. Even if CDOT chose not to build new but instead make repairs and renovations to the existing buildings, \$4.4 million annually for twenty years would still need to be added to the CDOT capital building budget (\$88 million overall). The following chart displays the annual appropriation impact related to each of the proposed new facilities.



**COLORADO DEPARTMENT OF TRANSPORTATION
HEADQUARTERS RELOCATIONS COPs
SUMMARY OF ANNUAL APPROPRIATION @ 4.00%**



The request of the TC for the purposes of this memorandum is to authorize the issuance of COPs for the financing of the Region 2 HQ. As a reminder for the Commission, the following timetable highlights the key steps to reach financial close on the proposed COPs for the entire program.

EVENT	
August 17, 2016	Transportation Commission Workshop
August 18, 2016	August Transportation Commission Meeting - Authorizing Moving Forward on COPs related to HQ/Region 1
Week of 08/22/16	Selection of Underwriters Working Group Kick-off Meeting and Begin Document Preparation
Week of 09/05/16	First Round of Documents Distributed ¹
Week of 09/12/16	Document Review Meeting
September 15, 2016	September Transportation Commission Meeting - Authorizing Moving Forward on COPs related to Region 2
Week of 09/19/16	Revised Documents Distributed
Week of 09/26/16	Second Document Review Meeting Send Documents to Rating Agencies
Week of 10/03/16	Rating Calls
Week of 10/17/16	<ul style="list-style-type: none"> ▪ Entire COP Financing Approved at October 2016 TC Meeting ▪ Receive Ratings ▪ Post POS
Week of 10/31/16	Pricing of COPs
Week of 11/07/16	Obtain Signatures for Closing Documents
11/15/16	Closing

¹ Financing documents include associated real estate documents, lease purchase agreement, site lease, indenture, resolution and Preliminary/Final Official Statement



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; this project 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 \$23.275 million of COPs for the financing of facilities related to Region 2. In addition, the TC will be asked to provide a \$5.6 million loan 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, Begin the COP issuance process, as detailed above.
2. Develop request for authorization related to Region 2 for the September TC Meeting.
3. Department staff to consider use of proceeds in the amount of \$21.8 million related to the reimbursement resolution for Region 4. Recommendation will be discussed with TC at a later date.
4. If not approved or if further information is required, Department staff will prepare responses to the TC as requested.

Attachments

- A. CDOT Capital Building Program 20 Year Analysis
- B. Proposed Reimbursement Resolution
- C. Stifel Bond Market Weekly
- D. Presentation Related to Business Case for the new R2 Headquarters Project



CDOT Capital Building Program 20 Year Analysis

	Renovate <u>COP</u>	BTS <u>COP</u>	Delta Renovate v. BTS <u>COP</u>	Annual Savings/Cost <u>Over 20 Years</u>
Cost of Land purchase, Design and Construction				
1 HQ + R1	\$23,230,563	\$83,382,500	\$60,151,938	\$3,007,597
2 R2 (Pueblo)	\$23,245,400	\$23,275,000	\$29,600	\$1,480
3 R4 (Greeley)	\$13,994,189	\$21,805,000	\$7,810,811	\$390,541
4	<u>\$60,470,152</u>	<u>\$128,462,500</u>	<u>\$67,992,348</u>	<u>\$3,399,617</u>
Proceeds from Sales of Existing Assets				
5 HQ + R1	\$0	-\$17,700,216	-\$17,700,216	-\$885,011
6 R2 (Pueblo)	\$0	-\$1,000,000	-\$1,000,000	-\$50,000
7 R4 (Greeley)	\$0	-\$2,109,200	-\$2,109,200	-\$105,460
8	<u>\$0</u>	<u>-\$20,809,416</u>	<u>-\$20,809,416</u>	<u>-\$1,040,471</u>
Total Net Cost				
9 HQ + R1	\$23,230,563	\$65,682,284	\$42,451,722	\$2,122,586
10 R2 (Pueblo)	\$23,245,400	\$22,275,000	-\$970,400	-\$48,520
11 R4 (Greeley)	\$13,994,189	\$19,695,800	\$5,701,611	\$285,081
12	<u>\$60,470,152</u>	<u>\$107,653,084</u>	<u>\$47,182,932</u>	<u>\$2,359,147</u>
COP Repayment (Prin. + Int.)				
13 HQ + R1	\$33,785,433	\$95,525,213	\$61,739,780	\$3,086,989
14 R2 (Pueblo)	\$33,807,012	\$32,395,708	-\$1,411,304	-\$70,565
15 R4 (Greeley)	\$20,352,488	\$28,644,642	\$8,292,153	\$414,608
16	<u>\$87,944,934</u>	<u>\$156,565,563</u>	<u>\$68,620,629</u>	<u>\$3,431,031</u>
OpEx + Cap Ex				
17 HQ + R1	\$69,925,401	\$57,527,602	-\$12,397,799	-\$619,890
18 R2 (Pueblo)	\$29,817,246	\$21,005,076	-\$8,812,170	-\$440,609
19 R4 (Greeley)	\$27,518,416	\$21,668,394	-\$5,850,021	-\$292,501
20	<u>\$127,261,063</u>	<u>\$100,201,072</u>	<u>-\$27,059,990</u>	<u>-\$1,353,000</u>
Total COP Repayment + OpEx + CapEx				
21 HQ + R1	\$103,710,834	\$153,052,815	\$49,341,981	\$2,467,099
22 R2 (Pueblo)	\$63,624,259	\$53,400,785	-\$10,223,474	-\$511,174
23 R4 (Greeley)	\$47,870,904	\$50,313,036	\$2,442,132	\$122,107
24	<u>\$215,205,997</u>	<u>\$256,766,635</u>	<u>\$41,560,639</u>	<u>\$2,078,032</u>



	Renovate	BTS	Delta Renovate v. BTS	Annual Savings/Cost
	<u>COP</u>	<u>COP</u>	<u>COP</u>	<u>Over 20 Years</u>
26 Total Residual Value				
27 HQ + R1	\$26,396,829	\$62,250,000	\$35,853,171	\$1,792,659
28 R2 (Pueblo)	\$1,491,328	\$17,456,250	\$15,964,922	\$798,246
29 R4 (Greeley)	\$3,131,789	\$16,353,750	\$13,221,961	\$661,098
	<u>\$31,019,946</u>	<u>\$96,060,000</u>	<u>\$65,040,054</u>	<u>\$3,252,003</u>
Total COP Repayment + OpEx + CapEx - Total Residual Value				
30				
31 HQ + R1	\$77,314,005	\$90,802,815	\$13,488,809	\$674,440
32 R2 (Pueblo)	\$62,132,931	\$35,944,535	-\$26,188,396	-\$1,309,420
33 R4 (Greeley)	\$44,739,115	\$33,959,286	-\$10,779,829	-\$538,991
	<u>\$184,186,051</u>	<u>\$160,706,635</u>	<u>-\$23,479,416</u>	<u>-\$1,173,971</u>
34 NPV of Total Cost				
35 HQ + R1	\$70,069,440	104,181,337.94	34,111,897.97	1,705,594.90
36 R2 (Pueblo)	\$43,218,204	36,345,054.40	-6,873,149.95	-343,657.50
37 R4 (Greeley)	\$32,427,144	34,210,171.91	1,783,028.34	89,151.42
	<u>\$145,714,788</u>	<u>174,736,564.25</u>	<u>29,021,776.36</u>	<u>1,451,088.82</u>
38 PV of Residual Value				
39 HQ + R1	-\$11,876,650	-28,007,964.41	16,131,314.78	-806,565.74
40 R2 (Pueblo)	-\$670,989	-7,854,040.62	-7,183,051.66	-359,152.58
41 R4 (Greeley)	-\$1,409,077	-7,357,995.95	-5,948,919.12	-297,445.96
	<u>-\$13,956,715</u>	<u>-43,220,000.99</u>	<u>29,263,285.56</u>	<u>1,463,164.28</u>
Total Net NPV of Project				
42				
43 HQ + R1	\$58,192,790	76,173,373.52	17,980,583.19	899,029.16
44 R2 (Pueblo)	\$42,547,215	28,491,013.78	14,056,201.61	-702,810.08
45 R4 (Greeley)	\$31,018,067	26,852,175.96	-4,165,890.78	-208,294.54
46	<u>\$131,758,072</u>	<u>131,516,563.26</u>	<u>-241,509.19</u>	<u>-12,075.46</u>





CBRE

HPA | DESIGN GROUP

NEENAN
ARCHITECTURE

Page 208 of 264

CDOT
Transportation Commission Presentation

11 - Approval of R2 HQ



905 N. Erie Avenue | Pueblo, CO

Existing Building Stats

- 79,821 SF existing space in ten buildings (administration and maintenance)
- Several 20 – 30 year old prefabricated metal buildings
- Temporary double wide trailer
- Administrative offices, maintenance shop, materials laboratory, co-location with State Patrol operations
- Difficult site access

KEY ISSUES

Facility Deficiencies

“CDOT’s current Region 2 headquarter buildings are functionally obsolete and will require significant capital investment.”

JF Sato completed an in depth assessment of the existing facilities in Pueblo in 2012. The report provided many examples of building deficiencies such as:

- Inconsistent space allocations and office environment
- Dispersed personnel in the same department
- Lack of number and sizes of meeting rooms
- Some Buildings do not have a restroom
- Limited connectivity between buildings
- Outdated mechanical, electrical and plumbing systems that are past their life expectancy
- Deficiencies in code compliance and ADA including lack of sprinklers and alarms
- Maintenance bays are too small
- Deficient on-site drainage; site consistently floods
- On-site vehicular and pedestrian traffic conflicts

The estimated project cost is \$19-21M to demolish and build new with renovations of select buildings which excluded new technology and provided limited FF&E upgrades. However, this does not resolve the major site constraints and limitations for CDOT functions.



Summary of objective relative rankings indicates the BTS Pueblo Scenario is the most viable option for CDOT Region 2.

	Strategic <small>(Access to the labor market and employee amenities)</small>	Operational <small>(Efficiency to operation)</small>	Workplace <small>(quality of the environment)</small>	Market <small>(Constrained)</small>	Financial <small>(Cost neutral / beneficial)</small>	
 SCENARIO 2 BTS in Pueblo	2	4	4	3	3	SCORE TOTAL 16
 SCENARIO 4 Colorado Springs Administration Building	4	1	3	4	1	SCORE TOTAL 13
 SCENARIO 3 BTS in Fountain	3	2	2	2	2	SCORE TOTAL 11
 SCENARIO 1 Renovate Current Space	1	3	1	1	4	SCORE TOTAL 10



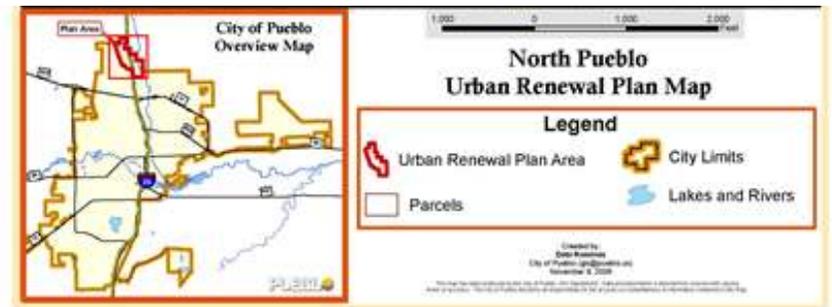
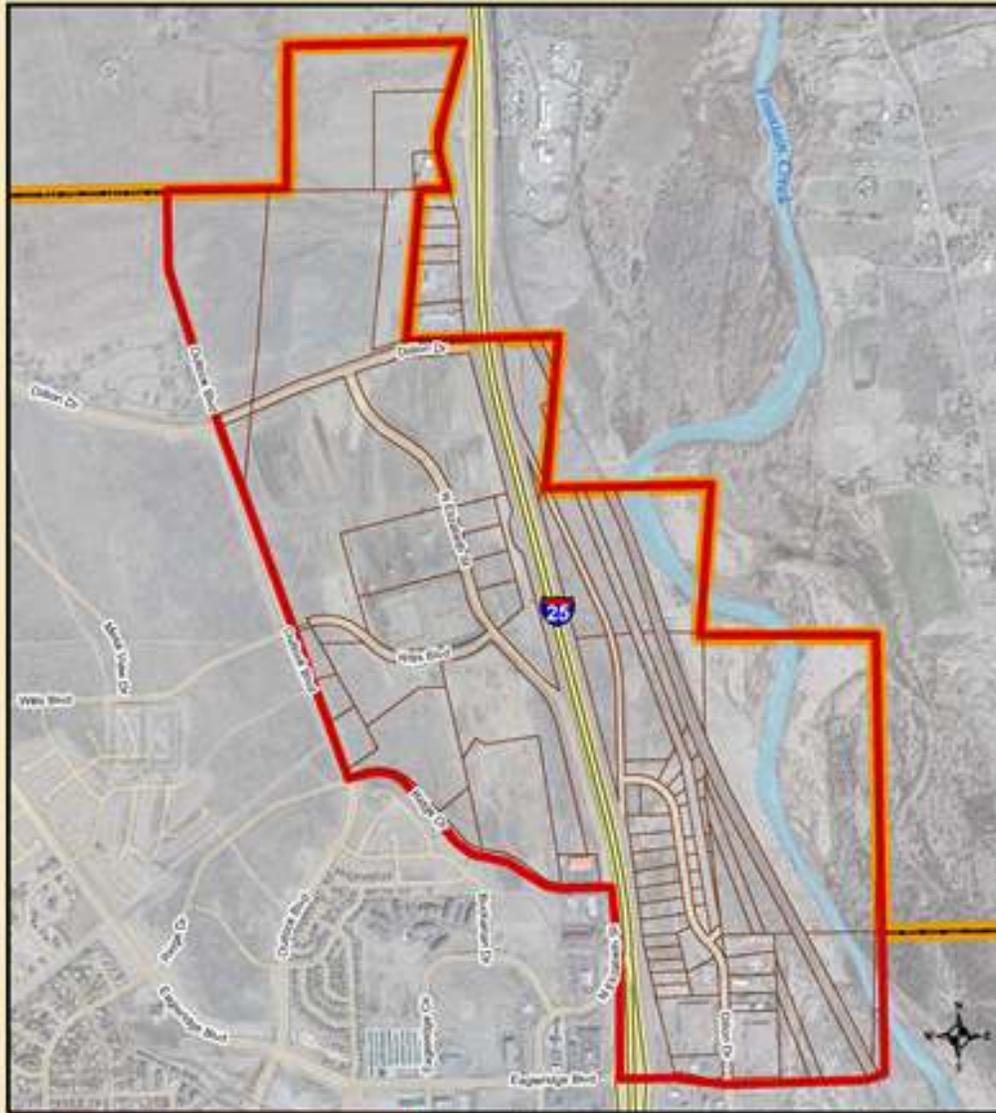
LEGEND

Future Roadway - - - - -

*Pueblo Blvd. Extension PEL Study
\$500,000 FY2025 RPP Funds Programmed



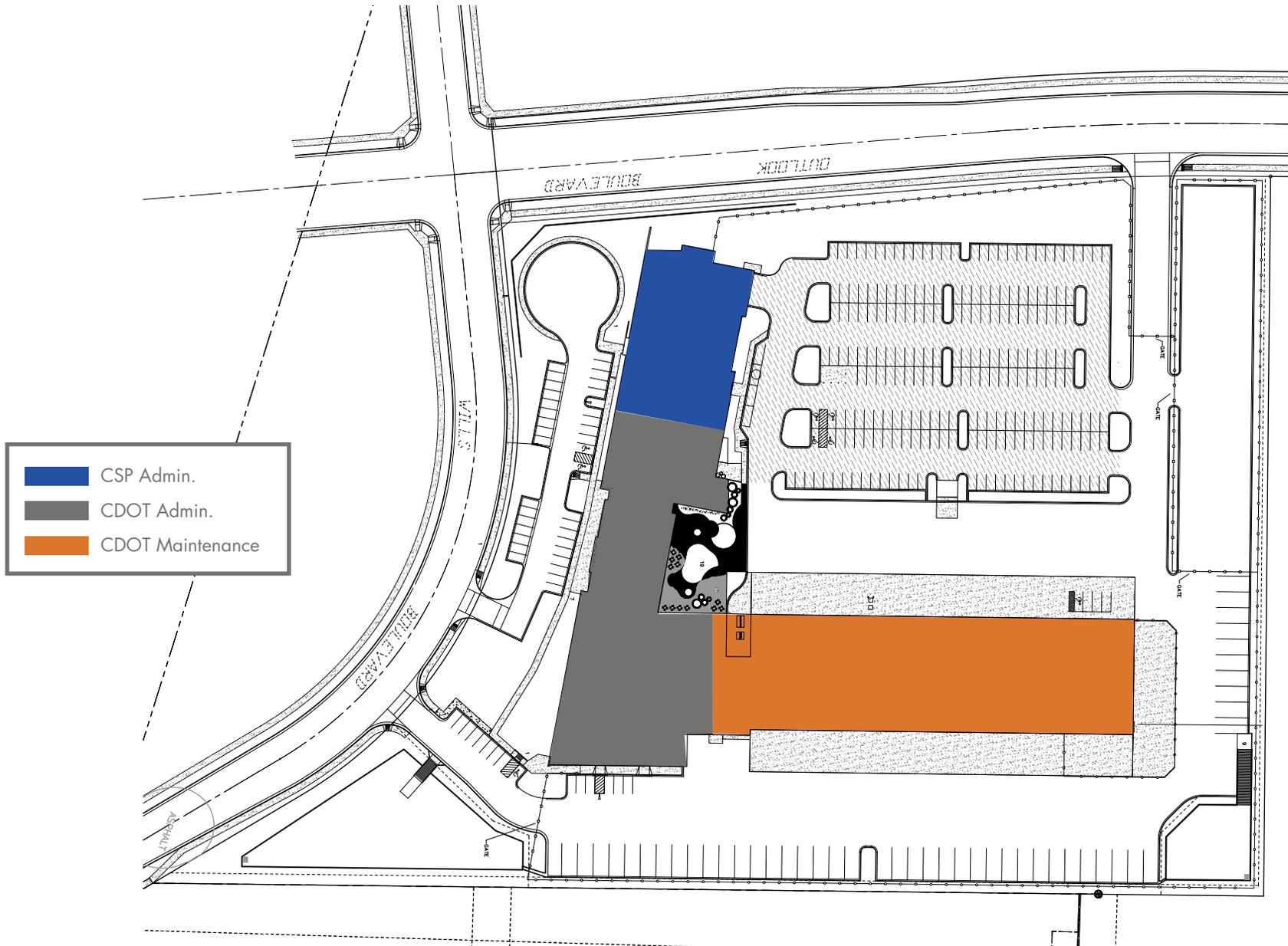
North Pueblo Urban Renewal Project





CRITERIA	OUTLOOK (PREFERRED LOCATION)			SPAULDING	
	WEIGHT	RAW	WEIGHTED	RAW	WEIGHTED
Proximity to Major Highways	2	2	4	1	2
Access to External Employee Amenities	3	2	4	1	2
Wellness Potential	2	1	2	2	4
Ease of Site Access	3	1	2	2	4
Infrastructure Risk	3	1	2	2	4
Compatible Neighborhood	2	1	2	2	4
Efficiency of Region Operations	3	2	4	1	2
Project Cost	2	2	4	1	2
TOTAL		12	24	12	24

Tiebreaker: CSP Needs Proximity to I-25





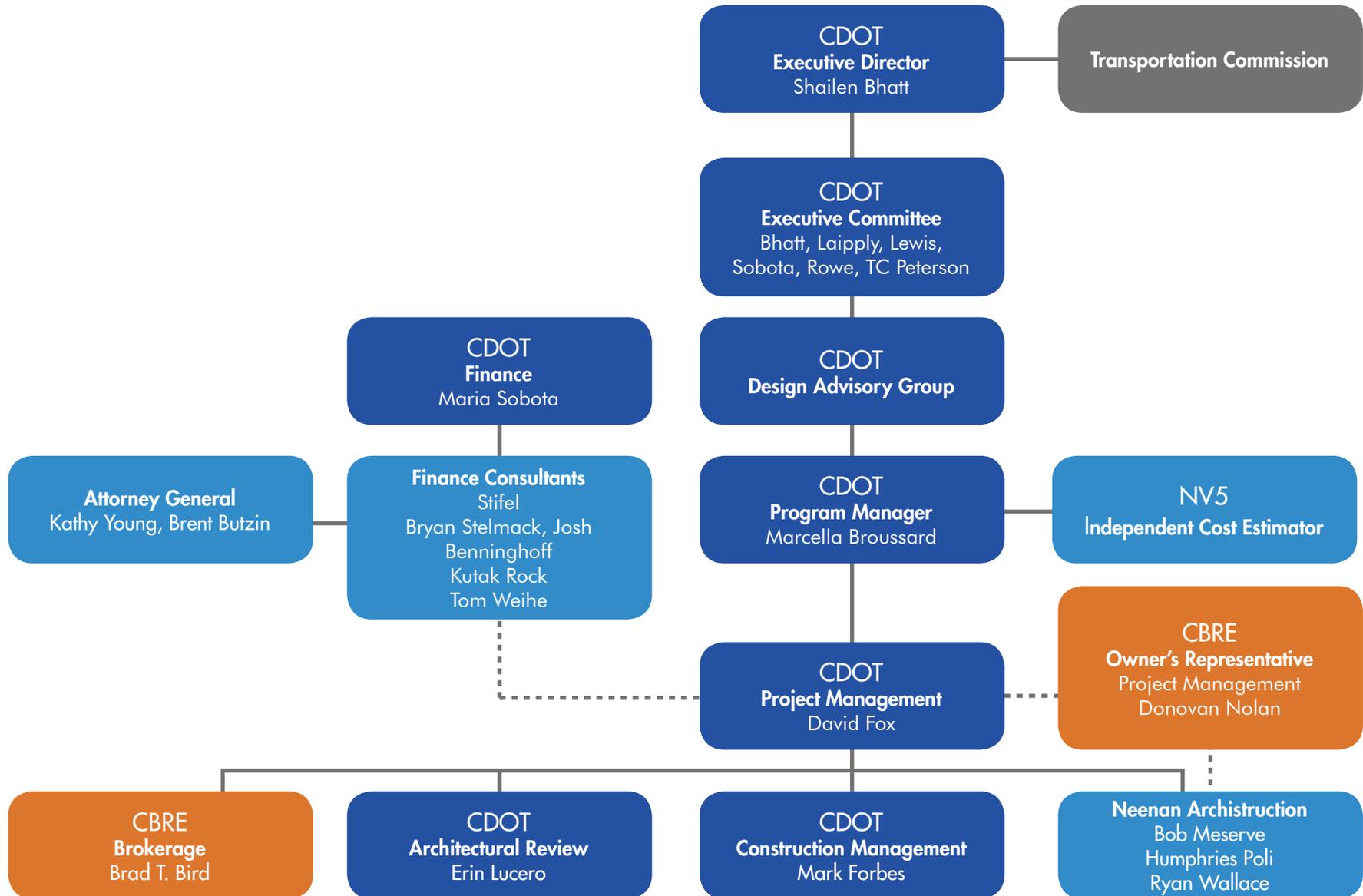
South (looking East)



North Entry (looking East)



ORGANIZATIONAL CHART





Trade Description	CDOT Budget	CSP Budget	Total Budget
OWNER COSTS			
Permit & Tap Fees	\$ 327,000	\$ -	\$ 327,000
Geotech/Material Testing	\$ 224,102	\$ -	\$ 224,102
Project Management	\$ 364,526	\$ -	\$ 364,526
Brokerage Fee	\$ 200,000	\$ -	\$ 200,000
TOTAL SERVICES/FEES	\$ 1,115,628	\$ -	\$ 1,115,628
FIXED LIMIT OF DESIGN & CONSTRUCTION			
Design & Engineering	\$ 1,033,755	\$ 181,098	\$ 1,214,853
Administration	\$ 7,415,541	\$ 2,856,635	\$ 10,272,176
Maintenance/Traffic	\$ 7,571,329	\$ -	\$ 7,571,329
Site	\$ 3,718,025	\$ 1,431,767	\$ 5,149,792
TOTAL FLDC	\$ 19,738,651	\$ 4,469,500	\$ 24,208,151
TECHNOLOGY AND EQUIPMENT			
TOTAL TECHNOLOGY & EQUIPMENT	\$ 354,686	\$ -	\$ 354,686
FURNITURE, FIXTURES AND EQUIPMENT			
TOTAL FF&E	\$ 893,429	\$ -	\$ 893,429
RELOCATION			
TOTAL RELOCATION	\$ 167,866	\$ -	\$ 167,866
CONTINGENCY			
TOTAL PROJECT CONTINGENCY	\$ 1,004,740	\$ 1,130,500	\$ 2,135,240
PROJECT TOTALS	\$ 23,275,000	\$ 5,600,000	\$ 28,875,000

Original project budget for the site was \$23,275,000 without CSP



Off Site Infrastructure Improvements Provided by City of Pueblo

Project Construciton Bid Items	\$	1,482,325.00
Contingencies / Unlisted Items	\$	222,348.75
Construction Signing and Traffic Control	\$	17,046.74
Mobilization	\$	86,086.02
Subdivision & Design	\$	180,780.65
Phase 1 ESA	\$	5,000.00
Total Estimated Pueblo Construction Costs	\$	1,993,587.16



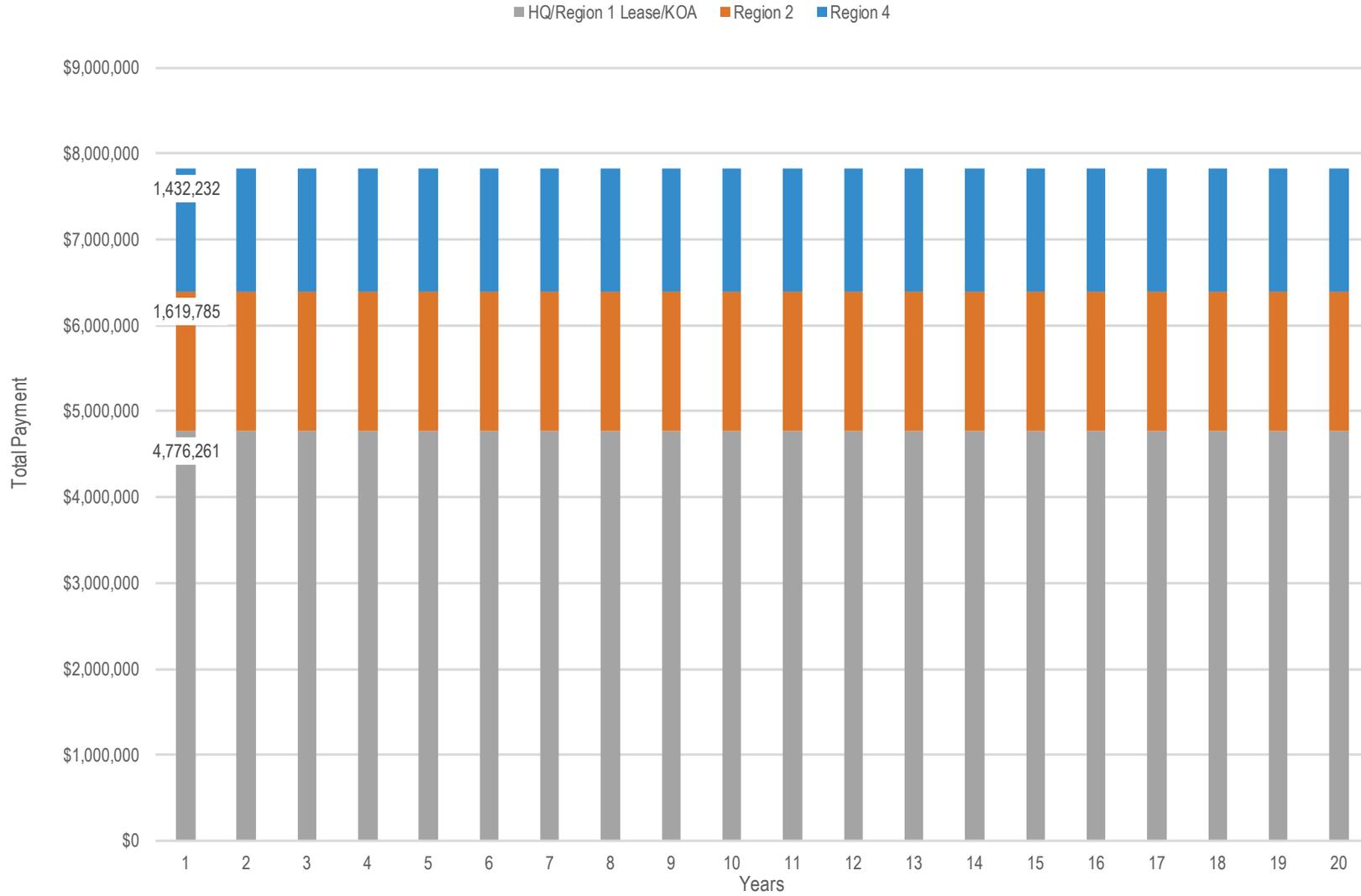
CDOT Capital Building Program 20 Year Analysis

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9	\$0	-\$20,809,416	-\$20,809,416	-\$1,040,471
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Total COP Repayment + OpEx + CapEx - Total Residual Value				
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37	\$ 145,714,788	174,736,564.25	29,021,776.36	1,451,088.82
PV of Residual Value				
38 HQ + R1	-\$11,876,650	-28,007,964.41	-16,131,314.78	-806,565.74
39 HQ + R1	-\$11,876,650	-28,007,964.41	-16,131,314.78	-806,565.74
40 R2 (Pueblo)	-\$670,989	-7,854,040.62	-7,183,051.66	-359,152.58
41 R4 (Greeley)	-\$1,409,077	-7,357,995.95	-5,948,919.12	-297,445.96
41	-\$13,956,715	-43,220,000.99	-29,263,285.56	-1,463,164.28
Total Net NPV of Project				
42 HQ + R1	\$58,192,790	76,173,373.52	17,980,583.19	899,029.16
43 HQ + R1	\$58,192,790	76,173,373.52	17,980,583.19	899,029.16
44 R2 (Pueblo)	\$42,547,215	28,491,013.78	-14,056,201.61	-702,810.08
45 R4 (Greeley)	\$31,018,067	26,852,175.96	-4,165,890.78	-208,294.54
46	\$131,758,072	131,516,563.26	-241,509.19	-12,075.46

Summary of Annual Appropriation @ 4.00%





A critically important aspect of the Region 2 relocation project is the disposition of CDOT’s outdated and inadequate facilities located at 905 North Erie Street in Pueblo, CO. The nine (9) buildings sit on approximately three and a-half (3.5) acres of commercial industrial land north and range in age, construction, zoning, quality, and use but are consistently well worn and have an estimated value as follows:

Building	SF	High	Low
Estimated Property Value	56,190 (9 Buildings)	\$1,603,700.00	\$1,049,300.00

The Property’s estimated value is between \$1M and \$1.6M. The \$1M figure was used in the financial analysis due to the numerous adverse conditions that impact the opinion of market value. The buildings would likely be sold within 18 months of being listed and vacated.



i. Adverse Conditions

It is important to understand that the Property has critical adverse conditions, which include but are not necessarily limited to (1) constrained commercial access, (2) limited market visibility, (3) insufficient parking capacity, (4) located within the FEMA five-hundred (500) and three-hundred (300) year flood zone, (5) dilapidated condition, (6) the age and historical uses of the buildings that make it practical to assume lead based paint, asbestos, and hazardous materials are reasonably anticipated or even expected.



ii. 902 North Erie & OIT Tower

There is a tenth building that is currently part of the CDOT property. 902 Erie is a 7,200 square foot building used by CDOT, CSP OIT and other Governmental entities. This building does not have nearly the deficiencies as the others and is being evaluated for other reuse possibilities.



iii. Statutory Requirements

There are a variety of applicable statutes affecting the sale of real property as advised by CDOT staff and legal counsel. We continue to consider these obligations to ensure compliance and avoid unnecessary delays. In summary, the obligation exists to provide a right of first refusal (“ROFR”) to any governmental agency with jurisdiction over the site.



Key Benefits

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

1. Take advantage of historically low interest rate environment.
2. Rare opportunity to finance an important project without any current bonding capacity; this project 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.
3. 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 \$23.275 million of COPs for the financing of facilities related to Region 2. In addition, the TC will be asked to provide a \$5.6 million loan 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.

**Transportation Commission of Colorado
September 15, 2016**

Resolution Number TC-XXX

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

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 (the “Project”), including facilities in Pueblo, Colorado; and

WHEREAS, on June 18, 2015, the Transportation Commission approved resolution #15-6-9 to authorize staff to expend \$1,600,000 (in aggregate, including the initial design amount) to fund design through the Design Development phase, provide earnest money in an effort to secure potential site location(s) for the Project, and establish the Project GMP; and

WHEREAS, CDOT has made an agreement with the City of Pueblo (“City”) and W.L. Enterprises for the acquisition of approximately 12 acres of property located on the northeast corner of Outlook Blvd. and Wills Blvd.; and

WHEREAS, W.L. Enterprises is donating this land to the City, which will plat and rezone the property before deeding the property to CDOT for the purpose of constructing its new Region 2 headquarters; and

WHEREAS, the City has also agreed to pay for and construct the offsite improvements required to enable development of the site; and

WHEREAS, CDOT currently intends and reasonably expects to participate in a lease purchase financing to finance the Project, including an amount of approximately \$23,275,000 (the “Reimbursement Amount”) for reimbursing CDOT for capital expenditures made by CDOT prior to

the date when funds for the Project are available from such financing;
and **WHEREAS**, the new Region 2 project includes a co-location of certain facilities with the Colorado State Patrol (“CSP”); and

WHEREAS, CDOT has agreed to loan CSP up to \$5,600,000 for the cost of construction for their portion of the new building; and

WHEREAS, CDOT does not intend to reimburse itself with lease purchase financing for the CSP portion of the project; and

WHEREAS, CSP has submitted a funding request to the Capital Development Committee to secure funds to repay CDOT for the actual final sum of CSP construction costs in 2018, at the completion of construction; and

WHEREAS, the initial expenditure of funds of CDOT for the 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; and

WHEREAS, the 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 for the Project 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 Project (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 Reimbursement Amount of the proceeds thereof to reimburse CDOT for its expenditures in connection with the Project.

Section 3. Authorization for CDOT to Participate in Lease Purchase Financing. In addition to any amounts authorized for reimbursement previously by separate Commission resolutions (including, for certainty, amounts to be reimbursed in relation to the construction of the Region 4 headquarters project in Greeley, Colorado, and the CDOT/Region 1 headquarters project in Denver, Colorado), 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 \$23,275,000, 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. CSP Building Funds. CDOT intends to loan CSP \$5,600,000 from Commission Contingency Funds for the construction of their portion of the new building. CSP will pay CDOT back in one lump sum payment in 2018 at the completion of construction.

Section 6. Effective Date of Resolution. This Resolution shall take effect immediately upon its passage.

INTRODUCED AND ADOPTED at a regular meeting of the Commission on September 15, 2016

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



COLORADO
Transportation Commission

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

DATE: September 6, 2016
TO: Transportation Commission
FROM: Darrell Lingk, Director, Office of Transportation Safety and Risk Management
SUBJECT: Quarterly Safety Update

Purpose

To provide an update to the Commission on how CDOT is performing in terms of on the job injuries to employees compared to the prior five years. We will also provide an update on the number of roadway fatalities that have occurred so far this calendar year and compare that number to the same time frame as last year.

Action

Information only

Background

Not Applicable

Details

There are two sets of data in the packet. The first is a chart that depicts the number of Worker's Compensation claims and Loss Time claims that have been filed so far this calendar year. The chart shows how we are performing this year compared to the prior five previous years. The second item is a copy of a report that is update and distributed monthly which depicts the number of roadway fatalities we have recorded on Colorado roadways year to date compared to the previous year. Unfortunately, the trend in fatalities is on an upward trajectory this year compared to last year.

Key Benefits (if applicable)

Information Only

Options and Recommendations (if applicable)

Not Applicable

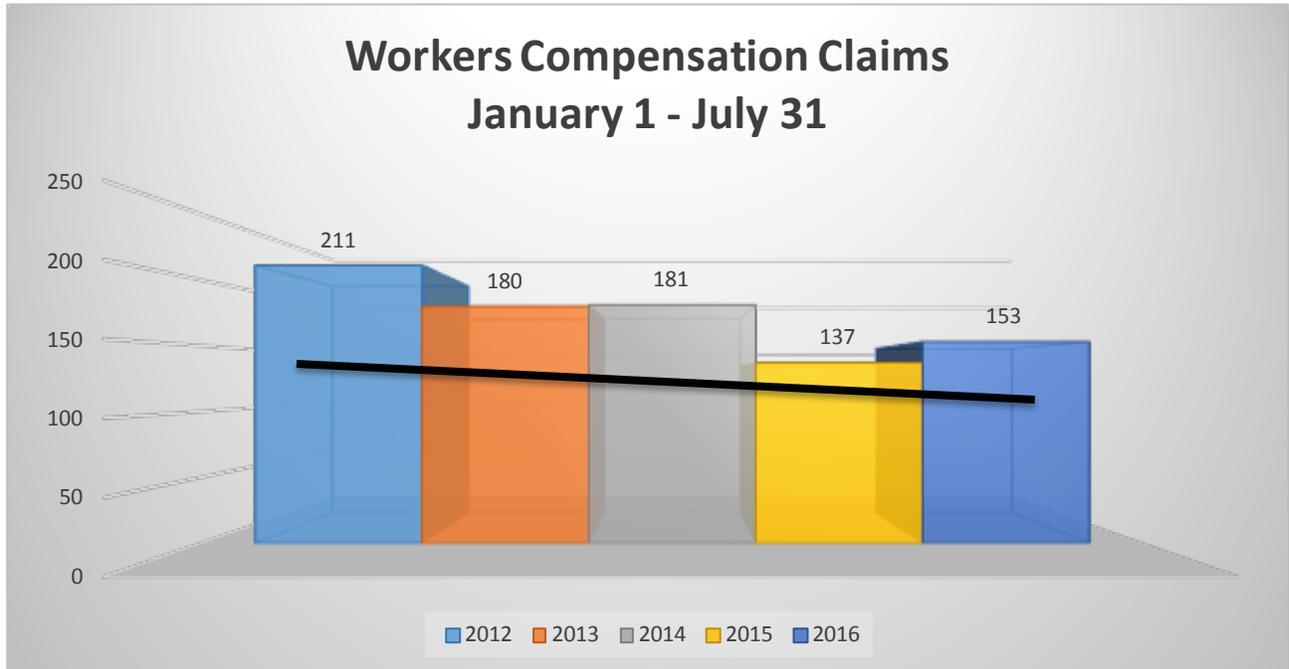
Next Steps (if applicable)

Not Applicable

Attachments

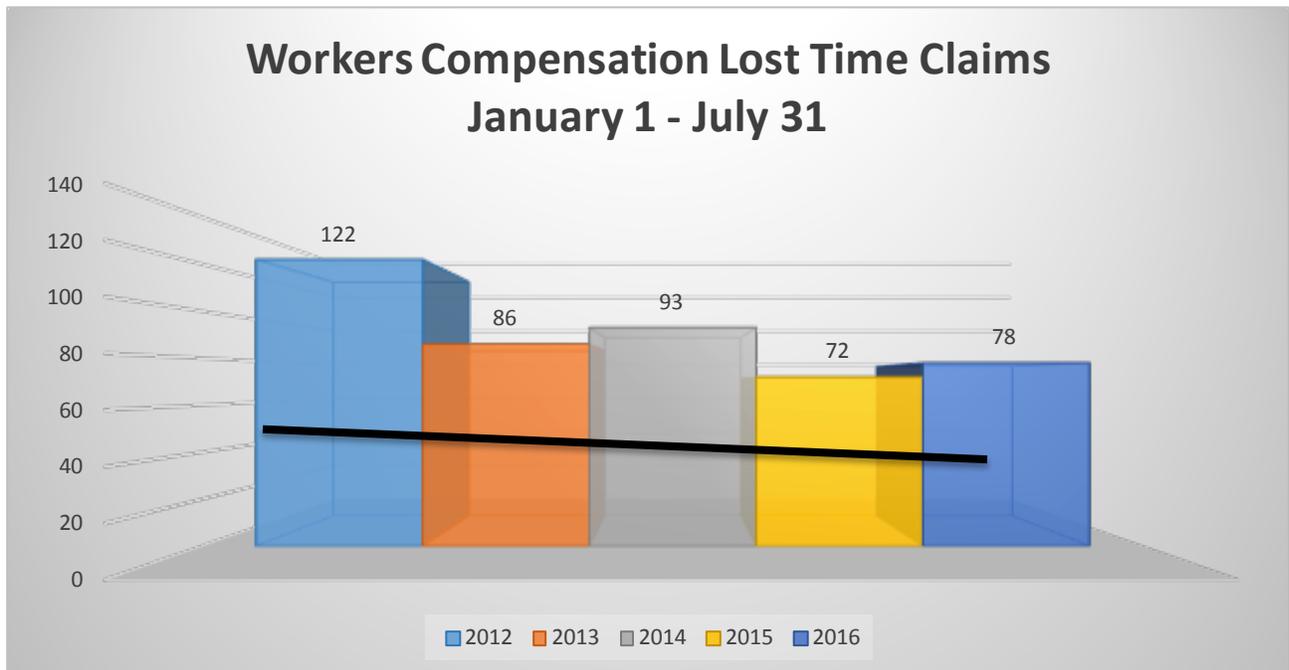


Total Number of Claims For January - July



Average Jan-July 2012 – 2015 = 177
Workers Compensation Claims

14% decrease for calendar year 2016
compared to mean average of 2012 -
2015



Average Jan-July 2012 – 2015 = 93
Workers Compensation Lost Time
Claims

16% decrease for calendar year 2016
compared to mean average of 2012 - 2015

*Claims valued as of August 8, 2016. Number is subject to change due to late reporting.



MOVING TOWARDS
ZERO
DEATHS

Colorado Fatalities Year-to-Date Monthly Summary Report

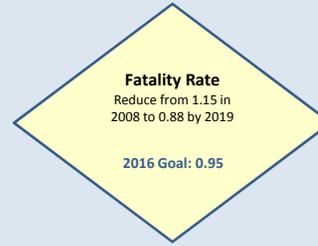
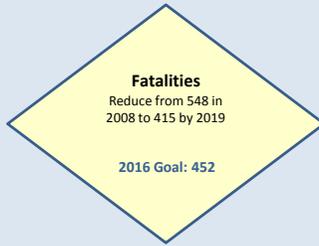
As of 7/31/2016
(* 2016 Data is Preliminary)



COLORADO
Department of Transportation
Transportation Systems
Management & Operations

Traffic and Safety Engineering Branch

Colorado Statewide Traffic Safety Goals



2016 Traffic Safety Trends (compared to past 5 years)

↑

Fatal Crashes

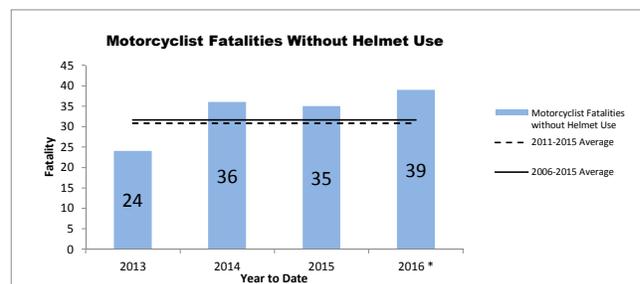
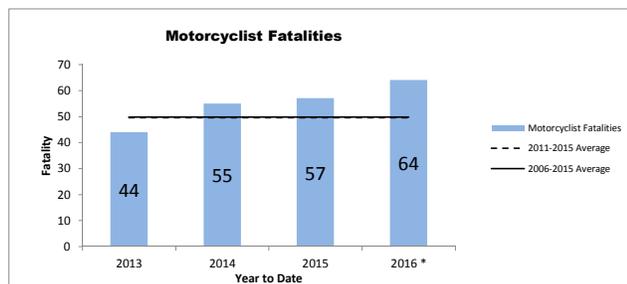
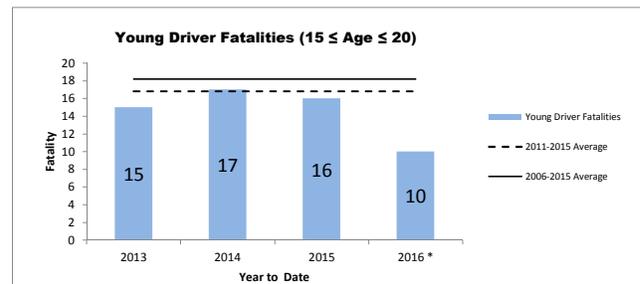
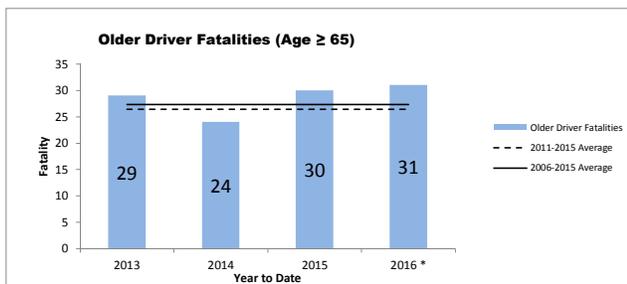
2016*:	296
2015:	286
2014:	251
2011-2015 Average	247

↑

Fatalities

2016*:	323
2015:	307
2014:	274
2011-2015 Average	269

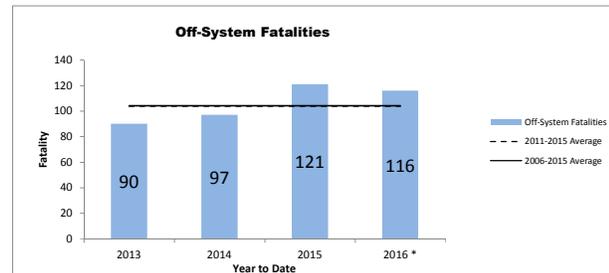
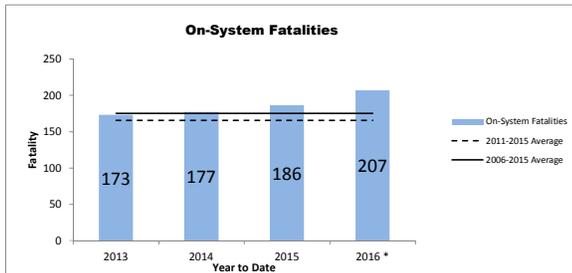
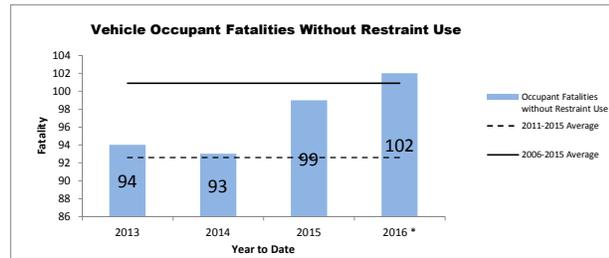
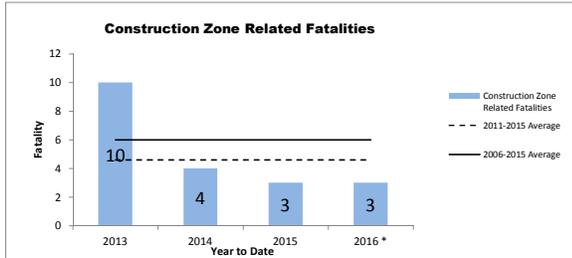
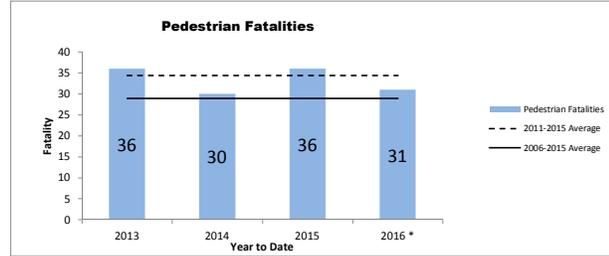
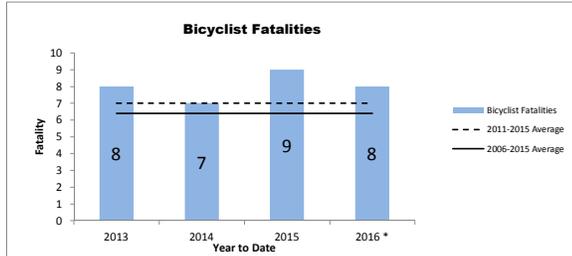
Emphasis/Focus Areas:



Colorado Fatalities Year-to-Date Monthly Summary Report

As of 7/31/2016
(* 2016 Data is Preliminary)

Emphasis/Focus Areas:



* 2016 data is preliminary

Updated on 8/15/2016

Bridge Enterprise
Sept. 14 & 15, 2016
Meeting Schedule & Agenda
4201 East Arkansas Avenue
Denver, Colorado 80222

Gary M. Reiff, Chairman
Englewood, District 3

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

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

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

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

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

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

BRIDGE ENTERPRISE BOARD OF DIRECTORS

10:35 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)

4. Q4 FY16 Quarterly Report (Scott McDaniel)

5. Adjournment

.....

**Bridge Enterprise Board
Regular Meeting Minutes
Aug. 18, 2016**

Chairman Gary Reiff convened the meeting at 11:34 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: Heather Barry, District 4

VACANT: District 9

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

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

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

Audience Participation

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

Act on Consent Agenda

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

Resolution #BE-16-8-1

Approval of Regular Meeting Minutes for July 21, 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 11:35 a.m.



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

MEMORANDUM

TO: Bridge Enterprise Board of Directors
FROM: Scott McDaniel, PE, Director of Project Support
DATE: September 15, 2016
SUBJECT: Bridge Enterprise Quarterly Report, Q4 FY2016

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 Q4 FY2016, two structures and one design were completed.

Region	Orig Structure ID	County	Facility Carried over Featured Intersection
1	F-16-ER	Jefferson	US 6 over Garrison St.
1	F-14-Y	Clear Creek	I-70 BR over I-70
4	C-17-B	Weld	SH 60 over South Platte R.

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 Q4 FY2016 is listed below and all well above the 0.90 program goal.

Month	SPI
APRIL	0.91
MAY	0.96
JUNE	0.96

Prioritization Plan:

The bi-annual update to the Prioritization Plan was performed in June and can be found in Appendix D of the quarterly report. The PP had two additions as listed below.

Region	Structure ID	Facility Carried over Featured Intersection
2	I-13-H	US 24 over Draw
4	D-16-CV	SH 157 over BNSF RR

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. The BE staff also began developing a long-range plan that covers ten fiscal years, FY2017-FY2026 and is expected to be ready in October 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. While progress was being made, the balances increased from Q3 FY2016 due the addition of three projects that have been substantially complete for more than six months. These additions were somewhat offset by two projects that reached closure.

Removed/Closed	Additions
F-16-CS (SH 121 Wadsworth over Bear Crk)	E-17-DC/DU (I-76 over UPRR)
E-16-GQ (SH 95 over UPRR)	F-16-EN/EF/EJ (US 6 over Bryant St.; S. Platte R; BNSF)
	B-16-EU (SH 14 over Cache La Poudre R.)

Program Financial Information:

The Q4 FY2016 cash balance dropped \$19.7M to \$218.3M as of June 30, 2016. Actual FASTER Fee revenues were \$100.9M compared to the revenue forecast of \$100.1M. 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. 17 of the quarterly report.





COLORADO

Department of Transportation

Statewide Bridge Enterprise

Colorado Bridge Enterprise

Quarterly Report No. 21 (Q4 FY2016)



Shahn Sederberg | CDOT

August 24, 2016

Table of Contents

Introduction	1
Program Highlights.....	2
Completed Projects.....	3
Program Activities and Accomplishments in Q4 FY2016	5
Program Schedule Update	5
Prioritization Plan.....	5
Mid-range and Long-range Program Plans	6
Budget and Encumbrance Balances.....	6
Program Financial Information	8
Series 2010A Bond Spending	11

Listing of Tables and Figures

Table 1. Project Status for FASTER Eligible Bridges as of Q4 FY2016

Table 2. Project Status for 2010A Bond Program Bridges as of Q4 FY2016

Table 3. Completed Projects / Bridges

Table 4. Completed Design Projects

Table 5. Projects Substantially Complete over 6 Months Aging Encumbrance and Budget Balances

Table 6. Program Financial Statistics as of June 30, 2016 (\$ in Millions)

Table 7. Current Allocation Plan

Figure A. Historic Status of FASTER Eligible Bridges

Figure B. Program SPI Reported by Month, for the Period

Figure C. Four Year Quarterly Cash Flow Projection

Figure D. Forecast vs Actual FASTER Fee Revenue Comparison

Figure E. Total Program Financial Performance

Listing of Images

Images 1. Region 1 US 6 over Garrison

Images 2. Region 1 I-70 Business RT over I-70 ML

Listing of Appendices

Appendix A. Prioritization Plan

Appendix B. 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 21st 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 April, May, and June of 2016; which coincides with the fourth quarter of CDOT's 2016 fiscal year (Q4 FY2016). 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 Q4 FY2016, 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 20th Bridge Enterprise Quarterly Report for Q3 FY2016 (January, February, and March of 2016).
- Completed monthly updates to the overall Program Schedule for work completed in April, May, and June of 2016.
- Approval and adoption of the FY2016 Bridge Enterprise Sixth Budget Supplement.
- 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 June 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; 2 new structures were added to the program in Q4 FY2016.

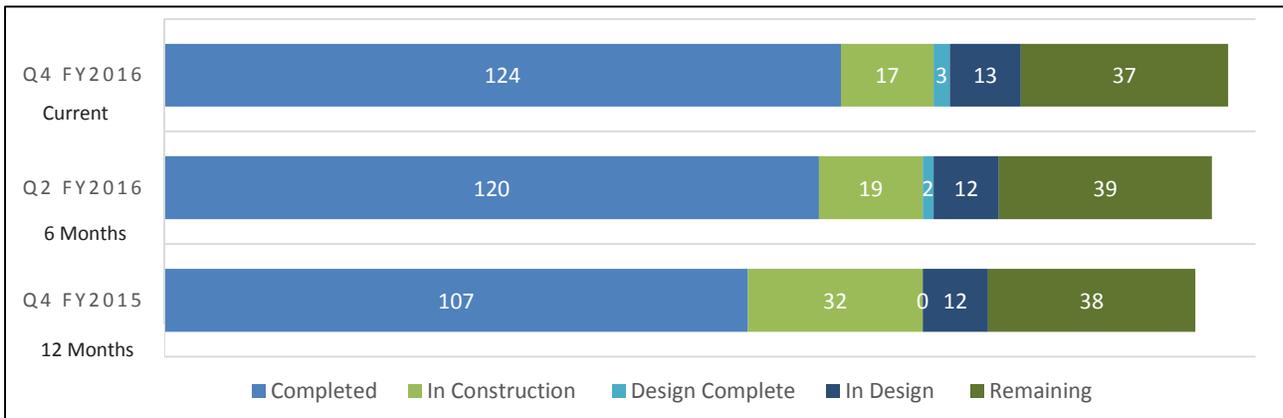
Table 1. Project Status of FASTER Eligible Bridges as of Q4 FY2016

Project Phase	# of Bridges
Remaining	37
In Design/Design Completed	16
In Construction	17
Projects Completed	124
Total	194

Table 2. Project Status of 2010A Bond Program Bridges as of Q4 FY2016

Project Phase	# of Bridges
Design Completed	2
In Design	1
In Construction	17
Projects Completed	69
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

Two structures and one design 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-16-ER	Jefferson	US 6 over Garrison Street	4/2016
1	F-14-Y	Clear Creek	I-70 Business RT over I-70	6/2016

Table 4. Completed Design Projects

Region	Original Bridge Number	County	Facility Carried over Featured Intersection	Completion Date
4	C-17-B	Weld	SH 60 over South Platte River	6/2016

Image 1 below, Region 1 US 6 over Garrison



F-16-ER (*Image 1*), was open to traffic on April 25 and officially completed on April 30. The \$15.2M design-build project took just under 15 months to complete.

Image 2 below, Region 1 I-70 Business RT over I-70 ML



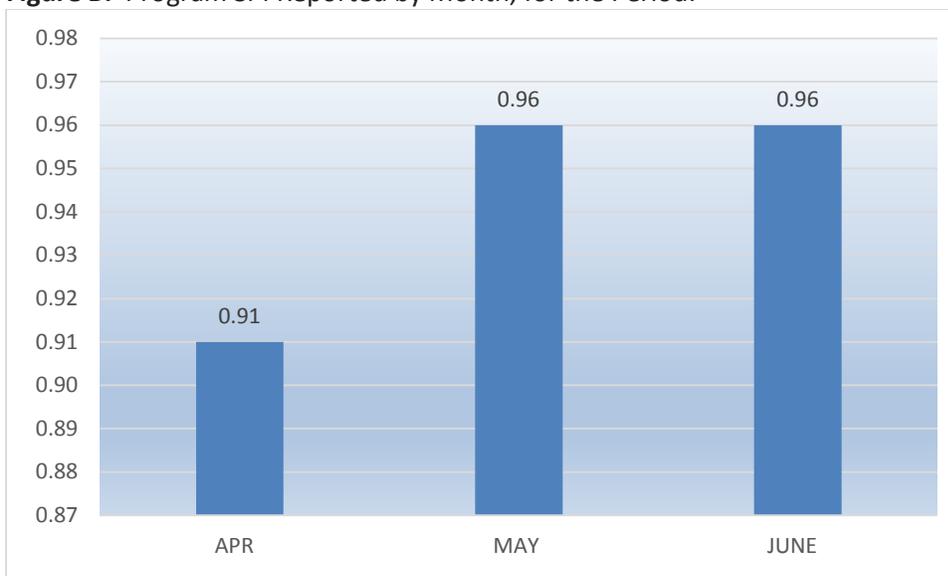
F-14-Y (*Image 2*), a CM/GC project, was part the larger PPSL project. This \$11M project was completed in June.

Program Activities and Accomplishments in Q4 FY2016

Program Schedule Update

The program schedule was updated three times during the period for work completed in April, May and June 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:



Prioritization Plan

Bridge Enterprise staff completed the bi-annual update of the Prioritization Plan² in Q4 based on the poor list published by Staff Bridge in May 2016. Through this update, two structure were added (I-13-H & D-16-CV) and can be found in the attached appendix. This was the first opportunity for BE staff to implement the requirements of the Procedural Directive (PD) BE16.1 adopted by the Board of Directors in January 2016. In accordance with the PD, BE staff performed both a quantitative and qualitative analysis of all BE eligible bridges that have not been repaired or replaced. This included extensive coordination with CDOT Region staff, and Staff Bridge Branch.

² Reference Appendix A for the Prioritization Plan

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 BE 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 BE. For planning purposes, revenues during this period are expected to remain relatively similar to the previous four years, at approximately \$100M. Consistent with BE 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 BE Prioritization Plan discussed above. During Q4 FY2016 BE 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 BE. 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 BE 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 BE Prioritization Plan and a forecast of bridges that will become poor. During Q4 FY2016 BE 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 June 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	2,245,557	2,685,469	10	13
2	18,796	25,978	1	1
3	-	-	0	0
4	704,255	1,455,580	2	3
5	-	-	0	0
Total	\$2,968,609	\$4,167,028	13	17
% of Total Current Program	2.1%	5.4%	33.3%	26.2%
Previous Quarter (Q3 FY2016)	1,669,081	1,939,581		
Difference	1,299,528	2,827,447		

While progress was being made, the balances did increase from March 31, 2016. During this time, three projects were added and two closed out, giving a net increase of one project to the program.

Removed/Closed Out:

- SH 121 Wadsworth/Bear Creek – F-16-CS
- SH 95 over UPRR RR Spur – E-16-GQ

Additions:

- I-76/UPRR – E-17-DC/DU
- US 6/Bryant St. – F-16-EN
- US 6/BNSF – F-16-EJ
- US 6/S. Platte River – F-16-EF
- SH 14/Cache La Poudre River – B-16-D

Program Financial Information

The following is a program overview of financial statistics as of June 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 June 30, 2016, a total of \$888.7M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$660.0M and \$102.9M (all funding sources), respectively. Reference *Table 6* below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q3 FY2016) are also reported in the far right column.
- All \$307.9M of bond proceeds and interest earnings available have been expended as of June 30, 2016.

Table 6. Program Financial Statistics as of June 30, 2016 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q4 FY2016	Total Q3 FY2016
Budget	\$307.9	\$500.2	\$40.7	\$39.9	\$888.7	\$884.0
Expenditures	\$307.9	\$280.7	\$40.7	\$30.7	\$660.0	\$616.0
Encumbrances	\$0.0	\$99.9	\$0.0	\$3.0	\$102.9	\$134.8

- 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 \$926.2M. *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	\$537.7	\$80.6	\$9.8	\$926.2

Attached is the Program Allocation Plan³ 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 June 30, 2016. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as

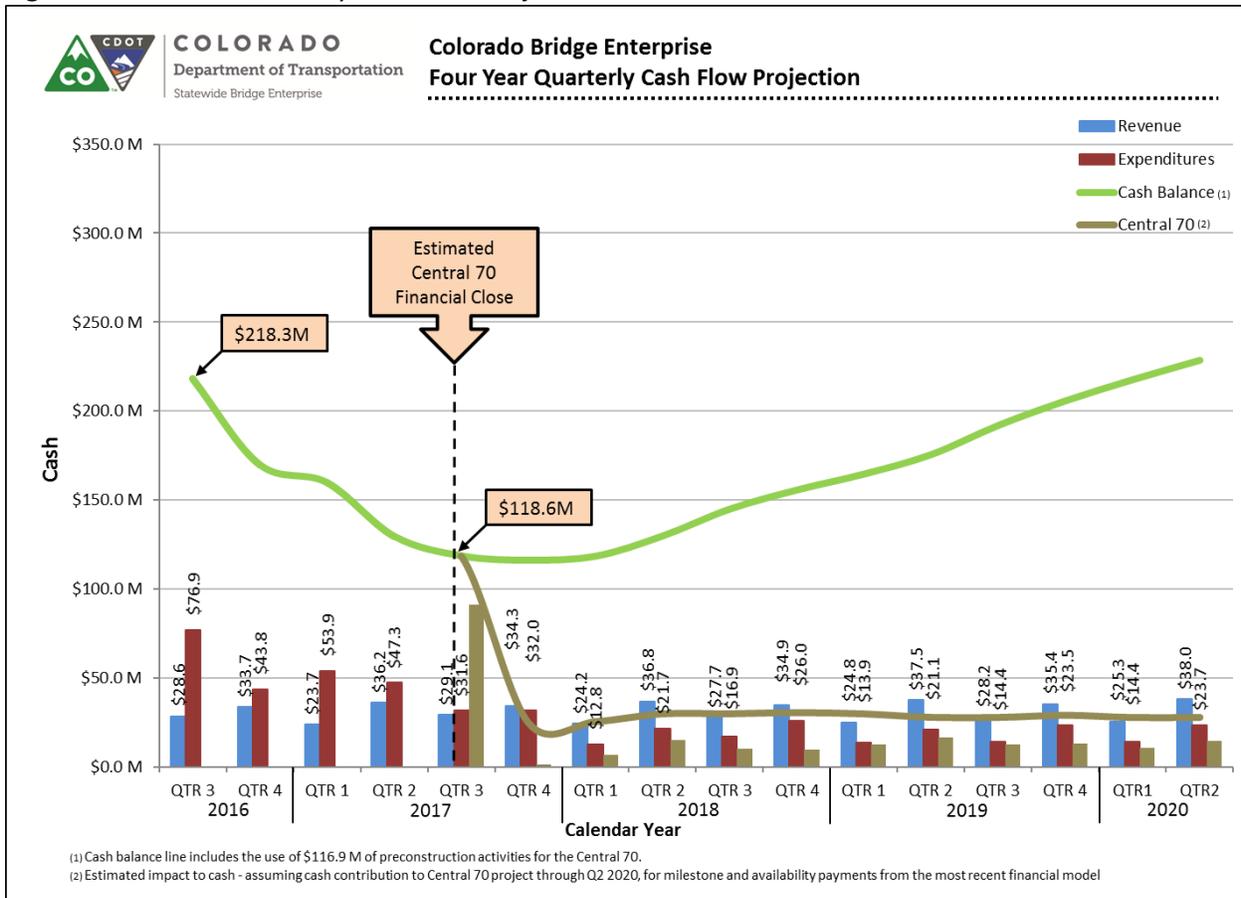
³ Reference Appendix B for the Current Allocation Plan

Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BE program are \$926.2M, a decrease of \$0.5M from the \$926.7M total liability reported on March 31, 2016.

Below is the Four Year Quarterly Cash Flow Projection (Figure C), which depicts all current available BE cash balances, forecasted revenues, and forecasted expenditures for currently programmed projects. Bridge Enterprise has forecasted the cash balance to decrease by \$90.6M due to the Central 70 project during the period of August 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 BE 15-8-2 passed in August of 2015 which sets parameters for the use of BE funds during the construction period of the Central 70 project. These figures are expected to change once the project team is able to determine the ultimate scope and optimal funding scenario.

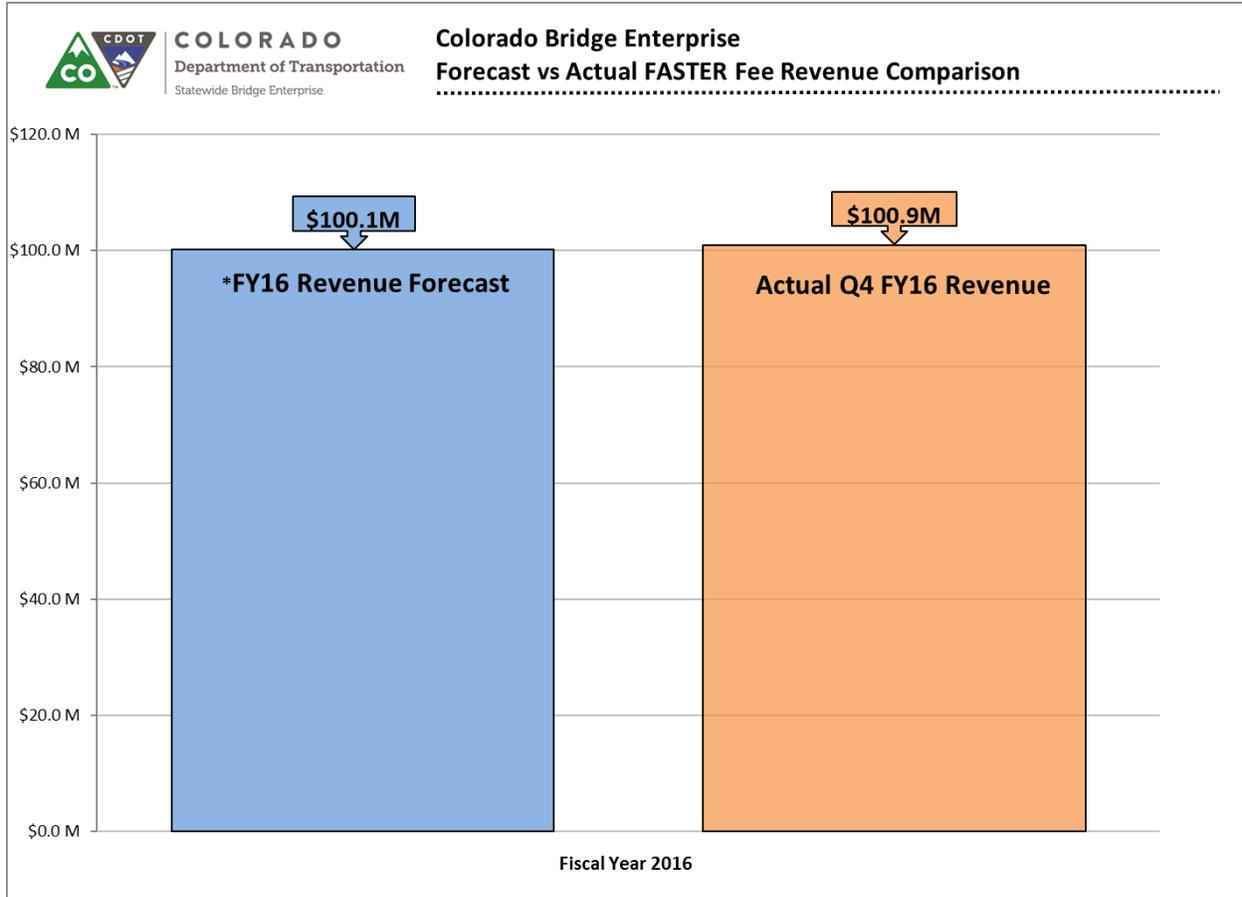
During the four-year time period of the cash flow, the program cash balance is forecast to decrease from \$218.3M on June 30, 2016 to \$28.0M by June 30, 2020 if the Central 70 project proceeds as currently scheduled and modeled. During construction of the Central 70 project (from FY2018 through FY2022) the amount available for other BE 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



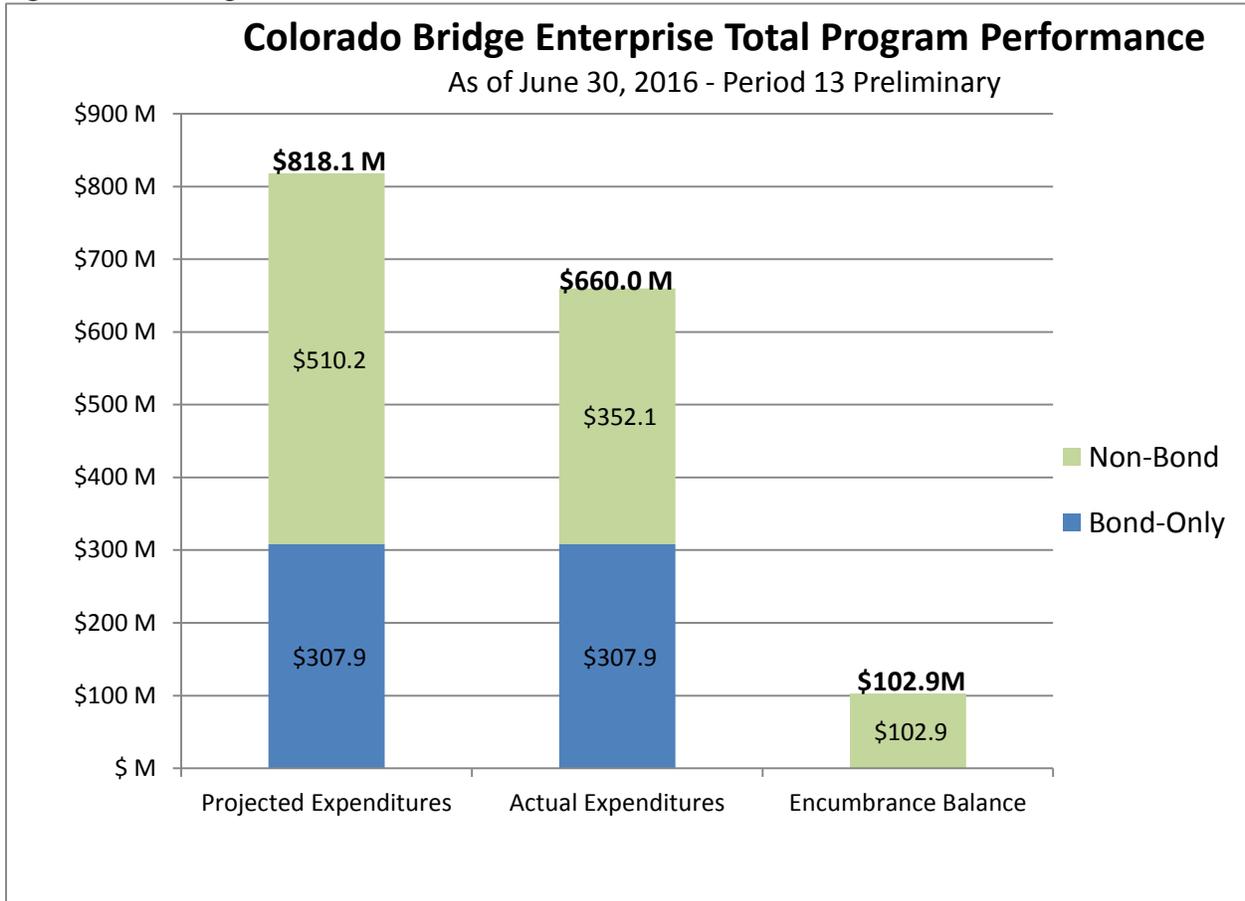
Actual FY2016 FASTER revenues reported at \$100.9, which is \$0.8M more than the prior year forecast of \$100.1M, as shown in *Figure D*.

Figure D. Forecast vs Actual FASTER Fee 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 \$818.1M on June 30, 2016, an increase of 4.5% since March 31, 2016. Actual LTD expenditures as of June 30, 2016 are \$660.0M as compared to 616.0M on March 31, 2016, an increase of \$40.0M or 6.5%. The current encumbrance balance is \$102.9M compared to \$134.8M on March 31, 2016, a decrease of \$31.9M or -23.0%.

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.



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
In Design	K-01-C	5	SH 90 ML over DOLORES RIVER	Green	Green	Green
In Design	E-17-EW	1	I 70 ML EBND over UP RR	Green	Green	Green
In Design	E-17-DF	1	I 70 ML WBND over UP RR	Green	Green	Green
In Design	E-17-KR	1	I 270 ML EBND over I 70 ML	Green	Green	Green
In Design	E-17-FX	1	I 70 ML over US 6, RR, CITY ST	Green	Green	Green
Design Complete	G-17-A	1	US 85 ML over SAND CREEK	Green	Green	Yellow
In Design	C-17-B	4	SH 60 ML over SOUTH PLATTE RIVER	Green	Yellow	Yellow
In Design	G-03-Q	3	I 70 ML WBND over COLORADO RIVER OVERFLOW	Green	Yellow	Yellow
In Design	F-10-L	3	I 70 ML EBND over US 6, RR, EAGLE RIVER	Green	Yellow	Yellow
Remaining	N-17-BN	2	I25 ML SBND over CO RD 640, BUTTE CREEK	Green	Orange	Orange
Remaining	N-17-S	2	I25 ML NBND over CO RD 103, BUTTE CREEK	Green	Orange	Orange
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML	Green	Orange	Orange
Remaining	G-25-K	4	SH 59 ML over I-70 ML	Green	Orange	Orange
Remaining	B-16-AM	4	PROSPECT ROAD over I25 ML	Green	Orange	Orange
Design Complete	M-16-P	2	SH 69 ML over MILLIGAN ARROYO	Yellow	Green	Yellow
In Design	D-13-A	3	US 34 ML over N FK COLORADO RIVER	Yellow	Yellow	Yellow
In Design	B-16-EU	4	COUNTY ROAD 48 over I 25 ML	Yellow	Yellow	Yellow
In Design	F-05-L	3	I 70 ML WBND over COLORADO RIVER	Yellow	Yellow	Yellow
In Design	K-17-F	2	SH 96 ML over RUSH CREEK	Yellow	Yellow	Yellow
In Design	L-22-L	2	SH 71 ML over ARKANSAS RIVER	Yellow	Yellow	Yellow
Remaining	M-21-C	2	US 350 ML over HOE RANCH ARROYO	Yellow	Yellow	Orange
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR	Yellow	Orange	Orange
Remaining	E-17-IC	1	YORK STREET over I 270 ML	Yellow	Orange	Orange
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR	Yellow	Orange	Orange
Remaining	K-11-G	5	US 50 ML over AGATE CREEK	Yellow	Orange	Orange
Remaining	L-19-F	2	US 50 BUS RT. Over DRAW	Yellow	Orange	Orange
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML	Yellow	Orange	Orange
Remaining	P-09-L	5	US 84 ML over RIO BLANCO	Yellow	Orange	Orange
Remaining	M-22-Y	2	US 350 ML over DRAW	Yellow	Orange	Orange
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR	Yellow	Orange	Orange
Remaining	F-19-F	1	US 36 ML over DRAW	Yellow	Orange	Orange
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR	Yellow	Orange	Orange

Good
 Better
 Best



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	18.5		
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL	18.5		
Remaining	C-17-EL	4	I 25 ML over DRAW	19.5		
Remaining	I-13-H	2	US 24 ML over DRAW	18.5		
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK			
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT	14		
Remaining	G-12-C	2	SH 9 ML over PLATTE GULCH	13.5		
Remaining	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR	13		
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER	12		
Remaining	D-16-CV	4	SH 157 ML over BNSF RR	10.5		
Remaining	F-16-GG	1	PERRY STREET over US 6 ML	10		
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK	8.5		
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL	7.5		
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR	4		

Good
 Better
 Best

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	-	96,129	280,564	-	376,693	-	-	-	-	-	376,693	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	-	4,275,317	19,370,801	-	-	23,646,118	25,217,215	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	-	1,918,595	8,537,572	-	-	10,456,167	12,539,969	05/27/11	09/30/11	05/10/12	10/30/13
US 40 ML EBND over SAND CREEK	18180	F-17-F	1	-	-	1,819,331	-	1,819,331	-	1,253,834	6,000,689	-	-	7,254,523	9,073,854	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	249,127	14,097,698	-	-	18,726,825	25,336,787	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	-	14,563	3,299,496	-	-	3,314,059	4,791,363	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	-	7,647,504	850,700	-	8,498,204	-	9,835,495	9,060,728	2,000,000	-	20,896,223	29,394,427	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	-	13,752,514	371,722	1,000,000	-	15,124,236	17,856,815	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	8,500	-	3,727,424	-	3,735,924	1,620,975	5,256,893	2,557,057	-	-	9,434,925	13,170,849	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	-	-	-	-	-	-	9,866,607	6,342,205	600,000	-	16,808,812	16,808,812	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	951,228	11,159,175	12,837,177	2,279,210	-	27,226,790	36,203,389	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	-	4,498,247	5,995,919	1,600,000	-	12,094,166	13,289,389	09/01/11	10/15/12	06/30/13	12/21/15
US 40 ML EBND over TOLLGATE CREEK	18204	F-17-GO	1	55,730	-	2,269,690	-	2,325,420	211,318	11,011,016	-	500,000	-	11,722,334	14,047,754	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	-	1,246,386	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	-	665,261	-	-	665,261	-	-	-	-	-	-	665,261				
I-70 ML over Havana St.	19339	E-17-JP	1	-	208,011	1,675,000	-	1,883,011	-	24,893,290	-	500,000	-	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	-	13,733,950	500,000	-	-	14,233,950	15,039,789	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	-	468,199	-	-	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	-	1,716,303	106,079	-	1,822,382	-	6,711,941	1	-	6,711,942	8,534,324	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	-	530,345	755,829	-	1,286,174	-	4,229,273	312,427	-	4,541,700	5,827,874	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	09/29/16	
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	09/29/16	
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	07/29/16	
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	07/18/16	
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	07/19/16	
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	11/02/16	
I-25 over Ilex, RR, Bennet	19205	K-18-CL	2	-	-	-	-	-	607,435	38,481,171	100,000	-	39,188,606	39,188,606	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									607,435	58,440,544	161,983		59,209,962	59,209,962				
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	-	1,452,992	-	-	1,452,992	1,795,588	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	-	-	1,517,178	-	1,517,178	-	-	4,117,918	-	4,117,918	5,635,096	04/01/11	12/13/12	02/28/13	11/19/13

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	-	19	1,779,324		1,779,343	-	12,144,512	500,000		12,644,512	14,423,855	04/01/11	03/06/14	07/19/14	07/03/16
I 70 ML WBND over US 6, RR, EAGLE RIVER	18159	F-11-AB	3	-	-	-		-	-	-	-		-	-	04/01/11	03/06/14	07/19/14	07/03/16
SH 82 ML over I70 ML, COLORADO RVR, RR	18158	F-07-A	3	-	31,577,000	10,537,357		42,114,357	1,802,883	54,357,878	-		56,160,761	98,275,118	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	-	2,084,645	249,641		2,334,286	-	6,360	3,358,015		3,364,375	5,698,661	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	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	-	966,950	-		966,950	-	5,392,000	-		5,392,000	6,358,950	01/30/15			
PRE-BOND PROJECTS			All	2,338,988	85,383	-	-	2,424,371	29,706,723	6,071,211	-	-	35,777,934	38,202,305				
				\$ 18,837,657	\$ 197,898,747	\$ 52,835,939	\$ 546,911	\$ 270,119,254	\$ 61,749,063	\$ 339,818,171	\$ 245,307,666	\$ 9,279,210	\$ 656,154,110	\$ 926,273,364	Total Impact all Projects all funds			
														\$ 298,143,605	2010 Bond Proceeds			
														\$ 9,826,121	Bond Interest Earnings LTD as 6.30.16			
														\$ 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	\$ 5,800,770	\$ -	\$ -	\$ -	\$ 5,800,770	\$ 20,532,316	\$ -	\$ -	\$ -	\$ 20,532,316	\$ 26,333,086
State	942,007	-	-	-	942,007	143,828	-	-	-	143,828	\$ 1,085,835
Local	64,230	-	-	-	64,230	12,404,595	-	-	-	12,404,595	\$ 12,468,825
FASTER	-	197,898,747	-	-	197,898,747	-	339,818,171	-	-	339,818,171	\$ 537,716,918
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	\$ 18,837,657	\$ 197,898,747	\$ 52,835,939	\$ 546,911	\$ 270,119,254	\$ 61,749,063	\$ 339,818,171	\$ 245,307,666	\$ 9,279,210	\$ 656,154,110	\$ 926,273,364



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.

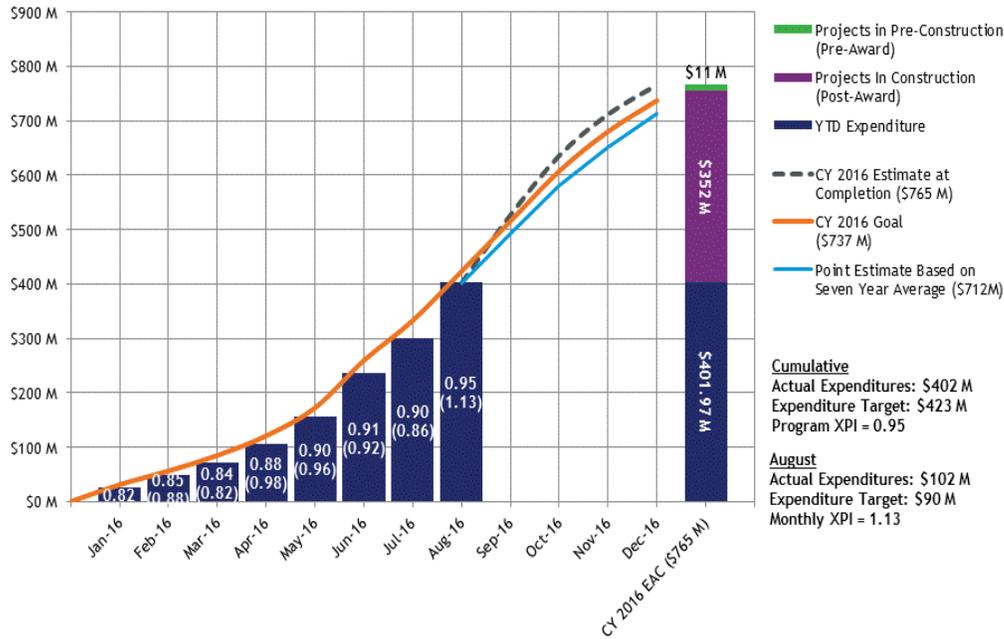
Details

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





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.

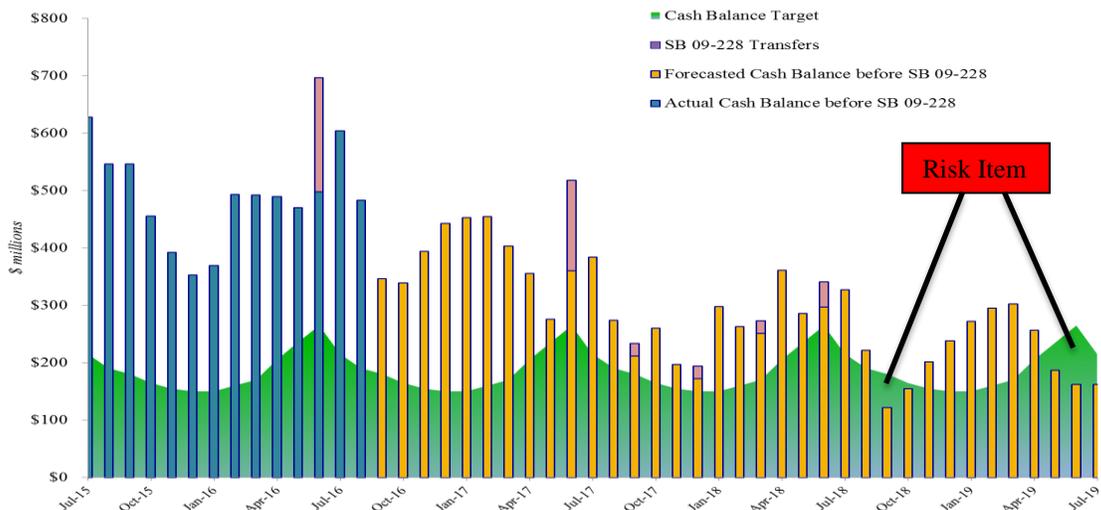


Table 2 - SB 09-228 Revenue Forecasts

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.





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

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:

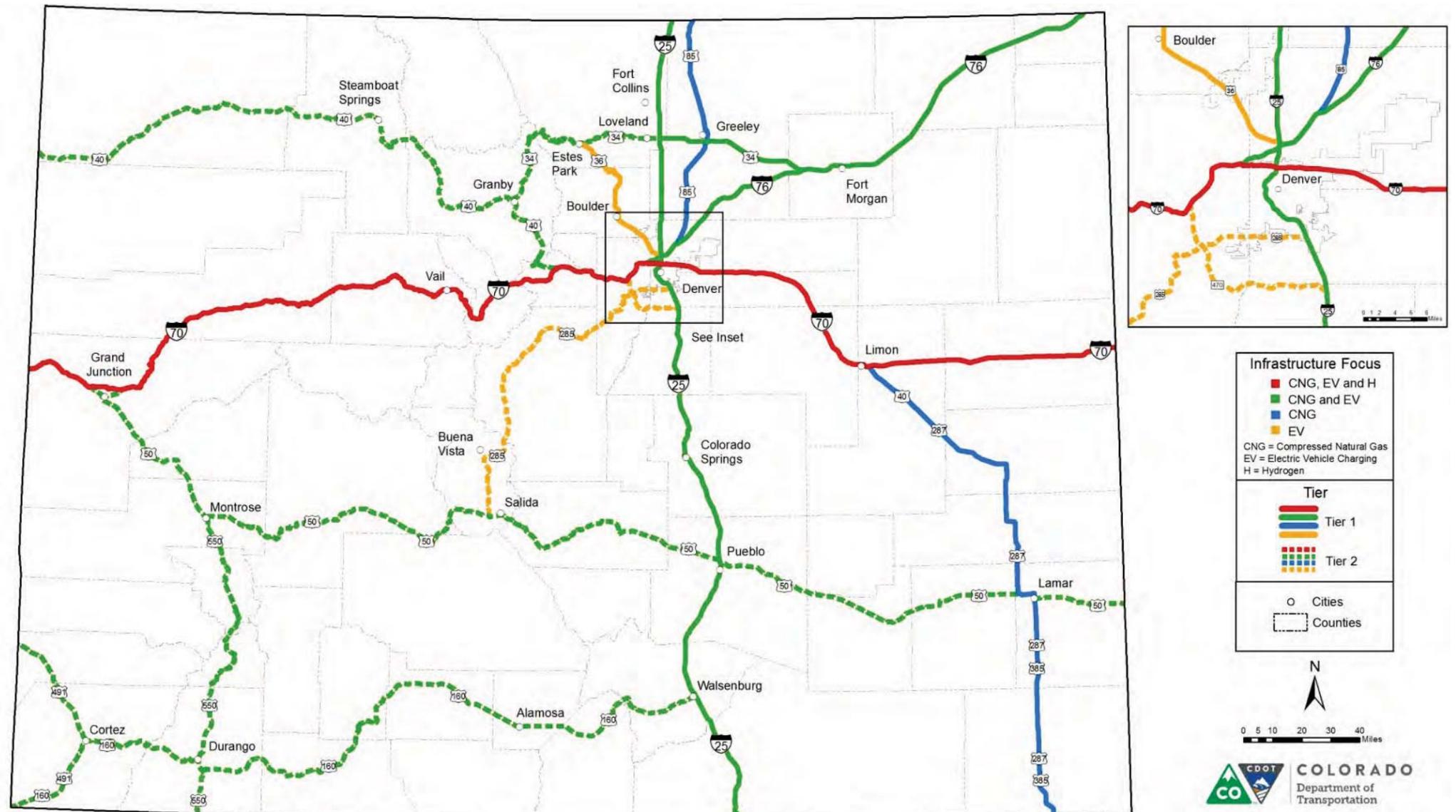
Emissions reductions are on a per vehicle basis. Tailpipe emissions reductions for each fuel type are outlined below.

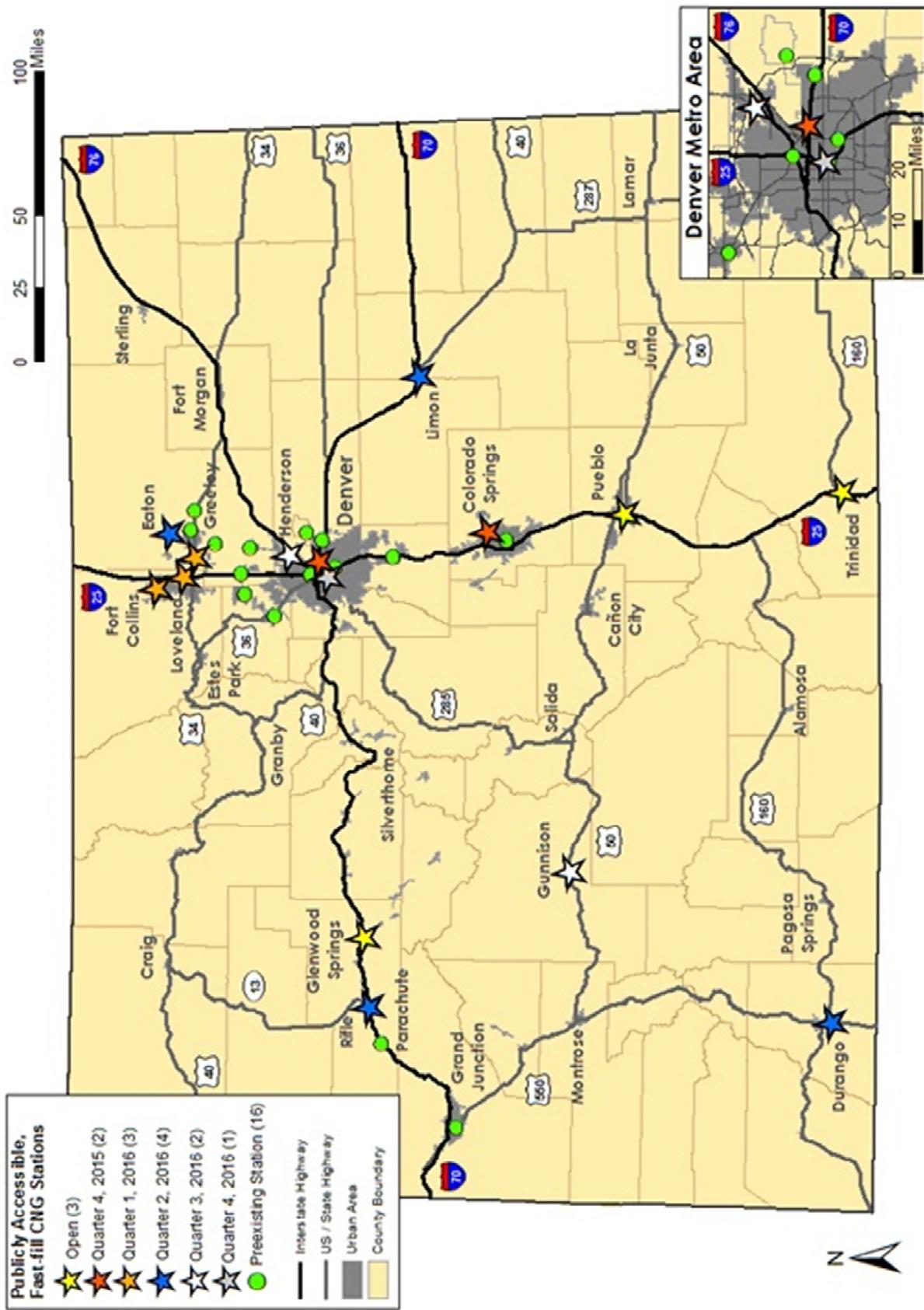
EV	CNG	Hydrogen
NOx: 100%	NOx: 50%	NOx: 100%
VOC: 100%	VOC: 3%	VOC: 100%
CO ₂ : 100%	CO ₂ : 8%	CO ₂ : 100%

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/>).

